

# *The* CROWSNEST



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# The CROWSNEST

Vol. 5 No. 9

THE ROYAL CANADIAN NAVY'S MAGAZINE

JULY, 1953

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### LADY OF THE MONTH

The yachting season is here again and the naval yachtman's prayer is for fresh breezes and sunny skies. The trim craft on the opposite page is The Royal Canadian Naval Sailing Association's Sailor-ette-class *Red Start*, as she appeared at the 1952 Pacific International Yachting Association Regatta on Lake Washington. She was skippered by Lieut.-Cdr. J. H. Marshall.

The RCNSA had several entries in the big regatta and made a good showing against representatives of almost every yacht club in the Pacific Northwest. This year's regatta was set for June 27 to July 5 at Vancouver, B.C., with the RCN entering six Sailorettes and ten Snipes.

The *Red Start* is one of the three original Sailorettes owned by the Sailing Association, which added three new ones for the present season. (Photo by Ray Krantz, Seattle, Wash.)

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*Cover photo*—The Coronation review at Spithead, at which Canada's Coronation Squadron was the largest group of ships except for the Royal Navy's representation, was the Navy's way of honouring the newly-crowned Queen. Pictured is a small corner of the fireworks display by the mighty armada during the closing hours of the review.—(QB-911).

### SUBSCRIPTION RATE

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# RCN NEWS REVIEW

Canadian Contingent in Coronation Procession, (COR-390)

## Queen Elizabeth Replies to Message

Her Majesty the Queen has replied to a message of loyalty and devotion sent on behalf of the officers and men of the Royal Canadian Navy and the Reserve by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff.

Vice-Admiral Mainguy's message said:

"The officers and men of the Royal Canadian Navy, present their humble duty to Your Majesty and beg to renew their expression of loyalty and devotion on the occasion of Your Majesty's Coronation."

From Buckingham Palace came the reply:

"Please convey to all officers and men of the Royal Canadian Navy, regular and reserve forces, my sincere thanks for their kind message on the occasion of my Coronation. Elizabeth R."

## Coronation Ships Have Tales to Tell

The Canadian Coronation Squadron returned to Halifax June 25, its officers and men brimming with tales of the great events in which they had taken part and of others they had witnessed. Led by HMCS *Quebec*, flagship of Rear-Admiral Roger E. S. Bidwell, the squadron sailed into Halifax in brilliant sunshine, a condition that contrasted sharply with the weather which had beset the ships during most of their crossing.

Accompanying the Canadian ships was the Australian carrier *Sydney*, homeward bound by way of the Panama Canal. The *Sydney* spent four days in Halifax before resuming her long journey back to Australia. The *Sioux*, bound for her home base at Esquimaux, accompanied her as far as Chesapeake Bay, from where she carried on independently when the *Sydney* turned in to visit Annapolis, Md.

Other ships in the returning group were the *Magnificent*, *Swansea* and *La Hullose*. Missing was HMCS *Ontario*, which had remained in the United Kingdom for repairs to a propeller shaft damaged last fall at Buenos Aires.

An extensive exercise program which had been planned for the return voyage had to be considerably modified, due to heavy weather more like that of March or October. This ill wind did blow some good, however, providing plenty of practice in pure seamanship.

It added one more yarn, too, to the fund collected by the returning sailors, already chock-full of stories of the Cor-

onation, the Spithead Review, tours of London and the English country-side, visits to hospitable British ports, the Royal Tournament, the Trooping of the Colour and other memorable experiences.

## Blood Donated To Save U.S. Girl

Men of HMCS *Algonquin* joined together in an effort to help save the life of the fiancée of a U.S. Marine when the ship stopped over in San Diego recently.

Miss Nancy Davidson, 20, engaged to Sgt. Guy Warren of the Marine "Death Angels" air squadron based in Hawaii, needs a pint of fresh blood every two days for treatment of severe anemia.

CPOs L. W. Murray and Carmen Driscoll read of Miss Davidson's plight in the San Diego newspaper and, with the permission of Cdr. Patrick F. X. Russell, canvassed the crew for blood donors.

Nearly the entire ship's company volunteered.

Sgt. Warren had devoted all his month's leave to obtaining blood for Miss Davidson who has no family to turn to. The *Algonquin's* offer came just as he was starting back to Hawaii at the end of his emergency leave.

"That's wonderful," he declared, "those Canadians are all right."

## Great Lakes to Be "Third Sea"

The RCN plans to use the Great Lakes as a "third sea" to train reserves and to increase "many times" the training facilities now in existence there, Commodore Kenneth F. Adams, Commanding Officer Naval Divisions, said in Vancouver on June 18.

Appointed recently as commanding officer of the new headquarters for the RCN(R) at Hamilton, Ont., Commodore Adams was on a tour of western cities and naval divisions at the time.

## SHADES OF NELSON

Across the deck of "*Coverdale*,"  
The ghost of Nelson strode,  
Come back from out the shadowed pale  
To visit our abode.

But half way o'er the quarter patch,  
He paused, and looked aghast  
As by his eyes the latest batch  
Of Wrens trooped gaily past.

He clutched his brow, and muttered  
low,  
Then bellowed "Quartermaster"!  
A Wren peeked out like frightened doe,  
He gulped, and looked aghaster.

Into the galley he turned and met  
A stream of girlish glee.  
In wonderment his pale jaw set  
With mute, unspoken plea.

Then swiftly, and with mounting  
wrath,

He strode about the "ship"  
As myriad maidens blocked his path  
He bit his quiv'ring lip.

At length, he headed back, and wrote  
With nib of shaky steel,  
A terse report from which I quote,  
"There's been a change, I feel."

Then to the Admiralty he stumped  
And, hailed before the Board,  
Before their startled eyes he plumped,  
With ringing crash, his sword!

—George William Inglis.

Purpose of employing this third sea is to relieve pressure on the Atlantic and Pacific commands of the RCN. Though technical schools on the coast will still be used for the training of reserves, "from a sea-going point of view" it is hoped to assume much of the burden hitherto carried by the coasts.

The Canada-wide command plans to increase reserve strength from 7,000 to 15,000. Included in the Great Lakes scheme would be cadets of the University Naval Training Divisions. The plan, to be built up gradually, will begin next year.

Earlier in the month, Commodore Adams was guest speaker at the annual meeting of the Naval Officers' Associations of Canada, Dominion Council, at Calgary, on June 4, 5 and 6.

### **Andrew Sets Undersea Record**

HMS/M *Andrew* became the first submarine to cross the Atlantic Ocean without surfacing when she completed her 2,875-mile voyage from Bermuda June 15 in the English Channel.

The *Andrew* had been on loan since February to Canada to exercise with units of the RCN and RCAF under a long-standing arrangement with the British Admiralty. Bermuda is the normal departure point for RN subs re-

turning to the United Kingdom from Canada.

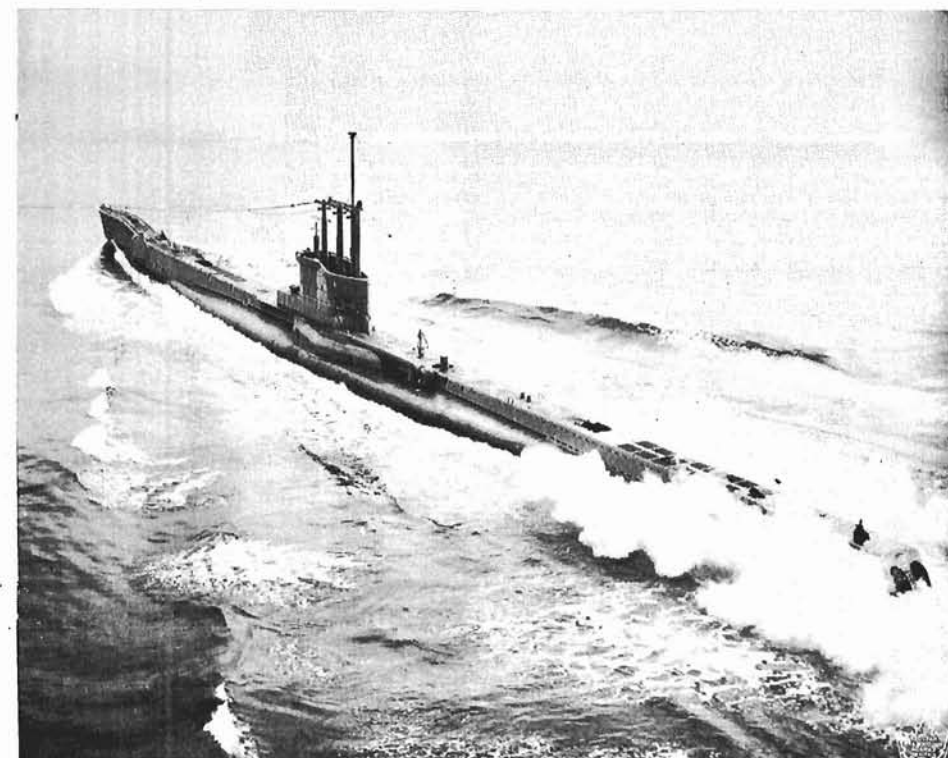
Under command of Lieut.-Cdr. David Stewart Scott, RN, the 1,600-ton *Andrew* "snorted" for most of the distance and her crew was able to pick up broadcasts of the Coronation, the conquest of Mount Everest and cricket results. They spliced the main brace on June 2.

The *Andrew*, designed originally for Pacific service during the latter part of the Second World War, carries 60 officers and men and can do 18 knots on diesel engines. An old friend of Canada, the "A" class boat exercised from Halifax in the autumn of 1950.

Time of the crossing was not announced by the Admiralty, but it was said that she arrived home "well ahead of schedule" and that the trip was carried out "for normal experiments and to test the snort apparatus".

One of the diesel engines broke down and trouble developed in the main periscope but both were fixed under water. There were no special rations, the crew having fresh food for the first six days out and then falling back on canned goods. The commanding officer said he was pleased with his crew. "Temperatures sometimes get frayed, but not this time".

When the *Andrew* surfaced before dawn off Britain's southwest coast, she headed for the naval review at Spithead 50 miles to the east.



HM Submarine "Andrew", on completion of her loan period for exercises with the RCN and RCAF, recently journeyed from Bermuda to the United Kingdom under water the whole way, thereby setting a record for long-distance underwater travel. The picture is of a sister ship, HM S/M "Arifal". (DNS-6397)

### **Fleet Air Arm Regains Old Name**

The British Admiralty announced in May that the term "Fleet Air Arm" was to be officially used again in the Royal Navy, replacing "Naval Aviation" which had been substituted seven years ago.

Cdr. A. H. P. Noble, Parliamentary and Financial Secretary to the Admiralty, in announcing to the British House of Commons the reintroduction of the term, said that the Admiralty had been strongly influenced in favouring the old term by "... the strong appeal of its glorious war-time associations".

### **Sweepers Join A/S Exercises**

HMCS *Portage* sailed from Halifax June 15 to join another minesweeper, the *Wallaceburg*, in the Bermuda area for anti-submarine exercises with the US Submarine *Irex*. The *Wallaceburg* sailed June 6.

The two Canadian ships returned June 26 on completion of the exercise, and the submarine returned to her base at New London, Conn.

### **Officers View Underwater TV**

A demonstration of underwater television by the National Research Council was held in May at Rideau Lake for an interested group of officers from Naval Headquarters.

Embarking at Portland, Ont., aboard the *Radel II*, a converted Fairmile operated by NRC, over 20 officers and civil technicians headed by Commodore H. N. Lay, Assistant Chief of Naval Staff (W), and Dr. G. S. Field, Scientific Adviser to the Chief of the Naval Staff, spent an afternoon observing the capabilities of underwater TV.

The actual demonstration took place while the *Radel II* was anchored in about 30 feet of water. The TV camera—specially constructed for underwater work—was lowered over the side, and two "frog men", Lieut.-Cdr. Phil Henry and Ord. Lieut. Don Loney, disappeared below the surface to assist in the operation.

The observers gathered about a television monitor aboard the ship and were soon treated to the fish-like apparitions of the frog men cavorting in front of the camera near the lake's bottom. The underwater camera, which can be controlled in transverse and fore and aft movement from the ship, was put to other tests. Hauled up from the depths, the camera was trained on the vessel's

screws which showed with startling clarity on the screen. This evolution delighted the engineer officers in the group, who suddenly had visions of themselves directing underwater repairs from the comfortable vantage point of the wardroom.

While the demonstration was conducted and observed in all seriousness, the quip of the afternoon came from one officer who broke the hushed darkness of the observation room with the remark: "Be careful, everybody. Any moment now we'll probably see a cigarette commercial."

### Chief of Naval Staff Visitor to COND

Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, was in Hamilton on May 26 for an informal one-day visit to the new headquarters of the Commanding Officer Naval Divisions, Commodore K. F. Adams, at HMCS *Star*.

Admiral Mainguy visited the headquarters of the command, inspecting the buildings and facilities, and met the officers on the staff of Commodore Adams. It was the Chief of Naval Staff's first visit to the new RCN (Reserve) headquarters.

### American Warships Visit Esquimalt

Two American warships arrived in Esquimalt during the Victoria Day holiday weekend.

*Patrol Craft 1254*, a United States Naval Reserve training vessel, com-



HMCS "Resolute", tenth ship of her class to be launched, slid down the ways in a marine-railway launch at the Canadian Shipbuilding and Engineering Company yard in Kingston, Ont., Saturday, June 20. Mrs. T. R. McLagan, wife of the president and general manager of Canada Steamship lines, pronounced the traditional words. (O-1588)

### "Castle" Corvette Goes to Uruguay

A wartime Castle class corvette of the RCN, HMCS *Arnprior*, was re-commissioned in Halifax on June 14 as a warship of the Uruguayan Navy and re-christened *Montevideo*. The ship will sail from Halifax in September for Uruguay following workups in United States waters.

The former *Arnprior* was re-fitted at Lunenburg, N.S., and her officers and men were provided with courses at HMCS *Stadacona* before taking her over.

As one of HMC ships, the *Arnprior* served during the Second World War under the command of Lieut. Stuart D. Thom, RCNVR, from June 8, 1944 until September 2, 1945. The *Arnprior* figured in the saving of the frigate *Chebogue* which had been crippled by an acoustic torpedo from a submarine she was chasing 800 miles west of the United Kingdom, on October 4, 1944.

Castle class corvettes are still retained in the Royal Navy but have been reclassified as anti-submarine frigates. They were among the first ships to be equipped with squid.

manded by Lieut. S. Jaworski, USN, and carrying 12 officers and 45 men, arrived in HMC Dockyard on Saturday, May 16, for an overnight stay.

The United States submarine *Scabbardfish* docked at Esquimalt on Monday, May 18, for a seven-day visit. The submarine was under the command of Lieut.-Cdr. R. H. Gallemore, USN, and had a complement of eight officers and 65 men.

### Revelstoke on Summer Duty

HMCS *Revelstoke*, a 120-foot Diesel-powered wooden minesweeper, is again based at St. John's Newfoundland, acting as tender to HMCS *Cabot*, the naval division there.

The 255-ton minesweeper was re-commissioned at Halifax June 11 under Lieut.-Cdr. C. A. Binmore following annual refit. In addition to his command, Lieut.-Cdr. Binmore serves at *Cabot* as staff officer.

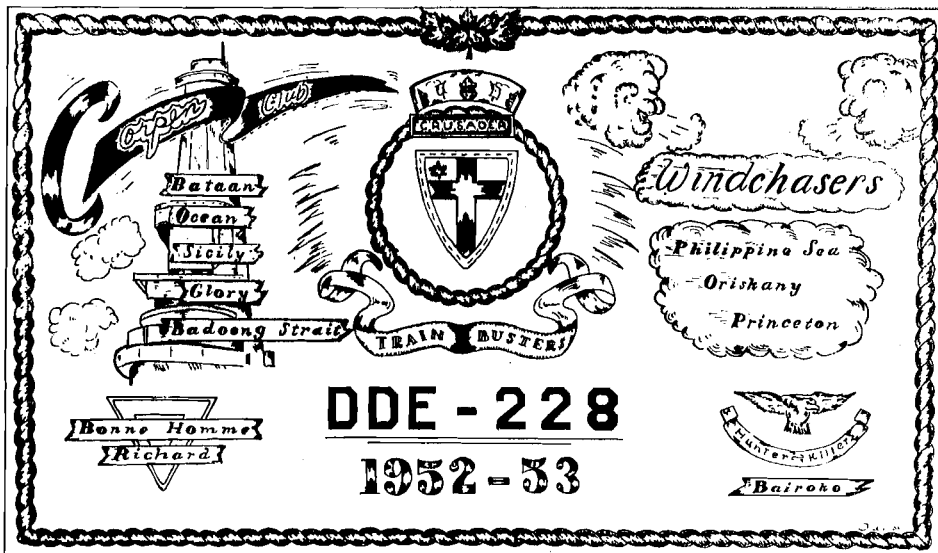
### Canadian Sailors Attend US Fetes

Coronation celebrations were not confined to member nations of the Commonwealth—and the Royal Canadian Navy shared in two large ceremonies in the United States.

Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, took the salute at a march past of Commonwealth Veterans Associations in New York on June 7, with the HMCS *Stadacona* band taking part in the pageant. Vice-Admiral and Mrs. Mainguy were guests at a Coronation Ball in the Waldorf-Astoria on June 5.

A tri-service Coronation Honour Guard and Colour Party took part in Coronation celebrations at Boston Symphony Hall, Boston, Mass. The tri-service guard was commanded by Lieut.-Cdr. H. H. Smith, with CPO J. R. Leduc bearing the White Ensign.

Naval personnel in the guard were Leading Seamen William Blaxall, John Smith, Leslie Seebold and Ronald Moll.



HMCS "Crusader" was homeward bound at the beginning of July with proud memories of her years' service in the Korean war theatre. Recalling the ship's membership in three "exclusive" clubs—the Corpen Club, the Train Busters and the Windchasers—is this certificate.

## Ace of Train Busters

HMCS *Crusader* turned homeward after more than 13 months on the RCN's Korea Special Force.

First ship to remain in the force for longer than a year at one stretch, she has established an enviable record.

On the ledgers are notations regarding her frequent and successful tilts with trains on the active East Coast which eventually won for her the crown as undisputed train-buster of the UN; her cherished memberships in the three clubs, "Corpen", "Windchasers" and "Train Busters"; her brushes with the enemy shore batteries.

But, also, there is the work done by the undercover men—the cooks, supply crews, bunting-tossers and wireless operators—the ones who man the jackstay inhauls, who work the wires and operate the capstan, the black gang who fuel and steam the ship. They, too, helped build up their ship's record. Without them, the job would not have been done.

Between May 25, 1952 when the ship sailed out of Esquimalt harbour and May 25, 1953, when the ship was detached from the screen of HMS *Ocean* on Korea's west coast, the *Crusader*:

Steamed 70,980 miles on 14 operational patrols.

Anchored 104 times in enemy waters, within easy range of communist guns, and hove to in the same areas countless hundreds of times.

Replenished at sea 68 times.

Screened 10 different UN carriers, all of them numerous times.

Worked in close partnership with 109 different UN ships from seven United Nation membership countries.

Captured 3 junks and took 15 prisoners.

Completed 57 jackstay and 69 helicopter transfers of personnel, in addition to hundreds of transfers of mail, and other smaller items.

Sent away the boarding party 10 times.

Went to action stations 58 times to play offensive and defensive roles, and over 200 times for routine checks of equipment and such things as defence when proceeding to night station in enemy waters.

Received 561 bags of mail from home and dispatched 535.

Handled well over 100,000 manoeuvring hoists, voice-radio messages and operational messages. On the bridge and flag deck the ship's crack communicators, were recipients of many a congratulatory message for their high efficiency.

In the radio room, the Morse maniacs handled over 60,000 messages.

In the galley, PO Peter Gosselin of Victoria, B.C. baked 18,527 loaves of bread and 34,707 hot rolls for a total of 17 tons, in addition to 2,392 pies and cakes each capable of serving 24 men.

This is not just a list of statistics; it is a chapter from the history of one of Canada's Korean ships.

In May, the ship's second last month in Korea, the *Crusader* was employed on the comparatively quiet task of screening the west coast carrier force and in the first three weeks, screened on one patrol, three successive carriers.

The ship then proceeded to Sasebo for the Coronation ceremonies and a seven-day rest period. She carried with her the Master, two Chinese and two British Officers, and nine Chinese merchantmen of the *Lady Wolmer*, which cracked up on the coast of South Korea in a heavy storm. En route to Sasebo the wreck was visited and a report forwarded to the authorities on her condition. The *Crusader* found her high and almost dry on a shoal in 11 feet of water. Her cargo? Three hundred and thirty tons of bourbon, beer and other firewater.—F.L.P.R.

## Huron Publishes Ship's Paper

The Crownsnest salutes a new venture in the evergrowing list of ship's publications—the "UR'ON". The *Huron* paper's first edition was published May 24 as the ship steamed through the Pacific to start her second tour of duty in Korea.

The "Social Register" page reported two new children of *Huron* men and what the paper referred to as "A marrying rampage" shortly before the ship left for the Far East, in which seven Hurons took the solemn step.

Some features, such as a poem entitled "Ode to a First Tripper", "Pot-pourri" and a half page of classified ads lend tone to the paper. The laundry firm regrets "Our button ripper-offer is presently on the blink, but we will have it repaired as soon as possible".

In the sports section an item reporting that the captain had extended a challenge to all departments from a wardroom whaler crew ended by saying, "Note: No disciplinary action will be taken against those who do not cheer for the wardroom".

Under the honorary editorship of the captain, Commander R. C. Chenoweth, PO L. H. Phillips edits the paper. His editorial staff includes Lieut. (P) S. M. Rowell, PO B. E. Moss, Ldg. Seamen J. H. Bodnarchuk, I. D. Hayward, S. H. Izsak, Able Seamen W. H. Baxter, C. T. Frame, J. P. Laviolette and W. W. Zaslowsky. The reportorial staff includes Sub-Lieut. M. A. Gosselin, PO D. R. Martin, PO D. M. Randle, PO R. H. Laychuk, Ldg. Sea. E. W. Ginley and AB J. J. Adderley.

# OFFICERS AND MEN

## **Korean Service Brings Awards**

The *Canada Gazette* of June 13 announced that Her Majesty the Queen had been pleased to approve awards to eight officers and men of the Royal Canadian Navy for their services in Canadian destroyers in the Korean war theatre.

The list brings to a total of 42 the number of officers and men of the RCN who have received such recognition for Korean service.

In a special Coronation honours list issued in London on May 31 one CPO was awarded Mention in Despatches along with eighteen officers and men of the 25th Canadian Infantry Brigade.

The nine awards were as follows:

### **DISTINGUISHED SERVICE CROSS**

Lieut.-Cdr. John Bovey and Lieut. Douglas F. Tutte.

### **DISTINGUISHED SERVICE MEDAL**

PO Gerald E. Jamieson.

### **MENTION IN DESPATCHES**

Capt. William M. Landymore; Lieut.-Cdr. John L. Quinn (posthumous); CPO Frederick H. Ewald (in Coronation honours list); CPO Richard Williams, and PO J. E. B. Fortin.

Lieut.-Cdr. Bovey is commanding officer of HMCS *Crusader* which has just returned from an active 12 months on service in Korea. The citation lauds Lieut.-Cdr. Bovey's "qualities of leadership . . . coolness, excellent judgment and cheerfulness . . ."

Lieut. Tutte served as Gunnery Officer in HMCS *Iroquois* during the ship's first tour of UN duty in Korean waters. His citation speaks of his "fine example of courage and leadership . . . coolness, presence of mind and determination" both while under fire and in conducting bombardments of enemy shore batteries and installations.

PO Jamieson also served in the *Iroquois* during her first tour in Korean waters. The citation for his award refers to the incident of October 2, 1952 when an enemy shell struck the ship in the quarters where he was serving as gun captain. "Although several of his men were killed or wounded, by his example of courage and coolness he rallied the gun crews and kept his guns in action. His outstanding bravery and leadership inspired the men serving under him".



PO G. E. JAMIESON, DSM

## **DSM Recipient Real Iroquois**

By a happy coincidence, PO Gerald E. Jamieson, 28, of Ottawa and Halifax, who won the Distinguished Service Medal as a gun captain in HMCS *Iroquois* during her first tour of duty in the Korean war theatre, turns out to be an Indian of the Iroquois tribe.

When the award was announced in early June, Ottawa was given as his hometown, but his father, George Jamieson, Sr., said later he was born in Toronto and lived there until he joined the RCNVR in 1938, and that he was an Iroquois.

According to the citation which accompanied his award, PO Jamieson served the namesake of his tribe well: "On 2nd October, 1952, an enemy shell struck the ship in the quarters where he was serving as gun captain. Although several of his men were killed or wounded, by his example of courage and coolness he rallied the gun crews and kept his guns in action. His outstanding bravery and leadership inspired the men serving under him."

After an enemy shell exploded, killing three men and wounding several others, PO Jamieson, as captain of "B" gun had one barrel firing in a matter of two or three minutes.

Captain Landymore's mention-in-despatches reads: ". . . during five and one-half months in command of *Iroquois* in the Korean war area, (he) has led his ship many times into action displaying much resource and devotion to duty. The spirit and cheerfulness of his ship's company when damaged in action were very commendable".

Lieut.-Cdr. Quinn was posthumously mentioned in despatches. He was killed in action on October 2, 1952 when his ship, HMCS *Iroquois*, suffered a direct hit from a communist shore battery. The mention reads: "Throughout the whole period of Korean operations, until his death in action, he set a fine example of leadership in his quarters. His devotion to duty, courage and cheerfulness at all times were an inspiration to the gun crews he commanded."

CPO Williams' mention was made "For displaying exceptional persistence in the maintenance and repair of the gunnery fire control system (in HMCS *Crusader*) under conditions of extreme urgency. CPO Williams has at all times displayed a sense of cheerfulness and leadership which has been of great benefit to the ship.

CPO Fortin was mentioned for his services following the hit on HMCS *Iroquois* by enemy gunfire on October 2, 1952. "While serving in charge of a medical party, although wounded himself, he administered first aid to all in need, with total disregard for his own needs. His fine example of courage and devotion to duty when in danger were in the best traditions of the Medical Branch."

AB Stewart, a stoker in HMCS *Crusader* during her tour in the Far East, was mentioned for "displaying exceptional initiative and ability in the performance of his duties. To the benefit of the ship, Able Seaman Stewart has cheerfully and selflessly applied himself to all his tasks".

CPO Ewald received mention in despatches in the special Coronation honours list, the citation saying that he had ". . . displayed exceptional ability and initiative in the performance of his duties and in assisting with emergency repairs of other United Nations vessels. This man's cheerfulness and outstanding qualities of leadership have been inspirational of his shipmates".





LIEUT.-CDR. JOHN BOVEY, DSC

### Officers Named to New Appointments

The following officer appointments of interest have taken place or will take place in the near future.

Captain D. W. Piers, to the National Defence College, Kingston, as Naval Member of the Directing Staff. Formerly on staff of the Supreme Allied Commander, Atlantic, Norfolk, Virginia.

Captain H. L. Quinn, to HMCS *Niagara* on attachment to the Supreme Allied Commander, Atlantic, Norfolk, Virginia. Formerly on course at the National Defence College, Kingston.

Commander C. R. Parker, to HMCS *Naden* on staff of Flag Officer Pacific Coast as Assistant Chief of Staff (Training and Administration). Formerly at Naval Headquarters as Director of Service Conditions and Welfare.

Commander G. M. Wadds, to HMCS *Micmac* on commissioning, in command. Formerly in *Stadacona* as Officer-in-Charge Gunnery School and on staff of Flag Officer Atlantic Coast as Staff Officer (Gunnery).

Lieut.-Cdr. (E) E. S. Baker, to HMCS *Crusader* as Engineer Officer. Formerly at Naval Headquarters as Staff Officer Engineering Personnel.

Lieut.-Cdr. C. J. Benoit, to HMCS *Quebec* as Navigation Officer. Formerly at Naval Headquarters on the staff of the Director of Weapons and Tactics as Hydrographer.

Lieut.-Cdr. (O) M. H. E. Page, to HMCS *Magnificent* for 30th Carrier Air Group in VS 881, in command. Formerly in HMCS *Shearwater* as Lieut.-Cdr. (Operations).

Lieut.-Cdr. D. C. Rutherford, to HMCS *Cayuga* in command. Formerly in HMCS

*Niagara* on the staff of the Naval Member, Canadian Joint Staff, Washington.

Lieut.-Cdr. H. H. Smith, to HMCS *Crusader* as Executive Officer. Formerly in HMCS *Stadacona* for Gunnery School.

### Maritime Museum Has New Curator

A veteran master-mariner of Bridgewater, N.S., has been appointed curator of the Maritime Museum of Canada. He is Captain C. W. Gilding, who spent 40 years at sea, starting as a boy seaman in the days of sail, and rising to command a merchant liner and a naval vessel.

Today he keeps a seamanlike eye on the miniature fleet of clipper ships and model liners inside the walls of the Halifax Citadel.

The Maritime Museum of Canada, which started modestly enough five years ago in the Naval Dockyard, has rapidly developed into a full-sized museum, housing one of the largest collections of ship models and nautical relics in Canada. The appointment of Captain Gilding as a full-time curator marks the end of the museum's "Amateur" standing.

"When I sent some of my own models to the Maritime Museum", says Captain

Gilding, "I didn't dream I'd end up inside there myself!" But the captain is delighted with his new post, for he has never lost his love of the sea although he "swallowed the anchor" and retired to lead a businessman's existence in 1948.

His life story reads like an adventure yarn. Born in Halifax, he went to sea in 1910 as a boy in a sailing ship. After six years "before the mast" he became mate of the American three-masted schooner *Grace Davis*. In 1916 this vessel foundered in an Atlantic storm, and Captain Gilding was one of the survivors picked up by the SS *Belmount* and landed at Louisburg, N.S.

A few weeks later he joined another schooner bound for the River Plate, a voyage he still remembers well, since it lasted 70 days outbound, and 103 days for the voyage home.

In 1920 he turned to steam vessels as a Second Mate in the Canadian Government Merchant Marine. During the next six years he sailed to most corners of the Seven Seas, and in 1926 passed for his Master's Certificate. He sailed in ships of the Canadian National Steamships and the Dominion Steel and Coal Company. At the outbreak of the Second World War he commanded the SS *Rose Castle*. In 1940 he was com-



Captain C. W. Gilding, veteran master-mariner of Bridgewater, Nova Scotia, took over his new duties as Curator of the Maritime Museum of Canada in the Halifax Citadel recently. Above, Lieut.-Commander K. E. Grant, secretary of the Museum Board, looks on while Captain Gilding is welcomed to the Citadel by Major W. C. Borrett, superintendent of the Citadel for the Department of Resources and Development.

missioned a Lieutenant in the Royal Canadian Naval Reserve, and given command of the ill-fated corvette *Levis*, which was torpedoed in September, 1941. (A year later the *Rose Castle* was torpedoed at Wabana, Nfld.)

For the balance of the war, Captain Gilding served in two distinguished ships of the Royal Navy, HMS *Diomède* and HMS *Dispatch*, patrolling shipping lanes in the South Atlantic. Returning to Canada in 1943, he assumed command of HMCS *Protector* at Sydney, and later HMCS *Protector II* at Louisburg, N.S. After the war he commanded a number of merchant ships until his retirement in 1948.

Still in his fifties, Captain Gilding is keenly interested in maritime matters, model-making and in "meeting people". He has found all three in his new post as museum curator, for his swelling collection of model ships is now visited by several thousand persons each month.

### Six Men Complete Gunnery Course

Six men completed an RC3 course on April 24 in the Gunnery Training Centre at HMCS *Naden*. Enrolled in the class were Ord. Sea. Donald Brooks, Ord. Sea. Douglas Myle, AB Leonard Teskey, AB George Couling, Ord. Sea. Milton LaPointe, and AB Glen Wiltse.

### Wrens Assume Hospital Duties

Wrens are working in the wards and offices of the Royal Canadian Navy Hospitals again for the first time since the Second World War.

Bearing the new rate of medical assistant, instead of the old one of sick berth attendant which was abolished shortly after the war, they are going through all the training routines which will bring them up to a peak of efficiency in their roles of nursing and ward aides.

The nine who made their appearance at RCNH, Halifax, started out on the job with training accompanied by introductory lectures covering their duties in the navy's medical service.

July sees them move to HMC Medical Branch School at HMCS *Naden* for the final phase of their training, a four-month professional medical assistant course, successful completion of which will qualify them for their duties.

Under the present scheme, there are two courses a year offered, one which begins in mid-January and the other in mid-July.

The preliminary training which they have been taking in Halifax includes work in central supply—sterilizing



Battle of the Atlantic Sunday observance in Ottawa on May 24 was climaxed with the presentation of Long Service and Good Conduct Medals to two Chief Petty Officers serving at Naval Headquarters in a brief ceremony at HMCS "Carleton", the naval division at Dow's Lake, following a parade to Ottawa churches. Above, Rear-Admiral Hugh F. Pullen, congratulates CPO Clarence C. Lundgren (left), on the staff of the Engineer-in-Chief, and CPO Percy T. Banning, Master-at-Arms, HMCS "Bytown". (0-4997)

medical equipment, preparing medical trays and so on—work in the admitting enquiry and records offices and ward work, including bedside nursing, charting and medication, all work designed to help the medical nurses in the wards.

On completion of their *Naden* course, they will be drafted to naval hospitals to take over their full duties.

### Royal Roads Cadets Join Child Search

At four o'clock in the morning of May 21 some 60 Naval Cadets at Royal Roads were roused from their beds to join in the search for a lost child, David Anderson, age three. The area of the search was in Metchosin, north of the Colwood municipality. The region is one of dense bush, rock and swamp. The night was cold and rainy.

The Cadets joined civilians who had been searching since the child was lost, about 10:30 the morning before. In the half light of early dawn, and under the conditions prevailing, little could be done. However, under the guidance of the RCMP, the area immediately surrounding the child's home was searched as well as possible.

Later in the morning, Cadets from the Reserve Training Establishment were similarly organized, and at 10 a.m., the Cadets from Royal Roads were relieved by about 75 Cadets from the RTE.

Coffee and sandwiches were prepared by the Reserve Training Establishment galley and were delivered to the search area at noon.

Radio contact was maintained between the searchers, the boy's home (which was used as field headquarters) and the city, by means of portable trans-receiving sets and radio-equipped cars supplied by the RCMP and Radio Station CKDA.

It was estimated that there were approximately 500 men in the bush by 10 a.m. David Anderson, clad only in the usual light denim play clothes, had been lost for 24 hours by then and during the night steady rain had fallen for more than four hours.

Just before 10 a.m. one of the civilian searchers, led by the Vancouver Island Forest Rangers and the RCMP came across one of David's little canvas shoes. All searchers were withdrawn from the area and three specially trained bloodhounds were sent for. The excessive moisture in the woods rendered the scent difficult to retain.

At 11 a.m., all searchers (Cadets, Army and civilian) were organized into three large groups and commenced a "shoulder to shoulder" search to turn over every bush and fallen tree in the area. It was reported that if men separated further than five feet it was impossible to maintain visual contact in the dense bush.

Finally at approximately 12.30 p.m., with hope waning, a glad shout went up and spread like wildfire down the lines of weary searchers. The child was found . . . asleep and unhurt, only about 30 yards away from where his shoe was first seen nearly three hours before.

They were happy, weary Cadets who arrived back in the dockyard at 2.30 p.m., that day just in time to have a shower, some tea and carry out a short rehearsal of the Parade State for the annual Battle of the Atlantic Sunday.

### Leadership Course Completed by P2s

P2s' Leadership Course 42 recently completed at HMCS *Cornwallis*. Members of the class were Petty Officers Metro Zabrick, Robert Miller, Douglas Lockhart, Robert Johnson, Andrew Holmes, Wilbert Holmes, David Conkie, Clifford Vessey, Frank White, Frederick Larkin, William Parke, John Goodman, Thomas Gray, Charles Tupper, William Reed, Patrick O'Neil and Keith Powers.

# Sir, Sir and Hey You!

*Former Guardsman, Now  
Naval Officer, Poses  
Triple Threat*

There's a man in the nation's capital who is a Commissioned Officer at Naval Headquarters by day, a Lieutenant in the Governor General's Foot Guards by night, and a private in the ranks during dress parades of the famed Ottawa reserve regiment.

He is Commissioned Officer (Special Branch), Lieutenant, Warrant Officer (1st class) or Guardsman Arthur Edwin Hill, 48, of 571 "A" Wellington St. Any one of the ranks fits, though only the Navy one is official, for his work in the Foot Guards is strictly a voluntary arrangement and he is neither enrolled nor paid for his efforts.

It all began a couple of years ago when Mr. Hill saw a parade of Ottawa's Foot Guards. Unimpressed, he remarked to another onlooker: "What a terrible looking outfit!" The retort was: "Well, perhaps, you would like to show them how?", for the man turned out to be Lieut-Col. Thomas Guy Bowie, officer commanding the regiment.

Hill took him up on it, since he is a veteran of 23 years in the Imperial Army (12 with the Grenadier Guards, 10 more in The Queen's Royal Regiment). So next drill night, he turned up in naval uniform to help the soldiers out. To avoid the embarrassment of having his troops instructed in guards drill by a sailor, the Colonel asked him to don battledress. Hill was given one with a lieutenant's two pips on the tunic and he's worn it every drill night since.

On ceremonial occasions, the naval officer and reserve army officer becomes a private and bolsters the line. Most recently the six-foot, two-and-a-half-inch sailor-soldier was left guide, front rank in the escort to the colour during Coronation Day ceremonies on Parliament Hill, on June 2.

How an ex-Guardsman ever chose the Navy is another story. After completing a 12-year hitch in the Grenadiers, he re-joined the Army in the Queen's Royal Regiment. The war found him manning anti-aircraft guns in mine-sweepers operating from Dover, England. There was a further naval association in Ireland, he being among the troops who took possession of the 70 German U-boats which surrendered



and came to Londonderry. In 1947, he retired from Army life as a WO1 and, although born and raised in England, came to Canada with an eye to trying civilian life.

He arrived with his family in Deseronto (near the Mohawk reservation between Napanee and Belleville) at 4 a.m. one day with a job lined up with his brother-in-law. At 3 p.m. that same day he signed instead as the chief of police. His ability for getting into the thick of things soon had him captain of the local volunteer fire brigade, and on the town council in 1949. In addition, he was president of the Deseronto Yacht Club and financial secretary of the local IOOF.

One spring day in 1949 he met an officer from HMCS *Cataraqui*, the Kingston naval division. Mr. Hill was asked to set up a Deseronto sub-division of the naval reserve and, since he'd been mixed up with the Navy during the war and involved in the English cadet movement, he took the job. He was enrolled in the RCN (Reserve) in March 1949, as a Warrant Officer, and three months later was commissioned.

With his aid, the Deseronto sub-division grew to 26 men who travelled 30 miles twice weekly to Kingston for naval training. Mr. Hill got his oldest son interested too, so Peter enrolled and, as a reserve, enjoyed a voyage to Australia in the cruiser *Ontario*. More recently, aged 19 and standing six feet-four, Peter dropped his Able Seaman's rate and enlisted in the regular force as an Ordinary Seaman Apprentice. Another son, Michael, 16, is a member of the *Falkland* Sea Cadet Corps in Ottawa. He also plans to become a naval apprentice.

Mr. Hill decided to make the navy a full time job a couple of years ago. He embarked on a short service appointment in April 1951 and was appointed to the staff of the Director of Armament Projects in the Directorate of Naval Ordnance at Naval Headquarters.

Social functions put on by the Foot Guards pose no problem. He wears his naval uniform on every occasion, amusing the Guards no end and confounding their friends from other units. Mr. Hill is also an active member of the famous male voice choir of Ottawa's Montgomery Branch of the Canadian Legion.

The final snag of this dual existence is ironed out, he hopes. At times, Commissioned Officer Hill has been known to throw a smart open-handed salute, punctuated by a crashing guard's halt, while coming onto the quarterdeck of one of HMC Ships, much to the horror of a telescope-bearing officer of the day.

# A Place in the Community

## HMCS Chatham Offers Fine Example of Service

How successfully a naval division may become integrated into the normal life of its city has been well illustrated by HMCS Chatham in Prince Rupert, B.C.

Not only does Chatham provide an exemplary guide for good public relations in its home town but, as recently shown, it has set an example of efficiency and enthusiasm which any division could follow.

For the Coronation celebrations in Prince Rupert there were to be 100 USN personnel in the military parade. The reserves of Chatham wanted to put their best foot forward for the event.

Chatham's contribution to the parade consisted of a colour party of three with a petty officer in charge, a colour guard of 30 men with one sub-lieutenant in charge, the newly recruited band which had had no previous experience at all in playing on the march, an officer platoon and a Wren platoon.

The guard was armed and came down on Wednesday nights for extra drills to brush up their squad drill. The officers' and Wrens' squads also put in additional hours of drill.

\* \* \*

On Monday, May 11, a Canso passenger plane of the Canadian Pacific Air Lines crashed in the harbour with 17 passengers aboard. Two persons were killed.

When the aircraft crashed the RCN personnel of Chatham and Lieut.-Cdr. J. O. Pearson, staff officer of the division, went out immediately in the tug Marysville and assisted in the rescue of the survivors. The last passenger was removed by chopping a hole in the stern of the aircraft. The forward section was all under water including most of the fuselage. The tail was held out of the water by attaching a heavy hawser around the tailplane and taking the weight on a fish boat's winch.

An RCMP constable and the stewardess lost their lives.

For eight days following the crash the Staff Officer and his staff, in the Marysville, assisted the RCMP in dragging the harbour for the missing constable. The body of the stewardess was discovered when the aircraft was docked in the local floating drydock.

Two weeks later Lieut.-Cdr. Pearson received the following letter from Grant

McConachie, president of the Canadian Pacific Air Lines.

Vancouver AMF, B.C.,  
May 26, 1953

Lt.-Cdr. Pearson,  
HMCS Chatham,  
Prince Rupert, B.C.

Dear Commander:

I would just like to take this opportunity to personally thank you and your officers and men for the very able manner in which you assisted with the rescue and salvage occasioned by our recent accident in Prince Rupert.

The immediate response and the efficient handling of all details kept panic at a minimum and great credit is due all those who so willingly assisted.

Again, my sincere thanks.

\* \* \*

Co-operation works both ways and soon after assisting the civic authorities during and following the rescue and salvage, Chatham itself profited from its exemplary public relations.

The Mayor of Prince Rupert had requested that the division fire a 21-gun salute at the conclusion of the city's Coronation celebrations. The only available armament at hand was a 12-pounder in the drill hall. The problem

was to remove the gun over 70 feet of not-too-secure flooring before it could be mounted.

The permanent RCN staff tried to remove the two-ton piece without avail.

A local construction company was called in and, with RCN assistance, the gun was jacked up and rolled over borrowed planks to the main door of the drill hall.

The next headache was to mount the gun on a solid base that could be moved up to the saluting base.

A two-ton low-bed trailer was borrowed from the provincial government Department of Public Works. A wooden pattern was made of the base of the gun and the Prince Rupert Dry Dock Company cut the necessary half-inch steel plate and supplied the bolts required.

The rent of the trailer, \$12 a day, was waived. The steel plate and bolts were donated by the dry dock company. The North West Construction Company charged \$60 for their estimated expenses of \$300 and the \$60 expense was borne by the Coronation Committee of Prince Rupert.

The gun was given a fresh coat of grey paint, bolted to the trailer (also painted grey), and drawn to the centre of the city by a three-ton truck. Four shots were fired to test the strength. None of the nearby windows were broken and the trailer had not moved.

For the 21-gun salute the gun's crew consisted of an RCN petty officer and two RCN stokers as ammunition numbers.

And that is one story of civilian-naval co-operation in Prince Rupert.

The memory of the Royal Canadian Navy warships lost during the Second World War was honoured during the annual May Day procession of the Roman Catholic Church at HMCS "Cornwallis". Captain James Plomer, commanding officer of "Cornwallis", handed garlands to children of naval personnel bearing placards naming each lost ship. (DB-2889)



## Prairie-Raised Sailor

*Even Texans Look Up  
To Petty Officer  
"Tiny" Reid*

HMCS *Unicorn's* choice for Man of the Month, 33-year-old Petty Officer Lloyd Alex "Tiny" Reid, a prairie-raised seafarer, climaxed his naval service in the Second World War by taking part in an action which saw an English Channel patrol of Canadian ships knock out the last German submarine to be sunk by the Allies before VE Day.

For the record, "Tiny" and his shipmates aboard HMCS *Sussexvale*, under command of the near-legendary "Mad Spaniard", Lieut.-Cdr. L. R. Pavillard, DSC, RCNR, were ordered from the scene of attack, outside Derry, just before Jerry officially gave up the ghost and started coughing up survivors. They left the situation in good hands, however, and a Canadian ship HMCS *Thetford Mines*, was able to write *finis* to the episode by picking up 36 members of the U-boat's crew.

The kill was officially credited to HMCS *New Glasgow* with *Beacon Hill*, *Jonquière*, *Ribble* and *Sussexvale* assisting. They were joined later in the action by *Strathadam*, *Thetford Mines* and *La Hullose*. The sub had been mortally wounded early in the action and remained on the bottom only to be abandoned two days later.

The group had been ordered into Derry to refuel and continue their original patrol which had been interrupted when the *New Glasgow* struck what was identified as a sub's snorkel. The group had barely made the refueling jetty at Derry, half an hour away, when *Thetford Mines* signalled she was picking up survivors from the doomed sub.

Less than a week later, while doing that Channel patrol, the group heard Prime Minister Winston Churchill's announcement that the war in Europe was at an end.

PO Reid started his service career in the RCAF, enlisting in January 1941, as a pilot. He had 50 hours of soloing when he washed out because of poor eyesight. Not interested in sitting out the war on the ground, he applied for a discharge so he could join the Navy. He was accepted in the RCNVR at HMCS *Unicorn*, in Saskatoon, in October 1941, as an Ordinary Seaman. If he had any early doubts about his change

of services, they were dismissed at the near-beginning of his Navy career when a team of Tars on which he played blanked an RCAF squad 11-0 in an inter-service rugby clash in Saskatoon.

"Tiny" went to HMCS *Naden* for his Able Seaman's qualifying course early in 1942. He also completed a Submarine Detector's course at *Naden* and had the ground-work for a trade which he has followed throughout his naval life, although in emergencies he has been Johnny-on-the-spot for other chores.



PO L. A. "TINY" REID

After his *Naden* courses, "Tiny" spent a year on the Alaska convoy route, serving in the Bangor class sweeper HMCS *Lockeport* under Lieut. D. Trail, RCNVR, and HMCS *Quatsino* commanded by Lieut. A. E. Gough, working out of Esquimalt and Prince Rupert.

He got his first taste of that tight feeling which comes with impending action aboard the *Lockeport* in 1942 when the ship, just coming in off a long patrol, was ordered back out for a sweep in search of a Japanese submarine which shelled Estevan Point on the west coast of Vancouver Island.

It was in the *Quatsino* he learned that the Japanese and Germans weren't the sailor's only enemies.

In one of those gales for which the North Pacific is infamous, it took the *Quatsino* 28 hours to make 13 miles while coming in off a run.

In June 1943 PO Reid was drafted from the *Quatsino* for a Leading Seaman's course in HMCS *Chatham* at Prince Rupert. From there he went to *Naden* for a higher submarine detection course. Halfway through the latter he was sent to HMCS *Cornwallis* in sunny Nova Scotia for completion of the course.

January 1944 saw him in HMCS *Stadacona* awaiting sea draft.

In March he was ordered to Galveston, Texas, for his first service aboard a corvette. The ship was HMCS *Sackville*, under Lieut.-Cdr. A. H. Rankin, which was being refitted as an extended foc'sle craft in the Gulf of Mexico port.

Texans, PO Reid agrees, do everything in a big way. But six-foot-three-inch 211-pound "Tiny" was one Canadian tar who didn't have to look up to talk to any of his hosts.

Quartered at Crockett Field, an Army-Air Force base, while waiting for the *Sackville* to complete conversion, the Canucks came closer than PO Reid likes to remember to losing their ship before they left the dock.

A sudden Gulf hurricane threatened to sweep her from her moorings. The crew raced for the ship, but only "Tiny" and three other managed to get aboard before the gangplank broke away. The quartet proved to be enough, but they spent some frantic minutes throwing out the extra lines needed to hold her fast.

The *Sackville* cleared Galveston in May. Halifax, WUPS off Bermuda and she was ready for the North Atlantic convoy run.

In September, the *Sackville* went limping back to Halifax after splitting a boiler while in harbour at Derry. She survived for a few weeks as a training ship for HMCS *Kings* and was decommissioned.

Even the few weeks at *Kings* had their interesting moments, "Tiny" re-

calls. When the officers' training ship HMCS *Charney* went aground in Chester Bay, PO Reid replacing the sick buffer, took charge of the towing party aboard the *Sackville* which went to the rescue.

A HSD refresher course at Cornwallis, and "Tiny" was ready to join the advance party sent to pick up the frigate HMCS *Sussexvale* which was being commissioned at Quebec City.

The *Sussexvale* was PO Reid's last ship of the war; and the veteran Lieut.-Cdr. Pavillard, (one definite and a probable in HMCS *Camrose*) was his last captain.

Bermuda for more WUPS and the *Sussexvale* set out for 'Derry to pick up EG-26 Group on Channel escort duty.

In April 1945 while the *Sussexvale* was in 'Derry on a layover, "Tiny" passed for his Petty Officer's rating.

When the shooting was over in Europe, the *Sussexvale* returned to Canada (July, 1945) for tropical refit at Shelburne. PO Reid left her there and returned to HMCS *Unicorn* for discharge. He got his ticket August 14, 1945, the day the Japanese decided to call it quits in the East.

He was back a year and a half later, on January 7, 1947, six years to the day after he had first enlisted in the armed forces, as an RCAF pilot. He was taken on strength in the RCN(R) at *Unicorn* as an Acting Petty Officer, and in July 1947 rated a P1TD1.

He has been aboard ever since, doing a first rate job on maintenance of Asdic and other sub detection gear, plus regular instruction chores. In 1953 he won the HMCS *Unicorn* Proficiency Trophy, top award presented annually.

A native of Cloan, Sask., 114 miles west of Saskatoon, he was born June 19, 1920. He moved to the Hub City of the prairies at the age of five, before there was any danger of contamination, and so is for all practical purposes a full-fledged Saskatonian, and any way you look at him, a dyed-in-the-wheat-belt Westerner.

He was married in December 1950 to the former Margaret Thokle, of Radisson, Sask., 52 miles northwest of Saskatoon.

When he's not aboard *Unicorn*, or swimming or skating, his favourite recreation (he's in his fifth year as president of Saskatoon's unique Wednesday Night Skating Club) "Tiny" fabricates steel for John East Iron Works. A good friend and an honest worker, it's the only thing he does fabricate.

# As Others See Us

*The Royal Canadian Navy through British eyes (or are they "British" eyes?—for it is recalled that the former marine reporter of The Vancouver Sun, Patrick Keatley, is now on the staff of the quoted newspaper) is presented in the following article, which appeared in The Manchester Guardian on May 18:*

## R.N. DISCIPLINE—CANADIAN COMFORT

*From our Special Correspondent*

The Royal Canadian Navy has not lost the Nelson touch—no fear of that—but it has added a maple leaf touch all its own. The result is a fighting force that has the British respect for discipline, the American love of gadgetry, and an informality that is distinctively Canadian.

HMCS *Quebec*, the flagship of the squadron which the Royal Canadian Navy is sending for the Coronation review at Spithead, is commanded by Captain Patrick Budge, who finds time, in addition to the tasks of running a 730-man cruiser, to play in the ship's cricket team and to act as ship's choir-master.

The choir's members range from stokers to lieutenant-commanders, and officers and men mix equally well in the ship's baseball team, while in HMCS *Magnificent*, the aircraft carrier, there is an enthusiastic painting society, another mixed affair, which recently held its first formal show with water-colours and oils "hung" on the steel walls of one of the big hangars below decks.

## Darings Form Separate Class

The new "Daring" class vessels of the Royal Navy have become a type of ship as well as a class. In other words, ships of this new class will be known simply as "Darings", and not destroyers, in much the same way as the old superbattleship HMS *Dreadnought* gave her name to a whole new conception in battleships.

The Darings, says Admiralty, "... are now used tactically as light cruisers. They are equally effective in the roles of destroyers, anti-submarine frigates, or anti-aircraft ships ..."

Eight Darings have been constructed or are building. Six have been completed and four of them were on Review at Spithead when Her Majesty the Queen reviewed her fleets June 15.

Yet the Nelson touch is still present in the brisk discipline aboard these Canadian ships and in the dozen small points of Royal Navy protocol that are as strictly observed as in ships of the Home Fleet.

## Spring Mattresses

In the matter of comforts and recreation there is much of the New World, however. The destroyer HMCS *Sioux*, for example, which has been through two years of fighting in the Korean war, looks like a standard destroyer, but below decks an extraordinary transformation has taken place since the ship originally went to sea. Hammocks have been scrapped and in their place are bunks with spring mattresses for all hands, from the captain to the lowest ordinary seaman.

Every man has a corner of the ship he can call his own with a locker and space for personal things. At meal times there is a cafeteria with electric stoves and steam tables, a choice of menu and self-service with trays (five courses and as much as you like of each).

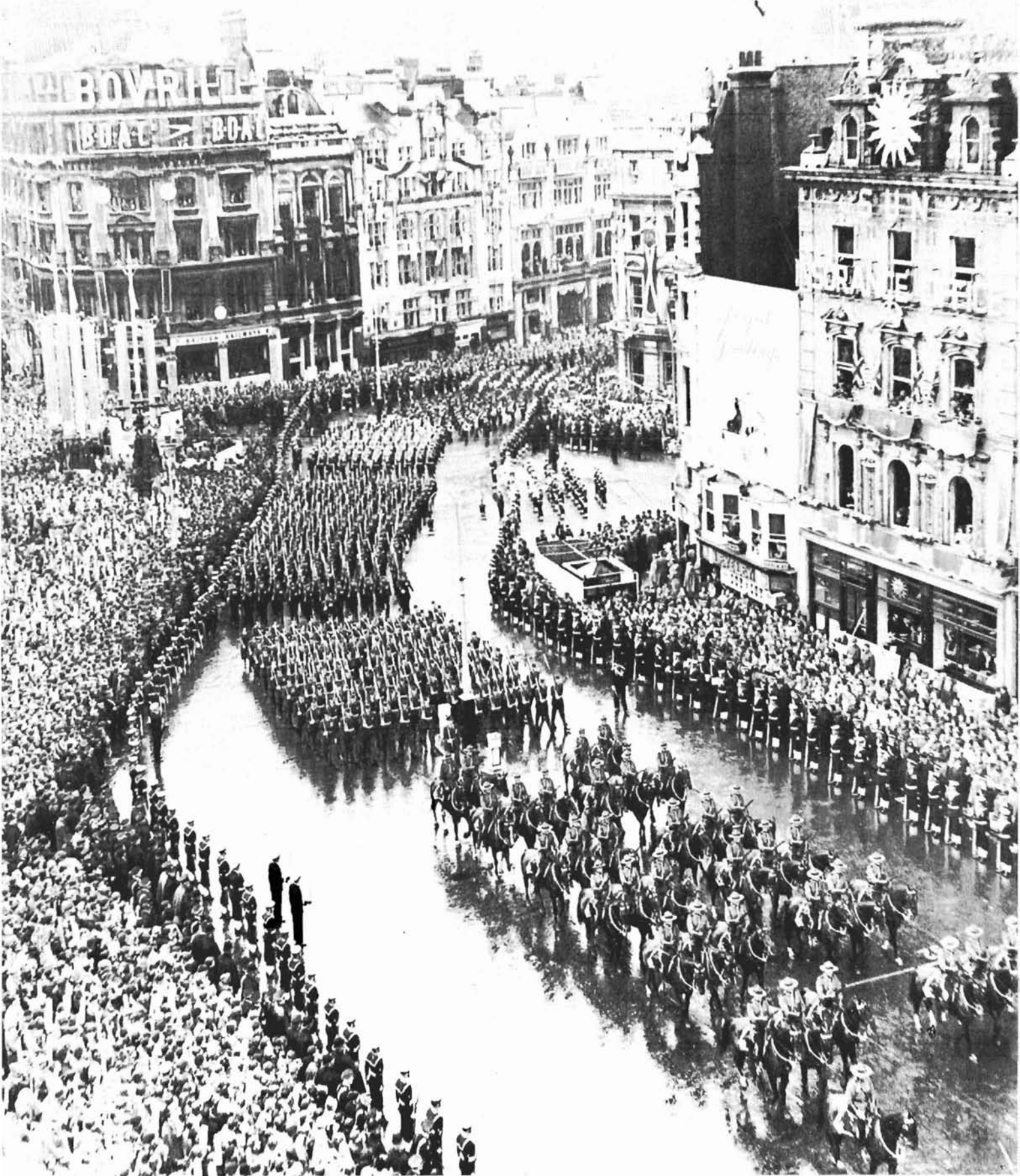
The Duke of Edinburgh inspected the *Sioux* during the royal tour of Canada and came away highly impressed, and the Canadian sailors believe that the Royal Navy is preparing to follow suit on many of these refinements.

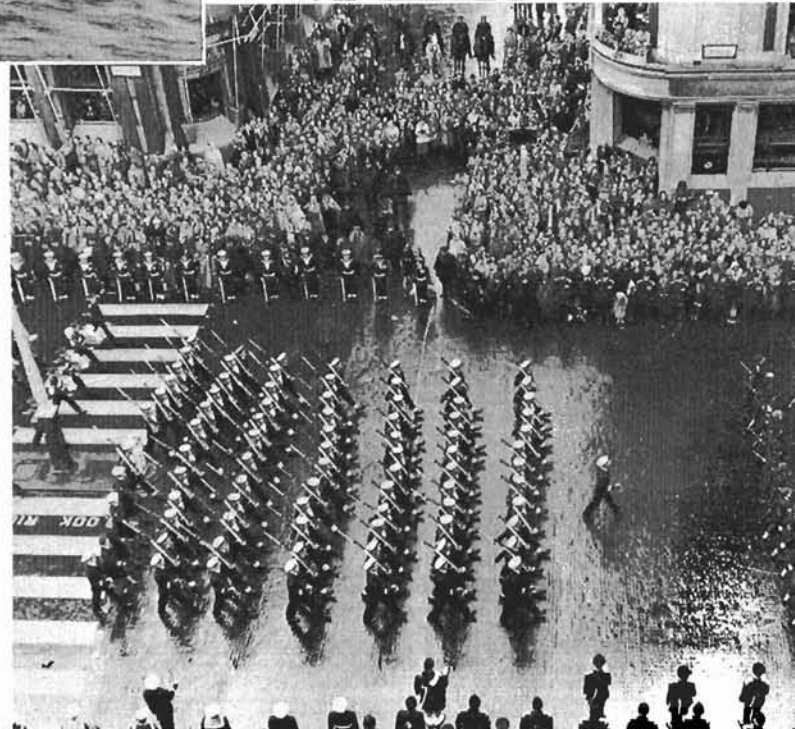
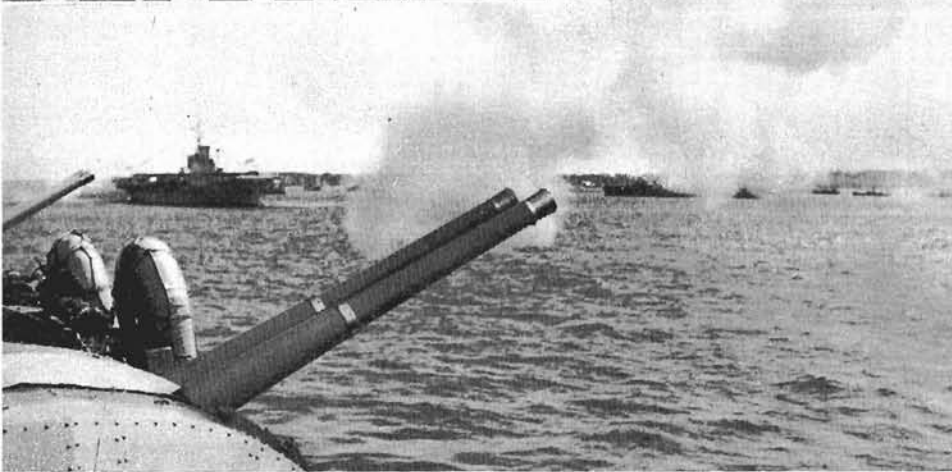
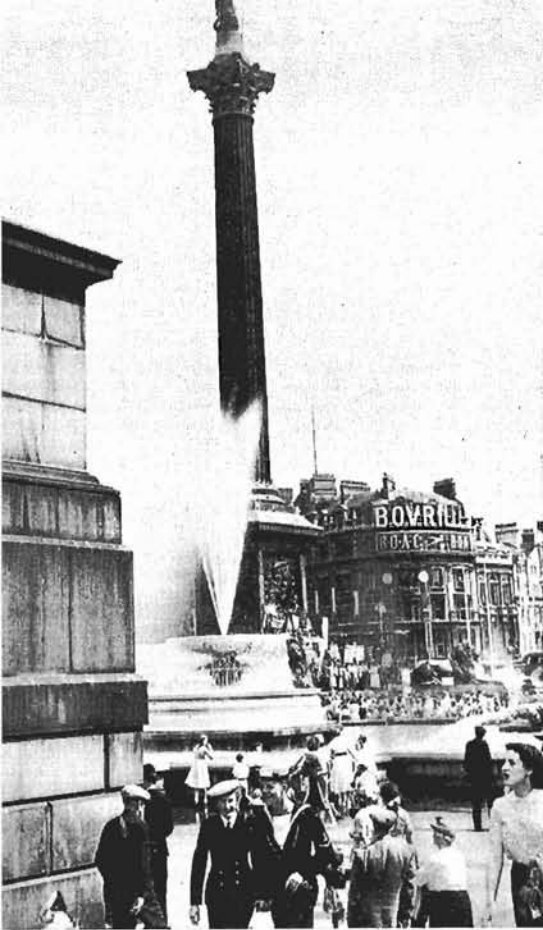
## Changes in Uniform

About two years ago the Royal Canadian Navy decided to break away from Royal Navy specifications in the matter of sailors' uniforms, at the same time keeping the appearance as similar as possible. There is little to distinguish the Canadian at first glance except the "HMCS" in his cap band. But a closer look reveals many changes. Instead of tight sleeves pressed inside out there are coat-style, loose ones, the jumper of rough wool is replaced by a jacket of smooth serge with concealed zips, and the trousers have zip fasteners too. The cap is different too, the white top being coated with patent, non-drip plastic which sheds the rain. The old uniform costs \$14, the new one \$37.50.

Off ship, as is the Canadian custom, rank distinctions tend to blur. Perhaps this is best illustrated by the young leading seaman (stoker mechanic) who showed me his \$300 set of golf clubs and explained his plans for the Coronation visit. His golfing partner, he said, is his lieutenant-commander. They expect to visit St. Andrews.

# The RCN and the Coronation





The Coronation of Her Majesty Queen Elizabeth was celebrated in far corners of the earth by officers and men of the Royal Canadian Navy. On the preceding page the Canadian contingent is seen approaching Canada House where Canadian sailors lined the route. On these pages are shown highlights of the Coronation period—visits to places of historical interest, the "hotdog" party for Commonwealth troops given by RCN personnel at Pirbright Camp; the salute at Spithead; Canadian ships in the Thames; the inspection by HRH the Duke of Edinburgh, and Wrens preparing for a dance.





MINISTER OF NATIONAL DEFENCE

Ottawa, June 10, 1953.

Vice Admiral E.R. Mainguy, O.B.E., C.D.,  
Chief of The Naval Staff,  
National Defence Headquarters,  
Ottawa, Ontario.

Dear Admiral Mainguy,

In a statement issued on Coronation Day, as well as in conversation with you personally, I have already expressed my appreciation for the part played by officers and men of the Royal Canadian Navy in connection with the Coronation.

The retreat on Parliament Hill was carried out with great smartness and received wide praise. I have already heard from many different parts of Canada how well the members of the Royal Canadian Navy conducted themselves on this occasion.

Thanks to the C.B.C. and the R.C.A.F. we have already seen on television pictures of the Canadians in the procession at London and I have heard from all sides that the Canadian contingent forming part of the procession or lining the streets was noteworthy for its smartness of appearance and fine bearing, bringing great credit to the country.

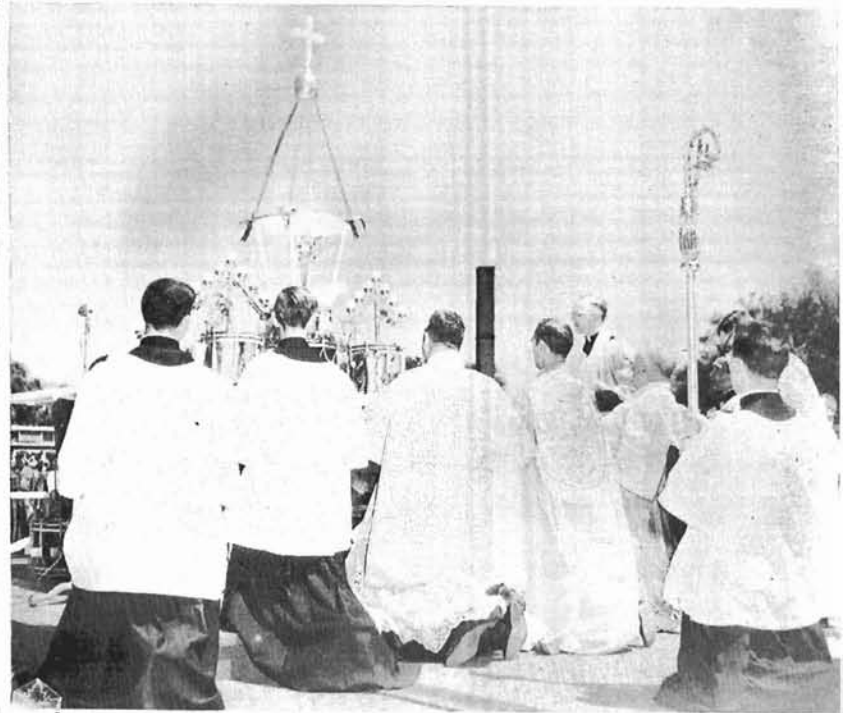
Would you be good enough to convey to all officers and men who were responsible or who participated, my heartiest congratulations and thanks for having done so good a job.

Yours sincerely,

*Brian Robertson*



# The Coronation at Home



At home in Canada, the Royal Canadian Navy and Reserve were in the forefront of Coronation celebrations. In Ottawa a guard and band from HMCS "Cornwallis" beat the retreat on Parliament Hill on Coronation eve and joined in the Coronation Day parade. Prayers went up for the newly-crowned Queen at services in Ottawa. The Roman Catholic service is shown.

Halifax servicemen and women paraded 1,500 strong, led by the Colour Party bearing the Queen's Colour and a 100-man Guard of Honour. The shipwright's shop at HMCS "Naden" produced the Armed Forces float in the Victoria parade and a float was entered by HMCS "Brunswick" in the Saint John, N.B., parade. Margaret Gelson was crowned May Queen by Mayor Claude Harrison of Victoria, at a Coronation pageant staged by pupils of John Stubbs Memorial School, Belmont Park.



# International Officer

*Personnel of 8 Navies  
Under Supervision  
of Canadian*

While awarding 21 petty officer promotion certificates to enlisted members of the United States Navy recently, a Royal Canadian Naval officer added another portion to the already well-mixed "salad" of "internationalism" that prevails at the Headquarters of the Supreme Allied Commander Atlantic (SACLANT), in Norfolk, Virginia.

Captain Desmond W. Piers, RCN, the Assistant Chief of Staff for Personnel and Administration at the international ocean command headquarters of Admiral Lynde D. McCormick, USN, has a job range that includes the supervision of over 200 enlisted and 140 officer personnel of eight different nations, to seeing that the grass on the headquarter's lawn is freshly cut.

Within his command he formulates the policies and conditions that involve housing, religious activities, recreation and morale. Transportation, working conditions, and personnel administration are other activities that are supervised by the Captain.

A representative of SACLANT in NATO administrative conferences, Captain Piers is also a recognized public speaker of the highest caliber. He is in constant demand as a guest speaker at civic functions of all types. Although NATO and SACLANT are naturally his most prominent subjects for talks, the Captain is frequently called upon to speak about Canada, its people and its history. And Canadian history poses no problem for him, as Captain Piers' ancestors began settling in Nova Scotia in 1749.

One of the first Canadian officers (there are now nine) to report to the world's first international navy, he reported to Norfolk in March of 1952, after serving as Director of Naval Plans and Operations in Ottawa, Canada.

A zealous worker at his multitude of daily jobs, Captain Piers is even more industrious in his regard for the welfare of the personnel attached to SACLANT.

A friendly greeting and an informal chat by Captain Piers with every new arrival at the Atlantic Command headquarters of NATO go far to impress the individual with the comradeship of that international gathering at Norfolk. Arrangements for tours and visits by civilian and military people are also arranged by him.

A native of Halifax, Nova Scotia, he is more than familiar with the territory encompassed by the North Atlantic Treaty Organization. Sixty-three of the 68 months of the Second World War saw the Captain at sea and the majority of those days were spent on the waters of the North Atlantic.

A veteran of the famed Dunkirk evacuation, convoy duty in the North Atlantic, and the pre-invasion bombardments of Normandy, Captain Piers has served as commanding officer of two destroyers: HMCS *Restigouche*, and HMCS *Algonquin*, and as executive officer of the aircraft carrier HMCS *Magnificent*. He was awarded the Distinguished Service Cross in 1943 while serving as commanding officer of the *Restigouche* during convoy operations.

Due for replacement shortly under the international command's rotation system, the personable Canadian officer is undoubtedly adding more portions to the international "salad" following his return from the Coronation Ceremonies in London.



With the assignment of the first USN Wave to the international staff at SACLANT headquarters (she's Yeoman Joan Maki), Captain D. W. Piers, assistant chief of staff for personnel and administration, sees that she is introduced to the Supreme Allied Commander Atlantic, Admiral Lynde D. McCormick, USN. (Official SACLANT photo).

# AFLOAT AND ASHORE

## PACIFIC COMMAND

### HMCS *Crusader*

Recently, CPO Alexander Allen of Victoria, B.C., HMCS *Crusader's* coxswain, dropped his dental plate and fractured it while the ship was on the carrier screen. The dentist aboard HMS *Glory* came to the rescue and promised to repair it.

A few days later, the second last day of the *Glory's* final operations before returning to England, a jackstay transfer was done between the two ships to exchange personnel and other supercargo.

In the rush, one small parcel in the bottom of the transfer bag was overlooked and returned to the *Glory*. The destroyer rejoined the screen. You guessed it—that small package contained the coxswain's all-important teeth.

This oversight prompted the following exchange of messages:

From *Glory* to *Crusader*

*We sent the bag, with teeth intact,  
You sent it back, still fully packed.  
The next event we'll try by chopper,  
(helicopter)*

*Flown by our most expert dropper.  
Please get the coxswain underneath  
Mouth open wide—to catch his teeth!*

From *Crusader* to *Glory*

*We're sorry that the bag, unpacked,  
Returned to *Glory* all intact.  
Our coxswain, poised, as seems most  
proper,*

*To catch his teeth will wait your chopper.  
With many thanks your dentist's due,  
We'll try to stick them in with glue.*

P.S.—The 'copter arrived and CPO Allen had steak for dinner that night.

### HMCS *Sault Ste. Marie*

Since the completion of her refit in late January, HMCS *Sault Ste. Marie* has been engaged in a varied and interesting program.

The ship was honoured by the presence of the Senior Officer in Chief Command, Commodore K. F. Adams, who inspected on February 6. From February 13 to 17 the ship was engaged in a work-up cruise. This included all possible exercises and evolutions and the ship's company carried them out with enthusiasm and good humour. The rest of February was taken up with a cruise to Vancouver, sea training of HMCS *Malahat* personnel, and A/S ex-

ercises with HMCS *Sioux* and USS *Besugo*.

On March 4-6 there was a cruise to Nanoose Harbour and Jervis Inlet, for the training of Quartermaster Instructors. March 8 to 11 was occupied with ASP exercises in company with HMCS *Antigonish*, *Beacon Hill*, *Sioux* and USS *Besugo*. A convoy exercise in the Pacific Ocean, March 19 to 22, involved the same ships.

On March 25 a party of 60 was embarked, representing the Engineering Institute of Canada, for a short trip in local waters.

On April 1, the *Sault Ste. Marie* came under the administrative control of *Malahat*. Officers and men from *Malahat* were embarked for short training cruises to Everett, Washington and New Westminster, B.C. On April 29, a TAS class from HMCS *Naden* joined for minesweeping exercises, and on May 12 the ship began a fortnight of anti-submarine exercises.

Chief Petty Officers H. Silvester and J. Drew were awarded the Canadian Forces Decoration. The award was made by the commanding officer at a special presentation ceremony.



Adoption of a Japanese orphanage by HMCS "Haida" at Christmas was far from the beginning and end of the ship's company's interest in the children. In the following months they chipped in \$127 for the children at the Kure institution. CPO John Underdown, shown upper left, headed the delegation making the presentation. (HA-490)

## HMCS Athabaskan

The four-inch guns of HMCS *Athabaskan*, which for the last six months has been hurling high explosive shells at the communist forces in Korea, opened up again in a happier cause as the *Athabaskan* fired a 21-gun salute in honour of the Coronation of Her Majesty Queen Elizabeth.

The *Athabaskan's* gun crew, under Commissioner Gunner D. S. Taylor, fired specially prepared blank charges in unison with guns of the New Zealand artillery ashore at Anzac Park in Kure.

At the park, sailors from the Royal Navy, Royal Canadian Navy, Royal Australian Navy and Royal New Zealand Navy marched at the head of a parade composed of British Commonwealth fighting men, while jet aircraft of the Royal Australian Air Force streaked overhead.

The *Athabaskan* landed a platoon of 24 men under Lieut. John Hertsberg and Sub-Lieut. Keith Young. CPO Anderson was the company's gunner's mate.

The salute was timed by Lieut.-Gen. Wells, Commander-in-Chief of the British Commonwealth Forces in Korea.

Following the parade the *Athabaskan*, as senior officer present afloat, hoisted the traditional signal "Splice the main brace" and officers and men in all the ships drew their extra tot to toast the health of their Queen.

At sunset all the ships were illuminated and the day of ceremonies ended with a brilliant display of fireworks.

## Diving Tender No. 2

The Diving Tender has been busy the last two months completing two large projects—one, the blasting of pilings at the boom defence, and two, the laying of pipeline for the new Pacific Naval Laboratory.

A qualifying class of third class divers started on May 4. Enrolled in the class are Ldg. Sea. Russell Connelly, Ldg. Sea. Thomas McCaul, Ldg. Sea. Malcolm Longmuir, Ldg. Sea. Charles Greengrass, and AB William Fenn.

Three men completed a short course in the Explosive Disposal Unit at the Ordnance School. They were CPO Robert Wigmore, Ldg. Sea. Dennis Law and AB Frederick Olkovick.

Lieut. Charles Corbett, diving officer, will leave for Halifax in July, where he will take charge of the standard diving unit. Cd. Bos'n Harry Myers will succeed him as officer-in-charge of the West Coast standard diving unit.

A fairly heavy schedule of diving classes is scheduled for the UNTDs

during the summer months. Instructions will be given by CPO Robert Wigmore and PO George Ackerman.

## Belmont Park

The Coronation festival was opened in the naval community of Belmont Park by a gay afternoon and evening of festivities on May 30 followed by participation in the Coronation parade in Victoria on June 2.

The May Day celebration, first of its kind for Belmont Park, saw a record

## Martello Towers Napoleonic Relic

Deep in the woods of Point Pleasant Park at Halifax stands an old, round stone tower, thick of wall and with narrow gun slits. Similar towers stand as outposts of old Fort Henry at Kingston, Ont. Canadian sailors have seen their counterparts in Bermuda and along the south coast of England.

Known as "Martello towers", the old forts stem from a pre-Victoria outbreak of what has become known in more recent years as "Maginot line mentality".

A note on the origin of the towers appeared early this year in "The Bermudian" in an article by John Stow.

Mr. Stow writes:

"Ever since February 1794 (when a tower of this type garrisoned by 33 men with two 18-pounders and a 16-pounder, and commanding from its position on Cape Martello Corsica, the only safe anchorage in the Gulf of San Fiorenza, had held off a landing party of 1,400 men and stood a bombardment of 2½ hours from HMS *Fortitude* and HMS *Juno*, setting the *Fortitude* on fire and inflicting 62 casualties in her alone) the British military mind had been obsessed with Martello towers.

"During the Napoleonic Wars large numbers of them were built at great expense along the south coast of England, and never used."

assembly of residents of the community and citizens of neighbouring districts turn out to witness the crowning of a May Queen by His Worship Mayor C. L. Harrison of Victoria. Members of the Royal Canadian Mounted Police, arrayed in their traditional red coats, gave added colour to the ceremony.

Distinguished guests attending the celebrations were Rear-Admiral and Mrs. J. C. Hibbard; Commodore and Mrs. K. L. Dyer; Captain and Mrs. L. L. Atwood and Lieut.-Cdr. and Mrs. I. H. MacDonald.

The May Queen, Miss Margaret Gelson, with her attendants, the Misses Caroline Younger-Lewis, Bunny Cornfield, Dianne Stuart, Margaret McDiarmid and pageboy Master David Robin-

son, arrived in their finery led by the band of HMCS *Naden* and Scout, Cub and Brownie groups of the community. A bouquet of flowers was presented to the Mayor, in the absence of Mrs. Harrison, by Miss Penny Chamberlain.

Following the crowning, students of John Stubbs Memorial School participated in a traditional Maypole Dance, folk and Highland dancing along with a track and field meet. During the events a fair for the children of the community was held.

The grand finale to the day's activities was a May Day dance held in the auditorium of the school.

The Coronation parade in Victoria, of great interest to the residents due to the large Naval contingent taking part, was further enhanced by the entry of a Belmont Park float bearing the May Queen and her party. Built by members of the community, it displayed a giant seashell drawn by three seahorses and was awarded second prize by the parade judges—G.A.C.

## Communication Training Centre

The summer round of activity has commenced in the Communication Training Centre at HMCS *Naden* with the first class of cadets under instruction under the watchful eye of CPO W. A. Clements.

Latest advancements have Jack Garson and Jack Mooney, a recent arrival from Cornwallis staff, proudly sporting the buttons of Radio CPOs. Ldg. Sea. Bob McPherson another "IN" from Comm School was advanced to Petty Officer 2nd Class on arrival, and wearing a brand new hook is Ldg. Sea. Peter Vergouwen.

Other arrivals included Ldg. Sea. Peter Oslie from Aldergrove, who has since departed on discharge and Ord. Sea. William Burke and Ord. Sea. William Osland prior to joining HMC Ships *Beacon Hill* and *Cayuga* respectively.

Further losses to the CTC include PO Gordie Fraser to the *Sault Ste. Marie* and AB John Aasen to the *Antigonish*.

## HMC Ordnance School

The second class of Ordnance Technicians completed their course on May 8. Its members were CPO Wilfred Adams, Frank Blosser, Walter Cunningham, James Haywood, Richard Lower, Ellis Parker, Charles Penney, Herbert Thomas, Paul Wentzell and William Wynn.

New arrivals at the school included PO Leslie Alliker for Armourers Course. Also at the school awaiting the start of the second Armourers Mates course,

are Ordinary Seamen Russell Rosell, Jean Marcoux, Thomas Thurber and James McCord.

PO Ralph Stanfield has left the school to join HMCS *Antigonish*.

Ordnance Cdr. J. F. Cosgrove recently paid a visit to Vancouver where he inspected Sea Cadet Corps.

Ordnance Lieut. Fred Denison is back at his job at Navarmdep, Esquimalt, after having spent several months on course with the USN in Key West.

First year Ordnance Cadets have arrived at the school to start their summer studies.

### NRS Aldergrove

Personnel from as far away as HMCS *Cornwallis* have joined the Aldergrove Naval Radio Station in time to enjoy the balmy Pacific Coast summer.

The newcomers include CPO Arthur Sharpe and Ord. Sea. Herbert Airth from HMCS *Naden*, and four leading seamen, Robert Wilkins, Thomas Hill, Melvin Millar and Wilbert Stephens from *Cornwallis*.

CPO Deryk Granlin and AB Edgar Rogers left for *Naden* and PO John Riva for HMCS *Stadacona*.

Earlier arrivals included Leading Seamen Donald LeGrand and Wesley Garvin and AB David Pinkerton, while Leading Seamen Ralph McDonald and Peter Osie left for honourable release and AB Eugen Sheplawny went to hospital at *Naden* for an operation.

### HMCS Beacon Hill

The month of May commenced for HMCS *Beacon Hill* on a highly festive note with a visit to Bellingham, Washington for the four-day centennial celebrations of that city.

With the band and a seventy man guard from HMCS *Naden* on board, the ship arrived alongside to receive the traditional American welcome by the Mayor, the beauty queen with her court of lovely damsels and a high school band in colourful uniforms.

The two bands competed to determine which could more completely drown out the orders from the bridge as the ship's crew secured her to the jetty. However, the real competition came from the bevy of beauties who claimed the attention of every sailor in the ship.

Nearly every man in the welcoming committee wore a beard, and these were varied and wonderful, ranging from side-whiskers and goatees to great forests from behind which the eyes of the owner appeared like button on a ripped open hair mattress.

It was discovered that beards were compulsory in Bellingham for all men who did not wish to pay \$1 for a badge bearing the discrediting motto "I am a Paleface".

On the following day, the *Naden* guard and band took part in the grand parade which lasted two and a half hours. The captain, Lieut.-Cdr. J. W. McDowall; the first lieutenant, Lieut.-Cdr. P. C. H. Cooke; the executive officer of HMCS *Naden*, Cdr. G. H. Davidson, and the Command Security Officer, Lieut.-Cdr. W. Clayards, were whisked downtown prior to the commencement of the parade, and, in due course, each found himself provided with limousine and driver, leading the parade through streets lined with cheering citizens. The first lieutenant observed that "One felt like the Duke of Edinburgh on his way to the Coronation".

At the "Pageant" that evening the guard and band again acquitted themselves with distinction to the great pride of all Canadians who saw them and the profound wonder and respect of the Americans, several of whom were of the opinion the RCN had stolen the show.

The hospitality of Bellingham, the gala occasion of the centennial, and the warm regard of the citizens for Canadian sailors, whose exemplary conduct ashore fostered that regard, made the visit one to be long remembered.

On May 9, the *Beacon Hill* embarked 40 cadets for the first cruise of the UNTD summer training period, and buckled down to hard work, Bedwell Harbour becoming the centre of operations.

### Navigation Direction Training Centre

Two Quartermaster Instructor's courses have completed at HMCS *Nadens'* Navigation Direction Training Centre, with the following men successfully qualifying in the first one: CPOs Walter Dallin, William Wilson, Robert

### Haida Praised for Far East Service

On the departure of HMCS *Haida* from the Korean war theatre on her return journey to Halifax by way of the Mediterranean, the following message was received from Vice-Admiral R. P. Briscoe, USN, Commander U.S. Naval Forces Far East:

"Your strong determination and tireless effort on behalf of the United Nations have resulted in an outstanding record of achievement. Your combat effectiveness reflects great credit on the Royal Canadian Navy. My sincere best wishes and well done."

Webber, Robert Crighton, Victor Dovey, Robert Miller, Max Guthrie, John Goucher and Max Bernays.

The second course consisted of CPOs Ernest Woolley, Reginald Player, Walter Graham, Brian Inglis, John Rogers, Bruce Mancor, Harold Silvester, Robert McLellan, John Lawrence and Robert Marshall.

Recent staff changes include PO N. T. Read from HMCS *Ontario*, PO L. J. Paget from HMS *Dryad*, where he successfully qualified as Plot Radar Instructor, and PO F. McKay to HMCS *Ontario* to replace PO Norman Hill, who went to HMCS *Algonquin*. CPO Leo Benish is now on board HMCS *Ontario*. CPO George Hogg has joined the staff of HMCS *Sault Ste. Marie*.

The ND Training Centre is looking forward to a busy summer with classes for QM1, QM2, RP3, as well as RCN(R) officers, men and Wrens.

## ATLANTIC COMMAND

It had been anticipated by many that when the Canadian Coronation Squadron sailed for its appointment at the Spithead Review things would be rather quiet in the Atlantic Command. Such, however, has not been the case.

Following the sailing of the Squadron a guard and Colour Party of over 300 officers and men were trained to a peak of smartness to parade the Queen's Colour in Halifax, only to be rained out on the eventful day.

No sooner was this over than some 1,600 officers and men in the Atlantic Command attended Battle of the Atlantic Sunday parade to commemorate the part played by the RCN and the Merchant Navy in the Second World War.

This finished, a tri-service guard was organized, trained and despatched to Boston, Mass., to mark the Coronation celebrations for Canadian and British residents in that city. Meanwhile, 150 Cadets of the UNTD and a 100-man Guard of Honour went through their paces in preparation for participation in the big Coronation Parade in Halifax.

Training in the Command, during the Coronation period, went on apace. Schools and departments, already geared for the annual influx of reserves and Cadets, swung effortlessly into their training schedules.

### HMCS Haida

Homeward bound, the *Haidas* look back on a busy and highly successful seven months on the Korea station. All hands were looking forward to the west-about trip to Halifax which completes a round-the-world voyage for the ship in this commission.

During one of the ship's last stopovers in Sasebo, CPO Harry Carson of Windsor arranged a bus trip for 36 of the Haidas to Nagasaki, scene of the second atomic-bomb explosion in the Second World War.

By bus over the battered Japanese roads it is a three-hour trip from the naval base to Nagasaki. However, warm weather and a wonderful variety of scenery made the time pass quickly. The crops were in full bloom and the fields prospered with yellow mustard, purple clover and rich green shoots of rice. On the wooded slopes the graceful bamboo made a striking contrast to the dark green cedar. The camera fans were shooting furiously along the way.

A guide joined the party in the city and gave a running commentary on the interesting highlights. The group stopped at a house high on a hillside overlooking the harbour which is reputed to be the home of Madame Butterfly, heroine of Puccini's tragic opera.

They saw the Roman Catholic cathedral which was demolished in the bomb blast and the simple commemorative tablet at the scene of the bomb's "ground zero". The Japanese are industrious and resourceful people and there is little evidence to be seen of the bomb's terrible destruction.

A visit to a Shinto shrine wound up the tour and the guide told some very interesting facts about the Japanese form of worship.

The Haidas had to bow to the U.S. Air Force one bright day up the west coast of Korea. While the ship lay at her day anchorage off one of the friendly islands north of the 38th Parallel, a sports party was sent ashore for a few hours recreation. The ship's motor cutter took the troops in and they went ashore for a look around and to shoot some pictures.

In the course of the afternoon, much to the Navy's shame, the ebbing tide left the cutter high and dry on the beach. Somewhat sheepishly, the Haidas called on a local Air Force detachment for assistance. The Air Force produced an amphibious "duck", loaded the sailors on board and delivered them to the ship.

Forty sailors boarded one of Her Majesty's Canadian destroyers from an Air Force boat. They winced when the Air Force Master Sergeant waved them a cordial farewell and remarked, "Always happy to supply water transport for the Navy".

### Coverdale

Battle of the Atlantic Sunday was observed in Moncton, N.B., where personnel from HMC Naval Radio Station,

Coverdale, paraded to St. George's and St. Bernard's churches for morning services.

At the conclusion of the two services the parade marched down Main Street, past the City Hall steps where Mayor Harris Joyce took the salute, accompanied by Lieut. D. S. K. Blackmore, Commanding Officer of the Naval Radio Station, Lieutenant Colonel A. C. Ross, Officer Commanding the Moncton Garrison, and Group Captain H. W. Hows, Commanding Officer of No. 5 Supply Depot, RCAF.

The officer in charge of the parade was Lieut. (S) D. E. Wigmore. The men's platoons were under CPO Samuel Miller and CPO Harry Cuttress. The Wrens' platoon was led by Sub-Lieutenant (W) Norma Wren Higgs.

### HMCS Portage

The Algerine minesweeper HMCS *Portage* completed her annual refit late in May and sailed immediately for Bermuda where she conducted trials and a working-up program.

In addition to her regular ship's company the *Portage* carried 14 new entries for training, which includes daily instruction in addition to practical work, and two reserve officers and 6 men of the RCN(R).

Lieutenant-Commander T. E. Connors, after 16 months as Executive Officer, was appointed recently to HMCS *New Liskeard* and succeeded in the ship as executive officer by Lieut. L. I. Jones. A mess dinner was held for the three-fold purpose of congratulating Lieut. Connors on his promotion to Lieutenant-Commander, of saying farewell to him on his new appointment and of welcoming his successor, Lieut. Jones.

### HMCS Cornwallis

HMCS *Cornwallis* as in other years, participated in the colourful annual Apple Blossom Festival in Kentville, N.S.

While thousands looked on and traffic backed up for miles, the huge parade wound through the streets to the park where the judging and other events took place.

Included in the parade were two floats from HMCS *Cornwallis*. One float represented modern communications equipment and was manned by communications personnel. The other float represented, at one end, an igloo and outside the igloo were two Wrens dressed in parkas, and a sailor in blues. At the other end of the float two Wrens in modified versions of Hula skirts strummed banjos. The legend "It's a wonderful world. Join the Royal Canadian Navy" told the story.

Also in the parade were 40 men from *Cornwallis* and 30 Wrens. In addition hundreds of naval personnel, both from Halifax and *Cornwallis*, attended the parade as spectators. Included with them was Captain James Plomer, commanding officer of *Cornwallis*.

Captain J. C. Littler, Chief of Staff to the Flag Officer Atlantic Coast, attended in an official capacity on the invitation of festival authorities.

Under the expert guidance of Chief Petty Officer Frank Fenn, CV58 completed its training in HMC Communication School. The Matheson Flag Hoisting Trophy was won by this class during the final month of their class. Ord. Sea. Michael Sokoliuk led the class.

CR57 has also completed its training and graduates are now en route to their billets in the fleet. Ord. Sea. C. G. Ruddy and T. A. Henry topped the class.

Lieut.-Cdr. E. J. Semmens, senior instructional officer in HMC Communication School, is the new choirmaster in St. George's Protestant Church, *Cornwallis*. Formerly lead tenor of the noted choir, he has taken over the baton from Commander R. W. Murdoch, who relinquished it owing to pressure of other duties after a year and a half as choir-master.

### TAS School

New arrivals on the staff of HMC Torpedo Anti-Submarine School at HMCS *Stadacona* are Lieut. F. G. Henshaw and Lieut. M. A. Martin who have completed their qualifying Long TAS Course in the United Kingdom.

Leaving the staff is Lieut. A. R. McClung who is appointed to the TAS Training Centre at HMCS *Naden*.

Six officers have completed the Special TAS Qualifying Course at *Stadacona* and have been appointed as follows: Lieut. Frederick Lubin, Staff Officer (TAS) to the Flag Officer Atlantic Coast; Lieut. D. E. Rigg and Lieut. Russell Freeman, staff of TAS Training Centre at HMCS *Naden*; Lieut. E. C. H. Norman, HMCS *Prestonian* as TAS Officer, and Lieut. F. C. Laphen and Lieut. J. F. Perrault, *Stadacona*, on the staff of the TAS School.

## NAVAL DIVISIONS

### HMCS Nonsuch

The annual inspection and award night of HMCS *Nonsuch* was held early in June, with Commodore K. F. Adams, Commanding Officer Naval Divisions, in Edmonton for the dual occasion.

Two of the awards went to Ord. Sea. W. T. Qualtrough, who won the Dwyer

Memorial Trophy for proficiency and the cup for the best all-round new entry.

Other awards were made to: CPO E. V. Wood, for regular attendance; PO W. C. Donald, for outstanding interests in mechanical training; Ldg. Sea. P. J. Maxwell, for outstanding interest in the communication department; Wren B. V. Leitch, for outstanding interest in the Wren division; Ldg. Sea. D. F. Hughes, best rifle shot of the year; and PO J. Shtymechuk, of Smoky Lake, for outstanding interest in the band.

Wren B. A. Vosburg was winner of the cup for outstanding interest in the supply department, but was not present to receive the award. The "best division" award went to the Wrens.

Commodore Adams presented CPO C. A. Mancor with the Long Service and Good Conduct medal.

Following the presentations, the ship's company and Sea Cadets carried out a march past, with the salute taken by Commodore Adams.—E.W.H.

### HMCS Prevost

Lieut.-Cdr. Charles H. Aharan, executive officer of HMCS *Prevost*, has been appointed Reserve Training Commander Great Lakes and Officer-in-Charge Naval Personnel.

Lieut.-Cdr. Aharan took over his duties at HMCS *Star* in Hamilton at the middle of May and will continue there until the middle of September.

PTC 779 has been recommissioned for the summer after a winter refit at Erieau. About 35 officers and men of the RCN and RCN(R) were on hand for the brief ceremony. The Fairmile took her first cruise to the annual tug boat races in the Detroit River in May.

Lieut. G. C. "Tug" Wilson, recruiting officer at *Prevost* and HMCS *Hunter* has been promoted to the rank of Lieutenant-Commander.

Nearly 90 officers, men and women of HMCS *Prevost* and the band of RCSCC *Courageous* took part in Coronation Day ceremonies in Victoria Park, London, in conjunction with ceremonies in London, England.

The Guard of Honour, made up of picked men of the Navy, Army and Air Force fired the "feu de joie". The firing was followed by three rousing cheers for Her Majesty from the men and women of the forces.

AB Albert J. Armstrong was appointed Man of the Month for June for *Prevost*. AB Armstrong joined the RCN(R) as an Ordinary Seaman Stoker Mechanic on May 30, 1949. He has served on special duty aboard HMC Ships *Portage*, *Stadacona*, *Naden* and *Sioux*.

### HMCS Unicorn

Well over 4,000 Saskatonians, aside from Naval personnel and Sea Cadets, made use of facilities at HMCS *Unicorn* during May.

The biggest single turnout was for the two-day display of the Saskatoon Arts and Crafts Guild, an annual event at *Unicorn*, viewed this year by close to 3,000. The display was set up on the main deck May 5 and 6.

Nearly 850 persons attended a reception for graduates of the Saskatoon City Hospital School of Nursing held aboard *Unicorn* following convocation exercises May 20.

The annual spring dance for the ship's Chiefs and Petty Officers held May 16, brought out more than 125 couples.

A rundown on other regular monthly events and a couple of specials, show such widely varied groups as the Navy Mothers' Auxiliary; the Saskatoon Amateur Radio Club; the Naval Officers' Association of Canada (a monthly meeting and an extra session to hear from Capt. Wight-Boycott, RN, a May visitor to Saskatoon); and some 80 University of Saskatchewan faculty members, guests of UNTD Commander J. B. Mawdsley, make use of facilities in *Unicorn*.

Harold Watkins, well known BBC reporter addressed the members of the Wardroom following evening quarters, giving an informative résumé of his travels through the East and answering many questions on conditions as he found them.

Also aboard *Unicorn* briefly during May was Lieut.-Cdr. W. E. Mason, area recruiting officer from HMCS *Chippawa* in Winnipeg, who was in Saskatoon with his recruiting team.

Thousands of Saskatonians lined the city's streets to watch the sailors and their Army and Air Force comrades in arms swing past in a Coronation Day parade under the command of *Unicorn's* Staff Officer Lieut.-Cdr. J. R. Strachan.

Besides his duties as Parade Commander, Lieut.-Cdr. Strachan also served on the city's Coronation Day Committee.

Naval uniforms were in evidence in every church in the city of Saskatoon on Battle of the Atlantic Sunday, May 24.

### HMCS Hunter

*Hunter* celebrated the Coronation three days ahead of time with a ball, held on the drill deck in a glittering Coronation setting, which was highlighted by a huge gold crown, the handiwork of Wrens Grace Bannister and Joan Featherstonhaugh. Music was supplied by Hunter's band. There were spot dances, many door prizes and surprises.

The division also took part in ceremonies at Jackson Park on Coronation Day.

Battle of the Atlantic Sunday was observed with a church parade in the evening to St. Paul's Church, where Rev. B. A. Silcox conducted the Service, and to St. Clare's Church.

A clean-up party was held for the PTC 762 which arrived the middle of the month from Erieau under the command of Commander W. G. Curry. It is expected she will stay in Windsor for the summer.

PO Howard (Happy) Daye joined the RCN staff to take over naval stores from PO John Bird, who left to join the 30th Carrier Air Group in the *Magnificent*. Chiefs F. E. Noble and T. B. Henderson have also left for Halifax, to return to Hamilton for the Great Lakes training season.

Chief and Petty Officers enjoyed their garrison dinner May 9.

An interesting judo exhibition was presented by the Sea Cadets at Hunter during the month.—E.L.D.

### HMCS Malahat

At the time of this writing HMCS *Malahat* is a naval division without a home to call its own.

Premises at 1350 Esquimalt Road which served as divisional headquarters are currently being remodelled to serve as a Wrens' barracks. A small portion of the two-storey building is being retained, however, for administrative offices.

Weekly drills for the balance of the current training season are to be held at HMCS *Naden*. Meanwhile the reservists are keeping high hopes that ultimately new divisional headquarters may be established in the downtown area of Victoria.

Tremendous interest was shown by citizens of Greater Victoria in a special Navy booth established at the city's annual B.C. Products Fair, held recently in the Memorial Arena.

*Malahat* was responsible for the display, which featured the showing of various films dealing with life in navy blue. The booth was manned by the reservists, who report there were many inquiries about naval service.

A welcome has been extended to Lieut. John E. Gormley, who is now *Malahat's* new supply officer. His appointment became effective May 1. Previously Lieut. Gormley had served in HMCS *Sault Ste. Marie* and HMCS *Naden*.

Members of the Victoria naval division observed Battle of the Atlantic Sunday by attending church parades at St. Paul's Garrison Church and Queen of Peace Church.



# The Sea Cadets of Lakefield

Notable among Canadian boys' schools, as far as the Navy is concerned, is the Lakefield Preparatory School, Lakefield, Ont., near Peterboro. What distinguishes it from the others is that its pupils are organized into a Sea Cadet corps, RCSCC *St. George*.

The annual inspection of the corps was conducted on May 23 by Commodore K. F. Adams, Commanding Officer Naval Divisions.

Following ceremonial drill, the Sea Cadets went to seamanship classes in their "ship"—part of the school grounds on which they have constructed fore'sle, bridge and other parts of ship.

The cadets manned the rail as the Commodore left the ship and followed with a display of sailing and cutter pulling on Lake Katchewanooka.

At evening quarters Commodore Adams awarded the Shedden Shield to the winning platoon.

In the accompanying pictures the Sea Cadets are shown executing sailing manoeuvres by following International Code signals flown from a mast ashore; preparing to march past the inspecting officer, and awaiting Commodore Adams' pronouncement on their seamanship as demonstrated in the knots and splices class.

(Photos by Parks Studio, Peterboro)

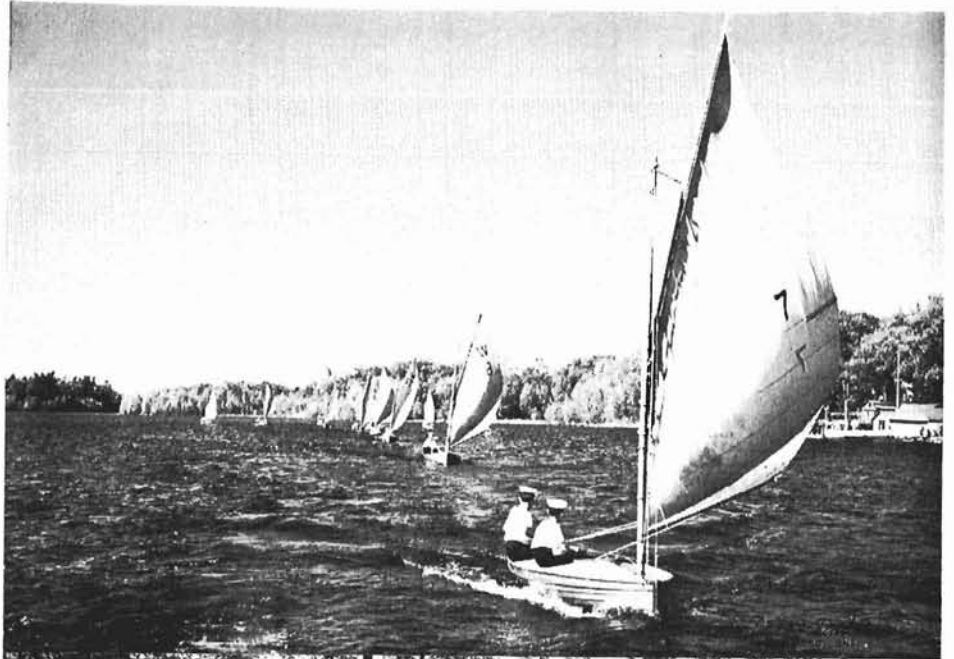
## Navy Provides Coronation 'Bus'

The Royal Navy ran a "bus" service for the Coronation celebration at Port Stanley, Falkland Island. Sixty-seven men, women and children were brought from outlying areas in HMS *Bigsbury Bay*. Due to a heavy swell, all but three of the passengers were seasick, but made quick recovery in port.

## Convenient Way To Abandon Ship

U.S. representatives and Swedish shipyards are negotiating it is reported, over the building in Sweden of new-type tankers with a total tonnage of 77 thousand at a cost of approximately \$24 million. The vessel will have a speed of 18 knots and will be 2,000 tons deadweight.

The bridge on these tankers will be constructed on a pontoon base which, if necessary, can quickly be freed from the hull. There will also be space for the whole crew on the bridge, from which all operations during a military engagement can be remote-controlled. (From "Foreign Trade", March 7, 1953)





# The Navy Plays



## York Softball Team on Front

HMCS York softballers in the past few weeks have certainly proved the age-old proverb "practice makes perfect". At present the Toronto division's hustling ball team holds down first place as a result of four wins and one loss. Recent victories include a 6-4 win over Customs, 14-6 win over the RCAF, 6-4 win over Westsides Post Office and a 12-5 win over HMCS Granby.

The Toronto sportsters barely squeezed the win from the hard-trying Customs team in their third game of the season. Blantyre Park in the East end of Toronto was the scene of the triumph, played under flood lights. The game was uneventful until the top of the 8th with the score resting at 1-0 in favour of York when Ldg. Sea. James Crilly, drove a long ball over the centre fielder's head for a home run with two men on, to cash three fast runs.

In York's fourth game of the season, against the RCAF, the Navy diamond-

eers waltzed onto Blantyre field sporting colorful new uniforms. The easy win must have been inspired by the new suits. The team as a whole in this game, fielded and hit well.

In the game against the Westsides Post Office, the team played errorless ball all the way. A game catcher, Liéut. F. W. Galloway, smothered the opposition with 4 hits for 5 tries.

With the minesweepers Granby and Digby spending the summer in Toronto, more friendly games are anticipated between the "Stone Frigate" sailors and the sea-going baseballers.—R.W.

## Stadacona Boxers Chalk up 25 Points

Milling away in front of a thousand spectators, HMCS Stadacona boxers belted up a total of 25 points to win the Atlantic Command Boxing Title this year in their gymnasium. Five teams, with a total of 22 contestants, provided one of the finest displays of amateur boxing seen in Halifax in recent years,

with no less than eight knockouts to prove it.

Shearwater came a close second with 23 points while Cornwallis, winner last year, trailed third with 15 points. The Quebec and the Magnificent netted 12 and seven points respectively. Rear-Admiral R. E. S. Bidwell presented prizes after the matches.

Results of the finals were as follows:

Flyweights: Ord. Sea. Ian McNeil won popular decision over Ord. Sea. Murray O'Connor, both from Cornwallis.

Bantamweight: AB R. D. Howsan, Magnificent, decisioned AB Joe Paris, Shearwater, after Howsan took an eight count in round one and dropped Paris twice for counts of eight and seven.

Featherweight: AB C. F. Mancari, Stadacona at a close decision over Ord. Sea. Robert O'Reilly, Cornwallis.

Lightweight: AB Fred Deegan Stadacona (now Dominion champ), k.o.'d Ord. Sea. Mullin, Cornwallis in 35 seconds of third round. Mullin fought hard but went down for counts of seven, nine and three before staying on the deck.

Welter: AB L. Jones, Quebec, decisioned Sea Cadet B. Kilgar, Shearwater, after a great battle.

Middleweight: AB Trent Ketcheson won close decision over stablemate AB Giles Doucet, Stadacona.

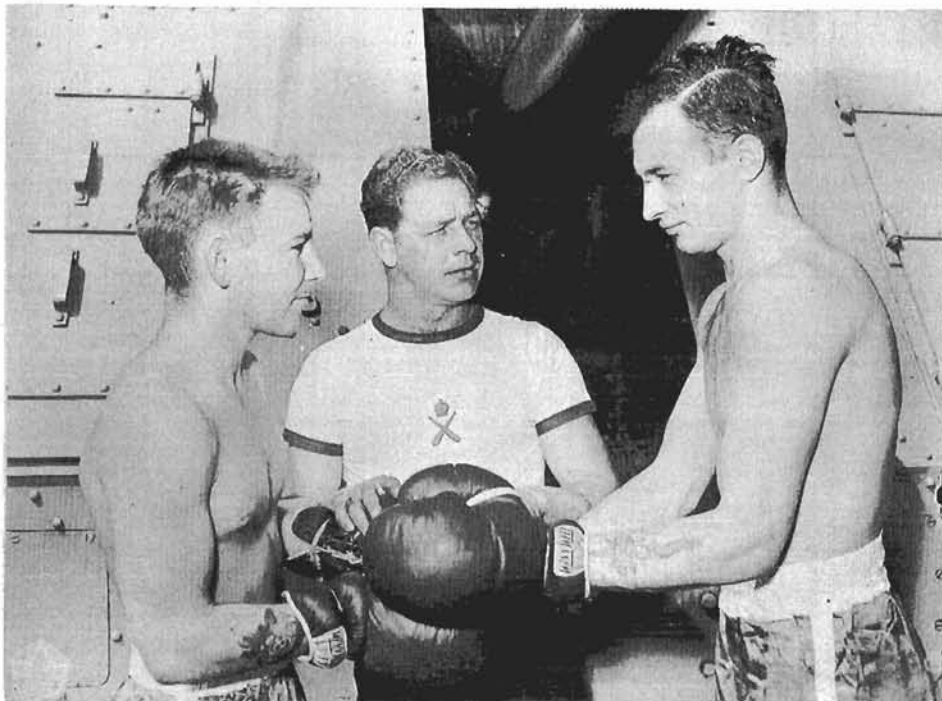
Light-heavy: Ldg. Sea Jim McArthur won unanimous decision over Ord. Sea. William Atkinson, Cornwallis.

Heavy: Ord. Sea. Wyman Mingo, Quebec, k.o.'d Ord. Sea. Donald Turley, Cornwallis, in 35 seconds of first round.

## Columbia Division Gives PT Display

Columbia division put on a well-received physical training table during the visit of Rear-Admiral W. B. Creery, Vice-Chief of the Naval Staff, to HMCS Cornwallis. CPO Joseph R. Creese directed the 25-minute display which highlighted the division's 11th week of new entry training.

Columbia also won a skating meet on May 4, marking the close of the Cornwallis rink for the winter season. There were 11 divisions competing, with Canada division placing a close second in the events, which included straight



HMCS "Crusader" boxers made their presence felt in the ranks of their kind from the United Nations fleet when the Canadian destroyer was alongside between Korean patrols. The fistic efforts of the Crusaders were under the guidance of PO Ronald (Duke) Dawson, the ship's PTI. He is shown as he divulges a few pointers to (left) AB John Lawrence and (right) Ldg. Sea. John Thurmier. (CU-600).

aces, hurdle, barrel-jumping, three-legged and relay races. A comic half-time feature was a scoreless broom ball contest between the division chiefs and the divisional officers.

The *Cornwallis* basketball team beat the *Sioux* in a close 46-41 contest, although 94 of the destroyer's ship's company motored to *Cornwallis* to support their team. *Haida* division won the interpart finals by edging *Crescent* division 37-36. *Crescent* division fared better in a knockdown tug-of-war tournament, winning the nod over *Canada* Division in the final 2-0.

The *Cornwallis* bowling team was second only to *Stadacona* in the Atlantic Command playdown, trailing them by nine fateful pins.

*St. Laurent* Division, with a final score of 21, won the new entry knock-out deck-hockey tourney. On ice, the hockey season ended with the Communication School winning the Interpart finals for the second year in a row. The Communication School took the semi-final in three straight games against Ship's Company and went on to meet the Chiefs and Petty Officers who had ended the 27-game league schedule in first place.

East and West Coast chief and petty officers clashed with east-coasters winning 6-4. The west-coasters are becoming better acclimatized to the rigours of east-coast winter sports, for they showed much improvement over the previous year's play and promise to be better next season.

The *Cornwallis* Cougars lost a challenge match to *HMCS Sioux*, 9-3, but went on to humble the *Quebec*, 4-2, in winding up their hockey season.

*Restigouche* Division won an inter-divisional swimming meet on May 20 in which four new pool records were established. Ord. Sea. E. A. Morrison, *Huron* Division, did the 40-yard backstroke in 27.5 seconds; Ord. Sea. P. J. Ambrose, *Kootenay*, free-styled 80 yards in 46.0 seconds; and Ord. Sea. P. C. Coffin, *Haida*, took one-minute and 7.0 seconds in the 80-yard breast stroke. A four-man free-style relay team from *Huron* division swam 160 yards in a record one-minute, 34.5 seconds.

Four physical training instructors put on a life-saving display at intermission and featured "Shirt Tail Drill" whereby it was demonstrated how shirts, trousers and even an inverted bucket or sea-boots provide sufficient buoyancy.

### Carrier Event for Air Models

To interest more people in carrier flying, Naval Aviation has introduced a new competition for model aircraft



The RCN Carrier Event, introduced for the first time at the St. Lawrence Zone Canadian National Model Aircraft competition on June 27 at Rockcliffe airport, Ottawa, proved to be the most popular of a dozen control-line events. Above, modeller Al Wood of Ottawa, shows the retracting undercarriage on his scale *Sea Fury* to Captain P. K. Hill, USN, Deputy Chief of Naval Aviation, and Commodore W. L. M. Brown the Royal Canadian Navy's new Assistant Chief of Naval Staff (Air), just prior to the event. Looking on (right) is Jack Crawford, president of the Ottawa Model Aircraft Club. In the lower photo, Mr. Wood looks at the wreckage of his *Fury* model which went into a torque stall on take-off for its maiden flight. Another Ottawaan, Warren Sanderson, won the contest.

enthusiasts of Canada, involving control-line scale models of carrier-borne aircraft, a model flight deck and a regular scoring system.

The prototype carrier model, "HMCS *Fledgling*" was developed in June and introduced to the Ottawa Model Aircraft Club, which promptly entered a

half-dozen models in the Canadian National Model Aircraft Championship (St. Lawrence Zone) at Rockcliffe Airport, Ottawa, on June 27. It was one of 12 events billed in the inter-city contest.

Lieut.-Cdr. (P) A. William Stewart, on the staff of the Assistant Chief of Naval Staff (Air), borrowed the idea

from the USN and, with the aid of Lieut.-Cdr. (P) "Dickie" Bird, also at headquarters, attracted the interest of model fliers. The project will be turned over to the Commanding Officer Naval Divisions for further exploitation.

Using a 30-foot control line, a model must take off from the curved flight-deck, do seven laps at maximum speed followed by seven laps at slowest speed and land on without nosing up after it has been halted by the arrester wires. Up to 100 points are awarded for take-off, 100 for landing (a nose-up entails a loss of 50 points) 50 for trueness to scale, and two points per mile for the difference between top and slowest speeds.

The idea is being well received because of the challenge to the modeller who must devise a two-speed control for his engine and flaps or retracting wheels or both in addition to manoeuvring skill.

### **Softball Honours Divided at Naden**

The Navy's entry in the Victoria Senior "A" softball league won three and lost two of their first five games of the season, which had them sharing second place with Butlers Aces, one-half game behind Chinese Students.

In their first time of the five, Navy shut out the Aces, 6-0, but lost to the Chinese, 4-3, in their second time out. Their first clash with Ladysmith netted them an 8-3 win over the Up-Islanders, but Butlers beat them in the last start, 5-3.

In the Naden Interpart softball schedule, which began May 5, each team had played twice, with the combined TAS and Electrical nine and Supply School "B" sharing the top with two wins apiece.

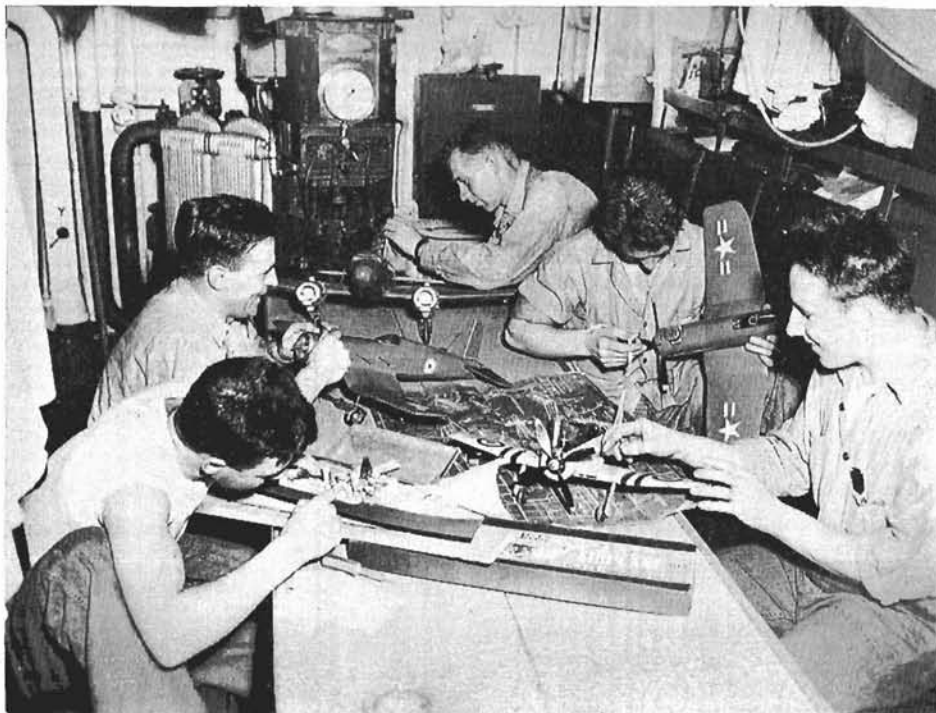
### **Coverdale Vies With Monctonians**

Moncton athletes are seeing a lot of competition this summer from Coverdale Radio Station. The station has a nine entered in the town's hardball league and a Wren entry in the Moncton and District Women's League. In addition the station married quarters are providing a men's and women's softball team apiece for exhibition games.

The Coverdale sports field is in grand condition this year and is proving an asset to their athletic endeavours.

### **Supply Branch Cock of Barracks**

HMCS *Stadacona's* Supply branch has again won the Cock of the Barracks



The Haidas became highly organized in the battle against boredom during their first completed tour of duty with UN naval forces in Korea. Throughout the messdecks and wardroom flat the hands were busy in off-duty hours hooking rugs, building model aircraft and ships, reading books from the ship's 600-volume library, even studying education courses ranging from Grade 10 to university level. The Communicators' mess served as "hobby shop" at sea and some of the craftsmen are shown working on their models. They are, clockwise from left: AB J. S. Dumaresq, PO H. F. Fisher, AB W. P. Tedlie, AB J. R. Knox and AB R. A. Donovan.

trophy, thus retaining the award gained on its institution last summer.

To keep the trophy, Supply completed the inter-departmental winter sports program in first place with a total of 560½ points. TAS School came second with a total of 485½ points.

Supply came first in hockey, bowling, tabloid and swimming meets. In addition, the branch tied for first in water-polo and volleyball. It now will make a bid to take the top score in the forthcoming summer program in an attempt to win the trophy for the third consecutive time.

Presentation of the trophy, following completion of the winter program, was made in May by Rear-Admiral Wallace B. Creery, Vice-Chief of the Naval Staff, at ceremonial divisions. The trophy was accepted on behalf of the Supply Branch by PO Douglas Brown.

### **Parade Team Wins Small Bore Tests**

The Parade team from HMCS *Stadacona* won the .22 Small Bore Rifle Club competition this spring in Halifax, with 2,908 out of a possible 3,200 points. Fifteen teams took part, with Regulating placing second with 2,845 and Comm. Officers third with 2,784 points.

CPO Alvin Richard Underhill of the Regulating team won the high indi-

vidual average and PO Ray Daniel Makara of the Parade squad placed second.

### **Malahat Second In Rifle Contest**

Personnel of the Victoria division's rifle team again distinguished themselves recently when a Pacific Command team, including reservists, captured second place honours in a challenge match held in *Naden's* indoor range. The Navy team chalked up an aggregate point score of 373, one less than the winning RCMP group.

HMCS *Malahat* sharpshooters in the competition included CPO Walter Burch, Ldg. Sea. Owen Moore, Wrens Elizabeth Paterson, Dianne Finland, Beverly Smith and Mavis Cahill.

### **Weather Delays Softball Season**

Personnel from Aldergrove Naval Radio Station have been journeying to Chilliwack, B.C., twice a month to complete in shoots on the RCSME range.

Completion of the station's softball diamond was held up by wet weather, but play eventually got under way, with competition provided by teams from RCSME, Chilliwack, the Military Radio Station, Ladner, HMCS *Discovery*, and RCAF and Army teams from Vancouver.

# 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:

AKESON, Garry J.....LSCR1  
 ALCORN, Donald L.....P2SE2  
 AMY, Ellwood G.....P2CS3  
 ATKINS, Peter H.....LSAR1  
 BACKEWICH, William S.....P2SM2  
 BANDET, René J.....LSCS2  
 BELL, Albert B.....P2CR2  
 BELL, George C.....P1SH4  
 BILLARD, Willis R.....LSCV1  
 BOOTSMAN, Herbert A.....P2BD3  
 BROWNING, Orval C.....LSAF1  
 BRUNNE, James R.....LSSM1  
 BURSEY, Gerald F. W.....LSCS2

CAMPBELL, Robert J.....C1CV3  
 CHALMERS, Alexander D.....C1CR3  
 COLLIN, Robert.....LSCS2  
 COPE, Colin C.....LSCS2  
 CORBIN, Jules G.....P2CV2  
 COUTURIER, André J.....LSCR1  
 CRAWLEY, Carl A.....P1CV2  
 CRAWSHAW, Kenneth D.....LSOM1

DAROWSKI, Stanley.....LSCS2  
 DENNIS, Ronald G.....P2CR2  
 DesGAGNE, Bertrand J.....LSCR1  
 DESCHENES, René.....P2CR2  
 DRISCOLL, Kenneth.....LSCR1  
 DRUMMOND, Cecil W.....LSCV1

EWEN, Thomas G.....LSCS2

FENN, Frank.....C1CV3  
 FINNIE, George T.....LSCS2  
 FOWLER, Sidney.....LSCS2  
 FRASER, Russell A.....C1CS3

GORDON, Taylor L.....LSCS2  
 GRAHAM, William G.....LSCS2  
 GRANT, Gordon W.....LSCS2

HALL, Stewart W.....LSCR1  
 HALLDORSON, James N.....LSSM1  
 HEWITT, Ian B.....LSCV1  
 HUDSON, Norman R.....P2CS3  
 HULL, Burton P.....P2SM2  
 HUTCHISON, Boyd.....P2CR2

INGLIS, George W.....LSCS2  
 ISAACSON, Glen W.....LSCS2

JACKSON, Edward.....C1CR3  
 JERMY, Norman B.....P2CR2

KEMPTON, James M.....C2CS3

LAMB, Charles E.....P2CS3  
 LAMB, David B.....LSCS2  
 LEFEBVRE, John R.....LSCV1  
 LEVASSEUR, Omer E.....P2CS3

McGRAW, Nicholas J.....P1SH4  
 McKELLAR, Owen F.....LSCR1  
 McKETTERICK, William B.....LSCR1  
 McLEAN, Alan M.....P2CS3  
 MacARTHUR, Scott F.....LSCR1  
 MacDONALD, Claude A.....LSCS2  
 MacDONALD, Gerald J.....LSCR1  
 MacDOUGALL, Vernon K.....LSCS2  
 MacLELLAN, Ronald J.....LSCS2  
 MacLEOD, Max D.....LSCR1  
 MARK, Ronald D.....LSCR1  
 MARTIN, James M.....LSCV1  
 MASON, Douglas D.....P1ER4  
 MICALLEF, Frank J.....LSCR1  
 MILLIGAN, John H.....LSCR1  
 MITCHELL, Thomas D.....LSCR1  
 MOORE, Donald L.....LSAR1  
 MOREHOUSE, Robert E.....P2CR2  
 MURPHY, William P.....P2CV2  
 MURRAY, Leonard W.....C2CR3

NELSON, Charles H.....LSAR1  
 NIVEN, Roy W.....LSAC1  
 NOBLE, Robert E.....LSSE1  
 NUNNERLY, Richard.....P2AF2

OSTLER, Donald L.....LSCR1

PAYNE, Russel A.....P2SM2  
 PÉTTIGREW, Gordon G.....P1SH4  
 PILON, Jérôme N.....LSCR1  
 POTT, Charles H.....LSCS3  
 POTTER, Douglas A.....C2CR3  
 PROWSE, Norman A.....P2CR2

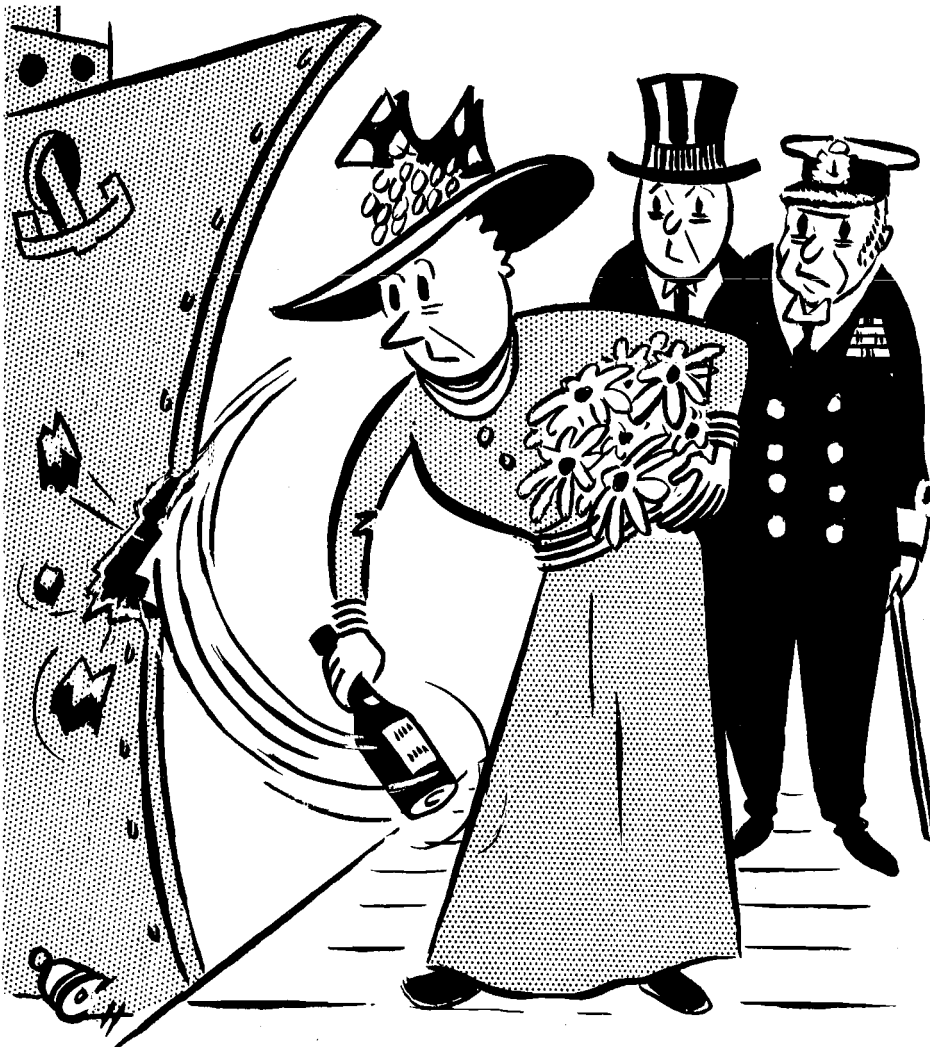
ROBERTS, Arthur.....P2CR2  
 ROBERTSON, Patrick S.....LSCV1  
 ROBINSON, Harvie A.....LSCS2

SCANLON, Basil C.....LSCS2  
 SCHROPFER, George W.....P1ER4  
 SMITH, David B.....LSAAS  
 SMITH, Robert T.....LSCR1  
 ST. JOHN, Bernard J.....LSCV1  
 SUDDARD, Hugh D.....LSCR1  
 SULLIVAN, Leonard J.....LSCR1

THOMPSON, Morris E.....LSCS2  
 TODD, Gordon D.....LSCS2  
 TREMAINE, Thomas R.....P1SH4  
 TUCKER, Clarence W.....LSCV1

WALKER, Warren S.....C2CR3  
 WATSON, William E.....LSAR1  
 WILSON, Robert J.....P2SM2  
 WOODWARD, John R.....LSCS2  
 WYMAN, Harold L.....P2CS3

YOUNG, Chris R.....LSCR1  
 YOUNG, Donald A.....P2SM2



The breaking of a bottle to launch a ship originated with the custom of drinking to the ship out of a silver cup which was then thrown overboard. This practice continued until 1690, when, because it was found too expensive, the breaking of a bottle was instituted. Until 1811 the ceremony was always performed by either a Royal personage or one of the Dockyard Commissioners, but in that year the Prince Regent introduced the custom of ladies performing the ceremony. On one occasion a bad shot with the launching bottle injured one of the spectators who sued for damages. From that day the Admiralty directed that in future the bottle must be secured by a lanyard to the bow.

# AB Selected as 'All-Round Man'

Exceptional ability in parade training, a superlative kit of service clothing and a ninety per cent mark in seamanship, together with being the best all-round man in his division, led to the selection of Able Seaman Joseph Harry Madden, of Montreal, for the "RCN Young Seaman's Efficiency Award Shield" at HMCS Cornwallis. The presentation of the Shield, recently reinstated after a lapse of some years, marks the first time it has been awarded since its re-instatement recently.

AB Madden's ability is, however, not confined to strictly naval affairs. Recently transferred from the Canadian



AB J. H. MADDEN

Army, Madden is a qualified paratrooper who spent several years in the Royal Canadian Corps of Signals. A keen radio "Ham", he participated in the Cornwallis Radio Club's activities during his basic training. His other hobbies include reading of a more serious nature.

Another claim to fame which young Madden makes, and one which has, at odd times, inspired his mates to greater efforts in route marches, and at various games, is his skill with the bagpipes.

The "RCN Young Seaman's Efficiency Award" dates back to 1940, and among those who have their names inscribed thereon as ordinary seamen is Lieut.-Cdr. H. R. Taylor, Officer-in-Charge of the Physical and Recreational Training School at Cornwallis.

## WEDDINGS

Leading Seaman John Manning Chute, HMCS Stadacona, to Miss Anne Belle Robertson, of Penticton, B.C.

Leading Seaman George Fisher, HMCS Naden, to Miss Belva Snider, of Victoria.

Sub-Lieutenant Lorne Fox, HMCS Hunter, to Miss Sue Roy, of Windsor, Ont.

Petty Officer Tom Gardner, HMCS Beacon Hill, to Miss Eileen Leckie, of Victoria.

Ordinary Seaman William Kerr, HMCS Cornwallis, to Miss Marion Doucette, of Mavelette, N.S.

Wren Bernice Phyllis Krupski, HMCS Shearwater, to Ronald Cadman Steeves, Moncton, N.B.

Lieutenant J. W. Logan, HMCS Stadacona, to Miss Joan Mary Whalley, of Sydney, N.S.

Leading Seaman Robert Marks, Coverdale Radio Station, to Wren Emily Balch, Coverdale Radio Station.

Able Seaman Peter McArthur, HMCS Naden, to Miss Kathleen Pearson, of Massett, B.C.

Able Seaman Eugene McMorris, HMCS Naden, to Miss Ruth Ketchison, of Victoria.

Able Seaman John B. Murison, Coverdale Radio Station, to Wren Lois Leedham, Coverdale Radio Station.

Sub-Lieutenant Vincent F. Penhold, HMCS Nonsuch, to Miss Betty C. Brietzka, of Rochester, Alta.

Able Seaman Donald Eric Warwick, HMCS Shearwater, to Miss Doris Veronica Myers, Eastern Passage, N.S.

Lieutenant Edward A. Wiggs, HMCS Cornwallis, to Miss Daphne Jean Collison, of Victoria.

To Ordinary Seaman R. G. Ettinger, HMCS Cornwallis, and Mrs. Ettinger, a daughter.

To Chief Petty Officer H. J. Hancock, HMCS Cornwallis, and Mrs. Hancock, a daughter.

To Leading Seaman M. D. Jones, HMCS Stadacona, and Mrs. Jones, a son.

To Petty Officer William Joy, HMCS Algonquin, and Mrs. Joy, a daughter.

To Petty Officer I. G. Kaiser, HMCS Huron, and Mrs. Kaiser, a daughter.

To Chief Petty Officer Norman Keziere, HMCS Naden, and Mrs. Keziere, a son.

To Able Seaman H. J. LeBlanc, HMCS Cornwallis, and Mrs. LeBlanc, a daughter.

To Lieutenant Donald A. McDonald, HMCS Algonquin, and Mrs. McDonald, a daughter.

To Able Seaman Charles Moore, HMCS Algonquin, and Mrs. Moore, a son.

To Leading Seaman Clayton Moran, HMCS Naden, and Mrs. Moran, a daughter.

To Able Seaman Charles Nowell, HMCS Naden, and Mrs. Nowell, a daughter.

To Petty Officer William Paly, Coverdale Radio Station, and Mrs. Paly, a daughter.

To Leading Seaman Ronald Robertson, HMCS Hunter, and Mrs. Robertson, a daughter.

To Leading Seaman J. J. Y. R. St-Onge, HMCS Portage, and Mrs. St-Onge, a son.

To Petty Officer F. Scott, HMCS Portage, and Mrs. Scott, a daughter.

To Petty Officer R. F. Wheeler, HMCS Cornwallis, and Mrs. Wheeler, a son.

To Lieutenant J. H. Wilke, HMS Excellent, and Mrs. Wilke, a daughter.

To Able Seaman Carrol Wright, Coverdale Radio Station, and Mrs. Wright, a son.

## BIRTHS

To Petty Officer Alfred Calder, HMCS Algonquin, and Mrs. Calder, a daughter.

To Able Seaman Colin Cope, Coverdale Radio Station, and Mrs. Cope, a son.

To Able Seaman J. R. Doucette, HMCS Huron, and Mrs. Doucette, a son.

## Answers to Quiz

1. Russian battleship, Sevastopol
2. British fast minelayer, HMS Manxman
3. Italian corvette, Gabbiano class.

## WARSHIP RECOGNITION QUIZ

CAN YOU IDENTIFY THESE SHIPS?

(NOT DRAWN TO SCALE)





Here's Mud in  
Your Eye . . .  
and a few samples  
of what an obstacle  
course can do to a  
spruce young cadet at  
Royal Roads





13,300-7-53  
Q.P. 203135  
N.D. 575-094

OTTAWA  
EDMOND CLOUTIER  
Printer to the Queen's Most Excellent Majesty  
1953

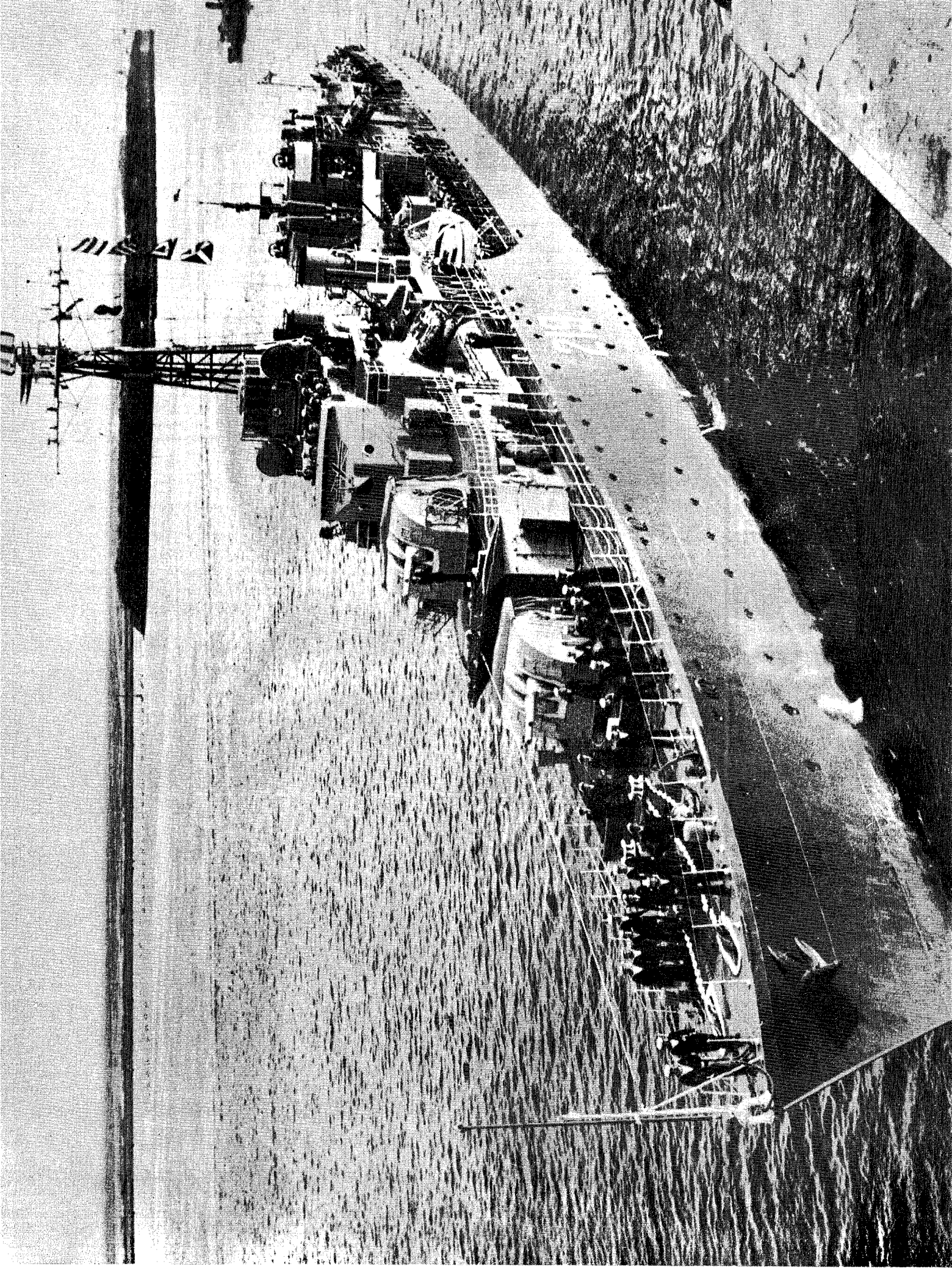


# *The* CROWSNEST



Vol. 5, No. 10

August, 1953



# The CROWNEST

Vol. 5 No. 10

THE ROYAL CANADIAN NAVY'S MAGAZINE

AUGUST, 1953

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Cover Photo—What's coming? is the question of this little inhabitant of a North Korean islands asks with his eyes—and the same question went echoing around the world with the signing of the armistice at Panmunjom. "I've got hold of the bat, but what kind of ball will be pitched next?" (AN-343)

### LADY OF THE MONTH

When the first three Canadian destroyers sailed from Esquimalt on July 5, 1950, for duty in the Korean war theatre, HMCS *Athabaskan* was one of their number. When the truce was signed on July 26, 1953, and an uneasy quiet fell over the battle zone, the *Athabaskan* was again on the job, two-thirds of the way through her third tour of duty in Korean waters.

Her picture appears on the opposite page as representative of the eight destroyers who upheld the traditions of the Royal Canadian Navy in the Far East and as a worthy successor to the first *Athabaskan* which went down in the English Channel with guns blazing nine years ago.

The Korean war, up to the time of the armistice, had lasted for 37 months; the *Athabaskan* had been assigned to battle duty for 30 of them—a proud record, embellished by the smashing of two North Korean trains and the shelling of innumerable enemy shore positions. (O-4310)

Negative numbers of RCN photographs reproduced in *The Crownsnest* 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 finish .....	.50
11 x 14 matte finish only .....	1.00
16 x 20 " " " .....	3.00
20 x 24 " " " .....	4.00
30 x 40 " " " .....	8.00

### SUBSCRIPTION RATE

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## RCN NEWS REVIEW

Sea of hammocks in Coronation Contingent mess in HMCS "Quebec". (O-5328)

### **Guns Silenced By Armistice**

Thirty-seven months after North Korean troops poured over the 38th Parallel to launch the Korean war, the guns ceased firing and the world awaited the outcome of the political conference called to decide the peace terms.

The armistice was signed on July 26 and the guns fell silent the following day. Three days later Canadian destroyers marked the third anniversary of their entry into the Korean war theatre on July 30, 1950.

On Far East duty as the noise of war gave way to an uneasy peace were HMC Ships *Iroquois*, *Athabaskan* and *Huron*. Of the eight destroyers who saw duty there, the *Athabaskan* was the veteran of them all. She was one of the three original destroyers to sail from Canada for Korean waters on July 5, 1950, just ten days after the outbreak of the war, and she chalked up a record of 30 months' service up to the armistice. On her "Dominion Day" patrol, she joined the Train Busters' Club by smashing two North Korean trains.

The shooting ended with HMCS *Crusader* firmly in the top spot among the United Nations train-stoppers, with an official score of four and one-half. The runners up were the U.S. destroyer-minesweeper USS *Endicott* and HMCS *Haida*, both with three trains smashed.

On the date of the armistice, the score-board for Korean duty stood: *Athabaskan*, 30 months; *Cayuga*, 21 months; *Nootka*, 21 months; *Sioux*, 18 months; *Crusader*, 13 months; *Iroquois*, 12 months; *Haida*, 11 months, and *Huron*, 11 months.

Page two

Their duties included covering landings of troops and evacuations; shelling enemy troops and shore positions; guarding friendly islands; destroying mines; screening aircraft carriers and protecting friendly islands. Clothing, food and medical aid were extended freely to the civilian population of UN-held islands.

The price paid was three dead and seven wounded in battle. Two men were drowned while on Far East duty and a third died following an operation.

One ship was the victim of navigational hazards. HMCS *Huron* grounded in fog off the west coast of North Korea on July 12. She was expected to be ready for duty again in September after two months in dockyard hands in Japan.

### **Haida Second To Round World**

The second Canadian destroyer to steam around the world, HMCS *Haida* arrived in her home port of Halifax on July 22 after 11 months of Far East duty. The homecoming had something special added to the normal glad return, in that 24 members of the ship's company had been awaiting their first glimpse of babies added to their families while they were away.

The *Haida*, a three-time train buster during her service in the Korean war theatre, went to the Far East last year by way of Panama and the Hawaiian Islands. She returned by way of Hong Kong, Singapore, the Suez, Malta, Gibraltar and the Azores, the route followed by HMCS *Nootka* when she ended her last tour of Korean duty.

As with the *Nootka*, the *Haida's* visit to Singapore was a memorable one. A reception in honour of the ship's officers was held by the Canadian Trade Commissioner, D. S. Armstrong, and Mrs. Armstrong. Among those present was the Hon. Malcolm MacDonald, former United Kingdom High Commissioner to Canada, who reminisced with the Canadians.

The whole ship's company was entertained by Canadian residents of Singapore. They took the officers and men to lunch, on tours of the island and to parties. When the ship sailed, most of them drove the 20 miles to the naval base to wave goodbye.

### **Air Squadron For "Cataract"**

A second reserve air squadron, VC-921 will be formed at Kingston, Ontario, as a tender to HMCS *Cataract* late in September and will operate from Collins Bay airport.

The first naval reserve air squadron, VC-920, was formed in May and is based at RCAF Station, Downsview, near Toronto.

The new squadron will consist initially of Harvard aircraft with operational aircraft to be added later. Fully qualified full-time naval instructors will be attached to the squadron.

### **Three New Ships Slide Down Ways**

Three major launchings took place during July and August. A destroyer escort, HMCS *Saguenay*, and two minesweepers, HMC Ships *Trinity* and *Quinte*, slid into the waters at Halifax, Lauzon and Port Arthur respectively.

The *Saguenay* was launched on July 30 and christened by Mrs. W. W. Porteous, wife of Commodore (E) Porteous, Superintendent of HMC Dockyard, Halifax.

Eager to hit salt water the *Saguenay* started to ease down the ways before the scheduled time. Mrs. Porteous, equal to the moment, smashed the bottle on her bow and followed with the words "God bless this ship and all who serve in her".

The *Trinity* was launched on July 31 and christened by Mrs. Brooke Claxton, wife of the Minister of National Defence. The Minister and Rear-Admiral W. B. Creery, Vice-Chief of the Naval Staff, and Mrs. Creery were guests at the launching.

The *Quinte* was launched on August 8 and christened by Mrs. J. B. Caldwell, wife of Captain (E) Caldwell, Assistant Chief of Naval Technical Services (Ships).

Two new yard craft for the RCN were also launched recently, both in New Westminster, B.C. They were YAC 310 on June 23 and YAC 312 on July 21.

### **Door Opened to Married Wrens**

Requests of Wrens who wish to remain in the service after marriage will receive individual consideration at Naval Headquarters, under a recent policy decision.

The decision opens the way for Wrens to remain on continuous naval duty or the active list following marriage, or to transfer from continuous naval duty to the active list.

Commanding officers will forward requests for retention through the Commanding Naval Divisions to Naval Headquarters.

It is considered that the prospect of remaining in the service will be particularly attractive to Wrens who marry within the service and whose husbands are absent on sea duty or in remote stations not provided with married quarters.

### **Sailing Squadron Formed at Hamilton**

A squadron of the Royal Canadian Naval Sailing Association was formed in Hamilton in June with naval personnel from the staff of the Commanding Officer Naval Divisions and HMCS *Star* as members.

The Hamilton squadron elected the following slate of officers: Commodore, Cdr. Walter A. Childs; vice-commodore, Sub-Lt. (MN) A. B. Harvey; rear-commodore, Lieut.-Cdr. (SB) Robert Pearce; fleet captain, Lieut. (L) R. G. Wilson,



"Lady" a purebred cocker spaniel on board HMCS "Porte Saint-Louis", which has spent the summer training RCN(R) personnel on the Great Lakes, appeared recently as a captain's request-man and was duly rated AB. (COND-125)

and deputy fleet captain, Lieut. (E) C. B. Thomason. Cdr. James S. Davis is chairman of a committee which also includes AB Beverley Carey, AB George Bessey and Ord. Wren Shirley Stretton.

Sailings are held each Tuesday and members sail the dinghies and whalers attached to HMCS *Star*. Competitions within the squadron and also with other sailing organizations in Hamilton are planned for the summer months.

### **Frigates Staying Close to Home**

After their momentous journey to the Coronation naval review at Spithead, the East Coast training ships HMCS *Swansea* and HMCS *La Hullose* are remaining comparatively close to home.

Their summer training cruises took them to ports in New Brunswick, Nova Scotia, Prince Edward Island and Quebec, giving officers, men and UNTD cadets a new familiarity with East Coast waters and some of Canada's most exquisite scenery.

The West Coast counterparts of the two Halifax frigates journeyed farther afield, making a four-day visit to San Diego in July. HMC Ships *Beacon Hill* and *Antigonish* spent extensive training periods in Bedwell Harbour as well. They had visited Long Beach, California, in June.

### **Welcome Mat Out For Magnificent**

Saint John, N.B. unrolled its welcome mat for the aircraft carrier HMCS *Magnificent* recently when the big ship arrived to enter the drydock for work on underwater fittings and repainting.

Hundreds of people lined the shores to witness the arrival and watch while tugs turned her in the narrow entrance before docking. Soon after docking the streets of the city were dotted with the uniforms of Royal Canadian Navy sailors many of whom were taking their first shore leave in that city.

Interest in the ship was high and July 11 and 12 were set aside to allow visitors to tour the ship. Meanwhile the city provided entertainment for the officers and men in the ship's company.

### **"Snort" Journey Not Longest**

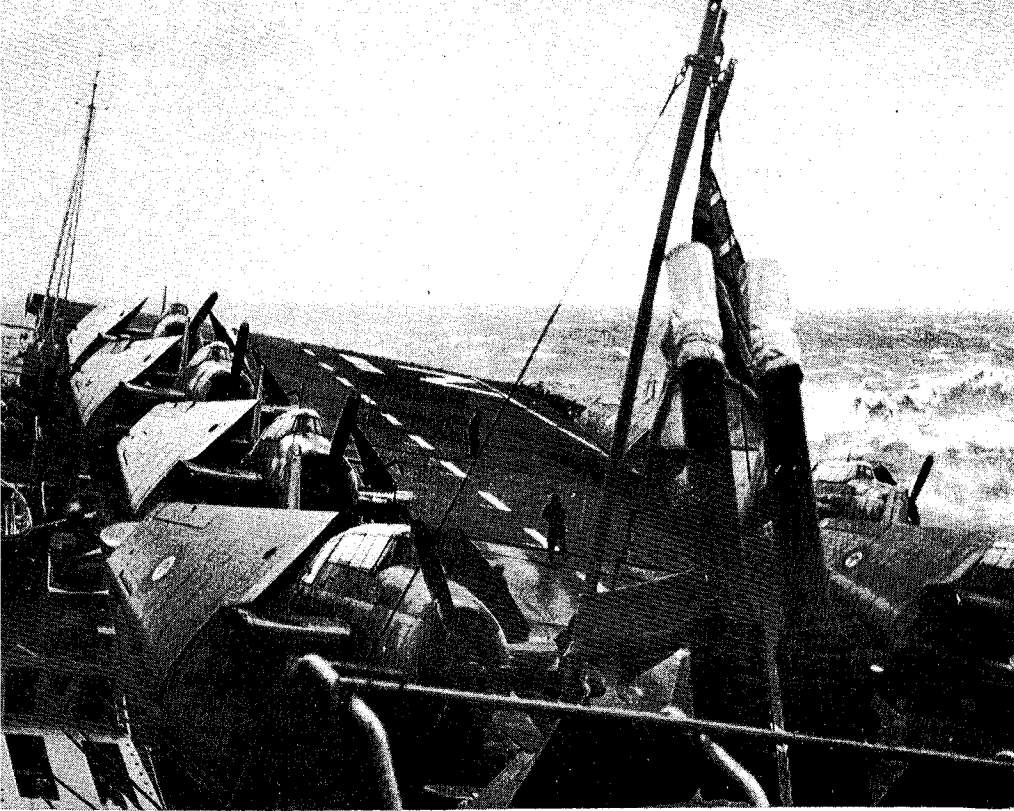
HMS/M *Andrew*, which completed a 2,840-mile voyage under water from Bermuda to the English Channel in June, may have established a "first" for Atlantic crossing, but the trip "was not necessarily the longest or most exacting of the tests carried out by A class submarines since 1947" according to a correspondent of the *London Times*.

"Snorting makes exact navigation difficult, but is a less revolutionary method than most people realize," the article said. "In the last war the Japanese Navy had at least one large submarine capable, in theory, of staying under water indefinitely, and Admiral Doenitz claimed that the new XXI U-boat, ready in March, 1945, could reach Japan from Germany without surfacing.

"Late in 1947 the British submarine *Alliance*, fitted with a version of the Schnorkel breathing device, carried out exacting tests in calm tropical waters off West Africa, and in February, 1948, the submarine *Ambush* spent five valuable weeks in and around the Arctic Circle. At least once the sea was so rough below the surface that she had to come up for three days to ride the gale.

"In 1950 the United States submarine *Pickrel* (1,570 tons) made a 5,200-mile run from Hong Kong to Pearl Harbour in 21 days without surfacing; this, according to Jane's Fighting Ships, is claimed to be a world record for submerged operations; but, according to "Flag Officer", in a letter to *The Times* published on April 18, 1950, the British submarine *Alliance* was under water for 30 days in November, 1947, when she dived off Las Palmas and proceeded south across the Equator, then east, and finally north up to Freetown.

"Early this year 23 men of the United States Navy spent two months in a submerged submarine, the *Haddock*, moored throughout the test to a wharf at Groton, Connecticut. They were in excellent health and spirits when they emerged."



The Canadian Coronation Squadron had its share of stormy weather on its crossings to and from the United Kingdom, as can be seen from this picture taken on board HMCS "Magnificent" during the return journey.

## Coronation Cruise

An Eyewitness Account

By R. C. H.

*Sirs, I here present unto you Queen Elizabeth, your undoubted Queen. Wherefore all you who are come this day to do your homage and service, Are you willing to do the same?*

GOD SAVE QUEEN ELIZABETH

THE PEOPLE'S reply to the Archbishop of Canterbury, voiced by those in Westminster Abbey on the day of Her Majesty's coronation, was expressed many times more, by many other of her subjects, and in many different ways, on that day and in the days that followed.

It was the privilege and honour of the Royal Canadian Navy to share in a number of the demonstrations of loyalty, faith and unity which made the Coronation of Queen Elizabeth II an inspiring, never-to-be-forgotten occasion.

Officers representing the Royal Canadian Navy attended the service in the Abbey; officers, men and women took part in the procession, some marching and others lining the streets, and at various other functions there were RCN personnel, either in an official capacity or as spectators.

BUT THE REAL opportunity for the Navy to acclaim its Queen came on June 15, at the Coronation Naval Review by Her Majesty at Spithead. There

a vast assembly of warships, anchored in lines up to seven miles in length, and flanked by other vessels of varying sizes and types, paid proud tribute to the Queen.

Clouds which threatened in the morning to bring a repetition of Coronation Day's weather were dispersed by a fresh south-westerly wind, and it was in brilliant afternoon sunshine that the Royal Yacht, HMS *Surprise*, steamed out of Portsmouth Harbour and through the lines of warships.

Among the first ships to be reviewed by the Queen was HMCS *Magnificent*, eighth in a line which was headed by HMS *Vanguard*, flagship of Admiral Sir George Creasy, Commander-in-Chief, Home Fleet.

And from the *Magnificent* came the loudest cheer of the day, occasioned by the fact that on the carrier's flight deck, in addition to nearly 1,000 of her own complement, were 723 officers and men of the Army and RCAF Coronation contingents.

Further down the line the *Surprise* passed another Canadian warship, the *Sioux*, and as she neared the westward end of her route, two Canadian frigates, the *La Hulloise* and *Swansea*, added to the succession of cheers.

On her return track, the Royal Yacht steamed by two more Canadian ships, first the *Ontario* and then the *Quebec*, flagship of Rear-Admiral Roger E. S. Bidwell, Flag Officer Canadian Coronation Squadron. With the wind behind them, the cruisers' men sent their cheers rolling across the waters, and it was evident that the Queen was impressed by the vocal volume of the Canadians.

Soon after the *Surprise* had anchored at the head of the Fleet, there came the fly past of naval aircraft, and in this, too, Canada was a participant. Among the formations which flew low over the anchorage were eight Sea Furies of VF-871 Squadron and eight Avengers of VS-881. It was an impressive display and provided a fitting climax to the afternoon's program.

MEMORIES of the wartime blackout were revived when, at 2200, all ships were darkened and only vague shapes were left to betray their presence. For half an hour the 27-square-mile anchorage was in darkness. Then the Queen pressed a switch on the Admiral's bridge in the *Vanguard* and on this signal every ship in the Fleet was illuminated with outline lighting.

Spithead suddenly became a fairyland in which, as if by a wave of a magic wand, hundreds of brightly silhouetted ships had made a simultaneous spectacular appearance. It was the most breath-taking sight of the Fleet Review—perhaps even of the entire Coronation.

Just as suddenly, all ships were darkened again, and at 2240 a 15-minute fireworks display began. It, too, was synchronized and ended with spectacular showers of red, white and blue rockets.

Her Majesty had arrived in Portsmouth on the evening of June 14 and had immediately gone on board the *Surprise*. The next morning she received the Board of Admiralty and the flag and commanding officers of the Review fleet. Among these were Rear-Admiral Bidwell and Commodore H. S. Rayner, Captain D. L. Raymond, Captain P. D. Budge, Commander P. E. Haddon, Lieut.-Cdr. W. D. F. Johnston and Lieut.-Cdr. H. A. Porter, commanding officers, respectively, of the *Magnificent*, *Ontario*, *Quebec*, *Sioux*, *Swansea* and *La Hulloise*.

At noon she held a reception at which those present included Admiral Bidwell,

Commander Haddon, Lieut.-Cdr. Johnston and Lieut.-Cdr. Porter, and after the Review Admiral Bidwell went on board the Royal Yacht again to witness the fly past.

In the evening the Queen and the Duke of Edinburgh dined on board the *Vanguard*. The guests numbered 120 and included Admiral Bidwell, Commodore Rayner, Captain Raymond and Captain Budge.

**T**HE REVIEW, the fly past, the illumination and the fireworks combined to make June 15 a memorable day, but for those who had the good fortune to be there, the preliminaries which extended over the previous fortnight were almost equally interesting. There was the gradual assembling of ships in Portsmouth, then in the Review anchorages. There was the arrival of the foreign ships, and particularly the Russian cruiser *Sverdlov* and the Italian sail training ship *Amerigo Vespucci*.

There was the friendly mingling of officers and men of many nationalities. And there was the literally lavish hospitality which the Royal Navy and the citizens of Portsmouth extended to the visitors from the Commonwealth and from other countries.

It was a great and glorious occasion, building up to a brilliant climax. Much work and much planning had gone into the preparations for the Review and those involved must have felt a sense of satisfaction at seeing the whole performance come off in such splendid fashion.

**N**O SHIPS in the Review looked smarter than those of Canada and many favourable comments on their appearance were heard from persons who had toured the anchorage. Particular interest was taken in the *Quebec* and *Ontario*, whose distinctive paintwork made them stand out from among the other cruisers in their line.

The other great event in which the Royal Canadian Navy took a formal part was the Coronation itself. Eight officers, 72 men and a lieutenant-commander (medical nurse) of the RCN and one Wren officer and two Wrens of the RCN(Reserve) marched in the Coronation procession, and four officers and 39 men of the RCN(R) lined a section of Cockspur Street, near Canada House.

To prepare for their Coronation duties, the marchers and street liners put in many long hours of training; and on the day itself they got well soaked and, in the case of the liners, thoroughly chilled. However, there was none but would have worked harder and longer still, and would have put up with much

more in the way of discomfort, so long as it meant being a member of the Coronation contingent.

Except for the four female members, the naval contingent first assembled at Halifax and began its training program there. The women sailed from Quebec in a passenger liner and officers and men from Halifax in the ships of the Canadian Coronation Squadron which put to sea on May 7. These were the *Quebec*, *Magnificent*, *Ontario* and *Sioux*.

The contingent continued to train during the ocean passage, when weather permitted, concentrating on arms drill and p.t., and carried out part of ship duties as well.



Oil slickers glistening in the rain, Canadian sailors munch their lunch from haversack ration issued to Commonwealth troops who lined London streets for the mammoth Coronation parade. Nearest the camera are Ldg. Sea. Clifford MacLeod, of HMCS "Queen Charlotte", and AB Alexander Hamilton, of HMCS "Naden". (COR-421)

**O**N ARRIVAL in Portsmouth, on a rainy May 15, they were disembarked and boarded a special train which took them to Pirbright Camp, the home of the Guards' Training Battalion, where quarters were being provided for more than 2,000 Commonwealth troops.

Week-end leave was granted and, since Pirbright is less than an hour by train from London, most of them went to the city to view the Coronation preparations.

On Monday they began a schedule of concentrated drilling and conditioning that was to last right up until the great day. Sometimes they worked with the Army and Air Force, sometimes by themselves.

On Saturday, May 23, all the Commonwealth contingents at the camp held a dress rehearsal. It was somewhat less than perfect, but by the time they had another week of training, all visible faults had been eliminated.

The Canadians had a number of distinguished visitors. On May 18 General Sir John Harding, Chief of the Imperial General Staff, toured the camp. On May 20, Norman Robertson, Canadian High Commissioner to the United Kingdom, and Major General J. D. B. Smith, chairman of the Canadian Joint Staff in London and officer commanding the contingent, inspected the Canadians informally and talked with a number of them.

On May 26 the Duke of Edinburgh flew by helicopter from Buckingham Palace to Pirbright and inspected the Commonwealth forces based there. The Duke made a most thorough inspection of all the units, met their officers and stopped to chat with a great many officers and men.

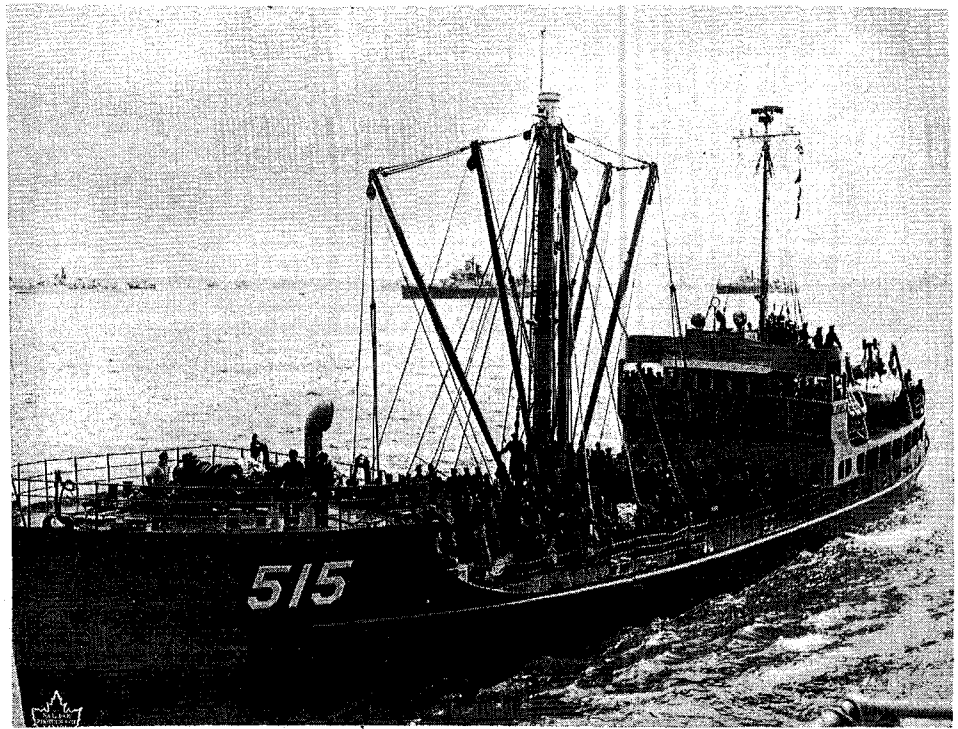
On May 30 the Canadians moved into London, the marchers going to Earls Court and the liners to Kensington Gardens. On Sunday and Monday they wound up their training and made a final check of their clothing and equipment—and on Tuesday morning, early, they set forth to do their parts in the Coronation procession.

To Lieut. Murray J. Waymouth, of Windsor, Ont., went the honour of carrying the Canadian Ensign at the head of the Canadian contingent. In command of the naval section was Commander (now Captain) Robert P. Welland, of Victoria and Halifax.

**A**FTER the procession, the Canadians marched back to their London billets, removed their wet uniforms and sent them away to be cleaned and pressed. It was a rush job that had to be done that evening, for they were due to march the next morning to Buckingham Palace to receive their Coronation medals.

The uniforms came back that night and it was a smart looking body of men that marched, with the Navy in the van, into Buckingham Palace yard on the morning of the 3rd. All the Commonwealth and Colonial forces were there and were inspected by the Queen. She also presented medals personally to some of the officers, one of whom was Commander Welland.

The next day the Canadians saw a dress rehearsal of the Trooping of the Colour, and on the 5th they returned to Pirbright. From there they proceeded on a well-earned weeks' leave before reporting to the various ships from



CNAV "Eastore", normally a supply vessel for the Atlantic Command, was pressed into service as a ferry to the Canadian Coronation Squadron while overseas for the crowning of Queen Elizabeth II. Here, she brings the Army and RCAF components of the Canadian Coronation Contingent to the "Magnificent", from whose flight deck they viewed the historic Spithead Review. (MAG-4598)

which they were to witness the Spithead Review and in which they were to take return passage to Canada.

Those ships had had a busy time of it ever since they left Halifax—the *Quebec*, *Magnificent*, *Ontario* and *Sioux* on May 7 and the *Swansea* and *La Hullose* on May 18. On the eastward crossing, weather conditions hampered the *Magnificent's* flying program, but otherwise the larger ships succeeded in carrying out a comprehensive training schedule. The cruisers, particularly, accomplished much in their primary tasks—the training of ordinary seamen in the *Quebec* and of junior officers in the *Ontario*.

**I**T WAS the first time the RCN's three largest ships had been in company and every opportunity was taken to exercise them in manoeuvres, screening, communications and other forms of fleetwork.

The frigates' departure was set back in order that they might embark 80-odd UNTD cadets who were finishing their university year. They joined the squadron in Portsmouth (the other ships meanwhile having exercised off the south coast of England and visited various ports) and then set sail with the *Sioux* on the 29th for the Thames. They steamed up the river on the morning of 30th and berthed, the *Sioux* at Greenwich and the frigates at Deptford. There they stayed until June 4, after which they proceeded down the river and

parted company to visit ports on the south coast before taking up their Review berths at Spithead.

The *Magnificent* and the two cruisers were in Portsmouth harbour from May 27 to June 8 and during that time they painted ship and otherwise got ready for the Review. On June 8 they proceeded to anchorages off the Isle of Wight and the next day moored in their Review berths.

The period that followed was one of extreme interest. Each day saw more ships, large and small, British and foreign, steam into their positions in the lines, until by the weekend the assembly was complete. Hundreds of boats loaded with sight-seers toured the Review lines, and aircraft, similarly engaged, criss-crossed the sky overhead. Ships' boats hustled back and forth and officers of the watch had to keep a sharp lookout for passing captains and flag officers, so as to pay the proper marks of respect.

**O**N JUNE 10 and 11, the official birthdays, respectively, of the Duke of Edinburgh and Her Majesty the Queen, ships were dressed overall, bands and guards were paraded in the larger ships and Royal Salutes were fired. Make-and-mends were granted on both days and libertymen poured into old Pompey by the thousands. Portsmouth became like London, except that the former's streets were a solid mass of navy blue.



Even more quickly than they came, the ships departed. On the morning of the 16th, the anchorage was still full. By nightfall there was only a comparative handful left and Spithead seemed a barren, and rather melancholy, stretch of water.

It was time to go, and on the morning of the 17th the Canadian squadron sailed. Remaining behind was the *Ontario*, which was going into Portsmouth for repairs to a propeller shaft, but the size of the group was maintained at six ships through the presence of the Australian carrier *Sydney*.

Once the carriers were clear of the Isle of Wight, their aircraft landed on from Lee-on-Solent. They were in the air again in the afternoon and 6 o'clock the next morning saw them taking off again.

Then, at noon on the 18th, the bad weather that had plagued the squadron on its eastward crossing closed in and the afternoon's flying program was cancelled. They flew on the morning of the 19th but by noon the carriers were pitching in an increasingly heavy sea and once more flying schedule was washed out.

The next morning it was the same, as the North Atlantic strove to maintain its reputation as one of the most unpleasant oceans.

**W**HILE the weather played hob with the flying program and forced cancellation of certain evolutions, other forms of training went ahead without interruption. Individual ships carried out drills and courses of instruction and communication exercises were conducted daily from the flagship.

On Saturday the carriers, accompanied by the faithful *Sioux*, veered to the southward in search of an elusive patch of fair weather. It was a forlorn hope and on Sunday, June 21, the first day of summer, the "met" men spoke gloomily of a storm which covered "a million square miles of ocean".

The squadron sailed into that storm the next morning. Gale-force winds, which in gusts reached 55 knots, and heavy seas forced the ships to reduce speed until they were practically hove to. Water sloshed into living quarters and there was the usual welter of gear, furniture, crockery, cutlery and men when a ship was hit by a particularly heavy sea at mealtime.

None of the ships received more than minor damage, however, and the worst injury was a badly bruised leg suffered by an able seaman of the Coronation Contingent taking passage back to Canada in the *Magnificent*.

As was to be expected, the three smaller ships took the worst buffeting. The

weather decks were almost continually awash and by the time they had finished their watches, bridge personnel were soaked to the skin.

**T**HE WEATHER gradually abated during the night and on the morning of the 23rd the *Sioux* was able to steam alongside the *Magnificent* to take on sorely needed fuel. The evolution was smartly carried out in a still heavy swell, and then the two ships cranked on speed in an effort to make up for the hours lost when they had to slow down during the storm.

### Her Majesty Lauds Ships at Spithead

To all ships taking part in the Coronation Review went the following message from Her Majesty the Queen:

"It has given me great pleasure to make my first visit, with the Duke of Edinburgh, to the assembled ships of the navies of the Commonwealth. The Royal Navy has shown once again that the old traditions for efficiency and smartness are being worthily upheld, in the air as on the sea. I offer those ranks and ratings my warmest congratulations.

"I am really glad to have seen the ships representing the Merchant Navy and Fishing Fleet and to have had the opportunity on behalf of the whole Commonwealth of welcoming the warships from foreign countries which have been present at the review. I hope they will take back with them the happiest recollections of their stay among us. I know how greatly the dockyard and other supporting services contributed to making this Coronation Review an occasion which I shall long remember. We send our best wishes to all of you and I look forward to the further visits which I hope to make to you in the future."

\* \* \*

To the ships under his command, Rear-Admiral R. E. S. Bidwell, Flag Officer Canadian Coronation Squadron, sent the following message on June 16:

"Her Majesty and also C-in-C Home Fleet and Flag Officer Royal Yachts have commented most favourably to me on the appearance and behaviour of our ships at the Review. Everything went off without a hitch. To all officers and men I wish to say, 'Manoeuvre well executed'."

The *Quebec* and the frigates, which were in company to the northward, and the *Sydney*, which was on ahead, were doing the same.

By evening of the 24th the ships had rejoined company and shortly after 1800 the *Magnificent* flew off all but four of her Sea Furies and Avengers to HMCS *Shearwater*. The rest of the planes were launched the next morning in perfect weather.

The day of arrival was the finest of the whole cruise and the sun-splashed crowds on the jetties made a grand sight.

The *Quebec* was the first ship alongside, and not long afterward Admiral Bidwell shifted his flag ashore and resumed his position as Flag Officer Atlantic Coast.

Before doing so, however, he sent to the Squadron the following message:

"We will none of us ever forget this cruise and I congratulate you all on a job well done. I have felt that every officer and man in the Squadron and the Coronation Contingent was behind me to make this job a success, and a success it has been. Good luck to all of you."

The sentiments of all were expressed by Commodore Rayner in a reply in which he said, "... Service in the Coronation Squadron under your command has been an inspiring as well as a memorable experience."

### Personnel from 16 Divisions in Ship

Sixteen of Canada's 22 naval divisions were represented on board HMCS *Magnificent* on her return voyage from the Coronation. This is believed to be an all-time record for reservists sailing in a single ship.

The reserves included members of the naval Coronation contingent, and reserve officers and men taking summer training and UNTD cadets from various universities across Canada.

There were three commanding officers of divisions returning to Canada. They included Commander (now Captain) Richard White, HMCS *Carleton*, Ottawa; Commander John MacKinnon, HMCS *Brunswick*, Saint John, N.B., and Commander Glen McDonald, HMCS *Discovery*, Vancouver.

Other divisions represented by officers and men were *Unicorn*, *Donnacona*, *Griffin*, *Star*, *Tecumseh*, *Queen*, *Chippawa*, *Scotian*, *York*, *Hunter*, *Montcalm*, *Catarqui* and *Malahat*.

Passengers, too, on the homeward trip were 12 Sea Cadets and a Sea Cadet officer, Lieut. Bill Doyle of Edmonton. The cadets represented cities from Victoria to St. John's, Newfoundland.

### Four Give Blood For Officer's Wife

Four members of the permanent staff at HMCS *York* recently extended a helping hand—long-distance variety.

Lieut. (W) Isabelle Archer, CPO R. J. Levens and Able Seamen John Paul Pattenden and Robert Wills volunteered as donors to replace blood used for four transfusions given to the wife of an RCN officer following an operation at a Toronto hospital. The officer is stationed at HMCS *Shearwater*.

# Journey Jottings

Oldest member of the Navy's Coronation Contingent was Lieut. (E) Harry Jackson, RCN(R), of HMCS *Unicorn*, Saskatoon. Fifty years old, and a grandfather, Lieut. Jackson took the pre-Coronation training grind in stride. On C-Day itself he was one of the street lining party and afterwards declared the long stand never bothered him a bit. At the opposite end of the age scale was 19-year-old AB William Masson, RCN(R), of Calgary.

\* \* \*

The Coronation cruise called for extra work on the part of all hands in the Canadian ships, and to make comparisons would be invidious. Deserving special mention, however, are the cooks, who consistently produced fine fare despite frequently trying conditions.

A particularly notable effort was put forth by the cooks of the *Magnificent* on the day of the Review, when they had to provide for 800 additional mouths. Backed up by smoothly operating stores and steward staffs, they handled the situation as though it were a daily occurrence and the meals they prepared if anything were even better than usual.

\* \* \*

The *Magnificent* for the first time proceeded on a cruise with a helicopter included in her aircraft complement. And a very handy machine it proved to be.

Besides serving as a plane guard, the helicopter proved its usefulness and versatility in numerous other ways. Messages, mail, material and personnel were transferred from ship to ship and from ship to shore by the whirly-bird, which did in a matter of minutes a great many jobs that normally would have taken hours.

Piloting the helicopter at various times were Lieut.-Cdr. J. D. Lowe, commanding officer of No. 1 Naval Helicopter Flight, Lieut. Ian Webster and Lieut. William Frayn.

\* \* \*

Engine room staffs of the *Quebec* and *La Hullose* proved their ability to cope with the unexpected.

Shortly before the ship was due to slip from its Halifax dockyard jetty, May 7, the *Quebec* blew a main steam joint. This produced a small crisis, but the flagship was able to proceed, after a short delay, on two of its four shafts.

The engineering staff immediately set to making repairs and by the 11th the cruiser was operating on her full four

Page eight



Six members of HMCS "Ontario's" crew view Portsmouth again on the arrival of the Canadian Coronation Squadron in England for the crowning of Queen Elizabeth II. They had taken part in United Kingdom coronation celebrations for the late King George VI as members of ships' companies of the Canadian destroyers "Skeena" and "Fraser" in 1937. Left to right are: CPO Howard Cartier ("Skeena" as a Boy Seaman), CPO William Hibbert ("Skeena" as Stoker 1st Class), Lieut. Geoffrey Barrick ("Fraser" as Ldg. Sea.), Cd. Gnr. Denis Colegrave ("Skeena" as AB), CPO Leo Benish ("Skeena" as Boy Seaman), and PO David Sadler ("Skeena" as Stoker 1st Class). (OT-1324)

shafts. The crucial stage of the job came when a 400-pound casting had to be lowered into position while the ship was under way. Fortunately, there was only a slight sea running and the operation went through without a hitch.

On the homeward trip, the *La Hullose* developed "condenseritis" — the bane of all marine engineers. The starboard condenser began contaminating the starboard boiler with salt and it became necessary to stop the engine and drop astern.

It looked as though the frigate might have to return to the UK, but the engine room crew worked all night and by the next morning had the condenser in working order. The engine was restarted and the *La Hullose* set out to overhaul the now storm-tossed squadron.

\* \* \*

Two days out of Portsmouth, on the westward voyage, a banded carrier pigeon was found on the upper deck of HMCS *Sioux* by CPO Alex Stevenson.

The bird was offered its freedom but took one look at the weather (fog, rain and increasing winds) and decided to stay on board. It was given a berth in the shipwright's shop and, for want of a better name, was christened "Walter".

The pigeon is believed to be the same one that flew on board the *Magnificent* in the Solent, as the ship was proceeding to her Spithead berth, and made the carrier its home for the next week.

\* \* \*

Chatting with Commodore H. S. Rayner, commanding officer of the *Magnificent*,

cent, on board the *Surprise* on the morning of the Review, Her Majesty the Queen remarked that she had observed several men wearing the cap ribbon of HMCS *Magnificent* during her drive through Portsmouth the previous evening.

She was also heard to comment that "the carrier line must be magnificent" — but there wasn't even a flick of an eyelash to indicate whether a pun was intended.

\* \* \*

Most of the men of the Coronation Contingent who were borne in HMCS *Quebec* lived in one large mess, and in it they held a farewell party the night before arrival in Halifax. Among those who attended was Admiral Bidwell and, by popular request, he played a number of pieces on a piano which had been brought into the mess for the occasion.

\* \* \*

For turning in the best log of his experiences during a month in the UK, Sea Cadet PO Alyn Mitchener, of North Battleford, Sask., received as a prize from Commodore H. S. Rayner a copy of Lord Cunningham's autobiography, "Sailor's Odyssey". Mitchener was one of 12 Sea Cadets, selected from Corps across Canada, to go to the UK with the Coronation Squadron. They took passage both ways in the *Magnificent*. While on the other side, they were guests of the Navy League, which arranged entertainment, tours of England and Scotland and seats on the Procession route.

## Looking Astern

If HMCS *Sioux* remembers—and there are those who would invest a ship with personality—she will recall events far different from the shared moments of glory at the Coronation at Spithead, in which she has so recently taken part.

Less than a decade ago, the *Sioux* was beating her way through northern waters on the convoy route to Murmansk in northern Russia. A companion in misery was HMCS *Algonquin*. Their group included escort carriers and the result, as far as the destroyers were concerned, was a lot of hard work and not much to show for it.

What it meant to be attached to the 23rd Flotilla was celebrated in a song to the tune of "Lili Marlene", and the obligato of thunderous seas and icy winds.

### 23rd Flotilla

*Up to Kola Inlet, back to Scapa Flow,  
Soon we will be calling for oil at Petsamo,  
Why does it always seem to be—  
Flotilla number twenty-three,  
Up in the Arctic Ocean, up in the Barents  
Sea.*

Now and then we get a slightly different job,  
But it's always screening around the same  
old mob.

Watching the "A" boys prang the Hun,  
With ne'er a chance to fire a gun.  
Up in the Arctic Ocean, up in the Barents  
Sea.

Once we were in harbour, swinging 'round a  
buoy,  
Waiting for a drifter but still we get no joy,  
In came a signal:—"Weigh, proceed—  
At your best speed, great is our need."  
Up in the Arctic Ocean, up in the Barents  
Sea.

Experienced in asdic, wizard at huff-duff,  
When we get a contact, do we show our  
stuff?  
No—disregard—rejoin the fleet  
It always is invariably,  
We zig the Arctic Ocean, we zag the Barents  
Sea.

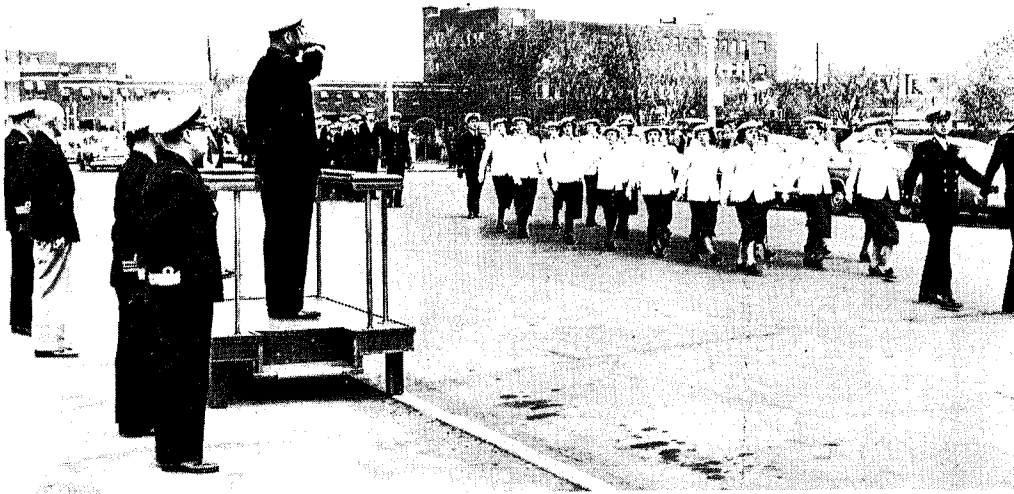
When we get to Scapa, do we get a rest?  
All we get are signals invariably addressed:  
"Dear *Sioux*, with love from your Com-  
mander "D",  
"Why are you here? Get back to sea."  
Back to the Arctic Ocean, back to the Barents  
Sea.

Battleships and cruisers lying there in state  
Watching poor destroyers passing "Switha  
Gate",

Those ships the papers call the fleet,  
They look so neat, but have no beat,  
Inside the Arctic Ocean, inside the Barents  
Sea.

Over in our mileage, due for boiler clean,  
When we're not with convoy, there's practice  
in between,  
Now as you'll have surely guessed,  
We do our best, but need a rest,  
Out of the Arctic Ocean, out of the Barents  
Sea.

What it is to have a crazy "Number One",  
All the rest are chocker, though some have  
just begun,  
The wretched pilot sits and drinks,  
The Captain thinks the whole thing stinks,  
We HATE the Arctic Ocean, We HATE the  
Barents Sea.



The Royal Canadian Navy, Sea Cadets and naval and merchant service veterans' organizations commemorated Battle of the Atlantic Sunday this year across Canada with church parades and special services. The annual observance was held on two Sundays this year, May 17 conflicting in certain cases with the celebration of Victoria Day with May 24 set apart instead. In the top photo, a platoon of Wrens swings smartly by Commander George P. Manning, commanding officer of HMCS "Nonsuch", during a church parade in Edmonton on May 24, and in the lower photo, the trumpet band of HMCS "York" leads a similar parade on May 17 in Toronto.



# Unregretted Choice

CPO W. R. Topping  
Almost Joined  
Air Force

A 33-year-old Chief Petty Officer with 13 years of naval service behind him is HMCS *Portage's* choice for "Man of the Month". He is Chief Petty Officer William R. Topping.

CPO Topping, one of a family of three, was born September 3, 1919, of parents who recently celebrated their golden wedding anniversary.

After completing his schooling at Portland, Ont., he worked at various construction jobs and for the Canadian National Railways until the eventful day when he and a friend decided to join the Royal Canadian Air Force in Kingston.

While his friend was being attested, CPO Topping whiled away the time by strolling down the street when he saw a group of sailors outside HMCS *Cata-raqui*.

It was the turning point. "This is for me," thought Topping and, on September 12, 1940, he became an ordinary seaman in the Royal Canadian Navy Volunteer Reserve at the age of 21.

Three weeks later he arrived in Halifax as one of a draft of 800. Topping recalls some very interesting evolutions as the 800 were issued their hammocks on arrival at two in the morning and turned in for the first time.

That Topping very soon became a real seagoing man is a fact which readily can be confirmed by Mrs. Topping. Two days after his marriage to Miss Helen Dulhanty, he sailed in HMCS *Skeena* in which he completed his sea training and was rated an able seaman. The *Skeena* at that time was with the Newfoundland-Iceland convoys.

Topping came ashore in July, 1942, for a gunnery course. Three months later he joined the Bangor minesweeper *Fort William* on Atlantic coastal patrol, convoying from Sydney, N.S. to Saint John, N.B.

Seven months after joining the *Fort William*, he was in *Stadacona* taking his AA2 course, and in July, 1943, he sailed with 250 officers and men to the United Kingdom to commission HMCS *Haida* on August 30 of the same year. The *Haida* then joined the Home Fleet based at Scapa Flow and employed in escorting convoys to and from north Russia.



CPO WILLIAM R. TOPPING

Topping's action station in the *Haida* was captain of the two-pounder aft. He recalls that shadowing aircraft were engaged and the ship was in the outer screen of the convoy that the German's *Scharnhorst* attacked.

From January, 1944, to September of the same year, the ship formed part of the destroyer flotilla based at Plymouth and during this period engaged enemy surface vessels in eight major actions, in addition to maintaining numerous patrols and searches.

Topping, at his action station, had an excellent view of each engagement and it was during this time that he transferred to the RCN and passed professionally for leading seaman in HMS *Drake*.

In November, 1944, the *Haida* came to Canada for refit and Topping was able to enjoy a spell ashore. This lasted until the commissioning in September, 1945, of the destroyer *Micmac* in which Topping served for nine months as new entry training instructor.

After his *Micmac* time came a month ashore and then a draft to the aircraft carrier *Warrior* as quartermaster for six months, after which he spent his longest period ashore—a year—in *Stadacona* as petty officer on the shore patrol.

Later, after qualifying AA1 in HMS *Excellent* and returning to Canada, he commissioned HMCS *Huron* and made the European cruise in her as captain of the top. He went directly to service in HMCS *Portage* in January, 1951, and was promoted to Chief Petty Officer in May 1952, and served in the *Portage* as Chief Boatswain's Mate. Before his recent draft to *Stadacona* he had many seamen pass through his able hands, leaving with them a memory of one who has skilled technical knowledge and ability in handling men.

Combined with his active interest in the service is his interest in his home life which is kept very much alive by his four children—two boys and two girls.

## Naval Tragedy Decided Masts vs. Turrets Dispute

*Should a battleship carry a battery (or broadside) of guns in a central citadel, or should the guns be mounted in revolving turrets and thus be able to fire ahead, astern or on either side of the ship?*

This controversy produced one of the great tragedies of British naval history.

In 1868, Captain Cowper Coles, RN, a firm advocate of the turret ship as against the battery, obtained commission to have a ship built according to his own design. She was called the *Captain* and was launched in 1869. She was of 6,900 tons carrying three tripod masts with full sail as well as engines. Four 25-ton "turret" guns throwing a shell of 600 pounds were her armament.

She went to sea with the Channel Squadron and for some months gave promise of being a success. Then, on the night of September 6, 1870, while the squadron was battling with a squall in the Bay of Biscay, she heeled over and capsized. Only 18 of the ship's company survived, and among those who perished was the designer.

At the court-martial that followed it was shown by the experts that the *Captain's* sides were not high enough (they had been kept low so as not to interfere with the arc of fire from the guns) and that the great top-weight of masts, hurricane deck and turrets was too much. She seems to have rolled to an angle of 28 degrees and could not recover.

The conclusion was that you could have turrets or sails, but not both.

The turrets prevailed, and masts thereafter became but adjuncts to carry crowsnests, signal halyards and ultimately radar and gunnery-control stations.

Thus it was that this great tragedy hastened, more than any other one factor, the abolition of masts and the adoption of gun turrets in the Royal Navy.

# OFFICERS AND MEN

## Appointments of Officers Listed

The following officer appointments of interest have taken place or will take place in the near future.

Captain P. D. Budge to HMCS *Star* on the staff of the Commanding Officer Naval Divisions as Chief of Staff. Formerly in HMCS *Quebec* in command.

Captain E. W. Finch-Noyes to HMCS *Quebec* in command. Formerly at Headquarters as Deputy Chief of Naval Personnel.

Captain H. V. W. Groos, to Headquarters as Deputy Chief of Naval Personnel. Formerly in HMCS *Niobe* in Command and as Naval Member Canadian Joint Staff, London.

Commander G. A. LaRue to HMCS *Beacon Hill* in command. Formerly in HMCS *Stadacona* on staff of the Flag Officer Atlantic Coast as Staff Officer (Plans and Operations).

Commander R. W. Murdoch, to Headquarters as Director of Naval Communications. Formerly in HMCS *Cornwallis* as Officer-in-Charge Communications School.

Commander E. B. Pearce, to HMCS *Stadacona* on the staff of the Flag Officer Atlantic Coast as Assistant Chief of Staff (Training and Administration). Formerly in HMCS *York* as Area Officer Sea Cadets, Eastern Area.

Commander (E) J. Doherty, to HMCS *Niobe* for RN Staff Course. Formerly at Headquarters as Assistant Chief of Naval Technical Services (Air).

Commander (E) C. G. H. Daniel, to Headquarters as Assistant Chief of Naval Technical Service (Air). Formerly in HMCS *Shearwater* as Station Air Engineer Officer.

Lieut.-Cdr. (P) J. P. Whitby, to No. 1 Training Air Group in command. Formerly in No. 1 TAG as Commanding Officer, Instrument Flying Section.

Lieut.-Cdr. D. C. Rutherford to HMCS *Cayuga* as Executive Officer, not in command as previously listed in error.

## Long Service Medals for Twelve

Seven Chief and Petty Officers in HMCS *Ontario* were awarded the Canadian Forces Decoration for 12 years service, with the presentation taking place while the cruiser was on her way

## Right Destroyer Wrong Jamieson

When is an Iroquois an Iroquois?—and when is a coincidence a "happy" one?

Based on information given in all good faith by a proud father and recorded in a similar spirit in the July "Crow'snest" was the story of the award of the Distinguished Service Medal to a real Iroquois Indian serving in HMCS *Iroquois*.

The facts have since been sorted out. Awarded the DSM was PO G. E. Jamieson.

Serving on board the *Iroquois* during the same tour of duty was CPO G. E. Jamieson.

Both were born in Toronto. Both were drafted to the *Iroquois* on the same date and left the ship for new appointments within 24 hours of each other.

At this point similarities cease.

CPO George Edward Jamieson is the one claimed by George Jamieson, Sr., in Toronto as a descendant of the famed Iroquois Tribe.

PO Gerald Edwin Jamieson was the one to whom the DSM was awarded. Although born in Toronto, his home has been Ottawa for many years and he entered the Navy at HMCS *Carleton*.

to Halifax from Esquimalt to join the rest of the Canadian Coronation Squadron.

They were CPOs John Stoddart, Edward Carter, Chester Padget, and Robert Hamilton and POs William Mossey, William Hood and William Steadman. The awards were made following Sunday divisions on April 26.

Five chiefs in HMCS *Magnificent* were awarded the Long Service and Good Conduct Medal during the Coronation Cruise, by Rear-Admiral R. E. S. Bidwell, Flag Officer of the Canadian Squadron. They were CPOs N. C. Brumm, H. H. Cooper, J. H. Herman, A. M. MacDonald and R. A. Rodger.

## Men Qualify For TD3 Rate

The following men have qualified at the Torpedo-Anti-Submarine School, HMCS *Stadacona*, and have been rated TD3:

"H" Class: Able Seamen R. J. Arsenault, C. V. Cormier, J. W. Gibbs, F. G.

(Continued on page 12)



Members of the Chief and Petty Officers' Leadership Course No. 43 which completed recently at HMCS "Cornwallis" are shown above. Front row: CPO F. B. Kelly, PO F. J. Meredith, CPO E. A. Rigby (Course Instructor), Lieut. (S) L. Davis (Course Officer), CPO J. W. Nash, CPO G. D. Gillespie and PO J. G. Coyle. Middle row: POs G. R. Marchment and H. J. Johnson, CPO A. J. Care and POs F. A. Sandy, G. H. Green, D. F. McNeil and H. L. Stuart. Back row: CPO J. J. Brothers, POs R. Q. Twiss, B. A. Turner and D. R. Davis, CPO G. R. Shapland, PO H. B. Drysdale and CPO H. E. Southin. (DB 2805)

# HALF-YEARLY PROMOTIONS LIST

The names of 32 senior officers were contained in the half-yearly promotions list announced June 30.

The RCN was represented by 22 members and the RCN(R) by 10.

The list of promotions follows:

## ROYAL CANADIAN NAVY

*To Be Commodore (E) (1)*

Acting Commodore (E) Brian R. Spencer, Superintendent of HMC Dockyard, Esquimalt, and Command Technical Officer, Pacific Coast.

*To Be Commodore (L) (1)*

Acting Commodore (L) William H. G. Roger, Electrical Engineer in Chief, Naval Headquarters.

*To Be Ordnance Commodore (1)*

Ordnance Captain W. G. Ross, Director General of Naval Ordnance, Naval Headquarters.

*To Be Captain (3)*

Commander Ralph L. Hennessy, Executive Officer, HMCS *Quebec*.

Commander David W. Groos, Executive Officer, HMCS *Niagara*, Chief of Staff to the Naval Member Canadian Joint Staff and Assistant Naval Attaché, Washington.

Commander Robert P. Welland, recently in command of the RCN section of the Canadian Coronation Contingent and now Director of Naval Training, Naval Headquarters.

*To Be Captain (E) (1)*

Commander (E) Henry A. Winnett, Assistant Command Technical Officer, HMC Dockyard, Esquimalt.

*To Be Captain (L) (1)*

Commander (L) H. G. Burchell, Assistant Chief of Naval Technical Services, Naval Headquarters.

*To Be Captain (S) (2)*

Acting Captain (S) Henry A. McCandless, officer-in-charge of the Naval Supply Depot and Manager of the Supply Department, Esquimalt.

Acting Captain (S) Thomas F. T. Morland, Deputy Supply Officer in Chief, Naval Headquarters.

*To Be Constructor Captain (1)*

Constructor Commander Charles V. Green, Manager of the Construction Department, HMC Dockyard, Halifax.

*To Be Captain (SB) (1)*

Commander (SB) William Strange, Director of Naval Information, Naval Headquarters.

*To Be Commander (5)*

Lieut.-Cdr. John H. G. Bovey, Commanding Officer of HMCS *Crusader*.

Lieut.-Cdr. C. Anthony Law, first Lieutenant-Commander in HMCS *Magnificent*.

Lieut.-Cdr. Godfrey H. Hayes, Reserve Training Commander, HMCS *Naden*.

Lieut.-Cdr. Raymond A. Green, HMCS *Magnificent*.

Lieut.-Cdr. Raymond Phillips, officer-in-charge Officers' Divisional Course and Chief and Petty Officers' Leadership School, HMCS *Cornwallis*.

*To Be Commander (E) (2)*

Lieut.-Cdr. (E) (AE) Neil A. Smith, HMCS *Quebec*.

Lieut.-Cdr. (E) Robert L. Lane, on the staff of the Supreme Allied Commander Atlantic, Norfolk, Virginia.

*To Be Commander (S) (2)*

Lieut.-Cdr. (S) Austin B. Rivers, Deputy officer-in-charge of the Naval Supply Depot, Halifax.

Lieut.-Cdr. (S) John W. Maxwell, on the staff of the Supply Officer in Chief, Naval Headquarters.

*To Be Commander (SB) (1)*

Acting Commander (SB) George E. Fenwick, Director of Publications and Printing, Naval Headquarters.

## ROYAL CANADIAN NAVY (RESERVE)

*To Be Captain (2)*

Commander Osborne K. McClocklin, Commanding Officer, HMCS *Unicorn*, Saskatoon.

Commander Richard P. White, Commanding Officer, HMCS *Carleton*, Ottawa.

*To Be Surgeon Captain (1)*

Surgeon Commander Chesley M. Oake, HMCS *Brunswick*, Saint John, N.B.

*To Be Commander (4)*

Lieut.-Cdr. William E. Harrison, Executive Officer, HMCS *Scotian*, Halifax.

Acting Commander Glen McDonald, Commanding Officer, HMCS *Discovery*, Vancouver.

Lieut.-Cdr. William R. Inman, Executive Officer, HMCS *Carleton*, Ottawa.

Lieut.-Cdr. Malcolm E. Smith, Executive Officer, HMCS *Donnacona*, Montreal.

*To Be Commander (L) (1)*

Lieut.-Cdr. (L) Douglas F. Mason, HMCS *Donnacona*, Montreal.

*To Be Instructor Commander (1)*

Instructor Lieut.-Cdr. Arthur McD. Freeman, HMCS *Prevost*, London.

*To Be Surgeon Commander (1)*

Acting Surgeon Commander David J. Breithaupt, HMCS *York*, Toronto.

## Men Qualify for TD3 Rate

(Continued from page 11)

Greenaway, J. Matthews, G. J. Mercier, W. McGrath, A. Perkins, A. San Filippo and P. J. Tarrant.

"I" Class: Able Seamen W. K. Burns, J. A. MacVittie, O. D. MacKenna, J. H. Montgomery, R. C. Moses, O. J. Onis, T. Ventella, and G. Vincent.

"J" Class: Able Seamen G. C. Brousseau, T. Donaghy, L. Fortier, S. Girard, R. Grant, P. H. Grouchy, C. Miller, J. Rathbone, T. Stuckless, R. Thomason, D. G. Urquhart, R. White-side, D. Baker and R. Howe.

"K" Class: Able Seamen R. A. Ellis, G. Lesauteur, J. Phillips, G. Farewell, R. Shoveller, S. J. Grimaldie, A. Trainor, R. Bernier, D. E. Clarke, and R. Hellings.

"L" Class: Able Seamen R. K. Cairns, J. Gorrel, G. A. Burke, N. Shermerhorn, J. M. Roy, A. Halfyard, R. Morrison, H.

Byford, A. P. Gordon and R. G. King.

The following men successfully qualified as TW1's:

Able Seamen K. Moody, I. S. McLellan and P. G. Bramwell.

## Students Cheer Retired Officer

A former Electrical Engineer-in-Chief at Naval Headquarters in Ottawa, who is now a professor of electrical engineering at St. Andrews University, Dundee, Scotland, was cheered by his students when he knelt like them to receive a degree during the recent graduation ceremony.

Professor E. G. Cullwick (Captain) (L), RCN (R), Ret'd) was honoured with the degree of Doctor of Science for his thesis entitled "Essays in Electromagnetism". His wartime services with the Navy won him the OBE.

A son, Cadet R. A. E. Cullwick, is attending Royal Military College, Kingston, Ont., working toward a commission in the executive branch of the RCN.

A distinguished graduand at the St. Andrews ceremony was Admiral of the Fleet Sir Rhoderick McGrigor, GCB, DSO, who received the honorary degree of Doctor of Laws.

Professor Culwick still maintains a keen interest in the Royal Canadian Navy and this year completed two weeks' training at the Royal Naval Electrical School.

## Queen Honours Naval Surgeons

Surgeon Captain E. H. Lee, Medical Director General of the RCN, was named Honorary Physician to the Queen and Surgeon Captain D. R.

Webster, RCN(R), HMCS *Donnacona*, was named Honorary Surgeon to the Queen just prior to Her Majesty's Coronation.

The two medical officers were among eight high ranking officers of the Canadian active and reserve forces named Honorary Physicians, Surgeons and Dental Surgeons to the Queen.

### **TD3 Course at Naden Completed**

Recently completing a TD3 course at the TAS Training centre at HMCS *Naden* were: Ord. Sea. William Goyman, AB Clarence Dockstader, Ord. Sea. James Black, AB Gerald Gjesdal, AB James Roe, Ord. Sea. John Bannister, Ord. Sea. Victor Fletcher, Ord. Sea. Douglas and Ord. Sea. David Grey.

### **Contingents Receive Medals from Queen**

On June 3, the day after the Coronation, the Commonwealth and Colonial contingents marched in the rain to Buckingham Palace to receive their Coronation medals.

In the van were the Canadians and their smart appearance drew many favourable comments.

The rain stopped shortly before the Queen appeared to inspect the troops

and present the medals. Canadians to whom she presented medals personally were General H. D. G. Crerar, acting as Aide-de-Camp General; Major General J. D. B. Smith, Chairman of the Canadian Joint Staff, London, and commander of the Canadian contingent; Wing Commander J. V. Watts, parade commander, and Commander (now Captain) R. P. Welland, commander of the naval component.

At the march past which followed, the Duke of Edinburgh took the salute from a balcony of the palace. Beside him were Prince Charles and Princess Anne, and on each occasion when he lifted his hand in a salute, they solemnly did the same. The small Princess began by using her left hand, then both hands. Corrected by her brother, she proudly stayed at the salute for more than 15 minutes.

### **Seamen Qualify In Gunnery Class**

Fourteen ordinary seamen completed an LR3 qualifying course at the Gunnery Training Centre at HMCS *Naden*.

They were: T. G. Nicks, J. R. Miller, F. A. Lang, C. N. Teeple, F. J. Cassidy, G. R. Regelous, M. T. Brooks, A. W. Mayer, J. E. Wildi, R. J. Ingram, J. A. McKinnon, W. R. Fay, L. A. Pervical and J. O'Hara.



On his first attempt at competitive public speaking, CPO Frank Moxam, HMCS "*Naden*", won the prized Toastmaster golden gavel in the Golden Gavel contests in Victoria last spring. Chief Moxam, who represented the Victoria Junior Chamber of Commerce, is the first non-member of Toastmaster International to win the top award—and did it just five months after taking up public speaking. (E-22692)

### **AA3 Class at Naden Completed**

An AA3 Class qualified on June 10, in the Gunnery Training Centre at HMCS *Naden*.

Enrolled in the class were: Ord. Sea. Walter Harrison, AB Richard Kearney, Ord. Sea. Douglas Barnes, Ord. Sea. David James, AB Simon Minovitch, AB Arthur Hall, Ord. Sea. Samuel Lindsay, AB Raymond Hunt and Ord. Sea. Earl Bergum.

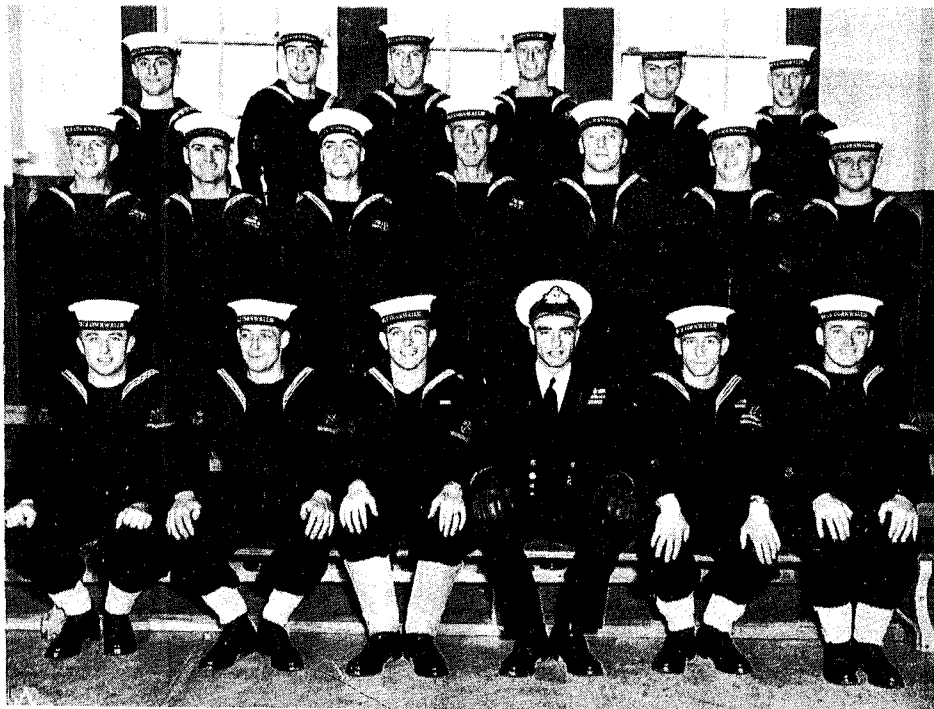
### **Eleven Qualify In RP2 Class**

A class of RP2's completed training recently at HMCS *Naden*, with 11 men qualifying. These include Leading Seamen Allen Amell, William Hewett, Frederick Malone, Ralph McNied, George Robillard, Ray Thomas, Harold Thompson and George Volker, and Able Seamen David Mill, John Anderson, and Lou Bohmer.

### **Cookery School Trains Thirteen**

Thirteen Ordinary Seamen have completed a cook's technical course in the Cookery School at HMCS *Naden*.

They were: Douglas Angrove, Reginald Barrett, Barry Bernie, Gerald Goldring, Ronald Higenell, Edward Hendy, George Martin, John Scanlan, John White, Kenneth Waterhouse, Francis Warner, Robert Whittaker and Hugh McKenzie.



Members of the Petty Officers' Second Class Leadership Course No. 42 which completed recently at HMCS "*Cornwallis*" are shown above. Front row: POs Charles Tupper, William Reed and William Fluskey (Instructor), Commissioned Bos'n D. B. Lawrence (Course Officer), and POs Patrick O'Neil and Keith Powers. Middle row: POs David Conkie, Clifford Vessey, Frank White, Frederick Larkin, William Parke, John Goodman and Thomas Gray. Back row: POs Metro Zabrick, Robert Miller, Douglas Lockhart, Robert Johnson, Andrew Holmes and Wilbert Holmes. (DB 2707)

# 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.

ACKERT, Stewart M.....	P2CK2
ALDER, Gordon J.....	LSCR1
BARBER, James R.....	P2SM2
BARRETT, George F.....	LSSW1
BAXTER, James A.....	P2SW2
BELL, Dean.....	P2CK2
BELLAND, André G.....	LSCV1
BELLEFONTAINE, Edward J.....	LSCR1
BELLEFONTAINE, William P.....	P2CK2
BEWLEY, John E.....	LSCR1
BISSETT, Alan R.....	C2AW3
BLACK, James O.....	LSCV1
BLANCHARD, Joseph E.....	P1AW2
BREWER, William T.....	P2AW2
BROCK, Elmer R.....	P1VS2
BROMLEY, Raymond E.....	PIVS2
BROUSSEAU, William A.....	P2BD3
BULMER, Peter E.....	P1VS2
BURKE, Patrick J.....	LSNS1
CAIN, Ronald A.....	LSNS1
CARR, David P.....	LSNS1
CARSON, John D.....	C2CR3
CATTON, Mervyn D.....	P2PW2
COLBURN, George E.....	P1ER4
COOK, Hugh D.....	LSSW1
COUSINEAU, Jean-Paul.....	C2VS3
CRAIG, Jeffrey D.....	P1VS2
CROSSMAN, George H.....	C2ER4
CROWDER, Dalton G.....	LSNS1
CZECH, Ted J.....	P2VS2
DADSON, James R.....	LSVS1
DAOUST, Guy J. M.....	LSRS3

DAVIES, George L.....	LSCV1
DAYE, Howard R.....	P2NS2
DONALDSON, Paul W.....	LSVS1
DUNAE, Paul.....	P1NS3
DYMCHUK, George.....	P2CK2

EDISON, Joseph E.....	P2CK2
ELLIS, John W.....	LSCR1

FLETT, George M.....	P2AW2
FORTIER, Louis P.....	P1AW3
FRASER, Norman L.....	LSVS1
FRITZ, Richard S.....	LSCV1

GALLANT, Melville J.....	P2CK2
GIGUERE, André J.....	LSCV1
GILBERT, Albert E.....	C2SW3
GLASSFORD, Lloyd H.....	P2CR2
GOULD, Donald V.....	P1VS2
GREEN, Austin C.....	C2AT4
GUILLOTTE, Joseph R.....	P2NS2

HAIRE, Brian R.....	LSCV1
HALL, Charles W.....	P2CK2
HALL, Wilber R.....	LSCR1
HAMILTON, Eldon H.....	LSCV1
HENDERSON, Wilfred D.....	C2CR3
HERBERT, Howard E.....	LSAW1
HILLIER, Robert J.....	LSAW1
HILLYER, William E.....	P2SM2
HOFFART, Peter H.....	P2PW3
HOLMES, Robert J.....	P2SW2
HOLMESDALE, Arthur W.....	C2CK3
HONOUR, Robert F.....	C2ER4
HORRIDGE, John.....	P1ER4
HUMPHREYS, Howard A.....	LSAW1

JACKSON, Owen A.....	P2VS2
JOHNSTONE, William G.....	C2SW3
JOSEPH, Reginald J.....	LSSW1

KAHLER, Lawrence J.....	P1AW2
KEITH, Lloyd E.....	P2CR2
KLEE, Harold K.....	P2SW2
KOONS, Robert M.....	LSCR1
KREPPS, Johns R.....	P2SM2

LAMPSHIRE, Gordon W.....	P2SM2
LATHAM, Clifford J.....	P2CK2
LAVOIE, Roland J.....	LSSM2
LEGERE, Kenneth P.....	LSCV1
LESOWAY, Peter.....	P1VS3
LINCOLN, George B.....	P2BD3
LOCKHART, Hugh R.....	C2NS3

MacARTHUR, James E.....	LSCV1
MacCULLOUGH, Harold A.....	P2AW3
MacDONALD, David P.....	LSCR1
McCANN, Robert A.....	P2CK2
McMASTER, George D.....	P1CK2
McNEILL, George D.....	LSSW1
McGOWAN, Anthony F.....	C1ER4

McPHERSON, Robert R.....	P2CR2
MANN, Reginald W.....	P2CR2
MANNETTE, Henry J.....	LSCV1
MILTON, Lloyd J.....	P2CR2
MITCHELL, Arthur K.....	P1AW2
MOONEY, Jack P.....	C2CR3
MOORE, Harold C.....	P1CK2
MOSES, Wilbur Q.....	P1AW2

NICKEL, Milton M.....	P2PW2
O'BRIEN, James R.....	P2NS2
O'GORMAN, Robert E.....	LSMA1
ONA, William.....	C2CK3
OROS, John S.....	LSCR1
ORRICK, Alexander W.....	P2CK2

OULDS, Edward O.....	LSCV1
OWENS, Kenneth C. A.....	LSCV1

PAPINEAU, Omer J.....	LSCS2
PARSONS, James E.....	LSCV1
PATTERSON, Merville J.....	C1ER4
PEACOCK, James R.....	LSCR1
PEARSON, William G.....	P2SM2
PENNEY, Matthew M.....	LSCV1
PENNY, Leslie T.....	LSCV1
PENWARN, Richard H.....	LSAW1
PETERSEN, Carl J.....	C2VS3
PHILLIPS, Paul R.....	LSNS1
PLUMMER, John C.....	P2NS2
PRIOR, Hubert C.....	P2CK2
PRIZEMAN, Robert J.....	P2VS2
PURDY, William O.....	P1CK2

READ, Alan F.....	LSSM1
REED, Merle W.....	LSCR1
REID, Arthur G.....	P2AW2
RICHARDS, Milton S.....	P2CK2
ROBERTS, Keith M.....	C2MR3
ROGERS, John K.....	LSAW1
ROHLAND, Joseph G.....	P1AW3
ROUSSEAU, Henry J.....	LSCR1
ROY, Delphis J. O.....	LSRS3

SCHELLENBERG, David F.....	LSPW1
SCHNURR, Burton J.....	LSCV1
SCOTT, Donald K.....	P2BD3
SEARS, Robert J.....	P2VS2
SEELEY, Ernest A.....	C2ER4
SELLON, Murray J.....	C1VS3
SILVER, Bernard L.....	C2NS3
SLOAN, James J.....	P2SM2
SMITHSON, Garth.....	LSSW1
STEVENS, Bernard C.....	C2CK3
STORM, Anthony C.....	LSCV1
SUDAK, William.....	P2NS2

TEBBUTT, Douglas M.....	P2SM2
TEFFANT, Robert C.....	LSCV1
TEMPLE, Lorne C.....	LSCV1
THIBODEAU, Charles C.....	LSSW1
THOMPSON, Carol K.....	LSCV1
THYNNE, Robert E.....	LSCR1
TRUMAN, John D.....	P2CK2

WADE, Ralph W.....	LSCV1
WANDLER, John.....	P1VS2
WANNAMAKER, Paul D.....	LSAW1
WEBB, Boyd C.....	LSCS2
WEBB, Jack P. N.....	LSNS1
WEST, Wilfred E.....	LSNS1
WETHERAL, John C.....	C1ER4
WICKSTROM, Dewain C.....	LSNS1
WILLIAMS, Douglas E.....	P2NS2
WOOLVEN, Leonard J.....	LSCV1
WREN, William T.....	LSCV1

YAKABUSKI, James A.....	LSCR1
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## Q.M.'s Answers in Neat Packet

The man at the brow has his troubles. He has to be a one-man Travellers' Aid Society, father-confessor and weather bureau.

Diligent study by Ldg. Sea. D. G. Petry, of HMCS *Portage*, has produced a list of seven standard replies that will enable quartermasters to meet every conceivable inquiry. These may be written on a small card and cupped in the left hand, leaving the right hand free to write in the log or deliver snappy salutes, as required.

The first six of the following replies will take care of most questions, the seventh will handle the rest:

1. No, I haven't seen your winger.
2. I don't know if there's a make and mend or not.
3. Why don't you buy some smokes?
4. No, I don't know where the officer of the day is.
5. No "party" has phoned you yet.
6. I haven't seen the buffer. Just stand around for awhile — he'll find you.
7. Best you see the padre.

## Aircraft Direction Frigate Launched

The first of the Royal Navy's air direction frigates, HMS *Salisbury*, was launched at Devonport in June. Modern equipment requires so much space that the Royal Navy, rather than trying to design an all-purpose frigate, is producing ships specialized either for anti-submarine work, anti-aircraft or aircraft direction.



# Happy Return

A reminder of one of the more pleasant memories of the Second World War came to Lunenburg, N.S., on Dominion Day in the form of the Norwegian destroyer *Narvik*, commanded by Cdr. C. O. Herlofsen and carrying 178 officers, midshipmen, apprentices and men.

It was at Lunenburg that a large group of Norwegians found refuge during the war. As the Nazis invaded Norway, a Norwegian sailing fleet of between 400 and 600 men found themselves without a homeland to return to. They came to Halifax, looking for a place to settle. That place, they decided, would be Lunenburg.

At first they lived in the town's curling rink. Soon after they moved to the town arena where they stayed until their camp was completed in September, 1940.

In this camp they trained themselves as gunners and general seamen while their ships were being converted to minesweepers and patrol craft.

Many of the Norwegians married Canadian girls and 18 of these men chose to remain in Lunenburg when peace came.

With the purchase of the camp by the Canadian government in July, 1943, the Norwegian voluntary exiles divided into two groups, one going to the United States and the other to a base called Little Norway and situated outside Toronto, Ont.

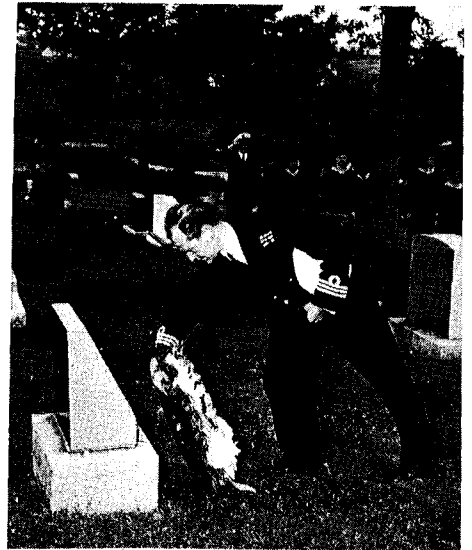
The old Camp Norway still stands today and is being used as a fishing net repair shop and as a machine shop.

It was to the scene of this small-scale wartime alliance that Cdr. Herlofsen brought his ship and men where a three-fold purpose was met. It meant a reunion between Canadians and Norwegians, it was Canada's big day and it was at a time when Lunenburg was celebrating its bicentenary.

The destroyer *Narvik* herself was an example of wartime alliance. Built by the British at Cammel Laird, Birkenhead, and commissioned June 12, 1942, as HMS *Glaisdale*, she sailed from the beginning under Norwegians. Her first commanding officer was Commander Thore Horve, Royal Norwegian Navy, who later became Vice-Admiral and C-in-C Royal Norwegian Navy from 1946 to 1949.



Dressed overall, the Norwegian destroyer "Narvik" pays her respects during her Dominion Day visit to Lunenburg, N.S., where a large number of Norwegian seamen trained during the Second World War. Built as HMS "Glaisdale", a Hunt class destroyer, the "Narvik" always has been manned by Norwegians. She was mined during the war, repaired in Norway and renamed. She now serves mainly as a training ship. (HS-26299)



During the course of a Dominion Day visit to Lunenburg, N.S., where Norwegians trained during the Second World War, the commanding officer of the Royal Norwegian Ship "Narvik" paid his respects at the graves of Norwegian dead buried there. Here Commander C. O. Herlofsen lays a wreath at one of the graves. (HS-26289)

The ship's main task was, like that of other Hunt-class destroyers, escort duty in the English Channel and offensive sweeps against E-boats and enemy shipping. She took part in several successful engagements.

The *Glaisdale* also did escort work to and from Gibraltar, and on one of these trips rescued 535 survivors from M/V *Etterick* and HMS *Avenger*. This was a lot of men to accommodate in a 1,050-ton, 280-foot ship.

On June 23, 1944, the ship was mined off the French coast and, although she was kept afloat, considerable damage was done to her machinery.

She was laid up at Chatham until the autumn of 1946 when she was taken to Norway for extensive repairs and some alterations at Horten, the main naval base. She was renamed KNM *Narvik* after the well-known ore-shipping port, and was recommissioned June 18, 1951.

She has since served as a training ship for apprentice seamen and also, for shorter intervals, as a regular unit.

At present she is serving as a training ship for midshipmen of the Royal Norwegian Navy. There are 50 midshipmen and 20 apprentices on board who are getting their yearly training on a cruise lasting from the beginning of May until the end of September this year and which has taken her to a number of ports, including Halifax and Lunenburg.

# AFLOAT AND ASHORE

## ATLANTIC COMMAND

### CNAV *Eastore*

Among the unsung ships at the Coronation naval review at Spithead was the little supply vessel, CNAV *Eastore*, but her duties there earned the plaudit from Rear-Admiral R. E. S. Bidwell, Flag Officer, Canadian Coronation Squadron: "We could not have managed without you. Well done."

The *Eastore*, which sailed from Halifax in April with stores and materials for the Canadian Coronation Squadron, arrived in Portsmouth well ahead of the six warships that made up the squadron.

One of the days that stands out particularly vividly in retrospect was June 13, a day that proved to be notable for the number and variety of tasks that *Eastore* was called on to perform.

Members of the Canadian Naval Coronation Contingent arrived at Portsmouth that morning for leave and the *Eastore* embarked them and a quantity of supplies as well. Lines were cast off at 1400 and the *Eastore* threaded her way through the lines of warships and merchant vessels to HMCS *Quebec* to disembark the first group of passengers.

The weather was particularly fine and clear and those on board the *Eastore* had an excellent view of the mighty fleet assembled for the Spithead review. Moving up and down between the lines were craft ranging in size from small motorboats to ocean-going ferries, their decks crowded with sightseers.

The rest of the Coronation contingent was taken to HMCS *Magnificent*. Coming alongside an aircraft carrier is not an exceptionally easy task, but the difficulties were efficiently overcome. Personnel went on board the "*Maggie*" and an assortment of stores was placed on board the *Eastore* for the return journey to Canada.

Three more calls remained to be made—to HMC Ships *La Hullose*, *Swansea* and *Sioux*. Stores were discharged and libertymen came on board full of plans for an outing in Portsmouth. Particular care had to be shown the *Swansea*, for she already had her review illumination lights strung along her hull. A whaler was lowered to accomplish the exchange of stores and libertymen and to avoid the unhappy sound of popping light bulbs.

## Defeat of Scurvy In Navy Recalled

More than 400 years ago Jacques Cartier voyaged up the St. Lawrence River to Hochelaga, where Montreal now stands, and then sailed down river to winter at Stadacona, near the present site of Quebec City.

During the following months his men were stricken with scurvy. The Indians came to their aid with spruce beer, made by boiling spruce needles.

However, more than 200 years passed before a surgeon of the Royal Navy traced the disease to a dietary deficiency and offered a sure remedy—the juice of citrus fruits. Limejuice eventually became the standard issue and, inevitably, personnel of the Royal Navy acquired the name "Juicers".

The *Hamilton Spectator* of July 9 carried the following editorial on the work of that naval surgeon of long ago, Dr. James Lind:

### *The Hippocrates of Naval Medicine*

The University of Edinburgh is celebrating the bi-centenary of an event which is a landmark in medical science and a victory in the never-ending battle against disease—the publication of Dr. James Lind's treatise on the treatment of scurvy in 1753.

Scurvy, a deficiency disease caused by a lack of Vitamin C, was the terror of long ocean voyages in the days of sail. More died of this disease than of shipwreck, naval battle and all other accidents and diseases on shipboard added together. It was Lind, a royal naval surgeon on HMS *Salisbury*, who made his own experiments in the treatment of scurvy. He divided scurvy patients into pairs and gave them varying treatments. Those to whom he gave orange and lemon juice made rapid recovery, the symptoms vanishing in a matter of two or three days. Although nothing was known in those far-off days about vitamins, Lind drew the correct conclusions and it may not be an exaggeration to say that he laid the foundation of modern nutritional study.

It is said that the official mind did not grasp the truths in Lind's treatise. It was more than fifty years before a compulsory ration of orange and lemon juice was ordered issued to every naval man on shipboard. With that order, scurvy vanished for ever from the RN ships, and sea travel became safer.

Humanity owes something more than a passing tribute to the memory of this naval surgeon who also wrote on hygiene and the diseases that affect Europeans in tropical countries. A bronze plaque marking the bi-centenary is being erected in Edinburgh University.

As the *Eastore* set her course for Portsmouth, dusk was falling and the black silhouettes of the warships presented a scene of strange and unbelievable beauty to add to memories which were crowned by the breathtaking magnificence of the events on June 15, the day of the Spithead Review.

When the *Eastore's* work was done, Captain G. Collier, commanding officer, received the following message from Admiral Bidwell:

"Your assistance to ships of the Squadron at the review anchorage has been invaluable and your special trips to Southampton enabled the Army and Air Force to see the review. We could not have managed without you. Well done."—J.D.G. and W.R.S.

## Albro Lake Radio Station

Following a winter and spring of extensive changes in complement, Albro Lake Radio Station carried on through a busy period of communication exercises and heavy Coronation commercial "traffic", to a comparatively quieter summer existence. Lieut. R. M. Dunbar, in charge, kept the station on a steady course throughout.

A social "stag" was given by the Chief and Petty Officers' Mess in honour of CPO Cassam Marlin upon his departure for HMCS *Bytown*. The station also has said goodbye to CPO Harold Jacques who has received a medical discharge.

Among the projects carried out by personnel have been the building of a children's playground and considerable landscaping around the station and married quarters.

## HMCS *Iroquois*

HMCS *Iroquois* visited Tokyo for three days of goodwill formalities marking the 86th anniversary of Canadian Confederation. Special Dominion Day messages were carried in the Japanese press and radio networks on July 1 and the spotlight played on the Canadian Armed Forces and their roles in two world wars and the current Korean conflict, in which the *Iroquois* is engaged along with two other Canadian destroyers.

The Armed Forces Far East Network beamed a special 15-minute Dominion Day broadcast to ships at sea and troops

in Korea, including brief messages from His Excellency the Hon. Robert W. Mayhew, Canadian Ambassador to Japan; Vice-Admiral E. R. Mainguy, Chief of the Naval Staff; and Brigadier R. E. A. Morton, Commander Canadian Military Mission, Far East.

Officers were entertained at the Canadian Embassy, at the home of Admiral Yamasaki, director of the Coastal Safety Force and at the residence of the Japanese Foreign Minister. The men were entertained in the Maple Leaf Club in downtown Tokyo and the Royal Naval Association arranged a bus tour. The ship was visited by Japanese Sea Scouts, Japanese Boy and Girl Scouts and by members of the Maritime Safety Agency and the Coastal Safety Force. The *Iroquois* was host also to 100 guests at a reception held on "X" gun deck.

Captain W. M. Landymore, commanding officer of the *Iroquois*, accompanied by Chaplain (P) George Soutar, took time during a motor trip to Yokohama to visit the graves of four of his former shipmates three of whom were killed in action during the *Iroquois'* first tour of duty in the Korean war theatre. The graves, at the United Nations Cemetery, are those of Lieut.-Cdr. John Quinn and Able Seamen Wallis M. Burden, Elburne A. Baikie and Ian T. Torraville.

### HMCS Gloucester

An informal inspection by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, and participation in the National Coronation ceremonies in Ottawa have been highlights of a busy summer season at HMCS *Gloucester*.

Admiral Mainguy's visit took place on June 16. He was accompanied by Lieut.-Cdr. A. R. Hewitt, Director of Supplementary Radio Activities.

The National Coronation Ceremonies on June 2 saw *Gloucester* turn out a smart guard of 21 men under the command of Lieut. (S) Colin White. The guard was complimented on its bearing and appearance.

The first ship's company dance of the year on June 19 drew personnel from *Gloucester*, *Carleton* and *Bytown*. A successful ship's company smoker was held July 10.

Lieut.-Cdr. N. C. Penney has been appointed to *Gloucester* as staff officer to the Senior Officer Supplementary Radio Stations. Acting Commander (SB) John S. Hall, SOSRS and commanding officer of *Gloucester*, was promoted to his present rank early in July.

AB J. W. Stegen and Ord. Sea. D. G. Ramage have been promoted midshipmen and have gone to HMCS *Cornwallis* for training. On course at the



The beautiful Efficiency Trophy, donated to HMCS "Donnacona" by the Naval Officers' Association of Montreal, is shown as it was presented to Ord. Wren Joan Shackell by Commander G. St. A. Mongenais, Donnacona's commanding officer. The trophy is awarded to the reservist with the best record of all-round achievement during the year.

U.S. Naval Base at San Diego, California, are CPO W. R. Harkness, PO W. L. Amos and PO W. H. Yorga.

*Gloucester's* entry in the Ottawa Garrison Softball League has lost many star players through recent drafts, but the existing team continues to make a good showing.—D.L.B.



Ninety-four officers and men of the U.S. Navy found a home away from home when they put in at Windsor, Ont., recently for a weekend visit with the Royal Canadian Navy, as represented by HMCS "Hunter". Shown on board the U.S. vessel, the patrol craft escort 880, are (left to right), Lieut. Harry Rowlings, staff officer at Hunter; Mayor Arthur J. Réaume of Windsor; Lieut. H. H. Sullivan, captain of the U.S. ship, and Lieut.-Cdr. G. C. Wilson, area recruiting officer.

### HMCS Portage

Following her refit, HMCS *Portage* completed work-ups in St. Margaret's and Chedabucto Bays. At the same time, training was carried out for a quartermaster instructors' qualifying course, new entry seamen and Reserve officers and men.

The *Portage* sailed for the Bermuda area June 15 and exercised with U.S. Submarine *Irex*, HMCS *Wallaceburg*, the US Air Force and the U.S. Coast Guard. The *Portage* returned to Halifax June 26.

CPO William Topping has been drafted to HMCS *Stadacona* after approximately two and one-half years with the ship as chief boatswain's mate.

### TAS School

Commander J. P. T. Dawson, formerly Director of Torpedo Anti-Submarine and Mine Warfare, Naval Headquarters, has taken over the duties of officer in charge at HMC Torpedo Anti-Submarine School at HMCS *Stadacona*.

He relieved Commander W. S. T. McCully who has been appointed to HMCS *Naden* as Manning Commander (West Coast).

Lieut. (TAS) M. A. Martin and CPO W. Jackson have returned to the school from Key West, Florida, after undergoing a special course at the U.S. Naval Advanced Undersea Weapon School.

Highest marks in the Lieutenants (TAS) Special Qualifying Course were won by Lieut. (TAS) J. F. Perrault, who received a watchkeeping telescope from Commodore E. P. Tisdall, Commodore RCN Barracks, on May 15. Lieut. Perrault now is on the school staff.

The course, first of its kind in the RCN, consisted of Branch Officers, ex-Gunners (TAS). Officers successfully completing the course are awarded a long Course (TAS) Qualification.

From May 2 to June 29, 10 classes from the school underwent sea training in HMCS *Wallaceburg* in the Bermuda area. Submarines taking part in the A/S exercises were HMCS *Andrew*, USS *Argonaut* and USS *Irex*.

The large number of classes taking the training did not allow time for the passage to and from Bermuda by ship, so an airlift was provided by the RCAF, without whose appreciated assistance to comprehensive sea training program could not have been undertaken.

During the summer the TAS School is engaged instructing RCN (R) Officers, cadets and men in various TAS courses.

## PACIFIC COMMAND

### TAS Training Centre

Lieut. (TAS) D. C. Edwards, and CPO Dennis Mann left the staff of the TAS Training Centre at HMCS *Naden* to attend a course at Key West, Florida. Cd. Gnr. (TAS) F. A. Jones returned to the centre following his taking the six-week Divisional Course in HMCS *Cornwallis*.

At present, two classes of TD3's are under instruction.

### HMCS Ontario

Host for HMCS *Ontario* while at Portsmouth was HMS *Collingwood* which did an excellent job of arranging bus tours, smoker, golf, tennis, tickets to the Royal Tournament and shows for the ships company.

On June 1 those who were to see the Coronation Parade left for London. However, those unable to go to London saw the Coronation on the three television sets which were lent to the ship by the Cossar Television Co.

While in Portsmouth many of the ships' company had an opportunity to travel to London and other parts of



Three-year-old Kristanne had eyes only for her daddy, Lieut. Andrew L. Collier, DSC, commanding officer of HMCS "Porte Saint-Jean", but Bobby, 6, couldn't resist the binoculars when they went on board the "Porte Saint-Jean" following her arrival in Hamilton with the "Porte Saint-Louis". The two gate vessels are being used on the Great Lakes to provide sea training for new entry reserve sailors from all parts of Canada. The ships will return to their Halifax base in the fall. (COND-83)



Two gate vessels, HMC Ships "Porte Saint-Louis" and "Porte Saint-Jean", arrived in Hamilton in late May to train new entry reserves at the Reserve Training Centre, Great Lakes at Hamilton. The "Porte Saint-Louis" and the "Porte Saint-Jean" will return to their Halifax base at the end of the summer training season. (COND-81)

England to see friends and relatives, some such as Leading Seaman D. McVey, travelled as far as Edinburgh.

The ship left Portsmouth on May 18 for two- to three-day visits to Plymouth, Portland and Torquay, where the ship's company was actively engaged in painting and cleaning the ship, and testing illumination circuits for the Spithead Review.

The ship returned to Portsmouth on May 27, leaving again for the Isle of Wight and on June 8 and anchoring at Sandown Bay. The following day *Ontario* in company with HMCS *Quebec*, *Magnificent*, HMS *Theseus*, and HMAS *Sydney*, took up their position for the Review at Spithead.

When the Coronation Squadron sailed for Canada, the *Ontario* remained be-

hind for repairs to a propeller shaft, damaged last year in a collision at Buenos Aires. Officers and men, in many cases, took advantage of their stay in England to attend courses in the Royal Navy establishments.

#### Communication Training Centre

Activities in the Communication Training Centre at HMCS *Naden* consist mainly of instruction to UNTD Cadets, with two classes commencing every two weeks. These coupled with a class for RCN(R) lieutenants has kept the instructional staff on their toes for the past month.

Apart from instructional duties, the Centre has participated in civic celebration activities with PO George Worrall and AB David Owen handling the hal-yards at the sunset ceremonies in front of the Legislative Buildings, and also the flag raising ceremonies in connection with the Eagles Grand Pageant at Royal Athletic Park.

For Coronation ceremonies, the CTC provided three men with portable radios along the parade route, and later on the Gorge waters during the Regatta.

Cd. Communications Officer William Moyes joined the staff while awaiting the arrival of HMCS *Crusader* from the Far East.

#### Naval Radio Station Aldergrove

Practical experience in fire fighting was gained by personnel of Naval Radio Station Aldergrove when they rolled out the station fire pump to help the Aldergrove Voluntary Fire Brigade fight a large blaze.



What a wonderful world—you freeze one minute and roast the next. At least that's the way it looks on this float entered by HMCS "Cornwallis" in the Apple Blossom Festival parade in Kentville, N.S. Left to right are: Ldg. Sea. Dewain Wickstrum, Cabri, Sask., and Able Wren Jean Attwood, Windsor, Ont., who turn a cold eye on the balmy South Seas' couple AB Arthur Cain, Tillsonburg, Ont., and Ord. Wren Jacqueline LeBlanc, Chatham, Ont. (DB-2907)

The fire destroyed a large shed, enough lumber to build a house and several stacks of fire wood. Valuable experience was gained, however, in assisting the municipal fire brigade, and the feeling that the Navy "belonged" in the community was strengthened.

Commander Glen McDonald, commanding officer of HMCS *Discovery*, visited the station on Tuesday, July 7, with 14 reserve personnel, both men and Wrens, and the party was conducted on a tour of the operations room living quarters. *Discovery* was invited to arrange further visits of the kind.

Leading Seamen Edgar West and Gerald Brooks have arrived at Aldergrove from HMCS *Sault Ste. Marie* and HMCS *Naden* respectively.

Departures have included Ldg. Sea. Henry Rousseau to HMCS *Antigonish*, Ldg. Sea. Marcel Bernier to HMCS *Crusader*, and Leading Seamen John Genik, Norman Taggart and Robert Wilkin, all to HMCS *Naden*.

#### Navigation Direction Training Centre

The Navigation Direction Training Centre at HMCS *Naden* is now in full swing with its summer training period for RCN(R) officers and men. One class of four officers and two classes of cadets are under instruction.

There is a class of RP3 (Reserve), consisting of four men, and a class of QM3 (Reserve), also of four men, undergoing instruction at the present time.

Lieut. (ND) S. I. Ker, joined the staff of the ND Centre here since qualifying in Navigation Direction in HMS *Dryad*.



Commodore Kenneth F. Adams, Commanding Officer Naval Divisions, took the salute at the march past in Civic Stadium during Hamilton's mammoth Coronation Day parade. Officers, men and Wrens from HMCS "Star" took part in the parade. In the photo above, the Wren division marches past the saluting base in Civic Stadium. (COND-85)

CPO Cecil Ferguson has rejoined the staff after attending the RCN and Shaughnessy Hospital, CPO George Hogg has returned to the school for Quartermaster Instructional duties.

Top honours were carried away by the school at the annual regatta held at the Gorge on June 2, for points toward the Cock-of-the-Barracks trophy, but after a hard race they were beaten out in the finals by a crew from HMCS *New Waterford*.

### HMC Ordnance School

The appointments have arrived for the fourth Ordnance Officers Qualifying Course: Lieut.-Cdr. G. M. Fyffe to Naval Armament Depot, Dartmouth, N.S., Lieut. J. C. W. Hesselstine to Ordnance School, Naden, Lieut. W. D. R. Whittmore to HMCS *Sioux* and Sub-Lieut. G. T. Mainer to Valcartier, P.Q.

Cd. Ordnance Officer H. K. MacLean is on leave and on return will join HMCS *Crusader*.

CPO Herbert Thomas has completed the Ordnance Technicians' Course and left for his new home port division of Halifax. POs Jack Heath and William Wood also left for one year in Halifax.

CPO Norman Topping paid a very short visit to Waltham, Mass., and back as the course which he went for was cancelled shortly after it started.

The first Armourers Mates Qualifying have completed in the MTE and Electrical School and have started the

last section of their course in the Ordnance School. The second Armourers Mates Qualifying commenced in the MTE on May 25.

The first Ordnance Technicians Course commenced July 6. This will be the first of the six-month courses. The third and last of the Modified Ordnance Technicians Courses will commence on August 3.

Ord. Lieut. H. W. Mayne proved that he is a good pistol shot, winning five medals at the South Vancouver Island Rangers meet on Sunday, June 7.

## NAVAL DIVISIONS

### HMCS *Griffon*

A crew from HMCS *Griffon* fired a couple of rockets that lighted up the sky over Houghton and Hancock, Michigan, on the night of July 4 to herald the birthday of the 177-year-old Declaration of Independence.

ML 711, attached to *Griffon*, was returning a good-will call made by a destroyer escort and three patrol craft escorts of the United States Navy which helped the people of Port Arthur and Fort William celebrate Dominion Day on July 1. Two of the patrol craft accompanied the Canadian ship to the twin Michigan communities of the "Copper Country".

The Fairmile and two PCE's slipped the dock at Fort William and headed for Keweenaw Peninsula at 1800 on Fri-

day, July 3. ML 711 arrived at Keweenaw Channel some 20 minutes before PCE's 880 and 899 but came about to wait for them. The flotilla secured three abreast to the United States Naval Reserve wharf at Hancock after midnight.

The Canadian ship, fully dressed, turned on an array of coloured lights strung fore and aft of the mast in keeping with the July 4 celebration.

The six Wrens, a Wren officer, and two nursing sisters went ashore to their billets prepared for them in the Michigan College of Mining and Technology.

On behalf of the people of the "Copper Country" Michigan Senator Leo H. Roy welcomed the three vessels in a dockside ceremony at 0800 July 4. The Officers and men of both the RCN and the USN lined up on the fore and aft deck of PCE 880.

Senator Roy, familiar with the hockey ability of Canadian students attending the Michigan College of Mining and Technology, pointed out that Canadians had helped make the twin towns the best amateur hockey centre in the United States.

"In 1902-1903 we had a world's championship hockey team thanks to your ancestors who introduced the game to us 60 years ago."

Capt. John Horner, commanding officer commanding of the United States Naval Reserve training centre at Hancock, then presented to Commander Ormsby a hammered copper plaque on which was pounded out a map of Keweenaw Peninsula jutting out into Lake Superior.

The plaque was presented on behalf of the citizens of Houghton and Hancock and the U.S. Naval training centre.

After the ceremony, attended by the mayors of both towns and many of the townspeople, the officers and crews of all three ships were treated to strawberry shortcake.

At 10 a.m. all hands were invited to take a four-hour bus tour of Keweenaw Peninsula, viewing the majestic hills and abandoned mining sites of the copper country. The evening meal of Cornish pasties, popular fare in the area, was served in the training centre building to all the visitors.

After dark, fireworks were launched and a dance and reception was held in the training centre building. After church services Sunday morning, ML 711 cast off for home.

### HMCS *Cataraqui*

U.S. Ships PCL1233 and PCL1208 paid a visit to Kingston and HMCS *Cataraqui* on June 26 and stayed for the weekend.



In recognition of the good will engendered by the Fourth of July visit of ML 711 and her HMCS "Griffon" crew to Houghton and Hancock, Michigan, Captain John Horner of the U.S. Naval Reserve at Hancock, on behalf of the people of the "copper country", presented a hammered copper plaque to Commander E. O. Ormsby, commanding officer of *Griffon*. The plaque shows the topography of the Michigan copper area.

On Saturday afternoon the American guests roundly trounced the local sailors in a baseball game 12-8. However the Catarauqui boys turned the other cheek and put on a dance and evening of entertainment for the visitors Saturday night.

On Saturday and Sunday the two visiting ships were host to over 150 Kingston children who were invited aboard and, after a tour of the ships, were treated to a turkey dinner. This was arranged with the co-operation of three of Kingston's service clubs, who selected the children for the show.

Apparently everyone had a wonderful time and the PCs left for their base in Oswego, N.Y. on Sunday evening.

### HMCS Malahat

Another training season has drawn to a close for personnel of HMCS *Malahat*, Victoria's naval reserve division, but for many of the members the big event of the year commenced July 4.

The date was departure day for the minesweeper HMCS *Sault Ste. Marie*—carrying the naval reservists on their annual "long cruise". During the two-week cruise, designed to provide practical sea training for *Malahat* personnel, the ship made a three-day visit to the Prince Rupert area in northern B.C., and later a similar visit to Portland, Oregon.

The ship's next scheduled week-end reserve training cruise will be made



A little spectator at the RCAF Association Air Show at Saint John, N.B., five-year-old Carol Coughlan of Saint John smiles serenely after having been given a privileged glimpse of the interior of an RCN helicopter by Ldg. Sea. Robert Cavanaugh. The 'copter proved to be one of the main centres of interest at the show. (Photo by Lorne Pridham, courtesy Climo Studio, Saint John.)

August 8-9 to Port Townsend, Washington; with subsequent week-end trips planned for Ganges, Salt Spring Island, (August 22-23); Seattle, (September

5-7); Ladysmith, (September 19-20); and Port Angeles, Washington, (October 3-4).

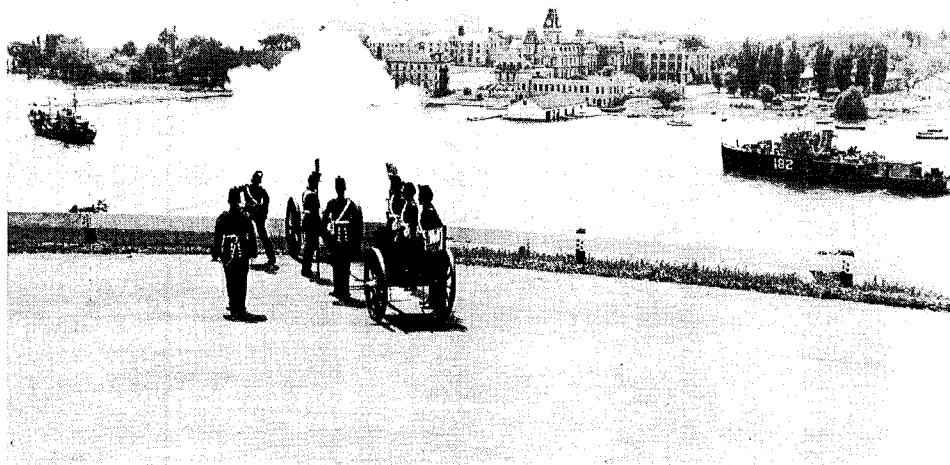
The past several weeks have been eventful ones for the division, with special presentation ceremonies among the highlights. *Malahat's* Wren division has been awarded the Capt. Ronald Jackson Trophy—presented annually to the group within the division attaining highest marks in general proficiency.

More recently two silver cups were presented to two Wrens who captured honours as members of the *Malahat* Indoor Rifle Team over the past year.

To Wren Elizabeth Paterson went the *Malahat* High Average Cup, for an average of 94 out of 100 points in shooting practices and matches. Wren Muriel Dodsworth won the "most improved shot" cup, presented annually to the team member showing greatest improvement in rifle range marks.

Each recipient also received a silver spoon on which was engraved the record of her achievements.

On the night of June 10 *Malahat* officers, men and Wrens were guests of Victoria's Odeon Theatre where they saw the J. Arthur Rank Organization's colour production: "A Queen is Crowned", a wonderful film record of the Coronation of Her Majesty Queen Elizabeth II.



HMC Ships "Porte Saint-Jean" and "Granby" are saluted from historic Fort Henry as they drop anchor in Navy Bay for Dominion Day ceremonies in Kingston. Royal Military College is in the background. (O-5262)

# "Thetis"—Guardian of British Rights

SUMMER is with us and as usual, out on the West Coast, seamen from *Naden* are seen making their way up the Island Highway toward Six Mile House and on into that wonderful swimming spot, Thetis Lake, for a Sunday afternoon dip or an evening howl.

It may interest many in the fleet that the name "Thetis" is just over a century old in that part of Canada and, like many of our Pacific Coast names, comes from the name of one of Her Majesty's ships-of-war stationed in the early naval anchorage at Esquimalt.

In the year 1852, Governor James Douglas was well established in his stockaded Fort Victoria at the foot of what is now Fort Street. He held a commission from Queen Victoria as Governor of Vancouver's Island and at the same time was Chief Factor of the Western Department of the Hudson's

Bay Company. Douglas for some years had witnessed the advance of the American settlers to the Pacific Coast and had seen the British ushered out of what are now the states of Oregon and Washington.

Now the Governor had reports of American intrusion into the Queen Charlotte Islands, a territory under his jurisdiction, and also feared a recurrence of bloodshed at the hands of the Indians. Alarmed, Governor Douglas immediately started proceedings to have RN ships stationed off Vancouver Island. These would have to come from the Pacific Station at Callao, Peru.

When Douglas wrote to Fairfax Moresby, Rear-Admiral of the Blue, in January 1852, reporting the situation in the Queen Charlottes, he wrote the same day to Earl Grey. Grey, in turn, informed the Admiralty. On May 29, 1852,

Rear-Admiral Moresby at Valparaiso received from the Secretary of the Admiralty the following instructions under the reference line, "Resort of certain adventurers to Queen Charlotte Islands":

"... I am to signify their Lordships' directions to you to send a ship of war to visit the Ports in Vancouver Island, and to remain on that Station to protect the property of British and Colonial Subjects."

When this communication was received by Admiral Moresby, the 38-gun sailing frigate *HMS Thetis* was already snugly anchored in Esquimalt Harbour, under the command of Captain Augustus L. Kuper. Thus it appears that Governor Douglas, by his letter to the admiral on January 29, 1852, may have persuaded the flag officer "to act without specific instructions" from the Admiralty.

When *HMS Thetis* left the flag of Rear-Admiral Moresby at Callao, Peru, on April 10, 1852, one of her officers was young Lieut. John Moresby (later Admiral Sir John Moresby), son of the Commander-in-Chief. In a work that he had published, he has left an accurate and colourful account of the voyage of *HMS Thetis* to the north-west coast.

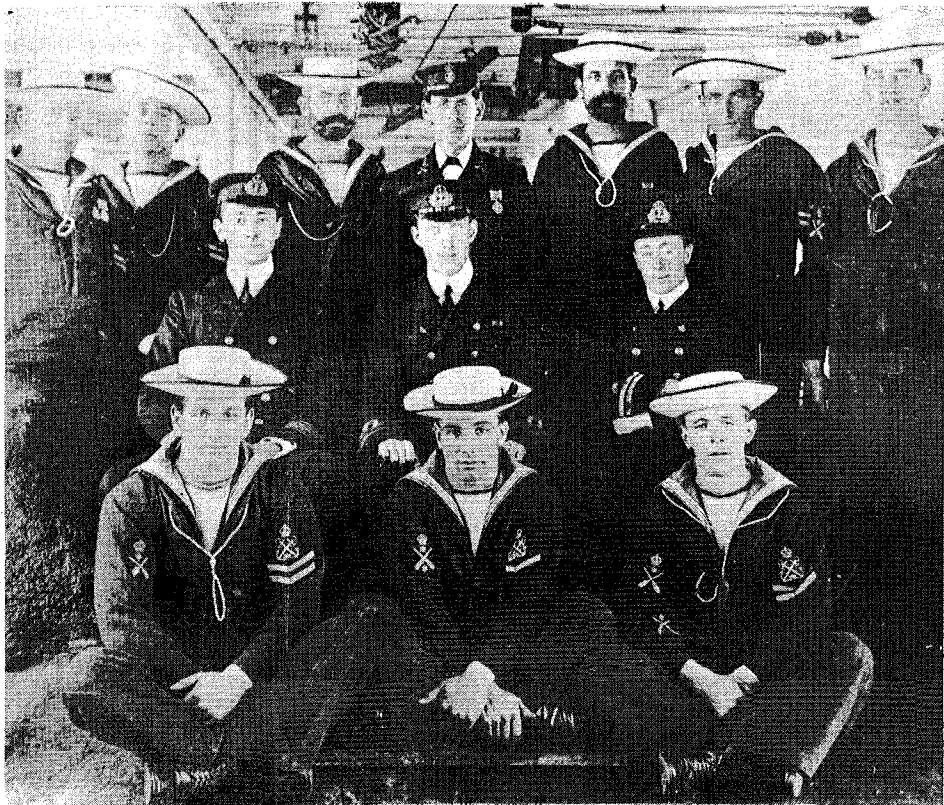
Although the passage northward had been quite a fast one (44 days), it had been uneventful. The recently promoted midshipman, now gunnery lieutenant, had been making good use of this period at sea in the best tradition of all gunnery officers. Turning over his upper deck watch daily to the senior "snotty", he would drill the crews of his 38 guns to peak efficiency, permitting an occasional "double" around the clear sweep of the frigate's deck by way of recreation.

It was with feelings of joy that the ship's company found themselves in the Strait of Juan de Fuca, and "sea and sky no longer met each other in an empty monotony". Just off Race Rocks, the seamen had a chance to observe the type of native inhabitant with whom they would have to deal before their eight-month stay in northern waters was over:

"Alongside was a fairy fleet of canoes, sharp in the bows, swelling exquisitely to their greatest beam, and tapering aft in lines of perfect grace. There was nothing fairy-like, however, about their crews. They presented flat faces smeared with ochre, barred with white, black hair falling on their shoulders, and, hovering about them like a palpable atmosphere, the abiding smell of the fish-oil with which their bodies were smeared. Yet there was grace, too, in the strength of their paddling as they easily kept abreast of our six knots, tossing up a salmon or bear-skin with one sinewy arm, and keeping the paddle at work with the other."

In almost every ship's company there is to be found what may be termed a

The Maritime Museum in Halifax is growing steadily as the result of an earnest search for exhibits. Among the many objects sought is the "Sennet" hat with which the navy suffered for many years. To publicize its search for this particular item, this photograph of a group of officers and men of HMCS "Niobe" was resurrected. HMCS "Niobe", incidentally was a cruiser built in 1897 for the Royal Navy and purchased by Canada in 1910. She arrived in Halifax in October of the year of purchase and subsequently saw service in the First World War on coastal patrol off Canada. She was paid off and sold in 1920. (O-4430)





character, and Mister Tonge, the middle-aged bos'n in the *Thetis*, was just that. The fount of all knowledge, he, in his simple way, kept the mischievous midshipmen in line and they idolized him. The situations into which such a man invariably gets himself make men at sea forget their harsh life. Such a situation arose in the *Thetis* while the Indians were still in company and the navigator was keeping a weather eye for the entrance to Esquimalt Harbour:

"The difficulty was to find it, for, incredulous (sic) as it may now seem we had only a written description by a former visitor. Moreover we wished to know if HMS *Amphitrite* was there. Our redoubtable boatswain, who had sailed these seas before, had declared he could speak Chinook, the Indian language."

He was sent for, and unblushingly he informed Captain Kuper that this was the case. The Captain ordered an immediate demonstration. Without hesitation, the bos'n leapt to the hammock nettings:

"and uttered a series of deep guttural sounds, interspersed with sundry clucks, whilst all lent attentive ears. The bewildered Indians returned clucks and gutturals of an amazing fluency, and Mr. Tonge, gravely turning to the captain, tendered the information that 'They say there ain't no ship howsomever down at Esquimalt'."

The stately commander received the advice with all seriousness. The midshipmen of the watch, who knew better, screamed with laughter:

"but Mr. Tonge's reputation as a professor of Chinook was firmly established, for, as a matter of fact, the *Amphitrite* had not then arrived."

Once safe at anchor in Esquimalt Harbour, fresh water and wood were taken on board and Captain Kuper sailed round to Fort Victoria in his gig to pay a formal call on Governor Douglas. Plans were made for an extensive patrol of the Queen Charlotte Islands. It was soon realized that a road from Esquimalt to the fort was a necessity, for while the crew was

exercising ashore for several days, an officer and two men were drowned during a sudden squall when they attempted to get round to Fort Victoria in a small boat. The *Thetis'* company turned to with a will and in a matter of days cut and surfaced the first trail to join the two harbours.

Weighing anchor in Esquimalt, June 7, 1852, the frigate beat down the strait in the teeth of a nor'wester, sailed up the west coast of Vancouver Island and on into Queen Charlotte Sound, where thick fogs and contrary winds added to the difficulty of having no reliable charts.

Port Mitchell (Mitchell's Harbour) was reached June 16. Captain Kuper, in his report, described the share efforts at gold mining then being carried out by the men of the Hudson's Bay Company's brigantine *Recovery* and also the interference by the Indians in this mining venture.

Some of the ship's officers made extensive explorations into the interior of the island and the report contained a wealth of information pertaining to topography, vegetation and geology. Soundings and surveys were made as well as an accurate chart of Port Mitchell waters. The Indians were impressed with the size of the 38-gun frigate and called her the "mountain ship".

Captain Kuper's policy toward the American adventurers may be gathered from this description of his encounter with an American schooner off Port Mitchell:

"Shortly after I weighed, the American Schooner *Susan Sturges* (sic) made her appearance round the point, but as I could not recover the anchorage I had left, I sent an officer to board her, and finding that she had only returned for the purpose of conveying the party landed on the island in May back to San Francisco, and had nobody on board but a sufficient crew to navigate her, I proceeded, warning the master of her, who together with most of his crew were Englishmen, that all speculations on this coast, could be there only upon sufferance."

In a letter to the Admiral, Governor Douglas gave full credit to HMS *Thetis* for the fact that no Americans that summer had questioned "Her Majesty's Authority" in the Queen Charlotte Islands.

"The seasonable arrival of Her Majesty's Ship *Thetis* on the Coast of Queen Charlotte Island and the determination shown by Captain Kruger to assert the sovereignty of the British Crown before Adventurers had time to explore the Island or to make arrangements for their permanent settlement on shore, had its due effect upon their minds, and induced them to retire quietly from a field, which under more favourable circumstances they might have been disposed to contest."—E.C.R.

# Helicopter Stars at Air Show

The Royal Canadian Air Force Association Air Show at Saint John, N.B., held on July 1, featured sleek jet planes, planes that could approach the sonic speed and planes that could exceed the speed of sound, as well as slow Harvard trainers and the world's largest bomber, a B-36 from Limestone Air Base in Maine, U.S.A.

But it was an unwieldy-looking craft, piloted by Lieut.-Cdr. J. H. Beeman, RCN, a Sikorsky helicopter from HMCS *Shearwater* that took the onlookers' fancy.

Also featured at the air show, were two Sea Furies and two Avenger aircraft from the 31st Support Air Group, now stationed at Scoudouc, N.B. The Avengers and Furies carried out simulated carrier deck-landings and then the Avengers did a series of bombing raids using smoke bombs while the Furies fought them off in daring dog fights.

At the controls of the Sea Furies were Lieut.-Cdr. D. M. McLeod, and Lieut. D. J. Fisher, and of the Avengers, Sub-Lt. W. A. Schroeder and Sub.-Lt. M. H. Brayman.

It was the Sikorsky, however, that held the crowd spellbound.

During one manoeuvre, a Harvard of the RCAF flying low dropped a self-inflating rubber dinghy near two "victims" of a "sea disaster". While CPO G. A. Cummings and PO D. A. Caudle, manned the dinghy Lieut.-Cdr. Beeman brought the 'copter down and hovered, while Lieut.-Cdr. B. D. Copley and Ldg. Sea. Robert Cavanaugh, raised PO Caudle by means of the winch. Then Ldg. Sea. Cavanaugh went down on another wire to place the straps under CPO Cummings, who was badly injured, and both were hoisted.

Later a wandering crowd was stopped in its tracks and drawn back while the helicopter virtually danced in the air about 25 to 50 feet up. Back and forth, up and down and sideways, now standing on its tail and now spinning in circles, the agile craft was put through its paces by Lieut.-Cdr. Beeman for the benefit of the onlookers.

## Armistice Message From Her Majesty

Following the signing of the Korean armistice, the following message from Her Majesty Queen Elizabeth II was received by the Commander-in-Chief Far East Station:

"Please express to all serving in the Commonwealth Fleet my deep appreciation of the splendid service they have given throughout the fighting in Korea."

ELIZABETH R

## Boo!

(Dedicated to the Halifax  
Dockyard Security Guard)

A little boat without a light  
Keeps passing by all through the night.  
Its very presence keeps awake  
A nervous watch that once did take  
A little nap or cup of tea—  
But now that's out for you and me.  
We're fearful now to close an eye  
In case that little boat goes by  
Or, even worse, if it should stop,  
Then, surely, we'd be in a spot.  
Perhaps they'd leave a 'bomb' aboard.  
And go away without a word.  
The next day we would have to tell  
Our story to the Admiral—  
And, gosh, what that man would say!  
If in the mood, it might be "Stay";  
If not, he might say "Pack your stuff",  
Whichever word, I've had enough  
Of creeping 'round all through the  
night,  
When every sound gives me a fright.  
In case it is that guy "Kilroy",  
(Why don't they spell that name "Kill-  
joy"?).

So all you watchmen, keep in trim;  
The guard'll catch you, if you don't  
catch him.

Seaman W. R. Shaw,  
CNAV Eastore

## "No Goose, No Gander, No Bother"

Representatives of the staff of the Joint A/S School in Londonderry, Northern Ireland paid a flying visit to their counterpart, the Joint Maritime Warfare School in Halifax June 5 to exchange ideas on anti-submarine warfare problems.

The JASS staff representatives were:— Group Captain R. T. Gething, RAF, Director, RAF; Lieut.-Cdr. G. K. Sim, RN, Senior Instructor, RN; Lieut.-Cdr. W. A. B. Bland, RN, Staff Officer (Comm); and Squadron Leader E. K. Paine, RAF, Chief Instructor, RAF.

Flying over the Atlantic non-stop in 15 hours in a Shackleton aircraft instead of stopping at Goose Bay or Gander, they sent a message back to Admiralty and the Air Ministry on arrival at HMCS *Shearwater* which read, "ARRIVED DARTMOUTH 1400Z. NO GOOSE, NO GANDER, NO BOTHER".

The reply to this message from RAF Coastal Command was, "JOLLY GOOD SHOW. QUACK, QUACK TO YOU TOO".

Discussions on mutual problems in anti-submarine warfare were held in the Joint Maritime Warfare School for four days. Present at the discussions, besides the staff of the JMW School, were Directors and staff officers from Naval Headquarters, RCAF Maritime Command and officers from HMCS *Shearwater*.

The JASS staff prepared to return to the other side of the Atlantic on Thursday, June 11, but, due to an engine defect in the aircraft, they were unfortunately delayed at RCAF Station Greenwood for several days. An RCAF Hastings aircraft flew them out a new engine and they left for Ballykelly, Northern Ireland, on June 18.

### Essay Contest Winners Listed

The Royal Canadian Sea Cadet Corps *Royal Oak*, of Stratford, Ont., has been named first prize winner in a recent national essay competition, open to Sea Cadet Corps across Canada and sponsored by the Navy League of Canada.

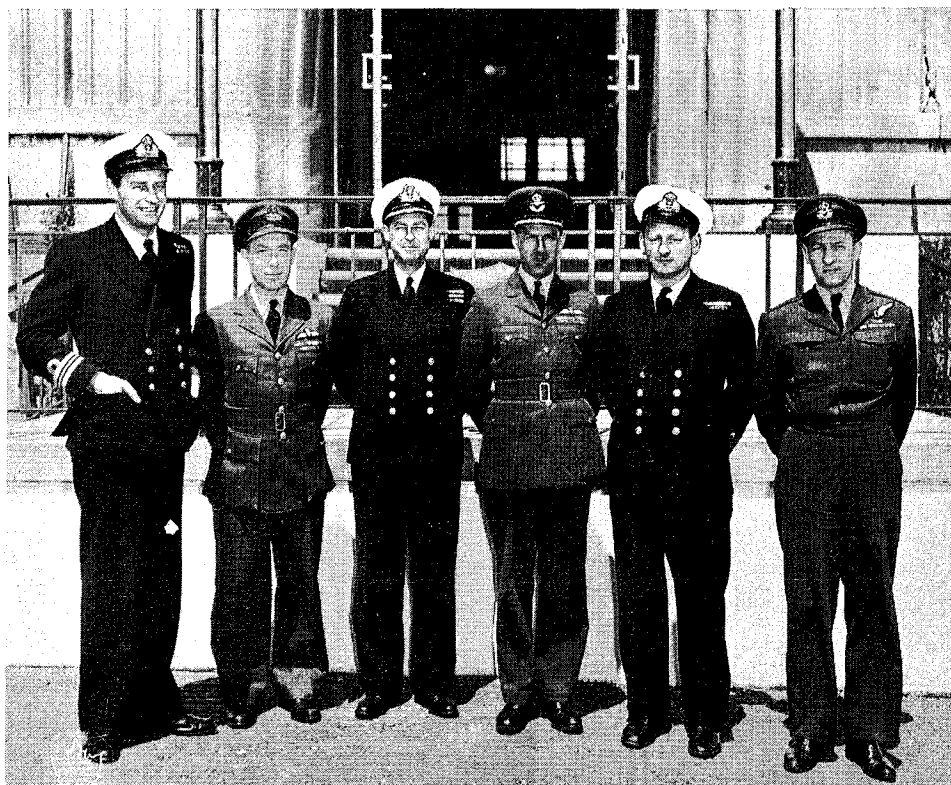
Second honours in the contest, in which members of the corps collectively wrote essays on the history of each corps' namesake, went to RCSCC *John Travers Cornwell*, VC, of Winnipeg Man. Third, fourth and fifth awards were won by RCSCC *Captain Vancouver*, Vancouver, B.C.; *Huron*, of Midland, Ont.; and *Fort Shepherd*, of Trail, B.C., respectively.

First prize was \$50; second was \$20. Corps placing third, fourth and fifth each won \$10.

### Duke of Edinburgh Sea Cadet Admiral

The appointment of HRH the Duke of Edinburgh as Admiral, Royal Canadian Sea Cadets, was approved by the Queen and announced by Government House, Ottawa, in June.

In his new appointment Prince Philip will have honorary command of 102 corps across Canada with a total complement of 6,500 cadets and 650 officers.



For the first time, the staffs of the Joint Maritime Warfare School in Halifax and the Joint Anti-Submarine School in Londonderry, Northern Ireland, met in Halifax for discussions on air-sea warfare training. Here, in front of JMWS at HMCS "Stadacona", are left to right: Lieut.-Cdr. W. A. Bland, RN, JASS staff officer (Comm); Sqdn. Ldr. A. R. Bellis, RCAF, JMWS director for RCAF; Cdr. Victor Browne, RCN, JMWS director for RCN; Group Capt. R. T. Gething, RAF, JASS director for RAF; Lieut.-Cdr. G. K. Sims, RN, JASS senior instructor for RN, and Sqdn. Ldr. E. K. Paine, RAF, JASS chief instructor for RAF.



# The Navy Plays



## Quebec Takes Softball Lead

During her stay in England, HMCS *Ontario's* crew were active in softball and basketball competitions particularly. The *Ontario* won a sudden-death softball tournament final with the *Quebec*, thereby winning the round-robin series which included the *Magnificent*.

The softball nine was also victorious over teams from two United States warships, the USS *Roberts* and USS *Antietam*, which also were visiting at Portsmouth. In interpart play teams made up of the Chief Petty Officers, Petty Officers and Seamen were still undefeated near the close of the stay on the other side. Commander (L) S. E. (Stu) Paddon is quite a softball sensation with four homers in four consecutive games, two of them with the bases loaded.

The *Ontario* couldn't hold a similar lead in basketball, the *Quebecers* edging her squad 38 to 36 in the finals. The *Ontario* also won one and lost in the next in two hoop fixtures with HMS *Collingwood*. The Canadian hoped to play and win a final game before heading back to Canada, however.

## Four Titles Won By Navy Boxers

Navy boxers took four of five titles in the Maritime Amateur Boxing Championships in *Stadacona* gym on May 28 and 29. The final results were as follows:

Heavyweight—AB Dave Martin, RCN, won by default over Calvin DeMont, Dartmouth.

Light heavyweight—AB Tom Ketcheson, RCN, by second round KO of Charles Huestis, Prince Edward Island.

Middleweight — AB Matt Killoran,

RCN, outpointed Ldg. Sea. Jim McArthur, RCN.

Welterweight—Buzz Urquhart, Dartmouth, outpointed LAC Vern Tynnes, RCAF.

Lightweight—AB Fred Deegan, RCN, KO'd Ord. Sea. MacDonald, RCN, in first round.

Referees were Lieut. (E) J. Frank MacKintosh and CPO Bob Coe.

## Tri-Service Loop Has Big Schedule

The Tri-Service Sports League in Nova Scotia, which encompasses baseball, hockey and soccer, got underway on June 20 with Army playing host to *Stadacona* in softball and the RCAF meeting *Shearwater* in soccer and baseball on home ground.

The league, which has been functioning smoothly the past two years, includes *Stadacona* (baseball, softball, soccer), *Shearwater* (baseball, softball, soccer), *Cornwallis* (softball), Eastern Army Command (softball) and RCAF Greenwood (baseball, soccer).

All games are on a home and home weekend series, with the home team accommodating and entertaining the visitors. The championships take place in the fall, with all teams playing a knock-out series.

## Golf Title Goes To CPO Jamieson

The RCN Golf Association (West Coast) held its seventh Annual Handicap tournament over the Gorge Vale Course May 21 to 24, with the championship going to CPO William Jamieson, Royal Roads.

A field of 48 teed-off in the qualifying round, which resulted in Lieut. H. T. Addison being the medallist with a net of 64. Last year's winner, Ord. Lieut. W. D. Whittemore was not present to defend his laurels.

The weather for the tournament, although fair, was on the chilly side and not conducive to good golf in the qualifying round.

The winners of the various prizes were as follows: low gross, CPO Thomas McIntyre, 78; low net, Lieut. H. T. Addison, 64; low hidden holes, first nine, PO Paul Dunae; second nine, PO Frank Barron; kicker's handicap,



Here is the champion Chief and Petty Officers' whaler crew of HMCS "Antigonish". They took top honours at the Gorge Regatta held in Victoria on Coronation day, and also manned the winning boat at Bedwell Harbour in a regatta with HMCS "Beacon Hill". Left to right, (back row) PO Donald McCulloch, PO Robert Gray; (front row) PO Phillip Lushington, PO Andrew Robb, cox'n, and PO Arthur Perkins. (E-236121)

PO Dennis Mann; consolation prize, PO Kenneth McLeod.

The new champion, CPO Jamieson, defeated Lieut. (S) Fred Heatly in the finals. Other flight winners and runners-up were: first flight, CPO Gerry Blythe, runner-up, PO Harold Davis; second flight, Surg.-Cdr. W. M. Chapman, runner-up, Lieut.-Cdr. B. Lake; third flight, Sgt. Frank Smith, runner-up, Gnr. D. G. MacIntyre; fourth flight, Lieut.-Cdr. W. M. Reynolds, runner-up, Lieut.-Cdr. M. O. Jones; fifth flight, Lieut. Walter Clare, runner-up, Lieut. Roy Smith.

### **Softball High On Sports List**

The ship's company of HMCS *Portage* has continued interpart softball with Seamen's "A" maintaining the lead.

Two inter-ship games were played, the *Portage* winning over the *Cape Breton* and losing to HMCS *New Liskeard*.

During the *Portage's* Bermuda cruise, games and other organized sports were participated in with the *Wallaceburg* and the U.S. Air Force at the RCN's rest camp at St. David's Island.

Members of the ship's company also are showing enthusiastic interest in whaler and dinghy sailing.

### **Staff Takes up Pistol Shooting**

Pistol shooting under the direction of Ord. Lieut. H. W. Mayne, and CPO Arnold Parkinson, has become quite popular with the staff of HMC Ordnance School.

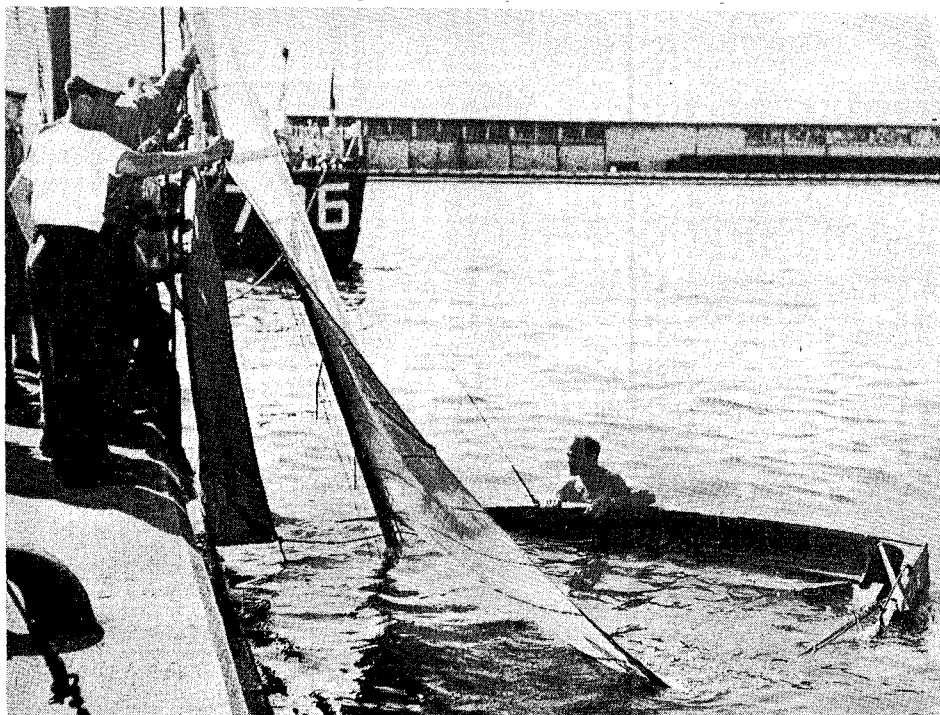
The school's softball team won its first game of the season by a wide margin, but faltered enough in the second contest to lose it. Players were confident, however, of successfully defending the interpart softball championship as the season wore on.

### **Cross-Country Run Shortened**

Columbia Division at HMCS *Cornwallis* logged a total of 13,834 points to win a three-mile cross country race on June 11. The division, one of 13 who entered 40 men apiece in the annual event, had almost 15 per cent more points than the runner-up, Canada Division.

Individual honours went to Ord Sea. Robert Buckley, of Crusader Division with a time of 15 min. 36 sec. The course was reduced from the seven-mile route of last year to a three-mile perimeter around *Cornwallis*.

Members of the *Cornwallis* staff entered a team in the Annapolis Valley



During an outing with the newly-formed Royal Canadian Naval Sailing Association in Hamilton, Lieut.-Cdr. Samuel R. Huntington, capsized his dinghy. The young lady accompanying him, finding herself in deep water, threw her arms around him and said "Save me Sam!" This was adopted as the club's unofficial motto. The dinghy is seen alongside HMCS "Star's" boatshed with "Sam" in the water. (COND-100)

Softball League and were in second place with four wins and two losses. Other teams are from Greenwood RCAF base, and the towns of Annapolis, Bridgetown and Middleton.

So far, the men have had to bow to the Wrens of *Cornwallis*, who, entered in Annapolis Valley Ladies Softball League had won all games played quite handily against teams from Bear River, Annapolis, and Greenwood RCAF base.

A tabloid sports day had 480 men puffing and blowing in anticipation of winning a monster cake. Over the 24-event course of leaps and bounds, dashes and lifts, hurlings and straining went the *Cornwallis* stalwarts to find that Canada Division had won out.

During June, Niagara Division totalled 31 points to win the Cock-of-the-Walk Trophy which was donated by a local transportation firm. Tournaments were held in softball and water-polo in addition to the tabloid sports meet.

### **Ontario-Quebec Tied in Softball**

An East-West double round-robin softball series was played with teams entered by the *Ontario*, *Quebec* and *Magnificent*. On completion of the series *Ontario* and *Quebec* were tied for first place with three wins and one loss apiece. The *Magnificent* was winless.

A sudden death game was played to decide the winner, the *Ontario* winning by eight runs to four.

The *Quebec* took an early lead in the game but *Ontario* came back in the third with four runs and added runs in the fifth, sixth and a home run by Cdr. (L) S. Paddon in the seventh inning.

The battery consisted of Cdr. (L) S. Paddon and CPO Chester Padget, coach, pitching and Petty Officer Joe Hornesty behind the plate.

### **Sailing Group Elects Officers**

Flag officers and committee-members of the Royal Canadian Naval Sailing Association were selected by ballot last month. Flag officers elected were: Captain E. W. Finch-Noyes, commodore; Rear-Admiral H. F. Pullen, vice-commodore; Chaplain (P) G. L. Gillard and Commander H. K. Hill, RCN(R), (Ret'd), rear commodores.

Members of the committee for 1953-54 are Captain R. P. Welland, Lieut.-Cdr. (SB) H. R. Pearce and CPO C. F. Church.

### **Heavy Schedule of Summer Sports**

Winners of the Cock-of-the-Barracks trophy at HMCS *Stadacona* this summer should be able to teach Charles Atlas a thing or two after surviving the welter of athletics placed on the inter-

part summer sports schedule, which got underway in the first week of June.

Competition for the "Cock", re-instituted last year, is being made in the following sports: softball, soccer, track and field, pulling regatta, sailing, tabloid sports, medley marathon, shuttle relay and a swimming meet.

The biggest attraction is softball, with 19 teams entered into two sections, each playing a single round robin. The top four teams from each section will qualify for the playoffs. Eight teams have entered the soccer league, indicating renewed interest in this game.

### **Navy Does Best In Field Events**

A 20-man track and field team represented the Royal Canadian Navy in the Maritime Invitation meet at Charlottetown, P.E.I., on July 1, but the outcome of the meet was not in the Navy's favour.

The Navy team lost all track events, but did much better in the field events. The only places attained were: pole vault, Ldg. Sea. Gil Lundihn, second; high jump, CPO Mel Lumley, second; broad jump, AB Rod Shoveller, 18.8, first; hop-step-jump, AB Shoveller, 42.1½, first, and discus, CPO Lumley, second.

### **Aussies Edged Out In Sports Events**

During the short visit of the Australian aircraft carrier HMAS *Sydney* on her return from the Spithead Review, a large sports program of matches between the carrier and local teams was carried out. The Australians lost by a narrow margin of five games to six. The scores were as follows:

Cricket: Sydney, 169, Shearwater, 127; Sydney, 37, Truro Club, 91; Sydney, 139, RCN, 58.

Water Polo: Sydney, 3, Stadacona, 4, Sydney, 5, Stadacona, 2.

Golf: Sydney, 3, RCN, 3.

Soccer: Sydney, 4, Stadacona, 2; Sydney, 1, Shearwater, 2; Sydney, 3, RCN, 5.

Basketball: Sydney, 49, Stadacona, 65.

Squash: Sydney 23 games, RCN 17 games.

### **Diamond Carved From the Rough**

A top baseball diamond in the Dartmouth Suburban League has been created out of an Albro Lake rock pile by personnel of the Albro Lake Radio Station. This will give an even greater impetus to the station's baseball players under the captain, Ldg. Sea. Donald Bruce.

# United Effort Makes "York's" Open House Unqualified Success

Sea-going ships, naval divisions, department heads and men of the regular force and reserve combined efforts on Sunday June 14 with a single purpose in mind—to achieve a successful "Open House" for Toronto's naval division HMCS *York*.

The fact that over 4,000 people from the Toronto area came aboard one of Canada's largest divisions in a space of little more than three hours, is evidence enough that the time and work involved in such a large operation was well worth it, and that the event will be marked as one of the highlights of the year's activities.

Even before the official opening at 2 p.m., the public started to arrive, to be greeted at the entrance by officers, guides and Wrens who handed out recruiting literature and directed them to the starting point of the tour. Over 6,500 copies of recruiting material were distributed during the afternoon.

Arrows and large signs pointed visitors to the parts of the ship open for public inspection. Two address systems set up on the drill deck and on the jetty outside directed them to special demonstrations and assisted greatly in keeping up the constant flow of traffic. For those who tired of walking, movies in the projection room afforded relaxation and entertainment.

Each department inside the ship functioned individually and provided a continual commentary of explanation. Demonstrations were held by the asdic, radar, engine room, supply, shipwright, naval air and medical departments. Members of the sick bay staff attracted much interest with their performance of the Robinson stretcher drill on the division's drill deck.

The weather during the day was made-to-order for the occasion and HMCS *York* took advantage of it to provide interesting outside entertainment for the visitors. The newly-formed brass band, entertaining for the whole afternoon with classical and martial music, prompted many remarks of a "job well done" both from visitors and reservists alike.

The trumpet band which never fails to attract attention also played an important part in bringing the public, on numerous occasions, to the site of the gun run exhibition at the west end of the ship's grounds. The team, as at the CNE grandstand last year, performed well and got a good hand from the spectators.

Through the co-operation of HMCS *Granby*, HMCS *Cataragui* and HMCS *Star*, three ships were added to Toronto's fleet for "Open House". This array of sea-going naval vessels in an inland port impressed the public and HMCS *York*, promoted further interest and good public relations by transporting visitors on PTC 706 to HMCS *Granby* and HMCS *Porte St. Jean*.

A further shuttle service was inaugurated later in the afternoon with the tug and a RCYC boat arranging scheduled trips to Toronto Island to view the three Harvards of *York's* reserve air squadron VC 920. In its second public performance in Toronto, the squadron flew formation over HMCS *York* and later landed on the Island airport for public inspection.

Other outside activities which kept the public's attention for most of the afternoon included sea-boat drill, whaler pulling and sailing, artificial respiration and bandaging.

The Wrens of HMCS *York* took part in whaler sailing and many other water activities, to uphold their already enviable position of doing a man's job.

Designed to bolster reserve recruiting, the "Open House" kept the recruiting officer busy for the three-hour period, bringing men and women into the reserve, advising prospective recruits on entry and answering a multitude of questions raised by interested parents. Even now, as this is being written, recruiting is continually on the upswing. Many young men who showed interest in special branches of the reserve have since joined, influenced undoubtedly by officers and men of the various departments of the Toronto division, who had an opportunity to discuss their branch of the service, during the day's activities.

## WEDDINGS

Lieutenant-Commander Jacques Bonneau, HMCS *Carleton* to Sub-Lieutenant (MN) Christian Frances Cook, HMCS *Stadacona*.

Able Seaman William Robert Buckland, HMCS *Stadacona*, to Miss Marion Elizabeth Snow, of Glace Bay, Cape Breton.

Able Seaman R. Glowe, HMCS *Stadacona*, to Miss Mary Arlene Short, Halifax.

Able Seaman W. J. Holloway, HMCS *Cornwallis*, to Miss Phyllis Anne Middleton, of Fort Erie, Ont.

Leading Seaman Rudolph Kukucha, Aldergrove Radio Station, to Miss Doreen Best, of New Westminster, B.C.

Sub-Lieutenant Gerald Joseph McMillan, HMCS *Shearwater*, to Miss Catherine Mary Pattison, of Halifax.

Able Seaman Alexander Muise, HMCS *Shearwater*, to Wren Gladys Burke, HMCS *Shearwater*.

Lieutenant-Commander William Donald Munro, HMCS *Magnificent*, to Miss Barbara Frances Kerrigan, of Montreal.

Leading Seaman Ronald Norris, HMCS *Gloucester*, to Miss Marjorie Mason, of Ottawa, Ont.

Able Seaman Thomas Rivet, HMCS *Gloucester*, to Miss Ellen Anderson, of Montreal.

Leading Seaman James Edward Wood, HMCS *Crusader*, to Wren Lillian Ann Rogers, Vancouver.

## BIRTHS

To Petty Officer William Amos, HMCS *Gloucester*, and Mrs. Amos, a son.

To Lieutenant J. L. Belyea, Naval Headquarters, and Mrs. Belyea, a daughter.

To Leading Seaman D. S. Campbell, HMCS *Discovery*, and Mrs. Campbell, a son.

To Leading Seaman J. N. Carstairs, HMCS *Discovery*, and Mrs. Carstairs, a son.

To Lieutenant-Commander (S) D. A. Collins, Naval Headquarters, and Mrs. Collins, a son.

To Leading Seaman S. Darowski, Gander Radio Station, and Mrs. Darowski, a daughter.

To Lieutenant J. F. Dunbar, HMCS *Cornwallis*, and Mrs. Dunbar, a daughter.

To Lieutenant (S) H. Dennis Evans, HMCS *Star*, and Mrs. Evans, a daughter.

To Petty Officer Patrick T. Fitzsimonds, HMCS *Chatham*, and Mrs. Fitzsimonds, a daughter.

To Ordinary Seaman Edward Kwasnitza, HMCS *Portage*, and Mrs. Kwasnitza, a daughter.

To Leading Seaman Donald A. McMillan, HMCS *Chatham*, and Mrs. McMillan, a daughter.

To Lieutenant-Commander Mark Mayo, Naval Headquarters, and Mrs. Mayo, a daughter.

To Lieutenant William Mellalieu, HMCS *Brunswick*, and Mrs. Mellalieu, a daughter.

To Lieutenant (E) K. M. Mickle, HMCS *Niobe*, and Mrs. Mickle, a daughter.

To Lieutenant J. W. Miller, HMCS *Brunswick*, and Mrs. Miller, a son.

To Petty Officer W. Moekle, HMCS *Discovery*, and Mrs. Moekle, a son.

To Cadet (E) Kenneth A. Moore, HMCS *Ontario*, and Mrs. Moore, a daughter.

To Petty Officer Howard Oja, Aldergrove Radio Station, and Mrs. Oja, a son.

To Lieutenant-Commander H. J. Oliver, HMCS *Discovery*, and Mrs. Oliver, a son.

To Petty Officer W. Rose, HMCS *Ontario*, and Mrs. Rose, a son.

To Ordnance Lieutenant A. B. Turner, HMCS *Stadacona*, and Mrs. Turner, a daughter.

To Petty Officer John Wandler, HMCS *Gloucester*, and Mrs. Wandler, a son.

*Twenty-four brand new sons and daughters were greeted by members of the ship's company of the destroyer HMCS Haida when that warship returned to Halifax recently to complete her latest tour of operations with the*



The first female pharmacist to join any of Canada's three armed forces, Sub-Lieut. (MT) Mary M. Burton is employed in the dispensary at the RCN hospital, HMCS "Stadacona". A graduate of the University of Saskatchewan, she joined the reserve at HMCS "Donnacona" last year and later transferred to the RCN. Her status as the only woman pharmacist in the services ended a short time ago when a friend joined the RCAF. She is Pilot Officer Kathleen Kleine, stationed at Bagotville, Que. (HS-25511)

*United Nations in Korea. In summary, 14 sons and 10 daughters. In detail:*

Lieutenant John H. Andrews and Mrs. Andrews, a son.

PO Malcolm G. Arthurs and Mrs. Arthurs, a son.

CPO Geoffrey K. Bate and Mrs. Bate, a son.

Ldg. Sea. Oakland E. Beck, and Mrs. Beck, a son.

Ord. Sea. Donald B. Caza and Mrs. Caza, a daughter.

PO William G. Clayton and Mrs. Clayton, a son.

AB Joseph E. Dubé and Mrs. Dubé, a daughter.

Ldg. Sea. Frederick J. Dionne and Mrs. Dionne, a daughter.

Ldg. Sea. John E. Elliott and Mrs. Elliott, a daughter.

AB Keith M. Estabrooks and Mrs. Estabrooks, a daughter.

PO Arthur R. Faulkner, and Mrs. Faulkner, a son.

Ldg. Sea. Dewart E. Fry and Mrs. Fry, a daughter.

AB Robert J. Hefkey and Mrs. Hefkey, a son.

Ldg. Sea. Roland J. Henault and Mrs. Henault, a son.

AB Edward M. Kiley and Mrs. Kiley, a daughter.

Ldg. Sea. Laurie J. Leblanc, and Mrs. Leblanc, a son.

PO George J. Mitchell and Mrs. Mitchell, a son.

AB Allan T. Moran and Mrs. Moran, a son.

AB Gerald P. McLeod and Mrs. McLeod, a daughter.

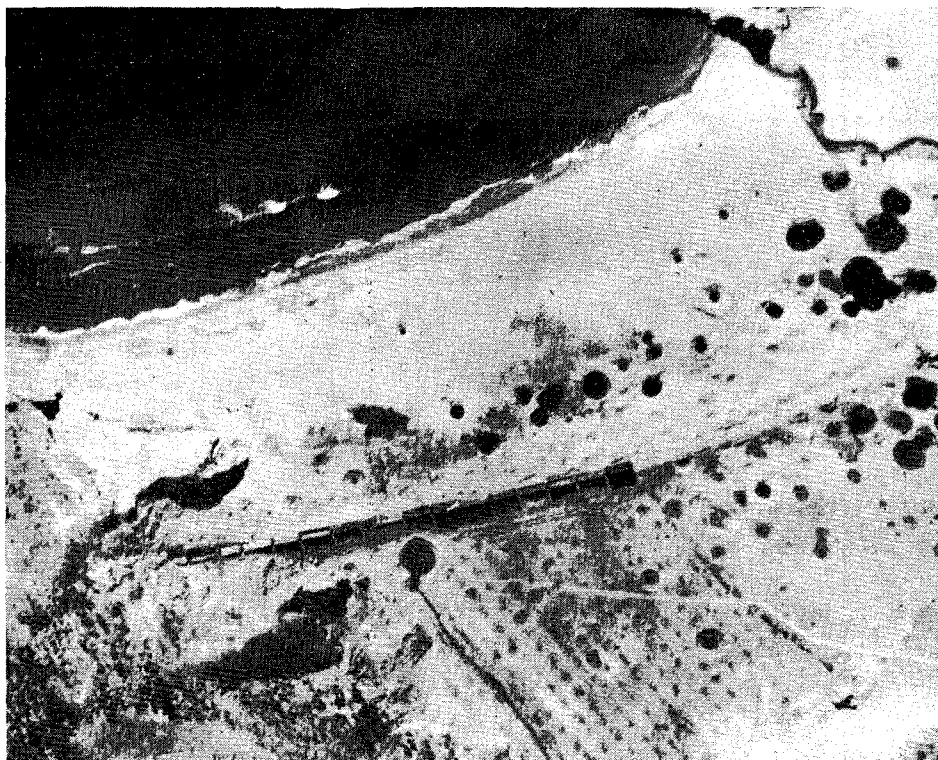
Ldg. Sea. Bruce B. Patterson and Mrs. Patterson, a daughter.

Lieutenant-Commander Joseph M. Paul and Mrs. Paul, a daughter.

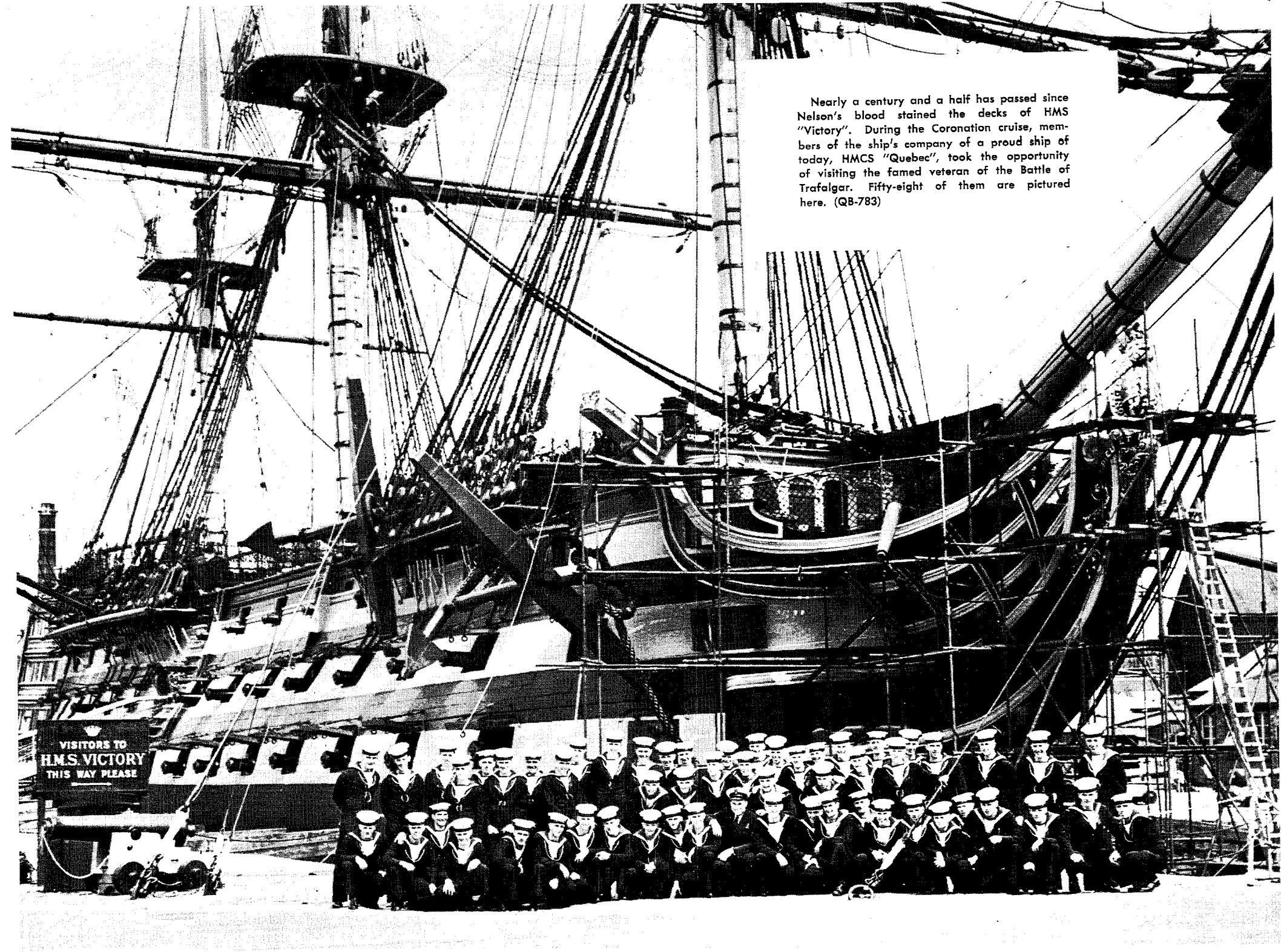
AB Raymond D. Ruttan and Mrs. Ruttan, a son.

PO Norman E. Sellars and Mrs. Sellars, a son.

PO Hugh H. Wilson and Mrs. Wilson, a son.



Polka-dots were featured in the spring and summer styles along the North Korean coast, as the accompanying photograph shows. The train was obligingly posed for the U.S. Navy photographer by HMCS "Crusader" during her last east coast patrol in April. A close inspection of the original picture shows that the train had little choice but to wait for whatever came its way. The mouth of the tunnel has been caved in by the Crusader's guns.



Nearly a century and a half has passed since Nelson's blood stained the decks of HMS "Victory". During the Coronation cruise, members of the ship's company of a proud ship of today, HMCS "Quebec", took the opportunity of visiting the famed veteran of the Battle of Trafalgar. Fifty-eight of them are pictured here. (QB-783)

VISITORS TO  
H.M.S. VICTORY  
THIS WAY PLEASE



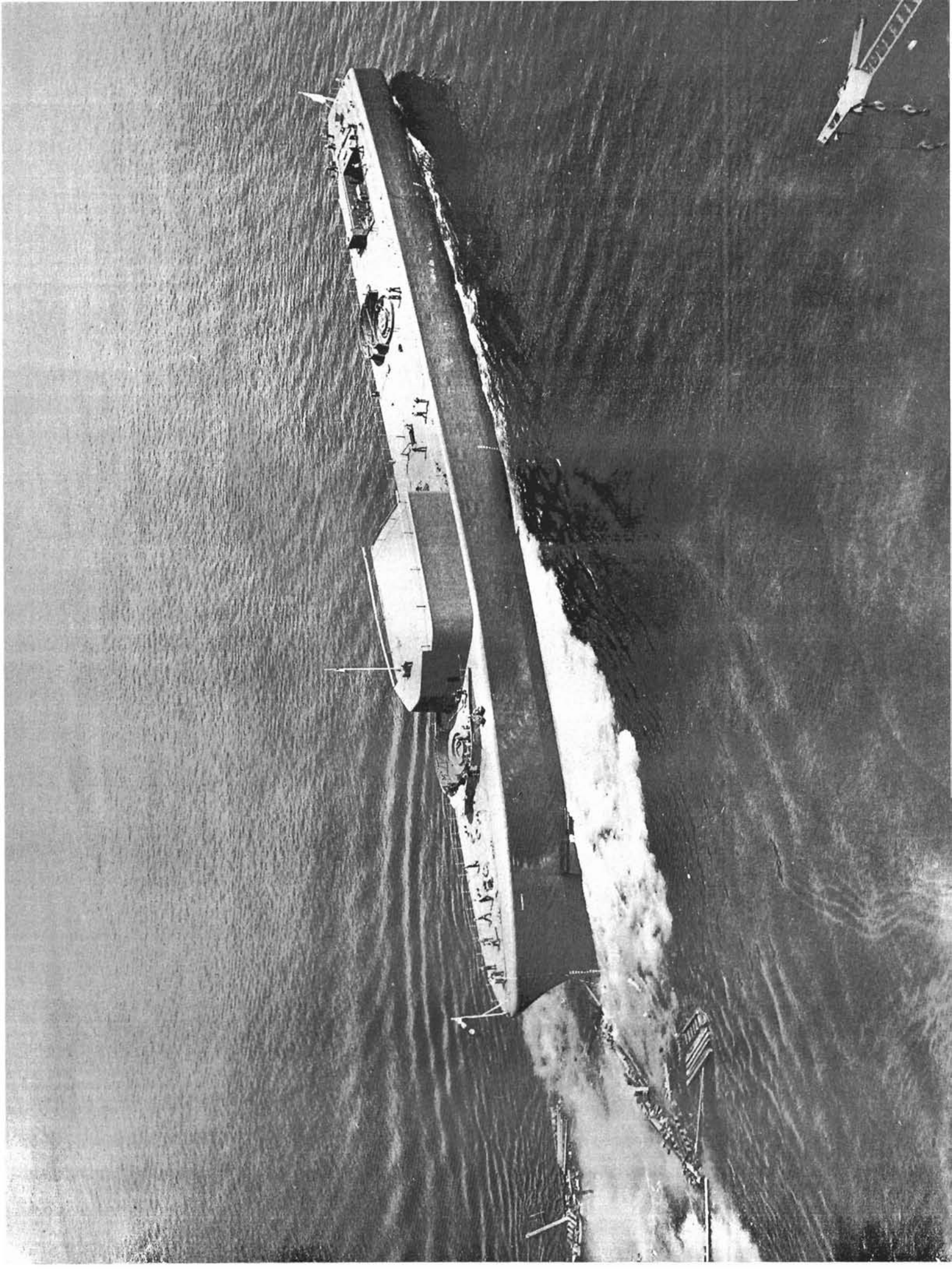




*The*  
**CROWSNEST**

Vol. 5, No. 11

September, 1953



# The CROWSNEST

Vol. 5 No. 11

THE ROYAL CANADIAN NAVY'S MAGAZINE

SEPTEMBER, 1953

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*Cover photo*—The Toronto Globe and Mail recently headlined a story "Ain't Gonna Stoke No Mo', No Mo'," which was its way of saying that the Royal Canadian Navy had dropped the word "stoker" from its vocabulary. What the sailor does below decks instead of shovelling coal is demonstrated as AB William T. Cherwak delicately adjusts one of HMCS *Crusader's* oil jets.—(O-4892).

### LADY OF THE MONTH

"Old Sag" was one of the most battered, best known and most beloved ships in the Royal Canadian Navy during the Second World War. Like the fighter who can be knocked down and come up punching, HMCS *Saguenay* took some dreadful beatings and always came back for more.

She lived through a torpedoing; she rode out the worst North Atlantic hurricane in decades; she survived a collision which set off depth charges and blew most of her stern away. She ended her days at anchor as a training ship at HMCS *Cornwallis*. Then one July day in 1945 she was towed away to be sold for scrap.

On the opposite page is the new HMCS *Saguenay*—a new ship for a new era in sea warfare. The square stern is one of the few reminders of "Old Sag", which had a patch added there after her original stern section had gone skyward in the roar of TNT.

There was something auspicious about the launching of the *Saguenay* at Halifax in August. She started down the ways before the scheduled moment as if anxious to take up the task which the old *Saguenay* had been forced to relinquish through the vicissitudes of war.—(DNS 10790).

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.

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## RCN NEWS REVIEW

First of the modernized frigates—HMCS "Prestonian". (O-5622)

### First Converted Frigate Ready

*"O Thou that sittest above the water floods, and stillest the raging of the sea, accept, we beseech thee, the supplications of thy servants for all who in this ship, now and hereafter, shall commit their lives unto the perils of the deep . . ."*

This traditional prayer, among others, was read by Chaplain (P) John Simms, RCN, at the commissioning, late in August of the converted frigate HMCS *Prestonian* (Lt.-Cdr. W. C. Spicer, RCN).

The *Prestonian*, first of 16 war-time frigates under conversion, looked like a brand new type to those familiar with the Second World War ship which helped turn the tide against the U-boats in the Battle of the Atlantic. Old hands inspected the mess-decks hardly believing what they saw. For one thing, every man in the ship will have his own bunk, equipped with a foam-rubber mattress and an individual reading lamp.

This, together with the stainless steel fitted galley and cafeteria; the modern, easy to clean, mess-deck furniture, and new deck covering; the ice cream machine; the "mechanical cow"; the fully equipped laundry . . . all these make up the frosting on the cake. They were the attractive but secondary results of good ship-design.

Essentially, these frigates are being stripped down to the hull and rebuilt to make them into hard-hitting, efficient anti-submarine vessels. They don't even look the same on the outside. The foc'sle deck has been extended aft to add a whole new deck level for about

a third of the length of the ship. All the upper-works are built of aluminum alloy, possessing a third the weight of steel. The newest submarine detection equipment, radar, radio and anti-submarine weapons have been fitted.

Today the *Prestonian* is second only to the recently modernized HMCS *Algonquin* as the RCN's best-equipped anti-submarine vessel.

Rear-Admiral Wallace B. Creery, Vice-Chief of the Naval Staff, attended the commissioning and inspected a

and ammunition, she will proceed for a long work-up cruise. After this, the *Prestonian*, first ship of what is actually a new class, will join the fleet.

### Still Work for Far East Ships

The signing of the Korean armistice has not, by any means, absolved the Canadian destroyers in the Far East from duty. It has simply changed the nature of their activities.

Patrols are carried out among islands still under UN control, but the warships steam at night with their navigating lights on and their scuttles undarkened.

Other UN-held islands had to be evacuated in accordance with the terms of the armistice. Chodo, within 80 miles of the Yalu River on the west coast, was one of these and HMCS *Iroquois* played an important role in the evacuation.

During the Korean war, radar installations on Chodo island had kept watch on enemy aircraft taking off across the Yalu; they had homed friendly aircraft to land bases or to carriers at sea and they had watched over damaged aircraft, while radio guided them to Chodo where they ditched and were rescued from the sea.

Civilian personnel had been removed from Chodo island in mid-June, except for 12 elderly persons who declined evacuation because they did not feel equal to settling elsewhere.

The final evacuation began July 27, the day the armistice was signed, and for five days the *Iroquois* landed working parties for 24 hours a day to assist parties from other UN ships in removing gear and installations.

### Haidans Claim Speed Record

A challenge to all ships in the RCN has been issued by HMCS *Haida*, which claims a record.

While in the Azores on the *Haida*'s trip home from Korean waters, her ship's company completed the following work in two hours and ten minutes:

Washed and painted ship's side, boot topping, after funnel and main mast, and washed the foremast.

The *Haidas* believe this is good, and wish to know if anyone can beat it.

guard of honour made up of members of the newly-arrived draft for the *Prestonian*. Other senior officers of the RCN, the Army and Royal Canadian Air Force also were present as well as officials of the Department of National Defence, the Department of Defence Production and Canadian Vickers Ltd., the shipbuilding firm which carried out the conversion job.

The sleek new ship proved her capabilities in preliminary contractors' sea trials during August. After the odds and ends of the job are finished off, and after the ship is stored, victualled

Two officers from the *Iroquois*, Lieut.-Cdr. Keith Stokes and Surgeon Lieut.-Cdr. W. C. Wood, went about the island, renewing the offer of evacuation. Two of the remaining dozen accepted and approximately six weeks' supply of food was left for the other ten.

When the last LST was loaded and had withdrawn from the beach, a demolition team of 17 men from the *Iroquois*, headed by Lieut. D. A. Wardrop, remained behind with a similar group of U.S. Air Force personnel, to blow up a few remaining installations. They completed their work at 5 a.m. on August 1 and the island was declared evacuated.

### ***Ships Welcomed By New Yorkers***

New York hospitality was laid on with a lavish hand when HMC Ships *Magnificent* and *Quebec* visited there for four days in early September.

By the time they left, 20,000 New Yorkers had visited on board, officers and men had been treated to the city's best in sports and entertainment and 400 of them had repaid New York in some degree by donating blood to the American Red Cross.

Officers were guests at a city hall reception. The men were treated to tours, shows and ball games. Television sets were placed on board the ships immediately on arrival.

The visit followed exercises with units of the U.S. Navy. A few days after their New York call, the *Magnificent* and *Quebec* were to participate in NATO's Exercise "Mariner".

### ***"York" Addition Matches Old Wing***

Construction of the new wing at HMCS *York* began in May and when it is completed it will be similar in size to the present wing on the harbour side of the building.

The wing will be two storeys high and the way the new section will be used has been outlined in "The Yorker", the Toronto division's monthly publication.

The second floor will be allocated to radar plotting equipment, a Wrens' mess, and one 20-foot wide classroom. The drill-deck floor will contain the recruiting office, sick bay, air maintenance machine shop, engine room machine shop, and a 20-foot wide classroom. Along the east face of the building will be erected a .22 rifle range which will have a small arms magazine and gunners' store incorporated.

When the new wing is completed, offices will have to be rearranged to make most efficient use of the total

space. The present proposal is to convert the present regulating office into a training office, the recruiting office into the regulating office, and sick bay into a message centre.

### ***Downpour for Homecoming***

The way the story goes, the navigating officer had to take altitude readings before HMCS *Algonquin* could secure at the jetty in her new home port of Halifax. That was because it was hard to tell where the sea left off and the rain began.

### ***'Copter Wafts Boys to Safety***

There's more than one way to kill a cat—and to bring the old proverb up to date, there's more than one way of effecting a rescue by helicopter.

Two Halifax boys, Andrew Bower, 14, and his cousin Charles Bower, 11, were poling a raft along the shore of Bedford Basin when an offshore wind carried them away from land.

An RCN Sikorsky helicopter was dispatched to the rescue. Lieut.-Cdr. J. H. Beeman, the pilot, was dubious of the ability of the boys to hang onto the aerial lift.

He solved the problem by manoeuvring the 'copter so the backwash of the rotors blew the raft ashore. He then landed the machine to pick up the wet and frightened youngsters. They were flown to HMCS *Stadacona* and were driven home from there.

Lieut.-Cdr. Beeman was assisted in the rescue by co-pilot Lieut. F. A. H. Harley and crewman Ldg. Sea. R. G. Cavanaugh.

Only the more hardy and waterproof of the wives and sweethearts ventured out of shelter to be on the jetty when the *Algonquin* tossed her lines ashore on August 5 in one of the worst rain storms of the season. However, there was warmth, pleasure and excitement in the homecoming of the ship's company after an absence of seven months.

The newly-converted destroyer escort sailed from the West Coast May 22 and, by the time she reached Halifax, had steamed 14,512 miles—many of them during the extensive evaluation trials at Key West, Florida.

A month after the homecoming the *Algonquin* sailed for the United Kingdom to take part in the eastern Atlantic section of Exercise "Mariner".

### ***HMCS Micmac Commissioned***

Thoroughly renovated and re-armed, the first destroyer built in a Canadian shipyard has returned to service.

HMCS *Micmac* was commissioned at Halifax on August 14, with Commander

George M. Wadds, formerly in charge of the Gunnery School at HMCS *Stadacona*, in command.

The commissioning was the *Micmac's* third, her previous commissions beginning in 1945 and 1949.

For the immediate future, working up exercises and trials will form the *Micmac's* program.

### ***Air Group Going To Summerside***

Based at Scoudouc, N.B., during the summer, the Navy's 31st Support Air Group was to move in September to Summerside, P.E.I., where it will operate along with the RCAF's Maritime Operational Training Unit and 103 Search and Rescue Unit.

Arrangements for the 31st SAG to operate from Summerside were made with the RCAF when the No. 1 Navigation School of the Air Force was moved to Winnipeg.

The Naval Air Group is made up of two squadrons—No. 870, of Sea Fury fighters, and No. 880, of Avengers. The move involves about 150 naval personnel and their families.

HMCS *Shearwater* now handles a total of 12 separate air activities and the transfer of the 31st Support Air Group to Scoudouc and thence to Summerside was undertaken to ease the strain on the station's facilities.

### ***Naval Aircraft Visit St. John's***

Two aircraft of VX 10 Squadron, HMCS *Shearwater*, took part in the huge air show sponsored by the Newfoundland Flying Club at St. John's, Nfld., July 12 and 13.

The flight was commanded by Lieut.-Cdr. J. A. Shee, with Lieut. J. J. Harvie piloting a Sea Fury and Lieut. S. C. Wood an Avenger. AB J. L. Bonneau was along as aircrew and Leading Seaman D. F. Simpson and J. F. Gilbert carried out maintenance duties.

The Sea Fury put on an aerobatics show, while the Avenger demonstrated slow flying and simulated carrier deck landings.

### ***Murky Water Balks Divers***

An unavailing search was made by Lieut. Leslie Parry and Ldg. Sea. Matthew Marshall, both of HMCS *Granby*, for a car which plunged into Toronto harbour a few weeks ago.

Wearing shallow diving equipment Lieut. Parry and Ldg. Sea. Marshall made six attempts to locate the auto, but found their search thwarted by the murky waters of the harbour.

# Stokers' Name Goes Way of Coal-Burners

Many years have passed since naval stokers have done any stoking, in the sense of shovelling coal. Among the last of the coal-burners were the Basset-class minesweepers, the *Gaspé*, *Comox*, *Nootka* (later *Nanoose*) and *Fundy*, pre-war minesweepers which were retired at the end of the Second World War.

Now that oil is the almost universal naval fuel, and oil jets have taken the strain from aching shoulder muscles, the stoker comes close to having one of the cleanest jobs afloat—except at boiler-cleaning time.

The change has been recognized by the Royal Canadian Navy and the engineering branch trades have been re-organized so that all men in the branch will become, in due course, maintainers as well as operators.

The former trade of engine room artificer has been re-named "engineering artificer". The former trade of stoker mechanic has been re-named "engineering mechanic".

The new trade names show more clearly the broad fields of employment covered by the two trades. The engineering artificer for many years has been

In Eugene O'Neill's play "The Hairy Ape" and Marcus Goodrich's novel "Delilah" are portrayals of the agonizing life of stokers in the tropics in the days of coal-burning ships. The picture has changed and the term "stoker" has been dropped by the Royal Canadian Navy. This is a glimpse into the boiler room of HMCS "Crusader". (O-4773)

employed to a great extent outside of the engine room with duties which require him on the flight deck, catapult machinery, refrigeration and air conditioning machinery, boiler rooms, steering gear compartments, workshops and a variety of other duties. The old concept of boiler room duties has been altered by the years so that stoking in the former sense just isn't done. Even the complex boiler room installation of today will appear obsolete beside the machinery and combustion control apparatus fitted in the new destroyer escorts which are under construction at the present time. Today, especially in the larger ships, there are more engineering mechanics employed outside of boiler rooms than within.

This change in the classification, training and employment will provide both trades with several advantages. With all men becoming maintainers, the increased maintenance load which in recent years has weighed so heavily on the shoulders of a comparatively few engineering artificers, will in future be shared by all men of equivalent rank and status.

The engineering mechanic will, in the appropriate ranks, be able to qualify for

## "A Life on the Ocean Blue"

"The Royal Canadian Navy has dropped the rank of stoker from its rolls. Considering that the last coal-burning vessels in the RCN were retired after the Second World War, the title has been obsolete since. The men who watch the gauges in the Navy's oil-burning engine-rooms now become 'engineering mechanics' and engine room artificers become 'engineering artificers'.

"This confirms a suspicion that many an ex-Navy man has harboured since 1945. Especially when he has to carry out the ashes on a cold winter morning, he wonders if the joys of life ashore are really worth it."—Editorial in "The Gazette", Montreal, August 12, 1953.

an engine room watchkeeping certificate and an engineering charge certificate.

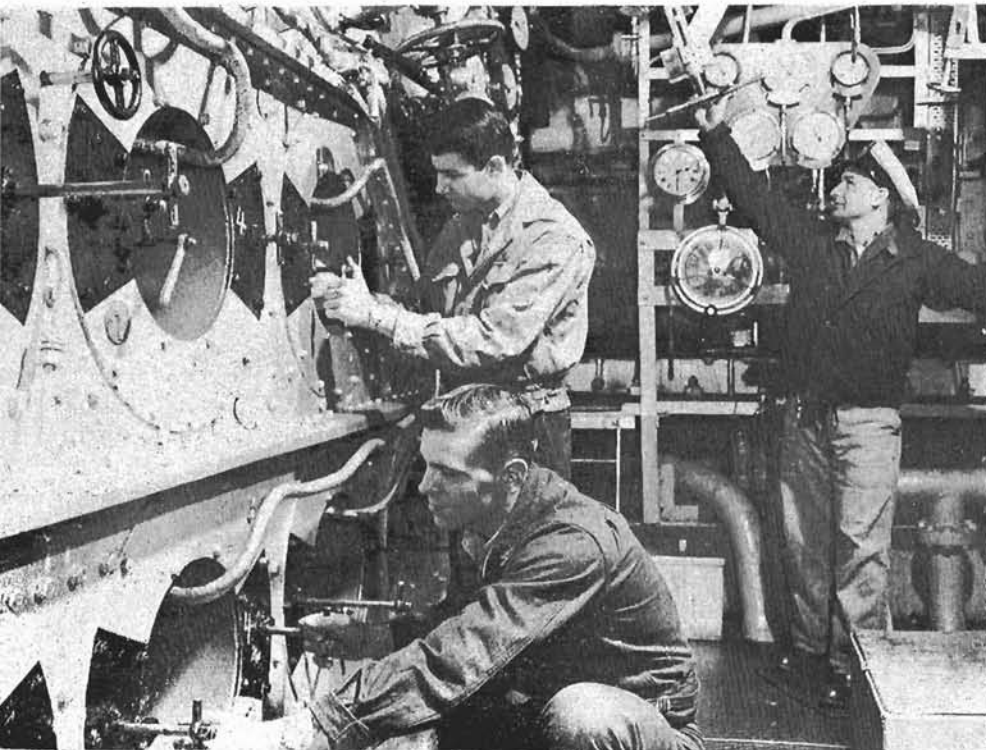
All men, regardless of whether they initially enrolled as ordinary seamen in the engineering mechanic trade, ordinary seamen in the apprentice branch or as petty officers in the engineering artificer trade will be similarly employed according to rank. Opportunities for promotion to commissioned rank will be equal. The engineering artificer will, as he did formerly, acquire his skill of hand through an apprenticeship served within the Navy or in civilian life. The engineering mechanic will acquire his skill of hand through trade courses provided within the Navy.

At the rank of petty officer second class both trades will be similarly employed and require, generally speaking, the same promotion qualifications to advance, within their own trade, to chief petty officer or higher ranks.

The principal difference between the two trades is in the fact that almost all engineering artificers will have the skill of the machinist whereas only a few engineering mechanics will be taught to do this type of work. The machinist qualification is not a promotion requirement for either trade.

It is comparatively easy for the engineering artificer to fit into the new organization because his requirement for trade background and knowledge is, generally speaking, the same as it was formerly. The principal change for the engineering artificer trade is that these men will be employed, together with engineering mechanics, in boiler rooms where rank and trade requirements of that type of employment are dictated by ships' complements.

The engineering mechanics will require considerable trade training in order for them to achieve the proficiency possessed by engineering artificers who hold equivalent rank.



The initial group of engineering mechanics who are to be trained will be the ex-stoker mechanics in the petty officer and chief petty officer ranks. These men have spent many years operating boilers and auxiliary machinery and now the field of engine room watchkeeping, engineering charge and commissioned rank has been opened to them. Before they can commence their new watchkeeping duties they must first acquire the skill of hand to give them the trade of fitter. This course for the petty officers and chief petty officers of the ex-stoker mechanic trade is known as the Trade Conversion Course.

Petty officers and chief petty officers of the ex-stoker mechanic trade may volunteer and be selected for the Trade Conversion Course. Upon completion of this training they will be drafted to sea to obtain their engine room watchkeeping certificates.

Those petty officers and chief petty officers of the ex-stoker mechanic trade who do not wish to take the Trade Conversion Course will not be so obliged. They will still be employed in much the same way as they were in the past. They will be able to qualify for promotion up to the rank of chief petty officer first class in their former field of employment. These men will be known as P1EM(NQ), C2EM(NQ) and C1EM(NQ).

Men in the engineering artificer trade, the engineering mechanic trade and the engineering mechanic (NQ) trade will compete, with men within their respective trades, for promotion only. There will be three separate promotion rosters to accommodate the ER, EM and EM(NQ) trades.

The engineering mechanics below petty officer will be given trade courses appropriate to their respective ranks and fields of employment. The first of these is the Basic Technical Trade Course given to Ordinary Seamen. The Intermediate Technical Trade Course is given to leading seamen and the Higher Technical Trade Course is given to petty officers second class. The latter course is similar to, although somewhat shorter than, the former ERA Candidate Course.

Because engineering mechanics in the rank of petty officer second class are qualified fitters, there will be no requirement for transfer from the engineering mechanic trade to the engineering artificer trade.

When all of those men who are selected as ERA candidates from the current Petty Officer Stoker Mechanics Courses have completed ERA candidate training the ERA Candidate Courses will be discontinued.



Happy although the lot of the man in the boiler room may be today compared with his existence in the coal-burning era, there are still a few important jobs which are a bit on the messy side. This picture is of brickwork being repaired in HMCS "Huron's" No. 3 boiler during her first tour of duty in the Far East. (HU-75)

To continue providing incentive to men with natural abilities as high as those who were formerly selected as ERA candidates, engineering mechanics may qualify for accelerated promotion through the Intermediate and Higher Technical Trade Courses.

Upon completion of the Higher Technical Trade Course the engineering mechanic will be a fully qualified fitter and, as previously stated, he will be employed in the machinery spaces of a ship on the same duties as a petty officer second class engineering artificer.

Approximately 10 per cent of the engineering mechanics in the rank of Chief Petty Officer Second Class will be given specialist training through the Advanced Technical Trade Course. These men will be trained as either machinists or boiler inspectors. The Advanced Technical Trade Course is not a requirement for promotion.

Some engineering artificers and some engineering mechanics will be employed in internal combustion engine propelled ships and some will be employed in steam propelled ships. A man may obtain the certificates he requires for promotion above the rank of petty officer second class in either type of machinery. A man who has been employed in one type of machinery may request to change to the other type.

Those engineering artificers or engineering mechanics who wish to become

qualified for branch officer must be in possession of boiler room watchkeeping certificates, although all certificates a branch officer candidate must obtain above the boiler room watchkeeping certificate level may be for either type of machinery.

Engineering artificers and engineering mechanics who were in possession of auxiliary watchkeeping certificates, boiler room watchkeeping certificates, engine room watchkeeping certificates and engine room charge certificates before the date of the engineering branch reorganization are qualified for the automatic award of the new certificates which have replaced the old.

Following are additional points of interest:

#### **Conversion of the ex-stoker mechanic to engineering mechanic**

Men in the rank of leading seaman and below will not require any special training to enable them to be converted. They are now able to qualify for promotion in accordance with the new regulations.

Conversion of men in the rank of petty officer second class and above will be on a voluntary basis.

#### **Ships' complements**

Ships' overall complement numbers will be unaffected although some of the engine room watchkeeping duties will be carried out by engineering mechanics and some of the boiler room watchkeeping duties will be carried out by engineering artificers.

## Promotion rosters

Promotion of engineering artificers, engineering mechanics and engineering mechanics (NQ) (the men who have not yet been converted) will take place within their respective groups as dictated by complement requirements.

## Dress

Dress will not be affected.

## Supervision

The supervision of all men is a rank responsibility, regardless of whether the subordinate is an engineering artificer or an engineering mechanic.

## Accommodation

Engineering artificers and engineering mechanics of the same rank, being similarly employed, will mess together.

## Trade Grouping

The details of the trade groups for which engineering mechanics can qualify will be promulgated later.

The qualifications for promotion in the engineering artificer trade, in the engineering mechanic trade and in the engineering mechanic (NQ) trade will be prescribed in QRCN. The syllabi for all courses and examinations will be prescribed in the training manuals (BRCN 3001 B and BRCN 3001 C). The detailed administrative procedure for implementing the engineering branch re-organization is outlined in General Order 14-01/9.

In conclusion, the re-organization of the engineering branch will ensure that all of the men who must assume responsible watchkeeping duties in the boiler rooms and machinery spaces in HMC ships will have the status of fully qualified tradesmen. Through the trade conversion courses and the higher technical trade courses there will be a substantial increase in the number of engine room watchkeepers available for new construction ships, and an overall increase in maintenance efficiency through expansion of the maintainer force. And finally there is an avenue of promotion to branch officer for those chief petty officer engineering mechanics who are able to qualify for selection.

### Haidans Stage Poundage Sweep

The battle-tested Tribal class destroyer HMCS *Haida* arrived home July 22 from a globe-circling cruise and a tour of duty in Korean waters, carrying a quota of two dozen "expectant" fathers who had children born since they left Halifax last September for the war zone.

During their tour of duty, *Haida* personnel ran a contest with a prize for the heaviest boy and girl born. The winners of the unique contest were Ldg. Sea. and Mrs. Oakland Beck, of Halifax, with a boy weighing ten pounds, four ounces, and Ldg. Sea. and Mrs. Dewart Fry, of Hanover, Ont., with a girl weighing eight pounds, twelve ounces.

# The First Reserve Air Squadron

On the 12th of May—just five months ago—three Harvard aircraft arrived at RCAF station Downsview from HMCS *Shearwater*, marking the first practical step in the establishment of the RCN's First Reserve Naval Air Squadron.

What has happened to HMCS *York*'s newest protégé since then? Quite a bit, considering the relatively few number of operating days (Saturdays, Sundays and Wednesday nights) that have passed.

First the squadron's permanent staff—Lieut. (P) R. A. Lyons (Staff Officer and Instructor), Commissioned Engineer (A/E) G. L. Laramée (Engineer Officer), CPO H. E. Davis, PO E. Whyte and 12 maintenance men—settled themselves and the squadron's aircraft at Downsview.

Secondly, *York*'s naval aviation division, headed by Lieut.-Cdr. (P) R. S. Bunyard, as commanding officer, joined the squadron as its reserve complement.

Thirdly, ex-Navy and ex-Air Force pilots were invited to join the squadron to bring up its aircrew strength (besides Lieut.-Cdr. Bunyard, *York* had only two other qualified air officers).

The first month of the squadron's existence was marked by a deluge of applications from both pilots and maintenance men. So far nine pilots and one flying control specialist officer (a meteorologist) have joined. The maintenance strength has jumped from 20 to 38, including two Wrens.

The second month saw the start of intensive flying as Lieut. Lyons commenced re-training the pilots, none of whom had flown since the end of the war. In June Lieut.-Cdr. Bunyard became the first pilot to solo in the RCN's new air reserve. He was followed in rapid succession by Lieutenants Tissington, Heap, Wilson, Ballard, Hayward and Harwood. There was, of course, some keen competition to get through the solo stage first but success in this respect was dependent upon how quickly acceptances came through from Headquarters and how often pilots could manage to get away from their work during the week for extra instruction.

On the maintenance side, Chief Davis has been hard at work interviewing and re-categorizing the Reserve personnel and reorganizing the technical fitter and rigger courses to fit the squadron's re-

quirements. While most of the technical training at this stage is classroom instruction, a number of the ratings have already been out at Downsview for flights in the Harvards. The Wrens were among the first to get airborne.

Currently the squadron is working hard to get all its pilots sufficiently back into flying trim to be able to fly to *Shearwater* this fall for armament training. Week-ends are not allowing enough time—nine pilots with three aircraft for just two days a week leaves a lot to be desired—and plans are being made to fly in the evenings. So far the peak has been 38 flying hours on one week-end—a very high degree of utilization of aircraft.

Besides activities at Downsview and *York*, members of the squadron also managed to spend some time on naval training. Leading Seamen D. Still, D. Cocking and G. Ashton, Ordinary Seamen P. Shanks, H. White and O. Mitchell and Wrens D. Harding and A. Correll all took courses and practical training at *Shearwater*. Ldg. Sea. J. Hanson, Ord. Sea. T. Dibble and Ord. Sea. R. Daws were in the *Magnificent* for the Coronation cruise.

For the future, the squadron is looking forward to getting some Avenger anti-submarine aircraft and enrolling Reserve Observers and Observer's Mates. So armed, 920 squadron will be capable of more advanced training. Next summer we hope to see 920 Squadron co-operating with ships of the Great Lakes Training Flotilla, finding, fixing and striking mythical submarines threatening our Great Lakes life-lines.—D.G.

### "York" to Provide Personal Records

Personnel in HMCS *York* who pass examinations for advancement in either substantive or non-substantive ranks will be provided with a personal record of their qualification in future.

This will be in the form of a certificate being produced by the Captain's Office. The certificate, measuring 9 x 6½ inches, will contain the successful applicant's name, state the course passed and the date, and be signed by the commanding officer.

These certificates have no official standing at the present time, but if retained, will form a further check on the records of each man.



# Some Fly . . . Some Keep 'Em Flying

The Sea Fury was a trifle high coming in but looked as though it would easily catch No. 7 or No. 8 wire. Then a sudden gust of wind caught it and sent it floating over the wires and into the barriers of HMCS *Magnificent*.

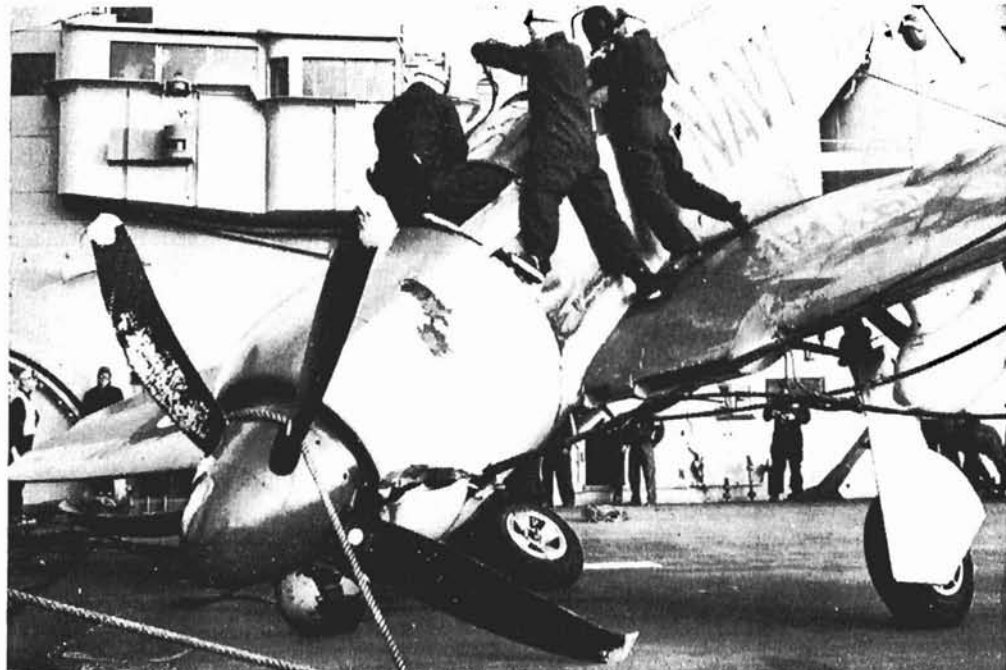
In this, the only aircraft accident of the Coronation Squadron's eastbound voyage, the Fury received considerable damage. Struck down immediately to the hangar, it was given a minute examination by the Repair and Inspection Unit of 871 Squadron. The assessment was:

Propeller, spinner, bull ring and wrapper cowls a complete loss; port main plane and starboard undercarriage damaged; two cracked cylinders; cooling fins snapped off.

The aircraft was given a shock load test to determine its serviceability, and the answer was in the affirmative. The next step was to decide whether repairs could be carried out on board. The accident occurred in the late afternoon; within four hours a message had gone from the *Magnificent* saying the job could be done in the ship.

How it was to be done was planned, step by step, by the Group Air Engineer Officer, Lieut.-Cdr. (E) E. B. Morris, of Regina, Lieut. (now Lieut.-Cdr.) (E) David Litle, of Ottawa, and 871 Squadron's Chief Air Artificer, CPO Roy Findlay, of Montreal and Dartmouth.

The decision as to when it was to be done, and how soon the aircraft would be ready to fly again, was taken by the men of the squadron's Repair and In-



Sea Fury 115 is pictured (top) seconds after ploughing into the barriers on the "Magnificent's" flight deck. (Fednews Photo).

Members of 871 Squadron's Repair and Inspection Unit work for the second night in a row on repairs to the damaged aircraft. By the next morning she was ready to fly. (MAG-4524)

In the bottom picture are men who, of their own volition, worked around the clock to put the aircraft back in the air. Front row, left to right: PO Roy Suthers, Hamilton, Ont.; AB André Boulanger, Cochrane, Ont.; Ldg. Sea. Eugene Barager, Saskatoon; Ldg. Sea. Leon Roy, Winnipeg, and PO Stewart Beakley, Winnipeg. Rear row: CPO Murray Bronson, Victoria; CPO Roy Findlay, Montreal; PO George Branshaw, Hamilton; PO Ralph Maskell, Hamilton, and PO Earl Vandahl, Assiniboia, Sask. (MAG-4669)

spection Unit. In effect, they said: As soon as is humanly possible.

Starting at about 9.00 p.m., all hands of the RIU, under the charge of CPO Murray Bronson, of Victoria, worked through the night and until about 10 o'clock the next morning. Then they had a stand-down and snatched a bit of rest before picking up their tools again at noon.

At 2 o'clock the next morning the job was finished and CPO Bronson, after giving the plane a final check-over to satisfy himself that all was done that could be done, reported "aircraft repaired" to Lieut. Little.

Early next morning the Sea Fury was raised to the flight deck and there was given a final test under full throttle. She responded perfectly. What had been a battered aircraft 36 hours before was ready to fly.

Due to the efforts of the men who worked on her, the plane was out of service for only one day. If normal working hours had been observed, she would have been "u.s." three times that long.

This voluntary crew consisted of six men of the Squadron's Repair and Inspection Unit and the fitter and rigger attached to Seafury 115.

"As they see it, they have only one job to do", said Lieut. Little. "That is to keep the aircraft in the air. They take an extreme pride in their work and feel that it reflects on them personally if a single aircraft is idle when it should be flying. Hours of work don't mean anything to them, then, and to be able to see that aircraft take off is all the reward they ask."

This particular aircraft's case was not an isolated one, Lieut. Little added. It is standard practice for the squadron's maintenance crews to turn to of their own volition after hours and take only the minimum amount of time out until a job is done.

### **Coronation Ball Attended by 600**

A fireworks display over Lake Ontario, the enacting of the traditional "splicing the main brace" by players wearing costumes of Nelson's day, and a grand march highlighted the Naval Officers Association (Toronto Branch) Coronation Ball held at HMCS York.

More than 300 couples attended this colourful affair and the blending of uniforms from all three services, summer gowns and gay Coronation flags and decorations all contributed to the success of the evening. Senior officers from all three Services attended including Commodore Kenneth Adams, Commanding Officer Naval Divisions.



The first Canadian sailor to fire a paper bullet for democracy in the Far East during the recent federal election was PO Jerry Bodnarchuk, who was serving with 29 other HMCS "Huron" personnel on temporary duty in the RN flagship "Tyne" within sight of Communist North Korea. The ballots were brought to the "Tyne" from HMCS "Iroquois" by the returning officer, Lieut.-Cdr. (S) Keith Stokes. (Gill-53)

## **Democracy at Sea**

Sailors of HMCS *Iroquois* established something new in the annals of Canadian voting when they cast their ballots for democracy while at sea behind the "bamboo curtain" and within view of Communist-held North Korea.

The *Iroquois* had been up the west coast of Korea, assisting in the evacuation of Chodo Island, which, according to the truce terms, had to be evacuated within ten days and returned to Communist hands. With the job over, the Canadian federal election proved to be the next operation of importance.

Voting was scheduled to get underway on Monday, August 3, and the ballots had to be delivered to the Special Returning Officer in Kure, Japan, not later than August 11. A last-minute race to deliver lists of candidates and electoral districts to the Canadian destroyer at sea involved the RCAF, a New Zealand frigate, a British aircraft carrier, a helicopter and a United States destroyer.

The lists were flown from Canada to Kure by the RCAF. At Kure, Colonel Aimé DesRosiers, of Montreal, Special Returning Officer for the Far East, caught a plane for Seoul.

At Seoul, two separate sets of the lists were directed to the *Iroquois* by two different means. One set was flown to the island of Paegyong-Do and from there the New Zealand frigate *Culgoa* delivered them to the *Iroquois* in the Taechong-Do area. This delivery was effected at 9.30 p.m. on August 2.

The second set arrived on board at 5 a.m. on the first day of voting. It had been flown from Seoul to HMS *Ocean* and by helicopter from the flat-top to the USS *Preston*, a destroyer. When the *Preston* arrived in the Taechong-Do area, the *Iroquois* sent her motor cutter over to pick up the set of lists. Dense fog did not preclude this operation, for the small boat was equipped with walkie-talkie and it was directed to and from the *Preston* by radar.

Last minute changes to the lists were reported to the ship from time to time by naval communications. By the time voting had been completed the volume of messages on the subject had reached staggering proportions.

Although the sailors were entitled to a five-day period in which to cast their ballots they were urged to vote early to insure delivery to Kure in time for the August 11 deadline. By the end of the first day of voting, some 200 of the 250 *Iroquois* sailors had voted. On August 4, the RN flagship, HMS *Tyne*, sailed from the area to Sasebo with a messenger from the *Iroquois* carrying the votes in a sealed bag. From Sasebo the votes were delivered by rail to voting headquarters in Kure in ample time for counting.

Men of the other Canadian destroyers, the *Athabaskan* and *Huron*, also cast ballots for democracy in the Far East, but they did so in port at Sasebo, thus facilitating the operation for the returning officers.

# Unfinished Business

## Retired Officers Complete Two-Volume Radio Textbook

Business left unfinished when the end of the Second World War resulted in the closing down of HMC Signal School at St. Hyacinthe, Que., has been taken in hand by seven retired wartime naval officers and brought to a successful conclusion.

The work was the writing and editing of the two-volume textbook "Radio Fundamentals", which is now being placed in the hands of all electrical officers and radio and radar technicians on gratuitous issue. The two books carry the designation BRCN 5422 (1) and BRCN 5422 (2), the first volume dealing with electrical subjects and the second and larger with electronics.

At the outbreak of the Second World War, the science of electronics was a babe-in-arms, but it proved to be a healthy and fast growing baby and by the end of hostilities, warships were loaded with quantities of intricate electrical and electronic equipment undreamed of five years earlier. Officers and men had to be taught how to maintain and operate this equipment, and

textbooks covering the whole field in clear, digestible form simply weren't available.

At HMCS *St. Hyacinthe*, 33 instructional officers set to work and produced a manuscript which was the starting point of the present volumes. The work was taken up again by seven former members of the *St. Hyacinthe* group, who had left the Navy and returned to their civilian tasks. Starting in 1948, the group completely revised the original manuscript, extended it and prepared it for publication, drawing freely on their lecture notes and experience during the period they were training communicators and technicians at *St. Hyacinthe*.

During the four years the work was under way, the seven authors had the co-operation of HMC Electrical School in Halifax and HMC Communication School at HMCS *Cornwallis*. The staffs of the two schools read the original manuscript and made many valuable suggestions and criticisms. The second volume (electronics) was used in mimeograph form in the training of two classes of technicians at HMC Electrical School in 1951. Suggested revisions and extensions were made on the basis of classroom experience and the final text version has now been accepted for use in training communicators and technicians.

The first volume contains basic electrical theory essential to the understanding of radio and radar circuits. (Each volume starts ominously, but usefully, with directions for the treatment of electrical shock). A general discussion of radio and electricity is followed by chapters leading the student through the intricacies of electromagnetism, capacitance, alternating current and onward through theory, mathematics and practical applications.

Its purpose is to provide a comprehensive review and extension of fundamental electrical principles, with their application to electronics considered of the first importance. Between the covers of this first volume, published late in 1950, are 350 pages with 376 illustrations.

The second volume is nearly three times as large, containing 930 pages and 1,174 illustrations. It embodies a study of the electronic circuits fundamental



LIEUT.-CDR. (L) W. BRUCE MacLEAN  
RCN(R) (Ret'd)  
Editor-in-Chief

to radio communications, direction-finding and radar, with additional chapters on line communications and teletype. The opening chapter discusses thermionic valves (which are radio tubes to ordinary folk) and ascends to the rarefield atmosphere of square waves, oscillators, magnetrons, amplitude modulation and other subjects far beyond mere mortal ken. It's a step-by-step process, however, and the language and mathematics have been kept as simple as possible.

The seven co-authors began their work on the manuscript in the summer of 1948 and continued it as a spare-time project during the winter months. They completed the first volume during the summer of 1950 and the second volume in August, 1952.

The task was launched with the approval of the Electrical Engineer-in-Chief and was co-ordinated first by Lt.-Cdr. (L) B. E. Miles, and later by Lieut.-Cdr. (L) J. M. Davison. Captain (L) H. G. Burchell was officer-in-charge of the Electrical School during the initial phases of the project and, along with Captain (L) J. Deane, did much to further its completion.

HMCS *York* was the focal point of the work, much of which was done at the Toronto naval division during winter months, with considerable periods spent at HMC Electrical School during the summer months.

Listed as authors in the preface to the first volume are the seven retired RCN(R) officers: Lieut.-Cdr. (L) W. B. MacLean; Lieut. (L) J. H. Burwell; Lieut. (L) J. L. Coulton; Lieut. (L) J. C. Fraser; Lieut. (L) O. S. Hall; Lieut.

### Navy Thanked For Red Cross Aid

Gratitude for assistance and co-operation given by the three armed services to the Red Cross was expressed in a resolution passed by the Central Council of the Canadian Red Cross Society at its annual meeting.

The resolution said: "The Central Council of the Canadian Red Cross Society extends its gratitude for assistance and co-operation rendered by the three armed services in the work of the Society, particularly in the National Blood Transfusion Service and in Disaster Services."

In forwarding the resolution to Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, Dr. W. Stuart Stanbury, National Commissioner of the Red Cross, wrote:

"The Navy has always co-operated with the Red Cross when requested, particularly in times of disaster.

"We are also most grateful for the support of units of the Navy who have contributed blood to the National Blood Transfusion Service".

Admiral Mainguy replied: "You may be assured that such a worthy organization as the Canadian Red Cross Society may always count on all units of the Navy for such assistance as they can render, voluntarily or otherwise."

(L) J. W. Judge, and Lieut. (L) R. D. Mackintosh. Assistance given by Lieut. (L) W. B. Arnold, RCN(R) (Ret'd), now Instructor Lieutenant, RCN, during two summers is also recognized.

The man who might be described as editor-in-chief or chairman of the board is Lieut.-Cdr. MacLean, who has also been the co-author of three mathematics textbooks approved for use in Ontario and Alberta schools and of "Radio Theory Notes for the RCN", written in 1943.

Here are brief introductions to the retired officers responsible for "Radio Fundamentals":

*Lieut.-Cdr. (L) W. B. MacLean, RCN(R) (Ret'd):* Graduated with BA in Honour Mathematics and Physics; MA in Electronics, and high school specialist teaching certificate in mathematics and physics; instructor in radio at McMaster University and, from 1939 to 1941, to RCAF radio and radar technicians; officer-in-charge of radio and radar technical training at HMC Signal School, 1942-1945; at present on the staff of the Ontario College of Education and instructor in mathematics at the University of Toronto Schools.

*Lieut. (L) J. L. Coulton, RCN(R) (Ret'd):* graduated with BA in Honour Mathematics and Physics; MA in Electronics, and high school specialist teaching certificate in mathematics and physics; instructor of radio and radar technicians at HMC Signal School; co-author of "Physics for Canadian Schools", approved for use in Ontario High Schools; at present physics master at Upper Canada College, Toronto.

*Lieut. (L) J. C. Fraser, RCN(R) (Ret'd):* Graduated with BA in Honour Mathematics and Physics; specialist teaching certificate in mathematics and physics; served with RCNVR as instructor of radio and radar technicians at HMC Signal School; at present on the mathematics and physics staff of Oakwood Collegiate Institute, Toronto.

*Lieut. (L) J. W. Judge, RCN(R) (Ret'd):* Graduated with BA in Honour Mathematics and Physics; MA in Electronics; specialist teaching certificate in mathematics and physics; civilian instructor in radio for naval and RCAF technicians, 1940-1943; in RCNVR from 1943 to 1945 as instructor of radio and radar technicians at HMC Signal School; at present on the mathematics and physics staff of Oshawa Central Collegiate Institute.

*Lieut. (L) J. H. Burwell, RCN(R) (Ret'd):* Graduated with BA in Honour Mathematics and Physics; specialist teaching certificate in mathematics and physics; served for a year and a half with RCNVR as instructor of radio and

radar technicians at HMC Signal School; taught for four years at Ottawa Technical High School; at present head of the mathematics department at Fisher Park High School, Ottawa.

*Lieut. (L) R. D. Mackintosh, RCN(R) (Ret'd):* Graduated with BA in Honour Mathematics and Physics (radio option); specialist teaching certificate in mathematics and physics; civilian instructor of radio technicians for RCAF for two years before graduation; served for year and a half with RCNVR as instructor of radio and radar technicians at HMC Signal School; at present on the mathematics staff of Riverdale Collegiate Institute, Toronto.

*Lieut. (L) O. S. Hall, RCN(R) (Ret'd):* Graduated with BA in Honour Mathematics and Physics; special teaching certificate in mathematics and physics; served with RCNVR as instructor of radio and radar technicians at HMC Signal School; at present on the mathematics and physics staff of Oakwood Collegiate Institute, Toronto.

*Instructor Lieut. W. B. Arnold, RCN:* Graduated with BA in Honour Mathematics and Physics; specialist teaching certificate in mathematics and physics; served in RCNVR for year and a half at HMC Signal School training radio and radar technicians; taught subsequently in Hamilton, Ont., but re-entered the Navy in 1949 as instructor officer and dropped from the project.

Led by Drum Major Ord. Sea. R. Faraday, the band of HMCS "Carleton" swings past the National War Memorial in Ottawa's Confederation Square. Organized by the bandmaster, Sub-Lieut. G. E. Heatley, the band was built around a nucleus of former Sea Cadet bandmen from RCSCC "Falkland".



## NOAC SOUVENIR

"From Coast to Coast—From Ocean to Ocean—From Reign to Reign".

Under this title the Naval Officers' Associations of Canada have issued a truly handsome souvenir booklet as "an expression of loyalty" during Coronation year.

Its cover shows a destroyer in silhouette on a dark sea. Its contents have, in the opening pages, the Oath of Allegiance and a discussion of the broad meaning of loyalty. The last page is a memorial to the major war vessels of the Royal Canadian Navy lost in the Second World War.

There are thumbnail histories of the Royal Canadian Navy and of the NOAC. An article by E. H. Bartlett takes the reader on a post-war pilgrimage to London and, in particular, to those spots best known to the wartime Canadian sailor.

Memories of old friendships will be revived, too, by scanning the membership lists of the NOAC branches, all of which are included in the booklet.

There are references in pictures and words to the Royal Visit of 1951, the Coronation Cruise, the presentation of the King's Colour by His Majesty King George VI in 1939 at Victoria.

The booklet's contents and appearance merit warm congratulations to those responsible for its publication.

# OFFICERS AND MEN

## Appointments of Officers Listed

The following officer appointments have taken place or will take place in the near future.

Surg. Captain T. B. McLean, to HMCS *Naden* as Principal Medical Officer and on the staff of the Flag Officer Pacific Coast as Command Medical Officer. Formerly at Headquarters as Deputy Medical Director-General.

Surg. Cdr. G. W. Chapman, to Headquarters as Deputy Medical Director-General. Formerly in HMCS *Naden* as Principal Medical Officer and on the staff of the Flag Officer Pacific Coast as Command Medical Officer.

Commander P. E. Haddon, to Headquarters as Director of Personnel (Men). Formerly in HMCS *Sioux* in command.

Commander J. A. Charles, to HMCS *Haida* in command. Formerly in Headquarters as Director of Naval Communications.

Commander E. T. G. Madgwick, to HMCS *Cornwallis* as Executive Officer. Formerly at Headquarters as Director of Personnel (Men).

Commander T. C. Pullen, to HMCS *Huron* in command. Formerly in HMCS *Cornwallis* as Executive Officer.

Commander D. G. Padmore, to HMCS *Stadacona* as Officer-in-Charge of HMC Gunnery School and on the staff of the Flag Officer Atlantic Coast as Staff Officer (Gunnery). Formerly at Headquarters as Deputy Director of Naval Training.

Lieut.-Cdr. W. H. Willson, to HMCS *Crusader* in command. Formerly Officer-in-Command of Naval Personnel, Royal Military College, Kingston.

Lieut.-Cdr. C. E. Richardson, to HMCS *Shearwater* as First Lieutenant-Commander. Formerly in HMCS *Naden* as Officer-in-Charge Gunnery Training Centre and on the staff of the Flag Officer Pacific Coast as Staff Officer (Gunnery).

Lieut.-Cdr. D. R. Saxon, to HMCS *Sioux* in command. Formerly in HMCS *Sioux* as Executive Officer.

Lieut.-Cdr. (E) R. G. Monteith, to HMCS *Shearwater* as Senior Air Engineer Officer. Formerly in HMCS *Sioux* as Engineer Officer.

Surg. Lieut.-Cdr. J. H. Fleming, to RCN Hospital, *Naden*. Formerly in HMCS *Ontario* as Principal Medical Officer.

Surg. Lieut.-Cdr. J. W. Green, to HMCS *Ontario* as Principal Medical Officer. Formerly in RCN Hospital, *Stadacona*.

## Cadets Graduate At Royal Roads

Graduation ceremonies for 40 Naval Cadets who completed professional training this summer at the Canadian Services' College, Royal Roads, were held at the College August 8.

The cadets, on parade under Chief Cadet Captain G. E. Van Sickle, Weller Park, Ont., were inspected by Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, who addressed them briefly and presented prizes to the award winners.

The Queen's Canadian Dirk was awarded to Cadet Van Sickle. The dirk goes to the best all-round cadet completing his final professional training period and the award takes into con-

sideration officer-like qualities, academic standing, athletic ability and sportmanship.

Cadet G. A. Beament, Orillia, Ont., was awarded the Nixon Memorial Sword of Honour for officer-like qualities.

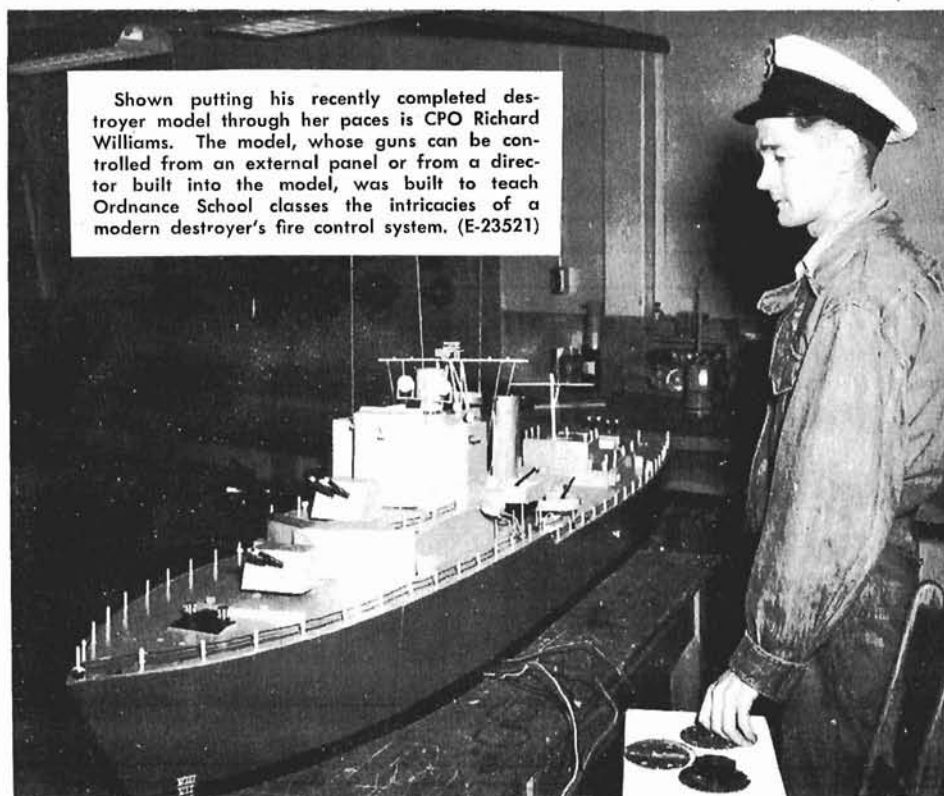
The Department of National Defence Sword and Telescope for the best all-round cadets of the University Naval Training Division went to UNTD Cadets M. G. McGinley, Vancouver, and L. A. Verrier, Montreal, respectively.

Cadet J. R. Standen, Toronto, was awarded the John Stubbs Memorial Shield as the naval cadet who was most outstanding in athletic ability and sportmanship during his naval training.

## Model Teaches Fire Control

Newest unit in the Pacific Command training fleet is an eight-foot destroyer which completed successful trials a couple of months ago.

Brain-child of the builder, CPO Richard Williams of Victoria, until recently a control armourer at the Ord-



Shown putting his recently completed destroyer model through her paces is CPO Richard Williams. The model, whose guns can be controlled from an external panel or from a director built into the model, was built to teach Ordnance School classes the intricacies of a modern destroyer's fire control system. (E-23521)

nance School in HMCS *Naden*, the model destroyer went into service after three months of painstaking and ingenious work on the part of the builder.

The ship model will be used as an instructional device in teaching ordnance men the intricacies of the fire control system in a modern destroyer. The ship's armament can be controlled from a control panel outside the model or by the director built onto the model.

Chief Williams made use of scrap materials he picked up around the workshops of the Ordnance School. A few miscellaneous items, like the empty baby food cans from which he fabricated the director radar antenna, and the old broom handle which resulted in a set of torpedo tubes, he supplied himself.

CPO Williams, who joined the RCN as a Boy Seaman in 1937, was recently mentioned in despatches for his services in HMCS *Crusader* in Korea. He is at present serving on the staff of the Commanding Officer Naval Divisions at HMCS *Star* in Hamilton.

### Staff Changes

#### At Aldergrove

"*Naden* giveth and *Naden* taketh away" pretty well tells the story of the recent staff changes at Aldergrove Radio Station.

Of six arrivals at Aldergrove, five were from HMCS *Naden*, which was also the destination of three of the five men who left the station.

Arriving from *Naden* were Petty Officers J. L. McMullen and R. R. McPherson, Ldg. Sea. K. R. Glazier, AB D. E. Wilkinson and Ord. Sea. G. A. Ross. HMCS *Porte Quebec* contributed Ldg. Sea. J. M. Malfair.

Leaving for *Naden* were Petty Officers B. J. Levesque and J. J. O'Halloran, and Ord. Sea. H. B. Airth. Drafted to HMCS *Crusader* were Ldg. Sea. E. H. Haines and AB W. Cholodylo.

### 29 Graduate

#### At 'Prep' School

The third Preparatory School course opened at HMCS *Naden* in October 1952 with a total of 32 men under intensive scholastic instruction. It ended on June 12, 1953, with 29 successful candidates who had completed from four to six of the 13 CHET subjects required for promotion.

A graduation dinner-dance, held in the Chez Marcel on graduation night, was attended by instructors, students and their wives or girl friends. In an opening speech of welcome, CPO Edward Bonsor thanked the instructors for their help during the course. Following the dinner, CPO Ralph Courtney,

senior Chief Petty Officer and Divisional Chief Petty Officer in the school, introduced the guests of honour, Instructor Commander R. S. Martin, Officer-in-Charge of the Educational Training School and Instructor Lieut.-Cdr. B. S. Lake, Divisional Officer.

Commander Martin emphasized the necessity of a broad education for RCN officers and said the Preparatory School had been established to help selected men from the Lower Deck attain part of that education. He also pointed out to the wives that their enthusiastic support was necessary for the success of their husbands in this and, in fact, any difficult course.

Lieut.-Cdr. Lake commended the men on their good behaviour and helpfulness and wished all good luck and success in the future.

### Radar Plotters'

#### Courses Completed

Three RP3 courses have completed instructions since January in the Navigation Direction Training Centre at Esquimalt.

The following men successfully completed an RP2 course in June: Leading Seamen Allan Amell, William Hewlett, Frederick Malone, Ralph McNeil, George Robillard, Robert Thomas, Herbert Thompson and George Volker, and Able Seamen John Anderson, Geraint Bohmer and David Mill.

Three RP3(R) and QM3 (R) courses have been completed.

Lieut. C. G. Pratt, Officer-in-Charge of the ND Training Centre, will leave shortly to take up his new appointment as navigating officer of HMCS *Haida*.

Lieut. S. I. Ker has joined the instructional staff, having recently completed an (ND) (D) course in HMS *Dryad*.

CPO Robert Miller and PO Russell MacMillan also joined the staff, the former taking up duties as quartermaster instructor and the latter as an RP instructor.

### Officers Complete

#### Advanced Studies

Lieut.-Cdr. (L) M. T. Gardner, Lieut. (L) C. W. Ross and Lieut. (L) N. I. Heenan recently returned from the United States where they completed three-year post-graduate courses in ordnance and communications engineering.

They first reported to the post-graduate school of the United States Navy at Annapolis in August 1950, the only representatives of a foreign country registered in their courses. The school was moved to Monterey, California, in 1951 where the three officers spent the academic year 1951-52.

Lieut.-Cdr. Gardner and Lieut. Ross spent their final year at the Massachusetts Institute of Technology, while Lieut. Heenan completed his studies in the Monterey school. All three officers were awarded the degree of Master of Science on their graduation early this summer.

Lieut.-Cdr. Gardner is now serving in HMC Electrical School, *Stadacona*, while the other two officers are on the staff of the Electrical Engineer-in-Chief at Naval Headquarters.

### Cooks Qualify

#### At Naden School

Ord. Sea. Blair Rogers took top marks in his class at the Cookery School, HMCS *Naden*, with an average of 80.3 per cent. Ord. Sea. William McIntosh came a close second with 80.1, and Ord. Sea. John Curtis ran third with 79.6.

Also qualifying in the same class were Ordinary Seamen Harvey Gehring, James Grummett, James Tanner, Robert Birmingham, Douglas Hooper, Gordon McMann, George Brennan, G. O'Leary, J. A. Smith, Ronald Steeves and John Sullivan.

### 135 Sea Cadets

#### Tour Naval Base

One hundred and thirty-five Sea Cadets, representing 101 Corps across Canada, visited naval ships and establishments in the Halifax area July 13. They made their tour from HMCS *Cornwallis* where they were taking a two-week leadership course.

On completion of the tour, the cadets returned to *Cornwallis* for the last week of their training before going back to their respective corps.

### RN Students Win

#### Observer Wings

A sub-lieutenant and eight midshipmen of the Royal Navy received their Observer Wings from Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, at HMCS *Shearwater* on July 31.

It was the first NATO Wings Parade at *Shearwater* and it coincided with the official opening of the new Observer School there.

Captain J. D. Shore-Hamilton, RN, official representative of the Senior Allied Commander Atlantic, officiated at the school opening ceremony.

Other senior officers present for the ceremony included Rear-Admiral H. F. Pullen, Chief of Naval Personnel, and Captain A. H. G. Storrs, commanding officer of *Shearwater*. The Observer School is headed by Lieut.-Cdr. J. A. Stokes.

# Career of Late Admiral Spanned Two World Wars

Rear-Admiral Cuthbert Robert Holland Taylor, CBE, RCN, Ret'd, one of that distinguished group of officers whose careers so well symbolized the fortunes of the Royal Canadian Navy in and between two world wars, died at Weymouth, N.S., on August 22 at the age of 57 years.

Rear-Admiral Taylor had been in retirement, making his home at Chester, N.S., for just under five years. His last appointment had been that of Flag Officer Atlantic Coast, crowning a 37-year career begun less than two years after the formation of the Canadian Navy.

Admiral Taylor was born in Weymouth North, N.S., on November 15, 1895. His father was the Rev. R. H. Taylor, a Church of England clergyman; his mother was of United Empire Loyalist stock.

He attended King's Collegiate School, Windsor, N.S., and from there entered the Royal Naval College of Canada as a cadet in January 1912. On graduation, two years later, he was appointed to HMS *Berwick* (cruiser) and re-

mained in this ship for the next two years.

He spent 1917 in HMC Ships *Niobe* and *Rainbow*, then served for the rest of the war and for three years afterwards with the Royal Navy. Returning to Canada, he was appointed to HMCS *Aurora* (cruiser), and in 1923 was given his first command, the minesweeper *Ypres*. During the next 15 years he served in various ships and establishments of the RCN and RN and attended staff courses in the United Kingdom.

At the outbreak of the Second World War, Admiral Taylor, then a commander of five years' seniority, was Director of Naval Reserves at Headquarters. The appointment was changed to Director of Naval Personnel and was held by Admiral Taylor until September 1940. After a period in command of destroyers operating out of Halifax, he went overseas in January 1941 as Captain Commanding Canadian Ships in the United Kingdom. His headquarters were in Plymouth and for his services there during the heavy air raids in



THE LATE  
REAR-ADMIRAL C. R. H. TAYLOR  
CBE, CD, RCN

1941 he was specially commended by the Commander-in-Chief, Plymouth.

Admiral Taylor was appointed Naval Officer in Charge at Halifax in April and a year later became Commodore Halifax.

In November 1943 he was promoted to Commodore First Class and appointed Flag Officer Newfoundland Force, holding this post until the end of the war.

For his "invaluable contribution to the war effort, in that he organized the port of Halifax to cope with unprecedented naval and mercantile traffic and, also, as Flag Officer Commanding Naval Forces engaged in active war operations from Newfoundland", he was appointed in 1944 to be an additional Commander of the Military Division of the Most Excellent Order of the British Empire.

In September 1945 he was appointed Commanding Officer Atlantic Coast and in 1946 was promoted to rear-admiral. His title was changed to Flag Officer Atlantic Coast in 1947.

Admiral Taylor hauled down his flag and proceeded on retirement leave October 1, 1948. For the preceding nine years he had held appointments of heavy responsibility, some of them during particularly exacting periods, and had devoted himself to all of them unsparingly.

One of the many post-war projects which he sponsored in the Atlantic Command was the improvement of accommodation for personnel. The new barracks block in *Stadacona*, one of the finest of its kind in Canada, is a result of, and a monument to, his efforts.

(Continued on Page 23)

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Chaplain F. H. Godfrey, of HMCS "Cornwallis", commits the body of the late Rear-Admiral C. R. H. Taylor to the earth in the tiny cemetery of St. Peter's Church by St. Mary's Bay at Weymouth North, N.S. (DB-3329)



The Canadian War Memorial at Vimy Ridge.

## The Pilgrimage to Vimy Ridge

By  
H. F. P.

**S**EVENTEEN YEARS have gone by since the unveiling of the Canadian War Memorial at Vimy Ridge in honour of those of our countrymen who gave their lives in the First World War.

For the occasion, the Canadian Legion organized a pilgrimage of its members, and the Royal Canadian Navy was asked to share in the ceremonies. HMCS *Saguenay* was chosen to escort the ships carrying the pilgrims to France and to land a Royal Guard for His Majesty King Edward VIII. From this developed two points of historical interest—the first crossing of the North Atlantic from West to East by one of HMC destroyers and the first mounting of a Royal Guard for the Sovereign in person by the Royal Canadian Navy.

The *Saguenay*, commanded by Commander W. J. R. Beech, RCN, and the *Champlain*, under Lieut.-Cdr. R. E. S. Bidwell, RCN, proceeded to Montreal to act as escort for the four liners which would carry the pilgrims to France. The ships were the *Montrose*, *Montcalm*, *Antonia* and *Ascania*.

The convoy and escort sailed from Montreal on July 16, the *Champlain* being detached in the Gulf of St. Lawrence and the *Saguenay* and her four charges proceeding for France by way of the Strait of Belle Isle.

The *Saguenay's* preparations for the journey had, of course, begun long before the sailing date and those preparations involved much hard work and personal sacrifice on the part of the three officers, three petty officers and 59

ratings from the ship's company who made up the guard. The guard not only underwent vigorous and intensive training, but each officer and man went to considerable expense to provide himself with a new uniform that he might offer a creditable appearance. What this meant has to be measured against the fact that Canada had still to emerge from the great depression of the '30s and pay and allowances could hardly be compared favourably with those of today.

**I**T WAS DECIDED to land a White Ensign, which today reposes in the Maritime Museum at Halifax. For the ensign staff, a special brass top piece in the form of a halberd was made by the Mechanical Training Establishment. A white Colour Belt, suitably embellished with a naval crown and maple leaf was also made. Both have since disappeared, although it is still hoped they may return to find the place they deserve in the Maritime Museum as objects of historical interest.

I was personally honoured by being chosen as Officer of the Guard. For the occasion all officers were required to wear No. 3 dress, which, to the uninitiated, consisted of cocked hat, frock coat, epaulettes and sword, the uniform then worn on ceremonial occasions.

My rank at that time was Lieutenant. With me were Lieut. (Now Acting Com-

modore) M. A. Medland, RCN, who was Colour Officer, and Mr. P. D. Budge, Gunner (T), RCN, Second Officer of the Guard, who is now Chief of Staff to COND and holds the rank of Captain.

The *Saguenay* took its departure from Belle Isle on July 18 and, after the usual North Atlantic weather, made her landfall of Bishop's Rock on the morning of July 23. That evening she left the convoy, being ordered to show herself off Le Havre the following morning before proceeding to Boulogne.

The ship secured alongside at Boulogne and had as her host ship the French destroyer *Orange*, which less than four years later was sunk in action with German aircraft during the evacuation of Dunkirk.

The Royal Guard left Boulogne for Arras, the nearest large town to Vimy Ridge, on the morning of July 25, and was met there by Canadian Army representatives. The Army's representation at the ceremony included the Royal Canadian Horse Artillery band from Kingston, a composite pipe band to which every Highland regiment in Canada had contributed a piper, and the drums of the 48th Highlanders from Toronto. The drum major's name was Small and he stood a good 6 ft., 6 in. in his stocking feet.

The Royal Guard paraded with bayonets fixed and, led by the two Army bands, marched to the Town Hall where they heard an address of welcome by the Mayor of Arras. The progress of the Canadians through the town



aroused considerable enthusiasm among the inhabitants, who had not seen Canadians under arms since the bitter days of the First World War. The Royal Guard, in fact, represented the first Canadians to appear armed on French soil in the years between the wars, and they were to be followed four years later by elements of the First Division, who spent a short time in France after Dunkirk.

With some diffidence, I replied to the Mayor in French. Any awkward feelings were soon allayed, however, by generous glasses of champagne.

**A**CCOMMODATION was found for the officers and men in Arras—the officers at the Hôtel du Commerce, the men in the Ecole Normale.

On Saturday morning, July 25, the guard and bands were taken to Vimy Ridge by bus for a dress rehearsal. The traffic was heavy and the buses were late. To top it all, a heavy rain squall washed out all hope of accomplishing much. Or perhaps the day was capped by what then seemed like a tragic event. A seaman mislaid his rifle during a visit we all paid to the old Canadian front line at the foot of the Ridge. A certain officer (as a hint, it can be said he wears four stripes today) went anxiously among the local inhabitants, pleadingly asking in the best French he could muster: "Avvy voo troovay un foozee?"

It was found—but not until the ceremony was over and it had been necessary to drop a whole file from the Royal Guard. I still have a letter in my possession, from the Arras police, which reads:

*"Nous avons l'honneur de vous informer, que le fusil du soldat britannique a été retrouvé, et déposé à la mairie de Neuville-Saint-Vaast."*

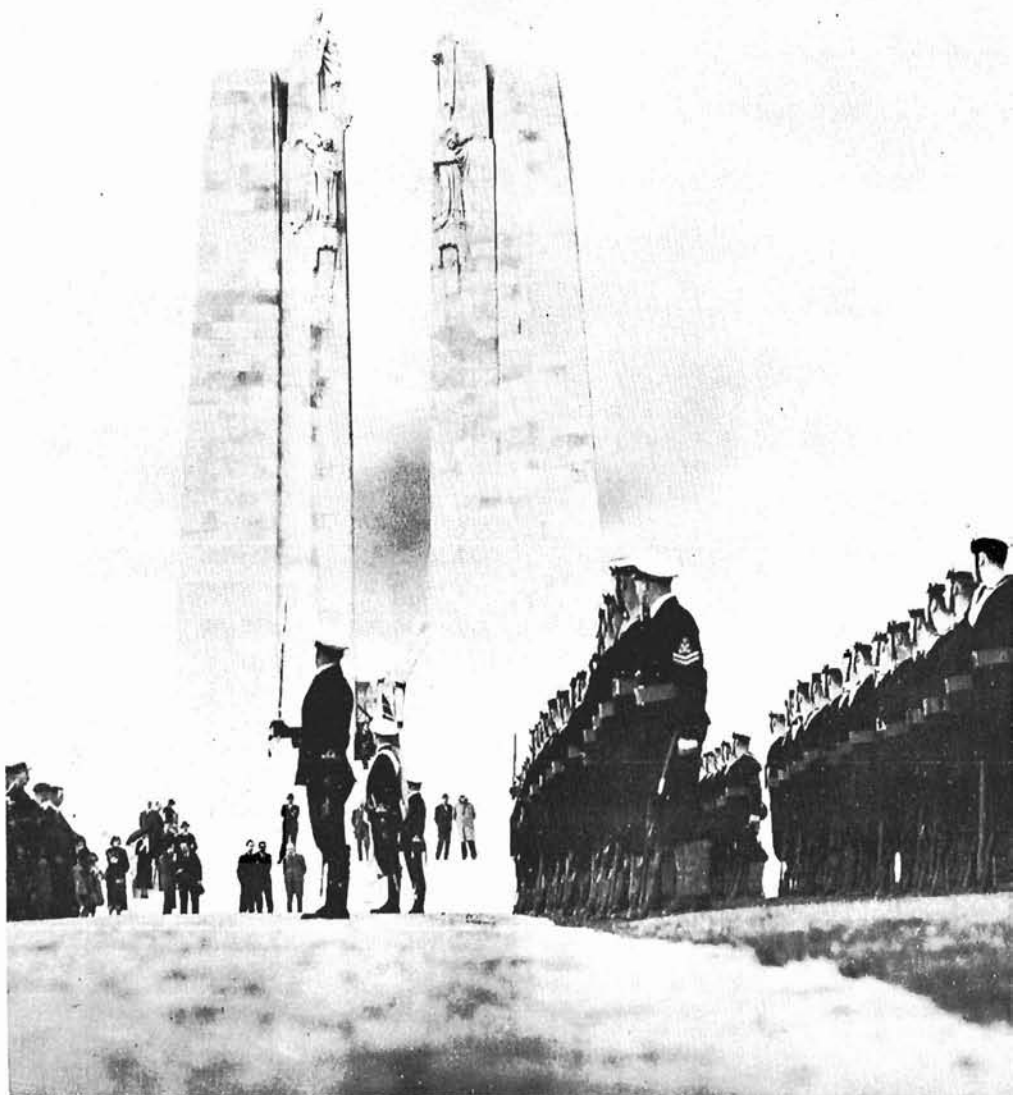
Sunday, July 26, dawned—the day of the ceremony. The forenoon was spent cleaning equipment and preparing for the event. Dinner was eaten and the Royal Guard and bands were fallen in to march off at 1300.

The buses again were late. They did not arrive until 1330 and we had to march right into position at Vimy Ridge, without time even for a brushup.

The area around the memorial was covered with pilgrims and other visitors from near and far. Facing the guard were a French military band and a guard of Spahis (Algerian cavalry) on white horses.

At 1415, His Majesty the King was received by a Royal Salute, the band playing "God Save the King" and "O Canada". His Majesty then inspected the guard.

This was a very proud moment in our lives, as we had the honour of provid-



The Royal Guard at Vimy Ridge, the day before the ceremony. (National Film Board)

ing the first Royal Guard in the Royal Canadian Navy's history in the presence of the Sovereign.

The President of France M. Albert LeBrun arrived and the guard presented arms while "La Marseillaise" was played.

The guard was also brought to the order when Rear-Admiral Walter Hose, our former Chief of Naval Staff, passed on his way to the memorial.

**A**RRANGEMENTS had been made for the guard to have its photograph taken in front of the memorial and to lay a wreath there. The extent of the crowd made both impossible. Instead, the guard marched off at 1630 to a British cemetery on the western slope of Vimy Ridge for a short, unrehearsed ceremony. The Royal Guard presented arms and the bands played. The "Last Post" and "Réveille" were

sounded by AB Henry B. Bayley. A wreath was laid by an able seaman and a stoker, supported by an ordinary seaman and ordinary stoker, and led by myself.

At 1745 we marched to the main road to await the buses which were to carry us back to Arras.

After our two previous experiences, we should have known better. An hour and a half later they hadn't appeared and we decided to march the eight miles from Vimy Ridge to Arras. The decision wasn't made lightly, for we had been without food, water or tobacco since 1300.

As we marched off the ridge, we passed wooden tables where the local inhabitants were selling bread and cake. The tables were bare by the time the rear section of fours had passed the last of them.

I have contrasting memories of that march back to Arras, through the villages of Neuville Saint Vaast and La Torquette.

One memory is of the setting sun and the lengthening shadows and the two pylons of the memorial gleaming white and tall on the crest of Vimy Ridge.

Another is of a colonel trying to scrounge a cigarette—the only one among all of us—which had mysteriously appeared in the possession of a certain famous three-badge able seaman.

At Neuville Saint Vaast we halted while the villagers gave us water. Others gave us water further along the way.

Then we came to the crest of the hill leading down into Arras. The pipe band struck up "The Road to the Isles" and we marched into the town, heads up, arms swinging and as proud as Punch. Not a man had fallen out along the way. Not a man had fallen out during the two-and-a-half hour ceremony at Vimy Ridge.

**W**E HAD MISSED the last train for Boulogne by a handsome margin and had to spend the night in Arras. The train journey the next day to Boulogne was more than somewhat relaxed. Sailors and Highlanders traded caps and bonnets and danced to the pipes on the railway platform. The effect on the local inhabitants was somewhat startling.

At the railroad platform at Boulogne, the guard formed up and, with bayonets

fixed, drums beating, and colours flying, we marched through the town led by the brass and pipe bands and arrived alongside the *Saguenay* at 1100.

But we did not immediately say goodbye to the soldiers. The First Lieutenant (the late Commodore G. R. Miles, OBE) with a great deal of forethought, had taken care to embark a suitable stock of Canadian beer. We were thus able to entertain our Army brothers in an appropriate fashion before they left to catch the cross-Channel steamer for England.

Those of us who are left (and most of us are) recall the scene alongside the *Saguenay* as the pipe band wheeled and marched off to "The Cock o' the North", while the ship was manned by cheering sailors.

The guard from the *Saguenay* was paraded once again before we sailed for Canada. That was on July 30 at Dover, when the Marquess of Willingdon, former Governor-General of Canada, was installed as Lord Warden of the Cinque Ports, an honorary position which has been held for some years past by another famous Englishman, Sir Winston Churchill.

Although this all happened 17 years ago, the memory is still fresh and vivid in my mind. It may be of interest to the modern Navy as an example of what those of us who had the honour to serve in the pre-war Navy had to contend with and were able to accomplish.

His Majesty King Edward VIII is seen with Hon. Ernest Lapointe, Minister of Justice, and two other Canadian cabinet ministers at the dedication of the Canadian War Memorial at Vimy Ridge. At the left is Hon. Ian MacKenzie, Minister of National Defence, and behind him is Hon. C. G. Power, Minister of Pensions and National Health. The officer of the guard is Lieut. Hugh F. Pullen, now a Rear-Admiral and Chief of Naval Personnel. He has embodied his recollections of the Vimy Ridge ceremony in the foregoing article. (CN-1110).



Following is a list of the men in the Royal Guard, with their latest rank, awards and in the case of those still serving, their present ship:

PO Robert Brownings, right guide, released 1938 to return to RN.

AB Henry B. Bayley, bugler, released 1946.

#### PORT WATCH

A/Ldg. Sea. Gérard Normandin, pensioned 1948, A/Electrical Technician, LSGCM.

Ldg.-Sea. Ralph E. Gregory, pensioned 1946, CPO (TY), LSGCM.

A/Ldg.-Sea. John G. Ross, now at HMCS *Cornwallis*, CPO, CD.

AB George J. Corp, now at HMCS *Naden*, CPO, LSGCM.

AB Walter B. Nichol, now in RCN(R) at HMCS *Carleton*, CPO, LSGCM.

AB Alex T. Kirker, released 1945, PO(TY), LSGCM.

AB Aubrey F. McGee, pensioned 1952, CPO, CD, Mid.

AB Charles W. Ponder, released 1939.

AB Jack Marcus, released 1937.

AB Frank L. Gervais, pensioned 1951, CPO.

AB James C. Harris, pensioned 1947, PO(TY), LSGCM.

AB Dosithé Desjardins, pensioned 1950, CPO.

AB Lorenzo J. Lafrenière, now at HMCS *Stadacona*, CPO, LSGCM.

AB Albert Clarke, released 1946, Ldg. Sea.

AB Frederick E. Ross, released 1942, A/PO(TY).

AB Reginald E. Leal, pensioned 1950, A/Gunner, LSGCM.

AB Daniel W. Gearing, now at HMCS *Donnacona*, CPO, DSM, LSGCM.

Ord.-Sea. Renfred C. Heale, died in HMCS *Margaree*, 1940.

Ord.-Sea. Dominic R. Hill, now in HMCS *Quebec*, CD, Gunner, LSGCM.

Ord. Sea. Robert E. Middleton, now at *Stadacona*, Lieutenant (Star), CD.

Ord. Sea. Lenn Speight, now at HMCS *Niobe*, Lieutenant (TAS), CD.

AB Jean Arsenaull, released 1945, A/Bos'n.

Ord. Sea. Douglas A. Kershaw, released 1937.

Ord. Sea. Douglas R. Clarke, now at HMCS *Stadacona*, CPO, LSGCM.

Sig. Franklin M. Macklin, died in HMCS *Fraser*, 1940, A/Ldg. Sig.

Stoker PO Weldon P. Bryson, pensioned 1946, Chief Stoker PO (TY).

A/Stoker PO Weldon P. Bryson, pensioned 1949, CPO, LSGCM.

Sto. Terrance D. Riordan, released 1949, ERA.

Sto. Arthur F. Carter, released 1948, Sto. PO Mech., LSGCM.

Sto. Georges H. Soublière, now in HMCS *Portage*, Ldg. Sea., CD.

Sto. Walter J. Clapp, released 1937.

## STARBOARD WATCH

PO Frederick W. Saunders, now RCN(R), at HMCS *Niobe*, CPO, GM, DSM.

Ldg. Sea. Charles L. McDerby, now at HMCS *Stadacona*, Lieutenant, CD.

Ldg. Sea. Jonathan Carswell, now at HMCS *Stadacona*, Lieutenant (Star), LSGCM.

AB Albert E. Veal, pensioned 1940.

AB Leslie J. Parry, now in HMCS *Granby*, Lieutenant (Star), LSGCM.

AB Nelson D. Rutt, pensioned 1948, CPO, now manager of the ship's company canteen at HMCS *Stadacona*.

AB Albert J. B. Wolfe, now at HMCS *Stadacona*, CPO, LSGCM.

AB Frank E. Aves, demobilized 1945, CPO, BEM.

PO Charles J. Kelly, pensioned 1946.

AB Stanley A. Ireland, drowned July 29, 1936, during visit of *Saguenay* to the Channel Islands.

AB Fred J. Granger, released 1939.

AB Robert L. Ellis, now in command of HMCS *New Liskeard*, Lieutenant-Commander (TAS), CD.

AB Ernest E. Pinter, now at HMCS *Stadacona*, CPO, LSGCM.

AB Sydney C. Hancock, died in HMCS *Margaree* 1940, Acting PO.

AB James R. Trow, now in RCN(R) at HMCS *Malahat*, PO.

AB Herbert S. Lentz, now in RCN(R) at HMCS *Discovery*, Lieutenant (L) (Star), LSGCM.

Ord. Sea. James W. Paddon, died in HMCS *Fraser*, 1940.

AB Delbert K. Dorrington, now in HMCS *Quebec*, CPO, LSGCM.

AB Jack W. Johnson, demobilized 1945, A/Ldg. Sea.

Ord. Sea. William H. Roberts, now at HMCS *Donnacona*, CPO, LSGCM, U.S. Legion of Merit.

Ord. Sea. Ellis McP. Parker, now at HMCS *Stadacona*, CPO, LSGCM.

Ord. Sea. Helge Pohjola, released 1937.

Tel. Donald McGee, now at HMCS *Cornwallis*, A/Commissioned Officer, LSGCM.

Ldg. Sto. Ernest Racine, pensioned 1952, CPO, LSGCM.

Sto. James F. Mackintosh now in HMCS *Cape Breton*, Lieutenant (E), CD.

Sto. Angus I. MacMillan, now in RCN(R) at HMCS *Star*, CPO, LSGCM.

Sto. Mitchel E. Perrin, died December 7, 1936.

Sto. Edward Glover, now at HMCS *Naden*, CPO, LSGCM.

A/Ldg. Sto. Frederick H. Watt, pensioned 1951, CPO, LSGCM.

Sto. Harry L. Priske, now in HMCS *New Waterford*, CPO, CD.



CPO George A. Anderson of HMCS "Scotian" has been promoted to the rank of Acting Commissioned Writer Officer after a 14-year career in the RCNVR and RCN(R).

## Party at Pirbright Sealed Friendships

The Commonwealth contingents that trained for the Coronation at Pirbright Camp dwelt alongside one another on the very best of terms, but it took a party by the Canadian Navy to turn reserved respect into cheery friendship.

With typical naval ingenuity, food and refreshments sufficient for 900-odd men were obtained and a program of sports and entertainment was arranged.

Unfortunately, a heavy rainstorm began about 30 minutes before the show was to start and, lasting about an hour, put a large crimp in the original plans. Instead of outdoors, the party was held in two large adjoining tents which normally served as an officers' mess. However, with the camp staff lending a hand, the Canadian sailors quickly put the show on the road.

Guests and hosts formed groups of varying sizes, and invariably there were at least two, and generally more, nationalities represented among these. Typical was a group of songsters composed of men from Ceylon, Pakistan, New Zealand and Canada. In another, two soldiers from the Canadian prairies exchanged yarns with four of the famous Gurkhas from Nepal. A Grenadier Guards sergeant bit into a hotdog and declared it to be "the best sausage I ever tasted".

The guest list included all men from the Canadian Army and Air Force contingents, 20 Australians, 15 New Zealanders, 15 South Africans, 15 Southern Rhodesians, ten Singalese, ten Pakistanis, ten Gurkhas and 25 Guardsmen.

## Regatta Swept By RTE Cadets

The Royal Roads Summer Regatta was a clean sweep for the Cadet team from the Reserve Training Establishment in Esquimalt. The regatta represents the main test of strength between the cadet body undergoing summer training at the Canservcol for the summer and the group at the RTE. Both groups are composed of some Canservcol Cadets and some Cadets of the UNTD.

RTE teams won the four main events: whaler pulling, dinghy sailing, cutter pulling and jousting. The staff officers' team from RTE made it a shut-out victory by pulling their whaler to a spectacular win over the Royal Roads staff officers' team.

The bright, windless day which blessed the boat-pulling crews was heartily censured by the sailors and, unfortunately, meant cancelling the whaler sailing race.

After the events, Commander G. H. Hayes, Reserve Training Commander West Coast, introduced Commodore K. L. Dyer, Commodore of the RCN Barracks, who presented the prizes. The broom, representing a clean sweep through the fleet, was awarded to Chief Cadet Captain G. E. Van Sickle, representing the RTE team. Chief Cadet Captain N. J. Gaspar received the cup for sportsmanship on behalf of the Royal Roads' team.

## Division Praised For Hospitality

Canadian seaports are gaining a high reputation for friendliness and hospitality among warships of other lands—and much of the credit is going to Canadian naval personnel, regular and reserve, in those ports.

After USS *Kyne* (DE 744) had visited Saint John, N.B., this spring, Lieut.-Cdr. H. R. Fitz Morris, USNR, senior reserve officer on board the ship, wrote expressing the deep appreciation of all reserve officers embarked for the many courtesies shown all hands by Lieut. (SB) W. M. Inman, staff officer (administration), and his associates.

"Most of the reserve officers on this cruise have experienced many liberty ports, but we all agreed that none of us has ever met a more friendly and co-operative group than that comprising HMCS *Brunswick*, Lieut.-Cdr. Fitz Morris wrote.

"This spirit exemplifies the mutual trust and understanding that exists between our two great countries and one which we all hope some day other nations will emulate."



A Sea Fury has moved into position on the flight deck of HMCS "Magnificent" and the Flight Deck Officer, Cd. Airman Vincent C. Greco, calls for full throttle for the take-off. (MAG-4665)

## Mr. Greco Goes Ashore

A familiar figure was missing from the flight deck of HMCS *Magnificent* when the ship put to sea in August to resume her flying training programme.

Mr. Greco had gone ashore.

With him he took a voice made hoarse by shouting against roaring aircraft engines, a host of memories accumulated in more than three years in the "*Maggie*" and an almost fierce pride in a branch he had entered, originally, by accident.

Mr. Greco—or Commissioned Airman Vincent Charles Greco, CD, RCN, to give him his full title—left the *Magnificent* shortly after her return from the Coronation cruise, to take up an appointment in the School of Naval Aircraft Maintenance at *Shearwater*.

In the ship he had been Flight Deck Officer and, despite the fact that he was probably the only "one-striper" in any navy ever to hold down that job, he had gained the deep respect and confidence, not only of the aviators for whom he was "traffic cop", but of those officers and men who worked with him and of the others who saw him in action.

There are few sights more dramatic than that of an aircraft carrier's flight deck when the ship is at flying stations. The thunder of engines, the blast of wind and slipstream, the swift efficiency of the controlmen and the realization of ever-present danger create a situation bound to stir the pulse of even the most blasé "goofer".

In the midst of all this was Mr. Greco, the head man of a team responsible for

ranging the aircraft prior to take-off and for parking them after landing on, and personally responsible for giving each pilot the signal to gun his aircraft off the deck.

His duties automatically made Mr. Greco a conspicuous figure; certain personal characteristics made him more so. A former football player, he showed the sureness of foot which that game tends to develop and which is highly essential in a job where one false step can mean personal disaster. Five feet five and 145 pounds of wire and muscle, and quick as a cat, he seemed to be every-



CD. AIRMAN V. C. GRECO

where at once—and always in the right spot.

The job of Flight Deck Officer was made to order for Mr. Greco—but it took a long time for the two to get together. Vincent Charles Greco was born in Winnipeg on December 8, 1917. In October, 1938, he entered the RCNVR at Winnipeg and the following summer took his first naval training, ashore in HMCS *Naden* and at sea in the minesweeper *Comox*.

Ord. Sea. Greco had been back home for less than two months when war broke out and he was called to immediate service. He completed his training on the East Coast and in April 1940 was drafted to the *Restigouche*, just a month before she sailed to take part in the evacuation of France and the protection of the submarine-threatened convoy routes to the British Isles.

Back in Canada in October 1940 and by now an AB, Greco went to the Torpedo School in Stadacona to qualify as a seaman torpedoeman.

In this same period he qualified as a benedict, marrying the former Geraldine Connors of Halifax. They now have two daughters, one 12 and the other 7.

The following January he was promoted to leading seaman, transferred to the RCN and went to the armed yacht *Lynx* as Chief Boatswain's Mate.

After that he commissioned the corvettes *Chicoutimi* and *Shediac* in quick succession. He served in the latter, on North Atlantic convoy duty, until July 1942, meanwhile being promoted to PO. His next ship was the *Kamsack*, a corvette, and from her he went ashore in January '43 to qualify as Torpedo Coxswain.

(Continued on Page 23)

# AFLOAT AND ASHORE

## PACIFIC COMMAND

### HMCS Sault Ste. Marie

Members of Victoria's Naval Division, HMCS *Malahat* have been making constant use of the minesweeper, HMCS *Sault Ste. Marie* for their summer training.

The first in a 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.

Other weekend training cruises have found 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 conducted a two-week cruise again this summer. The long trip got under way July 4 and ended July 19, with Prince Rupert, and Portland, Ore., as ports of call. The *Sault Ste. Marie* is under the command of Lieut.-Cdr. B. T. R. Russell.

### HMCS Athabaskan

The Korean armistice has put a halt to the collection of battle honours by HMCS *Athabaskan*, Canadian destroyer serving in the Far East, but she's still earning a substantial poundage of ice cream.

By now the United States Navy owes the *Athabaskan* 700 pounds of the chilly delicacy, representing the "ransom" claimed by the destroyer for the rescue of four U.S. airmen from the sea.

The business of swapping water-logged flyers on a pound-for-pound basis for ice cream began last February when the *Athabaskan* returned a jet pilot to his aircraft carrier, USS *Philippine Sea*, after he had crashed off the Korean east coast. The carrier offered the Canadian warship 185 pounds of ice cream; an amount equal to the weight of the pilot. The *Athabaskan* had to leave immediately and was unable to collect the reward. The ships' paths haven't crossed since.

On August 16, the *Athabaskan* was acting as plane guard for USS *Point Cruz* when a Corsair aircraft of the famous United States Marine Corps' Polka Dot Squadron crashed on take-off. The *Athabaskan* and a helicopter from the carrier both sped to the scene.

The 'copter arrived first and the crewman was lowered into the water to put the injured pilot into the hoisting sling. The Corsair pilot was hoisted safely, but, as the crewman was being hauled up, the helicopter crashed and there were three men in the sea.

The *Athabaskan* was already standing by, with her sea-boat lowered almost to the water. In less than a minute, the whaler, with Petty Officer Ignace Shushack of Victoria, in charge, was alongside the men in the water.

While the U.S. flyers were being lifted into the boat, the *Athabaskan's* motor cutter, under Petty Officer Reginald McCluskie of New Westminster, was lowered and went to the crash scene. It towed the whaler back to the ship where the injured man was taken by stretcher to the sick bay for examination by the ship's doctor, Surgeon Lieut. Ross Irwin of South River, Ont., and Victoria. The motor cutter took the helicopter crew back to the carrier.

Later in the afternoon the injured man, who had suffered a badly strained back, was returned by jackstay to the *Point Cruz*.

Amateur weight-guessers on board the *Athabaskan* estimated the weight of the three rescued men, neglecting flying clothing and salt water, at 515 pounds. Again the *Athabaskan* had to leave before she could collect her ice cream.

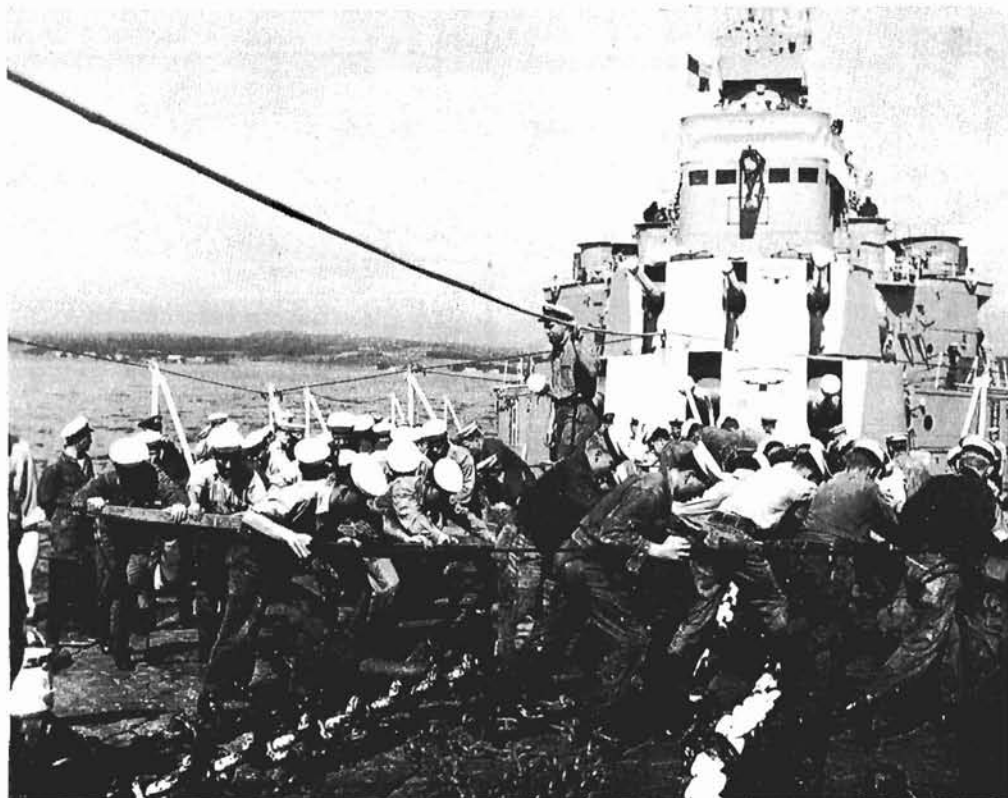
However, the Marines signalled that if they ever met the *Athabaskan's* ship's company ashore they would gladly pay the bill in full, with accrued interest.

### HMCS Cordova

"Well done, *Cordova*", was the signal made from Royal Vancouver Yacht Club to the training ship of HMCS *Discovery* following the International Power Boat Association predicted log race from Seattle, Washington to Vancouver, B.C., in which HMCS *Cordova* acted as patrol ship.

HMC Ships *Cayuga*, *Sault Ste. Marie* and *Porte Quebec* were also on patrol during the week-long regatta, which ended with the long distance predicted log event.

"Way, haul away. Haul away, Joe". And Ordinary Seamen under training in HMCS "Quebec" bend their shoulders to the capstan bars as the cruiser weighs anchor in Chedabucto Bay to sail for Halifax. (QB-959)



During the race the *Cordova*, manned by an all-reserve crew, with Lieut.-Cdr. Joe Roberts in command, picked up two American yachts which had broken down. One had run out of gas and the other had developed an air lock in the fuel line.

Lieut.-Cdr. Roberts ordered both ships to be towed, with lines strung from the *Cordova's* minesweeping gear. Diesel-powered, the *Cordova* was unable to supply petrol to *Tazi II* of Port Blakeley, Washington. However, CPO Bob Wigmore, Ldg. Sea. Steve Podgornik, just back from the Coronation, and Ldg. Sea. Jack Beatty, all members of the engine room staff, climbed aboard the second yacht, the *Malihini*, of the Seattle Yacht Club.

They set to work to clear the fuel line and then supervised a "fuelling at sea" to give the *Malihini* enough oil to get her into Vancouver. When the *Malihini* had been repaired and refuelled, she took the *Tazi II* in tow and carried on to Vancouver while the *Cordova* continued to patrol the course.

The entire operation took just about two hours.

### Diving Tender No. 2

Diving Tender No. 2 has been busy the last two months surveying the ocean floor outside the harbour for the Seaward Defence Section.

Completing a third class divers' course this month were Leading Seamen Malcolm Longmuir, Russell Connolly, Charles Greenglass and Thomas McCaul, and AB William Fenn.

"Tow for Two" could well be the theme song of this "moving" picture. It shows two unhappy American yachts, which broke down during the Seattle-Vancouver predicted log race, being helped along the way by HMCS "Cordova", the little minesweeper that serves as HMCS "Discovery's" training ship.



CPO William Cubitt and PO Murray Wilson have recently returned from the Deep Sea Diving School at Washington, D.C., where they were enrolled in a deep sea divers' course.

Cd. Bos'n Harry Myers is the officer-in-charge of Standard Diving on the West Coast, having succeeded Lieut. Charles Corbett, who has been appointed to head the Standard Diving Unit at Halifax.

Ldg. Sea. John Newton is a new member of the diving party. He arrived here recently from Halifax.

Two classes of men from the Damage Control School have received instructions from PO George Ackerman in damage control diving and the use of the aqua-lung.

Ldg. Sea. Julian Verscheure, AB Leonard Nuttall and AB Fred Olkovich are attending classes in the Central School at HMCS *Naden*.

### HMC Ordnance School

Petty Officers William Wales, William Black and Albert Lewis arrived from Halifax to join the First Ordnance Technicians' Course at HMC Ordnance School, bringing the number in the class to eight.

PO Norman Jones returned to the school from the Coronation Contingent.

CPO Frank Blosser left to join HMCS *Athabaskan* June 29 by air, relieving CPO Jack Anslow who arrived in Victoria July 11. The latter started his course with the Third Modified Ordnance Technicians on August 3. The class, which numbers ten, is composed of Chief Petty Officers Jack Anslow, Thomas Angus, J. Underdown, Norman Langton, David Clarke, Ernest Edmonds, Cecil Moore, Les Eyland, Alex Schimp and Richard Tyler.

Recent appointments of Ordnance personnel to HMCS *Crusader* included CPO Lloyd Johnston and PO John Martenson, and from *Crusader*, CPO Norman Langton, CPO Richard Tyler, PO Allan Hall.

CPO Gordon Copp enjoyed the shortest draft in the history of the branch. He was drafted to the *Crusader* and, before he had completed relinquishing charge of the IPS Section in the school, he was drafted back. What he wants to know is, will he be entitled to the UN Decoration?

The feminine air was lent to the school when Wren Evelyn Jonas, the first Wren Armourer's Mate, came up from HMCS *Star* to do part of her Armourer's Mate's Course.

Heartiest congratulations were given to Ordnance Lieut.-Cdr. H. W. Mayne on his "half ring".

PO Leslie Alliker completed his Gunners' Armourers' Course in record time and left for Halifax for leave.

The school sent several exhibits to the Pacific Exhibition. A sectioned torpedo and Bofors gun, both driven at slow speed, drew the attention of many people. The 3-inch-50 gun and loader, driven also very slowly, enabled the crowd to obtain some idea of the complexity of some of the navy's weapons.

The *pièce de résistance* of the Ordnance end of the show was a large narrow glass tank in which a model submarine was attacked by a destroyer and aircraft. It was done with magnets.

The Fire Control section produced a large model of a destroyer, complete with trainable mountings and director. The crowd liked this exhibit, too. All exhibits were co-ordinated by Ordnance Commander J. F. Cosgrove.

The annual Ordnance Picnic at Elk Lake, directed by CPO Arnold Parkinson, was an enjoyable event.

## ATLANTIC COMMAND

### HMCS *La Hullose*

Not often do you hear of a ship altering course to avoid collision with a deer—but that's exactly what happened to HMCS *La Hullose* late in July.

The frigate, commanded by Lt.-Cdr. H. A. Porter, was returning from Dalhousie to Halifax to complete another in a series of UNTD training cruises, when a large deer was seen swimming across the strip of water known as the Gut of Canso. The animal was "observed on a collision bearing", and course was altered to pass astern of it. The incident took place a short distance from Port Hawkesbury.

The *La Hullose*, accompanied by HMCS *Swansea*, conducted two training cruises out of Halifax during July, visiting Pictou, the Magdalen Islands in the Gulf of St. Lawrence, and Sydney during the first; and St. Anne's Bay and Dalhousie on the second.

Everyone on board the two ships was impressed with progress being made on the Canso causeway operations—a day and night project. Fleets of trucks were streaming back and forth between the partly-built causeway and a nearby hillside where steam shovels were gouging out tons of fill. The scene was witnessed at night, when the entire working area was bathed in the glare of searchlights.

The visit to Pleasant Bay, in the Magdalen Islands, proved extremely interesting. With a population of about 10,000 the islands' main industry is lobster fishing. The islanders are iced in from December to April.

Warships seldom visit the Magdalens, but it was observed that the islanders were friendly after they overcame their initial shyness. Men from the two ships enjoyed softball games with local teams, a Saturday night dance, and a church party.

Officers and men found programs of interest at the larger ports visited—where tours of local industries had been arranged. Actual shipboard training exercises covered a wide field, and on one occasion included a night-encounter exercise.

At all ports visited the ships' companies were well received by officials and the citizenry alike.

In a letter referring to the visit of the two training frigates to Dalhousie, S. H. Smilie, president of the Dalhousie branch of the Canadian Legion, stated: "Our branch wishes to convey our appreciation of the visit of *La Hullose* and *Swansea* to the port of Dalhousie.

"The conduct of the officers, cadets and men was of the highest order and reflected a great deal of credit on the senior service . . . a return visit of the same ships, or a visit by others would be welcomed by our branch".

#### Albro Lake Naval Radio Station

A social evening was held for the communication branch of HMAS *Sydney* during her visit to Halifax. After a tour of the station, the social got underway with a talk by the Officer-in-Charge and a buffet supper prepared by Petty Officer Lawrence Tysowski.

The station is busy at present squeezing and juggling, to permit leave periods as much as possible prior to anticipated heavy communication commitments.

Command chaplains have made arrangements for Divine Services for personnel and their families each Sunday.

#### HMCS Cornwallis

Once again the Red Cross Blood Donor Service found a ready response from HMCS *Cornwallis* personnel and their families. Previous appeals may have netted more contributors but the actual percentage of 66.2 was higher than ever before. The clinic opened on July 15, with 439 turning up for donations, 21 being rejected and 418 bottles of blood being realized. Next day 406 turned up, 23 were rejected and 383 bottles donated. *Cornwallis* people are realizing more and more that they can "spare a pint to save a life".

The Cornwallis Sea Cadet Corps won the Maritime Efficiency Trophy, presented for annual competition by the Naval Officers' Association. Meeting in *Cornwallis* drill shed once a week, the

corps is ably supervised after hours by Lieut. Charles Rhodes, RCN, veteran of years of training ordinary seamen and sea cadets. Lieut. Rhodes came up "through the hawse pipe" and his wealth of knowledge and experience has apparently rubbed off in sufficient quantities on his young protégés.

#### TAS School

On Saturday, July 4, the TAS School's staff, with their families, gathered at Shad Bay, south of Halifax, for the annual TAS School picnic.

Main features of the day were races for the children and a softball game in which the ladies competed against the men. This developed into a hard-fought battle, ending in the ladies defeating the men 16 to 15.

Among recent promotions are those of CPO C. N. Stroud and CPO E. L. Anderson to the rank of Acting Commissioned Gunner (TAS). Both officers have previously served on the staff of the school. CPO B. J. Brown and CPO D. R. Ingram are on course in HMS *Vernon* qualifying for promotion to Acting Commissioned Gunner, (TAS).

Two Wrens from HMCS *Discovery*, Wren G. Allerton and Wren S. Hooten-Fox and one from HMCS *Malahat*, Wren R. L. Clark, have completed a course in seaward defence. This was the first course of its kind to be given to Wrens in HMC Torpedo Anti-Submarine School.

#### HMCS Algonquin

HMCS *Algonquin* reached her new base at Halifax on August 5 in driving rain, a day earlier than originally scheduled. The modernized warship was to remain in port about a month before putting to sea to join NATO's Exercise Mariner.

En route from Esquimalt, B.C., where she had been re-commissioned earlier this year, the ship carried out work-ups at San Diego, Calif., moving on to Manzanillo, Mexico, for two days, where the ship's company enjoyed several beach parties.

Proceeding then through the Canal, the ship stopped one day each at Balboa and Colon. The warm climate had its effects, but the crew managed to enjoy themselves during the latter stops. During the trials at Key West, the ship visited Miami from July 18 to 20. A dance was arranged for the ship's company there, in addition to sight-seeing tours and swimming parties.

During divisions one morning as the ship was heading for Key West, CPO Gordon Borgal, the coxswain, was presented with a sheriff's badge by the commanding officer, Commander P. F.



The weather was wet, but the welcome was warm when HMCS "Algonquin" arrived at her new base of Halifax from the West Coast. One of those who braved the downpour to greet the ship was four-year-old Jackie, son of Lieut.-Cdr. (S) J. K. Power, the Algonquin's supply officer.

X. Russell, with the stipulation that CPO Borgal must wear it at all times at sea. This reflected the influence of serving with the USN in California.

Many hours of hard work were put forth by the entire crew during the journey and the results were more than satisfactory.

A ship's golf tournament was held in San Diego with top honours going to Lieut.-Cdr. Walter Huculak.

#### HMCS Portage

On August 20, HMCS *Portage* proceeded from Halifax to embark the Lieutenant-Governor of Newfoundland, Sir Leonard Outerbridge, for his annual visit to the province's many outports which are accessible only by sea. The minesweeper carried new entry seamen and reserves for training.

The ship's company has become proficient on the ball diamond and surprised everyone by defeating a team from the visiting USS destroyer *Hunt* 7-2 on August 7.

An incident illustrating the co-operation of officers and men of the regular and reserve forces occurred as the ship was slipping from Jetty One on August 10. As the *Portage* backed out, bound for local exercises, a faint hail was heard from the jetty. The source was a pierhead jumper, Able Seaman Bruce Patrick Gibbs, from HMCS *Star*, who had arrived too late. Without a moment's hesitation, the *Portage* nosed back to her berth, picked up the amazed but happy seaman and this time made good her departure.

A buffet dinner was held recently in the wardroom to honour Commissioned Engineer Owen Jones, who left the ship in September after 16 months on board. Lieut.-Cdr. Tom E. Connors, a former executive officer, presented Mr. Jones with a departing gift on behalf of the wardroom.

The ship recently acquired a new hand—an agile kitten of undetermined race and parentage. Ldg. Sea. David Petry took it immediately under his supervision and aptly named and numbered him "Secured, 1600-H".

On July 8, the *Portage* played host to 90 delegates to the American Motor Vehicle Convention, who were taken on tour of Halifax harbour and its approaches.

Next morning, Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, made his annual inspection of the ship and her company. The cake for the neatest mess went to the engineering mechanics. The afternoon was spent in performing evolutions, ranging from coming to a buoy to firing a rocket from the quarterdeck. On receipt of the Admiral's message of congratulations to the ship for her appearance and efficiency, one and all felt that their unremitting efforts in preparing for the inspection had been well worth while.

Exercises in September and a refit due in the late fall close this year's schedule for a busy and happy ship.

### HMCS Quebec

HMCS *Quebec* proceeded on new entry and reserve training cruise "Dog" on July 6 and, after an uneventful passage, arrived at Gaspé, Que., for a four-day visit.

Interesting to the ship's company were close-up views of the famed Percé Rock and Bonaventure Island. (The new carrier being built for the RCN is to be commissioned HMCS *Bonaventure*.)

As a result of the many facilities provided there, the ship left Gaspé with a warm regard for the kindness, hospitality and good will of the inhabitants.

Perfect weather made possible the inter-part softball, a sailing regatta and two softball contests in which the *Quebec* topped the local Gaspé teams.

### HMCS Porte Dauphine

HMCS *Porte Dauphine*, tender to the naval reserve division, HMCS *Scotian* in Halifax, left Monday, July 27, for Rockland, Maine, to attend the Lobster Festival there.

In addition to her American visit she included a recruiting tour in her cruise, calling at both Liverpool and Yarmouth, N.S. She returned to Halifax, August 3.

Commanded by Lieut.-Cdr. B. W. Allen, the *Porte Dauphine* also carried Lieut.-Cdr. R. G. Cannell, naval recruiting officer for the Nova Scotia area.

## NAVAL DIVISIONS

### HMCS Donnacona

Shortly before 10 a.m., last July 16, a regular visitor to Canada steamed slowly into the Port of Montreal. The French frigate *L'Aventure*, under the command of Capitaine de Fregate Guy Lambret, was paying her annual visit to the city.

In brilliant sunshine, she berthed at Section 22 of the Victoria Pier, and the first person aboard to welcome her, as officer of the guard, was Sub-Lieut. J. Guyon, RCN(R), of HMCS *Donnacona*. He was followed a short time later by the division's staff officer, Lieut.-Cdr. A. F. Rowland, who officially greeted the French frigate in the name of the Naval Officer-in-Charge, Montreal Area, Commodore Paul Earl.

*L'Aventure* is a frigate or, as the French put it, "un escorteur de deuxième classe", with a displacement of 1,365 tons and a complement of 113 officers and men.

The French ship stayed in Montreal until Wednesday, July 22, and during this time several excellent social events were arranged to ensure that our visitors enjoyed their brief visit. Receptions were held by Army authorities, the French consul-general, and in the evening of Monday, July 20, the French commanding officer and officers were entertained by the Naval Officer-in-Charge, the Commanding Officer and Officers of HMCS *Donnacona*.

Montreal, in her usual friendly style, made the French sailors feel right at home, the theatres and sports centres offering their facilities and entertainment; and from all accounts, the visit was greatly enjoyed by the entire French crew.—C.O.G.

### HMCS Brunswick

Battle of Atlantic Sunday was commemorated in Saint John, N.B. when units from *Brunswick* and the *New Liskeard* and a party from USS *Kyne* paraded to church services in Saint John.

Following the services a march past took place, the salute being taken by Captain C. H. Bonnycastle, RCN (R) (Ret'd), accompanied by His Worship Mayor Patterson.

Naval parties from HMC ships *Brunswick*, *New Liskeard*, and the U.S. destroyer escort *Strickland* participated in the tri-service Coronation

parade on June 2 following church services in Saint John.

A float was entered in the float parade during Coronation week, thanks to the untiring efforts of CPO G. E. Cameron, who transformed the two-ton Chevrolet truck into a reasonable facsimile of a ship with the aid of wire, wallboard and unstinted spare time.

Visits from allied naval units immediately before and during the Coronation added an international touch to Saint John. During the week "L'anglais as she is spoken dans les marines internationales" was never more worked more fully as men from FS *L'Aventure*, USS *Strickland* and HMCS *Brunswick* assembled for chitchat in the mess.

Receptions and dances were held in the wardroom for the visiting ships' officers and civic guests.

Dances were also held in the Seamen's and Chief and Petty Officers' Messes.

### HMCS Queen Charlotte

Regattas on Prince Edward Island were given a new twist when the first such aquatic event to be held at Lower Montague, about 65 miles east of Charlottetown by sea, found the staff and RCN(R) personnel of HMCS *Queen Charlotte* out in force to assist in making the program a success.

A harbour craft, under the command of Lieut. R. P. Morris, RCN, left June 14, the day previous to the regatta, and made the trip in eight hours. The navigating officer was Sub-Lieut. L. G. Douglas, who was assisted by Lieut. (S) J. M. MacDonald. Coxswain of the craft was CPO S. G. Bowles, and CPO R. A. MacMillan, was engineer. Also on board were five crewmen.

Previous to the event, the commanding officer of *Queen Charlotte*, Lieut. Cdr. J. N. Kenny, assured the regatta crowd that it was a pleasure for the Navy to assist in the day's program.

During the regatta the harbour craft was employed in marshalling the events and also acted as safety patrol boat. Sub-Lieut. Douglas was the starter for the various events in which competitors ranged from sailing craft to powerful fishing boats.

Distinguished guests of Lieut.-Cdr. Kenny on board the craft included the Hon. A. W. Matheson, premier of Prince Edward Island, and Senator J. Walter Jones, former premier.

Three naval men judged the events. They were Ldg. Seamen D. F. Crandall and D. A. Arsenault, and Ord. Sea. R. E. Hughes. Dinner for the ship's company was provided by the regatta committee and farmers of the surrounding districts supplied fresh milk.



While at Lower Montague, CPO Bowles conducted a recruiting campaign and Sub.-Lieut. Douglas and Lieut. MacDonald were pressed into service by the committee to conduct a cake auction. The khaki and blue uniforms of the visiting naval men added to the colour of the successful regatta.

Despite comparatively rough seas in the Northumberland Straits the craft made the return trip in less than seven hours.

### HMCS York

An enjoyable week-end, for both hosts and guests, was reported on the occasion of the annual exchange visit that has become one of the pleasant traditions between HMCS York and its opposite number, the 9th Battalion, USN Reserve, at Rochester, N.Y. The American Reservists, who visited York this year, arrived aboard their patrol craft about 100 strong on the afternoon of Saturday, August 1.

After an official welcoming ceremony attended by Captain Robert I. Hendy, Commanding Officer of York, and Controller J. L. Shannon, who brought an official welcome on behalf of the City, the visitors were transported to York, where several athletic events were held.

The visitors won the rifle shooting event but bowed to York in whaler pulling and the tug of war.

Afterwards refreshments, including a buffet supper, were served. A dance was held on the drill deck Saturday evening.

On Sunday morning a challenge ball game was held on York's grounds, with the home team winning handily. The visitors departed aboard their PC Sunday afternoon.—R.R.

### Reservist Heads Air Squadron

Lieut.-Cdr. (P) Richard S. Bunyard, RCN(R), this summer became the first commanding officer of the newly-formed Reserve Naval Air Squadron, VC 920, based at RCAF Station Downsview, Toronto, attached to HMCS York, the Toronto naval division.

Lieut.-Cdr. Bunyard entered the Royal Naval Volunteer Reserve in 1938, and was on active service six years and nine months. He was serving in HMS *Wakeful*, destroyer, when she was sunk during the Dunkirk evacuation. In 1941 he started flying, trained at Kingston, Ont., and served as first lieutenant and senior pilot at HMS *Seaborn*, Dartmouth, N.S., from 1942 to 1945.

He came to Canada from England in 1947 and has been active in the Reserve since 1949.

## ADMIRAL TAYLOR

(Continued from Page 13)

Admiral Taylor leaves his wife, the former Evelyn Jones, a sister of the late Vice-Admiral George C. Jones, Chief of the Naval Staff from 1944 to 1946.

Funeral services, with full naval honours, were held from St. Peter's Anglican Church, Weymouth North, on August 25. Personnel from HMCS *Cornwallis* comprised the firing party and gun carriage crew and the *Cornwallis* band took part in the funeral

### Admiral Once Ordered Shot

The naval career of the late Rear-Admiral C. R. H. Taylor came close to being ended before it had hardly begun.

Early in 1914, while a midshipman in HMS *Berwick*, the future admiral went ashore in a Mexican port with another Canadian "snotty". The two ran afoul of a rebel gang, were tried on charges of an undetermined nature and were sentenced to be shot at dawn.

However, things were in an unsettled state in that particular locality and the firing squad failed to make its scheduled appearance. The stay of execution enabled a search party from the *Berwick* to find the missing midshipmen and escort them back to the ship.

Admiral Taylor's companion was Tom Chritchley, of Halifax, who subsequently went to Australia and became a prominent sheep rancher.

procession preceding the church service. Eight Chief Petty Officers who had served under Admiral Taylor were pallbearers. A ninth bore the Admiral's medals on a cushion.

Official mourners included a number of serving and retired senior officers of the Royal Canadian Navy.

## MR. GRECO

(Continued from Page 18)

He was coxswain of the *Transcona* (Bangor minesweeper) for four months, then was 'swain of the *Skeena* for more than a year.

The latter months of the war and the immediate post-war period saw Greco, by now a CPO, serving out of Halifax as a relief coxswain. During this period he got in some football, playing left end for the team from HMCS *Peregrine*.

Naval aviation was being introduced in the RCN and CPO Greco applied for a transfer which would enable him to specialize as an air mechanic. He wound up, instead, as an aircraft handler—and has never regretted it.

After taking a course in the UK, he was drafted to the *Warrior* as Chief of the Flight Deck. He commissioned the ship in January 1946 and remained in her until July, when he went ashore for a course in which he qualified successively as AH2 and AH1. Then it was back to the *Warrior* for four months, ashore at the air station for eight months (including the football season), then back to the *Warrior* in time to help pay her off in the UK in January, 1948.

Three months later he commissioned the *Magnificent* and in her he remained for more than a year. During this time Mr. Greco worked away on the academic subjects needed to qualify for a commission. He wrote off two of them in the ship and completed the remainder at *Shearwater*, whither he was drafted in June 1949.

In February 1951, having qualified in all respects, he was promoted to Acting Commissioned Airman. His next step took him to *Cornwallis* for a divisional course, then he went to RCAF Station Centralia for a controller's course. After that it was back to sea in the "*Maggie*", where he understudied the Flight Deck Officer prior to taking up that appointment himself in April 1952.

In the time he was on board the *Magnificent*, the ship travelled far and to many different places. But Mr. Greco's fondest memories are not of waving palms, glistening beaches or exotic ports. He would rather recall some of the outstanding demonstrations of teamwork by his flight deck party (like the time they cleared away two "barriers" and an inverted crash, all within 17 minutes), or some of the records set by the carrier's air squadrons—records to which he and his crew made an important contribution.

In his new job, that of training aircraft controlmen in SNAM, he no doubt will use these achievements as illustrations of the standard of efficiency expected of the flight deck party. And no doubt, too, that familiar Greco drive will again come to the fore as he urges his pupils to go out and do even better.

### Queen Replies to Loyalty Message

A message of loyalty and congratulation sent to Her Majesty the Queen before the Coronation by the Canadian Naval Service Benevolent Trust Fund has been acknowledged by Her Majesty's private secretary as follows:

"I am commanded to convey to you and to all those on whose behalf you wrote an expression of The Queen's thanks for your kind and loyal message on the occasion of Her Majesty's Coronation."



# The Navy Plays



## Stadacona Athletes Top Command Meet

Favoured by brilliant sunshine, the RCN Atlantic Command annual track and field meet was run off successfully on July 17, at the Stadacona Sports Field, with teams from *Stadacona*, *Shearwater*, *Cornwallis*, HMC Ships and UNTD Cadets taking part in the competition.

Top honours were carried off by the *Stadacona* athletes, who defeated the UNTD Cadets by a slim three points, 50-47, to capture the Annual Sports Day Aggregate trophy after a terrific battle which lasted from the opening gun down to the final event on the day's card. *Shearwater* picked up 13 points, HMCS *Cape Breton* 5, and *Cornwallis* 4.

Best individual performance was that of Cadet Germain Dufour, the only runner to score a "double", who won the 100- and 220-yard dashes. As anchor man in the 880 relay, he came from behind to win a brilliant victory for his team. AB Rodney Shoveller of *Stadacona* and AB Hugh J. Cutter of *Shearwater* each scored a win and placed second. Leading Seaman Gilbert Lundih, of *Stadacona*, after winning the pole vault, made an exhibition jump of 11 feet even.

It took "Stadacona" sharpshooters to make history at the Dominion Rifle meet on the Connaught Ranges near Ottawa in August by becoming the first Navy team to win the Sir Arthur Currie Team Match award. Team members are, left to right, back row: CPO Howard Oliver, Lieut. Terry Baines, Cadet (L) W. H. "Bill" Waring, CPO Archie Moore, CPO Doug Clarke and CPO Lyle Millward. Seated are CPO Reg Winter and Lieut. (MN) Hazel Mullin. (O-5570)



Records fell by the wayside in seven of the events. Among the new marks that of 152' 8" for the javelin by AB Joseph Perron of *Stadacona*.

An interesting interlude came during the meet, when a helicopter landed on the sports field to pick up Rear-Admiral R. E. S. Bidwell, CBE, CD. Later in the afternoon the Admiral presented the aggregate trophy to the *Stadacona* team captain, and prizes to winners and runners up in the competition, who were selected to represent Navy at the Highland Games, at Antigonish July 22.

## RESULTS

100-yard dash: first, UNTD Cadet Germain Dufour, time 10.6 seconds; second, PO Thomas Young, *Stadacona*.

220-yard dash: first, UNTD Cadet Germain Dufour, time 25 seconds; second, UNTD Cadet John Emery.

440-yard dash: first, UNTD Cadet William E. Taylor, time 56 seconds; second, UNTD Cadet Raymond Dennis.

High jump: first, AB Rodney Shoveller, *Stadacona*, 5' 6 1/4"; second, CPO Melville Lumley, *Shearwater*.

One-mile run: first, Ord. Sea. Donald Willis, *Cape Breton*, time, 5-27 3/4; second, UNTD Cadet Bernard Andrea.

880 relay: first, UNTD Cadets; second, *Stadacona*.

Hop, step and jump: first, AB John Moore, *Stadacona*; second, AB Rodney Shoveller.

Broad jump: first, UNTD Cadet John Richard, 18' 9 1/4"; second, PO Michael Bidnock, *Stadacona*.

Shot put: first, AB Robert Hayes, *Stadacona* 34' 4"; second, AB Hugh J. Cutler, *Shearwater*.

Discus: first, AB Hugh J. Cutler, *Shearwater*, 106' 7 1/2"; second, CPO Albert Trepanier, *Cornwallis*.

Javelin: first, AB Joseph Perron, *Stadacona*, 152' 8"; second, AB Alonzo Smith, *Stadacona*.

Pole vault: first, Leading Seaman Gilbert Lundih, *Stadacona*; second, Ord. Sea. Brock Stackhouse, *Stadacona*.

## Softballers at Top of League

HMCS *York's* softballers have climbed to top spot in the Dominion Civil Service Softball League, with the imposing record of 13 victories and three losses.

The *York* squad, recently greatly strengthened by the addition of a new hurler, Ldg. Sea. René La Pointe, to the lineup, scored wins over Army 10-5; Forward Post Office 11-7; Customs 16-3 and RCMP 6-5, with La Pointe's stellar work on the mound largely responsible for handcuffing opposing sluggers. During the same period the Yorkers lost an 11-6 decision to Westsides and a 9-5 verdict to RCAF.—R.R.

## Cruiser Scores In U.K. Sports

HMCS *Ontario's* basketball and softball teams left proud records behind them in England when they sailed for home on July 25.

The most notable achievement was the basketball team's 49-45 win over Aldershot Shooting Stars, present holders of the all-England inter-service senior championship, on Aldershot's home floor.

The *Ontario's* hoopsters also won a two out of three series from HMS *Collingwood*, who were runners-up to the Shooting Stars. After dropping the first game 26-14, the *Ontario* team roared back to take the next two encounters by 41-19 and 69-43.

The team also journeyed to the RCAF station at Luffenham and took two one-sided victories by 46-25 and 65-25.

Standouts for *Ontario* in all these games were Midshipman I. D. McLennan, Sub.-Lieut. H. H. Richardson, Sub.-Lieut. K. D. McIntyre and Petty Officer W. R. Walters, coach.

The softball "Rep" team engaged several of the US ships in Portsmouth and came out with a very creditable record. The only game they lost was to the USS *Antietam* when they dropped the first game of a two-game series by a score of 7-5 after leading 5-2 until the top of the seventh inning. They came back to take the second game 7-6 on steady pitching by Commander S. E. Paddon and Chief C. J. Padgett. Commander Paddon also hit his fourth home run in this game and it was a grand slam.

The softball team journeyed to Luffenham with the basketball team and dropped both games they played there by the scores of 5-4 and 4-2. Although the RCAF came up with a fairly strong team that took advantage of all opportunities, over-confidence on the part of the *Ontario* team played a major factor in their two losses.

The Chief and Petty Officers completely dominated a dart tournament in the sergeants' mess during the evening, with CPO Les Charlton giving the air boys a few lessons on how to play the game.—W.R.W.

### **Navy Out Front At Track Meet**

The Tri-Service Track and Field Championships, held at the Victoria High School Stadium on Wednesday, July 22, resulted in a strong RCN team racking up a total of 12 firsts in 15 events to capture the Aggregate Championship with a total of 98 points. Army, with 48 points, placed second and Air Force, with only three entries, finished third with three points.

Ldg. Sea. Neil Standley took the Individual Aggregate Trophy with a win in the hop, step and jump, and seconds in both broad jump and 440-yard run for a total of 11 points.

Navy, after losing the first pull in the featured tug-o-war contest, came back strong in the next two pulls to win the Inter-Service Tug-o-War Trophy.

Although no points were awarded for the cadet events, RCN cadets totalled five firsts, two seconds and three thirds out of eight events to set down the Army cadets, who racked up a total of only two firsts, five seconds and two thirds.

### **Title Captured By Single Point**

The Interpart Softball League at HMCS *Naden* wound up to a successful conclusion with only one point



Summertime Sundays are regatta days for members of the Ottawa branch of the Royal Canadian Navy Sailing Association. With a fleet of ten 14-foot Admiralty-type dinghies, the sailing enthusiasts display a keen spirit of competition throughout the week-end contests, held on scenic Dows Lake, Ottawa. Commodore of the Ottawa naval sailing organization is Lieut.-Cdr. A. A. Turner, commanding officer of HMCS "Bytown". Above, in a typical setting, units of the racing fleet are being prepared for another race over the one-mile course.—(O-5690)

separating each of the first three teams. Supply School "B" took the title with 35 points; Naden Cooks and Writers were second and TAS and Electrical came third.

Navy finished the Victoria Senior "A" Softball schedule in fourth place with a record of 11 wins and 17 losses. Play-offs commenced July 30, with Navy meeting the league-leading Capital City Gasmen in a three-out-of-five final. Having lost the first two games 5-3 and 9-0, the RCN squad managed to eke out a 5-5 tie for the third game, but lost the fourth and final by a score of 10-3.

### **Soccer Title Goes to Chiefs**

The Chief Petty Officers won their second straight annual interpart soccer title by notching one fateful marker in a tight game with the highly-rated Observers' School squad in a sudden-death encounter on HMCS *Shearwater's* sports field.

The Observers, who were favourites to win the *Shearwater* championship this year, had the speed but not enough "savvy". When the whistle blew to end the first half, both sides had failed to score in the evenly balanced struggle.

CPO Bob Coe, who had missed two beautiful chances in the first half,

opened and closed the scoring midway through the last part on a kick that had "Goal" marked all over the ball. In the dying minutes of the game, the Observers applied the pressure but could not break through the strong defence put up by their canny competitors.

### **Interpart Schedules At Half-Way Mark**

Play in the interpart softball and soccer schedules at HMCS *Stadacona* has reached the half-way mark and all teams are bearing down in an effort to make the playoffs.

MTE (A) team is presently on top of the "A" Section for the softball league while their counterparts, MTE (B) team is leading the "B" section.

Electrical "A" and Supply teams are currently tied for soccer honours with MTE very close behind.

### **Cornwallis Nine Enters Playoffs**

The Cornwallis baseball team finished the Annapolis Valley League schedule in third place and was in the playoffs with Bear River in late August.

In the Valley Softball League, *Cornwallis* wound up in second place and was to meet Middleton in the playoffs.

The Cornwallis Wrens were assured of a playoff berth in the ladies' softball

league, having only one loss in 13 games. On the interpart scene, those old standbys, the Chiefs and Petty Officers, were leading and were expected to repeat their triumphs of other years.

With the new entries, there's always a game going, as every division wants to enter every competition, no matter what. Results of the July competition showed *Canada* Division with 551 points for a tabloid sports day, with *Iroquois* close astern with 547. *Canada* cleaned up 44 points for boxing and *Haida* was just behind with 40. *Haida* passed *Canada* Division by three points with a 36-point swimming total. *Canada* forged ahead in the four-league softball schedule with 15 points, the *Athabaskans* culling a dozen. *Canada* was on top again with 10 markers in water polo, *Ottawa* gaining eight. *St. Laurent* collected 10 points in tug-of-war, *Canada* following with eight.

Competition among the new entries is stiff and it takes a division with lots of aptitude, team spirit and sportsmanship to get to the top. Since *Canada* Division completed new entry training soon after the July competitions, the results plainly show the peak of perfection attained.

### ***Pupils Outplay Soccer Champs***

Chief Cadet Captain Vic Fast recruited an able soccer team from the ranks of the Cadets in Esquimalt's Reserve Training Establishment this summer.

After beating the Cadets at Royal Roads and the RTE Officers' eleven, Fast's squad challenged the old masters — *Naden's* Chief and Petty Officers' team, Command champions.

The Chiefs allowed as how they would be delighted to teach the lads something about the game and the contest was staged on the *Naden* field, Cadet band in attendance. The whippersnappers from RTE marched on the field, pants rolled up to the knees, diaper style. The Chiefs limped on the field, equipped with a wheelchair, crutches, bandages and all the paraphernalia of old age.

The game was fast and furious in spite of all the gimmicks. By half-time the Cadets sank the ball twice and had a 2-0 edge. The Chiefs came up with an exhibition of good football, scoring one on a fast rush and a second with a bullet-straight penalty shot. The Cadets rallied again and pressed home two more goals to take the game 4-2.

The trophy, donated by Lieut.-Cdr. (S) R. S. Goddard, RTE's supply officer, was presented to team captain Vic Fast by Commander G. H. Hayes, Reserve Training Commander. Fast thanked the Chiefs for the lesson in soccer the Chiefs gave the Cadets.—R.H.R.

### ***Four-Way Tie For Second Place***

The *Shearwater* Interpart Softball League has 18 teams this year and with one month of the season to go the RCAF and Z-2 entries were leading "A" Section with six points apiece. There was a four-way tie for second spot; Works

and Bricks, Tractor, Z-2 Chief and POs and Officers having four points each. Air Stores Depot had three points and TAG was in cellar position with two.

In "B" Section, Gunroom, Helicopter, Supply, SNAM and HSL all shared first place with four points apiece, Observers were in second place with two points and, clutching goose eggs in the cellar were POs and ADC.

In the meantime, the station softball team was in sixth place in the Dartmouth League and hoping to finish within the first three by the end of the month.

In baseball circles, the *Shearwater* club was in middle standing of the three-team Halifax and Dartmouth Intermediate League, while the other station nine shared top honours with Greenwood RCAF in the Tri-service league with two wins each.

### ***Weather Slows Softball Schedule***

Only 10 games were played in the interpart softball league at HMCS *Shearwater*. Seven games were postponed due to the weather and will be played at the end of the regular schedule.

In "A" Section the RCAF team is currently leading with three wins and one loss. Z-2 Chief and POs are in the runner up position.

"B" Section is headed by High Speed Launch and the Gunroom entry, both teams having yet to taste defeat.

The representative team in the Dartmouth Suburban League has had a hard time holding together due to leave and drafting. To date they have four wins and seven losses.

### ***Track Meet Honours Captured by Cadets***

Cadets waltzed into nine firsts and a third place in a dozen events to take the Stadacona Interpart Track and Field Trophy on June 24 at HMCS *Stadacona's* recreation field.

The cadets scored a total of 58 points, finishing well ahead of Electrical School, runners-up with 15. Supply placed third with 14 points among the eight teams participating.

The meet produced a new Command record, AB Alonzo Smith of the Supply Team hurling the javelin three feet, 9½ inches farther than the old mark of 123 feet.

The team trophy was presented to the cadets by Commodore E. P. Tisdall, at the end of the meet.

Results were as follows:

One-mile run: first, Cadet R. M. Sproule, time 5:35½; second, Sub-Lt. Robert Stevenson (Wardroom Team), third, Cadet B. A. Andrea,



Nineteen years after he had qualified in P & RT, Lieut. (PT) J. A. Arnott interrupted his annual leave to visit the new gymnasium in HMCS "Cornwallis" and present the Physical Training Qualifiers' Shield to AB J. A. Firman, top man in a recent physical trainers' class. (DB-3147)

880-yard run: first, Cadet Gerald Monfette, time 2:35½; second, Cadet R. L. Heath; third, Lieut. F. G. Henshaw (TAS Team).

220-yard dash: first, Cadet Germain Dufour, time 26:4; second Cadet D. E. R. Roy; third, Ldg. Sea. Leslie Seebold (Gunnery Ordnance).

100-yard dash: first, Cadet D. C. Crawford, time 11:1; second, PO Thomas Young (MTE), and third, Cadet D. J. Connors.

440-yard dash: first, Cadet William E. Taylor, time 58%; second, Cadet J. L. Hoddun; third, Ord. Sea. James Kloosterman (Gunnery-Ordnance).

880-yard relay: first, Cadets; second, Gunnery-Ordnance; third, Supply.

High jump: first, AB Rod Shoveller (TAS), 5' 5½"; second, Ldg. Sea. W. A. Dutchak (Electrical School); third, Ldg. Sea. Gilbert Lundihh (Gunnery-Ordnance).

Broad jump: first, AB J. A. Wright (Electrical School) 15' 9½"; second, Lieut. M. A. Martin, (TAS); third, Cadet T. A. Walsac.

Shot put: first, Cadet R. H. Keyserling, 32-7¼"; second, CPO T. E. Elstone (TAS), and third, AB A. E. Riches (Supply).

Hop, step and jump: first, Cadet W. E. Taylor, 37-2½"; second, Cadet J. C. MacDonald; third, PO Mike Bidnock (Supply).

Discus: first, Cadet G. N. Daggett, 97-7"; second, Lieut.-Cdr. G. C. Gray (Wardroom); third, Ord. Sea. V. Yablonski (Electrical).

Javelin: first, AB Alonso Smith (Supply); second, Instructor Lieut.-Cdr. K. D. F. McKenzie (Wardroom); third, AB Dave Martin (Electrical).

## NOAC Members Share Golf Title

The long hilly 18 holes at St. Andrew's Golf Club was the setting for

### Chaplain's Son, 9, Wins Scholarship

Andrew Donald Mowatt, 9, a son of Chaplain (P) A. J. Mowatt, of HMCS *Shearwater*, and Mrs. Mowatt, was recently awarded the J. P. Crerar scholarship, tenable for eight years of study in Scotland. He had just completed grade four at Shearwater School. The winner each year is selected on the merits of his general record and the recommendation of his Canadian teachers.

The scholarship provides four years of study at Cargifield, a "prep" school at Barnton, six miles from Edinburgh, followed by another four years at Fettes College nearby. Young Andrew previously attended Victoria School in Dartmouth and public school in Calgary.

He is holder of the Halifax Conservatory of Music Alumnae prize for violin for the past two years, studying under Ifan Williams there. The lad, who collects everything from stamps to sea shells, took ten first prizes, four seconds and two thirds with his 16 entries in a recent Dartmouth hobby show. In addition, he belonged to the local Cub pack. He sailed from Halifax in late August with his mother. The school term at Cargifield began on September 20.



Wrens of HMCS "Malahat" have acquired a high West Coast reputation as rifle shots. More recently the Wrens of HMCS "Carleton" have been drawing beads on rifle targets under the experienced coaching of CPOs Harold Haywood and Bob Hewens. Left to right are Ord. Wren Lois Jackman, CPO Haywood, Ord. Wren Ruth Grierson and Ord. Wren Audrey Lefavre.

the Naval Officers Association (Toronto Branch) annual golf tournament this year.

The Hiram Walker "low gross" trophy was won jointly by Eddie Creed and Scottie Thomson. Each carded a sizzling 76. The low net trophy went to S. A. Macdonald who shot a 67.

At the dinner afterwards, George Bernard won a matched pen and pencil set in the draw.

### Stad Team Third In Soccer Race

The Halifax and District Soccer League wound up a successful season with HMCS *Stadacona* finishing third. Outstanding performers for the Navy team were goalkeeper CPO Robert Murray and centre forward AB Jack Linton.

At the conclusion of regular league play, *Stadacona* was only four points from the first place team.

### Softballers Aim At League Title

The HMCS *Stadacona* entry in the Halifax Intermediate Softball League has shown that it will take a back seat to no one.

Sparked by a veteran of many years of softball Cd. Gnr. Doug Babineau, who

is still playing an outstanding game, coached by PO Hal. Halikowski and managed by CPO Dick Malin, the team is in second place in a six-team league and the players feel confident of taking the league title.

### Tabloid Sports Meet for Cadets

B1 Cadet class amassed a total of 86 points to win a tabloid sports meet, run off by West Coast Cadet training classes at HMCS *Naden* on July 6. Cadet Captain A. I. Mair received the prize, a large cake, on behalf of his classmates, from Commander G. H. Hayes, the Reserve Training Commander, West Coast. Runners-up were members of F1 class with a total of 78 points.

The meet featured eight events with a time limit on each and was played on the sports field outside the Damage Control School. *Naden* PTIs organized the meet, which was planned by Lieut. (SB) J. M. Pennock, RTE sports officer.

The events and their limits were as follows: 100-yard dash (under 12.2 seconds), astride vault, high jump (over 4.4 feet), long jump (15.5 feet), standing broad jump, and shot put, discus, javelin and softball throws. A high standard of competition was set, with surprisingly good results from the cadets in the various tests.

# 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 rank, branch and trade group shown opposite his name.

As a result of the recent reorganization of the Engineering Branch (details are given elsewhere in this issue) the former rating of Stoker Mechanic has become Engineering Mechanic, the abbreviation "SM" being replaced by "EM". This has necessitated the change of the Electrical Branch abbreviation "EM" to "LM". The letters "ER" remain as the designation of Engineering Artificers, formerly known as Engine Room Artificers.

Changes in qualifications mean that the letters "NQ" will automatically, for the present, be placed after the listings for Engineering Mechanics of P2 and above.

BALLARD, Raymond E. .... C2SW3  
 BEAUCHEMIN, Jacques A. .... P1SH4  
 BELLAVIE, John H. .... C2ER4  
 BJORNSON, Thorir H. .... LSMA1  
 BLADES, William A. .... LSCV1  
 BLAIR, Henry ..... C2ER4  
 BLAIS, Walter J. .... LSSW1  
 BLENKERON, Allan K. .... LSMA1  
 BOTTOMLEY, Thomas E. .... C2SH4  
 BOURBONNIERE, Edward  
 J. .... C1ER4  
 BRANDES, Ole R. .... LSB2  
 BROOKS, Kenneth S. .... P2CK2  
 BROWN, Richard W. .... LSCV1  
 BROWNRIDGE, Warren E. .... C2ER4  
 BRUNEAU, Gaston J. .... LSMA1  
 BURKE, Raymond M. .... P2PW2  
 BUTLER, Wilfred B. .... P1MA2  
 CAMPBELL, Donald P. .... C2CR3  
 CARDER, Allan A. .... C2ER4  
 CARLSON, Clarence V. .... LSCV1  
 CARROLL, Newton H. .... LSAF1  
 CLARKE, Robert M. .... P2MA2  
 COOPER, Laverne M. .... LSVS1  
 CORBEIL, Marcel. .... P1MA2  
 COURT, Frederick J. .... P2CK2  
 COURTNEY, Douglas T. .... LSSW1  
 COWPER, Peter W. .... P2PW2  
 CROXALL, David. .... P2CK2  
 CURSON, Frank W. .... C2SH4  
 CUTHBERT, Arthur. .... C1NS3  
 DALY, Patrick J. .... LSPW1  
 DAVIES, Donald A. .... LSEM1  
 DeBAEREMAKER, Andre F. .... P1ER4  
 DILLON, Edward J. .... LSB2  
 DORKEN, Frederick E. .... P1SH4  
 DROVER, John P. .... LNS\$1  
 DUFFEY, John V. .... P1SH4  
 DUNKERLEY, George W. .... LSCV1  
 DUNN, Russell C. .... P2CK2  
 DUNSMORE, Robert. .... P1ER4  
 EARNSHAW, Ivan W. .... P1ER4  
 EBERLIN, Frederic. .... LSAW1  
 ELDRIDGE, Edmund R. .... C1ER4  
 ELLIOTT, James. .... C2ER4  
 ERICKSON, William E. .... C2ER4  
 FAWNS, William D. .... P2HA3  
 FINLAYSON, Clifford H. .... LSB2  
 FREEMAN, Paul D. .... LSEM1

GILLATLY, William A. .... LSCV1  
 GILLINGHAM, Gerald J. .... LSEM1  
 GIROUX, Gordon C. .... LSSW1  
 GIROUX, Georges J. .... LSAR1  
 GRANT, Edward T. .... C1ER4  
 GRANT, John C. .... C2EM3(NQ)  
 GRAY, Robert W. .... LSCV1  
 GUEST, Earl O. .... P2CK2  
 GUINARD, Fernand J. .... C2EM3(NQ)  
 HALL, Reginald K. .... LSAC1  
 HAWKEY, Robert C. .... P1AW2  
 HENDERSON, John H. S. .... P1AT4

HERMAN, James H. .... C1ER4  
 HIGGINS, Arthur. .... C2CK3  
 HINCH, Harold G. .... P1EM2(NQ)  
 HOWARD, John W. .... P2CK2  
 JOLY, Jean-Jacques. .... P2PW2  
 KOEN, James W. .... LSPW2  
 KAISER, William B. .... C1EM3(NQ)  
 LAVOIE, Bertrand M. .... C2MA3  
 LECK, Glen E. .... P2NS2  
 LEE, Clifford M. .... P1SH4  
 LYNCH, Ronald T. .... P2EM2(NQ)  
 LYNN, Hugh A. .... P1EM2(NQ)

## BIRTHS

To Petty officer R. H. Bowack, HMCS *Cornwallis*, and Mrs. Bowack, a son.  
 To Leading Seaman Louis Dénomme, HMCS *Portage*, and Mrs. Dénomme, a daughter.  
 To Chief Petty Officer Sidney Dobing, HMC *ML 124*, and Mrs. Dobing, a daughter.  
 To Able Seaman R. W. Foster, HMCS *Cornwallis*, and Mrs. Foster, a son.  
 To Lieutenant Gerald H. Hill, HMCS *Stadacona*, and Mrs. Hill, a son.  
 To Lieutenant A. M. Martin, HMCS *Stadacona*, and Mrs. Martin, a son.  
 To Petty Officer Joseph Morrow, Albro Lake Radio Station, and Mrs. Morrow, a son.  
 To Petty Officer John Page, HMC *Ordnance School*, Esquimalt, and Mrs. Page, a son.  
 To Chief Petty Officer Michael T. Semenick, HMCS *Cornwallis*, and Mrs. Semenick, a daughter.  
 To Leading Seaman Donald Wallis, HMC *ML 124*, and Mrs. Wallis, a daughter.

## WEDDINGS

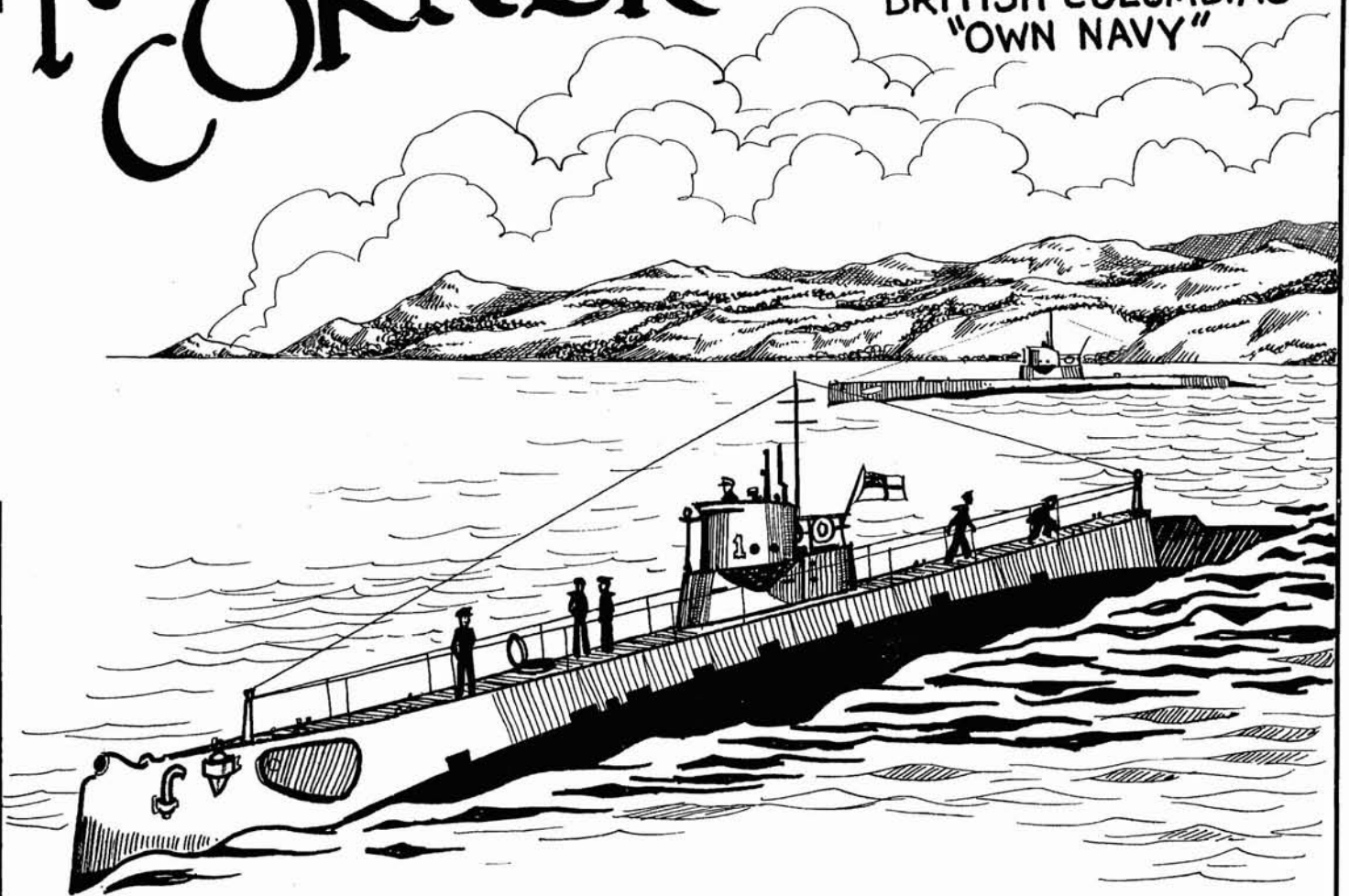
Able Seaman Harold Stanley Anderson, HMCS *Magnificent*, to Miss Beatrice Eileen Stevens, of Burgeo, Nfld.  
 Able Seaman Glen Beckstead, HMCS *Portage*, to Miss Ella Cummings, of Montreal, P.Q.  
 Able Seaman Eugène Bellier, HMCS *Caribou*, to Miss Gladys Buckle, of Corner Brook, Nfld.  
 Petty Officer Leslie Warren Birks, HMCS *Cornwallis*, to Miss Jean Edna Formston, of Chester, England.  
 Able Seaman James Brian, HMCS *Shearwater*, to Miss Marion Holstead, of Toronto.  
 Lieutenant Derek Oliver Campfield, HMCS *Micmac*, to Sub-Lieutenant (MN) Janet Allison, HMCS *Cornwallis*.  
 Able Seaman John M. Crawford, HMCS *Cornwallis*, to Miss Kathleen Kelly, of Toronto.  
 Ordinary Seaman Gerald Figuery, HMCS *Cornwallis*, to Miss Gail Couturier, of Ottawa.  
 Leading Seaman Reginald Bruce Hewens, HMCS *Shearwater*, to Wren Audrey Marion Beckwith, of White Rock and Vancouver.  
 Lieutenant-Commander James H. Johnson, HMCS *Shearwater*, to Miss Christine Margaret Charles, of Hawkesbury, Ont.  
 Lieutenant Allan G. Lowe, HMCS *Haida*, to Miss Ruth Lillian Bentley, of Halifax.  
 Lieutenant Joseph J. MacBrien, HMCS *Niobe*, to Miss Ann Elizabeth Nicholls, of Toronto.  
 Sub-Lieutenant (S) Allison MacLeod, HMCS *Quebec*, to Miss Thérèse Marie Thibault, of Halifax.  
 Able Seaman William Stuart Stockman, HMCS *Haida*, to Miss Marjorie Lillian Box, of Westmount, P.Q.  
 Petty Officer James Herbert Wilson, HMCS *Haida*, to Miss Joyce Myrtle Woodburn, of Westmount.

McDOWELL, Russel R. .... C2NS3  
 McKAIGUE, Kenneth J. .... LSCV1  
 MANTHA, Léo J. .... P1ER4  
 MARKLE, Arthur E. .... LSCV1  
 MESSERVEY, Gordon F. .... C2SH4  
 MONBOURQUETTE, Wilfred R. .... C2SH4  
 MOORE, Raymond A. .... C1ER4  
 MOTT, Keith C. .... LSEM1  
 MUELLER, Ernest W. R. .... LSAW2  
 MYERS, Joseph F. .... LSCV1  
 NORTON, James A. .... C2ER4  
 OTTENBREIT, Joseph M. .... P2CK2  
 PALMER, Donald L. .... LSSW1  
 PARSONS, Lewis S. .... C1SH4  
 PENTNEY, William. .... LSEM1  
 PILCHER, Stanley E. .... LSAW1  
 PINKERTON, David T. .... LSCV1  
 PLASTOW, John E. .... C2MA3  
 POUPORT, Gérard E. .... LSEM1  
 QUINN, John H. .... C1ER4  
 RHODES, George W. .... LSPW1  
 RIVEST, Rosaire G. .... LSCV1  
 ROBERTS, Robert G. .... P1SW2  
 ROBERTS, Ronald B. .... LSEM1  
 ROBERTSON, Roy A. .... P2AA1  
 ROBINSON, William E. .... P2SW2  
 ROSE, John W. .... P1ER4  
 ROSS, Clifford A. .... P1ER4  
 RUSHTON, Lloyd W. .... P2MA2  
 SAKOWSKI, Anthony J. .... LSCV1  
 SAVARD, Michel J. .... LSEM1  
 SHEEHY, William R. .... LNS1  
 SHEPLAWY, Eugene J. .... LSCV1  
 SIDWELL, Stanley A. .... P1EM2(NQ)  
 SLITER, Calvin A. .... C1ER4  
 SLOPAK, Kenneth L. .... P2BD3  
 SMITH, Arthur J. .... C2EM3(NQ)  
 SPIDELL, Robert R. .... C2SH4  
 STANHOPE, Allen H. .... C1CK3  
 STREETER, Henry C. .... P1SH4  
 SYMONS, Robert W. .... LSCV1  
 TAYLOR, Reginald R. .... LSSW1  
 TILLAPOUGH, Lyle M. .... P1VS3  
 TIPPETT, Arthur S. .... LSMA1  
 VAIL, Douglas D. .... P1VS2  
 VALENTIATE, Roy H. .... LSAF1  
 VANDER-HOEK, Harry. .... P2EM2(NQ)  
 VAN DER MARK, Herman F. .... P2CK2  
 VEINOT, Vernon D. .... LSCS2  
 VERGOUWEN, Peter J. .... LSCV1  
 WADDELL, George S. .... P2NS2  
 WALSH, John H. .... LSEM1  
 WOOD, Charles W. .... P1VS2  
 WRIGHT, John H. .... P1SH4  
 YATES, Raymond W. .... LSCV1

# NAVAL LORE CORNER

NO. 13

BRITISH COLUMBIA'S  
"OWN NAVY"



IN WORLD WAR I, THE PREMIER OF BRITISH COLUMBIA, ON BEHALF OF THE PROVINCE, PURCHASED TWO U.S.-MADE SUBMARINES, & PRESENTED THEM TO THE CANADIAN NAVY. THESE BOATS SERVED ON THE WEST COAST, AND WERE REFERRED TO AS "B.C.'s OWN NAVY"...



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OTTAWA  
EDMOND CLOUTIER  
Printer to the Queen's Most Excellent Majesty  
1953



*The*  
**CROWSNEST**



Vol. 5, No. 12

October, 1953



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# The CROWSNEST

Vol. 5 No. 12

THE ROYAL CANADIAN NAVY'S MAGAZINE

OCTOBER, 1953

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*Cover photo*—On another page is described the anguish of ships, trapped in a typhoon, and unable to replenish their almost empty fuel tanks. More fortunate was the HMCS *Sioux* during the Coronation cruise. Riding high in the heavy sea, the *Sioux* was nevertheless able to carry out a tricky fuelling operation without mishap. The picture was taken by Ldg. Sea. George Apps from the flight deck of the *Magnificent*, which supplied the bunker oil.—(MAG-4510)

### LADY OF THE MONTH

The first destroyer and, at that time, the largest warship ever constructed in a Canadian shipyard, HMCS *Micmac* has entered on a new commission, her third since she began her first on September 18, 1945. Those familiar with the *Micmac* in her previous commissions will notice on scanning this recent photograph that there have been some changes made.

Added to the fact that she was the first Canadian-built destroyer was the additional one that she was the first Canadian warship to be fitted with post-war anti-submarine weapons.

The *Micmac* was named after the Micmac Indians, a Nova Scotia branch of the Algonquin tribe. A full-blooded Micmac, Clarence Gode, of Bear River, N.S., worked on her as a rivet heater during her construction in Halifax.

Although the *Micmac* was not chosen for Korean duty, she was far from idle during her second commission from November 1949 to November 1951. During that time she logged more than 102,000 miles, spending more than half the period at sea and visiting 32 ports in 21 different countries, many of them as a unit of the Canadian Special Services Squadron which visited 13 ports in seven European countries in 1950.

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.

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THE QUEEN'S PRINTER,  
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## RCN NEWS REVIEW

ML 724 carrying Navy Day visitors on a tour of Esquimalt Harbour. (E-23204)

### **Huron Back At Sea Again**

The *Huron*, under the command of Commander T. C. Pullen, of Oakville, Ontario, came out of drydock during the first week in October, after undergoing extensive repairs to damage which resulted from grounding last July while on patrol in enemy waters off the north-west coast of Korea.

After some 80 days in drydock, the *Huron* is now in first class condition. While a brand new bow was being built on this Tribal Class destroyer, every opportunity was taken to refit as much of the ship's equipment as possible. Following the undocking the ship's technical officers said they were pleased and "amazed" at the speed with which the repair job progressed.

Repairs were carried out in a United State Navy-controlled dock on loan to the Royal Navy. The work itself was done by Japanese workmen employed by the Sasebo Ship Industry Company, Limited, and was supervised by Royal Navy constructors.

Following the undocking, the ship came alongside for completion of internal fittings. The *Huron* was scheduled to sail for Yokosuka, Japan on October 22 for a ten-day session of workups.

### **Four Owe Lives To Prestonian**

Four of the six survivors of a U.S. Navy flying boat, which crashed into St. George's Harbour, Bermuda, were rescued by men from HMCS *Prestonian*, who had manned the motor cutter by the time the aircraft hit the water.

The plane, its starboard engine on fire, overshot Kindley Field, stalled and smashed tail first into the water within 50 yards of the *Prestonian*, on exercises

in the Bermuda area with the *Wallaceburg*, *Portage* and HM Submarine *Auriga*.

An outstanding part in the rescue was played by Ldg. Seaman Bruce S. McDonald, who manned the motor cutter, along with Ldg. Sea. Frank Howell and AB Guy Tellier, as soon as it was realized the flying boat was going to crash. Ldg. Sea. McDonald, as coxswain, brought the boat alongside one of the survivors, who said his back was broken. The man was accordingly not taken on board but was gently towed to a U.S. Air Force crash boat which was nearing the scene.

The *Prestonian* seamen then headed back and picked up three injured airmen and transferred them to the crash boat, which rescued two others. The bodies of four members of the flying boat crew were recovered from the harbour the next day.

Ldg. Sea. McDonald, who was commended for his prompt action by Captain Allen Smith, Jr., commanding officer of the U.S. naval station in Bermuda, has been in the Navy for four years, his service including 11 months on Korean duty in the *Nootka*.

### **Navy Penetrates Eastern Arctic**

The Royal Canadian Navy has assumed the operation of the radio station on Padloping Island, off the east coast of Baffin Island and about 40 miles north of the Arctic Circle.

The station was set up by the U.S. Air Force, with the approval of the Canadian Government, during the Second World War and went under the code name of Crystal III. Its function was to provide weather information and radio aids to aircraft being ferried across the Atlantic to Europe.

Since the war, the USAF has continued to operate the station, but now it has been turned over to the RCN pending the manning of the station by personnel of the Department of Transport, which will ultimately assume responsibility for its operation.

The Padloping Island station, which continues to carry out meteorological observations and provide navigational aids for aircraft flying the northern route between North America and Europe, is a self-contained community. For most of the year it is completely isolated and supplies and mail have to

### **Beacon Hill Spots Monster**

The sea monster season in British Columbia (which oddly coincides with the peak of the tourist season, so that no one is quite sure whether the sea monsters come to view the tourists or vice versa) produced a new crop this summer.

The ship's company of HMCS *Beacon Hill*, West Coast training frigate, was able to join the parade of witnesses by virtue of a sighting in Vancouver Island waters.

What they saw was a fish of some 1,000 pounds in weight, with an ovoid body, narrow, flipper-type fins about four feet long and with no visible tail. The monster appeared to be swimming on its side, its fins breaking the surface as it proceeded. It was seen by about 10 members of the ship's company.

The sighting reminded the then commanding officer of the *Beacon Hill*, Lieut.-Cdr. J. L. McDowall, of an earlier report by a Texan, who was an August visitor to Victoria.

The Texas visitor saw Victoria's own sea monster, "Cadborosaurus", and exclaimed:

"Golly! It was longer than two Cadillacs!"

be dropped from the air. The bulk of the station's stores come in by ship during the brief summer.

The station's complement is 18 men of the RCN, plus five Eskimos. PO William K. Carson, of Toronto, is in charge. The nine men who make up the communications staff received special training at Shearwater's Meteorological School. Besides PO Carson, they are: Leading Seamen William R. Gaudet, of Charlottetown, Henry W. Dyck, of Kitchener, Jacob Fehr, of Aberdeen, Sask., and Joseph C. Kelly, of Chapeau, Que., and Able Seamen Joseph K. MacDonald, of Morell, P.E.I., Garfield T. Sweet, of Centreville, N.S., Robert J. Young, of Belleville, Ont., and Ronald A. Cunningham, of Sarnia.

The station's power and heating plants are operated by PO Gordon C. Tomlinson of Galt, Ont., and Able Seamen Mervin C. Salsberg, of Redcliffe, Alta., Donald W. MacKenzie, of Truro, N.S., and John M. Maule, of Oshawa, Ont.

Others at the station are PO Kenneth D. Powell, of Hamilton, medical assistant; PO Gordon H. Wingses, of Ottawa, radio technician; AB Donald R. Burgess, of Pembroke, Ont., electrician's mate; Ldg. Sea. James W. Dixon, of Toronto, storesman, and, last, but far from least, Ldg. Sea. William J. Martell, of Picton, Ont., cook.

### Admiral Mainguy Presents Prizes

Medals and prizes won by top cadets of Royal Military College were presented by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, at the college's commencement exercises.

### Higher They Rise, Harder They Fall

Now that the World Series is history and the slate has been cleared for a new batch of statistics, the results of two softball games played while HMCS *Algonquin* was at Key West may be of interest.

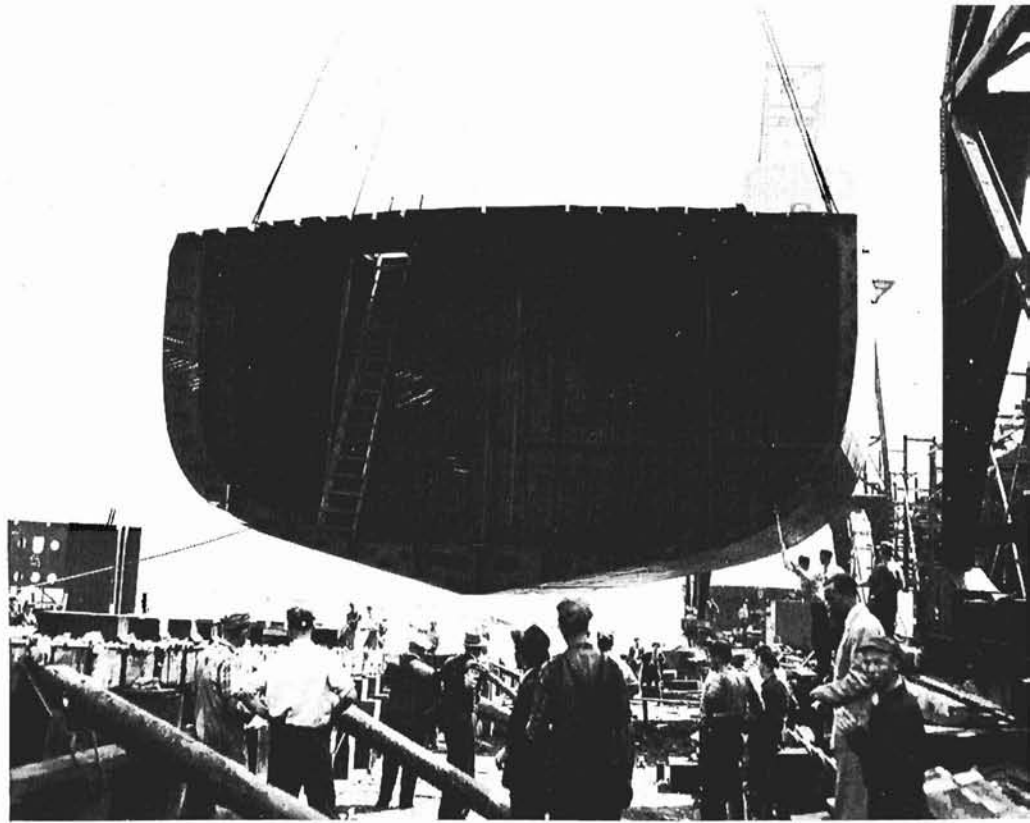
In a game between *Algonquin* men and USN enlisted men from the Key West base, the score was RCN 4; USN 17.

But—

In a contest between *Algonquin* Chief and Petty Officers and USN Chief Petty Officers, the score was RCN 42; USN 11.

A visiting RCN lieutenant-commander drew the following conclusion from the scores:

"Although the data cannot be termed conclusive, a first letter report on the above subject would indicate that the hit probability of the USN enlisted man is inversely proportional to his time in the service."



Laying a keel in this day is accomplished by a method much different than that of yesteryear. The first section of the destroyer escort which will one day bear the name HMCS "Chaudière" is shown as it was lowered into place immediately after the launching of HMCS "Saguenay" at Halifax shipyards.

A march past and the subsequent ceremonies were watched by hundreds of visitors.

The silver medal of the Lieutenant-Governor of Ontario for proficiency in third year engineering went to Cadet Wing Commander J. A. Marshall, of Castor, Alberta.

General proficiency in the third year won the silver medal of the Lieutenant-Governor of Quebec for Flight Leader F. S. Mallet, of Toronto.

The Governor-General's medal for proficiency in the second year was awarded to Cadet W. C. Moffatt, of Owen Sound, Ontario, and the medal of the Lieutenant-Governor of Quebec for the English-speaking cadet making the most progress in the French language went to Cadet P. D. C. Barnhouse, of Brantford, Ontario.

Cadet Section Commander G. R. Fanjoy, of Peterborough, Ontario, was awarded the Ontario Hydro scholarship.

### Scholarships For Sea Cadets

The Navy League of Canada's first scholarship to HMS *Conway*, the merchant service officers' training ship in Wales, has been awarded to Alexander G. Sinclair, of RCSCC *Renown*, St. Catharines, Ont.

The scholarship provides for a two-year term in *Conway* and is valued at \$1,500. Application for the scholarship was open to Sea Cadets not more than

16½ years of age, with an academic standing of Grade XI.

Thirteen additional scholarships were also announced by the Navy League.

Two of these, valued at \$580 each, went to Donald M. Coulter, of RCSCC *Undaunted*, Calgary, for Royal Roads, and Ronald Muir, of RCSCC *Trent*, Trenton, Ont., for Royal Military College.

Eleven UNTD scholarships, valued at \$250 each, went to the following: A. G. Isherwood, Dartmouth, N.S.; D. C. Langille, Yarmouth, N.S.; B. Smith, North Sydney, N.S.; R. L. Calder, Montreal; A. E. Skinner, Ottawa; B. A. Beare, R. A. Ferguson and A. S. W. Stiles, all of Edmonton; W. L. Bolduc, Wainwright, Alta.; R. G. Balfour, of Victoria, and P. Ney, Nanaimo, B.C.

The Navy League also noted that another 13 former Sea Cadets had entered the Canadian Services Colleges this fall under the Regular Officers' Training Plan.

### Reservists Fly To Shearwater

Early risers on Saturday morning, October 3, witnessed the first mass air movement of an RCN(R) air squadron. VC 920's four Harvards and a Dakota transport flew off from Downsview with 10 of the squadron's pilots and the maintenance personnel, bound for *Shearwater* and an intensive two weeks' training.



A destroyer almost disappears in the trough of a high sea in the Pacific. (U.S. Navy Photograph)

# The Law of Storms

By HANSON W. BALDWIN

*Mr. Baldwin, The New York Times military editor, analyzed records of the Naval Court of Inquiry, log books of the ships concerned, and other accounts of the storm for this article, which is reprinted with the permission of the New York Times Service and of the author.*

IT was the greatest fleet that had ever sailed the seas, and it was fresh from its greatest triumph. But the hand of God was laid upon it and a great wind blew, and it was scattered and broken upon the ocean.

The inexorable Law of Storms—the Bible of all seamen since the days of astrolabe and sail—was neglected, and the Third Fleet, proud in its might, paid the penalty—more men lost, more ships sunk and damaged than in many of the engagements of the Pacific war.

Storms have intervened before in history and nature has adjudicated the small affairs of man. A great wind, as well as Drake of Devon, saved England from the Spanish Armada. But in 500 years of naval history there had been no wind the like of that which struck the Third Fleet, Admiral William F. Halsey commanding, and humbled it in an hour of victory, on December 17 and 18, 1944.

The battle for Leyte Gulf was history; the Japanese Empire only a few weeks before had been dealt a fatal blow. The invasion of Mindoro started on December 15 and the Third Fleet was weary from three days of wide-ranging strikes against the island of Luzon.

As the fleet retired to the east to refuel, the beginning of the end was in sight; enemy land-based air power in the Philippines had been neutralized or destroyed, and MacArthur's "I have returned" was already loud upon the lips of the world.

Admiral Halsey, flying his flag in the battleship *New Jersey*, dispatched the refuelling rendezvous — 14 degrees 50 minutes north, 129 degrees 57 minutes east, about 500 miles east of Luzon—to the oilers and to Task Force 38, the carriers, under Vice-Admiral John S. McCain. But on the night of December 16-17 the sea made up and there was the queasiness of impending storm.

SUNDAY, December 17, dawns dark and brooding, the sea choppy, the wind brisk but fickle, the ships fretful. Across hundreds of miles of ocean the Third Fleet steams, the masts, the flight decks bowing and dipping, swinging in wide arcs across the horizon. Here in all its majesty is the fleet that has humbled Japan—a score of carriers, big and little; eight "battlewagons"; numerous cruisers; dozens of destroyers. The refuelling rendezvous is changed three times in search of calmer seas; the Third Fleet makes contact with the

24 big fleet oilers and their escort and, despite the querulous swells, refuelling starts. The compulsion of combat, the support needed by those soldiers back on Mindoro, permits no concession to nature.

The destroyers—the little ships that dance in any sea, the ships with empty maws from their days of high-speed steaming—come alongside the tankers and the battleships in the morning. But the ocean will have none of it; this is a job for super-seamen. There's nothing but a mad swath of white water between oilers and "tin cans" as the hungry little ships try to gulp their food through hoses leading from the oilers' tanks. Some get aboard hundreds of gallons before the lines break and the ships swing wildly apart, but most part line after line as boatswains curse and the water boils aboard the well decks and the steel plates run with oil.

*Wind force — 26 knots. Barometer 29.74. Temperature 82. Visibility 5 miles.*

In early afternoon Com. Third Fleet orders fuelling suspended, sets course to the northwest, then later to the southwest to escape the centre of the approaching storm which is not clearly located. The barometer drops, the winds moan; there's the uneasy leaden feeling of a hand 'across the heavens, but the Third Fleet steams on in cruising formation—the destroyers screening the "big boys", the anti-aircraft guns alert, the sonars "pinging", the radars searching, searching.

*Photographs of the storm and the ships caught in it, which form the subject of the accompanying article, are not available. However, the U.S. Defence Department has generously provided official United States Navy photos of warships weathering typhoons and gales in the Pacific and these have been used to illustrate in some degree the agonies of the ships of the U.S. Third Fleet.*

The night is haggard. Aboard the destroyers the "fiddles" are on the ward-room tables, the sleepers are braced in their bunks, but the sharp motion of the aroused ocean makes sleep fitful and despairing. Barometers fall steadily. Rain squalls and flung spray and spume reduce visibility; station-keeping is difficult—at times almost impossible.

The seas make up; the winds beat and buffet, "but no estimates of the storm centre were in agreement", and not until dawn does the Third Fleet realize it is in the path of the granddaddy of all typhoons. And the fleet oilers and their escorting destroyers and escort carriers—somewhat to the north and east of the main body—are directly athwart the "eye" of the approaching typhoon. Fleet course is ordered changed to 180 degrees—due south—but it is too late; the fury is upon them.

*Nantahala* (oiler) "... this ship pitching deeply and heavily." *Altamaha* (escort carrier) "... heavy weather making station keeping only approximate."

**M**ORNING fuel reports from many of the destroyers are ominous. All were low the day before; some had de-ballasted (pumped salt water out of their tanks) to prepare to refuel. They are riding light and high; stability is reduced. And their crews know that topside weight has been greatly increased since commissioning by more anti-aircraft guns, fire control gear and radar. *Yarnall* reports 20 per cent of fuel remaining; *Wedderburn*, 15 per cent; *Maddox*, *Hilcox* and *Spence*, 10 to 15 per cent.

The forenoon watch opens, in the words of an old seagoing term, "with the devil to pay and no pitch hot". The violence of the wind is terrible; it shrieks and whinnies, roars and shudders, beats and clutches. The sea is convulsed, diabolic; the ships are labouring—laid over by the wind, rolling rapidly through tremendous arcs with sharp violent jerks, pounding and pitching, buried deep beneath tons of water, rising heavily, streaming foam and salt from gunwales and hawse pipes.

Violent rain gusts, spindrift blown with the sting of hail, a rack of scud blot out visibility. The Third Fleet is scattered; few ships see others. Only on the radarscopes do the pips of light loom up to show in wild confusion man's panoply of power.

The deeply laden oilers, the heavy battleships, the larger carriers roll and plunge deeply and violently, but not dangerously, through the towering seas, but for the escort carriers, the light carriers and the destroyers, the struggle

is to live. The war now is against nature, not the Japanese; no man in all the fleet had ever felt before the full fury of such a howling, demonic wind. Some of the fleet is in the "dangerous semi-circle" of the typhoon, where stronger winds drive them toward the storm's centre, and at least one task unit is directly in the centre, where the funnel of wind and the boiling ocean leap to climax.

At 0820 the destroyer *Dewey* loses bridge steering control; at 0825 the radar, short-circuited by the flying scud, is out of operation.

At 0845 the escort carrier *Altamaha* records in her deck log: "Mobile crane on hangar deck tore loose from moorings and damaged three aircraft."

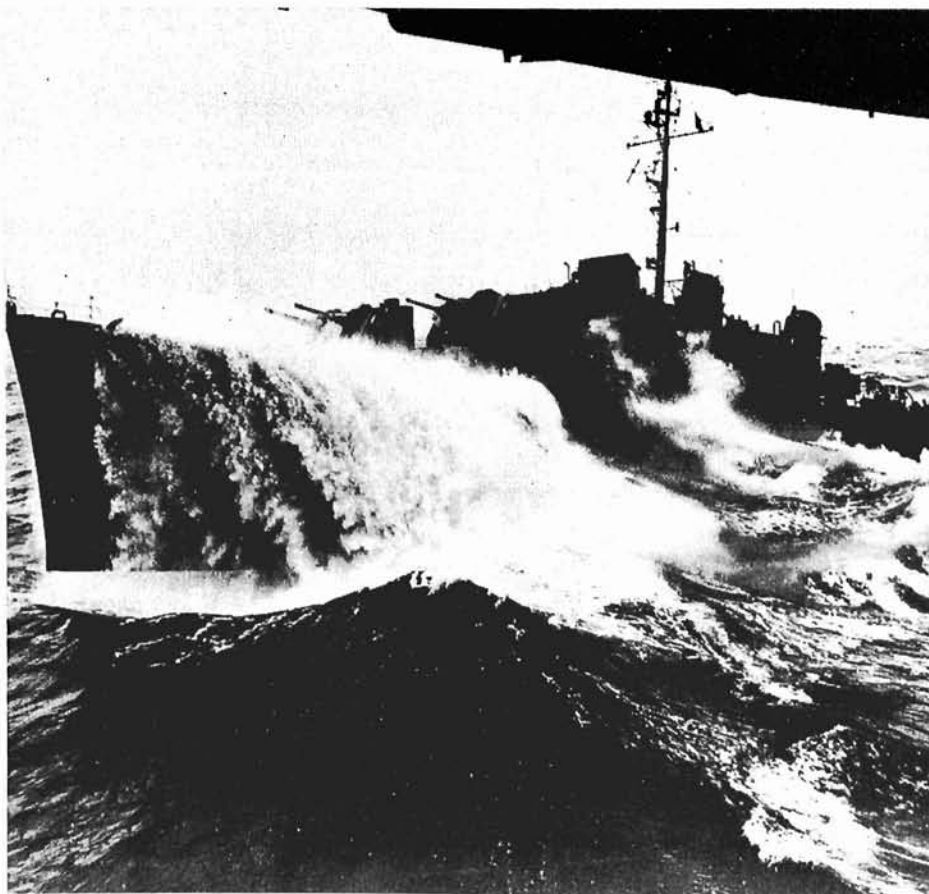
The barometer drops as no seaman there had ever seen it fall before; the wind is up.

Aboard the *Cowpens* an F6F airplane, triple-lashed on the flight deck, breaks loose on a 45-degree roll and smashes into the catwalk, starting a fire. Men fight it as a bomb-handling truck breaks free on the hangar deck and smashes the belly tank of a fighter. Men fight it as a wall of solid green water rips open, like a can opener, the

steel roller curtains on the port side of the hangar deck. Men fight it as the anemometer, with one of its cups gone, registers a wind velocity of more than 100 knots; men fight it as the wind and sea pull out of its steel roots the forward 20mm gun sponson. Men fight it as the motor whaleboat is carried away by a wall of water, as bombs break their battens in the magazine and skitter about the deck, as jeeps and tractors, a kerry crane and seven planes are flung and blown off the flight deck into the writhing sea. But in the end it is the sea which extinguishes the fire, as it was the sea which started it; the F6F breaks clear of the catwalk and falls into the tumult of water.

**A**S THE DAY wears on, the log books run out of the language of nautical superlatives. Several ships record the barometer at a flat 28 inches; the *Dewey* reads hers at 27:30—possibly the world's lowest recorded reading. The oiler *Nantahala*, with other ships of a fuelling unit to the northeast of the main body near the storm centre, records a wind velocity of 124 knots.

The wind shifts rapidly in direction as the typhoon curves, blowing from north and south and east and west—



Lines and hoses snap and Navy men face the sometimes impossible task of keeping salt water from mixing with the oil. (U.S. Navy Photograph)

backing and filling as do all circular storms—and increasing in intensity to Force 17, far beyond that ancient nautical measuring stick of mariners, the Beaufort scale—which defines Force 12, its maximum—“that which no canvas could withstand”—as a “hurricane above 65 knots”.

The voice of the storm drowns all other voices; the wind has a thousand notes—the bass of growling menace, the soprano of stays so faultily strained they hum like bow-strings. The tops of the waves—70 feet from trough to crest—are flattened off by the wind and hurled straight before its violence; rain and spindrift mix in a horizontal sheet of water; one cannot tell where ocean stops and sky begins.

Over all is the cacophony of the ships—the racked and groaning ships, the creaking of the bulkheads, the working of the stanchions, the play of rivets, the hum of blowers, the slide and tear and roar of chairs and books adrift, of wreckage slipping from bulkhead to bulkhead.

Low fuel, attempts to keep station or to change course to ease pounding spell havoc for some. The seas are so great, the wind so strong that some of the lighter destroyers are derelicts; all possible combinations of rudders and screws fail to take them out of the troughs; they are sloughed and rolled and roughed far on their sides by wind and water, and drift out of control down-wind.

**T**HE LIGHT and escort carriers fare little better; aboard the *San Jacinto*, *Monterey*, *Altamaha* and others, planes slide and slip, wreckage crashes groaning back and forth; the hangar decks are infernos of flame and crashing metal, of fire and wind and sea.

The light carrier *San Jacinto* tries to “swing to new course to ease her”. The skipper backs the starboard engines, goes ahead twenty knots on the port, but the howling wind will have none of it; the *San Jacinto* falls off into the trough, rolls 42 degrees.

A plane breaks loose on the hangar deck, skids into other planes—each lashed to steel deck pad eyes with 14 turns of wire and rope—tears them loose, and the whole deckload crashes from side to side with each roll, “rupturing and tearing away all air intakes and vent ducts passing through the hangar decks”.

Aboard the *Altamaha*—all 14,000 tons of her planing like a surfboard on the tremendous rollers—the planes she mothers turn against her; fire mains burst; wreckage litters the elevator pit;



USS “Guadalcanal” rolls heavily to port during a severe storm. (U.S. Navy Photograph)

heavy seas break over the fantail; damage repair parties shore the bulkheads.

In the *Monterey*, Nos. 1 and 2 fire-rooms are abandoned at 0914 because of heavy smoke from a hangar deck fire; ready ammunition is jettisoned; the boilers are manned by skeleton crews using rescue breathing masks; a gasoline vapour explosion kills one seaman; another, trapped by the flames, is burned to death; a third asphyxiated; many are injured.

The destroyer *Dewey* labours almost to the death. With the storm howling like a banshee, the quartermaster on watch scribbles painfully on the deck log, as casualty reports funnel to the bridge:

0905—*Dewey* reported to CTG 30.8 she was out of control and passed through formation from starboard to port. Heavy rolling caused loss of lube oil suction repeatedly.

1006—Captain ordered all port fuel tanks filled to capacity; 30,000 gallons of oil pumped to port side. Rolling through 40 to 50 degrees.

1020—Lost bridge steering control; steering aft.

1122—Doctor reported many men had been injured by falling.

1130—Main engines stopped—main switchboard shorted from salt water. Secured main generator. Electrical power and lights all gone. Five hundred to 1,000 gallons of water entering No. 2 main forced draft intake on every big

roll. Bucket brigade in mess hall and one aft kept water down. Dead in the water. All hands told to remain on port side. Rolling and pounding worse. Inclinator to 73 degrees to starboard and stopped for a few seconds. All thin shielding of ship stove in—by water on starboard side—by wind on port.

1145—The wind estimated to be more than 110 knots.

But the *Dewey*, as the morning dies, still lives.

Not so the destroyers *Monaghan* and *Spence*.

The *Monaghan*, with 12 battle stars on her bridge and a veteran of combat from Pearl Harbor to Leyte, lunges to her doom—the fleet unknowing—late in that wild and wind-swept morning. She's last heard and dimly seen when the morning is but half spent:

0936—*Monaghan* to Com. TG 30.8—“I am unable to come to the base course. Have tried full speed, but it will not work.”

1006—*Monaghan* to unknown ship—“You are 1,200 yards off my port quarter. Am dead in water. Sheer off if possible.”

1007—*Monaghan* to *Hobby*—“Bearing is 225, 1,400 yards . . .”

The *Monaghan's* 1,500 tons of steel are racked and strained; her starboard whaleboat drinks the sea as the davits dip into green water. But there's little intimation of disaster.



**A**BOUT EIGHT BELLS, as the Wagnerian dirge of the typhoon drowns the lesser noises of the labouring ship, the wind pushes the *Monaghan* far on her starboard side. She struggles to rise again—and makes it, but sluggishly.

In the after deck house 40 or 50 men cling to stanchions and pray—silently, or aloud. Slowly the ship recovers. But the lights go out; again the deep roll to starboard, again and again she struggles back, shudderingly, from disaster.

Then, about noon, the wind brutalizes her; heavily the *Monaghan* rolls to starboard—30, 40, 60, 70 degrees—tiredly she settles down flat on her side to die amid a welter of white waters and the screaming Valkyries of the storm. And there she goes with her 18 officers and 238 men.

The *Spence* goes about the same time, but again the fleet unknowing. The *Spence* is deballasted, light in fuel; she rides like a cork and is flung like a cork in the terrible canyon-like troughs. Power fails; the electrical board is shorted from the driven spray; the ship goes over 72 degrees to port—and stays there. The lights are out; the pumps are stopped—the ship's heart dead before the body dies; she drifts derelict.

Sometime before noon, the supply officer—Lieut. Alphonso Stephen Krauchunas, USNR — destined to be the *Spence's* only officer survivor, sits on the edge of the bunk in the captain's cabin talking tensely with the ship's doctor. An awful roll throws Krauchunas on his back against the bulkhead "in a shower of books and whatnot". Crawling on hands and knees on the bulkheads of the passageway, Krauchunas gets topside just before the entering ocean seeks him out. He fights clear along with 70 others — but the *Spence*—2,000 tons of steel with the power of 60,000 horses—is done.

The afternoon watch brings some slight surcease to some ships, climax and desperation to others. The fleet is widely dispersed across a raging ocean; some ships have felt the full fury of the storm; others are still to feel it. Between 1100 and 1400 of that day the peak is reached; "mountainous seas . . . confused by backing winds made the vessels roll to unprecedented angles".

For the destroyer *Hull*, with much of the mail of the fleet aboard, the afternoon watch is her last. Small and old as destroyers go, the *Hull* had made heavy weather of it in the morning; the driven spray had shorted everything; in the Combat Information Centre leaky seams admitted the sea and "sparks were jumping back and forth among the electrical cables".

The *Hull's* tanks are 70 per cent full of fuel oil; she's better off than her lighter sisters though she has no water ballast. But the storm brooks no objections; gradually the *Hull* loses the fight. Her radar is out; the whale-boat smashed and torn loose; depth charges wrenched away and to "every possible combination of rudder and engines" the ship will not respond, and is blown "bodily before wind and sea, yawing between headings of 100 and 080 true"—toward the east.

**B**UT THE WIND increases to an estimated 110 knots; "the force of the wind lays the ship over on her starboard side and holds her down in the water until the seas come flowing into the pilot house". Early in the afternoon the leaping sea hurtles up into the port wing of the bridge and young Commander Marks steps off his capsized ship, his first command, into a sea "whipped to a froth", a sea so wildly angry, so ravening for life that life-jackets are torn from the backs of the few survivors.

The destroyer *Dewey*, battered and racked in the morning watch, makes it, though hurt almost mortally. At 1230 No. 1 stack carries away and falls over the side in a clutter of wreckage, leaving a gaping wound in the main deck and 400 pounds of steam escaping from the ruptured whistle line in a shuddering roar that mingles with the berserk voice of the typhoon.

The falling funnel carries away the whaleboat davits; this easing of the topside weight — and the skipper's prescience in the morning watch in counter-ballasting the high port side with most of his fuel—probably save the ship. Nevertheless green water slops over the starboard wing of the bridge as the ship lies over an estimated 80 degrees to starboard—and lives to tell about it—perhaps the first vessel in the history of the sea to survive such a roll.

At 1300 the barometer hits "bottom"—an estimated 27-30 inches.

But the typhoon has done its worst; at 1340 the barometer registers a slight rise, and at 1439 the wind slackens to about 80 knots.

The storm curves on into the wide open spaces of the Pacific the rest of that day — Monday. The winds still howl; the ships still heave, the ocean is confused, and even on Tuesday the seas are huge, but the great typhoon is over. Behind it, it leaves the fleet scattered and broken, with more unrequited damage, as Admiral Halsey later noted, than at any time since the first battle of Savo Island.

Survivors of the *Monaghan* and the *Hull* and *Spence* are pitifully few; destroyer escort *Tabberer*, herself demasted, picks up the first survivors from the *Hull* at 10 o'clock that night, and others, including Commander Marks, the next day. The *Tabberer* also rescues ten survivors from the *Spence* aboard a life raft on the 20th; other ships, scouring the ocean now that news of the sinkings is widely disseminated, find a handful of spent and injured sailors, who will forever comprehend more fully than any living men the meaning of the fury of the sea.

The great typhoon of December 17 and 18, 1944, cost 790 dead or missing—202 from the *Hull*, about 256 from the *Monaghan*, 317 from the *Spence*; three dead in the *Monterey*, others killed or missing from other ships. More than 80 men were injured; 146 planes were blown overboard or damaged beyond repair.

The battleships lost boats and gear but sustained no major damage; the large carriers suffered damage to radars and to the hangar deck roller curtains. But the small, the light carriers, the *San Jacinto*, *Monterey*, *Cowpens*, *Cabot* and *Langley* suffered badly; the list of the *Monterey's* damages covered nine closely typed legal pages.

The cruisers *Miami* and *Baltimore*; the escort carriers *Cape Esperance*, *Anzio* and *Altamaha*, and the destroyers and destroyer escorts *Aylwin*, *Dewey*, *Buchanan*, *Hickox*, *Benham*, *Donaldson*, *Melvin R. Newman* and *Dyson* required major repair, while nine other vessels sustained more minor damage. The planned strikes against Luzon were cancelled and the Third Fleet straggled—cock-billed and askew—into the atoll of Ulithi.

A naval court of inquiry, summoned to solemn post-mortem, found that "large errors (had been) made in predicting the location and path" of the typhoon.

Admiral Halsey called the typhoon a "disaster". Admiral Chester W. Nimitz pointed out that the damage done "represented a more crippling blow to the Third Fleet than it might be expected to suffer in anything less than a major action" and the Commander in Chief of the Pacific Fleet noted his determination to inculcate his officers with "the necessity of understanding the Law of Storms".

And from Commander Service Force, a sobering comment from man, arrogant in his victory against man:

"There is no ship afloat that cannot be capsized in a seaway."

# The Commissioning of HMCS "Caribou"

*Busy Newfoundland  
Centre Home of  
New Division*

A bustling little city of about 20,000 population, beautifully situated along the Bay of Islands, on the west coast of Newfoundland, is the home of Canada's newest naval division.

Corner Brook, which has long been known as the site of one of the world's largest pulp and paper mills, owned by Bowater's, gained fame among naval personnel during the Second World War on two other counts—the possession of its own private navy and its outstanding hospitality for the ship's companies of visiting escort vessels.

Since the war Corner Brook has shared in the general industrial expansion of Newfoundland and is no longer a one-industry town. Gypsum and cement mills are among the latest industrial acquisitions and residents say Corner Brook is enjoying the greatest degree of prosperity in its history.

It was here on August 28 that Hon. Brooke Claxton, Minister of National Defence, welcomed HMCS *Caribou* into "the fraternity of naval divisions" at the commissioning ceremony. *Caribou* is the latest link in a chain of 22 naval divisions stretching from Prince Rupert, British Columbia, to St. John's Newfoundland.

The commissioning was the occasion of recalling the close association of

Newfoundland with the Royal Navy during her long history as Britain's oldest colony and, in recent years, with the Royal Canadian Navy during the Second World War and since her entry into Confederation as Canada's tenth province.

For Corner Brook, the second largest community in Newfoundland, the ceremony turned thoughts back to the Second World War when the town had its own naval force—the Bay of Islands Naval Patrol, more widely known as the "Corner Brook Navy".

The day of the commissioning, Friday, August 28, was oppressively warm and skies were threatening, but the day's events went forward with enthusiasm and precision and HMCS *Caribou* was as well and truly "launched" as any sea-going vessel.

Occupied with numerous other duties, the commanding officer of *Caribou*, Lieut.-Cdr. F. L. Rowsell, asked Commodore K. F. Adams, Commanding officer Naval Divisions, to act as master of ceremonies.

Beside Mr. Claxton and Commodore Adams, the guests of honour included, Hon. J. W. Pickersgill, Secretary of State and a Newfoundland representative in the House of Commons; H. M. Spencer Lewin, manager of Bowater's huge pulp and paper plant at Corner Brook, and Captain V. L. A. Campbell, RN, (Ret'd), wartime Senior Naval Officer at Corner Brook.

The ceremony was preceded by a march through the town of members of the ship's companies of HMCS *Cabot*, the St. John's naval division, HMCS *Caribou* and HMCS *Revelstoke* and Deer Lake Sea Cadet Corps. The occasion fell during the leave period of East Coast naval bands and the Corner Brook Salvation Army band stepped into the breach and headed the parade.

The ceremony opened with the inspection of the Sea Cadets and ships' companies by Mr. Claxton.

In his opening remarks, Commodore Adams welcomed *Caribou* and said the purpose of the naval divisions was to prepare citizen sailors against the day of emergency.



Defence Minister Brooke Claxton cuts the ribbon across the gangway of HMCS "Caribou", as he declares the new naval division commissioned. At the left is H. M. S. Lewin, manager of Bowater's Limited, and a prime mover in the establishment of a naval division at Corner Brook, Nfld.

"There is no need to remind the people of Newfoundland of the tremendous losses we suffered during the early days of the war, because we were not trained and equipped to meet a well-trained enemy," said Commodore Adams. "We have established standards to meet so we will not again suffer those losses."

Mr. Pickersgill, who said he was proud to represent Newfoundland in the government of Canada, described Mr. Claxton as one of the "Fathers of Confederation—one of those who signed the terms of union which brought Newfoundland into confederation".

He hoped that Mr. Claxton and others would be persuaded that naval activities in Newfoundland should be greatly extended, since no other province of Canada was more closely associated with the sea.

Mr. Lewin, as he opened his remarks, presented two mementoes of historical interest to HMCS *Caribou*, on behalf of the officers of the Bay of Islands Naval Patrol, which he commanded. One was a plaque, presented to the Corner Brook Patrol by the commanding officer of a Canadian destroyer; the other a brass plate from a merchant ship wrecked on the Newfoundland coast during the Second World War.

Wishing the new naval division the best of luck, Mr. Lewin thanked Mr. Claxton and the Navy for making it a reality.

## First Recruit Is Magistrate

Recruiting of men for the RCN(R) at HMCS *Caribou* started the day after the Coronation.

Magistrate H. W. Strong of Corner Brook was the division's first recruit, more than a month before recruiting of men began. Mr. Strong was attested as Lieutenant RCN (R) on April 18th in a ceremony which took place in the Court House, before *Caribou* had completed refit.

Lieut. Strong served in the RN during the Second World War and brings with him knowledge and experience which should stand him in good stead as Executive Officer of the new division.

A magistrate as "XO" should augur well for the discipline in HMCS *Caribou*.

"It's always good to be in at the beginning", said Mr. Claxton, as he recalled the signing of the terms of union of Newfoundland with Canada.

"One of the fruits of that union is seen in the establishment of this new unit of the Royal Canadian Navy."

Newfoundland had an association with Britain lasting more than 450 years. The colony was established as a naval effort, as a rampart of England and as a source of fish. During the Second World War, Newfoundland had become the bridge between Canada and Great Britain.

After the landing in Europe, Mr. Claxton observed, more than 70 per cent of the escort work in the North Atlantic was done by the RCN, and largely by warships based in Newfoundland.

Mr. Claxton spoke of the contribution toward the establishment of the naval division by Mr. Lewin ("I never know whether to call him Lieutenant-Colonel Lewin or Lieutenant-Commander Lewin or my old friend 'Monty' Lewin").

Mr. Lewin had been instrumental in establishing the "Corner Brook Navy" and was in command of it.

"After they had been working some time at the expense of the company, it was discovered that under International Law, they were all pirates", Mr. Claxton said. The Canadian government had thereupon made a payment of \$1 a year for the ships.

"This made it legal, if not very profitable."

Defence Minister Brooke Claxton is seen inspecting the troops at the commissioning of HMCS "Caribou", the naval division in Corner Brook, Nfld. Accompanying him are Lieut. H. W. Strong, executive officer of the new division; Lieut.-Cdr. F. L. Rowsell, commanding officer, and Commodore K. F. Adams, Commanding Officer Naval Divisions.

### Brass Plate Recalls Wreck

A brass plate from SS *Sloga* was one of the souvenirs of the Bay of Islands Patrol (otherwise known as the Corner Brook Navy) presented to *Caribou*, the Corner Brook naval division, by H. M. S. Lewin, who commanded the patrol.

The *Sloga*, a Yugoslav merchant vessel, went aground on October 16, 1943, at Long Point, about midway between Port au Port and Corner Brook, on the west coast of Newfoundland. The crew was taken off by HMCS *Drummondville*, (Bangor minesweeper) and the salvage tug *Lord Strathcona*.

The Bay of Islands Patrol salvaged naval property from aboard the *Sloga*, including the breech block and sight of the 12-pounder gun. It was hoped for a time that the cargo might be salvaged and the ship refloated, but a heavy gale sprang up and the *Sloga* broke in two and sank.

Mr. Lewin had continued his efforts on behalf of the defence effort since the war by helping to establish Army reserve units and, now, in providing quarters for the new naval division.

An appropriate name for the new division, he suggested, would have been "HMS *Lewin*", for such were Mr. Lewin's initials.

The chosen name, *Caribou*, honoured the name of two ships, each torpedoed during the Second World War as part of the price paid for a free world.

Mr. Claxton noted that one of the seamen present had been serving in HMCS *Athabaskan* at the time of Mr. Claxton's visit to Canadian forces in the Korean war theatre.

"This seaman served on the far side of the world, serving Canada to stop aggression. Your service here is a service of peace, for Newfoundland, for the defence of Canada and for the protection of freedom."

Mr. Claxton said the Royal Canadian Navy was steadily gaining strength.

"I am proud of our Navy, our officers and men and I am proud today to be here in Corner Brook officially opening this 22nd division."

He declared *Caribou* opened and operational and called on the chaplains present for prayers.

The ribbon across the entrance of the divisional headquarters was then cut and Mr. Claxton said: "Bon voyage and much success to this ship and all who serve in her." The National Anthem was played and White Ensign and commissioning pendant were hoisted.

After the official guests had inspected the division's accommodation and training facilities, a reception was held in the wardroom.

That night Mr. and Mrs. Claxton were the honoured guests at a dance given by HMCS *Caribou* in the Armouries, reputedly the largest such event ever held in Corner Brook, with more than 1,000 persons in attendance.

Looking back at the day's events and recalling the congratulations and expressions of enthusiasm which had later poured in, officers and men of *Caribou* were agreed that all added up to something that augured well for the future of Canada's newest naval division.

### Navy Launched "Community Chest"

The Navy entered into a picture of Community Chest history recently prepared by personnel of the Ottawa Community Chest organization.

Digging into the past to learn of the origins of their collective agency fund-raising activities, the "Chest" researchers found that away back in 1590 such a plan developed when a "relief chest" was founded in England.

Many sailors had suffered from fever and scurvy following the battle against the Spanish Armada; and the sailors' pay was often held up for many weeks, if not months. To establish a fund through which the sick seamen could be helped, the Chatham Chest was created by Sir Francis Drake and Sir John Hawkins.

In one sense, it was probably the first "Community Chest".



# A Changing World Confronts Warships

The following article was written by a British naval architect and historian on the occasion of the naval review at Spithead. A. C. Hardy is the author of the three-volume "Everyman's History of the Sea War" and of other books on the functions of the warship and merchant vessel.

By A. C. Hardy, BSc, MINA, FRGS  
in "The Recorder", London

"It is upon the Navy under the good providence of God that the safety, honour and welfare of our Realm do chiefly depend."

These stirring words are familiar to all students of naval history. Their import should be fully appreciated by all and especially so in this Coronation Year which focusses practical and sentimental attention upon the British Empire and evokes memories of the stirring deeds of the past which have, over the course of the centuries, built it into one of the greatest influences for good in the world.

It is particularly important to ponder a matter such as the above at a time when technically the world is changing at an alarming rate.

Supersonic flight is not merely something to be accepted. We must appreciate at the same time that it affects subconsciously the everyday lives of all of us. The streamlining of those masterpieces of aerial construction has a subconscious effect on the design, shape, the construction of everything that man now creates. This is particularly so as far as ships are concerned.

It would almost seem as though those responsible for the forward design are apprehensive in their minds as to the effect which the aircraft is likely to have upon their own creations within measurable distance. They are, therefore, subconsciously streamlining their hulls and their superstructures and funnels in order that they may not be too suddenly left behind.

But, at the same time, those responsible for the future planning of fighting navies must sometimes wonder whether air power will not render navy power redundant.

Is this Coronation Naval Review, in short, likely to be the last of its kind? Certainly the next one will show ships very different from the imposing array of those now assembled.

As far as best minds can judge at the moment, there is little likelihood that the ship will disappear, at any rate until interplanetary communication becomes

an everyday accepted matter, maybe in two or three hundred years time.

Naval power, however, is likely to be circumscribed by the fact that, thanks to the submarine and the mine, as well as to the aircraft, big ship actions in which fleets met and flogged each other to death, with one or the other surviving, are likely to take place no more.

Future naval wars, should they come, will be a matter of long endurance, high speed submarines, fast coastal craft and minesweepers and, perhaps aircraft carriers, if, indeed, fleets of jet aircraft are not strategically shore-based and summoned to protect their merchant ships, at speeds faster than sound.

Naval constructors know that they have by no means reached the summit as far as size and power is concerned in the construction of these special warships, which were invented by British skill during the First World War.

They realize that the upper limit of size is to a great extent one of vulnerability in the face of attack from other types of warships and aircraft, and also fuel consumption and dry docking facilities. It is, after all, useless to build fleets of monster ships unless you have the bases which can minister to their needs.

The startling atom bomb experiments carried out in Australian waters, indicate that total destruction may be the aim of the strategist of tomorrow. Will it be possible to evolve ships capable of resisting such hull-shattering blows?

We may derive consolation from the thought that if history, and naval history in particular, is a guide, never have our builders been at a loss to provide an antidote.

It was, in fact, no less an authority on fighting matters than Clausewitz himself, who said that never was an instrument of destruction invented without an antidote being shortly provided. History of the last World War shows that this was the case with the magnetic, acoustic and other mines and with the submarine menace.

Whatever the developments which took place then and whatever the demand for new and rapid thought on problems, there is every indication that

the sea power of Britain conveniently integrated with air power will be her mainstay as in the past.

But ships are only as good as the men who design and man them, and the thought, therefore, which this Coronation Year should stimulate is that never more than now do we need the best of the brains of the younger generation to enter our shipyards, engine shops, our design offices and to man our ships both on deck and in the engine room.

Throughout hundreds of years the administration of the Navy has had to adapt its human problems to ever-changing technicalities, and there are signs that the rapid changes of the present day are being appreciated and that both in entry and in training, the basis is as broad as possible.

Sea power is a synthesis of the designs, production and operation of fighting vessels on the one hand and merchant vessels on the other. This is a year in which the traditional, individual naval policies of several countries are being welded as far as possible into an efficient whole and when we are, in our naval construction and policies, faced with the tasks of integration; the problems are not easy to discern, still less to solve, particularly when weapons of tomorrow are taken into consideration.

Merchant Navy power is the ability of any seagoing nation to design and build sufficient ships to supply its own transport needs and to gain foreign currency by catering for the needs of others, on a charter basis.

In order to enjoy the fruits of successful sea power, a nation must have fine shipbuilding potentialities. That has been the good fortune of this country from time immemorial. Today, shipbuilding, as indeed most other manufacturing techniques, is passing through a period of tremendous changes.

The mass production of ships during the Second World War, though unnecessary in time of peace, taught so many lessons as to the way in which ships could be assembled and fitted with machinery in the shortest time, that it has left an indelible mark upon the whole science of shipbuilding.

Shortage of some kinds of raw materials has brought man's inventiveness into play and caused him to substitute others, so that the ship of today and tomorrow is not all steel and we may even be on the eve of an era in which ships are built completely of light metals.

Should this take place, then an entirely different kind of shipyard will be needed and because today's shipyards

(Continued on page 12)

# OFFICERS AND MEN

## Appointments of Officers Listed

The following officers' appointments have taken place or will take place in the near future:

Commander T. C. Pullen, to HMCS *Huron* in command. Formerly in HMCS *Cornwallis* as executive officer.

Commander Dunn Lantier, to HMCS *D'Iberville* in command and on staff of Canflagant as Assistant Officer-in-Charge, New Entry Training. Formerly in HMCS *Haida* in command.

Lieut.-Cdr. (TAS) W. C. Spicer, to HMCS *Prestonian* in command.

Lieut.-Cdr. H. B. Carnall, to HMCS *Gaspé* in command on commissioning. Formerly at Headquarters on staff of Director of Torpedo Anti-Submarine Warfare.

Instructor Commander I. F. Ritchie to HMCS *Ontario*. Formerly at headquarters as Deputy-Director of Naval Education.

Commander Glen MacDonald, RCN (R), to HMCS *Discovery* on retired

list. Formerly in *Discovery* in command.

Lieut.-Cdr. J. H. Stevenson RCN(R) to HMCS *Discovery* in command. Formerly executive officer.

## Wren Officer Expert 'Chutist

A Wren officer late in September took over the duties of safety equipment officer at HMCS *Shearwater*.

The unique part of it is that Sub.-Lieut. (W) Lillian M. Y. Balcaen, of Saskatoon and Torch River, Sask., is the first woman of the Canadian armed forces to have completed a specialist safety equipment course.

Another interesting feature is that Sub.-Lieut. Balcaen is the first Canadian Wren officer to have qualified for her American parachutist wings. It took six parachute jumps during her 15-week course at the Parachute Riggers' School of the U.S. Naval Air Technical Training Unit, at Lakeshurst, N.J., to attain the latter distinction.



SUB-LT. (W) BALCAEN

The big thrill was, of course, the first parachute jump—a descent of the free-fall type, in which she pulled the rip-cord at an altitude of 2,500 feet.

Sub.-Lieut. Balcaen received her primary and high school education in Saskatoon. She was continuity writer at Saskatoon radio station CFQC at the time of her enlistment with a younger sister as an Ordinary Wren at HMCS *Unicorn* on February 25, 1952. During her basic training course at *Cornwallis*, she was honoured as the "best all-round Wren" of her class.

Her past interest in amateur dramatics should stand her in good stead in her present appointment to the home of the *Shearwater* Players.

## Four Officers Serve Navy 128 Years

Four senior officers of the Royal Canadian Navy, who have amassed a total of 128 years of service, received second clasps to the Canadian Forces Decoration in September.

Their actual connection with the Navy has totalled 12 years longer than that, for the officers all entered the Royal Naval College of Canada on September 29, 1918. Their service time for "CD" purpose has, however, been reckoned from their date of appointment to the RCN as midshipmen in September 1921.

The four senior officers are Rear-Admiral H. G. DeWolfe, CBE, DSO,



Their outstanding performance at the Maritime Regional Drama Festival won the Lord Calvert trophy for the "Shearwater" Players. Members of the dramatic group, shown here at the presentation ceremony, are (left to right) Lieut. Roy Portchmouth, Susan Portchmouth, Lilly Cullens, PO H. H. "Kip" Reeves and Lieut.-Cdr. A. J. McCullough. (HS-27537)



A highlight of the recent visit to the Atlantic Command of Most Rev. Maurice Roy, Bishop Ordinary to the Armed Forces, was the blessing of the recently-renovated Roman Catholic Chapel at HMCS "Stadacona". He is shown shaking hands with AB Romeo Labbie, one of the sailors attending the blessing ceremony. At the left is Chaplain M. P. MacIsaac, Chaplain of the Fleet (RC).

DSC, Chairman of the Canadian Joint Staff, Washington, D.C.; Rear-Admiral (E) John G. Knowlton, OBE, Chief of Naval Technical Services and Commodore H. N. Lay, OBE, Assistant Chief of Naval Staff (Warfare), both at Naval Headquarters, and Commodore (E) W. W. Porteous, OBE, Superintendent of the Dockyard, Halifax, and Command Technical Officer.

### **Navy's Medical Problems Studied**

A new trend in meeting problems in naval medicine was established recently when the senior medical officers of the Royal Canadian Navy met in Ottawa for their first annual conference. Held in the offices of the Medical Director General of the RCN, the conference was honoured by welcoming addresses from Vice-Admiral E. R. Mainguy, Chief of Naval Staff, and Rear-Admiral H. F. Pullen, Chief of Naval Personnel.

Medical officers present included Surgeon Captain E. H. Lee, Medical Director General; Surgeon Captain T. B. McLean, now Command Medical Officer Pacific Coast; Surgeon Captain F. G. W. MacHattie, Command Medical Officer Atlantic Coast; Surgeon Commander G. W. Chapman, who recently became Deputy Medical Director General; Surgeon Commander R. H. Roberts, Principal Medical Officer, RCN Hospital, Halifax, N.S.; Surgeon Commander J. W. Rogers, Principal Medical Officer,

RCN Hospital, Esquimalt, B.C.; and Surgeon Commander R. H. Ruttan, Principal Medical Officer, RCN Hospital, Cornwallis, N.S.

### **Padres Attend Divisional Course**

Fifteen Protestant padres of the RCN(R) completed the Second Reserve Chaplains' Divisional Course at Cornwallis in August.

Their instruction was directed by Chaplain (P) Ivan R. Edwards, Assistance Chaplain of the Fleet, and Commander Raymond Phillips, officer-in-charge of the Leadership School. Parade training instructor was CPO R. F. Gardner.

Those who completed the course were Chaplains W. W. Levatte, I. J. Kemlo, W. C. Burgess, J. A. Roberts, W. J. Collett, A. W. Watson, W. O. Fennell, N. R. Sparks, N. G. Standish, K.G. McMillan, C. W. Bryce, G. R. Bell, H. M. Pentland, G. P. Gregersen and D. F. Hoddinott.

### **Constructors on Course in U.K.**

Four RCN constructor officers at present undergoing courses at the Devonport Dockyard, Plymouth, England, recently completed their summer examinations.

The four are Constructor Lieutenants Horace Williams, A. A. Snyder, H. G. Ivany and A. E. R. Down. The course, which began in April, will be completed next summer.

### **Wrens on Tour Of Auto Plant**

How a modern automobile is put together was witnessed by a group of Wrens from HMCS *Star* and the staff of the Commanding Officer Naval Divisions when they toured the assembly

### **Retirement**

#### **CHIEF PETTY OFFICER NELSON CRISP**

Rank: CIMR3  
 Age: 50  
 Length of Service: 20 years  
 Hometown: Victoria, B.C.  
 Joined: September 8, 1933.  
 Served In: HMC Ships *Naden*, *Vancouver*, *Fraser*, *Prince Robert*, *Givenchy*, *Puncher*, *Peregine*, *Ontario*.  
 Awards: Long Service and Good Conduct Medal.  
 Retired: September 7, 1953.



Vice-Admiral Sir Philip K. Enright, Admiral-Superintendent of Devonport Dockyard, recently presented the Canadian Forces Decoration to Constr.-Lieut. H. G. Ivany, who is on a course in technical naval architecture. (Photo courtesy of Western Morning News, Plymouth)

line of the Studebaker plant in Hamilton.

The party included Wrens Mary M. MacLeod, Evelyn Jonas, Colleen Bliss, Micheline Morissette, Shirley M. Barber and Victoria Lavis. The Wrens were accompanied by Sub-Lieut. (W) Claire Gagnon, Lieut. (E) William Rees and CPO T. B. Henderson. They were greeted by D. C. Gaskin, president of the Studebaker Corporation of Canada.

### **A CHANGING WORLD**

(Continued from page 10)

are naturally situated near sources of raw materials, e.g., coal and steel, they may well move to other districts where there are large spaces to permit of construction of prefabrication shops, and water into which the hull can be floated from a dry dock, with no thought of employing the traditional method of launching from slipways.

Bodies such as the British Shipbuilding Research Association and the International Cargo Handling Co-ordination Association, are conducting work of a kind which shows plainly that the changes as they come will find Britain's shipmakers well prepared.

A country which has existed and developed by the sea for over a thousand years, and whose people have the sea in their blood is not likely to be found wanting as far as the future is concerned. It must be emphasized, however, that none but the most imaginative approach to the future is acceptable.

# Summer on the Great Lakes

## 260 Reserve Seamen Undergo Training at GLTC

When the last class of 24 new entries completed training at *Star* on August 28, it brought to 260 the total number of reserve seamen trained at the Great Lakes Training Centre this summer.

During its second year of operation, the GLTC had two ships to provide sea-training for the new entries. The gate vessels *Porte St. Louis* and *Porte St. Jean* arrived in Hamilton in late May and left in late August after a busy summer on the lakes.

The new entries came from all parts of Canada with 21 of the 22 naval divisions sending representatives. *Caribou* was the only exception and it was understandable since recruiting at the newest naval division did not begin until this summer.

Many of the new entries were 16-year-olds who had joined the RCN(R) under the new scheme to admit recruits of that age under a modified training plan. Attendance at the Great Lakes Training Centre was not compulsory for them but many of the young reservists volunteered to come and were given the same training as their "elders" of 17 and over.

The training was divided into two parts. The first week was spent ashore at HMCS *Star* doing parade training, lectures on seamanship, customs and traditions, and naval rules and regulations. The second week, the favourite of most of the trainees, was spent on board the gate vessels on Lake Ontario where practical sea training was given.

The training program was supervised by Lieut.-Cdr. C. H. Aharan, of HMCS *Prevost* and his staff.

Most members of the GLTC staff arrived in Hamilton about May 15 and spent two weeks preparing for the arrival of the new entries, the first draft arriving over the first weekend in June. From that time until the middle of August, drafts arrived each weekend and were greeted with the inevitable "in routine" and getting settled in accommodations.

The accommodation of the new entries was somewhat complicated by the arrival at *Star* of the staff of the Commanding Officer Naval Divisions earlier in the spring. COND moved into the upper floor of the barracks block where temporary offices had been set up, and space was very limited all-round. The

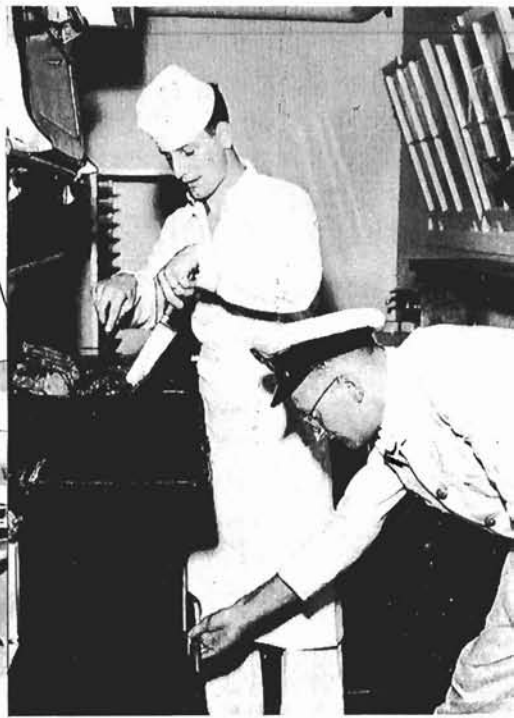
problem of new entry accommodation was solved with several tents obtained on loan from the Army. The general reaction on the part of the new entries was one of enthusiasm. It amounted to camping out, according to one trainee, and it certainly proved far cooler during the hot summer months than the buildings of *Star*.

The new entry's day at the Great Lakes Training Centre started at 0600 with the bugler's "wakey-wakey". Breakfast and tidying up took until 0750 when the men fell in for morning divisions. Classes began at 0815 and continued until 1200, when the most popular event of the day took place. The City of Hamilton had generously permitted the new entries to use the facilities of the swimming pool at nearby Eastwood Park and on hot summer days—or any day for that matter—a dip in the pool was a welcome break in the training program.

At 1345 it was back to work, with classes continuing until 1700. The day's work ended, for those not on duty watch, at 1715 with evening quarters.

The new entries were permitted leave until 2359 and took the opportunity to

Wintertime theory was put into summertime practice when reservists from naval divisions across Canada arrived at the Great Lakes Training Centre at Hamilton. Left, being honoured as "the best all-round seaman in his division" is Ord. Sea. Nicholas Leuche, of Vancouver, whose reward was an autographed copy of Nicholas Monsarrat's "The Cruel Sea". He is congratulated by Lieut.-Cdr. Charles H. Aharan, reserve training officer. Centre, naval reservists are shown undergoing training in anchor work on board HMCS "Porte St. Jean". Lieut. George A. Kearney, of Fort William, has his eye on the anchor, while AB Donald G. Curry, of Oakville, Ont., handles the signal flags. At the right, in the GLTC galley, AB Leo S. Martel, of Windsor, carves the joint for the last meal on the completion of the summer training program. CPO Bernard C. Stevens, in charge of the galley, checks the lower oven. (COND 195-177-194)



# Sandy Bottom Camp

visit various landmarks and industrial sites around Hamilton. During their one weekend in Hamilton many of the new entries took a quick trip to Niagara Falls.

The second week of training proved the most popular with the trainees. They spent the full week on board one of the gate vessels and carried out practical duties and received instruction at sea.

A written examination was taken on Thursday and on Friday morning the new entries got back into Hamilton and faced an oral examination. On Friday afternoon the passing out exercises were held, with an inspection by Lieut.-Cdr. Aharan. He also presented the prize to the best all-round new entry of the class. The prize was an autographed copy of "The Cruel Sea", with the following inscription by the author: "With congratulations and best wishes for your continued success in the Navy—Nicholas Monsarrat."

For the duration of the Great Lakes Training program, the newly expanded galley provided meals for the trainees and for members of the training staff. The galley staff was headed by CPO Bernard Stevens of Saskatoon.

Executive officer of the GLTC staff was Lieut. Herbert E. Thomas, of Kingston, Ont., while Lieut. Ross Bennett, of Hamilton, was senior divisional officer and Sub-Lieut. Gordon Woodall, of Winnipeg, assistant training officer. CPO William J. "Pat" Morrow, Preston, Ont., was training chief petty officer and PO John D. Green, Halifax, was secretary.

## Funnel Fumes Collapse Nylons

A short cruise on board HMCS *Ontario* in the Strait of Juan de Fuca taught 100 women guests accompanying members of the Canadian Institute of Chartered Accountants something about the sea and also gave them an unwelcome lesson in chemistry.

Weather conditions were such that the visitors not only experienced balmy Pacific breezes, but swirls of funnel gases as well.

Then the trouble started. Pink toes, once well-stockinged, peeped out through the open ends of shoes. The smooth sheen of sheer nylon was disfigured by long runs and more than 100 ladies were suddenly aware that their stockings were disintegrating.

What had happened, according to the ablest theoreticians on board, was that sulphur dioxide in the funnel fumes had mixed with the moisture in the air to form sulphurous acid ( $H_2SO_3$ , in case anyone is interested in the formula) and acid and nylon just weren't compatible.

An idea that germinated in the mind of a divisional officer at HMCS *Cornwallis* has already paid off to the extent of 5,000 enjoyable week-ends for new entries under training there and staff.

Camping at Sandy Bottom Lake near *Cornwallis* in 1952, the officer thought that the lake would provide a desirable spot for new entry seamen who find little to do during week-end leave periods.

Accompanied by another divisional officer, he explored the lakeshore during the winter of 1952-53 for a suitable site. Two were found and the owners were approached regarding willingness to sell and cost.

Even before any action had been taken, the original idea kept growing and it was considered that sailing should be included in the future camp's program, which would otherwise be mostly limited to swimming and hiking. The father of the scheme suggested "Sail-fish", a small, easily built craft with one sail. He had found such a craft ideal in the shallow waters of the lake.

The two officers then carried the plans to a none-too-enthusiastic Ship's Fund Committee. They pointed out that the plan would benefit the new entries, who were largely responsible for the canteen profits, and they came away knowing that a committee would be set up and \$1,000 made available for the purchase of a site and boats.

The new committee visited the lake, became infected with the enthusiasm of the original proponents, picked out a \$3,000 property, obtained that amount and another \$3,000 to build sailboats from the Ship's Fund Committee and backed the formation of the *Cornwallis* Sailing and Recreation Club to operate the project. Under the broadened plans, the camp was opened to both staff and personnel under training.

Buildings on the property included a large cabin, with living room, kitchen and two bedrooms, a small cabin and a boat house. The main cabin was renovated as a club house and canteen; the smaller one became the home of a Chief Petty Officer, with the triple duties of warden, canteen manager and maintenance manager. Because of the shallowness of the lake, a 98-foot pier had to be built to accommodate boats. By mid-season a local boat-builder had produced 15 sailing craft.

Daily working parties cleared beaches, woods and paths. A small field adjacent to the property was purchased for use as a parking lot and ball field.

During the summer, new entry divisions spent three days at the camp in mid-week as part of their recreational training in sailing and swimming. The staff and ship's company made extensive use of the facilities on summer evenings and at weekends.

There is no way of assessing the value of the camp to *Cornwallis* in terms of health and happiness—but one thing has been noticed. The lineup of men on Monday morning awaiting the order "Off cap" is visibly shorter.

## C.O. ASSESSES GAINS OF RCN IN PAST 2 YEARS

What tangible result is the Royal Canadian Navy gaining from its peacetime program?

Some of the answers were given in a report made by Lieut.-Cdr. J. L. McDowall before turning over command of HMCS *Beacon Hill*, West Coast training frigate, to Commander G. A. LaRue.

"This will be the last Report of Proceedings submitted by this writer after two years as Commanding Officer", Lieut.-Cdr. McDowall noted. "It is hoped that a few homilies will be forgiven.

"In my tenure of office some 90 officers, 250 cadets and 500 men have passed through the books of the *Beacon Hill*. Ships of the Pacific Training Force can expect a large turnover of personnel.

"However, it is most satisfying to note that, in spite of the transient nature of her complement, the ship has been capable of maintaining a degree of cleanliness and operational efficiency."

He thought that the ship had created a favourable impression abroad and had sustained her own in anti-submarine exercises and fleet training.

Lieut.-Cdr. McDowall continued:

"Certain evolutions, such as bombardments, mass victualling in the transportation of military forces, air control exercises and so forth have been attempted and are believed not to have been carried out by a frigate before.

"The foregoing is not meant to convey any self-importance to myself, but rather to indicate that personnel of the RCN are becoming flexible and resourceful as the stabilizing years of a peacetime structure develop.

"Indeed, I feel that we all can be proud of the product of the RCN and know that it can match any contemporary, that it shows enterprise and is able to master the difficulties of extemporization."



# Showcases of the RCN

## *The Summer of 1953 Saw The Navy on Display Coast to Coast*

As befitted Coronation year, the Royal Canadian Navy has been on display across the breadth of the land.

Canadians learned to know their Navy better from displays at local fairs, from Navy Day activities at either coast, from press, radio and film stories of the Coronation Squadron and Contingent, from cross-country flights of naval aircraft and from major publicity efforts such as the Navy's share in the Canadian National Exhibition at Toronto and the Pacific National Exhibition in Vancouver.

Canada's consciousness of sea power as a vital factor in the world of today was further enhanced by the visit of an unusual number of foreign warships to Canadian ports. Quebec City, for example, had no fewer than 14 U.S. naval vessels in port at one time and Navy Day at Halifax was all the bigger success because of the presence of British and American warships.

A further chance to bring the Navy home to the people of Canada came with the appearance on movie screens of Nicholas Monsarrat's "The Cruel Sea". The première in every city found the naval divisions seizing the opportunity to recall to Canadians the role of the Royal Canadian Navy in the Second World War and to call attention to the progress of the postwar years.

In the following columns are presented some of the highlights of the efforts made to deepen and broaden the public's acquaintance with the RCN and Reserve.

### **AT THE CNE—**

*"The Navy . . . Going Places; The Army . . . Advancing; The Air Force . . . Into the Jet Age."* Those were the key headings when Her Majesty's Canadian Armed Forces held their sixth annual display at the 1953 Canadian National Exhibition in Toronto, August 28 to September 12.

Despite a record breaking heat wave, with temperatures soaring to a wilting 100 degrees, the 1953 display surpassed all previous years in colour, movement and interest. The consensus, from Defence Minister Brooke Claxton to young Tommy Jones of Scarborough Bluffs, was, "the best show ever".

The main theme of the co-ordinated ground display was the growth and

progress of the three services in manpower, training and equipment during the postwar years. Another striking feature of the display was the section devoted to the record of Canada's fighting forces in the Korean war.

Three massive paintings, each depicting the role of the respective services

in the Korean conflict, drew large crowds to the Korean section of the display. A "Train Busting" operation by HMCS *Crusader* was the Navy's vivid presentation. For the Army, the painting showed Canadian troops advancing over rugged Korean terrain and the Royal Canadian Air Force depicted a

The drum and bugle band from HMCS "York" swings through the Prince's Gate of the Canadian National Exhibition during the Warrior's Day parade, August 29, 1953. The huge parade of regular and reserve units and veterans' organizations was led by Field Marshal Viscount Montgomery. (O-5834)



scene at Haneda Airport, near Tokyo, Japan, with an RCAF North Star transport holding the foreground.

While co-ordinated to a common theme, each service told an individual story of its postwar growth and progress. In the exhibition technique of animation and movement, the RCN highlighted the growth of the fleet, its increases in manpower, the new construction programme, the vocational opportunities within the service and the activities of the Royal Canadian Navy (Reserve). An LN 27 navigational radar set and an animated diagram showing the operation of squid featured the Navy's section on equipment. By similar methods, the Canadian Army expressed its growth and progress, and their display included an exhibit by the RCE Atomic Radiation Detection Unit, complete with clicking Geiger counters. The RCAF section presented a control tower view of an airfield and this display was flanked by an operating jet flight instruction trainer, a most complicated affair with glowing tubes and buzzing circuits.

The central ground of the Armed Forces Display area was again taken up by service exhibits. A T-33, Silver Star jet trainer, held the stage for the RCAF. The Army presented its new 90 mm anti-aircraft gun and the Navy

featured a 45-foot scale model of the *Magnificent* with model aircraft on the flight deck.

Action and training films of the three services were shown daily in the Armed Forces theatre. Each service maintained a recruiting booth and an addition to this year's display was a booth section devoted to officer recruitment.

The Armed Forces Chapel manned by Protestant and Roman Catholic chaplains of all three services told of the spiritual guidance provided for the men in the forces. The chapel has become a traditional part of the Armed Forces' CNE display.

The women of the Navy, Army and Air Force again added efficient charm to the administration and operation of the display. They acted as "official greeters" at the main entrances and as ushers in the Armed Forces Theatre. The health of all service members was under the watchful eyes of a nursing sister from each service. In spite of hot weather and hot dogs, personnel attached to the Armed Forces Display survived with flying colours.

Other special events drew large crowds. The Canadian Army Provost Corps staged bone-shaking demonstration of unarmed combat three times daily, and a team of naval reserves

## Editorial Lauds Navy's PNE Role

The Vancouver Province, in an editorial entitled "The Navy's in Town", had this to say concerning the naval contribution to the Pacific National Exhibition at Vancouver:

"As this is written thousands of people on the streets are saying, much better than we can, what we set out to say—welcome to the Royal Canadian Navy.

"The crowd is watching the PNE parade; the Navy is stealing the show, and the crowd just loves it.

"Vancouver is always glad to welcome navy ships and doubly glad this time to welcome five of them. We are glad they came to our annual exhibition party; they are a big factor in its success.

"Here in Canada's largest Pacific port we look to the sea. The sea brings life blood to our economic system. We have to do business with the wide world and the sea is the path to our customers.

"In these days of world turmoil it is a good thing for us to remind ourselves of our dependence on our armed services. The navy has been Britain's lifeline in all her wars. It has been our lifeline in two world wars. If we are faced with war again we will look to our navy to protect our coasts and get our men to the fighting front.

"The lads you meet on the streets this week are the men who fight our ships. Some of them have been fighting those ships in Korean waters up to a few weeks ago.

"We say to the Royal Canadian Navy: Welcome! Thanks for coming."



Personnel of the Armed Forces Display at the 1953 CNE take time out to preview some of the exhibits on public showing. PO Lloyd McInnis, Creston, B.C., explains features of the Sea Fury fighters ranged on the flight deck of the 45-foot scale model of HMCS "Magnificent", one of the Navy's top attractions at the tri-service display. Looking on are, (left to right), Wren Joan Fraser, Toronto; Pte. Bette Kreuger, Toronto; Wren Mary Hearst, Parry Sound, Ont.; Cpl. Shirley Morden, Harriston, Ont., and Ldg. Sea. Paul Dunn, Toronto.

from HMCS *York* carried out a gun-run each evening.

The 1953 Canadian National Exhibition's giant grandstand performance saw the return of the three services to the stage when the Armed Forces Drill Team comprised of 60 men from each service, under the command of Major D. E. Holmes, Royal Canadian Regiment, held a special spot in the show and made a dramatic appearance in the grand finale of what has become the largest annual stage show in North America. The 180-man squad received high praise for its performance. On the first two nights of the CNE, HMC Ships *Granby* and *Digby* participated (by remote control) in the grandstand show. The two minesweepers were anchored off the lakefront, positioned so that they could be seen by a large portion of the 25,000 who jammed the stand each night. The ships were blacked out until a cue was given from the producer's box by walkie-talkie, when they cut loose with a fireworks display and then remained at anchor in outline illumination. Operational commitments

prevented the sweepers from taking part in the show for the remainder of the exhibition.

In the air the Royal Canadian Air Force and the Royal Canadian Navy again thrilled thousands along the lake-front with displays of aerobatics and firepower. The Air Force featured CF-100's, T-33 Silver Stars, Mustang fighters and an aerobatic team of Harvards in their portion of the daily Air Show. The Navy pilots from the 31st Support Air Group took to the air in Avengers and Sea Furies during their part of the flying show, and the Navy's large Sikorsky helicopter along with the smaller Bell were on hand during the aerial proceedings to demonstrate their manoeuvrability. The Sikorsky performed an air-sea rescue operation each day, picking up a man from the waters of the lake. Lieut.-Cdr. (P) D. W. Knox, CD, RCN, commanded the 31st SAG, and the helicopter squadron, VH 21, was under the command of Lieut.-Cdr. (P) J. H. Beeman, RCN. Wing Commander J. D. Mitchner, RCAF, was over-all Commander of the Armed Forces flying display.

Many distinguished visitors walked around the display during the two-week period of the CNE. Among them were the Minister of National Defence, who made his tour of the service exhibits on the hottest day in recent Toronto



It was obvious to those who viewed the space allotted to the RCN at the Pacific National Exhibition in Vancouver that the Navy would have little trouble holding its audience. Tons of sawdust had to be spread to put the area in usable condition. (E-24302)

history, Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, Major Gen. H. D. Graham, GOC, Central Command, and AVM J. G. Kerr, AOC, Training

Command Headquarters, Trenton, Ont. Another interested visitor to the Armed Forces Display was Lieut.-General A. C. Wedemeyer, USA (Ret'd) who made an informal tour of the service area.

Planning and direction of the Armed Forces Display was conducted by the Inter-Service Recruiting Publicity Committee under the chairmanship of Captain (SB) William Strange, RCN. The Officer-in-Charge of the display at the CNE grounds was Lieut.-Cdr. (SB) C. T. McNair, RCN, and assisting him were Squadron Leader Hugh Miller, RCAF, Major Ralph Young, Captain A. W. Acland, RCIC, and Lieut. (P) J. R. Harrington, RCN.

#### AT THE PNE—

The main event during August at *Discovery* was the RCN participation in the Pacific National Exhibition.

A flotilla of five RCN ships sailed into Vancouver Harbour on Tuesday, August 25, led by HMCS *Ontario*, wearing the flag of Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, and followed by the *Stoux*, *Antigonish*, *Beacon Hill*, and *Sault Ste. Marie*.

The opening day parade on August 26 was the longest and most colourful in PNE history and was led by a colour party and guard from *Naden* and the *Naden* band.

Commander G. H. Davidson, *Naden's* executive officer, commanded the naval



This gadget has the RCN's training problem licked. All you do is stand a raw recruit on the anvil, and with a great belching of steam and smoke and grinding of gears, the hammer drops and the man is in rig of the day and fully trained. The product of the Mechanical Training Establishment at "Naden", the machine entertained Navy Day visitors. CPO Jack Haight is at the controls. (E-24224)

contingent. Officers and men from the visiting ships, U.S. Army Combat Engineers, and Canadian Army and RCAF units were included in the parade. The salute was taken by Rear-Admiral Hibbard.

Each night during the 11 days of the PNE the ceremony of "Beating the Retreat" was performed by the *Naden* guard and band. Conducted in front of the grandstand before thousands of spectators each evening, the ceremony drew thunderous applause and innumerable compliments.

The ceremony was broadcast over the CBC with Lieut. William Herbert, *Discovery's* information officer and CBC special events announcer, doing the commentary.

Another RCN feature at the PNE was the "crossing the line" ceremony staged twice each day.

The Commanding Officer and Officers of *Discovery*, together with the Naval Officers' Association, entertained at a reception in honour of officers of the visiting flotilla. Among the many guests were civic dignitaries, PNE directors and members of the Consular Corps.

## NAVY DAY EAST

The weather proved to be a tough rival at this year's Navy Day celebrations in Halifax on August 8, but more than 10,000 persons gambled against

heavily overcast skies to see the big annual show.

Heavy rain late in the afternoon dispersed the crowds and forced cancellation of a few events, but before the downpour the visitors were thrilled by a continuing and variety-packed program in which personnel of the Royal Canadian Navy were seen at work and play.

The day's program commenced with a late morning downtown parade of more than 1,850 officers and men, Wrens and Sea Cadets, and six bands. There was an international flavour throughout the day with companies of visiting British and American warships participating in the proceedings.

Visiting vessels included HMS *Superb* (cruiser); the United States aircraft carrier *Bennington*, and the U.S. destroyers *Hunt* and *Hale*. The visiting ships were open to the public, along with HMC Ships *Algonquin* (Canada's most modern anti-submarine vessel), *Porte Dauphine*, *Wallaceburg* and *Portage*.

Afternoon interest was focused on the Dockyard area, where in addition to ships to be visited, there were static displays and demonstrations of naval air and sea power. In the Scotian gymnasium were many displays of equipment used by various branches of the RCN—mechanical training, torpedo-anti-submarine, gunnery, electrical, supply, communications, seamanship and medical.



Here is a corner of the RCN recruiting booth at the Saskatoon Industrial Exhibition, with PO W. M. Stewart in charge. "Unicorn" also invited exhibition visitors to see the 42-foot model of the "Iroquois" at divisional headquarters. (Photo by Ray Hume, Saskatoon)

The aerial phase of the program included a fly-past of RCN aircraft, including Harvards, Avengers, Sea Furies, Expeditors, and helicopters from the Dartmouth naval air station.

Among highlights of the afternoon program was a dramatic anti-submarine exercise in which participants were the United States submarine *Dace*, the *Algonquin*, and RCN Avenger aircraft. The cruiser *Superb* launched torpedoes, and the *Portage* (mine-sweeper) lobbed dummy depth charges into the harbour waters.

Excitement ran high when Dartmouth based Avengers launched a "strike" against the Dockyard. They were intercepted by Sea Fury aircraft controlled from the yard. Ships put up a blank barrage against the invaders.

Water activities also included diving and swimming performances, and a "frogman" display. The latter was designed to show how attacks can be made against harbour installations. A helicopter swooped over the harbour and dropped two of the underwater swimmers from a height of some 30 feet. Rolled up like balls, they hit the water with a resounding splash and promptly disappeared . . . to swim ashore to a pre-designated location where, theoretically, they damaged vital harbour facilities.

The rain had subsided sufficiently by evening to allow a group of new entry



As anyone can plainly see, the "crossing-the-line ceremony" enacted by "Naden" personnel at the PNE in Vancouver was a big crowd-getter. Several of the displays and "stunts" used at the exhibition had been presented earlier on Navy Day in Esquimalt. (E-24323)

seamen from HMCS *Cornwallis* to present a sunset ceremony on the Garrison grounds.

Messages of congratulations and thanks circulated amongst the three admirals of the three navies represented in the port. One to Rear-Admiral R. E. S. Bidwell, RCN, Flag Officer Atlantic Coast, from Rear-Admiral H. H. Goodwin, USN, said in part: "Having our people march together . . . is symbolic of the unity of our countries as they go forward shoulder to shoulder, toward the achievement of common goals".

## NAVY DAY WEST

Pacific Command's Navy Day celebrations, held August 19 at the Esquimalt naval base, were their usual big success this year.

More than 4,000 persons passed through the gates of HMCS *Naden*, West Coast training establishment, during the first hour they were open to citizens of the Greater Victoria area. By the end of the day a crowd of well over 10,000 had taken advantage of the opportunity to see ships, men and equipment of the Royal Canadian Navy.

The "open house" program also included facilities of HMC Dockyard, across Esquimalt Harbour from *Naden*.

Between 1 and 5 p.m. the crowds of young and old swarmed through ships, schools and shops to receive and thoroughly enjoy a first-hand glimpse of the navy and its everyday work. As usual, inspection tours through the ships in harbour were extremely popular.

Thousands of Navy Day visitors even experienced a little "sea time" in Fairmile 724. The vessel became a sight-seeing craft for the afternoon, conducting excursions about Esquimalt Harbour every 45 minutes. Capacity passenger loads were carried on each trip.

The Navy's guest list that day was also entertained by a display by "frogmen" who presented a series of performances showing the nature of their strange and sometimes hazardous work.

To add to the excitement of the day, naval training aircraft stationed at nearby Patricia Bay carried out simulated air attacks on the harbour and installations of the naval base area.

## "THE CRUEL SEA"

A distinctly naval atmosphere prevailed at Ottawa's Odeon Theatre on the night of September 4 when a capacity crowd attended the première of the film based on Nicholas Monsarrat's famous novel "The Cruel Sea".

Patrons were confronted by Royal Canadian Navy equipment and photo displays in the theatre's spacious lobby,



Nine hundred persons in all saw the sea from the decks of the "Ontario" during a series of four September cruises in West Coast waters. They included 300 members of the Canadian Institute of Chartered Accountants, 250 members of the Victoria Chamber of Commerce, 200 members of the Vancouver Board of Trade and, best of all, 150 dependents of the ship's company. Here Robert and James Ross, shown with CPO and Mrs. Alex Ross, agree that Dad's ship is every bit as good as he said it was. (OT-1401)

in keeping with the theme of "The Cruel Sea". Display equipment, provided by HMCS *Carleton*, Ottawa's Naval Division, included a depth charge thrower with depth charge, a mounted Oerlikon, Carley float, and the tail assembly of a torpedo.

Another feature of the lobby display was a 10-foot scale model of a Canadian corvette, loaned for the occasion by the Canadian War Museum, and similar in many respects to "HMS *Compass Rose*" of the film story. In another part of the lobby were hung a number of fine original "war at sea" paintings, from the National Art Gallery.

A large display of official RCN photos presented a wide representation of life and activities aboard Canadian corvettes on North Atlantic convoys run during the Second World War. Atop the theatre's large marquee were huge (approximately six by ten feet) photo enlargements of two wartime corvettes.

A group of Wrens, smart in their "whites", from HMCS *Carleton*, were on hand to serve as ushers for the première night.

Special invitations were sent to approximately 200 senior officers of the three armed forces, military attachés, High Commissioners, civic dignitaries, and others.

Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, presented brief in-

troductory remarks from the stage immediately prior to the showing of the picture. He was followed by author Monsarrat, who caused a ripple of smiles with a concluding remark to the effect he had spent some six years in naval service during the last war, "but this is the closest I have ever been to an admiral!"

In Montreal the première took the form of a special Sunday night showing, sponsored by the Naval Officers' Association. Proceeds were donated to the Canadian Naval Service Benevolent Trust Fund and the local naval hospital visiting committees.

Vice-Admiral Mainguy and Mr. Monsarrat were present, as were distinguished Montreal citizens, including Mayor Camilien Houde, W. A. Mather, president of the Canadian Pacific Railway, and B. C. Gardner, chancellor of McGill University. A large representation of NOAC members was also in attendance.

The Toronto naval division was in evidence in more ways than one at the première showing of "The Cruel Sea" at the Odeon Theatre in Toronto. Before opening time, the York trumpet band led a parade of members of the ship's company to the theatre.

Commodore K. F. Adams, Commanding Officer Naval Divisions, was met by York's commanding officer, Captain R.

I. Hendy. The two officers were preceded into the theatre by over 200 distinguished guests, who were invited to the showing by the commanding officer and officers of *York*.

Commodore Adams was introduced to the theatre audience by Lieut. William Copeland, RCN (R), who acted as master of ceremonies.

A torpedo, depth charge and thrower, 20mm Oerlikon and other properties from the division provided a naval atmosphere in the lobby. A five-minute film, an excerpt from *York's* movie "The RCN(R) and You" was shown every evening.

About 150 officers, men and Wrens from *Discovery* paraded to the Vogue Theatre in downtown Vancouver to attend the première performance of "The Cruel Sea". Throughout the two weeks' run of the picture in Vancouver, *Discovery* maintained a static display of modern naval gear in the theatre lobby.

The parade was headed by a guard from *Naden*, commanded by Lieut. Peter Birch-Jones, and the *Naden* band, conducted by Lieut.-Cdr. Harry Cuthbert.

The Halifax première of "The Cruel Sea", revived keen memories in the minds of naval and ex-naval personnel and Haligonians generally. As guests of the Casino Theatre there were a number of representative officers of the Navy, Army and Air Force.

Among those who were invited to attend the showing were: Rear-Admiral R. E. S. Bidwell, Flag Officer, Atlantic Coast; Commodore E. P. Tisdall, Commanding Officer, *Stadacona*; Captain A. H. G. Storrs, Commanding Officer, *Shearwater*; Captain J. C. Littler, Chief of Staff to the Flag Officer Atlantic Coast; Commodore W. W. Porteous, RCN, Superintendent, HMC Dockyard, Halifax; His Worship Mayor R. A. Donohoe; Major-General E. C. Plow, Commanding General Eastern Command, and Air Commodore A. D. Ross, Air Officer Commanding Maritime Group.

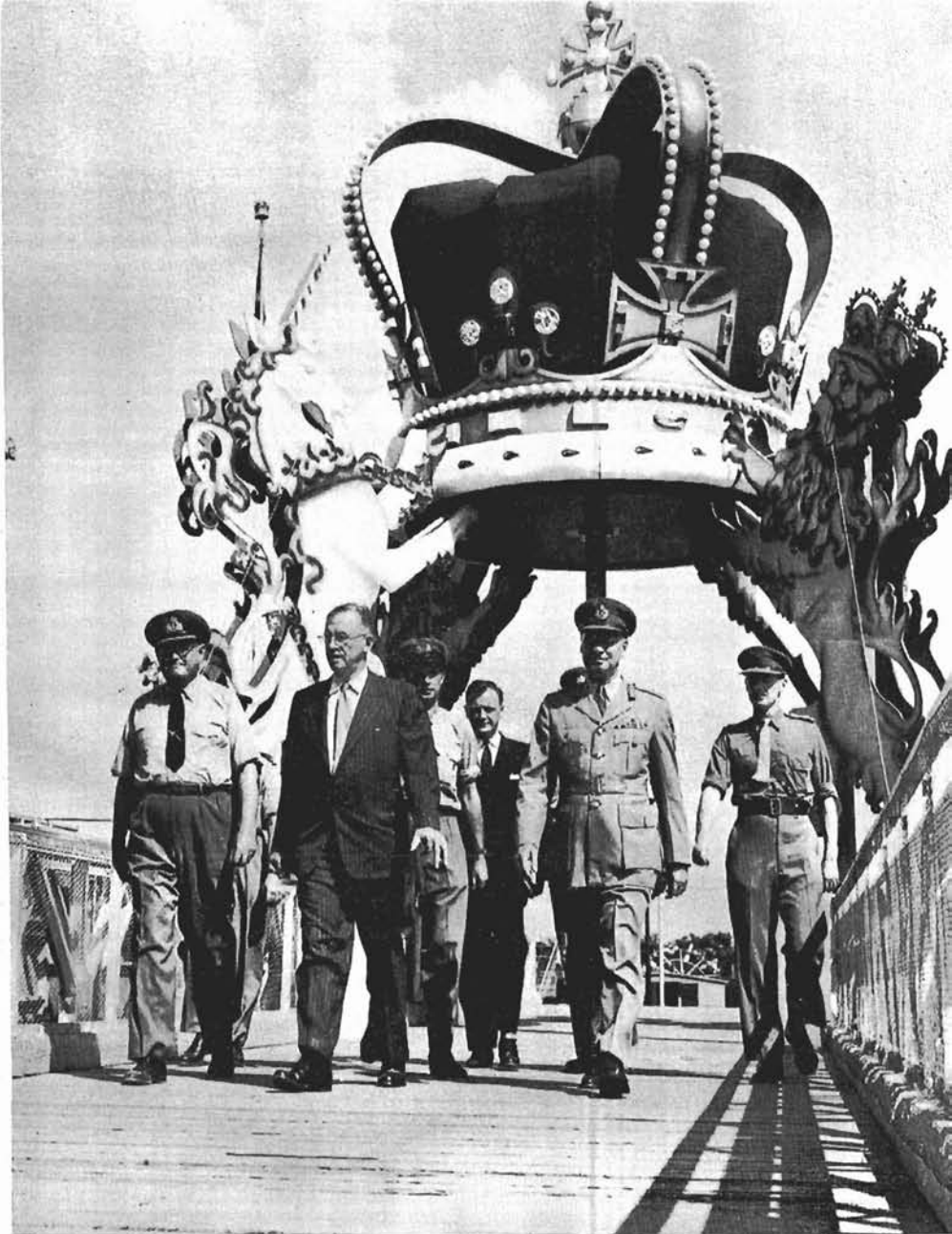
A Navy display was placed in the lobby to add a nautical flavour, and many pictures in the window depicted wartime ships of the RCN that saw action in the same convoy lanes as the principal ship in the picture—the *Compass Rose*.

A naval guard was mounted outside the theatre to honour service and civilian guests as they arrived.

## NATIONAL AIR SHOW

Officers and men from most departments at *York* were on hand Saturday Sept. 19 to represent the division at the National Air Show.

Personnel from the gunnery branch participated in the special parade at



The Hon. Brooke Claxton, Minister of National Defence, visited the Armed Forces Display at the CNE on one of the hottest days in Toronto's history. Shown with the Minister on his tour are (left to right): Captain (SB) William Strange, chairman of the Inter-Service Recruiting Publicity Committee, which planned the display, Lieut.-Cdr. (SB) C. T. McNair, officer-in-charge of the display, Mr. Paul Marshall, Executive Assistant to the Minister, Major General H. D. Graham, GOC Central Command and Major Ralph Young of Central Command. The group passes over the Bailey bridge which this year was surmounted by a large crown as a salute to the Coronation of Her Majesty, the Queen. (O-5809)

11 a.m. and other members of the ship's company stood by the Navy exhibit in the Exhibition grounds. This consisted of an Avenger aircraft, a 45-foot model of HMCS *Magnificent* and a tableau depicting the activities of the Navy.

Both ML 716 and the division's tug were stationed off the breakwater. The latter took part in the search for the body of Squadron Leader Ray Greene after his jet plane failed to pull out of a dive early in the show.

The two craft were also used in setting up the floating targets used in the rocket, cannon and machine gun firing

demonstrations staged by planes of the RCAF and Avengers and Sea Furies of SAG 21.

*York's* air squadron, VC 920, got into the aerial act, too, with a fly past of Harvard aircraft.

The Wrens were dramatically represented by Lieut. (W) Isabel Archer, attired in an immersion suit and playing the role of "survivor" for a demonstration of air-sea rescue by the Navy's big Sikorsky helicopter. Lieut. Archer obligingly went over the side of the tug into the icy harbour water and was picked up by the whirly bird.

# AFLOAT AND ASHORE

## ATLANTIC COMMAND

### HMCS *Magnificent*

When the *Magnificent* steamed out of Norfolk, Virginia, to begin her role in NATO Exercise Mariner, on September 16, she left in her wake the fourth United States port visited since departing from Halifax on August 21.

Sailing in company with the *Quebec*, the *Magnificent* had called first at Provincetown, Mass., on August 22. The ship had 1,000 visitors the following day (Sunday) during the period the Canadian warships were open to public inspection.

On August 24 the Canadians departed in company for sea and further flying training, climaxed on the 28th by arrival at the entrance to Narraganset Bay and a three-day visit to Quonset Point and Newport, Rhode Island. The *Magnificent* berthed in the former place while the *Quebec* left for Newport.

The carrier fired a national salute followed by 17 guns to Vice-Admiral

Connolly, USN, president of the Naval War College at Newport. A round of official calls to local authorities by Commodore H. S. Rayner was made and returned and a pre-sailing conference in USS *Gilbert Islands* (aircraft carrier) was held to deal with operations in the forthcoming fortnight in which the *Magnificent* would be under the orders of Commander Carrier Division 14. The commander, Rear-Admiral W. L. Erdmann, USN, visited Halifax with his division in August.

Bunker fuel and gasoline were embarked and dockyard assistance for some small repairs arranged. The USN there also provided a comprehensive program of entertainment and looked after the ship in every way. On August 31 the ship slipped for sea and was joined by the *Quebec* from Newport. Both then made a rendezvous with the carrier division (the *Gilbert Islands*, nine destroyers and two submarines). That evening the first of the night carrier landing practices of the cruise were made possible by favourable weather.

HMCS "Crescent" has been undergoing conversion as Esquimalt since early this year, but her ship's fund recently gladdened the hearts of children at the Protestant and Roman Catholic orphanages in Halifax, when former "Crescent" sailors, now in HMCS "Algonquin", decided the orphanages should benefit from the fund. Eleven tricycles were purchased for the Protestant orphanage. At the presentation were, left to right, back row: Mrs. L. L. Metherall, of the orphanage ladies' committee; PO John S. Hilton, ex-"Crescent"; Mrs. H. L. Roper, ladies' committee member, and Commander P. F. X. Russell, the "Algonquin's" commanding officer. (HS-27237)

## Cedarwood Beats Water Problem

Obtaining drinkable fresh water in the little outports along British Columbia's rugged coasts has always posed a problem for the *Cedarwood* as she noses her way in and out of bays and inlets on research duty.

In one instance a gasoline pump was put ashore by a shallow creek and linked with the ship by hose. Keeping the ship in safe water without breaking the hose proved nerve-wracking and hazardous.

However, the coast abounds in cataracts of assorted sizes, tumbling down the precipitous shore line into deep water.

In Kingcome Inlet, the *Cedarwood* found a waterfall splashing into the sea. She was backed in against the rocky shore and held there by "dead slow" engine movements, while a fire hose, lashed to pike poles, was pushed into the waterfall.

In two hours the *Cedarwood* took on board 1,500 gallons of pure, cold mountain water.

On September 4, the ships reached New York for a five-day visit where they were entertained lavishly, thanks to the combined efforts of the Canadian Consulate-General, the 3rd Naval District, Canadian businessmen, the USO, the special services branch of the USN and the Canadian Legion. J. N. Millar (Commander, RCN (R) Ret'd, and now a New York businessman) was particularly helpful in arranging hospitality for the visiting Canadians.

On the arrival, Commodore Rayner exchanged calls with local officials, including Hon. Ray Lawson, Canadian Consul-General and former Lieutenant-Governor of Ontario. For officers and men, the USN had provided three bus tours which included sights like the Avenue of the Americas, a United Nations Headquarters tour, the Hayden Planetarium, the battery and downtown New York.

Visiting Canadian sailors on following days were admitted to the UN and planetarium. The Sperry Gyro Company made available their yacht "Wanderer" for harbour tours. Tickets in goodly number were provided to ball games, theatres, Radio City Music Hall and for TV programs. TV sets were placed on board through the courtesy of Hudson Radio-TV Appliance Company.



The commanding officers and 1,200 officers and men were honoured by a special performance on the seventh of "This Is Cinerama" at Broadway and 47th Street by the Stanley Warner Cinerama Corporation. That evening the *Magnificent's* quarterdeck was the scene of a reception by the Canadian task group for 150 New York dignitaries. The ships were open to visitors September and again on Labour Day with the *Magnificent* welcoming 4,000 persons on board.

The carrier visited Norfolk alone, arriving a day early on September 11. On hand for her arrival was Captain Howard Quinn, her last executive officer, who is now on the staff of SAC-LANT. The remainder of the time between arrival and sailing for Exercise Mariner was employed by storing, fuelling and personal shopping by the crew. The ship held a reception for local officials on the evening of September 14.

#### HMCS *D'Iberville*

A guard of honour from *Cornwallis*, accompanied by the *Cornwallis* band, presented "Sunset" ceremonies at the Quebec exhibition, during the week of September 8 to 12. The whole contingent was under Lieut.-Cdr. L. J. C. Walker and the band was led by Commissioned Bandmaster M. H. R. Nold.

On Armed Forces Day, September 12, the salute was taken by His Excellency the Governor-General, and on the previous Wednesday by Commander Marcel Jette commanding officer of *D'Iberville*.

The expert work of artificer apprentices training in the "Cape Breton" drew the attention of Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, (left) during his first annual inspection of the ship this summer. With him are Commander (E) E. N. Clarke, commanding officer of the "Cape Breton", and Lieut. (E) N. F. Lee, training officer. (HS-26729)



While in Quebec the *Cornwallis* contingent and band were quartered at *D'Iberville*.

When the cruiser HMS *Superb* visited Quebec, wearing the flag of Vice-Admiral Sir William Andrewes, the officers, chief and petty officers and men were entertained aboard *D'Iberville*. New entries from *D'Iberville* were given an opportunity to visit the cruiser.

Summer brought a swarm of American ships to the hospitable harbours of Quebec City. At one time 16 American warships were alongside. Receptions were the order of the day and the wardroom of *D'Iberville* often rang with sea chanties.

For *D'Iberville*, Labour Day week-end was saddened by the news of the death in a car accident of Ord. Sea. R. G. Martel. A member of St. Croix Division, Martel was visiting his parents when the accident occurred.

#### HMCS *La Hulloise*

Five cadet training cruises were completed by the *La Hulloise* during the summer and in this time approximately 200 cadets were on board. After a short breathing spell in Halifax, new entry seamen were embarked in the ship for training.

During August the ship cruised in company with the *Swansea* to Dalhousie, N.B., where a tour of one of the world's largest paper mills was arranged. At Clarke City the ship's company was guest of the Gulf Pulp and Power Company at a dance. The visit to Sept Iles also provided the commanding officer, Lieut.-Cdr. H. A. Porter and Lieut. Peter E. Robinson and Midshipman J. W. Hall with an opportunity to do some fishing. Their record catch of 120 is still the talk of the ship.

Twice during the cruises landing parties from the two ships engaged in mock battles, which provided excellent training for both cadets and ships' companies. The landings were made at Magdalen Islands and Bay of Islands.

A series of softball games between the two ships at various ports of call resulted in handy wins for the *La Hulloise*.

Lieut.-Cdr. John M. Richards received his promotion from the rank of Lieutenant during the month. Lieut. D. S. Bethune, who was acting first Lieutenant for cruise Dog while Lieut. E. J. Hyman was a patient at RCNH, has returned to Royal Military College after serving as assistant sea training officer for cadet training. Lieut.-Cdr. V. M. Langman, sea training officer, has returned to *Stadacona*.



A visit to Lunenburg, N.S., provided a pleasant break in the "Micmac's" working up exercises following her commissioning. Commander G. M. Wadds, commanding officer of the destroyer, is shown conversing with Mayor Homer Zwicker, of Lunenburg. (HS-27420)

CPO C. A. Howe received his 15-year Long Service and Good Conduct medal, the third member of his family to win this decoration. It has been awarded to both his father and brother. PO E. S. McCullough and CPO R. A. Galloway have both received their CDs.

A Government House reception was held in Charlottetown for the training group.

At Bay of Islands, officers of the *Swansea* accepted the challenge for a whaler race. The course was around the two ships anchored in the bay—a distance of approximately half a mile—and *La Hulloise* officers took the event easily.

During Cruise Easy the ship also visited Corner Brook, where a soccer team from the training group engaged the town team. The game was won by Corner Brook All-Stars 6-0.

#### TAS School

In August, five RCN (R) Instructor Officers successfully completed a five week TAS Course. This course was the first of its kind in the RCN.

One week of the course was spent at sea in the *Wallaceburg* in anti-submarine exercises with a U.S. submarine in the Gulf Stream.

Recent changes in the school staff are: Lieut. Lorne Gibson was appointed to the *Haida*.

CPO George E. Hartman was drafted to *Naden* for preparatory course for Commission Gunner (TAS).



CPO Candido Decandido was drafted to the *Haida*, replacing CPO Harry Carson, who will join the staff of the School on completion of leave.

CPO George Edward Jamieson departed for Weeksville, North Carolina, where he will undergo training with the United States Navy.

CPO B. U. Irvine was drafted to the *Mimac*.

Recent promotions included CPO William D. Dixon to Chief Petty Officer First Class and PO J. MacDonald to Chief Petty Officer Second Class. They are instructors on the staff of the School.

Sea training, which is a very important phase of TAS Courses, has greatly interfered with permanency of teams fielded in the interpart sports program. Despite this, the school managed to make a good showing in all sports undertaken.

## PACIFIC COMMAND

### HMCS Ontario

On the night of August 15 the ship's company of HMCS *Ontario* put on the second of their quarterdeck reviews, this one "The Trillium Follies", under the direction of Commissioned Electrical Officer Robert "Dan" Dalley.

The master of ceremonies for the evening was Regulating Petty Officer Ron Sallis, who did an excellent job under windy and chilly conditions.

The show began with the band, under the direction of Petty Officer "The Lips"

AB Wally Metz, of the "Cayuga" is fitted with a parachute by LAC J. H. Doucette before taking off in an RCAF Lancaster bomber from Comox, B.C., where the "Cayuga" paid a short visit. Many members of the ship's company took up the offer of a jaunt in the bomber.



McKay, playing the "Cape Cod Capers". The show then got away from the professionals and continued with Ordinary Seamen Robert Stepanick, guitar, and Gerald Keiran, guitar and vocal in western music and songs.

Ord. Sea. Brian King gave pantomimes of three types of Englishmen in an English "Pub". Brian's next number was a skit with the scene laid in an operating room, which the medical branch greatly appreciated.

CPO M. S. Pastuck gave renditions of two old-time popular songs. This was followed by the "Lowdown Hoedowners" consisting of Petty Officers Aaron Hansen, caller, Lawrence Enger, violin, and Ord. Sea. Robert Stepanick, guitar.

The joker of the evening was Ldg. Sea. Arthur Fowler who kept the appreciative audience in jovial mood, with an assist by Mr. Dalley.

The Gunroom, not to be outdone, put on a skit "The Maharajah at Maggie's Door" with the principal roles going to Sub-Lieut. D. J. Moilliet, commentator; Sub-Lieut. N. Fantacci, "The Maharajah"; Midshipman N. Boivin, "The Dancing Girl", and Midshipman A. Gunn, "The Maharajah's Servant". All members of the Gunroom took part in the skit.

The last number on the program was put on by the "Wardroom Wailers" under the direction of Lieut.-Cdr. P. G. (Chowder) Chance. This "musical" group needed more practice, but at least their antics were well enjoyed.

The evening concluded with "The Queen", whereupon the audience departed hastily for warmer and less windy places.

### Cookery School

Four men recently completed a second class petty officers' cooking course in the Cookery School at *Naden*. Ldg. Sea. Frank Noyes was highest in the class with an average of 78.2.

Leading Seamen Stanley Flaherty, John Hubley, and George Barton were the other three who qualified.

### Mechanical Training Establishment

#### (HMCS *Naden*)

The Mechanical Training Establishment has been busy "Forging Men for the RCN". During the 1953 Navy Day celebrations the famous hammer and anvil, built and designed in the MTE shops, won rounds of applause from the spectators who saw it operating.

CPOs Jack Haight and Jerry Bligh were the machine operators, and alternating with them were CPO Gordon



Eleven-year-old Billy Hibbard, son of Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, does a trick at the wheel of the "Cayuga" under the watchful eye of CPO B. N. Inglis, the destroyer's Chief Quartermaster, during a summer trip.

Mercer and PO Kenneth Macadam. Both groups also went to the Pacific National Exhibition at Vancouver, B.C.

Large numbers of MTE men and Wrens were selected to take part in the PNE parade. Lieut. (E) Thomas Kellington of the staff was chosen as Officer of the Guard.

Recent changes in the MTE instructional staff have occurred. CPO Alan Paver has been drafted to the *Crusader* and was relieved by CPO William Hutchings. PO David Sadler has returned from the Coronation. He reports some wonderful sights, many of them recorded on 900 feet of moving pictures taken while in England. CPO Myron Pastuck has joined the staff from HMCS *Ontario*.

### TAS Training Centre

During August, Lieutenant (TAS) D. E. Rigg rejoined the staff of the TASTC from the *Sault Ste. Marie* and Commissioned Gunner (TAS) F. G. Jones took up his new appointment in the *Crusader*.

CPO D. H. Mann has left the staff on being drafted to the *Ontario*. PO D. R. McKee, also has left the staff. He has been drafted to the *Sault Ste. Marie*.

At present two classes are under instruction for TD3's qualifying.

### Ordnance School

CPO Munro Brookes has arrived in *Ordnance School* from Halifax after accepting conditional advancement to C2. CPO Fred Pippard and PO Eric

Still have left HMCS *Ontario* for one year on the East Coast. PO Jack Bell has been drafted from the *Ontario* to the *Crusader*, and CPO Norman Tapping from the school to the *Ontario*.

The third class of Armourer's Mates commenced on September 16 and consists of 11 men. It is the largest class of mates the school has yet had.

## NAVAL DIVISIONS

### HMCS York

Each evening during the CNE, the men of *York* showed how, in days gone by, the navy handled guns from its ships as field artillery ashore. In the days of wooden ships, these guns were unshipped from their mountings and mounted on wheels made by the ship's carpenter.

The Gun Run at the CNE was demonstrated by men not only from the gunnery branch, but from all branches of HMCS *York*. In a space of less than five minutes, from when the starting pistol was fired, they ran the 2,000-pound gun over a 200-foot course, completing five complex manoeuvres, which included all the necessary drills to maintain an efficient fighting unit.

About 3,000 yards was travelled for the complete run, and the four men who lifted the barrel carried approximately six tons during the 15 demonstrations at the "Ex".

"Now, if you ladies would like to join the Wrens, HMCS "Nonsuch" is right over that way—about 200 miles." Lieut.-Cdr. E. R. (Ted) Barrie, area recruiting officer for Alberta, and CPO C. A. Mancore visited Jasper recently and found the cast of "The Far Country" on location. With them are blonde Hollywood star Corinne Calvert and brunette Ruth Roman. (Photo by Fred Banker)



Many complimentary remarks were heard among the thousands of spectators watching the display.

### HMCS Scotian

Non-commissioned officers of a large number of ships of the United States Navy have been guests of the Chief and Petty Officers' Mess in HMCS *Scotian*. The following letter, received after the visit of the USS *Valley Forge* and escorting ships is typical of the appreciation expressed by many of the visitors:

Dear Sir:

*While our ship was visiting in Halifax, many of us visited your splendid club and felt welcome. We also spent some very nice evenings, thanks to you and your mess.*

*I wish to take this time to thank you and express thanks for the others as well.*

Sincerely yours,

HENRY EASTER

Chief Metalsmith, USN.

A most enjoyable social evening and dance was held recently by the Naval Officers' Association in the wardroom of *Scotian*. On Saturday evening, August 29, about 50 couples danced to the music provided by CPO "Whoopee" Hood and his orchestra. A delicious buffet supper was served early in the evening.

## Museum to Get Sea Fury Model

During the *Magnificent's* visit to Portsmouth, England, following Exercise Mariner, the Hawker Aircraft Company presented a small-scale model of a Sea Fury fighter aircraft to the Royal Canadian Navy.

The model will be placed in the Maritime Museum at Halifax.

## BIRTHS

To Lieutenant (S) F. S. Anderson, HMCS *Bytown*, and Mrs. Anderson, a son.

To Able Seaman F. J. Boisvert, HMCS *D'Iberville*, and Mrs. Boisvert, a daughter. To Lieutenant D. A. Crump, HMCS *Naden*, and Mrs. Crump, a daughter.

To Able Seaman A. J. D'Anjou, HMCS *D'Iberville*, and Mrs. D'Anjou, a son.

To Leading Seaman J. T. Dockstader, HMCS *Naden*, and Mrs. Dockstader, a son.

To Commodore K. L. Dyer, Commodore RCN Barracks, Esquimalt, and Mrs. Dyer, twins, a son and a daughter.

To Lieut.-Cdr. W. S. D. Hendry, HMCS *Stadacona*, and Mrs. Hendry, a daughter.

To Leading Seaman Howard M. Janes, HMCS *Queen Charlotte*, and Mrs. Janes, a daughter.

To Lieutenant W. A. Hughes, HMCS *Naden*, and Mrs. Hughes, a son.

To Lieutenant S. I. Ker, HMCS *Naden*, and Mrs. Ker, a son.

To Lieutenant R. P. Morris, HMCS *Queen Charlotte*, and Mrs. Morris, a son.

To Leading Seaman Gordon Munro, HMCS *Quebec*, and Mrs. Munro, a son.

To Leading Seaman M. W. Reed, *Aldergrove Naval Radio Station*, and Mrs. Reed, a son.

To Petty Officer James F. Stevens, HMCS *Quebec*, and Mrs. Stevens, a daughter.

To Petty Officer Thomas Shields, HMCS *Naden*, and Mrs. Shields, a son.

To Petty Officer Ronald H. Wilkins, HMCS *Naden*, and Mrs. Wilkins, a son.

## WEDDINGS

Able Seaman R. W. Cousins, HMCS *Ontario*, to Miss Jean Lovell, of Victoria.

Ord. Sea. Ronald F. Hatt, HMCS *Haida*, to Miss Roselia May Weatherbee, of Wolfville, N.S.

AB Donald Layton Kirkey, of HMCS *Shearwater*, to Miss Janice Amanda Dorrance, of Montreal.

Ordinary Wren F. M. Lavertu, HMCS *D'Iberville*, to Able Seaman G. A. Grant, HMCS *D'Iberville*.

AB Gerald Levesque, of HMCS *La Hullose*, to Miss Augustine Corriveau, of St. Gabriel, P.Q.

Petty Officer W. G. Mitchell, HMCS *Ontario*, to Miss Shirley Vogler, of Victoria.

Lieutenant W. J. Mock, of HMCS *D'Iberville*, to Miss Margarethe Zwick, of Quebec City.

AB Kenneth Moody, of HMCS *Stadacona*, to Miss Dawn Blades, of Boston, Mass., U.S.A.

Able Seaman J. L. Nuttal, HMCS *Ontario*, to Miss Myra Bentham, of Victoria.

Leading Seaman Walter Stratton, of HMCS *La Hullose*, to Miss Myra Blackwood, Greens Pond, Newfoundland.

Able Seaman D. A. Stripkala, HMCS *Ontario*, to Miss Jacqueline Thomson, of Victoria.

AB William Stuart Stockman, of HMCS *Haida*, to Miss Marjorie Lillian Box, of Montreal.

Petty Officer W. Robert Walters, HMCS *Ontario*, to Miss Margaret McNeely, of Victoria.

PO James Herbert Wilson, of HMCS *Haida*, to Miss Joyce Myrtle Woodburn, of Westmount, P.Q.



For the fourth time in five years "Hunter" won the Cock of the Walk Trophy at the Great Lakes Naval Regatta, held this year in Kingston. The victorious Windsor team is shown above: Front row, left to right: Wrens Leola MacDonald, Ruth Small, Marion Malpass, Sub-Lieut. (W) A. M. Moore, Ord. Sea. Caesar Pons, Lieut. (S) Max B. Young, PO Frances Liver, AB J. J. Marsh, and PO Robert Bondy. Second row, left to right; CPO George White, Lieut. R. A. H. MacArthur, Cadet G. A. Carruthers, Lieut. (E) Arthur B. Harris, CPO Harry Bondy, Lieut.-Cdr. P. J. Ryall, Ldg. Sea. C. W. Whitfield, Cdr. W. G. Curry, commanding officer, Surg Lieut. V. R. Messer, Lieut. (S) E. W. Neill, Sub-Lieut. D. E. Charters, PO Alfred Ridgewell, and Ldg. Sea. John Humphrey. Third row, left to right: Ldg. Sea. L. G. Renaud, Ldg. Sea. G. J. Munro, AB W. D. McGuire, and PO W. C. Bear. Fourth row, left to right: Ldg. Sea. Michael Phillips, CPO Keri Lewis, and AB C. F. Hranka. (O-5794)

## Cock of the Walk Four Times in Five

HMCS *Hunter* continued its mastery in the Great Lakes Naval Regatta by winning the Cock-of-the-Walk Trophy for the fourth time in five years in Kingston over the Labour Day weekend. The Windsor naval division with 64 points topped seven other divisions from Ontario and Quebec by winning four of the 12 events on the three-day program.

*York* (Toronto) placed second, 14 points behind *Hunter*, while *Star* (Hamilton) was third and the host division *Cataraqui*, fourth. *York* and *Hunter* staged a neck and neck battle during the first two days of the regatta, but first places on the final day in the officers' dinghy sailing, the tug-o-war, and the rifle shoot, plus a second place in the pistol shoot put the Windsor team in the lead to stay. *York* and *Star* each scored first place points in three events, while *Cataraqui* won two.

More than 400 officers, men and wrens competed in the regatta which was held from the grounds of the Royal Military College. Five Fairmiles from Great Lakes divisions added a more pronounced naval atmosphere to the occasion. They were ML 716 from *York*, 706 from *Star*, 779 from *Prevost*, 762 from *Hunter* and 704 from *Cataraqui*.

Competing divisions were reduced to eight this year, with *Chippawa* and *Montcalm* dropped because of transportation difficulties. The divisions at-

tending were *York*, *Star*, *Carleton*, *Hunter*, *Prevost*, *Donnacona*, *Griffon* and *Cataraqui*. *Griffon* was not able to complete its final day's program because the team members had to leave at 1300 to catch an aircraft for home.

The weather played havoc with the program on the first day with rain forcing some events to be cut from the Saturday schedule. Sunday and Monday were sunny and clear with good winds for sailing, although the wind died down occasionally.

The host division, *Cataraqui*, showed the way in all the boat pulling events, with the Kingston teams winning the officers' whaler and the open war canoe races and placing second to *York* in the men's whaler.

Lieut.-Cdr. (SB) H. R. Pearce, of *Star*, provided a running commentary of the events during the three days and kept the contestants and spectators informed of the events. A large scoreboard was erected on the jetty listing scoring in individual events as well as team totals.

A dance was held Saturday night on the drill deck of the Prince of Wales own Regiment Armouries, while on Sunday night a special showing of the motion picture "The Cruel Sea" was held in a downtown theatre. Nicholas Monsarrat, author of the novel on which the movie was based, was introduced

by Commander A. G. C. Whalley, RCN (R), commanding officer of *Cataraqui*.

A highlight of the Sunday and Monday program at the regatta was the air show staged by members of the 31st Support Air Group and by a Bell helicopter from the helicopter flight.

Prizes were presented Monday afternoon at 1600 following the completion of the events. Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, presented the Cock-of-the-Walk Trophy to *Hunter* team Captain Lt. (E) Arthur Harris, and the trophies for the individual events to the captains of the other victorious teams.

Judges for the boat races were three naval officers stationed at Royal Military College: Lieut.-Cdr. (P) J. B. Fotheringham, Lieut. D. S. Bethune, and Lieut. (S) H. T. Cocks.

Director of the regatta was Lieut.-Cdr. J. G. Chance, and assistant director was Lieut. (S) H. G. Cheeseman. Sub-Lieut. (S) D. C. Elliot was in charge of publicity, Lieut. (S) R. C. Holloway was in charge of the financial arrangements, and Lieut. D. M. Chown, in charge of entertainment.

### REGATTA RESULTS

Results of the various events are as follows:

War Canoe (Open): *Cataraqui*, T. Eaton Co. Trophy.

Whaler Pulling (Officers): *Cataraqui*, HMCS *Donnacona* Trophy.

Whaler Pulling (Men): *York*, Steel Company of Canada Trophy.

Whaler Sailing (Officers): *Hunter*, HMCS *Carleton* Trophy.

Whaler Sailing (Men): *Star*, International Harvester Co. Trophy.

Whaler Sailing (Wrens): *Star*, HMCS *Hunter* Trophy.

Dinghy Sailing (Officers): *Hunter*, Hiram Walker Trophy.

Dinghy Sailing (Men): *York*, T. Eaton Co. Trophy.

Dinghy Sailing (Wrens): *York*, Southam Co. Trophy.

Tug-o-War: *Hunter*, HMCS *Star* Trophy.

.22 Rifle: *Hunter*, HMCS *Griffon* Trophy.

.22 Pistol: *Star*, Corby and Wiser Trophy.

#### Final Point Standings

<i>Hunter</i> .....	64
<i>York</i> .....	50
<i>Star</i> .....	44
<i>Cataraqui</i> .....	37
<i>Prevost</i> .....	19
<i>Carleton</i> .....	15
<i>Donnacona</i> .....	13
<i>Griffon</i> .....	11



# The Navy Plays



## U.S. Teams Bow To D'Iberville

Softball games were played by HMCS D'Iberville against teams from American ships visiting Quebec City in August.

During the visit of Mine Squadron 8, consisting of 14 ships, five seven-inning softball games were played, with the D'Iberville representative team victorious in all contests.

The champions of Mine Squadron 8, USS *Triumph*, with a record of 41 wins and one loss, were shut out 5-0, with AB M. J. Lalonde pitching three-hit ball and recording 17 strike-outs.

A return game was played and again the visitors were beaten 6-1. However Lalonde had an "off" day striking out only 11 men. In five games Lalonde's pitching record read, five shutouts, (one a no-hitter), ten hits, 78 strike-outs and 21 bases-on-balls.

During HMS *Superb's* visit a cricket match was arranged and, although the

outcome was obvious from the start, the D'Iberville team put up a stout battle.

In the final of the intra-mural tennis tournament, Commander Marcel Jette disposed of Lieut. W. J. Mock in straight sets.

## Navy Riflemen High Scorers

HMCS *Queen Charlotte*, the Charlottetown, P.E.I., division, made an excellent showing during the Prince Edward Island Provincial Rifle Association Prize Meet the latter part of July this year.

Sub-Lieut. J. E. MacRae took top honours in two matches, the Senator Barbour 600-yard match, and the 300-yard W. K. Rogers Memorial Match, winning the latter with a score of 74 out of a possible 75 points. Only able to participate in four of the matches, those held in the afternoons, he came out on top in two of them.

Giving added force to the naval firing power was Sub-Lieut. T. F. Baines, a visitor from *Stadacona*, who won two matches and placed second in a third.

Sub-Lieut. Baines copped the Navy Trophy (Prowse Bros. Ltd., 300 yards) to become the first member of the Navy to win this trophy, and also won the United Services Officers' Club Challenge Trophy. He placed second in the De-Blois Bros., Limited, Match.

Another member of *Queen Charlotte*, CPO S. G. Bowles, made an excellent showing for the Navy when he placed fourth in the hotly contested Prowse Bros., Ltd., Match with a score of 48, only one point behind the leaders.

In all, seven Navy personnel from *Queen Charlotte* were entered in the program.

## Fenwick Winner of HQ Golf Tourney

Results of the handicap match play golf tournament of the Naval Headquarters Sports Association, announced in October, showed Commander (SB) G. E. Fenwick to be winner of Class "A", with Lieut.-Cdr. R. B. Hayward runner-up.

In Class "B", the winner was Lieut.-Cdr. (SB) Frank Williams. The runner-up was Lieut. (S) J. F. Fricker. Twenty-five players were entered in each class. Commander (L) George H. Dawson is the association's golf convener and organized one of the most successful seasons yet enjoyed.

The Navy came second to the RCAF in the annual inter-service golf tournament in Ottawa, but Navy players took two of the top individual prizes. Commander Fenwick won the low gross and Lieut.-Cdr. (SB) J. P. Croal tallied the lowest net score.

## "Maggie" Loses Out in Regatta

HMCS *Magnificent's* athletes plunged into the fall program of inter-part deck-hockey and volleyball and, further in the future, soccer, rigger and perhaps hockey in the United Kingdom as the carrier sailed from Norfolk, Va., on September 16 to begin her part in NATO Exercise Mariner.

Some contests had been played during the visits of the carrier to Province-

The Wrens' softball team from "Cornwallis" chalked up 16 wins in 17 games and, naturally, won the Annapolis Valley softball championship. In the front row, left to right, are Ord. Wrens Dorothy Dean, Toronto; Celia Feniak, Edmonton, and Margaret Elke, Saskatoon, and Sub-Lieut. Lida Kapusciak, Hamilton. Middle row: Ord. Wren Gladys Gallant, Charlottetown; PO Alice Thompson, Calgary; Lieut. Winnifred G. Lyons, Toronto; Sub-Lieut. Anne Middleton, Ottawa, and Ord. Wren Shirley Stalker, Winnipeg. Back row: Wren Betty Ball and Jean Attwood, both of Windsor; CPO John Hancock (coach); Sub-Lieut. Norma Marilyn Higgs, Kingston; Wren Geraldine Atkinson, Ottawa, and Wren Avril Griffith, Sault Ste. Marie. (DB-3324)



town, August 22 - 24; Quonset Point, August 28 - 31; New York, September 4 - 8, and Norfolk, September 11 - 16.

In Provincetown, the principal event was a sailing regatta with the *Quebec* in which the *Magnificent* placed second and third in the whaler race but lost the meet. The *Quebec* had entered dinghies in addition to the half-dozen whalers racing, and accordingly, cleaned up more points to take the contest.

During the New York visit, the carrier lost a soccer match 5 - 0 to sailors from SS *Brittanic*. At Quonset Point the ship's baseball team managed to hold an excellent Naval Air Base nine down to a 4 - 3 decision over the Canadians. In Provincetown earlier, they split a double-header with the USAF with a 5 - 1 loss and a 6 - 3 victory.

The interpart play got underway at Norfolk with four teams getting in their first game before the ship departed on the next leg of her cruise.

### **Cdr. Steele Heads Football Club**

To open the season, the Stadacona Canadian Football Club elected a new executive committee whose president is Commander Richard M. Steele, Manning Commander East Coast.

Vice-Presidents of the *Stadacona* football executive are Lieut.-Cdr. (S) E. L. Pendlebury and Lieut.-Cdr. B. H. Cayley. Manager of the club is Lieut.-Cdr. E. W. Burns, and Sub-Lieut. (S) M. A. Measures is publicity manager and secretary.

Members of *Stadacona's* new football committee take up their positions with a varied background in sports activities. Lieut.-Cdr. (S) Pendlebury coaches the *Stadacona* water polo aggregation, which won the Winter Atlantic Command Championship, and Lieut.-Cdr. Burns coached the *Stadacona* basketball team to the 1952-53 Atlantic Command Championship. Sub-Lieut. Measures, who is captain of the RCN Halifax Tennis team, has represented the RCN in international squash racquets games on both the Pacific and Atlantic coasts and is secretary-treasurer of the RCN Atlantic Commands Sports Fund.

### **Officer Reaches Net Semi-Finals**

Lieut.-Cdr. J. F. Skelton, sports officer at *Discovery*, advanced to the semi-finals in the Vancouver lawn tennis championship matches.

The only Canadian to remain in the tournament to that stage, he lost to the United States player who went on to win the title.



If the men in the front row appear happy and in the pink, it's because they have just completed a P & RT requalifying course for Chiefs and POs at Queen's University, Kingston. They are, left to right, Chief Petty Officers Tom Motterhead, Andy Chartren, Jack Waldron, Johnny Rowland, Fred Potts and Johnny Hancock. Behind them are A. L. Lenard, instructor; Prof. J. F. Edwards, an ex-Lieutenant (P & RT), who is director of Queen's intramural sports, and Prof. F. L. Barlett, director of the School of Physical and Health Education at Queen's. (O-5990)



Here's the "Shearwater" baseball team which topped the Halifax and Dartmouth Intermediate Baseball League. Front row (left to right): Ldg. Sea. P. L. Smith, Sgt. H. McMullin, AB W. J. Keenan, AB L. W. Trudell, AB C. A. Zimmer, AB T. C. White. Back row: Ord. Sea. J. McCombie, Lieut. J. Pateman, AB G. R. Campbell, Sub-Lieut. A. C. Williamson, CPO A. E. Coe (coach), AB R. W. Trinder, AB W. G. Ring, PO F. G. Zwicker (captain), Ord. Sea. H. T. Hicks. The bat boy is David Quinn. Missing from photo, AB W. J. Murfitt. (DNS-10931)

# 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 opposite his name.

ABBOTT, Harry D..... P2EA3  
 ALMEN, Donald W..... LSRP1  
 ANDERSON, Gordon R..... LSRPS  
 ANDERSON, Lloyd J..... LSRP1  
 ASHTON, Clifford J..... LSTDS  
 AUDETTE, Raymond T..... LSRPS  
 BANFIELD, Lloyd G..... LSTDS  
 BARCLAY, Robert W..... LSLR1  
 BARLOW, James..... P2RN3  
 BARRY, John J..... LSAA1  
 BODDY, Frank..... C2AA2  
 BOHMER, Gereint L..... LSRP1  
 BOWDEN, Richard L..... LSLM2  
 BOWNESS, Kendrick W..... P2RP1  
 BRADFORD, Sydney H..... P2AA1  
 BRADLEY, Milton N..... LSRP1  
 BROWN, Walter G..... LSAA1  
 BRUCE, John G..... C2RT4  
 BRUNTON, George L..... LSQMS  
 BUTLER, Cyril N..... P1TD2  
 CARRAWAY, Harold G..... LSQMS  
 CASSELMAN, Carl J..... LSQMS  
 CATHERWOOD, Maurice E..... LSTDS  
 CHILDS, Robert T..... LSORS  
 CLUFF, Charles T..... C2Q13  
 CONWAY, Francis P..... P2TD2  
 CORBETT, Theodore J..... P1RT4  
 COUPE, Roy S..... C2TD2  
 CRAWFORD, William T..... LSLM1  
 CRONIN, Leonard A..... LSAA1  
 CROUCH, George E..... LSRPS  
 CUMING, Arthur T..... LSAAS  
 DAGLE, Daniel J..... LSQMS  
 DAWE, Norman G..... C2QM2  
 DAWSON, Ronald R..... P1PT2  
 DEAN, Raymond R..... LSAAS  
 DICKINSON, Peter R..... P2RW3  
 DILLON, John M..... C2EM3(NQ)  
 DIXON, William D..... C1T13  
 DUBY, Victor S..... LSAA1  
 DUIVEN, Richard C..... P1PH2  
 ELLISON, Raymond..... C2PT3  
 ETHERINGTON, Jack E..... LSLM1  
 FAIRFIELD, Henry R..... P2EM2(NQ)  
 FENN, William G..... LSRM1  
 FINLAY, Harry R..... LSTDS  
 FISHER, George B..... P2EM2(NQ)  
 FULLARTON, Osborne R..... LSEM1  
 GAY, Robert T..... LSRP1  
 GRAHAM, Cecil G..... LSAA1  
 GRAHAM, Thomas B..... LSLM1  
 GRIFFIN, Philip S..... LSLM2  
 HAAS, Eugene A..... P1AA1  
 HAAS, Russell C..... P2EA3  
 HAGEN, James E..... P2TD1  
 HAMILTON, Donald W..... P2EF3  
 HARDIE, John H..... LSAAS  
 HART, William J..... P1QM1  
 HAWN, Eugene..... LSRPS  
 HICKS, Walter M..... P1ER4  
 HODGINS, William A..... P2EM2(NQ)  
 HORNCASTLE, Robert F..... P2RP1  
 HORNOSTY, Joseph..... C2GA4  
 HUGHES, Bernard A..... P2PT2  
 JACKSON, Donald H..... C2GA4  
 KEZIERE, Norman..... C1PH3  
 KIRK, Kenneth H..... LSAAS

LAFRAMBOISE, Robert..... P2ED3  
 LANE, Charles T..... P1QM1  
 LARNER, Walter H..... LSLRS  
 LAUSIER, Donald J..... P2EM2(NQ)  
 LAVIOLETTE, Richard R..... LSMO1  
 LAVIS, William R..... C1ET4  
 LAWRENCE, Stanley G..... P1QM1  
 LEBLANC, Laurie J..... P2RC1  
 LEBLANC, Lucien J..... P1PH3  
 LEGGETT, Robert..... LSLM1  
 LEONARD, John B..... P2EA3  
 LITTLE, Lorne M..... P1RP2  
 McBRIDE, Richard T..... P2EM2(NQ)  
 McCARTNEY, Mervin..... P2EM2(NQ)  
 McCOY, Donald..... P2TD2  
 McCOY, Ruben D..... P1QM1  
 McCULLOCH, Donald D..... C2QR2  
 McISAAC, Edward S..... LSLM2  
 McKINSTRY, Grant R..... P2RC1  
 McLEOD, Edward D..... LSPT2  
 McTAGGART, Leo F..... P2QM1  
 MacKAY, Alfred..... LSQM1  
 MacLACHLAN, Hugh G..... LSQMS  
 MacQUEEN, Charles P..... C2TD2  
 MAGEE, Raymond R..... P2VS2  
 MARKLINGER, Carman F..... P1RT4  
 MASON, John P. D..... C2QR2  
 MAYHEW, Clair A..... LSQM1  
 MELANSON, Louis M..... C2EM3(NQ)  
 METZ, Walter..... LSLR1  
 MILL, David A..... LSRP1  
 MITCHELL, Frederick S..... LSQMS  
 MORIN, Bernard J..... LSLM1  
 MULOIN, Wallace F..... C1Q13  
 MUNROE, William A..... LSTD1  
 MURRAY, James G..... C2RT4  
 NAIRN, David A..... P2EA3  
 NEILL, David J..... LSTD1  
 OLVER, Glenn R..... P2RS3  
 ORR, Gibson..... P2AA1  
 OTTMAN, Frederick W..... LSBD2  
 O'REILLY, Joseph J..... LSRC5  
 PASSMORE, Robert F..... P2RW3  
 PATTERSON, John L..... LSQMS  
 PAULL, Donald B..... LSAA1  
 PAULSEN, Earl F..... P1TD2  
 PERRY, Harry O..... P1AA1  
 PICCA, Thomas J..... LSQMS  
 POWERS, Keith D..... P1DV2  
 RAYMER, Gordon E..... LSLM1  
 REID, Walter A..... LSQMS  
 RICHARD, Larry J..... LSRC5  
 RICHARDSON, Henry A..... LSLM1  
 RICHARDSON, Kenneth T..... P1QM1  
 ROBERTS, Gordon H..... P2AA1  
 ROSS, James R..... C1GI3  
 ROY, Leopold..... P1GA3  
 ROYEA, Francis A..... P2QR2  
 RUDDICK, Raymond H..... P2RP1  
 RUSSELL, James F..... P1AA1  
 SALTER, Geoffrey E..... C1PH2  
 SHAW, Gilbert H..... P1CA3  
 SHERRING, Reginald J..... P1LR1  
 SIMPSON, Lawrence R..... LSAA1  
 SKINNER, James H..... LSQM1  
 SKOV, Cecil T..... LSQM1  
 SMITH, Vincent G..... C2LR2  
 SNOW, Leonard R..... LSLM2  
 SPEVACK, Jack..... LSLM1  
 SPICER, Daniel C..... P2EG3  
 SPIRO, Andrew..... C1PH3  
 SPRAGGE, Robert L..... P2TD1  
 SQUIRE, Robert D..... P2EG3  
 STAGG, Leonard W..... P1QR1  
 STAINSBY, Harry E..... C2QR2

STEELE, Vernon L..... LSQMS  
 STEVENSON, William L..... P2TD1  
 TAYLOR, John D..... LSLM1  
 THEORET, Vernon E..... LSQMS  
 THOMAS, Robert W..... LSAA1  
 THOMPSON, James J..... LSAAS  
 TYLER, Richard F..... C1GA4  
 VENTELA, Tauno A..... LSTDS  
 VOPNI, Roy T..... LSEM1  
 VOSE, Reginald W..... C1PI3  
 WALKER, Gerald N..... LSLM2  
 WALKER, Robert E..... P2QM1  
 WATKINS, Robert R..... LSAA1  
 WEBBER, Brian O..... LSLM2  
 WELCH, Eugene..... LSRP1  
 WELCH, Wilfred D..... P1EA4  
 WHITE, Alfred E..... LSAA1  
 WILSON, George R..... LSAAS

## MOTOR TRANSPORT DRIVER REACHES CANADIAN FINALS

The Pacific Command's top naval motor transport driver, Gordon V. Smith, 31, added new triumphs to his already impressive array of driving awards when he won the semi-trailer division in the British Columbia finals of the annual Truck Rodeo, sponsored by the B.C. Branch of the Automotive Transport Association, at Vancouver, on September 19.

It was the second consecutive year in which Mr. Smith, a civilian driver employed in HMC Dockyard, Esquimalt, took top provincial honours in his division.

Aldo Duz, another dockyard driver, placed third in the same division in the B.C. finals, after winning second place in the Island eliminations earlier.

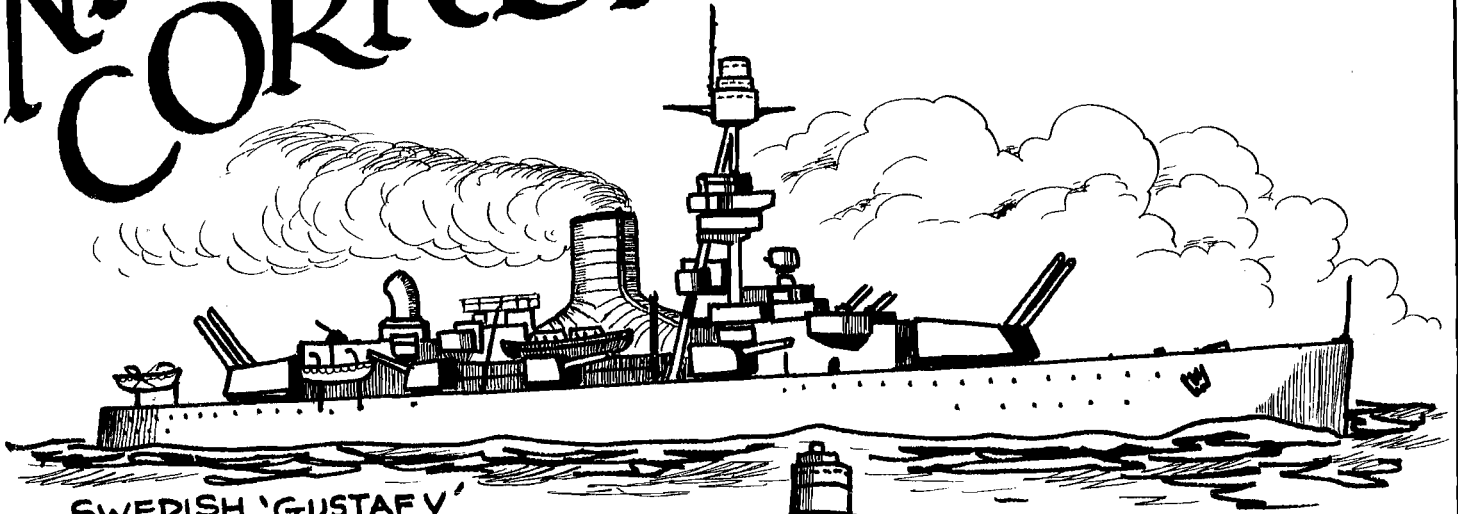
Donald Dobbie, also employed in the dockyard motor transport pool, was third in the straight truck division in the provincial rodeo. He took first place honours in the Island eliminations.

Mr. Smith went east last fall to compete in the national truck rodeo in Toronto and succeeded in placing third among the nation's best truck drivers in his division. His win this year entitled him to another trip to Toronto in November and a second crack at the \$300 first prize.

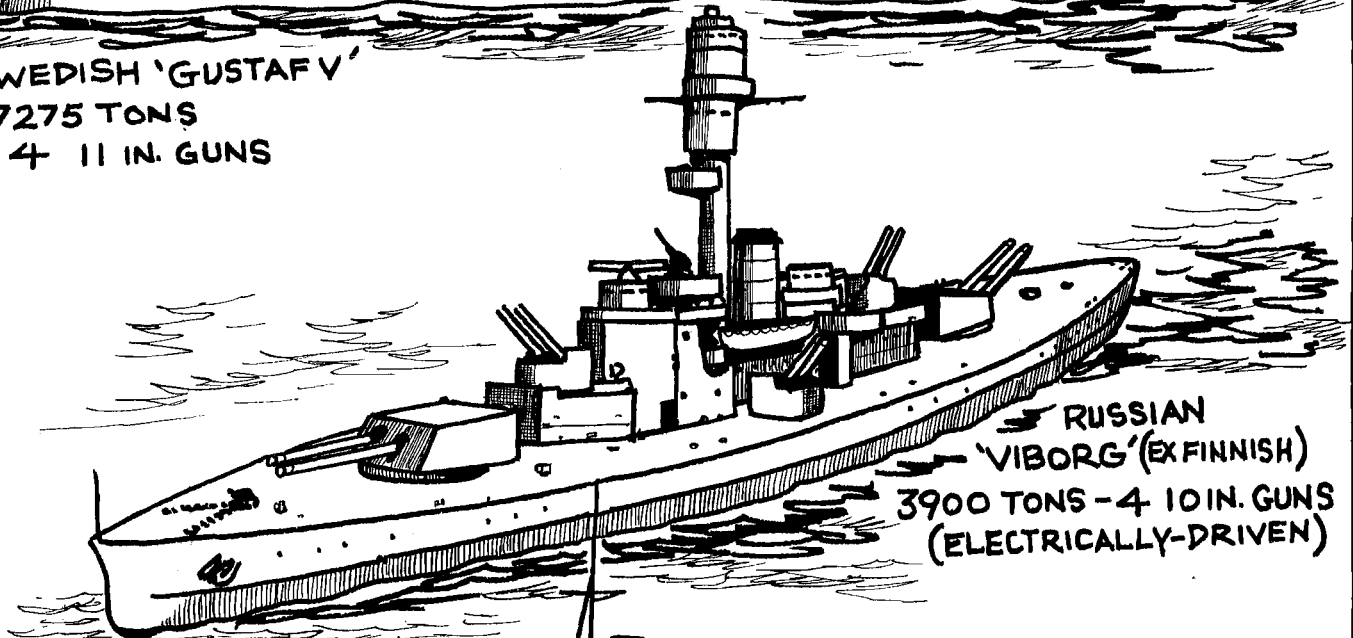
A veteran of three year's service with the Canadian Army, Mr. Smith has been driving professionally for 13 years, seven of which have been entirely free of any accident. He has been with the Naval Motor Transport Section at the dockyard for the past four-and-a-half years.

# NAVAL LORE CORNER

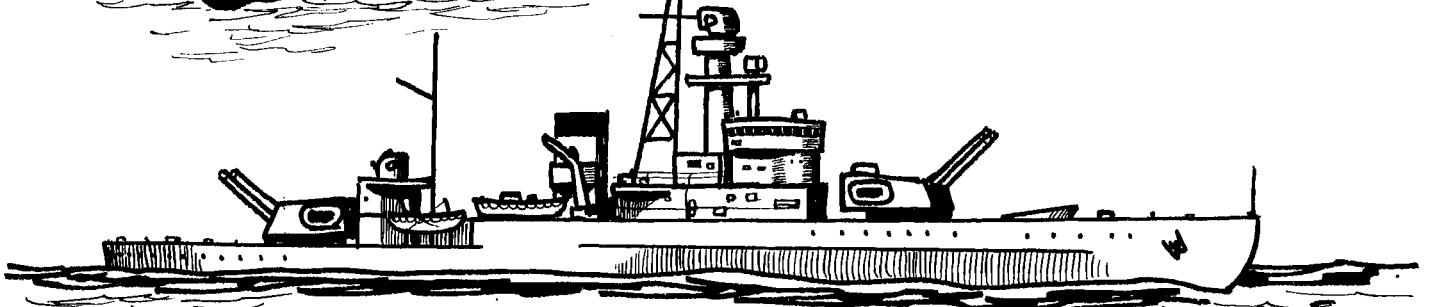
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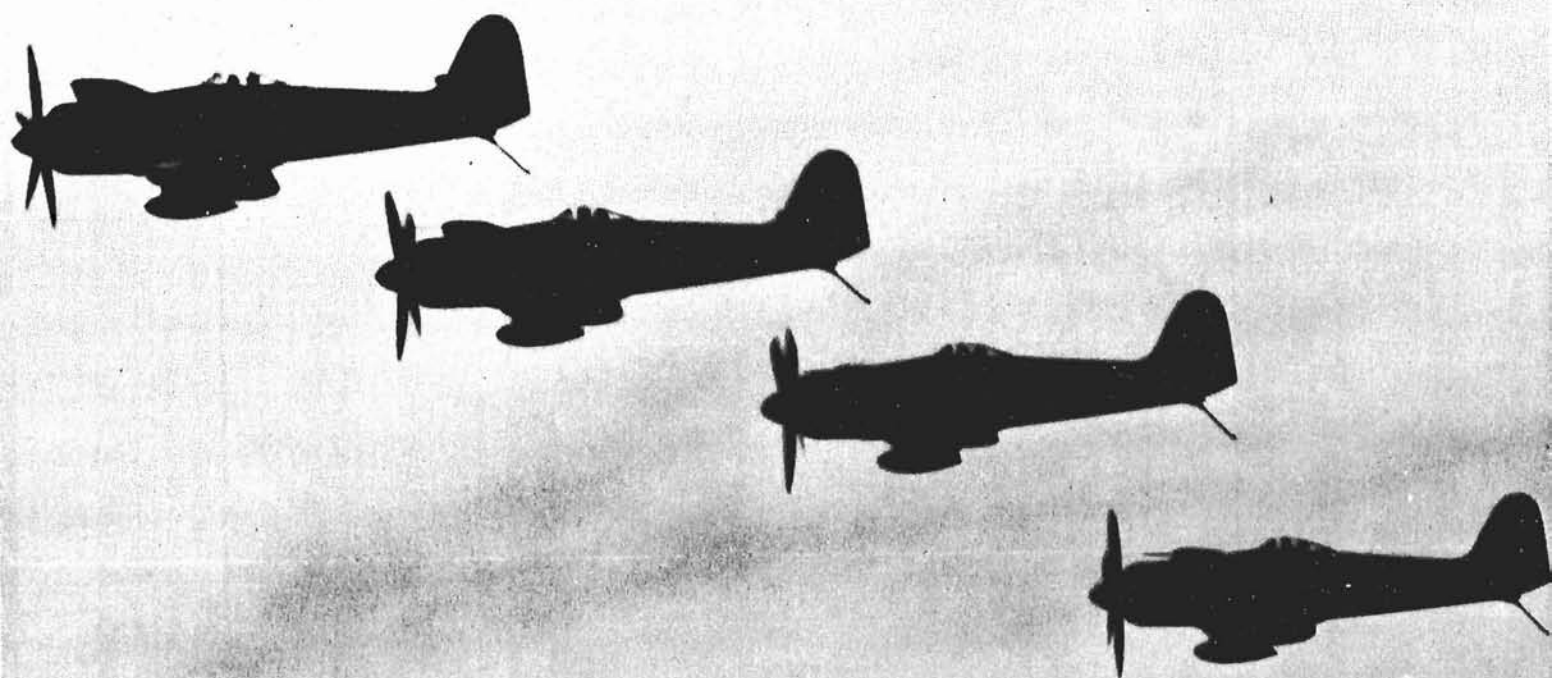


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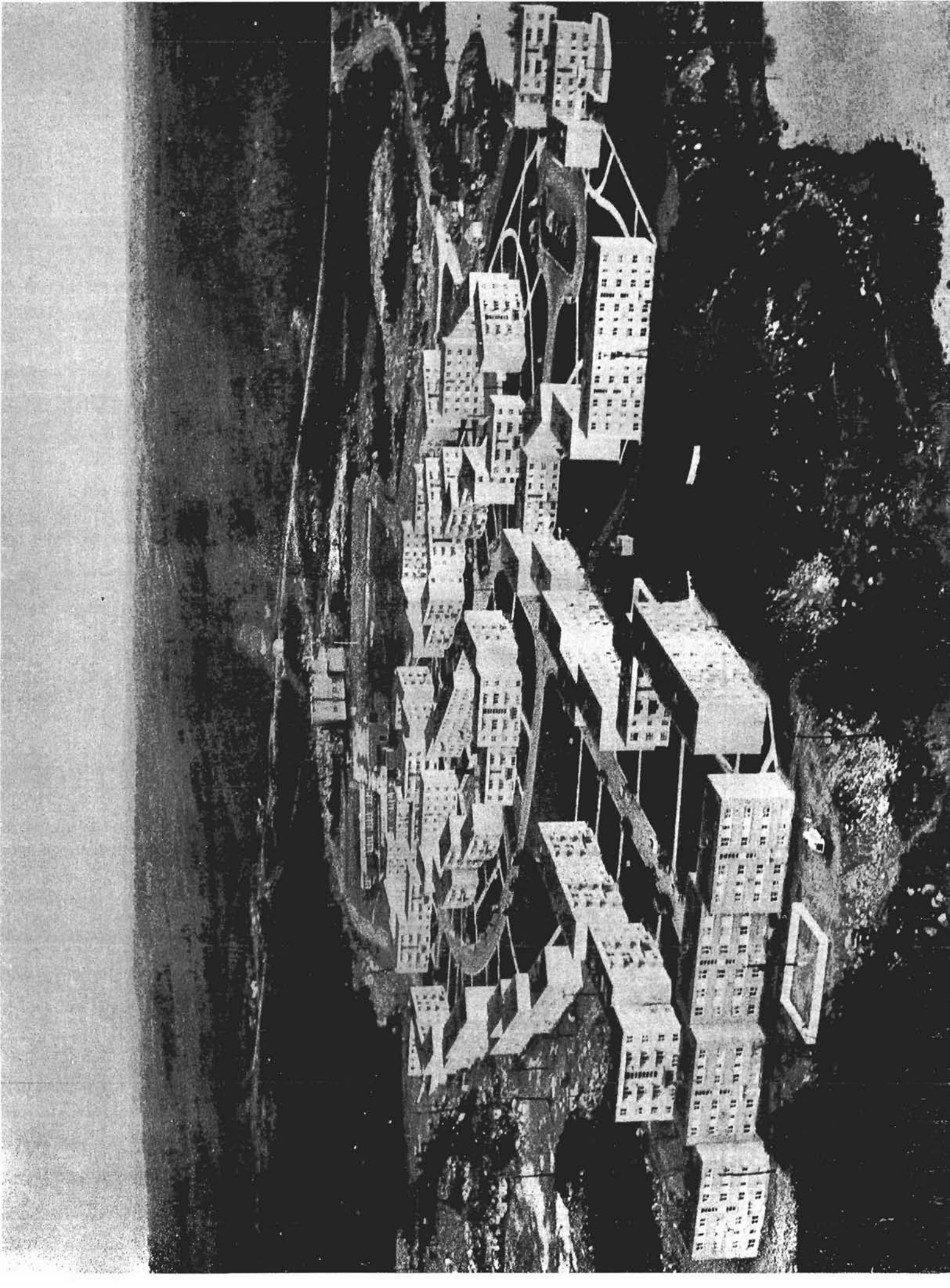


# *The* CROWSNEST



Vol. 6, No. 2

December, 1953



# The CROWSNEST

Vol. 6 No. 2

THE ROYAL CANADIAN NAVY'S MAGAZINE

DECEMBER, 1953

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*Cover Photo*—Four Sea Fury fighters wing past HMCS *Magnificent* towards the close of a combat air patrol in Exercise Mariner. Both Sea Furies and Avenger anti-submarine aircraft are in the twilight of their service with the Royal Canadian Navy. They are to be replaced by Banshee jet fighters and Grumman S2F aircraft. (MAG-4957)

## SHANNON PARK

The name of a British fighting ship, famous in the early annals of Canada, is perpetuated in Shannon Park, the naval housing development at Tuft's Cove on the Dartmouth side of Halifax harbour.

The victory of HMS *Shannon*, out of Halifax, over the USS *Chesapeake* off Boston in 1813 was one which inspired Canadians of colonial days to new and vigorous resistance in the war then being waged with the United States.

Shannon Park is more than a 521-apartment "married quarters" for naval personnel serving in the Halifax area. The interest and co-operation of its residents have fostered a community spirit that has made the development their "own home town".

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.

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## RCN NEWS REVIEW

A crash tender crew at Shearwater demonstrates fire-fighting technique. (DNS-11031)

### **Ontario Again To Honour Queen**

The *Ontario* may well become known in the Fleet as the "Queen's Own".

When Their Royal Highnesses the Princess Elizabeth and the Duke of Edinburgh visited Canada in 1951, the West Coast cruiser conveyed them from Charlottetown, P.E.I., to Sydney, N.S., and from there to St. John's, Newfoundland.

When the Coronation Squadron assembled at Spithead for the Coronation naval review in 1953, the *Ontario* was one of the six Canadian ships taking part.

Now, in 1954, the *Ontario* will have a third opportunity of honouring the Queen, in the course of the three-month training cruise begun January 12.

On the invitation of the Australian government, the *Ontario* (Captain D. L. Raymond) will take part in ceremonies honouring Her Majesty at Hobart, Tasmania, where the cruiser will remain for 12 days, from February 11 to 23.

The arrival of Her Majesty in Hobart is timed to coincide with the 150th anniversary of the city, February 20. *Ontario* personnel will line part of the route along which the Queen and the Duke of Edinburgh will drive through the city and they will also take part in

other ceremonies and events connected with the royal visit and Hobart's anniversary.

During the cruise, the *Ontario's* ports of call will include Suva, Fiji Islands, January 29-31; Melbourne, Australia, February 6-10; Hobart, February 11-23; Milford Sound, New Zealand, February 25; Dunedin, N.Z., February 27-March 1; Wellington, N.Z., March 2-6; Sydney, Australia, March 9-13, and Brisbane, March 15-19. She will sail homeward from the last-named port, visiting Tongatabu in the Friendly or Tonga Islands, March 24-26, and re-visiting Suva, March 27-29.

The *Ontario* is due back in Esquimalt on April 15.

This is the *Ontario's* second cruise to the Antipodes, her first having been a three-and-a-half-month voyage in 1951, which took her to seven ports in Australia and New Zealand as well as to American Samoa, the Fiji Islands and Fanning Islands.

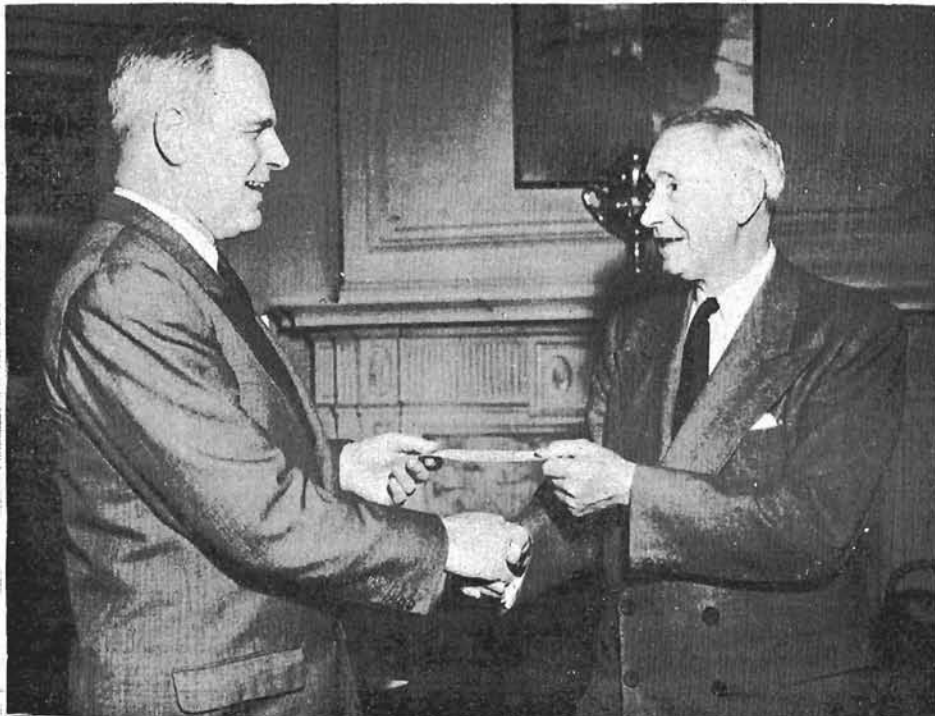
### **Order Placed for Anti-Sub Aircraft**

The anti-submarine squadrons of the Royal Canadian Navy will be re-armed with the Grumman S2F aircraft, a twin-engine high wing monoplane, designed specifically for carrier-borne operations against submarines.

The de Havilland Aircraft of Canada Ltd., Toronto, has been licensed to build the planes by the Grumman Aircraft Engineering Corporation of Beth Page, N.Y. These will be the first naval aircraft for the RCN to be manufactured in Canada.

Delivery of the first S2F's is expected to take place early in 1956, enabling the squadrons to be re-armed prior to the commissioning of Canada's new aircraft carrier, HMCS *Bonaventure*, later in the year.

The S2F was designed and is being built to United States Navy specifica-



Coffers of the Canadian Naval Service Benevolent Trust Fund were recently swelled by \$1,000 following a première showing of "The Cruel Sea" in Montreal, sponsored by the Naval Officers' Association. Here Commander (L) T. R. Durley, RCN(R), presents a cheque for that amount to Engineer Rear-Admiral G. L. Stephens, RCN (Ret'd), president of the CNSBTF. Arrangements for proceeds of the première to go to the benevolent fund were made with the co-operation of Montreal officials of the United Amusement Company.

tions by the Grumman Aircraft Engineering Corporation. In the RCN, it will replace the Avenger, also a Grumman-designed aircraft.

The S2F is the first comparatively small aircraft capable of meeting the modern requirements of aerial anti-submarine warfare. It is highly manoeuvrable, has a short take-off run and low landing speed, and at the same time is able to carry all of the weapons considered necessary for the efficient performance of the anti-submarine search and attack role.

The S2F is a fast, all-weather aircraft and its acquisition will complete the change-over of RCN squadrons to new type aircraft. As was announced earlier, arrangements are being made with the U.S. Navy to purchase F2H3 Banshee all-weather jet fighters for the Navy's carrier-borne fighter squadrons.

### **New Minesweepers Form Squadron**

The First Canadian Minesweeping Squadron came into being in the Atlantic Command in December and now consists of four ships.

Formed initially of the *Gaspe* and *Chignecto*, the squadron has since been joined by the *Cowichan* and *Thunder*. The squadron commander is Lieut.-Cdr. Bruce Carnall, commanding officer of the *Gaspe*.

All ships of the group are brand-new minesweepers of wood and aluminum construction.

### **Whitethroat Goes On Trip to Boston**

Usually pretty much of a stay-at-home, HMCS *Whitethroat* sailed the open sea in December on a voyage that took her from her home port of Halifax to Yarmouth, N.S., and Boston, Mass. Three days were spent in the latter port.

### **Three Squadrons In Air Reserve**

Three Reserve Air Squadrons are now in existence, their function being to bring air training to naval divisions across Canada.

The success of VC 920, attached to HMCS *York* and operating from RCAF Station, Downview, outside of Toronto, throughout most of 1953, assured the formation of additional reserve squadrons.

The two new ones are VC 921, attached to HMCS *Cataraqui* and flying from Norman Rogers Airfield at Kingston, Ont., and VC 922, serving HMCS *Malahat*, the Victoria division, with Patricia Bay Airfield as its base. All three squadrons are equipped with Harvard 2A trainers.



Rear-Admiral James C. Hibbard, Flag Officer Pacific Coast, is shown above in ceremonial head-dress after being elevated to the rank of Honorary Chief of the Six Nations Indians, at Brantford, Ont. Left to right are Chief Black Eagle (Walter Lickers); Chief Split Water (George Buck); Chief Big Boat (Rear-Admiral Hibbard) and Norton Lickers (not a Chief). (Fednews Photo)

Two more squadrons will be established in 1954, at Quebec City and Calgary.

### **Norway, Portugal Given Ammunition**

The last two shipments of naval ammunition in 1953 were made to Norway and Portugal late in December under the Mutual Aid arrangement of the North Atlantic Treaty.

For delivery to Norway were 150,000 rounds of 20mm Oerlikon cartridges and 2,000 rounds of four-inch quick-firing cartridges, to a total weight of 148 tons. Portugal received 900 hedgehog projectiles totalling 40½ tons.

Previous shipments of ammunition from RCN reserve stocks were made last year to Denmark, The Netherlands, France, Norway, Portugal and the United Kingdom.

### **Ships Exercise Off Korea**

Canadian destroyers in the Far East are keeping in fighting trim, although half a year has passed since Korean hostilities ceased.

In December, the *Huron*, *Iroquois* and *Crusader* joined with two other Commonwealth warships, the Australian destroyer *Tobruk* and the British des-

troyer *Comus*, in three days of intensive operational exercises off Korea. In charge of the exercises was Acting Captain Thomas C. Pullen, Commander Canadian Destroyers, Far East, and commanding officer of the *Huron*.

The manoeuvres opened with long- and short-range anti-aircraft shoots in which the *Iroquois* took the top score for accuracy.

The next day, the Royal Fleet Auxiliary *Fort Rosalie* substituted for an aircraft carrier and the destroyers exercised carrier screening duties.

The exercises reached their peak with a dawn torpedo attack by the destroyers on an "enemy cruiser", which was attempting to escape at the reduced speed of 25 knots after having been damaged by aircraft. The destroyers were to make contact with the enemy in darkness, shadow her until dawn and attack with torpedoes. The objectives of the exercises were met and a successful attack was made at daybreak in rough weather.

Night plotting and night formation exercises, plus officer-of-the-watch manoeuvres and a jackstay transfer of documents, were also carried out.

The *Iroquois*, relieved by the *Cayuga*, began the New Year by sailing for her home port of Halifax by way of Hong Kong, Singapore, the Mediterranean and the Azores.

# Gateway to the North Atlantic

HMC Dockyard, Halifax,  
Has History Spanning  
Two Centuries

By A. C. R.

In the first half of the 18th century, French colonists in Canada enjoyed a strategic advantage over British settlers because their stronghold at Quebec commanded the St. Lawrence waterway and their huge fortification at Louisbourg, Cape Breton, exerted a similar dominance over the northeastern approaches to the continent. Thus, Louisbourg shut England off from the southern fur trade and westward territorial expansion and, additionally, held a commanding position relative to the great circle route from North America to Great Britain.

Halifax was founded by the British in 1749 as a military and naval base from which Louisbourg could be destroyed and the influence of Quebec nullified, thus gaining for the English the strategic command over Eastern Canada hitherto enjoyed by the French.

The development of a dockyard in Halifax as an operational base for ships of the American Squadron of the Royal Navy was begun in 1758, nine years after the founders had become settled in the port. That was the year in which Louisbourg fell.

That Halifax was destined to become one of the most important naval bases in the world might not have been foreseen by the British Admiralty when it was first started, yet its strategic importance in commanding the western Atlantic was fully recognized. In fact, when the colony failed to thrive in its early days, it was only its importance as an operational base which caused the British government to continue pouring funds into the development of the port.

Until the Second World War, the Dockyard constituted the entire naval holdings in the Halifax-Dartmouth area—save for the plot on which Admiralty House stands overlooking the yard. But the unprecedented demands of a global war, and the fact that it was physically impossible to enlarge the dockyard except for a few acres at the north and south ends, caused the Navy to seek other lands. Today it is expanding still further.

In the course of the Seven Years' War, during which Canada became British, the founding of Halifax was vindicated when its port was host to many British squadrons, including those which wrested Louisbourg and Quebec from

French hands. During this period it felt its first growing pains and was extended in 1769. Five years later it looked as though its strategic importance was just beginning, so it was decided to fortify it.

Although only a quarter-century old, the port again proved its strategic importance when the American colonies revolted in 1775. The harbour bustled with men-of-war and captured ships were brought back constantly as prizes of war. After the loss of the American colonies, Halifax became the principal naval base of continental North America.

As such, its fame as a naval base and convoy port was to grow more brilliant with each succeeding war.

In 1799, the first act of sabotage against the dockyard was recorded when unknown persons attempted to burn



The inscription on this monument on the hillside above HMC Dockyard, Halifax, reads: "Sacred to the memory of the brave seamen who died at this hospital of the wounds received on board HMS Shannon in the glorious action in which she captured the United States' frigate Chesapeake on the first of June 1813." The monument is in the old naval graveyard, now in the grounds of HMCS Stadacona.

down the dockyard structures, as well as Government House and other public buildings. However prompt action by the authorities kept damage to a minimum.

In the next 10 years, during the French Revolutionary War, the port served as a base for ships fitting out for naval operations against the French in the western Atlantic.

A story told and retold in Halifax is that of HMS *Shannon* which sailed from Halifax during the war of 1812-15 to engage the American frigate USS *Chesapeake* in one of the shortest and most brilliant single-ship actions in history.

On the *Shannon's* first patrol off the port of Boston, a challenge was sent to the commanding officer of the American ship to "come out and fight". On June 1, 1813, before the horrified eyes of the Boston townsfolk who had gathered on the beaches expecting an American victory, the *Shannon* brilliantly outmanoeuvred and outfought her enemy. Eleven minutes after the engagement began the British ensign was hoisted above that of the *Chesapeake*.

When the *Shannon* returned to Halifax with her battered prize, the senior unwounded officer was the young second lieutenant. He was Provo William Wallis, born in Halifax and destined to become Admiral of the Fleet in the Royal Navy.

Five of the wounded from the *Shannon* died shortly after her return to Halifax and are honoured by a tablet in the old Naval Cemetery, located immediately to the east of the Electrical School in HMCS *Stadacona*.

In 1819 pigs did what war and arsonists had failed to accomplish, and from then until the Royal Navy withdrew in 1905 Halifax was to be only a summer station for the America Squadron of the British fleet. The story passed down through generations is that one, Admiral Fisher, at that time in charge of the station, kept prize Berkshire boars as a hobby at his newly-constructed residence—now Admiralty House, officers' mess. Violent objections by Fisher's neighbours forced him to dispose of his hobby. This so offended him he brought pressure to bear to have his squadron headquarters moved permanently to Bermuda.

For some time the dockyard went into a decline but in later years jetties were built, more buildings erected and the many necessary facilities provided. Although only a summer station, the Lords of the Admiralty recognized the importance of Halifax as a port in the protection of the main lines of communication between the various parts of the growing Empire.

However, in 1905, with no war clouds dimming the outlook, the RN was withdrawn completely from Halifax. In the next two years the dockyard suffered from neglect until negotiations began between the British and Canadian Governments for the latter to take over the dockyard. That was the birth of the Royal Canadian Navy.

When it was formally taken over in 1910 by the Canadian Government, the dockyard was kept the same as when the British left. There was no immediate need for expansion, since with the formation of the Royal Canadian Navy only two cruisers had been purchased, and only one, HMCS *Niobe*, was based there. In fact two years later the *Niobe* was laid up.

It was for a short time only. War engulfed Europe in 1914 and the dockyard experienced a rapid growth as the fledgling Canadian Navy played an increasingly important role in the anti-submarine war and convoy escort. Not only was it headquarters for the Canadian Navy which had added cruisers, trawlers, drifters, torpedo boats and auxiliary vessels to its strength, but it served also as American headquarters for the Royal Navy.

The great explosion of 1917 demolished many of its buildings, and in their place others were quickly erected as the first big facelifting occurred. However, a year later the Armistice was signed and the government of the time adopted a retrenchment policy which reduced the ranks of the Navy to a point where only a skeleton staff maintained the dockyard.

When it was taken over in 1910 the dockyard contained a Naval hospital, victualling stores, coal stores, workshops, blacksmith shop, three slipways, five jetties, some residences and 75 other buildings. When the destroyers *Champlain* and *Vancouver* were acquired in 1928, the place again began to hum as men and machines were required to maintain the ships.

However, it was not until 1939, as war again spread across Europe, that any great change took place. Almost overnight the original dockyard disappeared as a new, greater yard took its place.

Its boundaries were extended both north and south to their present limits



A garden party at Admiralty House in the "Gay Nineties". United States naval officers were present and it is hoped that this fact may make it possible to establish the date on which the picture was taken and the names of officers present.

and still there wasn't enough room. To cope with the seemingly illimitable demands of the war, the Navy purchased the French Cable Company property in North Dartmouth. In 1942 the Army Ordnance Depot, also in North Dartmouth, was acquired and a huge tract of land on the east side of Bedford basin was made an ammunition storage dump.

Almost every building that stood in the dockyard in 1939 was razed and instead modern brick and concrete buildings sprang up at an amazing rate. The area of the dockyard alone now encompassed some 50 acres. The Ordnance Depot — renamed Naval Armament Depot—added another 15 acres; the French Cable Company brought in another nine acres; biggest acquisition was the property on which the naval magazine was built—1,255 acres.

In 1943 the Navy acquired additional property at Renous in New Brunswick, about 20 miles from Newcastle, where another naval magazine was erected to augment the Halifax depot. The old Army Gun Wharf near downtown Halifax became the Central Victualling Depot; at Albro Lake, northeast of Dartmouth, and at Newport Corners, 37 miles north west of Halifax, property was purchased and two powerful short-wave radio transmitters were erected for communication with the ships at sea.

By 1943 just about every available space had been used for building. Among those erected were the dockyard administration building, to which two wings were later added: "Scotian" building, operated as a barracks during the war, and now housing the offices of the Flag Officer Atlantic Coast and HMCS *Scotian*, naval division in Halifax; a machine shop, stores buildings and a host of others, quite a number of which were temporary and were torn down after the war.

More than 30,000 ships sailed to or from Halifax in convoy during the war years. Scores of warships were to be seen alongside the jetties at any time as they were refitted and repaired for another turn at sea. Altogether hundreds of Canadian, British, American and other allied warships — from the greatest battleships to the smallest minesweepers—operated from this port.

Today the dockyard presents an efficient, business-like appearance, with the modern buildings sprawled back of its almost mile-long water frontage. Half-a-hundred buildings stand within its boundaries. Although the immediate post-war years saw a natural decline in naval activity, the decision to build and maintain a hard-hitting anti-submarine navy has brought its full facilities into use again.

As well as a place to berth warships, the dockyard supplies many repair and

maintenance facilities. There are two large machine shops capable of handling everything from small spindles to the largest propeller shafts. Engines are rebuilt, and, in fact, almost any repair or alteration a ship may need can be handled. At the Naval Armament Depot, shops repair and maintain the Navy's guns.

In conjunction with the dockyard a floating drydock is maintained at Halifax Shipyards, immediately to the north. It is capable of handling ships up to 25,000 tons, and is owned by the RCN.

Other shops include completely and modernly equipped electrical, radar, radio, shipwright, underwater repair and internal combustion engine repair shops. There is a fire department manned on a 24-hour basis by a permanent force with modern firefighting vehicles and equipment. In addition two modern fireboats are held in readiness—one always on immediate notice and the other available within a very short time.

A large fleet of yardcraft operates from the dockyard. It is a "navy within a navy" which includes a fleet ranging from small harbour craft to tankers and supply ships. Tugs of all sizes, including ocean-going vessels, are maintained and operated under the blue ensign.

A Damage Control School, a School of ABCD Warfare, and an Underwater Training Unit under the administrative control of HMCS *Stadacona* operate within the dockyard. As well, the Damage Control School has facilities on

nearby MacNab's Island where realistic aircraft and ships' fires can be re-enacted and fought.

There are cranes at the various jetties. The one on Jetty 4 is capable of lifting 45 tons, and that on Jetty 3 can lift 35 tons. On the Gun Wharf on the opposite side of the harbour, the crane can hoist 50 tons.

Behind the Gun Wharf is the Naval Armament Depot covering 15 acres on which are erected 28 buildings. Included are machine shops and repair shops capable of handling the largest naval guns. A fire department operates from here also.

To the north of it is the French Cable Wharf and property where four buildings stand on nine acres of ground, and where seaward defence equipment—submarine nets, buoys, mines, mine-sweeping equipment, and a host of other gear—is stored and maintained.

Bedford Magazine, covering 1,255 acres with 102 buildings, is the navy's ready use ammunition depot. The main storage is at Renous and the Bedford magazine acts as the feeder to the fleet.

A new seaward defence base is under construction between Pier "B" and the yacht squadron anchorage in the city's south end. The base includes a jetty and various buildings whose details are classified. A new laboratory has been erected on the French Cable site for the Naval Research Establishment. NRE's vessels and floating labs are based here too.

The Maritime Museum, which was established in the dockyard in 1948, was moved to Citadel Hill last year and in its place now stands one of the foundations of the Halifax-Dartmouth bridge.

On the infrequent occasions when all ships operating from the base are in port together, it is reminiscent of 1939-45 and, with the ultimate aim a 100-ship navy, the dockyard is destined to be a very busy place for years to come.

## THREE FALLACIES ABOUT THE NAVY

(From "The Sphere", London, England)

Addressing cadets of the training cruiser HMS *Devonshire*, the Duke of Edinburgh exposed what, in his opinion, were three fallacies about the Royal Navy. "First", he said, "there is no such thing as a career for a naval officer. Service in the Navy is a privilege enjoyed by those who prove themselves capable of satisfactorily discharging the duties imposed upon them. Promotion is not a question of 'jobs for the boys'—it is a competition of service in the interests of the Navy and the country."

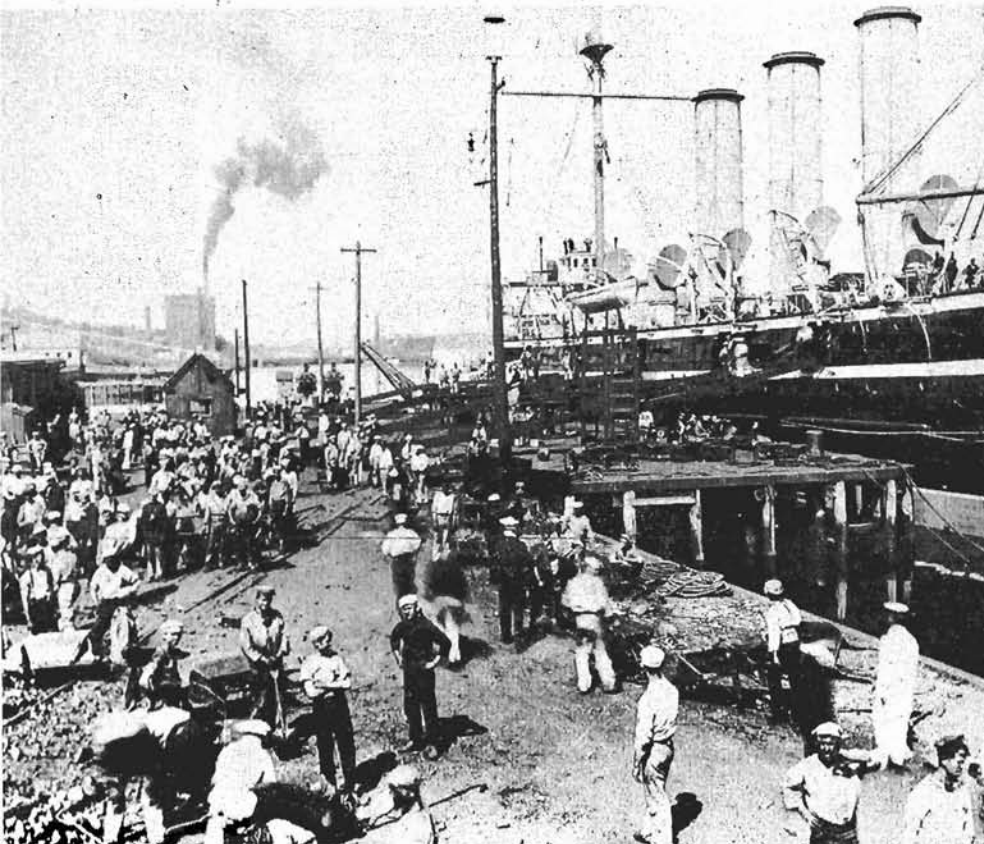
The second fallacy was that a good seaman was necessarily a good officer. The foundation of a naval officer's experience must be his seamanship, but the wider his knowledge and the broader his outlook the more easily he would shoulder responsibilities.

"Why is it, do you suppose, that experienced people are chosen for responsible jobs? It is because in making decisions they are able to draw on this experience, which will prevent them making mistakes."

He referred to the third fallacy "with trepidation". "It is contained in the famous preamble to the Naval Discipline Act and reads: 'Whereon under the good providence of God the wealth, safety and strength of the kingdom chiefly depend . . .' That was certainly true at the time it was written. But the safety of this country, Commonwealth and Empire can only be accomplished by action at sea, on land and in the air.

"The division of responsibility for the safety of this country between the three Services is purely technical. The only effective action in defence or offence is the concerted action of the total defensive or war machinery of the country."

The presence of a photographer has brought to a halt the coaling of HMS *Ariadne*, alongside in HMC Dockyard 40 years or more ago. In the distance is the Halifax Sugar Refinery, destroyed by the explosion of 1917.





# A Night Off Train Alley

## Events Rob Dutch Ship Of Chance to Smash Korean Train

The friendly co-operation of the ships of many nations in the Korean war theatre was an aspect of the struggle against aggression there which will be long remembered.

Among the warships with which the Canadian destroyers came into frequent contact (and whose ship's company provided stiff competition in track and field events ashore) was the Royal Netherlands Navy's destroyer *Piet Hein*.

An account of a "train busting" expedition up the east coast of Korea in July, 1952, in which the *Piet Hein* and U.S. warships participated has been prepared by Lieut.-Cdr. C. J. M. Kretschmer de Wilde, of the Royal Netherlands Navy's historical section. Extracts from the article will recall to the officers and men of the Royal Canadian Navy, who served in Korean waters, many similar incidents in which they played a part.

The story begins:

Like grey shadows, the ships of Task Force 95 were moving restlessly along the east coast of Korea, as they blockaded the important cities of Chongjin and Songjin, cutting them off from outside assistance from seaward, or providing harassing and interdiction fire, laying their HE shells on railroad crossings, bridges and tunnels. The *Piet Hein*, early in the evening, left the formation near the Yang-Do islands and steered a southern course, south of Songjin, opposite one of the many railroad tunnels.

The Dutch destroyer *Piet Hein* is shown as she sailed from The Netherlands to serve in the Korean war theatre with other United Nations warships. (Photo courtesy Royal Netherland Navy)

Only the night before, USS *Orleck* had been fortunate enough to catch a train loaded with war supplies, just as it passed a railroad crossing. The destroyer's broadsides had poured into the doomed train, wrecking it thoroughly. Aircraft were called up to finish the job. They did so in grand style, strewing bombs lavishly and laying the target completely in ashes.

As usual, a warship was stationed off the spot to prevent repair parties from clearing the line. That night, USS *Endicott* had been assigned to the job and, from the *Piet Hein*, her star shells could clearly be seen.

The *Piet Hein*'s company welcomed the *Orleck*'s successful action, but would, of course, rather have been the lucky ones themselves.

The railroad crossing at which the Netherlands ship was going to have a look that night was only seven miles north of the place where the *Endicott* was standing guard. As the *Piet Hein*'s first star shells illuminated the area, everyone peered intently, hoping to discover the outlines of another train. Nothing could be seen and the *Piet Hein* shaped course southward, steering in a wide curve around the *Endicott*, whose star shells were casting a macabre light over the devastated area.

At 2130, somewhat more inland, near the village of Tansen, flashes were sighted, which gave the impression of

coming from welding torches. As a railway bridge was known to be in that vicinity, Commander A. H. W. von Freytag Drabbe ordered a brief harassing fire. After ten HE shells had landed neatly on the target, the supposed enemy repair party might be guessed to have had enough. Anyhow, no more flashes were seen and on went the *Piet Hein*, hunting other game.

Half an hour later her star shells illuminated a third railroad crossing, but everything remained quiet and the area seemed to be entirely deserted.

The next morning at 0630, the *Piet Hein* took over from the *Endicott*. Now it was her turn to prevent the enemy from clearing the line. Orders were not to hit the train any more, as this would only help the enemy to clear away the wreckage. However, as so often happens if something is forbidden, one of the first rounds was a full hit on the remnants of the train!

"Right into the first-class compartment!" remarked one of the cooks, who was taking the air on deck. "Am I lucky, always travelling third class."

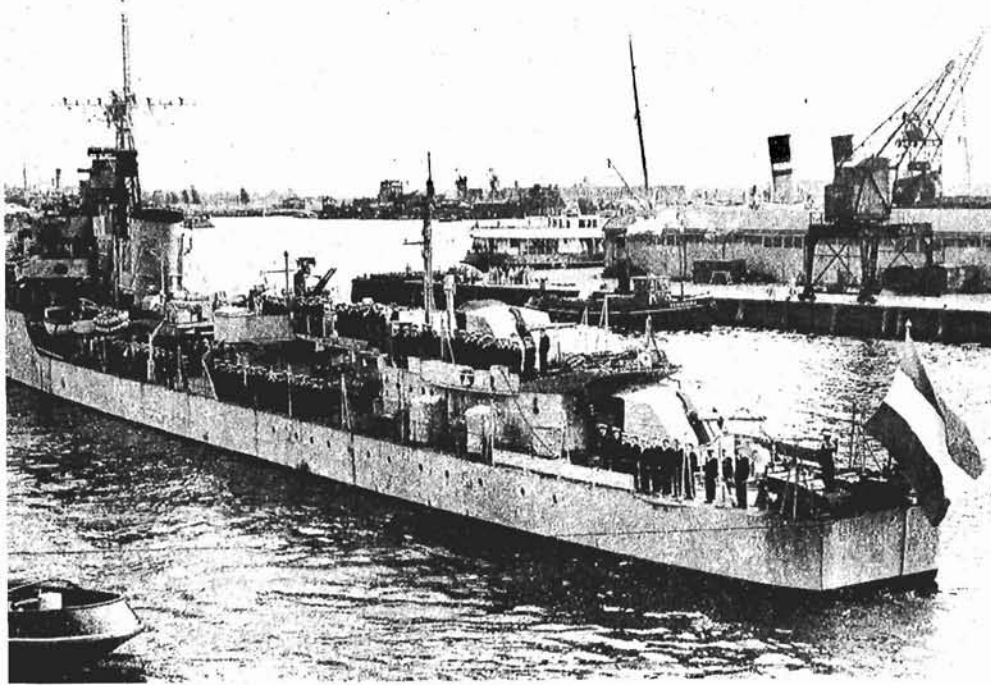
The following shots were ranged nicely around the train and the tunnel entrance where, it was suspected, repair groups were awaiting their chance to get to work and clear away the wreckage.

Just to make sure they were really there, the commanding officer resorted to a ruse. After some severe firing, the *Piet Hein* set course to the south, as if she were leaving the area. Then, when only a few miles off, she suddenly returned at full speed, firing everything she had.

The captain had guessed right. Quite a few human figures could be seen running frantically along the line, in a desperate attempt to reach the sheltering tunnel. Some of them never reached it. For them the war was over.

The action was heartening for the pom-pom team, who rarely had a chance to bring their guns into action.

At 1245 cease-fire was ordered. Her Netherlands Majesty's Ship *Piet Hein* shaped course for Yang-Do — and, although the communists may have had their doubts as to whether she had really gone, this time it was no joking!



# OFFICERS AND MEN

## Three Promoted to Commissioned Rank

Three men from the "lower deck" have been promoted to acting commissioned rank.

All former chief petty officers, they are Acting Commissioned Engineer Thomas Harry Evans, 32, of Coleman, Alta.; A/Commissioned Electrical Officer Basil Edgar Cooper, 27, of Hubbards, N.S., and A/Commissioned Radio Officer Arthur Edward Sexsmith, 30, of Viscount and Saskatoon, Sask.

On completion of the "Div" course at Cornwallis, which they are now attending, Mr. Sexsmith will be appointed to the Quebec and Mr. Cooper will join the staff of the Electrical School in Stadacona. Mr. Evans will join the Quebec from the succeeding "Div" course.

## Radio Players Have Good Year

After a year in existence, the Cornwallis Navy Radio Players are able to look back over months of continuing success.

The group was formed in Cornwallis in January, 1953, and is composed of Communication School officers and their wives. It was formed principally to

provide entertainment and social relaxation for its members, but its short career already has brought pleasure to many others.

A complete study is made by the group of radio broadcasting techniques from the acting, production and script interpretation point of view.

The originator and founder of the club is Commissioned Officer (SB) Harold Hargreaves, who has had 15 year's experience in radio script and play writing and also in the production and direction of radio plays. Many of his plays have been produced on the BBC and CBC networks. Mr. Hargreaves has written several radio scripts solely for the group which he formed.

In the past year, the group has made several public appearance to raise funds for worthy organizations. The first of these was in a variety show in the Cornwallis Recreation Centre to help raise money for the Cornwallis Home and School Association.

More recently, the group appeared as part of another variety show given in Yarmouth to raise funds for the Yarmouth Sea Cadet organization. It is interesting to note that radio publicity and advertising for the Yarmouth show was given in exchange for eight taped

children's broadcasts and one live broadcast by the group and that all plays were written by Mr. Hargreaves.

At a recent meeting of the Provincial Drama Groups in Annapolis Royal, the group was asked to present a program dealing with broadcasting techniques and the whys and wherefores of sound effects. The program was extremely successful and gave rise to the opinion that groups of this nature might spread throughout the Maritimes.

## 57 Civilians Awarded Medals

Fifty-seven civilians employed in the Royal Canadian Navy's Atlantic Command have been awarded Her Majesty's Coronation Medal. All but 16 of these were presented with their medals at a December ceremony by Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast.

The presentation took place in HMC Dockyard in the presence of several hundred relatives and friends who had been invited to attend the ceremony.

## Communicators Aid Would-Be Recruit

A 17-year-old RCN candidate making his first trip south of the Arctic Circle had the rough spots in his initial visit to the "big city" smoothed out, thanks to the spontaneous help of three naval communicators.

Samuel Smith, a Loucheux Indian, flew 1,600 miles south from Aklavik to Edmonton, Alta., to join up in October. Able Seaman G. E. MacNutt, R. G. Turcotte and C. A. Bazinet, fellow passengers in the aircraft, discovered that he had never been any more than a few miles away from his home on the Mackenzie River delta and that he hadn't enough money for his stay.

Without hesitation, they took him under a collective wing, paid his cab fare from the airport to their hotel where they arranged and paid for his room and meals, plus another taxi trip to HMCS *Nonsuch*, Edmonton's naval division, on the following morning.

On draft from Aklavik to Churchill, Man., the sailors went their way with no thought of reimbursement.

Young Samuel's first 24 hours were full of surprises and many "firsts", such as lighted streets, an automobile ride, a

Functions of the Royal Canadian Navy in time of national emergency were discussed at the three-day mid-December annual conference of the Dominion Council of the Naval Officers' Association of Canada, held at Naval Headquarters. During the conference delegates heard addresses from a number of senior naval officers. Executive members of the NOAC, including president and regional vice-presidents, are pictured here. Front row, left to right: K. C. McRae, Vancouver; Ronald A. Judges, Montreal; H. W. Balfour (president), Saskatoon; and F. C. Aggett, Toronto. Back row: Harry McClymont (secretary), Ottawa; A. H. Ford, Calgary; and J. A. McAvity, Toronto. A general annual convention of the association will be held in Windsor, Ont., next June, with representatives from some 20 branches across the country attending. (O-6209)



modern theatre (his parka was not necessary as a cushion), buses, cement sidewalks, and restaurant prices (in Aklavik, pop is 35 cents a bottle, doughnuts and coffee are 40 cents).

Smith has always wanted to join the Navy. His liking of the sea and the uniform was strengthened when he made friends with other sailors stationed in Aklavik.

His dreams fulfilled, Ord. Sea. Samuel Smith, 27431-E, may have a chance to repay their kindness one day after he graduates from HMCS *Cornwallis*.

### **Ord. Sea. Magee Tops Cookery Class**

Ordinary Seaman Kenneth Magee topped his class in the Cookery School, HMCS *Naden*, when final results were announced in November.

Ord. Sea. Magee, in class Number 82, made the excellent marks of 85.2 per cent. Ord. Sea. Gordon Scott was second with 78.9 per cent and Ord. Sea. Douglas Lloyd a close third with 77.9.

Others in the class were Ord. Seamen Glendon Bruce, Albert Milley, Gordon Hall, Arthur Brook, Marcel Fournier, Gerald Jackson, David Murray, Robert Robinson, Herbert Bowles, and John Guenther.

In class Number 86, which also completed training in the Cookery School in November, Ord. Sea. Burton Tiffin, led his classmates with a percentage of 81.7. He was closely followed by Ord. Sea. Leonard Wilson with 79.6. Ord. Sea. Harold Collins was third with 78.8. Others qualified were Ord. Seamen Vincent O'Brien, Melvyn Eisan, Harry Brennan, Robert Davis, James Rogers, Clare Jeffrey and Noble Gignac.

### **York Has Gallery Of Former COs**

Photographs of past commanding officers of *York*, which have recently been placed on the stairway bulkhead leading to the wardroom flat, have brought nostalgic memories to veteran reservists of the Toronto naval division.

Representing the years 1923 to 1951, the portraits symbolize the growth and proud record of Toronto's "stone frigate", which first commissioned in a King Street basement in downtown Toronto.

Toronto's naval reserve was established in 1923 and was known as "The Toronto Half Company, Royal Canadian Naval Volunteer Reserve".

The first commanding officer was Lieut.-Cdr. Gordon Burgess Jackson, RCNVR. In 1927, Lieut.-Cdr. Andrew D. MacLean, RCNVR, became the commanding officer and in the following year, the unit was renamed "The Toronto Company". Commander William Geoffrey Sheddon, RCNVR, was appointed in command in 1931. Four years later the unit was reclassified to "division."

In 1940, Commander Alfred Charles Turner, RCNVR, headed the Toronto Division with the unit recommissioning in 1941 as HMCS *York*. From 1942 to

(Continued on next page)

## HALF-YEARLY PROMOTIONS LIST

The names of 28 officers were contained in the half-yearly promotions list announced December 31.

The RCN was represented by 22 members and the RCN(R) by six.

The list of promotions follows:

### **ROYAL CANADIAN NAVY**

*To be Captain (2)*

Commander (Acting Captain) Alexander B. F. Fraser-Harris, Deputy Chief of Naval Aviation (Plans), Naval Headquarters.

Commander Philip E. Haddon, Director of Personnel (Men), Naval Headquarters.

*To be Commander (6)*

Lieut.-Cdr. Kenneth Birtwistle, Assistant Staff Officer (Plans and Operations) on staff of Flag Officer Atlantic Coast, Halifax.

Lieut.-Cdr. Francis J. Jones, HMCS *Niobe*, London, on attachment to the Commander-in-Chief Eastern Atlantic.

Lieut.-Cdr. Maurice F. Oliver, Deputy Director of Naval Intelligence, Naval Headquarters.

Lieut.-Cdr. Frederick W. H. Bradley, Staff Officer Air Personnel, Naval Headquarters.

Lieut.-Cdr. Daniel Hanington, on staff of Director of Tactics and Staff Duties, Naval Headquarters.

Lieut.-Cdr. William P. Hayes, Commanding Officer, HMCS *Cayuga*.

*To be Captain (E) (2)*

Commander (E) Alfred B. Arnison, Principal Naval Overseer, Quebec Area.

Commander (E) Edward N. Clarke, Commanding Officer, HMCS *Cape Breton*, and Officer-in-Charge of Apprentice Training.

*To be Commander (E)*

Lieut.-Cdr. (E) Robert J. Craig, on staff of Assistant Chief of Naval Technical Services (Ships), Naval Headquarters.

*To be Commander (L) (4)*

Lieut.-Cdr. (L) B. F. Guttormson, on staff of Controller General of Inspection Services, Ottawa, as Chief Inspector (Electrics and Electronics).

Lieut.-Cdr. (L) Bevis E. E. Miles, Electrical Officer, HMCS *Athabaskan*.

Lieut.-Cdr. Robert M. Battles, Electrical Officer, HMCS *Quebec*.

Lieut.-Cdr. (L) Ralph R. Hind, on staff of Electrical Engineer-in-Chief, Naval Headquarters.

*To be Surgeon Commander (2)*

Surgeon Lieut.-Cdr. (Acting Commander) M. Harvey Little, HMCS *Stadacona*.

Surgeon Lieut.-Cdr. Robert F. Hand, HMCS *Stadacona*.

*To be Acting Surgeon Commander*

Surgeon Lieut.-Cdr. John W. Green, Medical Officer, HMCS *Ontario*.

*To be Captain (S)*

Commander (S) Donald McClure, HMCS *Niobe* as Technical Representative (Supply) at Belfast, Northern Ireland (HMCS *Bonaventure*).

*To be Commander (S) (2)*

Lieut.-Cdr. (S) Kenneth M. Roy, Staff

Officer Supply Personnel, Naval Headquarters.

Lieut.-Cdr. (S) D. Alan Collins, at Naval Headquarters on Staff of Supply Officer-in-Chief.

*To be Ordnance Commander*

Ordnance Lieut.-Cdr. (Acting Ordnance Commander) Arthur G. Freeman, on staff of Director General of Naval Ordnance, Ottawa, as Director of Fire Control.

### **ROYAL CANADIAN NAVY (RESERVE)**

*To be Constructor Commodore*

Constructor Captain (Acting Constr. Commodore) Rowland Baker, Naval Constructor-in-Chief, Naval Headquarters.

*To be Constructor Captain*

Constructor Commander Horace R. Mason, Deputy Naval Constructor-in-Chief, Naval Headquarters.

*To be Acting Captain*

Commander George P. Manning, commanding officer, HMCS *Nonsuch*, Edmonton.

*To be Commander (2)*

Lieut.-Cdr. (Acting Commander) Guy St. A. Mongenais, commanding officer, HMCS *Donnacona*, Montreal.

Lieut.-Cdr. (Acting Commander) Liston Burns McIlhagga, commanding officer, HMCS *Chippawa*, Winnipeg.

*To be Commander (E)*

Lieut.-Cdr. William D. Brown, HMCS *Donnacona*, Montreal.

1945, York had three commanding officers, in the following order: Commander George Clarence Bernard, RCNVR, Commander Edward T. C. Orde, RCNVR, and Commander John Joseph Connolly, RCNVR.

It was in 1946, under Commander Gordon F. McCrimmon, RCNVR, that the Volunteer Reserve was absorbed into the newly organized reserve force, the Royal Canadian Navy (Reserve).

Captain Ferdinand Ronald Base, RCN(R), was the commanding officer from 1947 to 1951, when York's present commanding officer Captain Robert I. Hendy, RCN(R), took over.

### Eight Qualify for Third Class Rates

Eight men recently qualified for their third class rates in the Gunnery Training Centre at Naden.

New AA3s are Able Seamen Ronald Dahl and Ernest Jodoin and Ordinary Seamen Robert Semple and Darryl McArthur.

Able Seamen Francis Bacha and John Waddell and Ordinary Seamen Derrick Jackson and Kenneth Horwood successfully completed the RC3 qualifying course.

### Three Sisters Serve as Wrens

Three sisters and a brother-in-law make up an enthusiastic naval family attached to *Discovery*, the Vancouver naval division.

The sisters are Wrens Catherine Whiteside, Beverley Ann Whiteside and Norma Jean Leuchte. The last-named, married since she joined the division, is the wife of Ord. Sea. Nicholas L. Leuchte, last year's winner of the Flavelle Trophy and a copy of "The Cruel Sea" as *Discovery's* most outstanding new entry seaman.

### Retirement

#### CHIEF PETTY OFFICER FREDERICK HAMILTON WELLS

Rank: C1QR2  
Age: 42  
Length of Service: 25 years  
Hometowns: Victoria, B.C., and Amherst, N.S.  
Joined: November 24, 1928  
Served in: HMC Ships *Vancouver*, *Skeena*, *Naden*, *Armen-tieres*, *Ottawa*, *Stadacona*, *Prince Robert*, *Givenchy*, *Cornwallis*, *St. Stephen*, *Uganda*, *Unicorn*, *Cres-cent*.  
Awards: Long Service and Good Conduct Medal.  
Retired: November 23, 1953.



Shown here are the members of the 1st Shearwater Pack, Wolf Cubs. Left to right, front row are: Tenderpads Barry Cole, David Stensrud, David Morris and John Dally; second row, Bobby Stevenson, Andrew Storrs, Tommy MacKenzie, Stanley Cole, Ricky Scully, Rodger Scully and Teddy Strickland; back row, Yvon Cody, Tommy Malone, David Craft, Robert Cody and Charles Browning.

## ALERT CUBS SAVE CABIN

A group of Cubs from the 1st Shearwater Pack lived up to the motto, "Be Prepared", of their big big brothers, the Boy Scouts, and their own, "Do Your Best". As a result they saved a valuable hunting cabin from being destroyed by fire.

The group, numbering 12 boys, were on a woodcraft trip near the naval air station. HMCS *Shearwater*, when a wisp of smoke was seen. Two of the senior members investigated and on their return reported that a camp was on fire. The entire pack was directed

to the scene and organized to fight the blaze.

There was no water in the immediate vicinity but their knowledge of woodcraft was put to good use. Plenty of wet moss was available and, by applying it, the blaze was extinguished before reaching the upper walls of the cabin.

It was believed that a carelessly-tossed cigarette butt had lodged between the floor boards. Had not the group arrived when they did, the camp would have been a total loss.



Members of the Naval Board are shown here in the board room at Naval Headquarters. Seated are Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, and Rear-Admiral Wallace B. Creery, Vice-Chief of the Naval Staff. Behind them (left to right) are: Rear-Admiral (E) John G. Knowlton, Chief of Naval Technical Services; Commodore W. L. M. Brown, Assistant Chief of the Naval Staff (Air); Captain (S) Murray A. Davidson, Naval Secretary and Secretary to the Naval Board; Rear-Admiral H. F. Pullen, Chief of Naval Personnel, and Commodore H. N. Lay, Assistant Chief of the Naval Staff (Warfare). (EF-3175)

## The Naval Board of Canada

*Policy and Co-ordination  
Plus De-centralization  
Are Functions*

The Naval Board was first established by Order-in-Council in January 1942. The original terms of reference specified that its principal duty would be "to advise the Minister of National Defence for Naval Services on all matters relating exclusively to the Naval Service". The Minister of National Defence for Naval Services and his Deputy Minister were, under the original constitution, actually members of the Naval Board and in this respect the Board was broadly analogous to the Board of Admiralty. After the war, however, when the three Armed Services were placed under a single Minister of National Defence, and tri-service co-ordination in the administrative field was introduced, a new "chain of command" was established.

The duties of the Naval Board, as now laid down in QRCN, are "the formulation of naval policy and the co-ordination and integration of all branches of the Navy".

Before describing the present position and functions of the Naval Board, it will be helpful to outline briefly the organization now in effect at National Defence Headquarters. The Department of National Defence has a double function, namely:

- (a) It is the central organ of administration for the three Services.
- (b) It is a civil department of state which, under the direction of the Minister, reflects and contributes to Government policy.

Under the National Defence Act, the Minister has "the control and management of the Canadian Forces, the Defence Research Board and of all matters relating to national defence including preparation for civil defence against enemy action, and is responsible for the construction and maintenance of all defence establishments and works for the defence of Canada."\*

He is advised in administrative matters concerning all three Services by a Defence Council, composed of the Minister (as Chairman), the Deputy Minister, the Associate Deputy Ministers, the three Chiefs of Staff and the Chairman of the Defence Research Board. In matters of fighting policy (over-all defence plans and strategy) he is advised by the Chiefs of Staff Committee composed of a Chairman and the three Service Chiefs and the Chair-

\* Many of these duties are now the responsibility of the Associate Minister of National Defence.

man of the Defence Research Board. Subjects which are the sole concern of an individual service are referred direct to the Minister by the appropriate Chief of Staff. It is at this point that the Naval Board as at present constituted comes into the picture.

The Naval Board is composed of six members, namely: the Chief of the Naval Staff, the Vice-Chief of the Naval Staff, Chief of Naval Personnel, Chief of Naval Technical Services, Assistant Chief of the Naval Staff (Warfare) and Assistant Chief of the Naval Staff (Air). The Naval Secretary is ex-officio Secretary to the Naval Board.

Each directorate at Naval Headquarters is responsible to a particular Board member who represents it at the highest naval level. The Chief of the Naval Staff in his relationship to Naval Board occupies a special position in that he, personally, is the authority responsible for the decisions made in the name of Naval Board. For this reason the Board, in fact, constitutes a body of high level advisers to the Chief of the Naval Staff.

Matters which come to the Board for consideration fall roughly into two categories. First, those policy matters in which the Chief of the Naval Staff has the authority to make a final decision

and secondly, those which must ultimately be referred to the Minister, or through the Minister to the Government.

Matters falling in the first category are invariably those which concern the Navy only and decisions are issued as directives in the form of Naval Board minutes. Individual Board members then initiate any action appropriate to their particular department and these decisions are passed to the Fleet in the form of amendments to QRCN., Naval General Orders or special directives of Naval Headquarters.

When Naval Board approval has been obtained for any matter which requires the authority of the Minister of the Government, it is taken to the next level by the Chief of the Naval Staff, usually to Defence Council, the Chiefs of Staff Committee, or directly to the Minister.

Many of the items which appear on the Naval Board agenda will have been referred to it by Naval Staff, from which body springs the initial formulation of naval policy. The VCNS is Chairman of Naval Staff and, when appropriate, approves those items not requiring the consideration of the Naval Board. Other matters must be referred to Naval Board or CNS for approval before further implementing action can be initiated.

The Naval Board generally is an organ which at the highest level provides for de-centralization in the Service. Although the principle of de-centralization was not given full recognition until early in the present century, it is evident that its implication was recognized by some of the great leaders in history. Thus, we learn that "Drake took council of many and then did what he thought was right". Today de-centralization in any large organization is essential if any progress is to be made at all. The British Admiralty, for example, were not always in this happy position and the first secretary of the Admiralty, John Wilson Crocker (1809-1830) once remarked that Their Lordships "were worn down by the flow of detail". A later secretary complained, in 1855, that "talent and energy must alike be swamped by the increasing stream of daily routine still flowing in the old contracted channels". Even today his complaint has an uncomfortable familiar ring!

Naval Board represents the first point at which de-centralization occurs in the Royal Canadian Navy and the object of our organization is to maintain this from the top down, while at the same time retaining the co-ordination essential to an efficient team.—F.L.H.



A day filled with softball, volleyball, swimming, tennis and badminton was broken by a gratifying interlude at the barbecue pits, when half the ship's company of the Athabaskan were guests at the luxurious Manila Polo Club during the destroyer's visit to the Philippines. (Photo courtesy Sun Life of Canada)

## Canadian Sailors Relax At Swank Manila Club

*The following article was written by Mr. J. R. Paton, Sun Life Assurance Company representative in Manila, Philippine Islands. The destroyer Athabaskan arrived back in Esquimalt on December 11.*

On Wednesday, October 21, 1953, for the first time in history, a Canadian warship dropped anchor in Manila Bay and the ship's crew descended on the city. The small Canadian community in Manila rallied round Consul General Palmer to give the boys of HMCS Athabaskan a good time, and so did the larger British one.

According to those sailors lucky enough to be included in the party, the day at the Manila Polo Club as guests of the Sun Life of Canada was not only the highlight of their Manila visit, but the best day they had had since leaving Canada.

Promptly at ten o'clock on the morning of October 26, fully half the ship's complement climbed aboard buses and drove off, leaving their companions hard at work getting the ship ready for departure the next morning.

A city ordinance in force at the time forbade buses to pass along the famous Dewey Boulevard, which runs along Manila Bay, but the mayor of the city

gave special permission for the Canadian boys to go that way.

Out at the Polo Club, which lies about ten miles from the city, they found the whole resources of that most luxurious club placed at their disposal.

There was a rush for the swimming pool. The ship's softball team got into their uniforms and took on the "rest". Pin boys in the bowling alleys were soon working as they had never worked before. Volleyball teams got down to serious exercise and the tennis courts and badminton courts soon drew their enthusiasts.

When the ship's ball team had safely beaten the rest (but not before they had some anxious moments) the stokers took on all comers and so the day went on with the diamond never empty.

While all this was going on, refreshments were continuously available and at noon a vast supply of mammoth hot dogs and hamburgers appeared to give the club boys a busy time at the barbecue pits trying to keep up with Canadian appetites.

The Canadian sailors impressed everyone they met by their courtesy and cheerfulness. There were no officers at the Sun Life party but discipline was perfect.

# A Busy Ship - - But She Never Goes to Sea

*"Ships may come and ships may go,  
But we stay here forever."*

Life aboard the Navy's first apprenticeship training ship offers a variety of oddities and peculiarities not found in the ordinary "run-of-the-mill" ships.

For one thing, the sick bay tiffie has very few cases of seasickness (thanks to Jetty "O") but is always on hand for Captain's and Executive Officer's requestment and defaulters "just in case".

The reason for this predicament is that Sick Bay seems to be the space most readily available (perhaps the most logical) for this time-honoured ceremony.

To enter the unique 10,000-ton structure that is the *Cape Breton*, you make your way painfully up 29 (not the famous 39) steps under a canopied scaffolding. Then if the rip-roaring downdraft does not get you, the quartermaster surely will, as you emerge from the conventional gangway (level at high tides).

Once this hazardous feat has been accomplished, you find yourself in friendly, spacious surroundings on the quarter-deck which is well forward in this ship. From this point you can continue in a straight line to our sister ship, the *Cape Scott*, or you can turn sharp left and go aft in the *Cape Breton*.

The aroma of fish and chips will probably detain you at the quartermaster's lobby long enough for you to get a scuttle view of the wardroom and ante-room.

Past the cabin flats, and you really get an idea of the immensity of the *Cape Breton*. You could, of course, pop into the galley right about here and go down on the dumb waiter with the soup, but if your patience holds out you will find ample hatchways and ladders to reach the heart of the ship. If you choose the ladder on the after deck between sick bay and the shipwright's shop, an ominous roar greets you at the bottom. Don't let that worry you, however, it's only the four diesels and generators sounding off in the next deck below. Let the schoolmaster and draughting instructor outshout them in their classrooms above.

Let's go further aft, past the Chief and POs' mess and sleeping quarters,

and you will find the array of administrative offices where the supply officer will be glad to see you.

Now retrace your steps. If you turn right, the MAA or the chief stoker will get you, or the dumb waiter will offer an irresistible temptation to your palate. If you turn left, your journey will take you past the maintenance mess and washrooms. In either case you will emerge into the vast cafeteria where the waiting line-up at the canteen can't help but see summaries of world affairs and the progress report of BCA pasted to the noticeboard on the bulkhead.

By this time, you will appreciate the comfortable chairs of the apprentices' mess-deck, or, by veering over to the right, perhaps you will be lucky enough to take in one of the showings at the theatre. Mind you, it may be "The Red-head from Wyoming" or "Handsaws and Their Uses", but you are welcome.

If you are still in the walking mood, the apprentices' recreation space up forward will not let you by for right next door you can select the book of your choice from the small but rapidly-growing reference and recreational library. If you can get by Zane Grey just look on the left and there you will find treatises all the way from "Jane's Fighting Ships" to "the Incredible Canadian".

Go back to the SRE and projection room portion of the theatre. Clang! Bang! Slam! That's the machine shop right below. As you reach this hive of industry, the first thing you will hear is "Thank heavens, I've finished that block at last!" "What's wrong, son, don't you like filing?" "Oh, it's all right, but there's a limit to everything!"

Right, lad. What do you suppose those machines are for? Now you can really see what this apprenticeship scheme is about. What a machine shop! Just look at that heap of brass shavings over there! Someone has been doing some turning. What are you going to do with that stuff? Well, let's go down into the real bowels of the ship and see.

At this point you wish you had not turned in your respirator for some fool has started up the foundry, or is that some future smithy I see over there laying on to that white-hot casting? It may get over the ordeal but will never look the same. Speak up, I can't hear you. Well, no wonder, the sheet metal

## Warm Praise For Canadian Ships

Commanding officers of the *Magnificent* and the *Quebec*, largest ships of the RCN contribution to NATO Exercise Mariner last fall, received warm messages of congratulation for their work while with the forces of the Commander of the Blue Striking Fleet.

Vice-Admiral Thomas S. Combs, USN, at the close of the 19-day North Atlantic manoeuvres, sent the following message to Commodore Rayner of the *Magnificent*. "The contribution of (your) task group to Mariner has been outstanding. The *Magnificent* has consistently done more than her share throughout the exercise. My warmest congratulations on a job well done. It has been a pleasure to work with you. Good luck and smooth sailing."

To Captain E. W. Finch-Noyes, making his first cruise as the commanding officer of the *Quebec*, he sent: "It has been a pleasure to have had you with us. Your dependable performance has been outstanding. My warmest congratulations on a job well done. Good luck and smooth sailing."

Rear-Admiral H. H. Goodwin, USN, commander of the fast carrier striking force to which the *Quebec* was attached, had a message too:

"Upon your departure it pleases me to say that your daily performance during Mariner has been a source of constant satisfaction. Your excellent station-keeping, your smart seamanship, plus your alert grasp of tactical situations all have pointed out to a high state of readiness. Best wishes for a pleasant return trip. Please convey my best regards to my friends in Halifax."

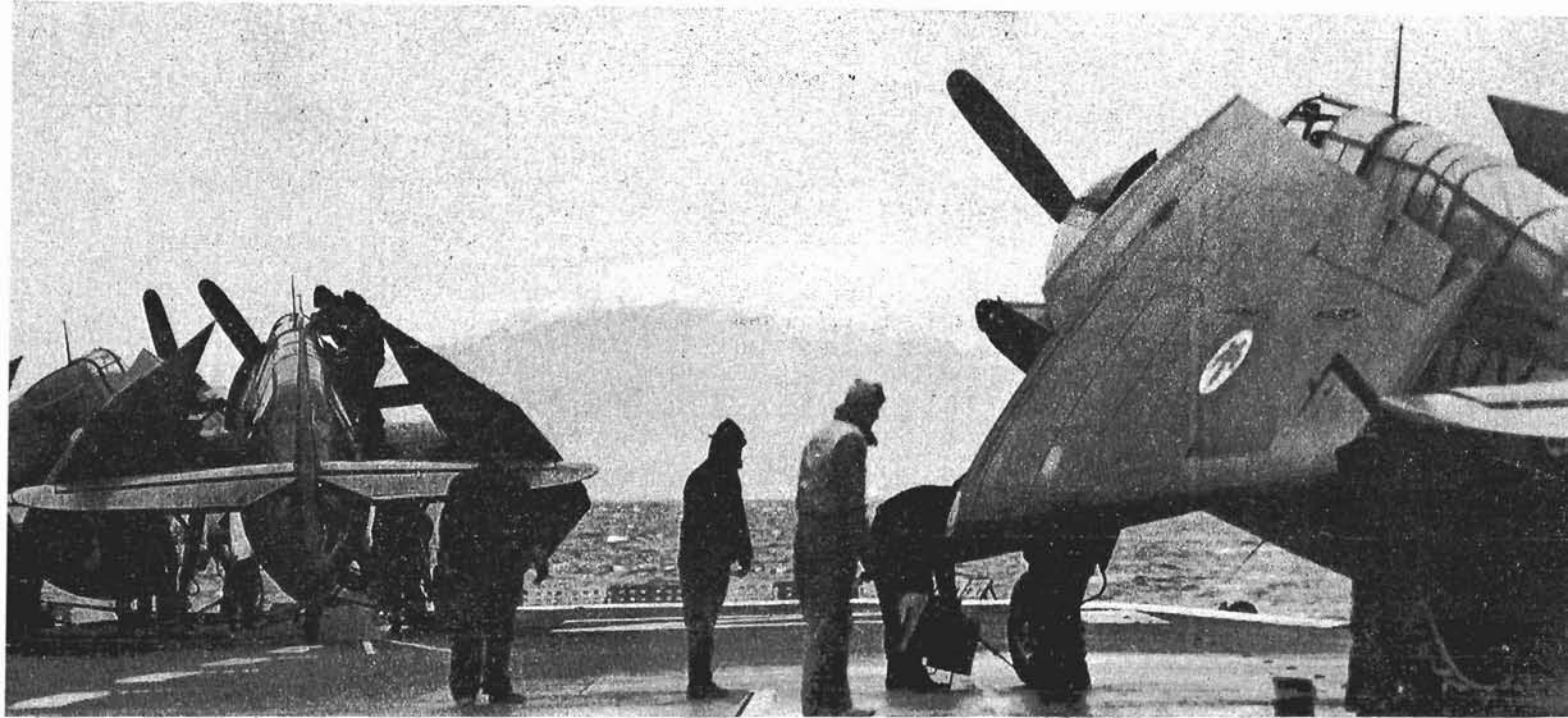
(Rear-Admiral Goodwin's reference was to his visit to Halifax with his carrier task force in August 1953.)

class is at work this morning; we'll soon have enough ashtrays to go round, that is, if the coffee cans hold out. If only that welding instructor would arrive, perhaps we could get somewhere.

Well that's just about it. No, by heaven, this is Wednesday, and the officers are assembling in the wardroom for lunch.

Even before the introductions are completed that confounded PA system breaks in: "Orders for fish and chips are now being taken in the quartermaster's lobby." The gunnery officer (also an engineer officer) juts out his protruding chin just a bit further than normal, bangs his pugilist's knuckles on the spotless bar and bellows, "It's not Navy!"

Good old *Cape Breton* just rolls ever so lightly and settles down for sports afternoon.—L.B.S.



The snow-clad crest of Ondverdharnes Mountain, near Reykjavik, forms a backdrop to hunter-killer operations off Iceland. Avengers are being readied for more anti-submarine patrols in weather that was wet and cold. (MAG-4938)

## EXERCISE MARINER

*History's Greatest Maritime  
Manœuvres Blanketed  
North Atlantic*

Five Canadian warships logged almost 20,000 miles during Exercise Mariner last fall in routes along North American and European seabords and as far north as Iceland. Not so easy to measure was the experience they gained in the largest maritime exercise in world history.

Nine of the 14 North Atlantic Treaty Organization nations contributed a total of 300 ships, 1,000 aircraft and half a million men to the 19-day war games. Participating were Canada, the United States, United Kingdom, France, Denmark, Norway, The Netherlands, Belgium and Portugal. Canada's share was made up of the *Magnificent*, *Quebec*, *Algonquin*, *Swansea* and *La Hullose*, along with three RCAF Maritime squadrons of Lancasters.

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, and Air Commodore A. D. Ross, Air Officer Commanding, Maritime Air Command, controlled part of the exercise in Western Atlantic waters from Halifax as sub-area commanders-of-SACLANT (Supreme Allied Commander Atlantic).

Canadians were part of the Blue Force, representing NATO powers and varying in size from battleship to a fleet tug, plus shore-based aircraft, merchant ships and "paper" convoys. The opposing Orange Force had mainly

### First Sea Rescue By Helicopter

The first rescue at sea performed by a helicopter of the RCN took place on October 21 during NATO Exercise Mariner. Lieut. David H. Tate, of VF-871, noticed his Sea Fury was losing power after two hours of combat air patrol, so he signalled the *Magnificent* to stand by for an emergency landing.

All was made ready, but the aircraft's engine conked out and Tate force-landed on the sea during the approach. The Sikorsky helicopter was at plane guard to anticipate such a mishap and covered the half-mile in about 32 seconds and lowered its rescue cable to the pilot.

AB Bob Cass hoisted Lieut. Tate on board the helicopter which, within moments, deposited him safe and sound on the flight deck. Lieuts. Ian Webster and Frank Harley piloted the helicopter. The rescue took place to the east of Newfoundland.

This was Lieut. Webster's third rescue with an "egg-beater". In 1952, while flying from a U.S. Navy carrier, he fished an officer from the sea after he had been washed over the side of a destroyer. Last summer he operated the windlass which lifted two RCN pilots from Bedford Basin following the ditching of their Avenger while rehearsing for Navy Day.

submarines, land-based bombers and surface raiders. No winner was declared and exhaustive post mortems were held on individual successes to reveal flaws in the NATO maritime structure.

The *Magnificent* (Commodore H. S. Rayner), first Canadian unit in the war game, was on hand for the opening gun on September 16. Squadrons embarked were VF-871 (Sea Furies) and VS-881 (Avengers). She sailed as CTG 203.6 from Norfolk, Va., and with four U.S. destroyers provided anti-submarine and air defence for ten logistic ships forming an Iceland convoy. The battleship *Iowa*, carriers *Bennington* and *Wasp*, cruisers *Macon* and *DesMoines*, and 17 destroyers left various eastern U.S. ports to form a powerful striking fleet which operated in the convoy's general vicinity.

Zigzagging ships, darkened by night and carrying out action stations and various evolutions, were reminiscent of Second World War convoys on the same route.

After the *Magnificent* had passed through minefields off the Virginia Capes, one of her Avengers made the group's first contact with an Orange submarine. More were encountered by the aircraft and destroyers forming the screen. Sea Furies busily contended



with "snooper" planes from ashore. The action zenith was reached three days later in the Sable Island area where the *Magnificent* herself was attacked by a submarine and her convoy harassed by the "enemy" cruiser USS *Worcester*. Three of the Canadian carrier's screening destroyers were detached as interceptors and drove away the cruiser with a torpedo attack.

The *Quebec* (Captain E. W. Finch-Noyes) sailed from Halifax the same day to join the striking fleet off Newfoundland. A sub made an indifferent attack on her next morning in roughly the same area as that through which the *Magnificent* had passed. Six of the carrier's Avengers made a twilight rocket strike on the *Worcester*.

Off Cape Race the first phase ended. The logistics vessels then replenished the striking fleet on September 21 and 22, after which the *Magnificent* integrated with a fast carrier force headed by the *Bennington* and including the *Quebec*. The force began flying operations en route to Iceland, but the weather went sour.

Fog pounced swiftly on September 23 and 50-odd aircraft, including nine RCN Avengers, had difficulty in regaining a flight deck safely. Later in the week, southwesterly gales struck, resulting in a general battening down in the fleet. The *Magnificent* and her group were luckier than most for their course coincided with the advance of the "eye" of the storm, where winds were less severe. Just the same she rolled heavily and aircraft on deck or in her hangars

HMS *Vanguard* refuels at sea during *Mariner* while a helicopter from the carrier HMS *Eagle* prepares to land on her deck. The battleship was flagship of Admiral Sir George Creasy, Commander-in-Chief Eastern Atlantic during the NATO manoeuvres. (Photo courtesy United Kingdom Information Office)



Two men who seldom left the *Magnificent's* bridge during *Exercise Mariner* were CPO George McCue, left, the Chief Yeoman, and Commodore H. S. Rayner, commanding officer, who was commander of a carrier support group for most of the 19-day exercise. AB Jack Rochon mans the bridge voice circuit in the rear, ready to relay the completed message to the carrier screen. (MAG-4913)

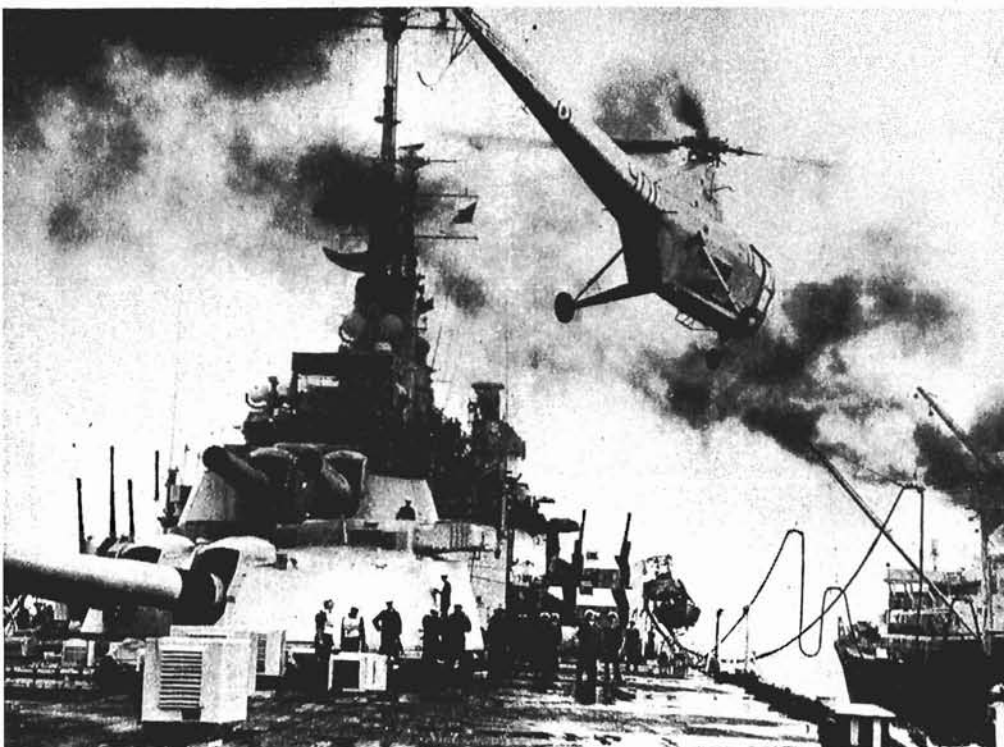
were spider-webbed with securing wires. A boat worked loose from its fastenings and there was the inevitable toll of crockery, spilled food and belongings.

The *Quebec* fared worse, for she was in seas as rough as any encountered during her current commission. Despite two attempts, she was unable to refuel from a tanker and just before a third try she was ordered away. Before she

reached station, a smashing wave wrote off her starboard whaler as a total loss. The adverse conditions caused an alteration in a rendezvous with United Kingdom "joiners" to a point 200 miles further south of Iceland. U.S. and Canadian ships on September 26 managed only partial replenishment.

The next day dawned on an awesome sight as an armada of more than 50 warships ploughed through great waves. The battleship *Vanguard*, carrier *Eagle*, cruiser *Sheffield*, three Darings and three destroyers had taken up station. Three British tankers joined the logistics support force. This combined striking fleet headed for the south Denmark Straits while the convoy and support group proceeded to Reykjavik where the oilers and other vessels could replenish. Submarine activity was brisk as they "fought" their way to port after which the *Magnificent* and screen turned on their assailants as a hunter-killer group until the supply vessels came out again two days later.

In the straits, the *Vanguard* prevented HMS *Swiftsure* from sneaking down to harass Blue shipping, but Orange U-boats pressed home several telling attacks on heavies of the fleet. Poor visibility cancelled the scheduled strikes and bombardment of the Icelandic coastline, so only a simulated shelling took place. A mishap at this time was the collision of the *Swiftsure* and the *Diamond* with injuries to 32 of the cruiser's crew. The damaged ships were eventually detached for the Clyde.



U-boats again penetrated the defences of the fleet.

Next day, September 30, was unusually fine and the *Magnificent's* support group covered the replenishment of major Blue warships from the logistics force 120 miles south of Iceland. An official Mariner communiqué stated that "a great deal had been learned in meeting North Atlantic seas and weather conditions" and that "some minor change in design will come in the future as a result of experiences in current Mariner and Mainbrace Exercise of 1952, particularly as concerns United States vessels."

Orange aircraft found the fleet and attacked it with theoretical bombs, including an atomic type, just before dawn on October 1 as the ships advanced towards the United Kingdom. The aircraft were met with a simulated barrage of such intensity that low level attack was ruled out. Stormy seas prevented the force from sending fighters aloft although there had been an hour's advance warning by radar of the impending strike. The heavies, particularly the carriers, were making heavy weather. The *Worcester* had her upper deck structure damaged and the *Iowa* had to reduce speed to secure gear. The British elements left in the afternoon for the Clyde, while the Americans continued southwards to meet the replenishment group, which had taken a different route from Iceland to the west of Ireland.

Pounding seas, like these encountered on her return trip to Canada, plagued the *Quebec* during a part of Exercise Mariner. Old hands reported some of the storms equalled anything she had experienced in her current commission. (QB-1109)

Orange aircraft of various types harassed the fleet, still without fighter opposition, and struck again in force just before dawn on October 2. Their flares turned darkness to daylight over the violently manoeuvring ships, which would have sent fighters aloft, regardless of weather, had it been real war.

The *Bennington* and *Wasp* took advantage of moderating seas to launch air strikes at Kirkbridge and Scampton air bases in England during the forenoon. The *Iowa*, however, was decisively attacked by a submarine next day and high level bombers had the ships under constant attack during replenishment. That night the final strike of the exercise took place. Orange bombers dropped three more make-believe atom bombs over the fleet. They detonated with a brilliant flash, followed by a sharp explosion, which lent a note of realism to the situation.

Mariner ended at noon on October 4 and the ships scattered for the Mediterranean, the United Kingdom and Iceland.

Meanwhile, the three other Canadian ships had entered the fray from the United Kingdom on September 25. The *Algonquin* (Commander P. F. X. Russell) was escort commander of a Mediterranean convoy from Milford Haven.

Air and submarine strikes were made against them soon after sailing but the *Algonquin* and HMS *Contest* (destroyer), along with friendly aircraft,

## Rough Weather Injures Seaman

An eleventh-hour accident marred a year otherwise free of serious injuries in the *Quebec* as the cruiser neared Halifax after NATO Exercise Mariner.

Ord. Sea. Kenneth Bruce Batson, an armourer's mate, had his thigh broken when a big wave slapped a heavy steel weather door home, pinning him against torpedo tubes on which he was working.

He was taken from the ship at Chebucto Head, rushed to hospital at *Stadacona* by high speed launch and was operated on the same evening.

Surgeon Lieut.-Cdr. Ralph Plumer, ship's medical officer, said it was remarkable that there were not more serious accidents throughout Mariner, during which the cruiser had experienced weather as rough as any in her post-war commission.

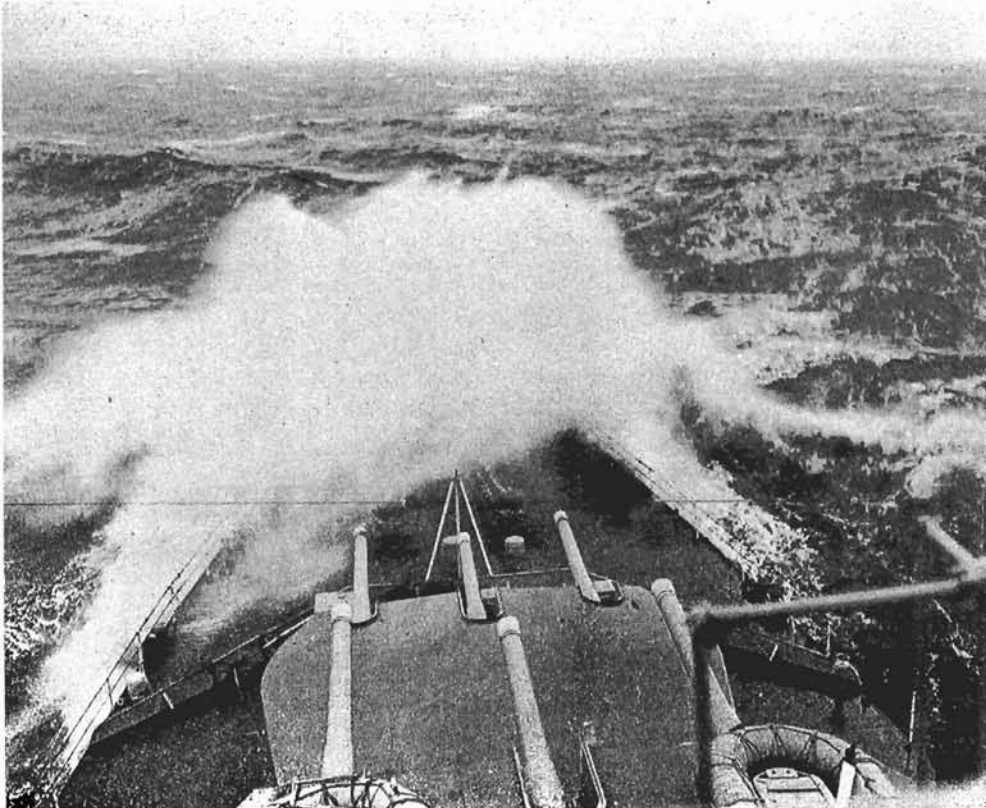
made several good attacks on Orange underseaboats and had no losses from air strikes.

The convoy included HM Ships *Indefatigable* (carrier) and *Maidstone* (submarine depot ship), acting as ships in convoy plus several "paper" merchantmen who were joined en route by a French tanker and additional "paper" vessels from Brest. They proceeded into the Bay of Biscay, turning about near Cape Finisterre and heading back as a convoy from Trinidad, with the French element detaching for Brest again on the way back.

The *Swansea* (Lieut.-Cdr. William D. F. Johnston) and the *La Hulloise* (Lieut.-Cdr. H. A. Porter) joined RN frigates in guarding the western Channel approaches and covering the passage of convoys up-Channel. They were supported by land-based aircraft on their A/S sweeps. They experienced plenty of enemy air activity, mostly by single aircraft. The *Swansea* teamed with the frigate *Loch Veyatie* against an enemy sub the first afternoon and several days later the *La Hulloise* and *Loch Ruthaven* shared another which earned a "well done" for the Canadian ship from C-in-C Western Approaches.

The *Algonquin*, which by this time had made a name for herself as an effective A/S escort, joined her convoy with other vessels in the Channel and combined with the *Swansea* in two separate attacks on U-boats during October 1.

The three Canadians wound up the exercise under French control, the frigates on patrol off that coastline and the *Algonquin*, after a brief evening in Cherbourg on October 3, on guard outside the port. They then headed for recreational visits to United Kingdom



ports, followed by exercises off Londonderry with the *Magnificent*. The *Quebec* meanwhile sailed from Scotland for home. She was the first of the five to arrive back in Halifax, on October 19, and the *Algonquin* was last to reach home port, on November 15.

During *Mariner*, the *Magnificent's* aircraft flew 15 of the 19 days. Avengers and Sea Furies flew 357 sorties and the helicopter was airborne 88 times. The ship's mileage was 6,500 in the exercise and 14,975 for the whole cruise. *Mariner* mileage and cruise mileage for the other ships were: *Quebec*, 4,725 and 7,075; *Algonquin*, 2,600 and 11,500 and the frigates, about 2,800 miles each and more than 9,500 miles each.

Canadian commanders were pleased with experience gained during *Mariner* which, in the words of Commodore Rayner, paid a "handsome dividend for the heavy investment of forces". A secondary *Mariner* aim had been the maximum operational training of commanders of units, which applied especially to their exercise roles. Morale in the "*Maggie*" was "the highest ever" and all hands gave an "extremely good account of themselves". "Essential experience of the greatest value" resulting from working with many other ships and aircraft was coupled with invaluable training" gained from the prolonged period at sea. Captain Finch-Noyes regarded the *Quebec's* part as "extremely successful and beneficial to all concerned. In two weeks of continuous steaming, often under heavy weather conditions, all departments were tested and stood up remarkably well."

### Royal Navy's Korean Role Summarized

Statistics on the role of the Royal Navy in the Korean war were issued by the Admiralty in November, covering the three years fighting was in progress there.

The summary says that during Korean operations, ships of the Commonwealth navies fired 23,000 six-inch shells and 148,000 rounds of 4.7-inch or four-inch ammunition in action.

Aircraft of the Fleet Air Arm dropped 15,200 bombs of various sizes and fired 57,600 three-inch rockets and 3,300,000 rounds of 20mm ammunition.

The Admiralty estimated that 17,000 officers and men of the Royal Navy, Royal Marines and Royal Fleet Auxiliary Service served afloat in Korean waters during hostilities and a further 4,300 were on duty ashore in Japan. Decorations were awarded to 16, and 289 were mentioned in despatches. Casualties totalled 182.

The 33 British warships on Korean duty steamed a total of 2,100,500 miles on operations.



Ensign James M. Elster, USN, receives a replica of the *Magnificent's* badge from Cdr. Arthur Abrams, Commander (Air), before returning in his *Skyraider* to the USS *Bennington*. The U.S. naval aviator was a sudden visitor on board the "*Maggie*" when his aircraft was caught in a heavy fog during *Mariner* and he had to land on the first flight deck he could find. His overnight stay merited the ship's brand—a maple leaf and the word "*Maggie*"—being stencilled on his aircraft. (MAG-4892)

## Singing in the Rain ... Coronation Version

Canadian sailors made a completely unscheduled and informal contribution to the Coronation Day proceedings—and in so doing made for themselves and their service a good many admirers.

It was at the Buckingham Palace end of The Mall, in the early afternoon, that this took place. It was raining hard, nothing was happening or was due to happen for quite a while and it was quite evident that spirits of many on the crowded sidewalks and in the stands were beginning to droop.

Then a block of Canadian sailors in one of the stands, began to sing "*Alouette*", "*The Old Gray Mare*" — most of the old stand-bys. Soon others were joining in and in short order there was a noticeable uplift in the spirits of the crowd.

The rain ceased for a spell and the Coldstream Guards band began to play further up The Mall. It was too far away for those in this particular section to hear very well, however, and the sailors, thinking this unfair, began to chant, "We want music! We want music!"

Results came almost at once, from the pipe band of the Scots Guards who were lining the street across from the Canadians' stand. The stirring music of the

pipes and drums warmed the crowd still more, and the Scots received a rousing hand.

Then the rain came again, the Scots retired and the sing-song was resumed. The sailors finished by shouting, "Are we downhearted? No!"

The sturdy Scots took this as a challenge, uncovered their instruments and began to play once more, even though it was raining about as hard as it had rained all day.

By the time they had finished and the sailors had sung a few more songs, the head of the procession was not far away. An afternoon that had threatened to drag uncomfortably had passed quickly, after all.

### Collaboration Produces Slogan

Collaboration by Ldg. Sea. William R. Geroux and AB George W. Dietsch has produced a slogan for "A" Block, *Stadacona*.

"The ship by her boats, the barracks by its men" was judged best entry in a recent contest to obtain a slogan for the building, which is capable of accommodating 800 leading seamen and below and was first occupied in December 1951.

# AFLOAT AND ASHORE

## ATLANTIC COMMAND

### HMCS *Micmac*

The *Micmac* has her trials and work-up program behind her and she is now ready to carry out the demands of the Atlantic Command in the capacity of a training destroyer.

In October she proceeded to Bermuda and rendezvoused with the *Prestonian* two days later. Following exercises the ship headed for Old Dockyard for a long weekend. The next week was spent in exercises, training and painting ship both at sea and at anchor in Grassy Bay. It was all work for everyone aboard, but it was enjoyed in the excellent weather.

The last weekend at Bermuda was spent alongside at Hamilton. Here the ship was well received and a good time was had by all.

Early in November the *Micmac* left for Brooklyn, still carrying out training procedures. Three glorious days were spent at that port and everyone had an opportunity to buy Christmas presents and see the sights.

Returning to Halifax, the *Micmac* has now settled into her new role and the ship's company has hung out its sign "Open for Business".

### HMCS *Algonquin*

The *Algonquin*, following her return from Londonderry, North Ireland, spent a very busy week in Montreal during the latter part of October. On two occasions while there she flew the flag of the Naval Board and later, while underway, flew the Naval Board flag to signify the presence of the Minister of

National Defence, who was embarked along with representatives of the Canadian Shipbuilding Industry.

Steaming downriver the ship carried out gunnery and anti-submarine demonstrations for the benefit of the guests. While alongside at Montreal a large number of Montrealers inspected the ship.

After a brief replenishment period in her home port of Halifax, the *Algonquin*, wearing the flag of Flag Officer Atlantic Coast, set her course for Bermuda. The *Algonquin* also had a new set of funnel markings. One broad black band at the top of the funnel and the numeral "One" underneath signify that this newly modernized destroyer escort is the senior ship of the recently organized First Canadian Escort Squadron. Later in the day she was joined by the *Prestonian* and the two ships sailed for work-ups and evaluation trials.

On November 18 the Admiral's flag was struck and several days later the *Algonquin* and *Prestonian* sailed to take up station on the flight path of Her Majesty's plane from Newfoundland to Bermuda. After completing this mission, and following a brief fuelling stop at Bermuda, the two ships sailed for home and a well-earned leave and maintenance period at Halifax.

### HMCS *La Hullose*

During September and October HMCS *La Hullose* took part in exercises in the United Kingdom. In late September she operated out of Plymouth, England, in company with HMCS *Swansea*, in Exercise Mariner. Activities for the

*La Hullose* were confined mostly to the western approaches of the English Channel but the "Fighting Lady" managed to claim one confirmed submarine.

Early in October the *La Hullose* joined other units of the RCN, HMC Ships *Magnificent*, *Algonquin* and *Swansea*, at Londonderry, Northern Ireland, and participated in anti-submarine exercises with the Royal Navy.

Returning to Canada the *La Hullose* spent a somewhat rough crossing during which a few miserable days were experienced by all concerned. The passage, however, was climaxed by a regal entry into Halifax harbour flying a "paying off" pendant 520 feet long. Her commission lasted just a month short of four years and she spent the last two years on cadet training cruises during which time she steamed 75,000 miles in 22 months.

With the retirement of the "Lady" for her well deserved rest, the majority of the ship's company have since commissioned the *Lauzon* at Sorel, Quebec.

Those who have served in the *La Hullose* will remember her as an efficient, hard-working and happy ship.

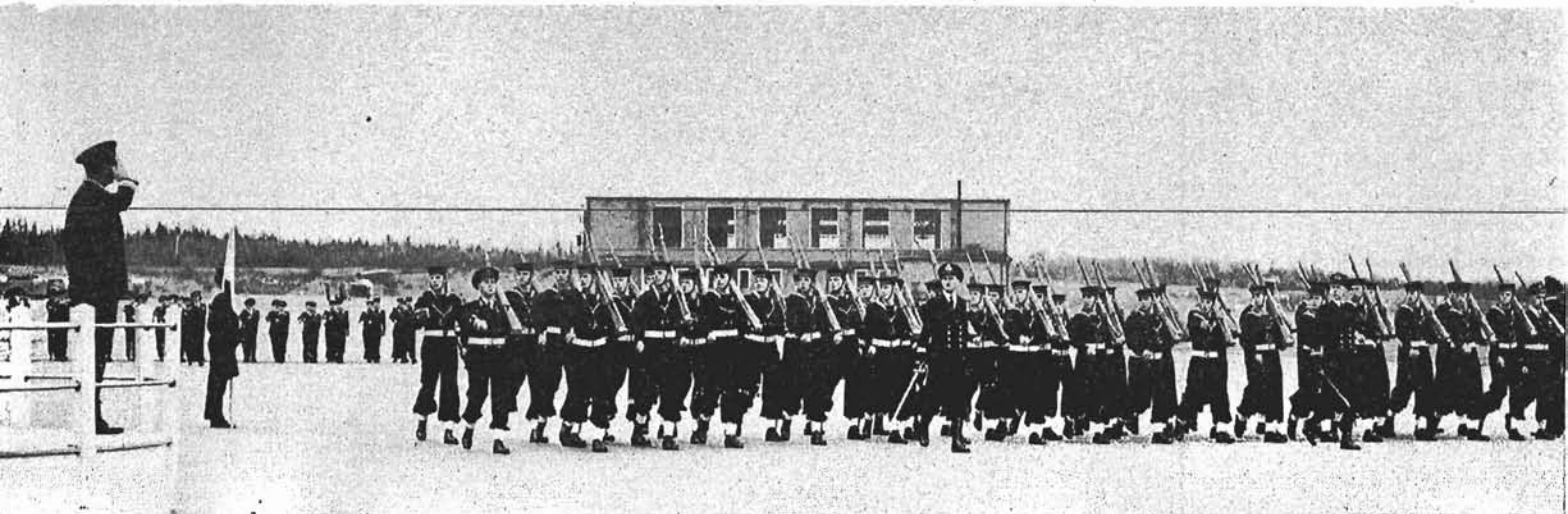
### HMCS *Wallaceburg*

During the 1952 training season, which commenced in April, the *Wallaceburg* was employed primarily in the training of classes of officers and men from the TAS School at Stadacona.

The *Wallaceburg* operated with ships and submarines of both the Royal Navy and the United States Navy.

The heavy schedule of training in the Bermuda area left little time at Halifax, but one unscheduled break,

Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, takes the salute during divisions at Shearwater. (DNS-1179).



caused by a faulty refrigerator, permitted a leave period to be squeezed in.

In the second week of September the *Wallaceburg* took part in Exercise Cordex II before sailing once again for Bermuda.

The *Wallaceburg* entered HM Dockyard, Ireland Island, on the morning of September 17 to wait out the reported 65-mile-an-hour gales which accompanied hurricane Edna on her wild, witch-like flight through the Bermuda area.

By 1800 the watches had been doubled and the ship prepared with every means of line and fender available for the onslaught. Shortly before 2230, gales reached 85 with gusts to 130 miles an hour. Constant attention was paid to the fenders as the ship was buffeted against the jetty.

The wind, which had been on the beam throughout the evening, began veering by 2300, resulting in considerable strain on the lines. The wind shift was a relief, as the ship was fast losing her fenders. At the height of the gale it was barely possible to keep one's footing and more than once dark human shapes were seen clinging to bollards on the jetty. By 0100 the gale had subsided sufficiently to revert to single watches. The following morning, Bermuda papers declared that "Edna" was no lady.

On her return to Halifax, the *Wallaceburg* proceeded to St. Margaret's Bay to paint ship, prior to embarking

Ed. Farey, program director of Radio Station CKDA, Victoria, discusses with Lieut.-Cdr. Norman Donaldson, of the *Cayuga*, plans for recording Christmas greetings of the ship's company to relatives and friends ashore. Mr. Farey was embarked in the Korea-bound Tribal class destroyer for the trip to Pearl Harbour. While on board he made a series of recordings for broadcast from various points in Western Canada during the holiday season. Mr. Farey returned to Esquimalt in the *Athabaskan*. (E-25561)



the Flag Officer Atlantic Coast, Rear-Admiral R. E. S. Bidwell.

In October, wearing the flag of Canflagrant, the ship sailed for St. John's, Newfoundland, and thence for Sydney, N.S., to disembark the Admiral before proceeding to Cornerbrook to fulfil commitments there.

During the training season 86 TD3s, 20 TD2s, 16 TD1s, 10 TAS Is and 32 officers completed their TAS training aboard the *Wallaceburg*.

#### HMCS Portage

After operating for over a month in the Bermuda area, the *Portage* returned to Halifax in late November and stored ship immediately for a cruise to the West Indies

While at Bermuda, a three-day informal visit was paid to Hamilton. For the remainder of the time the ship was employed in anti-submarine training for TDs and a JOTLC class. Trials were also conducted by Naval Research.

Reviewing the ship's training since last June, it is observed that 41 officers (11 Reserve) and 109 men (32 Reserve) were borne for training.

In the sports field, three ball games were played against the *Wallaceburg* and swimming was participated in three or four times daily when the ship was alongside.

*Portage* had the distinction of winning a sailing race against HMS *Sheffield*, HMS *Burghead Bay*, the *Prestonian* and the *Algonquin*. The ship's whaler was coxswained by Lieut. (S) A. P. Stewart and the crew consisted of PO Gerald Soucy, PO Roy Robertson, AB Maurice Regimbald and AB Russell Collier.

#### Albro Lake Radio Station

Many of Albro Lake radio station's complement caught the hunting bug last fall, and a few deer were bagged.

The station now has a mast rigged across from the main entrance, from which the White Ensign is flown.

The Admiral's inspection of the station was held on November 16. During his visit to the station, Rear-Admiral R. E. S. Bidwell presented three of the station's personnel with Coronation medals. They were CPO Charles W. Bourgeois, CPO Ronald E. Fenwick and PO Garfield Charles.

#### HMCS D'Iberville

The supplying of guards on important ceremonial occasions played a large part in the fall program of *D'Iberville*.

The new entry training establishment provided a naval guard for the Quebec City premiere of "The Cruel Sea", sponsored by the Naval Officers' Association.



Ord. Sea. Nicholas F. Leuchte, of HMCS *Discovery*, headed his class at the Great Lakes Training Centre last summer. He thereby qualified for an autographed copy of Nicholas Monsarrat's "The Cruel Sea". Commander Glen McDonald, then commanding officer of *Discovery*, made the presentation as shown here. Ord. Sea. Leuchte also received *Discovery's* Flavelle cup, awarded annually to the most outstanding new entry.

The guard was commanded by Lieut. (SB) D. S. Bender. Sea Cadets were sentries inside the Cartier Theatre and Wrens acted as ushers.

A naval guard of honour, under the command of Lieut.-Cdr. R. D. Campbell, was inspected by His Excellency the Governor-General of Canada on the occasion of his departure from Quebec City in October.

A naval guard from *D'Iberville* was present at the laying of the corner stone of the new Naval Supply Depot at Ville LaSalle and was inspected by Defence Minister Brooke Claxton.

On Trafalgar Day, a wreath was laid at the cenotaph in Quebec City by Commander M. J. A. T. Jette. The guard on this occasion was under the command of Lieut. D. J. Hamilton.

Chief Petty Officer J. M. Vanasse was presented with the Canadian Forces Decoration by Commander Jette at ceremonial divisions on October 23.

#### TAS School

The TAS School is now in the midst of the winter training schedule. With a large number of normal daily classes under way, the nights are utilized for training reserve personnel. One night each week is used to train officers, men and Wrens from HMCS *Scotian*. It is very encouraging to see this division taking full advantage of the facilities provided by the school.

TAS School personnel join in congratulations to the Long TAS Officers-

qualifying upon successful completion of their course. These officers have now taken up their new appointments.

Lieut.-Cdr. Charles A. Hamer was temporarily with TAS School staff until taking up his appointment to HMCS *Star* as Staff Officer (TAS), to the Commanding Officer Naval Divisions. Lieut.-Cdr. Kenneth D. Clark, Lieut.-Cdr. Arthur P. Murray and Lieut. William G. Kinsman remain in the TAS School on the instructional staff.

A number of classes completed their training in November. Included were the Junior Officers Technical and Leadership classes "I" and "J"; Torpedo Detector 2, "O" class and Torpedo Detector 3, "P" class. Near the end of each of the courses the classes took a two-week sea-training period in the Bermuda area.

Changes in the staff at the TAS School saw Lieut. G. R. MacFarlane assuming the duties of Staff Officer at HMCS *Chippawa* while Lieut.-Cdr. Donald R. Saxon, late of the *Sioux*, has taken over as the Senior Instructional Officer.

#### Coverdale Radio Station

The Wrens have at last invaded the Northland—traditional haven of strong, silent men. The six Wrens drafted from Coverdale recently for a year's duty at the naval radio station at Churchill, Manitoba, were reportedly delighted at the prospect of service in Canada's sub-Arctic.

Before their departure, the Wrens' mess held its first social evening of the season, which served as the occasion for farewells to those going to Churchill and of welcome to four newcomers.

Coronation medals were recently presented to Chief Petty Officer Leslie Matthews and Wren Lorraine Brown.

#### CNAV Eastore

Yet another Christmas has come and gone with the usual celebrations at the dockyard carried out in the usual successful manner.

Among the more hearty and fully attended parties were those held on board the *Eastore* and the *Sackville*. For the *Eastore* this was the third annual ship's party for the wives, children and friends of the ship's personnel. Upwards of 50 guests were present and Santa was on hand to distribute gifts to the children.

A pleasing feature of the Yuletide season was the informal get-together of the yard-craft unlicensed personnel who were guests of the Yard Craft supervising officer, "Uncle George" Stephens.

An honoured guest at this gathering was the Queen's Harbourmaster, Com-

mander B. P. Young, while Captain Reg. Boyce, Yard Craft Officer, ably presided behind the refreshment table.

Both Captain Stephens and Commander Young were warmly applauded for their brief but friendly remarks. Seaman W. R. Shaw, on behalf of the 200-odd guests present, expressed the group's appreciation and extended to the host the compliments of the season.

## PACIFIC COMMAND

### HMCS Ontario

The two months which the *Ontario* spent in the hands of the Dockyard and Yarrows Limited, undergoing her annual refit, gave many members of the ship's company the opportunity of qualifying for non-sub rates and for further advancement.

Sixteen ordinary seamen have been marked trained and seven petty officers have appeared before the Chief Petty Officers Second Class Squadron Board.

On Monday, December 7, His Honour the Lieutenant-Governor of British Columbia, Clarence E. Wallace, presented Coronation medals to members of the ship's company. Those honoured were: Captain D. L. Raymond, commanding officer; Commissioned Bos'n P. S. Cox, Chief Petty Officers A. C. Ross, D. H. Nelson, H. J. Ward, W. Hibbert, J. E. Wickes, S. G. Briggs, W. S. James and

D. W. Ross, Petty Officers O. E. Mauro, L. W. Larsen and D. H. B. L. Cutler, and Ldg. Sea. H. H. Glover.

Ten officers completed their training in the *Ontario* and went on leave before proceeding to the United Kingdom for courses with the Royal Navy. Twelve others were appointed to the RCAF Station at Centralia, Ont., for flying training.

### Masset Naval Radio Station

The Masset radio station was honoured in August with an informal inspection by the Chief of the Naval Staff, Vice-Admiral E. R. Mainguy. Admiral Mainguy later wrote from Naval Headquarters that he envied all members of the station the hunting and fishing paradise in which they live.

An established entertainment routine has been developed for the station. Movies are held each Friday evening and a dance once a month. A Halloween costume dance was a most successful affair. Prizes for the best costumes went to a station guest, Mrs. F. Steele, and to Ldg. Sea. N. R. Lamorie. Special mention for a job well done is in order for PO C. H. Walker, the organizer, AB W. T. Jackson, the master of ceremonies, AB T. E. Chapman, the canteen manager, AB G. R. Ward, for decorative posters, and Ldg. Sea. Lamorie, for refreshments.



Bumper stickers are being used to promote York's current drive for RCN(R) recruits. Lending a helping hand to the Toronto naval division in the drive are the Pre-War RCNVR Club, the Naval Officers' Association, the Wrens' Association and the Naval Veterans' Club. Andrew Allen, president of the RCNVR group, and Sub-Lieut. Gordon Macpherson are shown affixing a sticker to York's staff car.

The weather in Masset is frequently "wet" and this factor has frequently prevented many outdoor activities from taking place. Hunters and fishermen can enjoy themselves at times. Several nimrods on the station staff took advantage of the "no limit" deer bag allowed in the Queen Charlotte Islands.

On Sunday, November 8, a Remembrance Day church parade was held. A special service was conducted by Rev. Montague S. Young in St. Paul's Church. All naval personnel and members of Canadian Legion Branch No. 244 attended the service. At the conclusion of the service and in the presence of the congregation, CPO G. W. Pinard was formally presented with a Coronation Medal by Commissioned Officer (SB) D. W. Smith, Officer-in-Charge, Naval Radio Station, Masset.

Members of the Masset branch of the Canadian Legion were invited to a smoker held in the station during November. Movies, singing and refreshments made this event a pleasant get-together that was enjoyed by all. The station cook, AB W. T. Jackson, made up a well-prepared repast for the smoker.

#### Ordnance School

The Third Modified Ordnance Technicians Qualifying Course completed at the Ordnance School on October 20. This was the last modified course and was made up of Chief Petty Officers John Anslow, Thomas Angus, Robert Langont, David Clarke, Cecil Moore, John Underdown, Leslie Eyland, Richard Tyler, Ernest Edmonds and Alex Schimp.

With this course completed, the organizing of the Second Ordnance Technicians Qualifying Course to start was undertaken. The first 11 C2s to join the class were Chief Petty Officers Ronald Street, John Grahame, John Pinkney, Russel Knight, Chester Padget, Elwood MacDonald, James Guise, Eldon Controy, William Currie, Leonard Lambert and Denis Berry.

The fourth Armourer's Mate Qualifying Course got under way November 16 with seven men in the class. With one exception, all came straight from *Cornwallis*. The class consists of Ordinary Seamen Robert Czop, Clifford Nearing, Dale Lyngard, Kendall Sparkes, Harold Hopkinson, Edward Brophy and Jean Marcoux.

The fifth Ordnance Officers Qualifying Course has also started and consists of Lieut.-Cdr. W. J. Reynolds and Lieut. Walter Bulani.

CPO Arnold Parkinson left the school and was drafted to the discharge centre. This completed 25 years service for

"Parky" and he was missed by all, and especially by the children at Christmas time, who knew him for his portrayal of Santa Claus.

A lot of changes are taking place in the school personnel. PO Norman Town has joined the *Sault Ste. Marie*. Chief Petty Officers Munro Brookes and Donald Ross, and Petty Officers Lawrence Orton and Norman Jones have gone to the *Ontario*. CPO Chester Padget, and Petty Officers Charles Wheatey, Glen Kvamme, and William Hood have come from the *Ontario to Naden*.

PO John Osmond and Ldg. Sea. Clifford Sackfield have arrived in the school from Halifax to qualify as Gunnery Armourers.

#### Aldergrove Radio Station

Christmas activities began for Aldergrove personnel on Sunday, December 20, with a special Christmas service at the Aldergrove United Church. The Command Chaplain (P), Rev. Harry Ploughman, officiated and was assisted by the station's officiating clergyman, Rev. H. I. Hare. There was a good attendance of naval personnel, with their families and friends.

The children's Christmas party was held on board on December 22. More than 56 children were presented with gifts by Santa Claus and there was an abundance of good things to eat and drink.

Excavation and general preparations for the construction of this station's new recreational building are under way, and personnel are looking forward eagerly to its completion.

Recent arrivals at the station have included PO Boyd Hutchinson and AB Robert Purgavie, from *Naden*, and AB Thomas Earl, from the *Beacon Hill*.

Departures have included CPO Ernest Sargeant, to the *Sioux*, CPO Donald Waring, to *Naden*, and AB George Ross, to the *New Glasgow*.

## NAVAL DIVISIONS

#### HMCS Queen Charlotte

A large group of naval personnel, headed by Commander Breen Young, representing Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, attended the recent rededication of the altar in the chapel of St. Dunstan's University at Charlottetown, P.E.I.

The altar, rededicated by Bishop James Boyle of Charlottetown, has been embellished by a bas-relief of Da Vinci's "Last Supper". The plaque, executed in oak, carries a brass plate inscribed: "Dedicated by Rev. Louis Dougan as a testament to the men of the Royal Canadian Navy and in memory of those who met death in service".



This altar, in the chapel of St. Dunstan's University, Charlottetown, P.E.I., is dedicated as a memorial to those who served and died in the Royal Canadian Navy.

Chaplain Joseph Whelley, Atlantic Command Chaplain (RC), preached the sermon, from the text, "It is a holy and wholesome thing to pray for the dead".

Chaplain James MacLean, of HMCS *Magnificent*, was deacon of the mass and Chaplain Owen Sharley, of HMCS *Queen Charlotte*, was sub-deacon.

Naval personnel from the division attended the service as a body under Lieut.-Cdr. J. N. Kenny, of *Queen Charlotte*. Other officers present included Lieut. J. W. Carroll and Lieut. J. M. MacDonald. Three Wrens and 20 men completed the party on parade.

Following the church service the visiting naval personnel and those on parade were guests at an informal supper in the dining hall of the University.

#### HMCS Discovery

Christmas season observances extended well beyond the confines of divisional headquarters at *Discovery* this year.

Twenty-five Wrens formed a Christmas choir under the direction of Wren Georgia Allerton and performed at the Children's Hospital December 20, Shaughnessy Military Hospital December 21, Hycroft Veterans' Hospital December 22 and the Canadian Institute for the Blind on December 29.

Christmas fun for little patients at Vancouver General Hospital was provided by 20 chief and petty officers, who were conducted through the children's ward by Surgeon Commander Maurice

D. Young. Music was provided by a five-piece band in cowboy outfits and funny antics by three clowns. Toys and novelties were distributed throughout the ward.

Santa Claus arrived at *Discovery* on December 20 with Christmas toys for nearly 300 children of naval personnel and 100 young guests from the School for the Deaf. Santa (PO Peter Turner) arrived by way of a specially-built chimney on the drill deck. The entertainment program was followed by refreshments and candy.

### HMCS Cabot

An interesting event of the closing weeks of the year at *Cabot* was the presentation of Coronation medals to three members of the division by His Honour the Lieutenant-Governor of Newfoundland, Sir Leonard C. Outerbridge.

The recipients were Commander F. A. O'Dea, commanding officer, CPO J. H. Brown and AB A. G. Rose. After the parade, receptions were held in the wardroom and messes of *Cabot*, attended by both RCAF and RCN personnel, their wives and friends. Sir Leonard paid an informal call to the seamen's mess and chatted with many of the men.

By the end of the summer training season, 35 officers, men and Wrens from *Cabot* had spent time training at the Great Lakes Training Centre, *Stadacona*, *Cornwallis*, or *Shearwater*. Three men were on the Coronation cruise.

This was in addition to the training provided by HMCS *Revelstoke*, the 105-foot minesweeper, which has served as tender to *Cabot* for the past three years.

Last summer, under the temporary command of Lieut.-Cdr. C. A. Binmore, the *Revelstoke* covered several hundred miles, visiting coastal points of interest, including places where newly-established Sea Cadet corps are flourishing. These short daytime, overnight or weekend cruises provided practical sea training for reserve and regular force personnel alike.

The *Revelstoke* even touched on "foreign shores", paying a brief call to Newfoundland's friendly French neighbours on the islands of St. Pierre and Miquelon.

In all, some 30 officers, men and Wrens spent a total of 230 days on board the *Revelstoke* during the summer.

Commander F. A. O'Dea, commanding officer, put in two weeks on board the *Portage* during the summer, as aide-de-camp to the Lieutenant-Governor of Newfoundland. Lieut.-Cdr. F. C. Anderson, executive officer, took a five-day course in Ottawa.

Lieut. (S) E. M. West, supply officer, spent two weeks at *Stadacona* for an on-the-job training period, along with Lieut. C. S. Knight, who went for refresher training. Sub-Lieut. A. C. Curtis took over as staff officer administration for the summer.

Ord. Wren L. A. Hall successfully completed an MA1's course at *Stadacona*. Wrens T. M. Brett, J. M. T. Foley, M. E. Markey and J. R. Newhook completed a Communications (Group 1) course at *Cornwallis*, and Wrens M. R. Cross, D. M. Evans, P. T. Evans and D. J. Stevenson all completed new entry Wrens' training at that establishment.

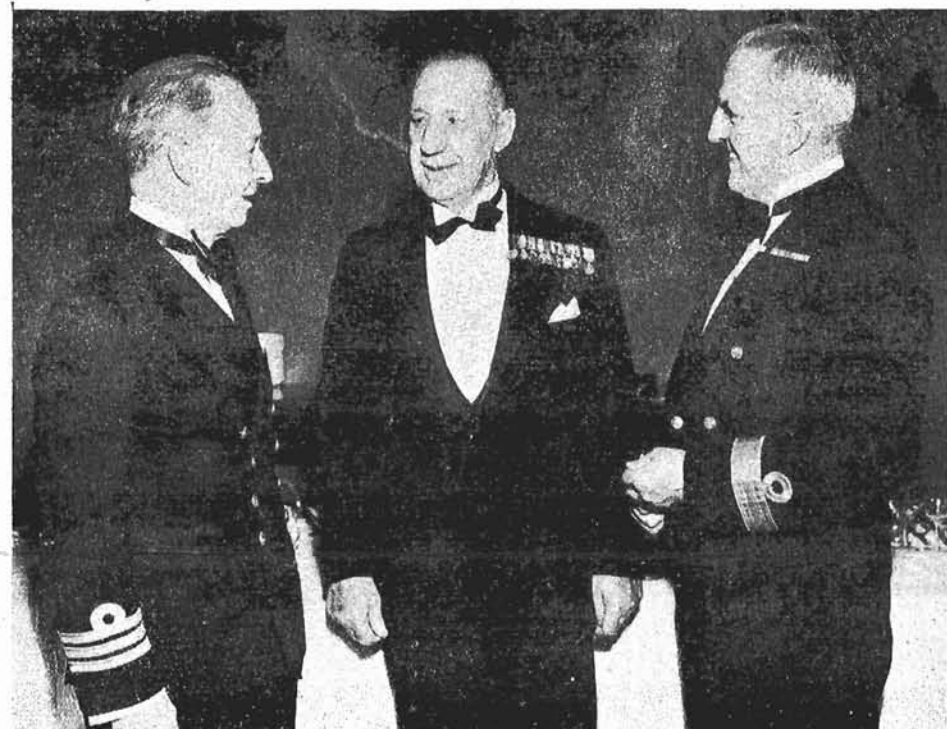
AB E. Hodder completed his quarter-master's course at *Stadacona* and Ordinary Seamen D. Chafe, C. M. Joy, E. J. Fitzgerald and N. E. Kelland all took training at the Great Lakes Training Centre.

Courses have not been confined to the reserve personnel, by any means, as Leading Seaman J. Stewart and W. E. Guscott both deserted *Cabot* for a Group II course at the Supply School in *Naden*, and both were successful. Ldg. Sea. Guscott has since been drafted to *Stadacona* and replaced by Ldg. Sea. A. McIntyre.

### HMCS Montcalm

A formal inspection of *Montcalm* was made in December by Captain P. D. Budge, Chief of Staff to the Commanding Officer Naval Divisions.

There were many things to talk about when these three navy oldtimers met for the first time in many years at a recent mess dinner at HMCS *Donnacona*. Pictured here in a reminiscent chat, left to right: Commander T. H. Beament, RCN(R) (Ret'd); Commissioned Bos'n J. C. (Bunker) Hill, RCN, (Ret'd); and Commodore Paul Earl, RCN(R), Naval Officer in Charge, Montreal. (ML-325)



Captain Budge's visit attracted considerable attention in the press and among the populace of Quebec City, who recalled the memorable visits of HMCS *Quebec* to the city under his command.

Comments of the press on Captain Budge's unique career were underlined by a pleasant surprise which awaited him. While inspecting the ranks he met five of the men (all chief petty officers now) he had served with and known well during his square-rig days. The five were CPOs J. C. R. Rae, J. M. G. P. Lavertue, F. P. Pelletier, J. H. Darveau and E. A. Levesque.

On December 14, *Montcalm* welcomed on board Commander Achille Pettigrew, RCN(R) (Ret'd), who was the first commanding officer of the Quebec division of the RCNVR on its formation in 1924. He held the appointment until he was called to the Bench in 1938.

Mr. Justice Pettigrew has never relaxed his interest in the division he helped to found and was elected the first president of the Naval Officers' Association, Quebec branch. During his inspection, he recognized as old shipmates the same five chief petty officers whom Captain Budge had met. All had served under Commander Pettigrew.

Officers of *Montcalm* shared in the reception given Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, during his inspection of HMCS *D'Iberville*, the new entry training school in Quebec City.





# The Navy Plays



## Stadacona Easy Football Victor

Much to nobody's surprise, *Stadacona* Sailors won the Nova Scotia Senior Canadian Football title last fall after going through the formality of drubbing Dalhousie University Tigers 39 - 0. Thus the Purdy Trophy rests again in a showcase at Stad gym after an absence of two seasons.

The Sailors sailed through the schedule undefeated, with the phenomenal scoring record of 279 points to 41 in eight games—four of which were shut-outs for the barracks.

AB Robert Hayes, flashy Stadback, was awarded the Duffus Trophy (league's most valuable player) and the Milovick Memorial Trophy (league high scorer). Ldg. Sea. Ed. McLeod (team captain) was presented with the Purdy hardware in presentations after the game, which had drawn a record crowd of about 3,000.

*Stadacona's* only loss in 1953 was in a pre-season exhibition tilt with the *Shearwater* Flyers, when the squads were still weeding their line-ups. *Shearwater* proved the better then by a score of 20 - 15.

Ldg. Sea. Ed McLeod, centre, and AB Bob Hayes are laden with hardware following *Stadacona's* 39 - 0 win over Dalhousie University Tigers in the sudden death final for the Nova Scotia Senior Canadian Football League Championship. Carson Purdy, left, presented McLeod, as captain and assistant coach, with the Purdy Championship Trophy, while Hayes won the Mike Milovick Memorial Trophy as league high scorer and the Duffus award for being most valuable player. (HS-28370)

With some sound coaching by Ordnance Lieut. Don Loney, the *Stadacona* machine rolled merrily on from the starting gun of the league. The sailors beat Cornwallis Cougars 27-0 and 53-0, Shearwater Flyers 30 - 12 and 49 - 8 and Dalhousie Tigers 18 - 6, 43 - 0 and, finally, 39 - 0.

## Team Struggles To Avoid Cellar

The *York* entry in a six-team Toronto hockey league went down to defeat in its first two games. Thor Washing Machine put the Navy through the ringer 4-2 and Dominion Bridge fell on the beleaguered tars in another 5-0 defeat. Thor squad led the league.

*York* officers lost to a hard-hitting service corps team 16-7 in their third game of the indoor baseball season at the University Avenue Armouries. Navy couldn't recover from Army's big lead of 11 runs in the first inning. Cadet (S) Ron Gray and Lieut. (L) Derek Bate batted a singleton and double apiece for the Navy and Lieut. (S) D'Arcy Quinn pitched fine relief ball.

*York* fared better against Toronto-Scottish with a 13-7 victory. "Padre"

Bill Fennel made a fine first start with the team by pitching an excellent game, with good defensive support from Sub-Lieut. Don Cockburn, Lieut. Jake Howard and Cadet Ron Gray. Lieut (E) Bruce Gilbert finally found his batting eye and proceeded to knock out three doubles, with Gray close astern, with a pair of doubles and a single.

The "Birdie Watchers" of *York*, i.e. the Badminton Club, started off in November. It is made up of the permanent staff and officers.

## Supply Parts with Barracks Trophy

The TAS School has wrested the Cock of the Barracks trophy for inter-departmental summer sports at *Stadacona* from the Supply Department by a margin of 20½ points. Supply had held it since its introduction in 1952.

It was a neck-and-neck race for the finish, TAS earlier overcoming a seven-point deficit with a grand burst of energy which carried them through the final events, resulting in a new roost for the Cock.

Lieut. Frederick G. Henshaw gained second place in the cross-country race for the TAS School and a third place was won in the shuttle relay. These and later points in the program sparked the march to victory.

## Stadacona Nets Water Polo Win

*Stadacona* defeated the *Algonquin* 5 - 1 in a water polo match during December in the Stad pool. *Stadacona* gained a one-point lead in the first quarter, the second frame was scoreless, and the barracks men forged ahead in the third with two more tallies.

*Algonquins* rallied at the outset of the fourth quarter with a marker but *Stadacona* countered with another two which sewed up the game.

## Micmacs Promise Stiff Competition

The *Micmac* commissioned too late last year to get really mobile in summer sports competition. *Micmacs* dropped a softball game 3-2 to a Lunenburg team during the Fisheries Exhibition there, but were unbeaten when the ship was



at Bermuda for a work-up program. The latter wins were not "scalps", for the nine will be after bigger game this year.

The hockey team, coached by CPO James Hann, hopes to be one of the sharper entries in the inter-ship league. At the first team workout in November, some oldsters were showing surprising bursts of speed and several promising young forwards materialized from the hodge-podge on the ice.

New basketball uniforms have been obtained, to add another sport. In fact, it's a case of "you name it and we'll play it", for Micmacs are prepared to repel all challengers during any sports season.

### **Unicorn Splits Basketball Series**

Hoopsters from HMCS *Unicorn* in Saskatoon split a recent week-end inter-city exhibition basketball series with Regina teams in the "Queen City of the Plains".

On December 5, the sailors overwhelmed Blondins, who had only six men dressed, by 72-48. The tables were turned next day in a Sunday matinee when Regina Rifles outgunned the Navy visitors 51-33 in one of their best displays of the season.

### **Quebec Loses in Softball Finals**

The *Quebec* reached the finals of the Atlantic Command softball tournament in September, but was defeated by *Stadacona* 8-7 after a grand game that went into extra innings. The *Quebec* nine defeated *Cape Breton* 6-1 in the semi-final.

The ship also gained the finals of the Command soccer championships, but again was stopped by *Stadacona*. The team's first soccer match of the season was the semi-final against *Cape Breton* which they won handily by 3-0.

### **New Players Tackle Squash**

The squash team from *Naden* opened the season with a "team match" against the Victoria Squash Club which ended in a tie. The final tally showed each team with six wins.

Many new faces are around the court this season, and, when the three courts are available in the new gymnasium, it is expected that squash will enjoy a large following in the West Coast base.

### **Royal Roads League Winner**

The Navy entry in the Victoria Junior Canadian Football League, after an undefeated season in regular play, lost out

to the Canadian Services College, Royal Roads, in the final playoff game of the year by a score of 12-6.

Royal Roads Cadet Steve Oaks, pint-sized halfback, accepted the Tommy Douglas Trophy, awarded annually to the winning team, from Seth Halton, president of the league, after the game.

Coached by CPO Bert Nelson, the Navy team finished the regular league play without a loss. In the final game of the season they handed Oak Bay Whitneys a 24-0 beating, only to have the same team come back in the first of the sudden-death playoff games to force the sailors to go all out to salvage a 6-5 victory.

### **Gunnery School Victor of Medley**

Three hundred spectators at *Stadacona* this fall saw the Gunnery School's team win the medley marathon for the second consecutive year.



Lieut.-Cdr. T. J. C. Thomas, president of the Atlantic Command's RCN Curling Club, throws the first rock of the club's second season at Halifax. The club, the only one in the Navy, is open to all naval personnel and civil servants employed by the RCN. Instructor Lieut. Terry Hicks is vice-president and Lieut. C. H. Court, secretary-treasurer.

Events and winning participants were:  
First—Passing relay: Able Seamen George Marlatt, James McGregor, Ronald Miller, Kenneth Robbins, and Russell Smith.

Second—Swim four lengths of pool, starting at south door:—CPO Frederick Stiner.

Third—Run from pool, bowl a strike and run to .22 range in North Drill Shed: CPO Richard Aldhelm-White.

Fourth—Shoot a bullseye and proceed

to Seamanship School: Commissioned Gunner John Abraham.

Fifth—Make eye splice and back splice and run to track in gymnasium: Lieut.-Cdr. Joseph M. Paul.

Sixth—Run four laps of the track: AB Yvon Frenette.

Seventh—Swing down from upper "gym" on rope and through obstacle course: AB Lionel Theriault.

Eighth—Score five baskets from throw line on either basket on east side of gymnasium: AB Gordon Willard.

Ninth—Walk length of gymnasium on stilts: AB Earl Hooper.

Tenth—Proceed to upper "gym" and throw heaving line through tire (25 feet): Lieut.-Cdr. William Manfield.

Eleventh—Proceed to shallow end of the pool and climb inclined rope over pool to mark, drop off and report to recorder at south end of pool: Ldg. Sea. James McKinnon.

### **Hoopsters Make Hockey Comeback**

The Navy entry in the Victoria Senior "B" suburban Basketball League showed up fairly well in pre-season exhibitions. Although losing two games to the up-Island Duncan team they came back strongly in their third game to defeat the strong local St. Louis College squad 70-58.

Midshipman I. D. McLennan, of the Ontario, helped the Navy's cause considerably in this encounter, accounting for 34 of his team's 70 points.

### **Weather Delays Hockey Season**

Mild weather has meant a belated start for hockey at HMCS *Cabot*, whose team went through the season last year without a defeat.

Table tennis players have already attained a high degree of skill, which they hope will bring them the championship they lost last year to the St. John's City Aces.

Plans to form a badminton club were under way at the end of the year.

### **Officers Capture Softball Trophy**

Officers of *D'Iberville* received the Marc Bender trophy for winning the intramural softball league in a final series that went the limit against a zealous Supply team.

Alberni division totalled 84 points to win a tabloid of sports on September 29. Runner-up was Levis "A" class with 65 points. A cake and a case of soft drinks went to the winners of the meet.

The ship's softball team played 27 games during its season, winning 23, losing two and tying the others.

# The Ships of Tomorrow

*Vast Changes in Design  
Construction, Tactics  
Forecast*

Vast changes in warship design and construction and in the tactical operations of naval fleets are forecast in the foreword to the 1953-54 issue of *Jane's Fighting Ships*, published recently in Canada by McGraw-Hill Company of Canada Limited, Toronto.

"This issue", says *Jane's* "marks the introduction of three new developments which may ultimately have far-reaching effects on the composition of navies and their operations. These developments are atomic propulsion, ship specialization, and guided missiles."

The application of nuclear energy "will make sea power more formidable than ever before by giving every vessel so equipped the capacity for travelling vast distances without refuelling. The construction of the first atomic powered vessels, namely the large United States submarines *Nautilus* and *Sea Wolf*, marks the beginning of a new era of propulsion which can have far-reaching effects not only in the field of naval architecture but also on military strategy in general and naval tactics in particular."

*Jane's* notes an increasing trend toward the design of specialized war-

ships, as opposed to general purpose ships. Great Britain, for example, is building four different types of frigates and in the U.S. Navy there are four distinct sub-classes of aircraft carrier—attack, support, hunter-killer and escort types. A further example is the anti-submarine destroyer escort under construction for the RCN.

The development of guided missiles has reached the stage where the U.S. Navy is now ready to operate them from aircraft carriers, battleships, cruisers, submarines and seaplane tenders. *Jane's* foresees the time when such missiles will be fitted with atomic warheads.

The 1953-54 issue contains a quantity of new photographs and more complete descriptions of a number of ships and ship classes. Among the more interesting of these are Britain's "Daring Class Ships" and gas turbine torpedo/gunboats, and the U.S. Navy's super-carriers, tactical command ship *Northampton* and destroyer leader *Norfolk*.

The Russian section is somewhat more reserved than in past issues. It reports that some 370 submarines are in service or reserve, with another 100 under

construction in Soviet dockyards. The latter include versions of the German Type XXI and Type XXIII.

For the first time since the war there is a German section, divided into two parts—West and East. German ships listed include patrol vessels, minesweepers and auxiliary craft.

## -- And the Ships of Yesterday

Warships which served in the Royal Canadian Navy during the Second World War keep turning up in odd corners of the world, an inspection of the pages of the latest edition of "*Jane's Fighting Ships*" discloses.

The fate of none has been stranger than that of the former HMCS *Bowmanville* (Castle class corvette), reported to be flying the red flag of Communist China.

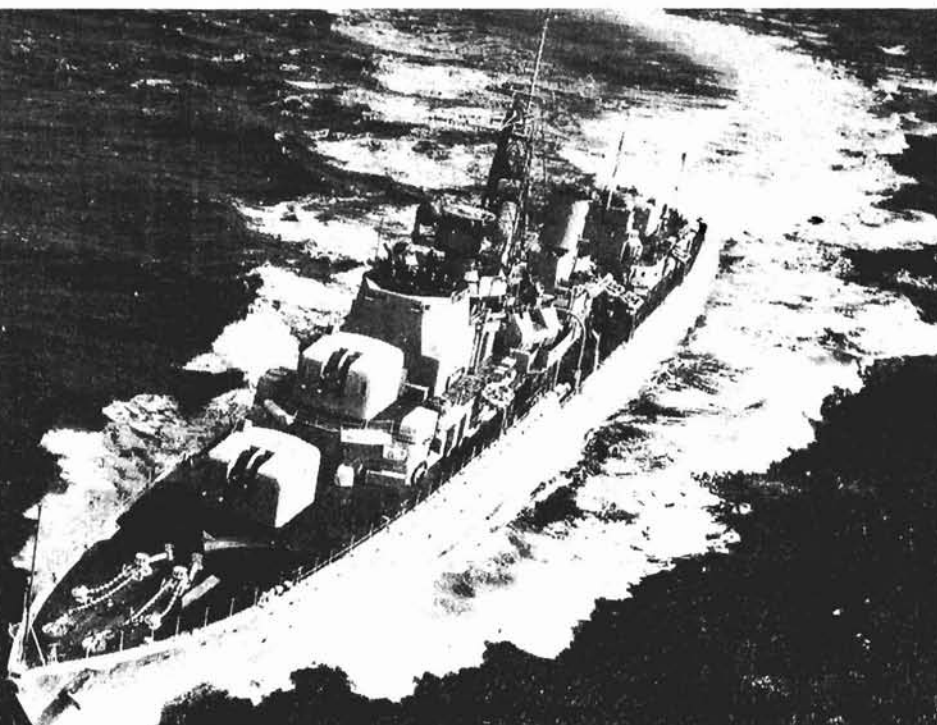
She was one of the five ships of her class, disarmed and sold to Nationalist China after the war. Converted to a merchant vessel by the Nationalists, the *Bowmanville* fell into the hands of the Communists when Chiang's forces evacuated the mainland. "*Jane's*" reports that she has since been rearmed as a warship serving on the other side of the "bamboo curtain".

Two sister ships, the *Tillsonburg* and *Orangeville*, are still in Nationalist hands, but the fate of the other two, the *Humberstone* and *Coppercliffe*, is not indicated.

In recent months another Castle class corvette, the former HMCS *Arnprior*, joined the navy of Uruguay as a training frigate. On the other side of South America, the former *Glace Bay* (frigate) and the corvettes which once bore the names *Stellarton*, *Strathroy* and *Thorlock* have been incorporated into Chile's navy.

Venezuela bought seven corvettes from Canada after the war, but only four are reported still in service. These are ex-HMC Ships *Algoma*, *Battleford*, *Oakville* and *Wetaskiwin*. The *Amherst* was lost en route, the *Kamsack* ran aground in 1949 and was discarded, and the *Dunvegan* was stricken from the list in 1953.

Shown turning at speed during manoeuvres off Malta, HMS *Daring* has given her name to a whole class of warships, officially known as "Daring" class ships or simply *Darings*. The *Darings* can be used tactically as light cruisers, destroyers, anti-submarine frigates or anti-aircraft ships. They displace more than 3,500 tons, full load, and have power-driven main armament. (Admiralty photograph from U.K. Information Office)



# THE NEW A/S TORPEDO

A Bangor minesweeper, the former *Caraquet*, is in the service of the Portuguese navy.

A number of Royal Navy frigates, which were loaned to and commissioned by the Royal Canadian Navy, have journeyed far. Two, the *Loch Achanalt* and *Loch Morlich*, are in New Zealand; two others, the *Annan* and *Monnow*, have gone to Denmark. The *Nene* and the *Ribble* are still with the RN.

Forming the backbone of the little Israeli navy are three former Canadian ships, the frigate *Strathadam* and the corvettes *Norsyd* and *Beauharnois*.

The Dominican Republic, in the West Indies, is well-provided with one-time Canadian warships, including the former *Carlplace* (frigate) and the corvettes once known as the *Lachute*, *Peterborough*, *Louisburg*, *Belleville* and *Rivière du Loup*. A sixth corvette, the *Asbestos*, was purchased but was lost en route.

How discarded warships get around is also demonstrated by another entry in "Jane's". On February 17, 1945, while serving on the Murmansk run, the British frigate, HMS *Lark*, was torpedoed and written off as beyond repair. It has now been reported that she was salvaged and refitted by the Russians and is at sea again as a component of the Soviet navy.

## COLLEGE MILITAIRE ANNUAL REVIEW

An interesting variety of articles and illustration fills the 128-page 1952-53 Annual Review of the College Militaire Royal de Saint Jean. Its high-gloss pages present detailed accounts of college activities throughout the 1952-53 term; and include a full-page congratulatory message from Hon. Brooke Claxton, Minister of National Defence.

Responsible for the production of the fine review were: Major Leopold Lamontagne, editor; Prof. Eugene Roy, assistant editor; Capt. Gaston Ouimet, managing editor; and secretaries Lieut. Marcel Belanger, RCN, and Capt. Gontran Lebel. Other editorial staff members included: Prof. Gilles Cantin (photography); Cadet Claude Maltais (caricatures); and Cadets Louis Couillard, Hugh MacNeil, William Lynn and Roger Nantel.—R.W.

## Ottawa NOAC Head Re-elected

The election of officers of the Ottawa Naval Officers' Association in Bytown mess on December 7 saw the re-election of Harold H. Durham to the presidency.

Other officers are: R. L. McKenna, vice-president; R. F. Wood, secretary, and G. F. Pinhey, treasurer.

Canada has produced its first anti-submarine torpedo—another landmark in achievement in Canadian armament history. The occasion of the acceptance of this first Canadian-manufactured torpedo was observed in a ceremony last fall at one of the Canadian Westinghouse plants, Hamilton, Ontario. Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, and Ordnance Commodore W. G. Ross, Director General of Naval Ordnance, were present and received the first of these modern weapons on behalf of the RCN from Mr. Eric Coles, vice-president of the Canadian Westinghouse Company Limited.

The torpedoes used in the navies of the world during the last war were of the conventional semi-diesel internal combustion engine type or turbine-driven variety. Certain special developments occurred, such as the Japanese long range, high speed reciprocating engine, driven by pure oxygen and petrol, and the German "Gnat" electric-acoustic torpedo, which came into prominence during the latter part of the war. The latter were indications of revolutionary changes—impending new developments—and the "new look" which was being demanded of these potent weapons in the navies of the future where radical changes in speed, equip-



Production of Canada's first torpedo was marked by a ceremony in Hamilton attended by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff. Shown with him are E. M. Coles, vice-president of Canadian Westinghouse Co. Ltd., and Ordnance Commodore W. G. Ross, Director-General of Naval Ordnance. (Photo by Joseph Bochsler)

ment and tactics are developing in submarines and modern ships of war.

Canada's new Navy, particularly the destroyer escorts now under construction in Canadian shipyards, will include some of the world's finest and most modern warships specifically designed and armed to cope with the modern submarine. The new torpedoes are an important part of our up-to-date fleet.

The \$40 million torpedo program, the largest ordnance contract ever placed by the RCN, was inaugurated two years ago and actual manufacture by and procurement of parts from selected firms was begun in November 1952 and has continued apace since that time. Numerous problems inherent in a new program were met, contended with and solved vigorously and with the co-operation of all concerned. Ten months from commencement of manufacture, the first torpedoes were ready for acceptance at Canadian Westinghouse Limited in Hamilton. With the numerous technical and engineering problems to be met and solved, Canadian industry concerned has proved itself equal to the challenge.

The story does not end with the manufacture and production of a weapon. Acceptance and performance tests must be carried out. Plans have already been made for tests and trials of these new torpedoes. They will be extensively ranged and tested in Canadian waters under the supervision of RCN personnel and expert civilian engineering consultants. The purpose of the tests will be to ensure that Canadian built torpedoes are mechanically rugged, reliable and accurate for use in the Fleet.

The introduction of the new torpedo requires that personnel must be trained in both maintenance and use of a weapon which is radically different from that to which the Service has been accustomed. Service and civilian personnel must learn to maintain these weapons to assure maximum efficiency of performance. Officers and men in HMC ships must learn how most effectively to use this new, expensive and deadly toy with maximum results.

To this end, provision is being made for necessary training programs and instruction in use and maintenance to cover all foreseeable requirements. These plans will be implemented at a suitable time and stage in the introduction of the new weapons to the Fleet. (Contrib.)

# 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 opposite his name.

ADAMSON, William J.....LSMO1  
AYRES, John W.....PISH4

BAUDAIS, Victor J.....P1EA4  
BAYLEY, Terence.....LSAR1  
BEDARD, Hubert S.....LSRPS  
BERNARD, Paul A.....P2TD1  
BLACK, Edward J.....P1AO2  
BOLTON, Keith W.....LSLM1  
BOOTH, James J.....LSEM1  
BUTTS, Thomas H.....LSAF1

CARLSON, John M.....P2EG3  
CLARK, James M.....LSAO1  
COCKRILL, Donald V.....P2EM2(NQ)  
COX, William J.....LSAC1  
CRAIG, John E.....LSTDS  
CROOKSTON, Kenneth M....CIAT4  
CULLEN, Francis R.....LSRPS

DEWAR, Robert D.....LSRPS  
DORMUTH, John.....LSAF1  
DOWNING, Hibbert M.....C2EM3(NQ)  
DRAIBYE, Mark J.....LSQMS  
DUNHAM, Douglas A.....LSAO1

EADE, Ralph R.....C1G13  
EAKIN, Martin N.....LSAR1  
ELVIDGE, Robert E.....LSTDS

FLOOD, Joseph A.....C1RT4

GASKELL, Kenneth P.....P2BD3  
GRODDE, John H.....LSQMS

HARDING, James E.....P2BD3  
HARNELL, William A.....LSOM1  
HARTLEY, Roland J.....LSAR1  
HARTMAN, Lloyd C.....LSAAS  
HUNTER, Donald F.....P1EA4  
HUNTER, Hector R.....LSAO1  
HUNTER, Stewart H.....P2TD1

INGRAM, Wilfred G.....LSRPS

JAMIESON, Robert W.....LSEM1  
JEPSON, Lewis E.....LSAC1  
JOYCEY, Gordon R.....LSAF1

KOSTEK, Michael.....LSAA1  
KURTS, David A.....P1RP2

LAMPERT, Donald G.....LSAA1  
LAVERY, Thomas D.....P1ET4  
LECLAIR, David J.....LSAR1  
LEGARE, Martin J.....LSAF1  
LESSARD, Alain J.....LSAR1  
LITTLE, John T.....PIER4  
LYONS, Edward H.....LSAO1

McEWAN, Samuel.....C2QR2  
McGERRIGLE, James E.....LSAF1  
McLEAN, Cecil G.....P2SW2  
MASON, David E.....LSLM1  
MAZAR, Albert T.....LSLM1  
MILLER, Frederick T.....LSAF1  
MURPHY, Patrick J.....LSAC1

NEAR, Ronald G.....LSAO1

O'BRIEN, Joseph M.....P2RC1

PETERSEN, Eric G.....P2RN3  
PETTER, John C.....P1EA4  
PILOT, David G.....LSAA1  
PURSE, David C.....P2EG3

REAGE, Allan R.....P2FA2  
REDSHAW, John H.....LSAO1  
REMNAUT, William G.....LSSE1  
RENAUD, Lloyd J.....LSLM1

SERIGHT, Harry.....P1RT4  
SHERWOOD, Roy C.....LSAR1  
SMITH, William R.....P1LR2  
SNOOKS, Frederick E.....LSAF1  
SOUBLIERE, George H.....P2EM3(NQ)  
STONE, James H.....LSAF1  
SUTHERLAND, Frank.....P2QM1

TRAINOR, Michael G.....LSAR1

WHITE, John E.....P1RA4  
WRAITH, George W.....P1EA4  
WRATTEN, John G.....LSEM1

YOUNG, Wesley H.....P2RW3

## BURMUDA RESCUE BRINGS PRAISE

The Commanding Officer, U.S. Naval Station, Bermuda, has written a letter commending the alertness of personnel of HMCS *Prestonian* in going to the rescue of survivors of a U.S. Navy flying boat which crashed October 19 in St. George's Harbour, Bermuda.

The letter, received by the Flag Officer Atlantic Coast, makes special mention of Lieut. Vernon A. Murison and Ldg. Sea. Bruce S. McDonald.

Its starboard engine on fire, the plane overshot Kindley Field and crashed tail first into the water less than 50 yards from the *Prestonian*. The letter follows:

"It is the desire of this command to express its sincere gratitude and appreciation for the outstanding help rendered by officers and men of HMCS *Prestonian*, following a U.S. Navy plane crash in St. George's Harbour. They were the first at the scene of the disaster, due to the alertness of the officer of the deck, Lieut. Vernon A. Murison, RCN, who noted the plane's difficulty and realized it would inevitably crash. Consequently, before the plane hit the water, a liberty boat standing by was given orders to speed to the scene of the impending crash. As a result of this alert and timely action and through the particularly well-exercised judgment of Leading Seaman Bruce S. McDonald, coxswain of the boat which effected the rescue, four survivors were at once taken from the water.

"Such action on the part of all personnel who participated in this rescue reflected a high degree of proficiency in their calling. Each one involved is to be highly commended for his able and efficient services and they have earned the gratitude of this command and that of the families and friends of those involved in the tragedy."



His face beaming with fatherly encouragement, CPO Bill Ackerman accepts a taste of the first stew prepared by his proud student, Ord. Sea. Graeme White, during the latter's course at the Naden Cookery School. (E-25005)

## WEDDINGS

Able Seaman A. Acheson, HMCS Ontario, to Miss Mary Curran, Kamloops, B.C.

Wren Mavis Alexander, Coverdale Radio Station, to Mr. George McGinnis, of Moncton, N.B.

Sub-Lieutenant (S) George H. Archer, HMCS Shearwater, to Miss Helen Marguerite Tingley, of London, Ont.

Leading Seaman Maurice Ash, Albro Lake Radio Station, to Miss Barbara Icton, Sheet Harbour, N.S.

Able Seaman Leslie Gordon Ashmore, Churchill Radio Station, to Miss Lillian Joan Wallace, Cloverdale, B.C.

Ordinary Seaman Philip Joseph Asselin, HMCS Ontario, to Miss Jean Mae Ernst, of Halifax.

Able Seaman Douglas Baldwin, Gander Radio Station, to Miss Alberta O'Driscoll, Bay Bulls, Newfoundland.

Able Seaman R. A. Barnier, HMCS Stadacona, to Miss Edith Mary Dempsey, Herring Cove, N.S.

Leading Seaman Edward Bartlett, Albro Radio Station, to Miss Sally Lawrence, Halifax.

Able Seaman Joseph Robert Bonneau, HMCS Naden, to Miss Gladys Sarah Eileen Whitelaw, Vancouver.

Leading Seaman Robert J. Collin, Coverdale Radio Station, to Wren Patricia Samuel, Coverdale Radio Station.

Sub-Lieutenant P. J. Collins, HMCS Ontario, to Miss Rene Patrillo, Victoria.

Leading Seaman Donald Dent, HMCS Beacon Hill, to Miss Miriam Large, Vancouver.

Able Seaman D. W. Earley, HMCS Ontario, to Miss Elizabeth Arkell, Delisle, Sask.

Able Seaman G. A. Frost, HMCS Ontario, to Miss Edna Young, Victoria.

Able Seaman M. E. Gamble, HMCS Ontario, to Miss Iris LaMont, Victoria.

Lieutenant (S) G. P. Johnson, HMCS Tecumseh, to Miss Irene Elizabeth Elliott, of London, Ont.

Ordinary Seaman M. D. Kenney, HMCS Lauzon, to Miss Jean Mundell, Barrington, N.S.

Lieutenant Douglas R. Learoyd, HMCS Malahat, to Miss Mary Joyce Roberts, Victoria.

Able Seaman Robert McCullough, HMCS Quebec, to Wren Patricia Rhatigan, Coverdale Radio Station.

Able Seaman M. T. Meier, HMCS Ontario, to Miss Maureen Innes, Victoria.

Able Seaman R. L. Melvin, HMCS Portage, to Miss Mary G. Crowell, Hortonville, N.S.

Able Seaman Lloyd Orman, Albro Lake Radio Station, to Miss Susan Hines, Fortune Bay, Newfoundland.

Leading Seaman William Pitul, Albro Lake Radio Station, to Miss Vivian Lois Anderson, Halifax.

Able Seaman R. F. Pollard, HMCS Ontario, to Miss Georgina Kerr, Hamilton, Ont.

Able Seaman David Porter, HMCS Quebec, to Wren Lise Denis, Coverdale Radio Station.

Leading Seaman A. M. Smith, Aldergrove Radio Station, to Miss Myrtle Gertrude Seager, Victoria.

Wren Joanne Helen Taylor, HMCS Donnacona, to Mr. George Morgan, of Montreal.

Ordinary Seaman Walter Wainman, HMCS Antigonish, to Miss Norma Jackson, Englehart, Ont.

## BIRTHS

To Leading Seaman C. H. Alderson, HMCS Lauzon, and Mrs. Alderson, a daughter.

To Ordnance Commander Joseph A. M. Arcand, HMCS Ontario, and Mrs. Arcand, a son.

To Able Seaman Robert Austin, Coverdale Radio Station, and Mrs. Austin, a son.

To Petty Officer W. S. Backewich, HMCS Lauzon, and Mrs. Backewich, a daughter.



Incredible as it may seem, these smiling officers are the survivors of the 24th Officers' "Div" course at Cornwallis, described in the last issue. They are, left to right, front row: Commissioned Officer Jack Keating, Lieut.-Cdr. Jack Panabaker, course officer, and Commissioned Officer (SB) Donovan Filewod; centre row, Commissioned Writer Officer George Harvey, Commissioned Officer (SB) Lloyd Turner, Commissioned Writer Officer A. L. G. Hayley and Commissioned Gunner (TAS) Charles N. Stroud; back row, Commissioned Radio Officer William Smith, Lieut.-Cdr. G. A. Penney, Sub-Lieut. William Driega, Commissioned Gunner (TAS) E. L. Anderson and Commissioned Gunner William A. Byatt.

To Chief Petty Officer Charles W. Bourgeois, Albro Lake Radio Station, and Mrs. Bourgeois, a son.

To Able Seaman F. J. Brewer, Masset Radio Station, and Mrs. Brewer, a daughter.

To Leading Seaman Donald Bruce, Albro Lake Radio Station, and Mrs. Bruce, a son.

To Leading Seaman Gordon Campbell, Albro Lake Radio Station, and Mrs. Campbell, a son.

To Petty Officer R. A. Cato, HMCS Naden, and Mrs. Cato, a daughter.

To Petty Officer Gordon Courneya, HMCS Micmac, and Mrs. Courneya, a daughter.

To Leading Seaman Walter Crummell, HMCS Cabot, and Mrs. Crummell, a daughter.

To Lieutenant (E) Eric J. Dawson, HMCS Ontario, and Mrs. Dawson, a daughter.

To Leading Seaman Donald Deveau, Albro Lake Radio Station, and Mrs. Deveau, a son.

To Able Seaman A. G. Dobson, HMCS Ontario, and Mrs. Dobson, a daughter.

To Leading Seaman Ronald W. Estes, Coverdale Radio Station, and Mrs. Estes, a daughter.

To Petty Officer A. W. Hansen, HMCS Ontario, and Mrs. Hansen, a son.

To Leading Seaman John Harris, HMCS York, and Mrs. Harris, a son.

To Petty Officer W. J. Hart, HMCS Ontario, and Mrs. Hart, a son.

To Leading Seaman Arthur Hill, Albro Lake Radio Station, and Mrs. Hill, a daughter.

To Able Seaman J. E. Hill, HMCS Ontario, and Mrs. Hill, a daughter.

To Able Seaman W. W. Hunter, HMCS Cabot, and Mrs. Hunter, a daughter.

To Petty Officer Warren Huff, Albro Lake Radio Station, and Mrs. Huff, a daughter.

To Lieutenant-Commander M. O. Jones, HMCS Ontario, and Mrs. Jones, a son.

To Lieutenant-Commander H. P. Leidl, Naval Headquarters, and Mrs. Leidl, a son.

To Able Seaman Norman MacIntyre, HMCS Portage, and Mrs. MacIntyre, a son.

To Commander L. B. McIlhagga, HMCS Chippawa, and Mrs. McIlhagga, a son.

To Petty Officer Jesse McMullen, Aldergrove Radio Station, and Mrs. McMullen, a son.

To Petty Officer Thomas Manson, HMCS York, and Mrs. Manson, a daughter.

To Able Seaman Ralph Meier, Aldergrove Radio Station, and Mrs. Meier, a daughter.

To Commander (L) Stuart E. Paddon, HMCS Ontario, and Mrs. Paddon, a son.

To Leading Seaman William Panteluk, Albro Lake Radio Station, and Mrs. Panteluk, a daughter.

To Sub-Lieutenant William R. Poulton, HMCS Ontario, and Mrs. Poulton, a son.

To Petty Officer G. D. Randle, HMCS Lauzon, and Mrs. Randle, a son.

To Able Seaman H. E. Reed, HMCS Ontario, and Mrs. Reed, a daughter.

To Leading Seaman A. C. Remphrey, HMCS Ontario, and Mrs. Remphrey, a son.

To Lieutenant Peter E. Robinson, HMCS Lauzon, and Mrs. Robinson, a daughter.

To Leading Seaman W. C. Stratton, HMCS Lauzon, and Mrs. Stratton, a daughter.

To Leading Seaman Roscoe Tofflemire, Albro Lake Radio Station, and Mrs. Tofflemire, a daughter.

To Chief Petty Officer W. Thyne, HMCS Ontario, and Mrs. Thyne, a son.

To Lieutenant (SB) Howard C. Wallace, Naval Headquarters, and Mrs. Wallace, a daughter.

To Able Seaman W. I. Walter, Gander Radio Station, and Mrs. Walter, a daughter.

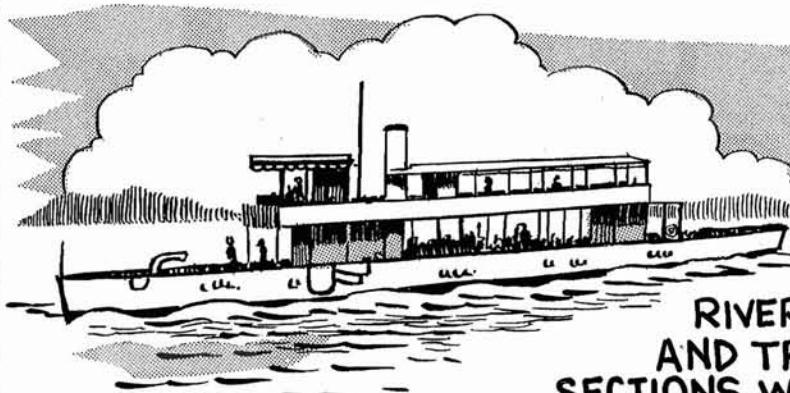
To Petty Officer B. C. Wheatley, HMCS Ontario, and Mrs. Wheatley, a son.

To Able Seaman G. R. S. Wilton, Gander Radio Station, and Mrs. Wilton, a son.

# NAVAL LORE CORNER

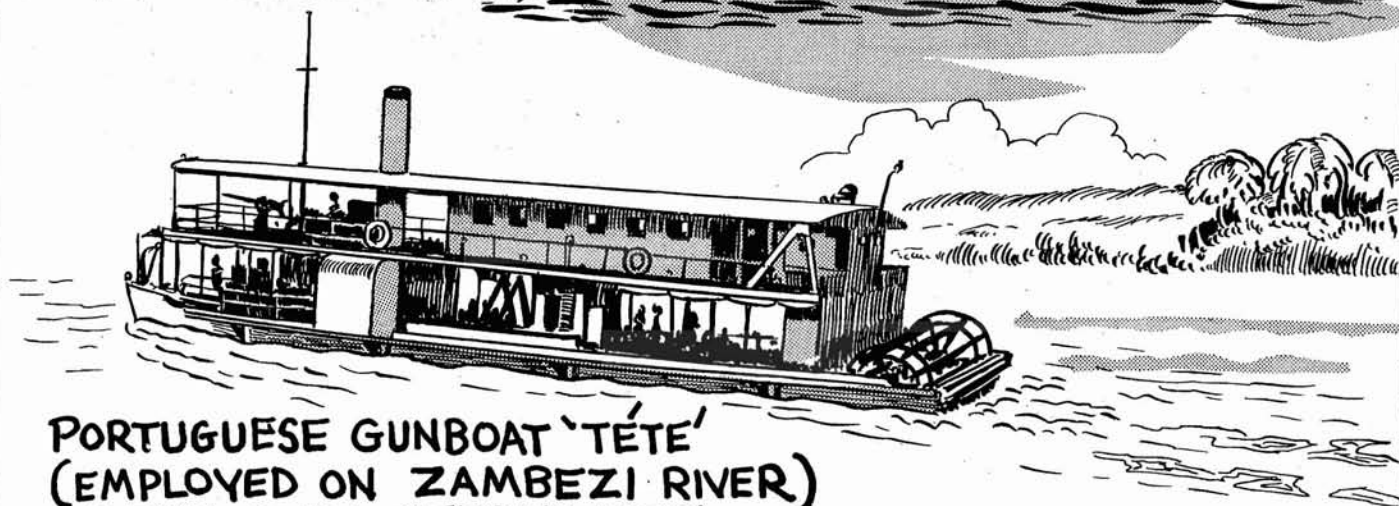
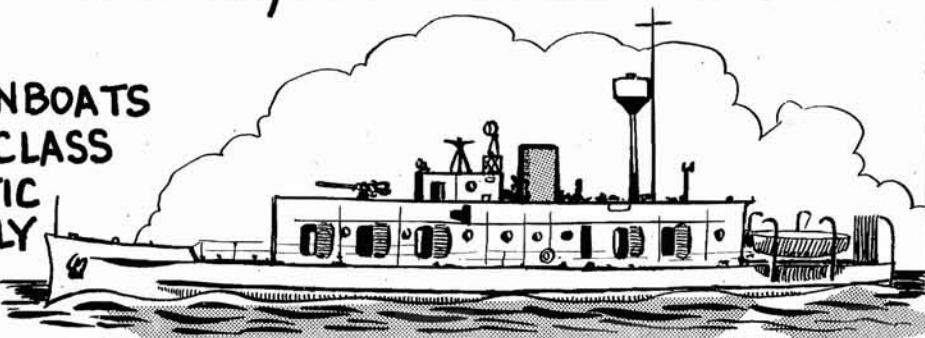
NO. 16

RIVER GUNBOATS



HMS 'WOODLARK', A SMALL RIVER GUNBOAT, WAS BUILT IN BRITAIN AND TRANSPORTED TO CHINA IN SECTIONS, WHERE SHE WAS ASSEMBLED...

ALL 3 COLOMBIAN GUNBOATS OF THE 'CARTAGENA' CLASS CROSSED THE ATLANTIC THOUGH DRAWING ONLY 2¾ FEET OF WATER!



PORTUGUESE GUNBOAT 'TÊTE' (EMPLOYED ON ZAMBEZI RIVER) IS THE ONLY STERN WHEEL WARSHIP IN COMMISSION....



23



The  
**CROWSNEST**



Christmas  
1953



## Christmas Message

THE STORY of Bethlehem with its tidings of peace and goodwill is known to us all. It carries with it a spiritual message in which is embodied the hopes of the world. Each one of us, the officers, men and women serving in the Royal Canadian Navy, should feel warmly grateful that it is our lot to stand ready to defend the cause of peace and brotherhood and goodwill among mankind.

We have cause to be thankful, too, that the guns have ceased to fire in Korea and that our ships and men were, in some measure, responsible for bringing this about.

Let us not forget that our vigilance and determination must never be relaxed, if our Christmases in years to come are to be observed in peace.

Nineteen-fifty-three has been a year of growth and achievement, due largely to the combined efforts of officers, men and civilian personnel.

To them and their families, I extend my most sincere Christmas greetings. May the coming year be one in which the Royal Canadian Navy continues to give its best in the cause of peace and freedom.



Vice-Admiral, RCN,  
Chief of the Naval Staff

# The CROWSNEST

Vol. 6 No. 1

THE ROYAL CANADIAN NAVY'S MAGAZINE

NOVEMBER, 1953

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*The Cover*—Christmas, whenever circumstances permit, is a time of homecoming and the renewal of ties broken by force of circumstance. The artist has endeavoured to create the mood of homecoming and the quiet of Christmastide.

The Crowsnest  
Extends  
to its Readers  
All Best Wishes  
for  
Christmas  
and  
the New Year

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## RCN NEWS REVIEW

HMCS Cayuga sails from Esquimalt for the Far East. (E-24943)

### Five Destroyers in Distant Waters

Five destroyers of the Royal Canadian Navy will spend Christmas far from home on operational duty this year—the largest number to be absent from home waters since the outbreak of the Korean war in 1950. On board them are more than 1,300 officers and men.

Sasebo, Japan, will be the scene of Christmas festivities for three destroyers on station in the Far East, the *Huron*, *Iroquois* and *Crusader*, according to current plans.

The *Haida* will be steaming up the southwest coast of Mexico before heading outward across the Pacific for Pearl Harbour and the Far East for her second tour of duty there.

The *Cayuga*, not due in Japan until the beginning of January, will provide a renewed taste of Christmas for officers and men in the Far East, for she sailed from Esquimalt with belated Christmas parcels packed in her storage space. Christmas Day for her will be spent in the great emptiness of the western Pacific, somewhere between Kwajalein and Guam.

Where guns thundered along land fronts and sea coasts on the past three Christmases, there is silence now. Those standing guard in the Far East, now that there are no bombardments or train-smashing exploits recorded on the front pages of Canadian newspapers, may well wonder whether they will be thought of during the festive season by those back home.

Some may forget, but not all. And it is hoped that these paragraphs will be a

reminder to the forgetful ones that young Canadians are still on the alert on the other side of the world against the renewal of aggression.

### Athabaskan Pays Visit to Manila

The closing weeks of HMCS *Athabaskan's* long third tour of duty in the Far East were brightened by visits to Hong Kong and Manila—the latter an unofficial visit and the first paid to the Philippines by Canadian destroyers serving in the Korean war theatre.

The Athabaskans had just one regret in connection with their Manila visit—they had done their Christmas shopping so thoroughly in Hong Kong that few of them had the wherewithal to provide themselves with Philippine souvenirs.

Because the visit, October 23 to 27, was an informal one, there was a minimum of official calls and the ship's company quickly settled into the exten-

sive program of entertainment and recreation which had been arranged.

Eighty-five men were entertained at a barbecue at the Manila Club and supplemented the club's own musical program with community singing and impromptu skits.

The Manila Red Cross did not delay long in asking for permission to arrange a mass blood donation and the response was just as prompt. One hundred and thirty-six officers and men volunteered and the donations had to be spread over two days. The percentage of donors was the highest of any ship which had visited Manila.

On Sunday, October 25, the infant daughters of two Canadian families living in Manila were baptized on board the *Athabaskan* by Chaplain (P) George Soutar. Following the service miniature *Athabaskan* ship's bells were given to each family.

The sports program during the stay was arranged through the co-operation of the Philippine and United States navies. Private homes and clubs extended their hospitality to officers and men.

The excellent arrangements for the visit were made by Frederick Palmer, Canadian consul-general and trade commissioner.

### Escort Squadron Formed at Halifax

The First Canadian Escort Squadron, headed by HMCS *Algonquin*, destroyer escort commanded by Commander Patrick F. X. Russell, came into being on November 10 in the Atlantic Command.

### Historic Ensign Flown by 'Sweeper

When HMCS *Gaspé* commissioned at Lauzon, Que., a special White Ensign was used for the occasion.

As the red "duster" of the merchant service was lowered from the ensign staff, the White Ensign which replaced it was the former battle ensign of the Bangor class minesweeper, HMS *Sidmouth*, which was the lead ship in the historic raid on Dieppe in August, 1942.

The *Sidmouth's* battle ensign had been specially loaned to HMCS *Gaspé* for her commissioning ceremony by the Maritime Museum at Halifax, N.S.

By the end of the year, the new task group, which included the *Prestonian* (modernized frigate) at the outset, was to have added to it the frigates *Toronto* and *Lauzon*. All four ships have been rebuilt from the hull up, with aluminum superstructures, enclosed bridges and postwar anti-submarine weapons.

Two frigates which have served long and faithfully on East Coast training duties—the *Swansea* and the *La Hul-loise*—have disappeared temporarily from the scene, with the prospect that they, too, will be converted in due course into modern anti-submarine escorts.

The *Algonquin* and *Prestonian*, on exercises in the Bermuda area during the latter half of November, had the honour of standing guard along the route of the flight of the aircraft bearing Her Majesty the Queen and His Royal Highness the Duke of Edinburgh from Newfoundland to Bermuda. HMCS *Micmac* (Tribal class destroyer) carried out similar duties east of Newfoundland, along the route from the United Kingdom.

### **NATO Countries Given Ammunition**

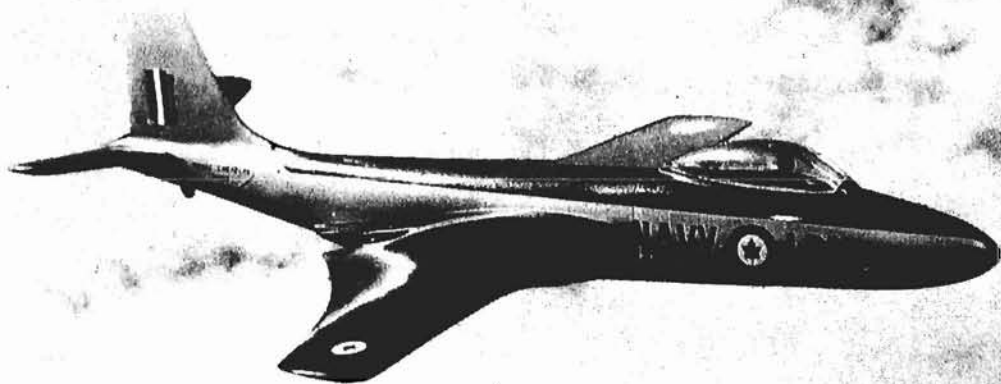
Six European NATO countries will receive more than 1,300 tons of ammunition from Royal Canadian Navy stocks under NATO's Mutual Aid Agreement.

Most of the ammunition was loaded by SS *Table Bay* at Lynn Creek, Port of Vancouver, November 28-30. She sailed with 250 tons of ammunition for The Netherlands, 162 tons for Norway, 211 tons for the United Kingdom, 399 tons for France and 11 tons for Portugal.

A large shipment of naval ammunition had earlier been made to Denmark.

### **Jet Fighters Ordered by RCN**

Twin-engined F2H3 Banshee all-weather jet fighters are being purchased from the United States Navy to equip the Royal Canadian Navy's carrier-borne fighter squadrons. The planes



Twin-engined F2H3 Banshee jet fighters have been ordered for the Royal Canadian Navy from the United States Navy—the first jet aircraft to be used by the RCN. The general appearance of the Banshee is shown here.

are manufactured by the McDonnell Aircraft Corporation, St. Louis, Mo.

The RCN's first jet squadrons will be trained and ready for service on board HMCS *Bonaventure*, now building at Belfast, Northern Ireland. The *Bonaventure* is being fitted with an angled or "canted" deck, which eliminates the need for the conventional barriers, and with the steam catapult, which can launch jets from a motionless carrier or down-wind, if necessary.

The Banshee jet was designed specifically for carrier-borne service with the United States Navy and an earlier model flew from U.S. carriers operating off Korea during the last two years of fighting there. Experience gained there has been incorporated into the all-weather F2H3 and is reflected in improved equipment and operational qualities.

### **Sea Fury Squadron Trains at Rivers**

Ground support exercises were carried out at the Canadian Joint Air Training Centre, Rivers, Man., from November 9 to 27 by Sea Fury fighter aircraft of 871 Squadron.

Training for the naval aircraft included close support, dive-bombing, rocket-firing, strafing and artillery reconnaissance. The squadron was controlled during the exercises by No. 1 Carrier-Borne Liaison Section, Canadian Army, attached to *Shearwater*.

The move to and from Rivers involved 110 personnel.

### **NATO Commanders Attend Dinner**

The joint commanders of NATO's Canadian Atlantic Sub-Area, Rear-Admiral R. E. S. Bidwell and Air Commodore A. D. Ross, flew from *Shearwater* on October 29 to attend a dinner given by the American Council on NATO for Admiral Lynde D. McCormick, Supreme Allied Commander Atlantic.

The dinner for Admiral McCormick was given on board the U.S. aircraft carrier *Hornet*, where he delivered a policy address on "Sea Power for Freedom".

### **Admiral Mainguy Lauds Teamwork**

The efficiency and teamwork of ships and establishments of the Atlantic Command won the praise of Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, during his tour of inspection in October.

Admiral Mainguy sent the following message to Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast:

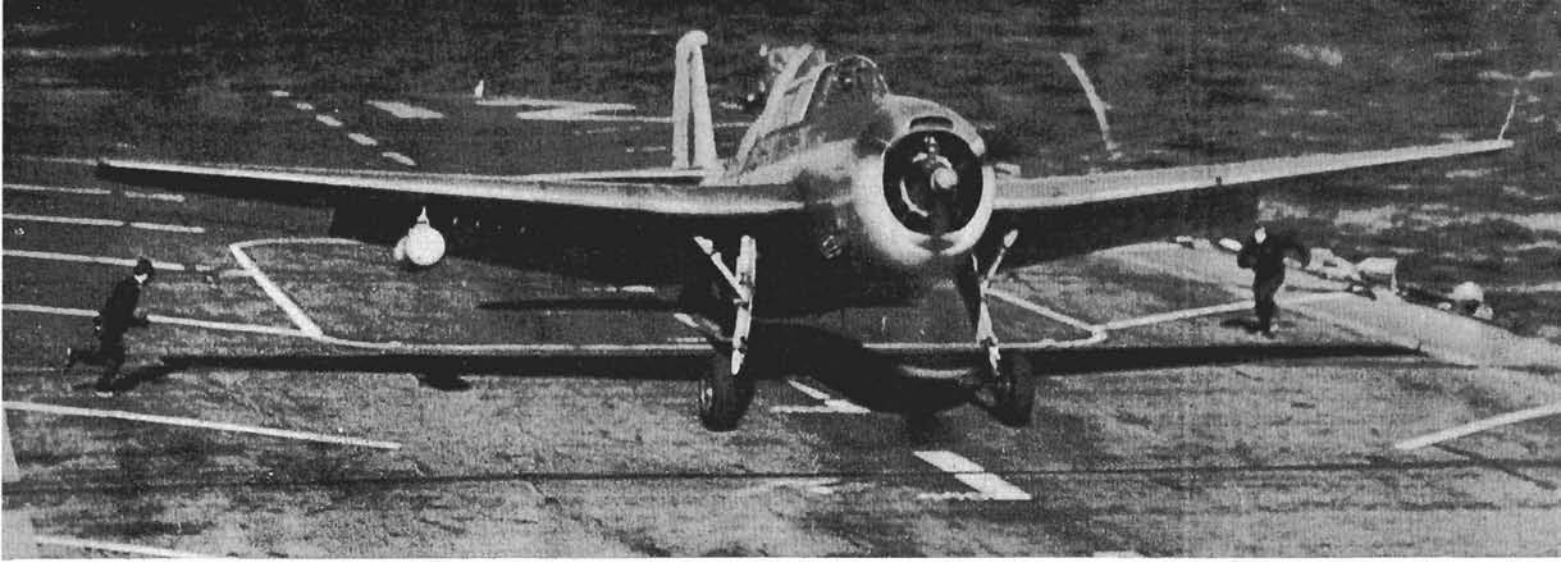
"The many evident improvements since my last visit a year ago, which I observed during my recent tour of ships and establishments of your command, gave me great satisfaction and encouragement. The growing efficiency and teamwork displayed by all branches of our Navy bring closer the day when, for its size, the RCN shall be second to none. Congratulations to all."

### **Nylon Ensigns Arouse Envy**

What's the Royal Canadian Navy got that other navies haven't got?

One of the answers to this ungrammatical question is nylon ensigns.

During the October visit of the *Athabaskan* to Manila, visiting naval officers and men spoke admiringly of the ship's equipment and her excellent condition, but when they commented on the nylon ensigns, their quality, smart appearance and evident serviceability, they were downright envious.



An Avenger aircraft has just landed on the "Magnificent's" flight deck and aircraft handlers rush out to remove the arrester wire from the tail hook. (MAG-4865)

## The Flight Deck Party

Any time the ship is at flying stations, a 55-man team whose members carry out their assignments with all the speed and precision of a finely-trained football squad can be seen in action on HMCS *Magnificent's* flight deck.

This team—the *Maggie's* flight deck party—knows how to carry the ball, too. It has to, for upon its efficiency depend things far more important than touchdowns: The success of the carrier's flying operations and, sometimes, the lives of an aircraft's crew.

In a nutshell, the flight deck party is responsible for ranging aircraft prior to

take-off and parking them after they have landed on; for clearing the deck of crashed aircraft, and for rescuing the aircraft's crew in the event that a crash is accompanied by fire.

All these jobs must be done swiftly and expertly. There is no margin for error. Unlike the football field, the flight deck doesn't permit a second chance to make up for a mistake.

Head man of the flight deck is the Flight Deck Officer. He is responsible to the Lieutenant-Commander (Flying) for the organization of the flight deck party, for supervising the duties previ-

ously mentioned, and for the safety of all personnel and aircraft on the flight deck. His right-hand man is the Chief of the Flight Deck, who takes charge of many of the individual jobs handled by the crew.

"Safety" is a word burned into the FDO's brain, and he makes sure it is as strongly impressed on the minds of those under him. Working on a flight deck whipped by wind and slipstream, and often within short feet of slashing propellers, a man need make but one false step, to write a ticket to disaster. "A propeller," as they say, "only hits you once".

The flight deck crew's daily routine is determined by the ship's flying program. As the "*Maggie*" makes the most of every opportunity to carry out flying training when she is at sea, their day is usually a long one. And it's longer still when the ship is taking part in exercises requiring round-the-clock operations.

On a typical dawn to dusk flying day, with the first aircraft due off the deck at 0600, the flight deck crew closes up at 0430, brings up whatever planes may have been in the hangar and ranges the aircraft in preparation for take-off.

"Pilots, man your aircraft" comes at 0540. Engines are started and run up, and serviceability reports are made to the directors concerned. After all aircraft are reported to the Flight Deck Officer, he informs "Little F".

At 0558 the amber light is switched on and at 0600 the green. With an impatient roar, the first aircraft thunders down the deck and takes to the air. The rest follow at 15-second intervals.

At all times the aircraft are aloft, half the flight deck crew remain closed



Lieut. Nevill J. Geary, flight deck officer (left), and CPO Stephen C. Fagg, flight deck "chief" discuss the ranging and parking of aircraft on the "Magnificent's" flight deck. Lieut. Geary is also responsible for flying off the aircraft. (MAG-4984)

up. The remainder have a stand-down, but they return to their stations 15 minutes before the first plane is due to land.

Then comes their busiest time. The moment the first aircraft touches the deck, the hookmen dash out and disengage the hook from the arrester wire. Then the plane is waved forward, over the flattened barrier wires, and parked on the forward section of the deck. The barriers go up again and all is ready for the next aircraft to land. As 30 seconds is considered an acceptable interval between landings, it is evident that the flight deck crew has to move smartly.

After all aircraft have been landed on, the next step is to shift them aft and park them in position to be refuelled and made ready for the next session of flying.

The procedure is repeated throughout the day, until flying stations are secured at 1800. Then the flight deck party re-spots the aircraft and strikes down those that are ordered into the hangars. This job takes about an hour and when it's finished all hands go below—except for the flight deck sentry. Night and day, whenever there are aircraft on deck, a sentry from the flight deck crew keeps a watchful eye over them. When the weather is rough there are six sentries—or more, if need be.

Teamwork, according to a former FDO, is probably the chief requirement of the flight deck crew. Every man must not only know his own job, thoroughly, but that of the man who works on either side of him, so that at no time are there any of those pauses



A Sea Fury hurtles from the deck of the "Magnificent" during Exercise Mariner and, almost before the aircraft is airborne, an engineer mechanic scrambles from his sponson to retrieve the catapult stop for the next plane. (MAG-4981)

that are caused by lack of understanding. Teamwork is achieved by training, by example and by keeping the crew fully informed on what is taking place.

Another essential is physical fitness. On the flight deck, everything is done at the double, and in the course of a full flying day is done many times. It's no place for a man who hasn't got good lungs and legs.

Every member of the flight deck crew is a fire-fighter and, in addition to his normal duties, has his fire-fighting station. Surrounding the flight deck are 19 fire-fighting positions, placed so as to enable instantaneous action no matter where a fire might occur.

At all times when aircraft are taking off and landing on, four men wearing fearnaught suits are stationed near the

"island". They have one sole duty: to rescue aircrew from a fire. In the event of an aircraft fire, it is their job to plunge in and get the crew to safety.

Protecting them from the flames and heat are their fearnaught suits, which are made of wool and have been impregnated with a solution that fills every pore with crystals. The suits are absolutely airtight and are kept that way with periodic soakings.

An aircraft fire is an extremely rare thing but that's no cause for not being completely trained in handling one. Every opportunity is taken, therefore, to send members of the flight deck crew to the fire-fighting school on MacNab's Island, in Halifax harbour, for practical training. There they fight real fires and "rescue" dummy pilots from blazing aircraft.

When a crash occurs on the carrier's flight deck, first into action is the rescue party. Fire or no fire, they make sure the plane's crew makes a quick exit. Switches are set to "safe" and when the Flight Deck Officer is certain there is no danger of fire, the crash party closes up. At the same time, the Flight Deck Engineer's party sets to work, renewing the barrier and making whatever other repairs are necessary.

The plane itself is got out of the way as quickly as possible with the use of cranes and other equipment. Repairs to it come later. The most important thing at the moment is to clear the deck so the aircraft still aloft can get down.

The roughest day on the "Maggie's" flight deck was one on which there were two "barriers" and an inverted crash. But the flight deck crew was up to the occasion, taking only a total of 17 minutes to clear away the three damaged aircraft.

It takes teamwork to produce results like that, and teamwork is something the flight deck crew has in abundance.

The firefighting party is always on duty when the "Magnificent" is at flying stations. In the event of a crash landing, their job is to rescue the aircrew and fight any outbreak of fire. Shown here (left to right) in fire-resistant clothing are Able Seamen Glenn A. Worman, Robert A. Hammer, and Donald J. Chapman. (MAG-4974)



# The Biggest Strawberries

Pioneering a Sideline  
With Aldergrove's  
PO McKay

When the ballots were counted at Naval Radio Station Aldergrove and it was clearly evident that the honour of being Man of the Month in "The Crow's Nest" had fallen to Petty Officer Graham Alexander McKay, everything dropped into a predictable pattern.

For instance, PO McKay was happy to talk about the two-acre farm he has hacked in his spare time from the Fraser Valley bush and where he grows the biggest, reddest, sweetest (give and take a little) strawberries west of the Rockies. He was willing to size up the political situation. He was glib about the weather. Where the interviewer had really to chip away was on the subject of Graham McKay.

When the bits and pieces were gathered up and assembled, it emerged that PO McKay was born of Scottish ancestry (as had been suspected) on July 17, 1919, in Medicine Hat, Alberta. He was the second in a family of five children.

The family moved to Calgary while Graham was still a youngster. As an 18-year-old student at Western Canada High School, he dropped in one day at the Calgary division of the RCNVR. From then on his interest in the Navy grew steadily. This trend was viewed by his family with a certain amount of disfavour. His father was at the time a lieutenant-colonel in the Canadian Army. His mother was quick to remind him that none of his canny forbearers had so much as put their foot on a boat except in dire necessity.

They relented. That same year (1937), young McKay joined the Calgary division as an ordinary seaman, RCNVR. The next year he first saw the sea while undergoing summer training on board HMCS *Armentieres* (mine-sweeper), based at Esquimalt.

A year later, after a winter spent in commercial studies in Calgary, he was back at Esquimalt and this time went on board HMCS *Nootka* (minesweeper, later renamed "Nanoose") to qualify for able seaman. The time was August 1939 and a man named Hitler was making horrible noises.

Even the war clouds did not seem quite as frightful to Ord. Sea. McKay as something that happened during his training in the *Nootka*.

"We were towing a target", he recalls, "when suddenly it was shot adrift and we had to manoeuvre to pick it up again. That meant all hands immediately turning to or losing the target.

"So what did I do? I carried out my duty as quartermaster and piped 'Stand Easy'. I can still hear the roar of a Chief Gunner's Mate calling 'Belay that last pipe!'"



PO GRAHAM MCKAY

For his inexperience, Ord. Sea. McKay was elected to go over the side and retrieve the lost target line, a task which involved immersion to the waist in the Pacific Ocean.

PO McKay never walked "civvy street" again. He volunteered for active service on the outbreak of war and continued to serve in the *Nootka* until the spring of 1940. He then transferred to the RCN as an Ordinary Telegraphist and began a nine-month course in *Naden*.

In April 1941, Tel. McKay and 11 other members of his class went on board SS *Nerissa* in Halifax and sailed for England. In the 5,000-ton vessel were 105 Canadian Army personnel, 16 naval personnel, 14 ferry pilots, 12 RAF personnel, a number of civilians and

three stowaways. The crew passed the unhappy word around that the *Nerissa*, sailing without escort, was on her 13th North Atlantic crossing.

Nine days later the ship was 240 miles off Lough Foyle. The sky was completely overcast and the night was unusually dark. A slight wind was blowing and a moderate sea was running. At 26 minutes to midnight a torpedo struck the starboard side. The engine room took the brunt of the explosion and the ship lay dead in the water. She began to settle slowly and on even keel.

Orders were given to lower the boats, but within three minutes of the first blast two more torpedoes struck almost simultaneously, one near the stern detonating the ship's magazine. Within a minute the *Nerissa* had gone under. Of the Canadian naval personnel, only one officer and five men, Tel. McKay among them, survived.

Eighty-four survivors were picked up at 8.30 a.m. by HMS *Veteran* (destroyer) from boats, capsized boats, rafts and wreckage. The survivors included 35 Canadian Army personnel and two of the three stowaways.

Tel. McKay spent his survivor's leave touring England and Scotland. After his own ordeal, he found the calmness and fortitude of the British civilian population a bracing experience.

He was drafted to the *Mayflower* (corvette) for return passage to Canada and then was assigned to the *St. Francis* (Town class destroyer) on escort duty in the North Atlantic.

After two years of shore and sea duty, he went to Montreal Circle radio station at Prince Rupert, B.C. By November 1943, he was back in the United Kingdom to undergo six months' cruiser training on board HMS *Belfast*. A highlight of this period was the review of the Home Fleet at Scapa Flow by His Majesty King George VI.

There was further training at HMC Signal School, St. Hyacinthe, Que., followed by service at *Cornwallis* and on board the destroyer *Ottawa*, his last seagoing assignment of the war. When the *Ottawa* was paid off in September 1945, Leading Telegraphist McKay was drafted to Albro Lake radio station,

(Continued on page 28)



# OFFICERS AND MEN

## Ten Promoted to Commissioned Rank

Ten chief petty officers of the Royal Canadian Navy have been promoted to commissioned rank. They are:

Acting Commissioned Engineers Hugh C. Ashcroft, 31, of Hafford, Sask.; Jack Bottomley, 35, of Esquimalt; and James F. Ferguson, 35, of Proctor and Victoria, B.C.;

Acting Commissioned Electrical Officer J. T. Cottrell, 39, of Strathmore, Alta.;

Acting Commissioned Radio Officer H. J. Bennetts, 33, of Esquimalt and Halifax;

Acting Commissioned Communication Officer Albert L. Bonner, DSM, BEM,

36, of Saint John, N.B. and Montreal;

Acting Commissioned Officers (SB) John A. MacDonald, 32, of Winnipeg; Robert C. Collins, 30, of Calgary and Victoria; Selwyn H. Stroud, 33, of Canmore, Alta., and Halifax; and Robert A. Wilson, 32, of Chilliwack and Victoria, B.C.

## Seven Chosen to Attend University

Seven men from the "lower deck" have been promoted to the rank of cadet in the engineering, electrical and supply branches of the Royal Canadian Navy.

Five of the seven are undertaking degree studies in electrical engineering



Admiral Lynde D. McCormick paid his first visit to Canada since his appointment as NATO's Supreme Allied Commander Atlantic when he arrived at Halifax September 18. Here he is seen in the offices of Flag Officer Atlantic Coast with the two officers in charge of the Canadian Atlantic Sub-Area. Left to right: Rear-Admiral R. E. S. Bidwell, Commander Canadian Atlantic Sub-Area and FOAC; Admiral McCormick, and Air Commodore A. D. Ross, Air Commander Canadian Atlantic Sub-Area and Air Officer Commanding, Maritime Group Headquarters. At the time Admiral McCormick visited Halifax the two sub-area commanders took charge for three days of the operation of Exercise Mariner, the extensive NATO exercise. (HS-27395)

## No Vertical Beds In This Man's Navy

Official letters emanating from Naval Headquarters are regarded as The Word, and orders and instructions contained therein are obeyed, except in very rare cases, without question.

A case where there was no room for doubt occurred not long ago. Its cause was a circular letter sent to the dockyard superintendents at Halifax and Esquimalt and to the naval overseers at various shipbuilding centres.

The letter read as follows:

### ARRANGEMENT OF BUNKS IN NEW CONSTRUCTION SHIPS AND CONVERSIONS

It has been decided that:

1. All men sleeping in bunks should sleep with heads forward and feet aft.
2. Bunks and reading lights in ships undergoing conversion and in New Construction should be arranged accordingly.
3. Bunks should be arranged horizontally.

at the University of New Brunswick, one is enrolled in engineering at Queen's University and one is studying commerce at St. Mary's University, Halifax.

All are attending university under naval auspices in accordance with a program common to all three services whereby selected men from the ranks are enabled to obtain university degrees qualifying them for commissions.

At UNB are Cadets (L) Thomas V. Stephens, 24, of Mara, B.C.; Derek H. Baker, 21, of Victoria and Halifax; Howard W. Burman, 23, of Davidson, Que.; John W. Mathewson, 22, of Toronto, and Donald L. Moore, 22, of Nashwaaksis, N.B. At Queen's is Cadet (E) Laurence E. St. Laurent, 21, of Edmonton, and at St. Mary's University is Cadet (S) Edgar Y. C. Pinet, 22, of Ottawa.

## Western Senior Officers Confer

A conference of Canadian and United States western naval military and air commanders was held in October in HMC Dockyard, Esquimalt.

The meeting, one of a series held periodically to review current plans for the defence of Western Canada, Alaska and Western United States, was attended by high-ranking officers of these areas,

including Vice-Admiral R. S. Low, USN Commander, Western Sea Frontier; Lieut.-General J. H. Atkinson, Commander-in-Chief Alaskan Command; Rear-Admiral J. C. Hibbard, RCN, Flag Officer Pacific Coast; Major General Chris Vokes, Officer Commanding Western Command, Canadian Army; Major General Frank H. Partridge, Commander United States Sixth Army and Major General W. E. Todd, USAF, Western Air Defence Command.

### **Ex-CO of Queen Resumes Studies**

A scholarship which will assist him in completing his work towards a Master's degree at a U.S. university was the reason for Acting Commander D. F. (Don) Clark stepping down recently from the command of *Queen*, the Regina naval division.

He has been succeeded by Lieut.-Cdr. William Haggett, who has been promoted to the acting rank of Commander while holding the appointment. Commander Haggett was executive officer of *Queen* during most of the more than two years Commander Clark was in command.

### **Royal Navy Officers Visit East Coast**

Rear-Admiral G. Barnard, Deputy Chief of Naval Staff to the British Admiralty, visited establishments in the

The first class of Wren Engineer Officer Writers completed their course in the Mechanical Training Establishment at Naden on October 15. Pictured left to right, (back row) Wrens Betty White, Freda Millen, Marie Cheney, Beverly Perry, Theresa Hefferman, and Ester Hornsberger; (front row) Wren Eleanor Henault, CPO William Hutchings, class instructor, and Wren Dorothy Beevers. (E-24975)



Royal Canadian Navy's Atlantic Command from November 11 to 13.

He was accompanied on his visit by Captain V. A. Wight-Boycott, senior Royal Navy liaison officer at Ottawa.

Establishments visited included *Stadacona*, HMC Dockyard, *Shearwater* and *Cornwallis*.

### **Wetherell Heads Hamilton NOAC**

P. C. Wetherell was elected president of the Hamilton and district branch of the Naval Officers' Associations of Canada at the annual meeting of the branch in *Star's* wardroom on October 30.

Other officers are A. R. G. Tippet, vice-president; S. O. Greening, secretary, and John C. Beveridge, treasurer.

Plans were made for a dinner to be held jointly with officers of *Star*.

### **York Reservists Win Commissions**

Two promotions from the lower deck have occurred among reserve personnel at York.

The most recent of these was of CPO Lennox Rutherford whose July promotion to the rank of Acting Commissioned Gunner was promulgated in October.

Listed at the same time, but effective in May, was the promotion of PO J. J. MacQuarrie to the rank of Acting Commissioned Radio Officer.



CPO NELSON W. CRISP

### **Retired CPO Won Clasp to LSGCM**

One of the three men in the Royal Canadian Navy to have been awarded the Clasp to the Long Service and Good Conduct Medal, CPO Nelson W. Crisp, of 2465 Cadboro Bay Road, Victoria, had seen a total of 33 years' service in three navies by the time he retired this year.

CPO Crisp joined the Royal Navy in 1920 at the age of 17. Three years of his Royal Navy time were spent on loan to the New Zealand navy and the last three on loan to the RCN. He formally transferred to the RCN in 1933.

He was awarded the Long Service Medal in 1936 and 15 years later, in 1951, he qualified for the clasp to the medal.

During his long career in the Commonwealth navies, CPO Crisp served in more than 20 different ships. He was 50 years old in September.

Some years ago clasps to the LSGCM were awarded to Chief ERA John David Pratt and to RPO James R. Joslyn.

### **Admiral Adopted By Six Nations**

A ceremony in which he was given the name of Gow-na-go-wan, Mohawk for Chief Big Boat, by the Six Nations Indians, was an outstanding incident of an early-November visit to Brantford, Ontario, by Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast.

The "adoption" ceremony took place on the afternoon of Saturday, November 7, and that night Admiral Hibbard was guest of honour at a reunion of wartime members of the ship's company of HMCS *Iroquois*, which he commanded

on the Murmansk run, in the English Channel and in the Bay of Biscay before and after D-Day.

The reunion was organized by the Brant Naval Veterans' Association and was attended by about 30 former *Iroquois* officers and men from points as distant as Brockville and Detroit.

At 11 a.m. Saturday, Admiral Hibbard laid a wreath on the Brant County War Memorial, with the Admiral Nelles Sea Cadet Corps providing a guard of honour. A civic welcome was followed by visits to the statue of Joseph Brant and the Brant Historical Society Museum, and a civic luncheon.

The Six Nations reservation was the scene of the afternoon ceremony, which was preceded by the laying of a wreath on the Six Nations War Memorial. In attendance were the Six Nations brass band and the Admiral Nelles Sea Cadets.

On Sunday night, Admiral Hibbard was the speaker at the annual Remembrance service of the Telephone City Branch of the Canadian Legion.

At the reunion, Admiral Hibbard was presented with a life membership in the Navy Club by Gordon J. Stokes, secretary, who served under Admiral Hibbard in the *Iroquois*.

### **Eyesore Becomes Artistic Display**

Imagination plus artistic talent turned an immense eyesore into a centre of attraction for Toronto's Trafalgar Ball at HMCS York.

York is in process of acquiring a new wing and the entire north wall of the

Unlike Amphitrite, there was nothing mythical about the "Queen of the Sea" who signed the visitors' book of the Micmac during the destroyer's visit to the Fisheries Exhibition at Lunenburg, N.S. Nineteen-year-old Janet Conrad, of Lunenburg County, crowned queen for the day, signs her name in the presence of the Micmac's captain, Commander G. M. Wadds. (HS-27442)



drill deck has been torn down to make way for enlarged training quarters.

What confronted the organizers of the ball, the Toronto branch of the Naval Officers' Associations of Canada, was a vast expanse of tarpaper where the space had been blanked in by the builders.

When the guests arrived for the ball they saw instead an immense chart of the North Atlantic. Positioned on this were cut-out cartoon groups depicting comic situations in convoys, patrol aircraft, etc.

Among the distinguished guests who were welcomed by L. Nelson Earl, president of the Toronto NOA, were Rear-Admiral W. V. Saunders, USN (Ret.), and Mrs. Saunders; Captain V. A. Wight-Boycott, senior U.K. naval liaison officer, Ottawa; Captain Clifford Scull, U.S. naval attaché, and Mrs. Scull, Ottawa, and Captain R. I. Hendy, commanding officer of York.



Defence Production Minister C. D. Howe is piped on board the Algonquin at Montreal, during the ship's visit there for inspection by members of the Canadian Industrial Preparedness Association. (ML-286)

### **Blood Donation May Be Record**

Stadacona has again come to the aid of the Red Cross blood bank. During the three-day clinic Stadacona's officers and men contributed what may be a record by giving 909 pints of the precious fluid.

To stimulate interest in the drive for blood, a large board listing the various departments was prepared and as department after department "went over the top", figuratively speaking, they were listed as having donated a "possible" of 100 per cent.



It is not a duck hunting for worms; it is "frogman" Lieut.-Cdr. Ben Ackerman heading for the bottom during recent exercises conducted by the Explosive Disposal Unit in Esquimalt harbour. (E-24412)

Eight departments reached their possible and, as a bonus, each department reaching the 100 per cent stage was granted a "make and mend". Departments donating the "possible" were: Gunnery School, TAS School, Seaman-ship School, Communications Training Centre, Care and Maintenance Party, Explosive Disposal Unit, P and RT Department and RCN Hospital.

### **Truck Driver Third Again**

For the second successive year, Gordon V. Smith, driver with the Naval Motor Transport Section at HMC Dockyard, Esquimalt, has placed third among the nation's best truck drivers in his division.

Mr. Smith, who won the semi-trailer division in the B.C. finals, scored 312 points in the National Truck Rodeo in Toronto in November to win \$100 cash and trophies.

### **Officers' Club Holds Election**

C. D. Heward is the newly-elected president of the Naval Officers' Club Inc., of 1530 McGregor Street, Montreal.

Other officers elected at the annual general meeting were: J. M. Richardson, vice-president; F. N. Wilson, secretary; C. W. Brown, assistant secretary; R. G. Bremmer, treasurer, and K. R. Dwerryhouse, assistant treasurer.

The new directors are P. F. Collins, W. H. S. Dunn, F. P. Hamm, W. C. Harrison, W. M. Hayman, George Kennery, A. Marcil and J. P. Robitaille.

# Cornerstone Laid for Supply Depot

The cornerstone for the RCN's new Supply Depot at Ville LaSalle, near Montreal, was laid by Defence Minister Brooke Claxton on October 19, in a Navy Week ceremony.

Afterwards, he inspected the depot, which was begun in 1951 to provide logistic support for naval ships and establishments at both coasts and for naval divisions throughout the country. It has been in operation since February, and covers 96 acres.

The cornerstone laid by Mr. Claxton was that of the administration building, still under construction. There are four other main buildings, a motor transport garage, central heating plant, a power plant and a separate building for inflammable stores. The depot employs between four and five hundred naval and civilian personnel.

The storage buildings, measuring 600 by 200 feet, are of permanent concrete construction, single storied, with an interior ceiling of 23 feet and a floor load of 1,000 pounds per square foot. Safety measures include fire walls dividing each building into three sections 200 feet square. The latest in mechanical handling equipment is employed and there are pallets and pallet racks, and adjustable steel shelving to utilize maximum storage space.

The two-storey administration building is equipped with facilities for handling a large number of items, including

ships' fittings, hardware, clothing, electrical and electronics equipment. The depot has its own water supply. Located on the east side of Dollard Street in Ville LaSalle, it is served by both CNR and CPR spur lines.

In his speech, Mr. Claxton noted Navy Week, saying that "people in Canada have every reason to be proud of the work of their Navy". He spoke of the citations gained by all Canadian destroyers who served in the Korean war and said the support of the people of Canada has made it possible to meet every requirement in Korea and NATO by the target date.

The minister was met by Commander (S) J. R. Anderson, commanding officer of the depot, and a guard of honour from HMCS *D'Iberville*, under Instructor Lieut.-Cdr. R. D. Campbell and an-

## Officer's Slip Dead Giveaway

Sigmund Freud, the father of psychoanalysis, claimed that mistakes were rarely accidental. The "unconscious" part of the mind was usually in there pitching.

This interesting theory is drawn to the attention of the Lieutenant-Commander who wound up his monthly report to Naval Headquarters with the words:

"I have the honor to be  
Sir  
Your obedient servant"

other guard of 70 veterans employed at the depot.

Vice-Admiral E. R. Mainguy, Chief of the Naval Staff; Commodore Paul Earl, NOIC, Montreal; and Commodore (S) R. A. Wright, Supply Officer in Chief, were among the senior naval officers there. Also present were Mayor J. A. Leroux, of Ville LaSalle, senior members of the other Armed Forces, and officials of the Navy League of Canada and allied organizations.

## Two Warships Join Fleet

Two more ships joined the Royal Canadian Navy's growing postwar fleet on November 26, when commissioning ceremonies were held for HMCS *Gaspé* and HMCS *Toronto* at shipyards in Lauzon, P.Q.

In a morning ceremony at the yard of the Davie Shipbuilding and Repairing Co. Ltd., the *Gaspé*—the first minesweeper to be built in Canada since the Second World War—commissioned as a naval vessel under the command of Lieut.-Cdr. H. Bruce Carnall, of Toronto.

Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services, represented the Chief of the Naval Staff, and distinguished civilian guests included Veteran Affairs Minister Hugues Lapointe and Mrs. Lapointe, and Russell Keays, the mayor of Gaspé, and Mrs. Keays.

In the afternoon, the *Toronto*—the second of the 16 wartime frigates to be modernized for the RCN—was commissioned with due ceremony at the yard of George T. Davie and Sons Ltd. Lieut.-Cdr. William D. F. Johnston, of Ottawa, the ship's commanding officer, welcomed the Hon. Gaspard Fauteux, Lieutenant-Governor of the Province of Quebec, who made a brief address to the ship's company drawn up on the jetty.

Another notable at this ceremony was Mayor Allan Lampert, who wished the

ship and her company "good luck" and "good sailing" on behalf of the City of Toronto. Rear-Admiral Knowlton also represented the Chief of Naval Staff at this commissioning.

The band of HMCS *Montcalm* attended both ceremonies and the ships were dedicated by the Protestant and Roman Catholic chaplains of the division.

## CONSUL GENERAL PRAISES SHIPS

"If, at every port of call, the men leave as good a reputation as they did here, they most certainly create marvelous goodwill for Canada."

These words were written by Ray Lawson, Canadian consul general in New York City, to Defence Minister Brooke Claxton following the visit of the *Magnificent* and *Quebec*.

Mr. Lawson's letter said that the Canadian sailors had left a "splendid reputation" behind them and mentioned the fact that more than 400 members of the ships' companies had volunteered blood to the American Red Cross when they heard of the urgent need for blood to replenish depleted stocks of gamma globulin, used in the fight against polio.

Mr. Lawson called this "the biggest goodwill gesture that could possibly have been made".

## Two Gaspés—Two Mesdames Lapointe

A guest who watched the commissioning ceremonies for HMCS *Gaspé* (coastal minesweeper) at Lauzon, Que., in November with deep personal interest was Mrs. Hugues Lapointe, wife of the Minister of Veterans Affairs.

Two years earlier Mrs. Lapointe had christened the *Gaspé* when it was launched at the yards of the Davie Shipbuilding and Repairing Company, Limited, Lauzon. The christening might well have been a step toward establishing a lasting tradition in the Lapointe family.

The first HMCS *Gaspé*, a minesweeper which swept the approaches of Halifax throughout the Second World War, was christened in August 1938 by Mrs. Lapointe—not Mrs. Hugues Lapointe, but her mother-in-law, Mrs. Ernest Lapointe, wife of the Minister of Justice in the Dominion Government of that day.

# AFLOAT AND ASHORE

## PACIFIC COMMAND

National Fire Prevention week, October 4 to 10, was observed in the Pacific Command, with lectures and demonstrations given by the Naval Fire Service to all armed forces and civilian personnel in the Command.

Lieut.-Cdr. J. D. Crowther, Area Fire Chief, is responsible for the fire protection of the Naval Dockyard, Work Point Barracks, *Naden*, Munro Head, the ammunition magazines, the fuel oil depot, Canadian Services College, Royal Roads, Belmont Park, and other armed forces married quarters. The Naval Fire Service is also on second call to the Municipality of Esquimalt.

Assisting the Command Fire Chief in bringing to the attention of personnel the seriousness of fire, its causes and its practical control were Lieut. G. R. Lay, Base Fire Chief, Fire Lieut. J. Bryan and Alarm Technician J. J. Mockford.

Fifty pupils of the John Stubbs Memorial School at Belmont Park, who made a fire inspection of their own homes, attended the morning matinee at the Odeon Theatre, October 10. The Navy bus which transported the pupils was

escorted to the theatre by a naval fire truck and the fire chief's car. Before the movie, the children were given a short talk on the prevention of fires.

## HMCS *Athabaskan*

By the time the *Athabaskan* had spent a year away from Esquimalt on her third tour of duty in the Korean war theatre she had steamed 59,714 miles. And she still had another five and a half weeks of steaming ahead of her before she tied up again at an Esquimalt jetty.

Statistics covering the 367 days from October 29, 1952, to October 31, 1953, show that she spent 245 days at sea, consumed 14,632 tons of fuel, took on fuel at sea on 22 occasions, made 58 transfers at sea, fired 2,322 rounds of 4-inch ammunition in anger and 609 rounds of 40mm at the enemy.

The *Athabaskan's* busiest month was last March, when she spent 80.6 per cent of the time at sea and fired nearly 10 per cent of the 4-inch ammunition expended during her tour.

Highlights of her tour included supporting the withdrawal of a small parti-

san force under fire from the enemy-held mainland near Chodo Island; the smashing of two North Korean trains during an east coast patrol in June, and the rescue on two occasions of U.S. naval airmen.

The *Athabaskan* is the only Canadian warship with a record of three tours of duty with United Nations naval forces. She was assigned to service in the Far East for 30 of the 37 months that hostilities lasted.

On her arrival home in early December, the *Athabaskan* was scheduled to be paid off into refit.

## Aldergrove Radio Station

All Aldergrove personnel and their dependents in married quarters were given gamma globulin after five cases of poliomyelitis had occurred at the station during the West Coast outbreak of the disease.

The station's softball team placed third in the four-team Inter-Service League but, considering the small complement from which the team was chosen, the showing was considered highly creditable.

Recent arrivals from *Naden* have included the following: Petty Officers Ronald Bone and Philip Lewis, Ldg. Sea. Frank Tyler and Able Seamen William Beiko, Ralph Meier, Ronald Tuele, William Krueger and John Davis. From the *Ontario* came PO James Kirk and Able Seamen Robert Phillips and George McKenzie; from the *Crusader* Leading Seamen James Wood and Ernest Tyler, and from the *Beacon Hill* Ldg. Sea. James Peacock and AB Gordon Blackhall.

Except for Ldg. Sea. Donald Legrande, who went to the *Ontario*, the departures were for *Naden*: Petty Officers Lloyd Keith and Robert McPherson, Leading Seamen Gerald Brooks, Rudolph Kuku-cha and Harry Snaith and AB John Malfair.

## Ordnance School

The First Armourers' Mates Qualifying Course completed on October 2 and its members went on leave prior to draft to the *Ontario*. Successful candidates were Ldg. Sea. Edward Griffith, AB Charles Nowell, and Ordinary Seamen Leslie Cove and Barry Moreland.



Joining the school from York for three months is PO Charles Moore and from Star for one year is PO Ernest Spencer, both for the Torpedo Armourers Course.

The Second Armourers' Mates completed MTE and Electrical School training and began the last part of their course in the school.

Lieut.-Cdr. H. W. Mayne had a good day at the Pacific Command pistol meet on October 11. He brought home the bacon in the form of the Henry Birks Challenge Trophy, the Rear Admiral Mainguy Pistol, medals in two .22 open matches, a medal in a 9mm open match, was second in the Aggregate and was a member of the team that won the RCN Revolver Challenge Trophy. PO Edward Parham was also a member of the team.

The hockey season has opened and the school is again icing a team.

Lieut. J. Heseltine has joined the ordnance staff after completing a tour of U.S. and Canadian plants and establishments.

## ATLANTIC COMMAND

### HMCS Magnificent

When the *Magnificent* docked in Halifax on November 3, she had been absent nearly two and one-half months. With her the *Magnificent* brought nine new Sea Fury aircraft embarked in the United Kingdom.

The carrier was the second last to arrive of five Canadian warships which took part in the NATO Exercise Mariner. The last ship to return was the *Algonquin*, which tied up the following day. First three to return were the frigates *La Hullose* and *Swansea* and the cruiser *Quebec*.

Sailing from Halifax on August 21, the *Magnificent* first called at New York and Norfolk, Virginia, before joining up with Mariner forces. On completion of Mariner, she remained overseas for further exercises and informal visits to United Kingdom ports before making the voyage home.

The *Algonquin* made an informal visit to Montreal as part of her return trip.

### HMCS Portage

After returning to Halifax from Bermuda on September 26 and making minor repairs to hurricane damage, the *Portage* sailed again on the 28th for exercises in the Gulf Stream with USS *Crevalle*. Following this, trials were carried out on new equipment.

The *Portage* sailed for her "old stomping grounds" the Bermuda area, in company with USS *Diablo* October 18 for A/S exercises. It is now said that the



When President Dwight Eisenhower laid a wreath on the National War Memorial in Ottawa on November 13, the wreath sentry representing the women of the armed forces of Canada was Sub-Lieut. (MN) Barbara Ann Lee, RCN(R), of HMCS York, the Toronto naval division. Unknown to those arranging the ceremony, her brother, Flight Lieut. Thomas R. Lee, RCAF, since retired, had performed similar duties as wreath bearer exactly ten years earlier when President Franklin D. Roosevelt visited the Canadian capital. The other naval sentry shown here is Ldg. Sea. Kenneth Brown, of HMCS Bytown and Belmont, Colchester County, N.S. (Photo courtesy Star Newspaper Service, Toronto)

ship automatically heads for Bermuda after leaving Halifax harbour.

Inter-part softball is over for the year with the Seamen winning the Captain's cup from the CPOs. Two very close games were played with US Coast Guard Cutter *Spencer*, *Portage* winning by the slim margin of one run in each game. Honours were divided in games with the *Argentia* naval base.

A spectacular game was played in Bermuda against the Bermuda Club, which has a reputation for winning. The reputation was maintained by defeating an all-star team from the *Wallaceburg* and *Portage* by 18-11.

Six ordinary seamen have completed their new entry training and have been

"marked trained". Five more are still learning the "nuts and bolts" of ship-board life.

### Gunnery School

Commander Donald G. Padmore, formerly Deputy Director of Naval Training, Naval Headquarters, has taken over the duties of Officer-in-Charge, HMC Gunnery School at *Stadacona*.

He relieved Lieut.-Cdr. (G) Charles E. Richardson, who has been appointed to *Shearwater* as first lieutenant-commander. Lieut.-Cdr. Richardson relieved Commander George M. Wadds in July, 1953, when Commander Wadds

was appointed in command of the *Micmac*.

Lieut.-Cdr. (G) Joseph M. Paul, joined the school as senior staff officer from the *Haida* where he served as Executive Officer.

Lieut.-Cdr. (G) Murray Waymouth, formerly senior staff officer in the school, has been appointed to the *Quebec* as gunnery officer.

CPOs L. J. Laferriere, Clarence E. Farndale and Walter Nettleton have left the School to join the *Micmac*.

CPOs William Aveling and Jack Rafter left the School to join HMS *Excellent* for the Commissioned Gunners' Course.

CPO Herman Heppell from the School relieved CPO George Coles in the *Haida*. CPO Coles has since jointed the staff.

Welcomed additions to the staff during September included CPOs Ralph Eade, Richard Aldhelm-White, William Belle-Fontaine, Robert Warne and PO C. R. Thomas. These five Chief and Petty Officers recently completed the GIs' course in *Excellent*.

In a 10-month period 294 officers and 1,777 men from the Atlantic Command completed the Small Arms Familiarization Course at Bedford and Debert rifle ranges.

### Torpedo Anti-Submarine School

Completion of UNTD training and most reserve training has not resulted in a slack period for the TAS School, as two JOTLC classes have commenced. JOTLC "I" class, which began TAS training August 31, has taken sea training in Bermuda waters.

Commissioned Gunner (TAS) R. E. Dorken has joined the school staff for a few weeks after service in Korean waters. TAS School staff is pleased by the selection of Cd. Gunners Dorken, A. A. Butchart and Douglas Babineau for the next Branch Officers' Educational Course.

CPO Harry S. Carson has joined the instructional staff of the TAS School from the *Haida*. CPO Alexander R. Watson has reinforced the instructional staff while awaiting course.

## NAVAL DIVISIONS

### HMCS *Scotian*

A divisional officers' course for officers of *Scotian* started October 24. The course includes administrative and field training classes and is being held on the week-ends to enable as many as possible to attend. It is to continue throughout the winter season and will end with a mess dinner.

Under the command of Captain W. E. S. Briggs, RCN(R), Ret'd, a former

officer of *Scotian*, Operation Cordex was carried out to test the defence of the Port of Halifax. Captain Briggs, who was Seaward Defence Commander, was assisted by several officers from *Scotian*, including Lieut.-Cdr. D. J. P. O'Hagan, Lieut.-Cdr. (SB) J. T. Burns and Lieut.-Cdr. D. J. Williams. Commander W. E. Harrison, executive officer of *Scotian*, took part in both Cordex and Mariner.

A get-together was held October 6 by the Wrens of *Scotian* for those serving on continuous naval duty with the regular force. The whole ship's company was invited to attend and the party began after Evening Quarters. Among those who are now taking their branch courses on CND are Ord. Wren Constance Purcell, Ord. Wren Mary Gosling and Ord. Wren Doris Allsop.

### HMCS *Discovery*

Change of command at *Discovery* was the big news as the Vancouver naval division started its fall and winter programme. Acting Commander Jack Stevenson, former executive officer, took over from Commander Glen McDonald, who has been captain for the past three years.

Lieut.-Cdr. Andy Ross, who has served successively as new entry training officer, training commander and first lieutenant, succeeded Commander Stevenson as executive officer. Lieut.-Cdr. Joseph Roberts, who had directed TAS activities at *Discovery*, took over as training commander. His duties in the TAS division were assumed by Lieut.-Cdr. Ian MacDonald, while Lieut. Glen Hyatt became communication officer, replacing Lieut.-Cdr. MacDonald.

A party was held in the wardroom to honour Commander and Mrs. Glen McDonald. They were presented with a set of silver mugs, suitably engraved. In the absence of Commander Stevenson, in the East for the COs' conference, Lieut.-Cdr. Ross, mess president, was chairman.

Commodore Kenneth L. Dyer, in Vancouver as principal speaker at Remembrance Day ceremonies at the Cenotaph, presented Coronation medals to members of the ship's company at evening quarters.

Those who received medals at *Discovery* included Commander Stevenson, Surgeon Captain David W. Johnstone, Lieut.-Cdr. Ross, Lieut.-Cdr. Frank Turner, CO of the University of British Columbia's UNTD; Lieut.-Cdr. J. E. Hanna, New Westminster Corps, RCSC, CPO R. A. "Doc" Myles, CPO C. M. Hartney, PO James Blight, PO Joseph C. Williams, PO D. M. Harvey, and Ldg. Sea. Lincoln W. Tyson. PO Harvey,

on CND, was unable to be present at the original presentation parade and he and PO Tyson, whose medal had been sent to *Donnacona* by mistake, were presented with their medals at a later divisional parade.

### HMCS *Chippawa*

The annual Trafalgar Day Ball was held aboard *Chippawa* Friday, October 23, and was well attended.

His Honour the Lieutenant Governor of Manitoba, J. S. McDiarmid, and Mrs. McDiarmid, Col. W. C. Dick, chief of staff, Fort Osborne Barracks, and Mrs. Dick, and Air Commodore J. T. Bryans, Air Officer Commanding Stephenson Field, and Mrs. Bryans, were among the guests of the captain, Commander F. H. Pinfold, and Mrs. Pinfold.

The band from the John Travers Cornwell, VC, Sea Cadet Corps, played before the dance got under way.

A special church parade was held on October 25 in observance of Trafalgar Day. Members of the ship's company and the Sea Cadets paraded to Holy Trinity Church for services. Afterward, Commander Pinfold laid a wreath on the cenotaph, and the salute was taken in the march past by Lieutenant Governor McDiarmid. Rev. J. S. McKinney, ship's chaplain, conducted the services.

Sub.-Lieut. (W) E. A. Lang, assistant staff officer since November 1952, has been appointed to HMCS *Bytown*. Sub.-Lieut. Lang joined the WRCNS in 1945, being discharged in 1946. She re-entered in 1951 as a Leading Wren, and was commissioned in June 1952.

A prospective new entry was christened at *Chippawa* recently. His name—Brian Liston Burns McIlhagga, son of Commander and Mrs. McIlhagga. Chaplain McKinney conducted the service.

Fourteen men, commanded by Lieut. W. H. Wilson, attended a two-day shoot, at the Canadian School of Artillery, Camp Shilo. This marked the first time that a naval gun crew from Winnipeg had fired a 40mm Bofors. The results, as judged by the Army range officer—excellent.

### HMCS *York*

*York's* VC 920 has completed its training program at *Shearwater*.

The squadron's four Harvards were flown to *Shearwater*, October 3. Accompanying them was a Dakota transport, carrying the balance of the nine pilots taking training and five men.

While the pilots were taking their flying training, maintenance personnel from *York* who went with the squadron attended classes at the School of Naval Aircraft Maintenance.

# Sailors on Snowshoes

Nine-Hundred-Mile March in Depth of  
Winter Unique in Naval History

IN THE STORY of Canada in colonial times, there are to be found accounts relating to the many occasions when the men and ships of the Royal Navy came to the defence of the colonies that today comprise Canada. But the march in the depth of winter by over two hundred seamen from the Atlantic to Lake Ontario to help in the defence of what is now Ontario is perhaps unique in the annals of the fleet.

When the United States declared war on Great Britain in 1812, the latter, though heavily engaged by Napoleon in Europe, decided to drive American shipping from the high seas and to reinforce the defences of Canada. American strategy called for the conquest of the relatively unprotected settlements of Canada by a three-pronged series of attacks through Detroit, Niagara, and Montreal.

In Canada, it was known from the earlier war experiences of the Provincial Marine, that because of the non-existence of roads, he who commanded the great inland waterways of the Great Lakes and Lake Champlain, could move troops at will and so maintain the advantage on land.

By the Autumn of 1813, the Canadians and British were forced out of Detroit after the complete defeat of the British squadron at Put-in-Bay, Lake Erie. That winter, it was a ship-builders' war on the shores of Lake Ontario, for at Sackett's Harbour, New York, and at Kingston, the contenders for the control of Lake Ontario and the St. Lawrence raced through the winter months building ship-rigged sloops, frigates, and even first-rate three-deckers.

To help man the fleet at Kingston, more than two hundred seamen and their officers landed at Saint John, N.B., from HMS *Fantome* and struggled through the blizzards and privations of the wilderness to the defence of Canada less than a century and a half ago. The following is an eyewitness account of this epic journey, from the "Naval Chronicle" of 1815. The writer's individualistic spelling has been left untouched.

Royal Hospital, Plymouth,  
22nd October, 1814.

Mr. Editor,  
I do myself the honour of transmitting to you, an account of the march of my youngest son, Lieutenant Henry Kent, which if you think likely to prove interesting to the readers of the NAVAL CHRONICLE, the insertion of it will oblige, Sir, your humble servant,  
John Kent.

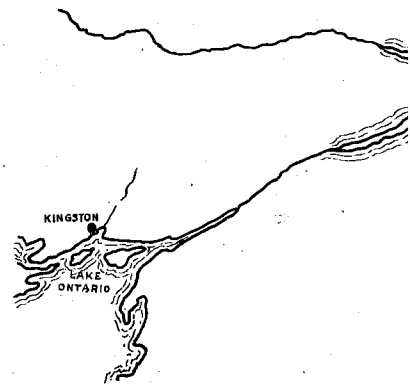
Extraordinary March of Lieutenant Henry Kent, from St. John's New Brunswick, to Kingston, in Upper Canada, being a distance of 900 Miles, in the depth of the Winter.

Kingston, on Lake Ontario,  
June 20th, 1814.

We left Halifax in the *Fantome*, on the 22nd of January last, and arrived at St. John's (New Brunswick), on the 26th, making a passage of four days, the weather extremely bad: the brig appeared a complete mass of ice, it freezing as fast as the sea broke over us. The inhabitants of St. John's came forward in the most handsome manner in a subscription to forward us in sleighs to Frederickston, the seat of government, a distance of 80 miles. The seamen were divided into three divisions, each of 70 men, the first under Captain Collier, of the *Manly*, the second under Lieutenant Russel, and the third under myself. On the 29th of January, the first division proceeded about nine in the morning, and in the afternoon the second followed; the next morning I disembarked, the rigging of all the ships being manned, and the crews cheering us. On landing, we were received by the band of the 8th Regiment, and a large concourse of people, who escorted us to the sleighs, when we set off at full speed. In eight hours we went fifty miles, and then halted for the night at a small house on the banks of the river; started again in the morning, and in the afternoon reached Frederickston, and found both divisions had halted there. The seamen were lodged in a barrack, which was walled in, but they soon scaled the walls, and were running about the town; you may therefore judge what trouble we had to col-

lect them again. The seamen were now divided into two divisions, the first under Captain Collier's command, the second under mine, as being the senior officer.

On the 2nd of February, Captain Collier proceeded with his division in sleighs, furnished by the inhabitants at their own expense, and the day follow-



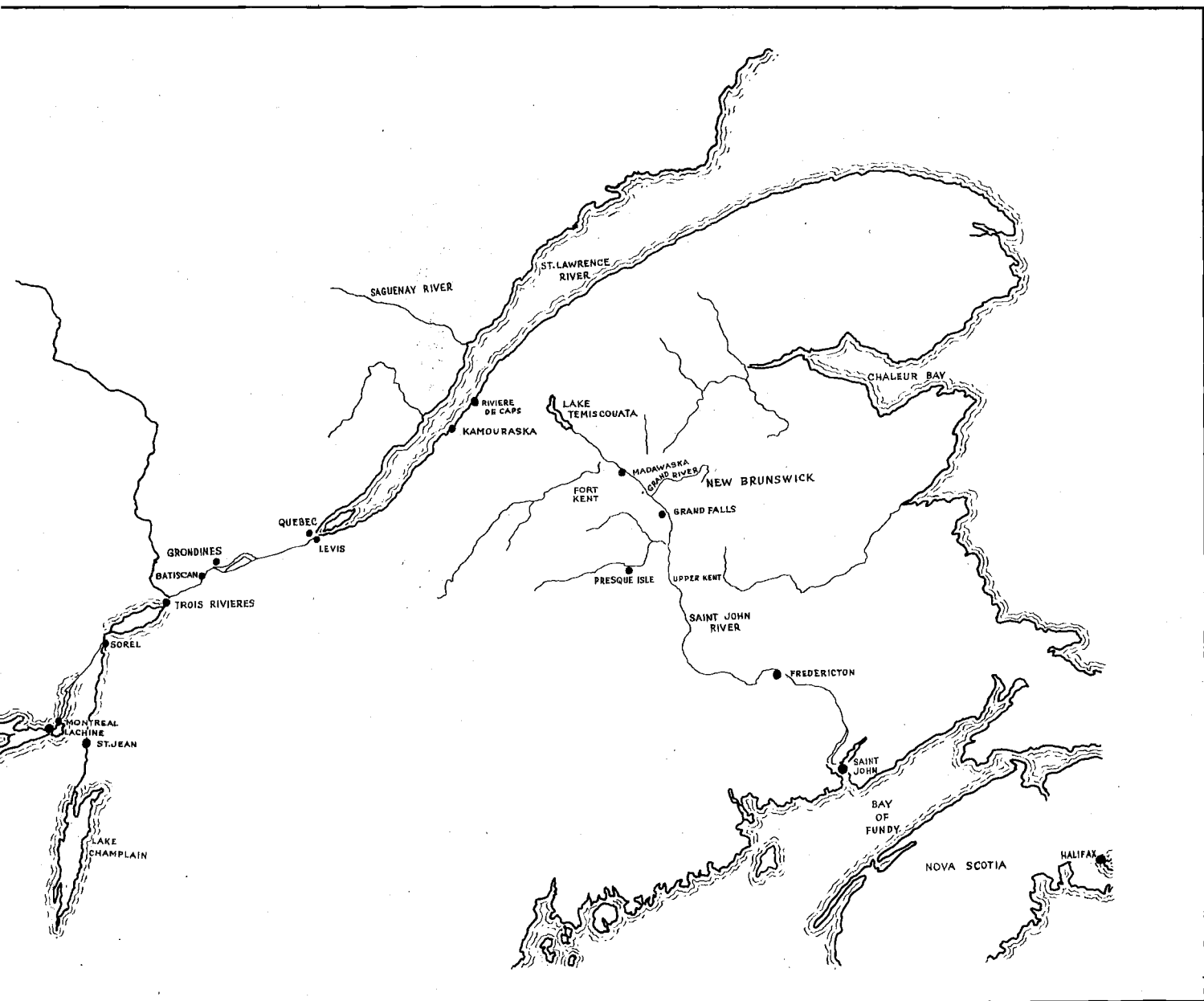


ing I left it with mine: I was obliged to leave one of my best seamen sick at the hospital, frost bitten, and I have since learnt he has lost two of his toes. From Frederickston we continued on the ice of the river St. John, except in the places where, from shoals, the ice is thrown up in heaps. The country, after leaving Frederickston, is but thinly inhabited; a settlement you may see occasionally, but never more than three houses together. I kept always in the wake of the first division, halting where they had the day before. On the third evening, at the house where I halted, I found the master of the *Thistle* a corpse, having died with intense cold.\* Captain Collier having made every arrangement for burying him, I put his body into a sleigh, and sent it to a village a few miles distant. On the

7th reached Presque Isle, where there is a barrack and depot for provisions, but no houses near it; this place is 82 miles from Frederickston. Discharged the sleighs, and began making preparations for our march, each of us being furnished with a pair of snow shoes, two pair of moccasans, a toboggin between every four men, a camp kettle to every twelve, with axes and tinder-box. As you may not know the use of those articles by their Indian names, I will endeavour to describe them. Snow shoes are of singular shape, something like a pear, formed by a hoop, and the bottom of them netted across with the hide of some animal; they are fixed on by a strap round the heel, and tied across the instep, as you do a pair of skates; they are about two feet in length, and one in breadth. Moccasans

are made of buffalo's hide, sole and tops in one, roughly sewed up with twine, a stripe of hide run through notches, cut round the quarters, to haul it tight on your foot. Toboggins are hand sleighs, about four feet in length, and one in breadth, made of such light wood that they do not weigh above four pounds. On these you lash your provisions and clothes, and with the bight of a rope over your shoulder, drag it with great ease on the snow. I provided myself at Halifax with a jacket, trowsers, and waistcoat, lined with fine flannel, so that with those, three flannel shirts, and a linen one on, three pair of stockings, and a square piece of blanket wrapped on my feet, with moccasans over all, I felt pretty warm.

\* The officer mentioned here was Mathew Abdy, master of HMS *Thistle*, who died of exposure February 5, 1814.—Ed.



At day-break, commenced lashing our provisions on the toboggins, and at eight o'clock commenced our march. The clothes I had with me being four shirts, the same of stockings, a coat and trowsers, with a great coat, and a cap to sleep in. We marched daily from fifteen to twenty-two miles, and though that appears but a little distance, yet, with the snow up to our knees was as much as any man could do. The first night we reached two small huts, the next the same accommodation, and the third slept in the woods. On the fourth, reached the Grand Falls,\* which are about forty feet in height; none of us saw them, as they were a mile distant, and all of us too fatigued to go that distance: next day reached a small French settlement on Grande Riviere. The march from here to Madawaska (another French settlement), was beyond any thing you can conceive; it blew a gale of wind from the northward, and the drift of snow was so great, it was almost impossible to discern a man a hundred yards distant: before I got half way, the men lay down, saying they could not possibly go further; I endeavoured by every persuasion to cheer them, and succeeded in getting about one-half to accompany me. We reached it about nine o'clock at night, almost fainting, a distance of 21 miles. The following morning, having sent all the midshipmen in search of the men, got them all collected, but out of 110, only 10 able to proceed on the march; I was therefore obliged to halt for a day to recruit them. The next morning, being the 15th of February, renewed our march, leaving a midshipman and 12 men behind sick, chiefly frost bitten. The three following nights slept in the woods, after going each day about 15 miles on the river Madawaska, where, finding the ice in many places broken through. I made the men take the banks of the river, but continued on the ice all the way myself. On the 18th, crossed the Lake Tamasquata: it was here we were apprehensive of being cut off by the enemy, being in the territory of the United States; however, we did not fall in with them. On the 19th, commenced our march across the Grande Portage, or neck of land between the above lake and the river St. Lawrence; this was dreadfully fatiguing, continually marching up and down hill, and the snow upwards of five feet deep. The other division being ahead, was very serviceable to us by their treading the snow down, which made a small path just sufficient for one man to walk on, but frequently, in slipping our feet

off the path, we went up to our shoulders in snow; got half way through this night, and again slept in the woods: the distance through is 38 miles. On the afternoon of the 20th reached the St. Lawrence, and found thirty carioles waiting to convey us to Riviere de Caps, a French village about three miles distant. The next day procured carioles for all the men to Kamaraska, another village 15 miles distant. On the 22nd reached Riviere Oneille, a neat little village, distant from Kamaraska about 12 miles. I should mention, that from Kamaraska to Kingston is 478 miles, which we were obliged to march, as on our arrival at Quebec we had not sufficient interest to procure more sleighs than sufficient to carry our provisions, baggage, and sick. On the 24th reached St. Rocques, another village, distant 13 miles; the 25th, La Forte, 15 miles, the 26th, St. Thomas, 18 miles; the 27th, Berthier, 10 miles; and on the 28th, Point Levy, opposite Quebec, a distance of 20 miles. On the following morning launched the canoes through the broken ice, and crossed over to the city. You would have been much diverted to see the Canadians in the

canoes, watching a favourable opportunity to get through the ice, and perhaps each taking a different route; some got entangled, and were not able to extricate themselves for hours; at the same time drifting up and down as the current set them. In attempting to launch one over the ice, I fell through it up to my neck, and was two hours before I could get my clothes shifted. Marched the people on board the *Aeolus* and *Indian*, lying in Wolf's Cove, and then gave them leave to go on shore. The following morning the first division again proceeded on the march, and the next morning myself, with the second, followed. I forgot mentioning to you an unfortunate accident which happened to me on the second day of our march from Presque Isle: by a severe fall on the ice, I broke the bone of the fore finger of my right hand, between the knuckle and the wrist, so that for five weeks I had my hand in splints, and suspended in a sling, which I found not a little inconvenience from, and not until my arrival here did the bone unite, and then so awkwardly as to leave a very considerable lump on my hand; I have lost the use of my knuckle, but can use the finger, as you may see by my writing.

The first day of our march from Quebec, stopped for the night at St. Augustine, 15 miles distant from that city. On the 3d, at Cape Sante, 15 miles. On the 4th, at Grondines, 18 miles. On the 5th, at Baptista, 16 miles. On the 6th, arrived at Trois Rivieres 21 miles; this is considered the third river in Canada. I did not halt here, but marched three miles beyond it, to avoid the trouble of collecting the people, as I knew they were too tired to walk back that distance. On the 7th, stopped at Machiche, 15 miles. On the 8th, at Masquinonge, 16 miles. On the 9th, at Berthier, 17 miles. On the 10th, at La Valtre, 15 miles. On the 11th, at Reper-rigue, 15 miles; and the next morning marched through Montreal to La Chiene, 12 miles beyond it. On passing the monument erected to the memory of the immortal Lord Nelson, halted, and gave three cheers, which much pleased the inhabitants.

From Montreal to this place we were eleven days performing a journey of 190 miles; the places where we stopped I have not noted, as we seldom found a village, but mostly scattered houses, inhabited by all nations, viz. English, Scotch, Dutch, American, and a few French. We passed several tremendous rapids; the Long Son [Sault] in particular, which was not awfully grand to look at. We likewise passed Chrystian's

(Continued on page 28)

### Editorial Lauds Ships' Companies

The following is an editorial which appeared in the New York Herald-Tribune of September 6:

#### MAGNIFICENT GESTURE

"It is always a pleasure to welcome the ships and the men of the Royal Canadian Navy to New York. But seldom have any visitors to the city paid their footing (to use an old naval term that has been taken into the landman's language) in so generous a fashion as the crews of the cruiser *Quebec* and the carrier *Magnificent*. One hundred and seventy-three men of the two ships postponed their first day's liberty here to donate blood to the American Red Cross. With the scarcity of gamma globulin, the blood derivative used to combat poliomyelitis, fresh in every New Yorker's mind, this very personal gift from the Canadian should insure additional respect for the men in the white uniforms who are now ashore. They have indeed earned the freedom of the city.

"Many years ago, when some British ships were under hot fire from hostile guns, the commander of an American squadron came to their aid, dismissing his technical neutrality with the historic remark: 'Blood is thicker than water.' The Canadians have given a new meaning to the old phrase in a day when blood banks are arsenals in the universal war against disease. To give both ships their due, the blood donations on the deck of the *Quebec* formed a truly *Magnificent* gesture."

\* Although this place is denominated the Grand Falls, the Cataract is a mile distant.

# When You're Old and Lame

A Worm's-Eye View of  
The "Div" Course  
By L. W. T.

"Whew", said Commissioned Writer Officer A. L. G. Hayley, as he stood dripping wet, tired and cold, "I'm glad that's over. It really wasn't so hard, although I had my doubts at the smoke-hut, and once I nearly got stuck in the barbed wire trap."

But I'm getting ahead of myself.

It was six weeks ago that the twelve of us first came together in HMCS *Cornwallis* as a body. On Friday, September 11, 1953, we sat in a classroom at the Leadership School, a certain amount of fear and doubt reflected in every eye, and were told by the Officer-in-Charge, Commander Raymond Phillips, that we formed the 24th Officers' Divisional Course and that it actually wasn't as rigid as it was made out, although he regretted the casualties in previous classes.

Then he introduced Captain James Plomer, Commanding Officer, *Cornwallis*, who said, "It is unquestionably a very good course but it must be getting softer, because the last class lost only two men". Across the room Commis-

sioned Officer (SB) Donovan Filewood winced slightly.

Nor were they kidding. It wasn't too arduous. The first day that is, when we were taken on a tour of the establishment—by bus. That was our first and last bus ride in *Cornwallis*.

I didn't mind the PT. In fact, I preferred it because, when I was doing PT, I was too tired to notice my aching muscles. The first week was fairly easy. At battalion drill we merely looked on and observed that the company and platoon commanders could get into some perplexing situations. It was screamingly funny. The first week. At this stage, too, we were all reintroduced to the intricacies of squad drill and by Friday the creak of boots had been drowned out by the creak of stiffening muscles. Commissioned Writer Officer George Harvey, was the first class-leader.

Inspection, we discovered, was carried out daily. The first morning we smiled smugly and critically checked every detail, brushed lint off each

other and shined our shining boots on the backs of our trousers. However, we had a lesson in store. That first and subsequent inspections proved we had not been critical enough.

Commander Phillips went over us with a fine-tooth comb. He discovered that boots were not as shiny as his, medal ribbons were either worn or crooked or both (replace them at once or sooner), Canada badges faded and improperly sewn on and, in fact, nothing was right. Oh well, the first day he's bound to find something. He found something the second day, too, and the third, and when he tired of finding fault he was relieved by the Course Officer, Lieut.-Cdr. Jack Panabaker.

But, as I indicated earlier the first week wasn't too difficult and (three months later in relative time) it passed in seven days. Moving into the second week, PT became stiffer, squad drill a little over nine pounds (one rifle) heavier and for battalion drill we became platoon petty officers. Platoon POs just follow people around.

It was in this second week that we played a little game through Nova Scotia's jungles. A field day, complete with food packs and a map of the area, took us some miles from friendly *Cornwallis* to guard an atomic plant (which turned out to be a sawmill). In late evening we returned to *Cornwallis* to prevent any of the enemy from getting back. *Cornwallis* looked good that night. Don't believe the story that no one was limping the following day. The second week also saw us getting a little deeper into our lectures on Sea Warfare, Action First Aid and many other subjects. Night work in the form of lectures and debates became more frequent.

The third week proved that we weren't any great shakes as water polo players. In fact Commissioned Gunner Gilliam A. Byatt, who saw it all from the balcony at the gymnasium where he was nursing a broken wrist sustained in the first week, said we were terrible. This week also showed our ineptitude on the range with Sten gun and pistol, although Commissioned Radio Officer William Smith did get a few bullets through the target. Sub-Lieut. (S) George White claimed that Smith



poked the holes with a pencil while up getting the target from the butts, but the allegation was never proved.

As we moved into the fourth week speculation was rife as to the probable date of the Obstacle or Assault course. When anyone asked about this particular part of the training he was greeted with sly smiles and leering looks, as if to say, "Listen, buster, you'd better get in shape before you even think about THAT part of the course".

However, in the fourth week we did move closer to this goal. We were treated to another field day. In this one we changed sides and the former guards became escaped prisoners and vice-versa. Once again we tramped for miles through jungle, marsh and bog, forded swift streams and crawled along dusty roads. In battalion drill, we were promoted. We all became platoon commanders and discovered to our horror that people were standing where we had stood in the first week and were laughing, actually laughing, at our efforts. But Lieut.-Cdr. G. A. Penney didn't mean to turn his platoon the wrong way.

In the fifth week most of us became Company Second - in - Command, which was a cinch. The company commander does all the work and the screaming GIs and other instructors on the parade were only trying to get us rattled. They did, too. But the much vaunted (we were sneering openly about it now) assault course was still being held in reserve. We had passed through many phases, carried out sword drill and taken turns at first and second officers of the guard for colours. Commissioned Commissary Officer Jack Keating was good at it, too, which proves that the gunnery people had better look to their laurels. Friday of the fifth week and the final syllabus was posted. There, smack in the middle of week six, was the assault course. Tension mounted and talk dulled to whispers.

The sixth week dawned cold and cheerless. Tuesday it rained and weather forecasts were followed with avid, albeit morbid, interest. Suggestions that it might snow and the assault course be cancelled were met hopefully. Except by Course Officers who said, "Cancel it for snow? Or frost? Or rain, or hail, or Hell? No!! We chop holes in the ice". Commissioned Gunner (TAS) E. L. Anderson confirmed it too. Claims he saw them do it a couple years ago. Tuesday night was long. It got colder. Towards morning a chilling drizzle began. It kept on. And on, and on.

"I'm safe anyway," said Commissioned Gunner (TAS) C. N. Stroud.



### Follow Me

(Sung to the tune of "You Belong to Me")

Do a Div. Course when you're old and lame,  
Stretch your muscles till they rack  
with pain,  
Try to sleep at night, but all in vain,  
Dreaming, "Follow me!"

Hearing lectures and some dry debate,  
Points on leadership in verbal spate,  
Playing hockey 'tho you cannot skate,  
Screaming, "Follow Me!"

There must be a reason for it,  
Else we wouldn't suffer so—  
We know.

Crossing bridges and an ice-bound lake,  
Over obstacle and picket gate,  
Miss your turning and arrive back late,  
Screaming, "Follow me!"

—Composed and sung by the 20th  
Officers' Leadership Course, HMCS  
Cornwallis, February 9 to March 21,  
1953.

"It isn't that I'm afraid but I'm over thirty-five. You fellows all remember celebrating my birthday last week. Regulations. Thirty-five you know, don't have to go." And so he went, along with the rest of us. But I'm getting ahead of myself.

During the past five weeks we had been lectured on many things including supply, regulations, communications, radio, torpedo, anti-submarine, and instructional technique. We had seen the new entries at work and at play and taken part in many sports. We also

proved that 24 Course did stand out in one sport. We won every game of volleyball except one. We played three. We had taken turns at general drills, bossing each other around, and, if rigging sheerlegs to cross an electric fence or making a raft out of barrels had been for real, I'm not sure we'd have been alive now.

And so we arrived at the climax of the course. As I said, the morning was cheerless in prospect. And cold. This was the sixth week. We piled into the truck and assembled near the assault course.

The class was divided into two teams. Lieut.-Cdr. Panabaker became the heckler for one team and Commander Phillips and Lieut. V. C. Johnson hecklers for the other. We started. It wasn't too laborious though. I mean if you look at it objectively. The first trap was a water and barbed wire one. You go through the water under the barbed wire. The first twelve-foot wall wasn't so tough either, as long as your rifle was guarded from the heckler, and all men got over the wall. Just three walls left, all uphill. At the third wall it's rather difficult to get a leg over the top after your teammates have struggled to get you up there. The fourth wall is worse.

After the walls, it's all uphill to the smoke hut. Gasping for breath from the long run it seemed suicide to dive into the open window of a hut belching thick clouds of smoke. Inside, breathing was a little restricted. If you couldn't find the exit through the smoke, you'd suffocate. Therefore, we all found the exit. After the smoke-hut it was child's play to crawl through a barbed wire entanglement while hecklers rolled boulders down from above.

Then came the rifle ranges. Six rounds of .303 and each round had to go through the target. A charge of 100 yards over the butts and through a bulldozed pile of trees and brush many yards long followed.

Up to this point it had been simple. Now, we hopped over a few picket fences about five or six feet high, climbed over a 20-foot scramble net that swayed some 10 or 15 feet from side to side and jumped up and down most annoyingly, then on to more picket fences, through another entanglement of barbed wire and finally arrived at a Burma Bridge. Three thin strands of wire, two waist high, spanned the gorge. A small creek wound its way far, far below. We couldn't find a ladder to get up to the bridge and the branches had been removed from the trunk of the tree. However, tired as

(Continued on page 28)

# NEW RATES OF PAY

## SINGLE MEN

RANK			BASIC PAY		PAY AND SUBSISTENCE	
NAVY	ARMY	RCAF	(Standard Group)		Standard Group	
			OLD	NEW	OLD	NEW
	Recruit under 17		44	46	105	107
Ord. Sea.	Pte	AC2	87	92	148	153
Ord. Sea. (Trained)	Pte 2 Cl	AC1	91	96	152	157
AB	Pte 1 Cl	LAC	98	107	159	168
Ldg. Sea.	Cpl.	Cpl.	112	127	173	188
PO 2	Sgt.	Sgt.	129	144	201	216
PO 1	S/Sgt.	F/Sgt.	150	165	231	246
CPO 2	WO II	WO II	174	195	255	276
CPO 1	WO I	WO I	193	224	285	316

### PAY AND SUBSISTENCE ALLOWANCE AND TRADES PAY

RANK	TRADE GROUP 1		TRADE GROUP 2		TRADE GROUP 3		TRADE GROUP 4	
	OLD	NEW	OLD	NEW	OLD	NEW	OLD	NEW
Under 17	—	—	—	—	—	—	—	—
Ord. Sea. (Trained)	154	163	163	178	178	198	188	213
AB	158	167	167	182	182	202	192	217
Ldg. Sea.	165	178	174	193	189	213	199	228
PO 2	179	198	188	213	203	233	213	248
PO 1	207	226	216	241	231	261	241	276
CPO 2	237	256	246	271	261	291	271	306
CPO 1	261	286	270	301	285	321	295	336
	291	326	300	341	315	361	325	376

### MARRIED MEN

RANK			BASIC PAY		PAY AND SUBSISTENCE	
NAVY	ARMY	RCAF	(Standard Group)		Standard Group	
			OLD	NEW	OLD	NEW
Ord. Sea.	Pte	AC2	87	92	208	213
Ord. Sea. (Trained)	Pte 2 Cl	AC1	91	96	212	217
AB	Pte 1 Cl	LAC	98	107	219	228
Ldg. Sea.	Cpl.	Cpl.	112	127	233	248
PO 2	Sgt.	Sgt.	129	144	250	265
PO 1	S/Sgt.	F/Sgt.	150	165	271	286
CPO 2	WO II	WO II	174	195	295	316
CPO 1	WO I	WO I	193	224	325	356

### PAY AND SUBSISTENCE ALLOWANCE PLUS TRADES PAY AND MARRIAGE ALLOWANCE

RANK	TRADE GROUP 1		TRADE GROUP 2		TRADE GROUP 3		TRADE GROUP 4	
	OLD	NEW	OLD	NEW	OLD	NEW	OLD	NEW
Ord. Sea. (Trained)	214	223	223	238	238	258	248	273
AB	218	227	227	242	242	262	252	277
Ldg. Sea.	225	238	234	253	249	273	259	288
PO 2	239	258	248	273	263	293	273	308
PO 1	256	275	265	290	280	310	290	325
CPO 2	277	296	286	311	301	331	311	346
CPO 1	301	326	310	341	325	361	335	376
	331	366	340	381	355	401	365	416

# Wider Paths to Trade Pay

A new light has been shone on the path to promotion and pay.

No longer need a seaman find himself in a blind alley, barred from participating in the higher levels of trade pay, simply because there is no requirement for higher levels of training in a particular trade. Furthermore, the special skills of seamanship have at least been recognized as meriting recognition in the trades pay scheme.

These developments are an outgrowth of something that happened about three years ago when 4,000 copies of a Job Analysis questionnaire were distributed to the Fleet. Far from being filed away and forgotten, as some of those who filled them in may have suspected, the pamphlets were gone over with a fine-tooth comb by the Naval Job Analysis Committee of the Personnel Board at Naval Headquarters. The committee sorted the information, condensed it and produced a comprehensive list of the duties, tasks and responsibilities for each trade at each working level. It also produced a companion list of the knowledges and skills required to be carried out by the various naval duties.

The next step was for each branch to send specialist officers or senior tradesmen to work with the committee and produce trade specifications.

These specifications have been completed and approved and are in course of publication as a "Manual of Advancement and Promotion" for distribution throughout the Fleet as BRCN 113. For the first time, the trade structure of the Royal Canadian Navy has been clearly outlined in a single volume and the publication will not only provide an excellent guide to employment, but will be of value in recruiting and other fields.

During the course of the job analysis project, it became apparent that in some cases the trade grouping allowed for a trade was not high enough to compensate for the skills and knowledge required. It also was evident that the skills of the seamen should not be ignored in considering the work done by men holding non-substantive qualifications in the Seaman Branch. Accordingly, detailed specifications were written, covering all seaman duties, to be

# North of Sixty-Eight

## New Barracks Block Houses Sailors in Aklavik

considered along with the non-substantive specifications (eg., gunnery, torpedo-anti-submarine, radar plot, etc.) in appraising the value of all seaman trades.

Similar surveys were under way in the Army and Air Force and the three services had the co-operation of the defence Research Board in devising an evaluation method for the various trades. This was applied to all naval trades and the score allotted each trade takes into consideration necessary knowledge, mental requirements, physical skill, scope of action and other factors. The trades evaluation was carried out by a board of 20 officers and senior men, representing every branch in the Navy, all of whom had extensive experience in naval trades. The Naval Job Analysis Committee, which directed the work, then submitted a report and recommendations on the evaluation results.

The question which immediately arose was how the results were to be used. Each trade had been assigned its own point value and the easiest plan would have been to establish cut-off points beyond which a trade could not advance.

The trouble with this was, for example, that Trade "A" might be rated at a maximum value of 74 points while Trade "B" was valued at 76 points. If the cut-off point for Trade Group IV happened to be 75, the two-point difference in evaluation could result in a difference of hundreds of dollars in trades pay over a man's career. Actually, the two trades would be worth almost identical pay.

Under the system which was adopted effective October 1, 1953, the best men in all trades will have an opportunity of reaching Trade Group IV. The minimum times for advancement have been set to reflect the evaluation scores (high-scoring trades will advance more rapidly than low-scoring trades), modified slightly in some cases by branch requirements. In a small number of cases transfers to related trades will be necessary to attain the higher trade groupings.

The new trade specifications have also involved the amendment of training syllabi or the production of new ones. The training syllabi will be published in a separate volume, BRCN 3001(B).

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*Editor's Note: The pay rates listed in the table accompanying the foregoing article are those effective December 1, 1953, as announced by Defence Minister Claxton on November 20.*

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"There she is . . . right off your starboard bow, as the Navy says . . . no bigger than a dime, but your home for the next few years."

This remark came from the Norseman pilot as we settled for a steep bank and a rapid descent to a resting place on the murky waters of Peel Channel, beside the settlement of Aklavik. It was a long and tiring trip, but here we were at last. Right smack in the northwest corner of Canada's great Northwest Territories.

Aklavik, translated from the Eskimo, means "The meeting place of the Bear" and is located in the Mackenzie delta on a horseshoe bend of the Peel Channel, which is a branch of the Mackenzie River itself. Sixty-nine degrees north, 135 degrees west is the position.

The town's population consists of Eskimos, Indians and whites, numbering approximately 1,080, 175 and 261 respectively. The native population lives both in town and the immediate area, and relies mainly on trapping and fishing as means of livelihood. Seasons here in the "Land of the Pale Blue Snow" are divided into two parts—one of long nights which includes two months of complete or near complete darkness; the other, a period of long days, with two months of unbroken daylight.

As for our temperatures in both summer and winter up here, well, I'm afraid that you are due for somewhat of a surprise. In spite of our northerly location, we are not snowed-in all the year around. True, we do see quite a bit of snow during the winter months, but ordinary cold weather at this time of year is between 20 and 30 degrees below zero, with the bottom dropping out of the thermometer every now and then to register 50 to 60 below. More surprising still is the relatively high temperature of 50 to 70 above during mid-summer, when we are plagued with mosquitoes and black flies.

Contact with the outside is naturally quite limited. Canadian Pacific Airlines runs weekly scheduled flights into Aklavik from Edmonton, but the schedule is interrupted twice yearly by "Old Man Weather". During freeze-up and break-up of the river it is impossible for an aircraft to pay a visit to Aklavik. These

periods begin about the first week of October and April respectively, and last a good two months each. The worst part of these times is that they mean no mail-call, which in itself can prove disheartening to those who look for that letter from the folks back home.

The social activity here is not as limited as one would think. Dances are held regularly and are thoroughly enjoyed by all who attend. Curling is also a popular pastime and Aklavik boasts the most northerly organized bonspiel in North America. Another cog in the wheel of entertainment is the local radio broadcasting station CHAK, "The Friendly Voice of the Arctic", which broadcasts nightly on a frequency of 1,490 Kcs. It is one of Canada's most northerly broadcasting stations and does a splendid job.

There are two churches in the area and an oddity is the fact that the services on Sunday, which are broadcast over CHAK, are conducted in three different languages, Leucieux, Eskimo and English.

So far I haven't mentioned a thing about our new barracks block. The building houses a large and well-equipped galley, to say nothing of a spacious messdeck and recreational space. The galley and messdeck are located at one end of the building, while the remainder is taken up by the two-man cabins, furnace room, laundry room, showers, etc.

Construction of the building took a good part of the short summer, but it was completed toward the end of August, and the early part of September saw it opened in grand style with a banquet and dance for all hands. Tables were set up in the messdeck and the married personnel and their families joined us in a hearty and well-prepared chicken dinner. There were a lot of satisfied-looking faces and few loose belts after the final course.

The tables and chairs were then removed and, while the evening was still young, a dance got underway. We didn't have Tony Martin and his orchestra or such, but we had many of the latest dance tunes.

It was an evening of fun that at last made us feel thoroughly at home in the Arctic.—C.P.L.



# The Navy Plays



## "It's the Spirit That Counts"

Hong Kong was luckier than Manila or Kure for *Athabaskan* softball players for it was the scene of their sole victory in six games played in the Far Eastern ports.

In Hong Kong, the team nipped a 14-13 win over the Kowloon Warriors, a Portuguese team. Against Sangley Point (Manila) they dipped 14-8 and 15-6. Against US Military Port of Manila (USAF) they were downed 15-2. USCGC Forster took the team 12-9 in Manila.

"This was a much more evenly matched game than the others and showed good ball all around", according to the final edition of the "Athabulletin". "The team was later humbled by the Canadian Army in Kure to the tune of 15-8".

Sangley Point beat Athabaskans 65-22 at basketball and the Philippine Navy took another contest 43-39. The Canadians triumphed, however, in a return

game 34-26, but a report indicates conditions were more suitable for water polo. The final result, despite all these efforts by the *Athabaskan*, had Sangley Point winning a tennis match.

As the "Athabulletin" summed it up: "It's the spirit that counts."

## Skeena Division

### Boxers Score

Skeena Division, with 34 points won the inter-divisional boxing finals at *Cornwallis* in September. Rainbow and Kootenay Divisions were close astern with 32 and 30 points.

Winners were as follows: Ord. Sea. Paul J. Archambault (flyweight), Ord. Sea. Philip M. Gabriel (bantam), Ord. Sea. Rock J. Rivard (feather), Ord. Sea. Robert W. McLay (light), Ord. Sea. Leroy Hurst (welter), Ord. Sea. Lorne Hurst (middle), Ord. Sea. Robert E. Murray (light-heavy), and Ord. Sea. James D. Williams, (heavyweight).

The bouts were fought during the annual inspection of *Cornwallis* by Rear-

Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, a boxer himself in days gone by. He presented the awards including special prizes to Ord. Sea. Kenneth L. McNorgan and Ord. Sea. Donald E. Milks. Finale to the evening's entertainment was a fencing match between CPO Reginald Pitt and CPO Raymond Ellison.

## York Captures Indoor Opener

York captures made an auspicious debut in their opener of the indoor baseball season by drubbing the Governor General's Horse Guards 7-1 on October 28.

Several weeks of practice under coach Hank Hanson paid off. Lieut. (S) D'Arcy Quinn as winning pitcher had the Horse Guards handcuffed most of the way. Lieut. (L) Derek Bate set the pace at bat with a homer and four runs batted in, while Sub-Lieut. (S) Ross Brown and Cadet (S) Ron Gray garnered a pair of singles apiece. The team excelled defensively, especially Sub-Lieut. (S) Lorne Lodge and Lieut. Jake Howard at short stop and third base respectively.

In their second game on November 7 they threw a scare into the perennial champions, the Irish, by forcing the latter into an extra inning before losing 9-8. Again Quinn pitched steady ball and deserved a better fate. Derek Bate got a pair of doubles, Lieut. (E) Bruce Gilbert batted three runs in and Lieut. (L) Dave Bate hit two singles.

## Supply School "B" Cock of Barracks

Supply School "B" team won *Naden's* summer Cock of the Barracks trophy with a total of 63½ points. The program wound up with the interpart soccer championship. This went to MTE, who eked out a 1-0 win over the Supply squad by virtue of a penalty shot in the second half. MTE had lost only one of the scheduled seven games.

The win placed them in second spot with 55½ points for the summer trophy and the combined TAS-Electrical team followed closely with 54. The remaining teams finished in this order: Supply School "A"—52, *Naden* Cooks and Writ-



Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, presents the *Cornwallis* Inter-Divisional Boxing Trophy to Ord. Sea. Lorne Hurst, Amherstburg, Ont., captain of the winning team from Skeena Division. Hurst won his own bout with a first round knockout over Ord. Sea. K. McNorgan, London, Ont., of Rainbow Division. (DB-3436)

ers—50, Medical, Communication and ND School—42½, Stores and Stewards — 40, Gunnery and Ordnance — 37½ points.

The winter Cock of the Barracks competitions started on October 19 with eight teams competing. Volleyball, hockey, badminton, and bowling make up the pre-Christmas schedule with basketball, 22 shooting and a second half of hockey beginning in January.

### **Tractor Section Tops Softball League**

The Interpart Softball League schedule at *Shearwater* finished with Tractor Section on top, with only one loss during league play. They met Supply in the finals.

Tractor Section eliminated Works and Bricks in two straight by the scores of 9-0 and 35-5. Supply eliminated SNAM in two straight by the scores of 14-12 and 16-10.

### **Shearwater Nine Has Good Season**

*Shearwater* had a successful season in baseball and advanced to the provincial finals against New Waterford, Cape Breton.

They eliminated Halifax Shamrocks in a three-out-of-five game series. Shamrocks took the first game 6-3 only to have *Shearwater* come back and

take the next three games. *Shearwater* then eliminated Windsor two straight in a two-out-of-three series.

They also downed Walton and Greenfield in straight games and rode a nine-game winning streak after taking the playoff trial.

### **Cornwallis Swim Program Recoils**

HMCS *Cornwallis* is nigh to being synonymous with water sports, but the program has backfired.

Water polo tournaments, plus the monthly swimming meets, have turned out so many experts that the training establishment's own swimming and water polo teams have been unable to beat the competition it sends to the fleet.

As part of the new entry training program, the P and RT department arranges two knockout water polo tournaments a month. There is stiff competition and maximum improvement, therefore, in ability. This was proved recently in the Atlantic Command water polo championships when Ord. Sea. Patrick Ambrose, who left *Cornwallis* in August, scored the last moment winning goal for *Stadacona* in a hard-fought 9-8 battle. During August, 320 men participated in this rigorous sport at *Cornwallis*.

In September's tourney, the highly-touted Restigouche team dropped in the semi-finals to young apprentices of

Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, was awarded the first certificate presented at *Cornwallis* under a new system of swimming proficiency awards. He earned it. Still dripping wet in a seaman's white duck uniform, Admiral Mainguy is shown receiving the certificate from Lieut.-Cdr. H. E. Taylor, officer in charge of the *Cornwallis* Physical and Recreational Training School. Captain James Plomer, commanding officer of *Cornwallis*, is an onlooker. (DB-3506)



Proud possessors of a coveted trophy are members of this new entry swimming team at "Cornwallis". Members of "Huron" division, the aquatic stars captured top honours in a recent swim meet held at the naval training establishment. Front row, left to right: Ordinary Seamen Albert Blanche, Hamilton, Ont.; Earl Morrison, Montreal; Paul MacBean, St. Catharines, Ont., and Wayne Morgan, Hamilton. Back row: Ordinary Seamen Gordon Rafter, Hamilton; Ralph Collins, Vancouver; William Armstrong, Medicine Hat, Alta.; Gordon Johnson, Toronto, and Joseph Winters, Welland, Ont. (DB-3321)

Champlain Division who went on to beat St. Laurent 9-8 for the New Entry championship. Restigouche took the New Entry swimming meet by a safe margin, however, winning 36 points to Skeena's 25 and Vancouver's 17.

*Cornwallis* also sent a team to the Nova Scotia Outdoor Meet in Halifax where Ord. Sea. Thomas V. Ange won the 100-yard breast stroke event and Ord. Sea. Wilbert J. Starr placed second in the 100-yard free style. CPO Albert Trepanier of *Cornwallis*, who is president of the Nova Scotia Amateur Swimming Association, presented trophies to the winning teams—*Stadacona's* men's team and the Waegwoltic Ladies' Swimming Club.

### **Westsides Too Good for York**

They tried hard, but *York* softballers failed to stop Toronto Westsides from gaining their fifth consecutive Civil Service League championship.

Yorkers won the first game in the best-of-three finals and prospects of wresting the cup from Westsides looked excellent. The Navy team lost the next two, but gained the distinction at least of being a finalist for the second year running.





## Supply Repeats Softball Triumph

The Supply department won *Stadacona's* inter-departmental softball championship for the second consecutive year by downing the highly-rated MTEs in a tough best-of-five series.

Supply took the first two contests 11-0 and 11-3. They took a reverse in the third session when MTE finished 11-6. The final game had both teams battling to the line, but Supply finished on the better end of a 12-10 score to take the title three games to one.

The "scribes" had finished third in the regular playing schedule. They took two straight from Electrical School in the best-of-three semi-finals.

## Sports Arranged For U.S. Warships

A heavy program of sports was arranged by the P and RT staff at *Stadacona* for the numerous United States warships visiting port in recent months.

A few of the sports and scores are as follows:

Baseball—USS *Chas. R. Ware* 10, *Stadacona* 17; Basketball—USS *Hawkins* 39, *Stadacona* 40; USS *Hickox* 40, RCN Cadets 61; Softball—USS *Bennington* 2, *Stadacona* 3; USS *Hale* 5, *Stadacona* 2; Tennis—*Bennington*, 3 sets, RCN Cadets one set.

## Two Titles Won By Cornwallis

The *Cornwallis* softball team was tied for first place in the Annapolis Valley League schedule, but trounced all, including RCAF Greenwood, in the final playoffs.

The baseball team didn't fare as well. The Navy nine reached the playoffs, but again, as in the schedule, they succumbed to the greater strength of the team from nearby Bear River.

The ladies' softball team outclassed all competition in their valley league, winning handily, with only one loss in the schedule.

In the *Cornwallis* interpart league, chief and petty officers won over ship's company 11-9 in a sudden death game that went seven innings.

## Ex-Marine Wins Cornwallis Run

The October cross-country run at *Cornwallis* was won by Ord. Sea. Cyril Heaton, former Royal Marines corporal, who was closely followed by Ord. Sea. George Elliott, running his first race and not knowing he had to break the tape to win. The time was 17 minutes, 2 seconds.



*Stadacona's* Supply department copped the inter-departmental softball championship for the second consecutive season. Front row, left to right: AB Louis Carveth, PO Douglas Newton and AB Charles Conrad; second row, AB Donald Choate, PO Charles Quirback, PO Mike Bidnock, AB Harvey Hunt, and Sub-Lieut. Joe Duffy (coach); back row, Commander (S) Ray Bowditch, AB Arn Riches, AB Mickle Manak, PO Cliff Laytham and Cd. Wtr. Officer Arnold Steed (manager). (HS-27205)

# How Canadian Football Won Its Maritime Spurs

In less than a decade Canadian football has caught hold in the Maritimes — an English rugger stronghold — and within very few years it promises to be the top spectator sport there, due largely to the Navy.

Big time Canadian football was introduced to the East Coast during the war when Navy teams with the cream of "Upper Canada" talent fought historic struggles on the gridiron of the Navy League Rec' Centre.

After the war, the game stuck. A Halifax District League was formed and included *Stadacona* and the Dartmouth Naval Air Station. *Stadacona* won the first four years running until 1951 when *Shearwater* edged them from the finals. The Flyers were grounded in turn in a muddy contest at Studley field 5 to 0 by Dalhousie University Tigers. It was in that season that *Cornwallis* fielded the third Navy team, which expanded the game into a Nova Scotia League.

The year 1952 saw the first game under lights in Eastern Canada when *Stadacona* beat *Shearwater* 12-11 in the Mike Milovick Memorial Game in Dartmouth to start the season. It was held to commemorate Lieut. (L) Milovick, starry *Shearwater* quarterback, who

died in an Avenger crash that year.

After five failures in the title quest, the *Shearwater* team handed *Stadacona* a humiliating 65-6 drubbing for the championship. The Flyers went on to defeat St. Thomas College, Chatham, N.B., 14-5 in a sudden death final for the first Maritime Canadian football title.

The focal centres of the Canadian game in the Maritimes have been Halifax and Moncton, N.B. Naval Radio Station Coverdale, near the latter city, entered a team in 1949 and since then has provided players for a tri-service squad in the Moncton and District League.

A concentrated publicity program, smart bands (with *Stadacona's* band formations and Wren cheerleaders definite attractions) and half-time high jinks have boosted the game in Halifax. In the current season, at a *Stadacona*-Dalhousie session, turnstiles clicked more than 3,000 times for a record Canadian football attendance in Halifax. No English rugger game in Nova Scotia could claim as many spectators.

In operation for the first time this season is a Nova Scotia Junior Football League with teams from *Stadacona*,

*Shearwater*, St. Mary's University and the Dartmouth Rams. Some clubs sponsored junior teams in recent years but 1953 marked the first well-organized effort to exploit them. They also form good grist for the senior squads.

Other Maritime universities are considering Canadian football for the first time. St. Francis Xavier University is expected to enter either a senior or junior team next year. The FXs will be followed by other colleges, it is felt.

*Stadacona* holds the lead in training gimmicks. Coach this year was Ordnance Lieut. Don Loney, with ten years experience in the game, the last five with Ottawa Rough Riders. He was voted all-Canadian snap in 1949 and 1950 was awarded the Jeff Russell Memorial Trophy as the player with the best combination of courage, sportsmanship and clean play in the "Big Four". In 1951 he was co-captain of the Rough Riders when they won the Grey Cup.

Loney has brought a few Big Four tricks into his mentor methods. One is oxygen for winded players; another is offensive and defensive platoons, a third is ten minutes of recorded band music as pre-game therapy for the team. These, plus movies and photographs and a weekly open letter to the team stressing important points for the next game, have had their results.

*Stadacona* rushed through the league schedule undefeated and swamped Dalhousie Tigers 39-0 for the title.

### **Navy's Juniors Starry Swimmers**

Sooner or later, every man in the Royal Canadian Navy is expected to have stamped on his personal documents the symbols that mean he has passed his swimming test.

No handicap faces children of Navy families living at Shannon Park or in the *Cornwallis* housing project. They have access to some of the finest pools in Eastern Canada, those at the *Stadacona* and *Cornwallis* gymnasiums and

### **Fog Gobbles Up Tennis Balls**

Fluorescent tennis balls hold promise of a fortune for some aggressive West Coast salesman.

Petty Officers Roy Eldridge and Ken Nordlinger took on Petty Officers Allan Horn and Harold Bingham for a noon-hour tennis match on a foggy October day at the *Naden* courts.

At start of play, they had a supply of six balls. Before they finished all but two had vanished into the Pacific "sunshine".



Partial disability due to a car accident wasn't an insurmountable handicap for Lieut.-Cdr. F. Clem Pettit, officer-in-charge of *Stadacona's* P and RT School, who rode a bicycle around the Digby Pines golf course to win for the second successive year the Oland and Keith Rosebowl Trophy in the 1953 Atlantic Command golf championships with a low gross of 90. Commander Raymond Phillips, *Cornwallis*, presents him with the well-earned trophy. (DB-3434)

they have the advantage of expert swimming instructors.

On September 3, 85 children of Shannon Park and *Cornwallis* housing competed in 66 events. They were divided into seven different age groups. Ribbons were awarded to the first three in each event. Final score was *Cornwallis* 209, Shannon Park 102.

Outstanding performers were Betty Dennis (15 and over), Stanley Peakman (under nine), who won five ribbons, and Billy Leggatt (under 10), all of *Cornwallis*. Exceptional swimmers from Shannon Park were Janice Jackson (under 15) and Sharon Moore (under 12). After all this mighty exertion, the young swimmers dined on turkey and attended a show in the recreation centre.

The competitions were organized in 1947 by CPO Trepanier to strengthen the Navy Junior Swimming Team. Assisting him this year in their realization was Chaplain (P) Thomas L. Jackson, *Stadacona*.

### **Golfer Rides to Title on Bicycle**

A bicycle helped Lieut.-Cdr. F. Clem Pettit, officer-in-charge of *Stadacona's* P and RT School, to win for the second time in succession the Oland and Keith Rosebowl Trophy in the 1953 Atlantic Command golf championships at Digby Pines in late September.

He used the wheel to go around the course because of injuries he received in a car accident some time previously. His bad leg prevented a good swing with a wood, so he used his No. 2 iron for driving.

Lieut.-Cdr. Pettit won the trophy for low gross, shooting a 46 and 44. Next came Lt.-Col. H. L. Harris, RCDC, *Stadacona*, with 42 and 50.

There were 36 entries, including two nurses, taking part in the goodly representation from *Stadacona*, *Cornwallis*, *Shearwater*, and HMC Ships.

Also finishing in first division was Lieut.-Cdr. A. H. Slater, *Stadacona*, with a low net of 72. Tied for second lowest net were Lieut.-Cdr. John H. Beeman, *Shearwater*, and Lieut. Charlie Rhodes, *Cornwallis*.

Instructor Commander R. S. Martin, *Cornwallis*, and CPO Robert L. Henry, *Stadacona*, tied for low gross, second division. Lieut. R. J. McClymont, *Shearwater*, shot low net. Sub-Lieut. (MN) Olive Gloster, *Stadacona*, had ladies' low gross.

Hidden hole low with a hole-in-two was won by Instructor Cdr. J. D. Armstrong, *Stadacona*, and hidden hole high went to Sub-Lieut. (MT) J. C. Ross, *Stadacona*. The special prize was awarded to Sub-Lieut. (MN) Barbara J. Barry, *Stadacona*.

# The Story of the "Charioteers"

Canadian Naval Officer One  
of First to Ride  
"Chariot"

There was a hint of chagrin in the memorandum which Prime Minister Winston Churchill sent to General Ismay for the attention of the Chiefs of Staff Committee on January 18, 1942:

"Please report what is being done to emulate the exploits of the Italians in Alexandria Harbour and similar methods of this kind.

"At the beginning of the war Colonel Jefferis had a number of bright ideas on this subject, which received very little encouragement. Is there any reason why we should be incapable of the same kind of scientific aggressive action that the Italians have shown? One would have thought we should have been in the lead.

"Please state the exact position."

What Churchill referred to as the "exploits of the Italians", accomplished with "human torpedoes", had won the ungrudging admiration of their victims, even as had the feat of U-boat commander Gunther Prien, who had slipped into the supposedly impregnable anchorage of Scapa Flow and torpedoed the *Royal Oak*.

As First Lord of the Admiralty, Churchill had, before the First World War, rejected the idea of a one-man "human torpedo" as too dangerous for the operator and as a weapon unworthy of a great power. During the Second World War new weapons and new tactics had to be adopted to meet new conditions and the effectiveness of new methods of warfare outweighed too chivalrous considerations.

At the moment when Churchill penned his note, powerful German warships lay hidden in the Norwegian fiords, protected from surface and underwater attack by shore batteries and nets and relatively secure from air attack because of the high mountains surrounding their lairs.

The successful Italian attack at Alexandria, plus a later abortive attempt on British warships at Gibraltar, offered a clue to an effective means of attacking the German warships, which included the powerful battleship *Tirpitz*.

The Alexandria attack on December 19, 1941, was carried out by three human torpedoes, each manned by an officer and one man. The charges they placed heavily damaged the *Queen Elizabeth* and *Valiant* (battleships), the *Jervis* (destroyer) and the tanker *Sagona*.

The blow was all the more bitter because the *Barham* had been torpedoed and sunk on November 25 in the Eastern Mediterranean and the *Prince of Wales* and *Repulse* were lost off Malaya on December 10, just nine days before the human torpedoes struck. The *Queen Elizabeth* and *Valiant* were, in fact, the last two RN battleships in service in the Mediterranean.

Yet Admiral of the Fleet Viscount Cunningham, then Commander-in-Chief Mediterranean, who was thrown five feet from the deck by the explosion beneath the *Queen Elizabeth*, was later to write:

"One cannot but admire the cold-blooded bravery and enterprise of these Italians. Everything had been carefully thought out and planned. Tins of calcium carbide were even found floating



The whim of a tall monarch has given naval officers the exclusive privilege of remaining seated when drinking to the Sovereign's health. This unique custom is said to have originated with Charles II, who as a guest aboard one of HM ships bumped his head on the low deckhead of the wardroom as he rose to a toast to his health. This minor inconvenience caused King Charles to grant his officers permission to be seated when he was toasted, and this singular custom has been maintained to this day. Other sources say the monarch concerned was William IV.

in the harbour with which they hoped to ignite the oil fuel released by the explosions."

There was little wonder that the Royal Navy wished to even the score. A midget submarine was already in course of production, but now it was felt that quicker results might be obtained if the development of human torpedoes was also started. The Royal Navy called them "chariots" and they were designed to be ridden by a crew of two in "frogman" diving suits.

The first "charioteers" (they did not know what they had volunteered for) assembled for training in April 1942. The first "chariot" put to sea on a trial run shortly afterward. Astride it were Lieut. C. E. (Chuck) Bonnell, DSC, RCNVR, and Stoker Petty Officer "Jim" Warren.

Lieut. Bonnell, a native of Toronto, joined the RCNVR in 1938 and was loaned to the RN in 1940. He won the Distinguished Service Cross as commanding officer of a motor torpedo boat which torpedoed an enemy supply ship in the Channel in 1941. He served on human torpedo duties from their beginning until he was reported missing on active service on January 8, 1943.

Stoker PO Warren won his commission and survived the war as Lieut. C. E. T. Warren, MBE, RNVR, to collaborate with Sub-Lieut. James Benson, RNVR, in writing the story of the midget submarines and human torpedoes under the title "Above Us the Waves".

The officers and men chosen for these strange undersea duties were a singularly courageous and resourceful lot. Four of them won the Victoria Cross; 64 others won decorations ranging from the BEM to the CBE, plus 100 Mentions in Despatches—and that out of a total of 180 officers and men who actually set out to attack the enemy. They disabled the German battleship *Tirpitz* in her Norwegian hideout, sank an Italian cruiser at Spezia and put a Japanese heavy cruiser out of action at Singapore, plus carrying out numerous other forays which cost the enemy heavily in ships, men and fighting resources. They had their failures and bitter disappointments, as well, which are recorded along with the victories.

The authors consider that the attainments of the human torpedoes and

midget submarines would have been even greater had those in high places placed more confidence in them and given them an opportunity to show what they could do. Part of this diffidence, they suggest, was due to those in command hesitating to subject the crews to what seemed like impossible risks. In other cases, it may have been stubborn resistance to innovations.

The book, however, does not demand that it be read as a handbook of underwater strategy. It is a human document, abounding with passages of tense interest and high adventure and it is a worthy memorial to the little band of amphibious fighters who dared deeds of mighty valour.—H.M.C.

"Above Us the Waves" by C.E.T. Warren and James Benson; 256 pages, illustrated; Clarke, Irwin and Co. Ltd., Toronto; \$3.15.

## DOCTORS AT WAR

"Medicine, like the destructive arts, makes great strides forward during great conflicts."

These words appear in Lieut.-Col. W. R. Feasby's preface to Volume Two of the "Official History of the Canadian Medical Services 1939-1945". The book itself details the remarkable medical advances of the Second World War as they were evident in the three armed services.

Dr. Feasby, army medical historian toward the latter part of the war, and previously on active service overseas with the Canadian Army Medical Corps, is a medical journalist and lecturer in physiology at the University of Toronto. He is the editor and compiler of the present volume, entitled "Clinical Subjects". The first published of the two volumes, it will be followed at a later date by one dealing with the organization, development and campaigns of the medical and dental services of the armed forces and the wartime contributions of civilian services.

The book will be of particular value to those in the medical branch, but general readers will find much to interest them. Here, for example, is the story of the Royal Canadian Navy's search for a remedy for seasickness, of its study of visual, auditory and nutritional problems peculiar to the naval service, and of the unrelenting research into methods and equipment which would increase chances of survival in the North Atlantic.—C.

"Official History of the Canadian Medical Services 1939-1945", Volume Two, "Clinical Subjects", edited by W. R. Feasby, BA, MD; 531 pages, illustrated; published by the Queen's Printer, Ottawa; \$5.

Page twenty-six



The symbolism of the ship's badge is explained to Sea Cadets visiting on board the Algonquin during her visit to Montreal. The visitors are Leading Cadets A. Gillis, John Mulcahy and M. Painter, all of Montreal, and their guide is AB E. L. Dalton, of Augustus, P.E.I. (ML-293)

## WEDDINGS

Sub-Lieutenant Robin Casgrain Allen, HMCS *Niobe*, to Miss Joyce Gwendolyn Hutton, of Winona, Ont.

Sub-Lieutenant John Arnott, RCAF Station, Centralia, to Miss Norma Brigden, of North Bay.

Surgeon Commander George William Chapman, HMCS *Naden*, to Miss Florence Mary Kersey Grassick, of Nanaimo, B.C.

Able Seaman David Leslie Fowler, HMCS *Shearwater*, to Miss Rhoda Marguerite Fralick, of Timmins, Ont.

Able Seaman John S. Gordon, HMCS *Cornwallis*, to Miss Frances M. Isles, of Clements-port, N.S.

Leading Seaman H. Hall, HMCS *Portage*, to Miss Roselyne McBride, of North Butterfield, N.S.

Sub-Lieutenant Sylvia Christine Humble, HMCS *Naden*, to Alexander Thomas Satchwell, of Victoria.

CPO J. E. Jackson, HMCS *Cornwallis*, to Miss Helen Daisy Best, of Wolfville, N.S.

Ordinary Wren Lucille Larouche, HMCS *Cornwallis*, to Ordinary Seaman Frederick Wright, HMCS *Cornwallis*.

Sub-Lieutenant James Christopher Lawless, HMCS *Sioux*, to Miss Ruthmary Brackenbury, of Ottawa.

Leading Seaman J. Lesk, HMCS *Portage*, to Miss Dorothy Aubrey, of Eganville, Ont. Able Seaman Jerrold Meir, HMCS *Porte Dauphine*, to Miss Margaret Botterill, of Windsor, Ont.

Sub-Lieutenant (MN) Marion Evangeline Peirce, HMCS *Hunter*, to Lieutenant-Commander Gordon C. Brain, HMCS *Hunter*.

Ordinary Seaman John Puchyr, HMCS *Cornwallis*, to Miss Marjorie V. Joudry, of Smith's Cove, N.S.

Sub-Lieutenant Bruce G. Richards, HMCS *Cornwallis*, to Miss May Langton, of Montreal.

Lieutenant-Commander J. R. K. Stewart, HMCS *Cornwallis*, to Miss R. E. P. Lauriault, of Wrightville, P.Q.

Chief Petty Officer Albert Trepanier, HMCS *Cornwallis*, to Miss Pauline F. Fielding, of Annapolis Royal, N.S.

Lieutenant B. N. Weber, HMCS *Cornwallis*, to Miss Audrey Marion Manson, of Victoria. Ordnance Lieutenant Donald R. Whittemore, HMCS *Naden*, to Miss Elaine Laura Ann Bonfield, of Ottawa.

## BIRTHS

To Lieutenant (S) John D. D. Agnew, Naval Headquarters, and Mrs. Agnew, a son. To Lieutenant James Burns, Naval Headquarters, and Mrs. Burns, a son.

To Petty Officer Roger E. Campbell, HMCS *Cornwallis*, and Mrs. Campbell, a son.

To Able Seaman Roger R. Carriere, HMCS *Cornwallis*, and Mrs. Carriere, a son.

To Leading Seaman J. A. Dibble, HMCS *Cornwallis*, and Mrs. Dibble, a daughter.

To Ordinary Seaman James F. Fleming, HMCS *Cornwallis*, and Mrs. Fleming, a daughter.

To Leading Seaman Murray Long, HMCS *Stadacona*, and Mrs. Long, a daughter.

To Petty Officer R. D. Makara, HMCS *Cornwallis*, and Mrs. Makara, a son.

To Able Seaman Ivan McLellan, HMCS *Stadacona*, and Mrs. McLellan, a son.

To Able Seaman Vincent H. O'Neill, HMCS *Cornwallis*, and Mrs. O'Neill, a daughter.

To Lieutenant-Commander J. L. Panabaker, HMCS *Cornwallis*, and Mrs. Panabaker, a daughter.

To Commissioned Boatswain James Robinson, HMCS *Cornwallis*, and Mrs. Robinson, a daughter.

To Lieutenant-Commander (SB) J. W. Scott, HMCS *Stadacona*, and Mrs. Scott, a daughter.

To Lieutenant-Commander H. E. Taylor, HMCS *Cornwallis*, and Mrs. Taylor, a daughter.

To Lieutenant Maurice A. Turner, HMCS *Discovery*, and Mrs. Turner, a daughter.

To Lieutenant-Commander (L) L. R. Wagener, Naval Headquarters, and Mrs. Wagener, a son.

To Lieutenant-Commander William L. Watson, Naval Headquarters, and Mrs. Watson, a son.

To Sub-Lieutenant (S) G. T. White, HMCS *Cornwallis*, and Mrs. White, a son.

# 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 rank, branch and trade group shown opposite his name.

ARCHAMBAULT, Charles T. LSEM1  
 ASSELIN, Philippe P. LSEM1

BALL, John W. C2PC3  
 BARRÉTTE, Roger A. LSEM1  
 BATTLE, Jesse F. P2MA2  
 BELANGER, Jacques. LSEM1  
 BELL, John A. LSQR1  
 BELL, Walter E. C2CA4  
 BILLINGTON, David I. P2EM2(NQ)  
 BODNARCHUK, Jerry. P2EM2(NQ)  
 BOIS, Alphonse F. LSCK1  
 BONNEAU, Beaulieu J. A. C2EM3(NQ)  
 BOULTER, Leigh O. C2EM3(NQ)  
 BROOKES, Munro C. C2TA4  
 BRYSON, Edward J. P1EM2(NQ)  
 BUCKLEY, Charles. P2EM2(NQ)

CAMPBELL, Ronald P. LSEM1  
 CARLSON, Alfred A. LSEM1  
 CARROLL, Raymond M. LSEM1  
 CARTIER, Wilfred J. LSEM1  
 CHARTER, James T. P2EM2(NQ)  
 CHISHOLM, John A. P2EM2(NQ)  
 COYLE, Cyril F. P1AA2  
 CROZIER, Robert G. LSEM1  
 CUNNING, Richard C. LSEM1  
 CURRIE, William E. P2EM2(NQ)

DAVIS, Garry J. P2BD3  
 DAYTON, Arthur D. P2EM2(NQ)  
 DENYER, Clifford J. LSEM1  
 DESCHAMPS, Paul B. LSMA1  
 DEVEREAUX, Leonard A. LSEM1  
 DONNELLY, Robert E. LSAA1  
 DOYLE, Robert J. LSTD1  
 DREW, Colin A. C2GA4  
 DUNCAN, Robert J. P2EM2(NQ)  
 DUNN, Samuel R. P2EM2(NQ)

EDWARDS, William L. P1EM2(NQ)  
 ELLIOTT, William D. LSEM1

FARNDAL, Clarence E. C2RC2  
 FORTUNE, Patrick J. LSEM1  
 FOWLER, Clive. LSEM1

GIBSON, Samuel M. LSEM1  
 GILBERT, Keith D. LSAA5  
 GILL, James. LSAA1  
 GOODRIDGE, Victor C. C1BD3  
 GOOLD, John M. P1ER4  
 GOSSE, Walter A. P2EM2(NQ)  
 GREEN, David R. P2EM2(NQ)  
 GREENE, William. C2CA4

HAINSTOCK, Charles L. P1EM2(NQ)  
 HARGREAVES, William G. P2EM2(NQ)  
 HATELEY, Roy A. LSEM1  
 HOOVER, David E. LSEM1  
 HOWLETT, James D. LSTD1  
 HUMPHRIES, William G. P2EM2(NQ)

ISLES, Kenneth M. P2EM2(NQ)

JENNS, Gerald S. P2EM2(NQ)

KACHALUBA, Raymond F. LSEM1  
 KERASITOTIS, Peter. LSEM1  
 KIPP, John R. P1EM2(NQ)

LACROIX, Emmett R. P2EM2(NQ)  
 LAMONTAGNE, Pierre J. LSEM1  
 LOCKHART, Douglas M. P1EM2(NQ)  
 LORENTZ, Elmer A. LSEM1  
 LYON, Robert A. P2EM2(NQ)

McCARTHY, Vincent R. LSEM1  
 McDONALD, Bruce S. LSRPS  
 McDORMAND, Gerald E. P2EM2(NQ)  
 McNEIL, Cyril J. C1OT4  
 MacAULEY, Ernest M. P2EM2(NQ)  
 MacDONALD, John. C2TI3  
 MACKIN, William A. P2EM2(NQ)  
 MATTHEWMAN, Robert D. LSEM1  
 MESSERVEY, Murray J. LSEM1

MIRON, Jacques A. LSEM1  
 MOORE, James D. P1EM2(NQ)  
 MORETON, James C. P1EM2(NQ)  
 MOSLEY, Michael D. P2EM2(NQ)  
 MURRAY, William. P2EM2(NQ)  
 MURRAY, William C. P1SH4  
 MYERS, John F. C1G13

NICKERSON, Douglas C. P2EM2(NQ)  
 NORMAN, Raymond A. LSEM1

O'CONNOR, Arthur W. C2EM3(NQ)  
 OLSON, Robert O. LSEM1  
 ORCHERTON, Donald R. LSEM1

PAYNE, Malcolm D. P1AA1  
 PEACOCK, James W. LSEM1  
 PLETSCHE, Norman R. C2EM(NQ)  
 POPP, Herbert H. C1EM3(NQ)  
 POWER, John P. P2EM2(NQ)  
 PURCELL, John J. C2CS3

QUINN, William J. P2EM2(NQ)

RAWLE, Bernard W. C1EM3(NQ)  
 REESOR, William C. P2EM2(NQ)  
 RODGERS, Gordon V. C1EM3(NQ)  
 ROSS, Donald W. C2GA4  
 ROWAT, William A. LSEM1  
 RUSSELL, Percy F. P1SW2

SANGRET, Hugh A. LSB2  
 SANGER, John N. C2CK3  
 SIGALET, John W. LSEM1  
 SIMONSON, George R. LSEM1  
 SKIFFINGTON, William B. LSEM1  
 STEVENSON, Ronald C. P2EM2(NQ)  
 STEVENSON, Alfred J. P2EM2(NQ)

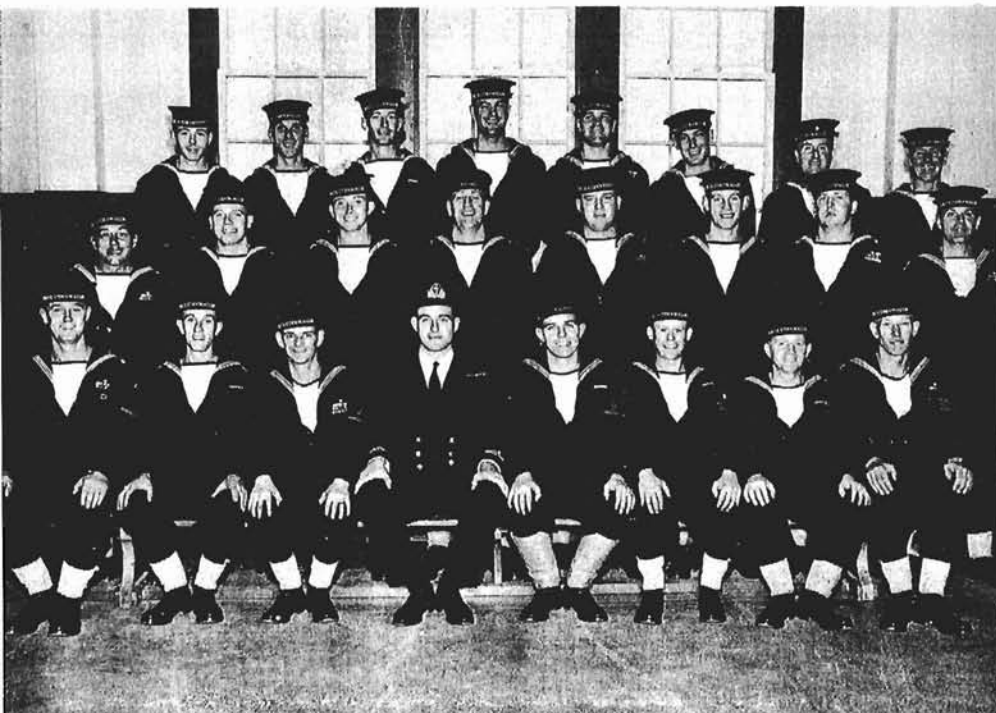
TAYLOR, Kenneth L. P2EM2(NQ)  
 THOMPSON, Fenwick R. P2EM2(NQ)  
 THOMPSON, William J. P1ER4  
 TODD, Vernon. LSMA1  
 TOMLINSON, Gordon E. P1ER4  
 TROTTIER, Lefe J. LSEM1  
 TURPLE, Edsel A. LSRPS  
 TYNER, Murray S. LSN51

VANZIELEGHEM, Andre O. LSQRS

WESTON, Gilbert D. LSEM1  
 WHITTAKER, Patrick V. LSEM1  
 WILKS, Roy E. P2EM2(NQ)  
 WILSON, William J. P1EM2(NQ)  
 WOOD, Charles H. LSRPS

YOUNGE, Merlin R. P2EM2(NQ)

Petty Officers' Leadership Course No. 44 began in Cornwallis on September 7, 1953, and completed on October 16. Members were, front row, left to right: POs Robert L. Sharp, Walter Neilson, Hector MacDonald, Instructor Lieut. Lawrence Farrington and PO William Fluskey (class instructors), POs Leslie W. Birks, Norman Williamson, and Gordon Lee. Centre row: POs William G. Hudson, Robert D. Lockyer, Herbert F. King, James O. Stark, William E. McCaw, Alexander R. Forsyth, Douglas L. Johnson and Frank H. Hindle. Rear row: POs Leonard V. Cook, Jean-Guy Normand, Arthur D. Dayton, Ronald W. Kelly, Brian L. Hunt, Robert W. Hinds, William E. Robinson and John O'Donnell. (DB-3489)



## Micmac Completes Bermuda Work-Ups

The *Micmac* sailed from Halifax on October 27 for working up exercises in the Bermuda area and an informal three-day visit to New York and Brooklyn.

The destroyer first sailed for Bermuda October 23 but was forced to return the following day because of a leaking fuel tank.

On completion of her working up exercises, she sailed from Bermuda for Brooklyn, arriving there on the morning of November 10. She sailed again for Halifax on the morning of November 13.

## WHEN YOU'RE OLD AND LAME

(Continued from page 18)

we were we got up and started across. There was no wind but the bridge swayed from side to side in ever-increasing arcs, with Lieut.-Cdr. Panabaker helping the motion along. One slip . . . But we made it and then headed for the water hole. Here a wire stretched across a pond from high on a tree trunk to a low spot on a dam on the far side. The only problem was to get up to the steel block which assured us of swift passage down the wire. A slip meant a dunking. The water was cold. Once across, our rifles were laid aside, we stumbled out along a pier, strapped on life jackets and plunged 20 feet down, down, into the icy water, down, down, bottom. Then we swam to the other side, crawled out and the assault course was over.

And that's what gave rise to Mr. Hayley's original remarks.

The 24th Officers' Divisional Course, which represented nearly 150 years of naval service, had had the course.

## SAILORS ON SNOWSHOES

(Continued from page 16)

[Chrysler's] Farm, where Colonel Morrison defeated General Wilkin's Army, with a mere handful of men.

On the twenty-second of March we reached this place; the officers and seamen of the squadron were drawn out to receive us with three cheers; we were lodged in a block-house, and allowed four days to recruit. I was then appointed to the gun-boat service (as was Lieutenant Russel), under Captain Owen. In a few days I joined the *Princess Charlotte*, of 42 guns, commanded by Captain William Howe Mulcaster, as first lieutenant. The *Regent* and her were on the stocks, planked up, and their decks laying. The *Regent* is about eight feet longer than our 38-gun frigates, having fifteen ports on each side of her main-deck, and guns on her gangways, so that she carries twenty-eight long 24-pounders on her main-deck; eight 68-pound carronades, two long 18, and eighteen 32-pound carronades on her upper deck, with a complement of 550 men. The *Princess Charlotte* is about the length of a 32-gun frigate, but eighteen inches more beam, pierced for thirteen ports on each side

of her main-deck, and carrying twenty-four long 24-pounders on that deck, with two 68-pound carronades, and sixteen 32-pound carronades on her upper deck, and a complement of 330 men. The other ships are the *Wolfe* (now the *Montreal*), a ship corvette, of 20 guns, chiefly 32-pound carronades, and 120 men; the *Royal George* (now the *Niagara*), of eighteen guns, 32-pound carronades, with a long 24-pounder on a pivot abaft, as in each of these ships; her complement 120 men. Two brigs, the *Star* and *Charwell*, the former of 14, the latter of 16 guns; the largest 100, the other 90 men. Two schooners, the *Magnet* and *Netley*, of 10 guns each, and 75 men. Ten or twelve gun-boats (none of them covered over), one carrying a long 18-pounder and a 32-pound carronade; the others a 32-pound carronade each. The establishment is for three lieutenants to be on the gun-boat service, each to have a division of four boats, commanded by midshipmen.

From the time of my joining the *Princess Charlotte* I never quitted the ship or barracks. The interval between her launching, till we went to sea, was but eleven days, three of which were occupied in heaving down the ship, to get the cleats off her bottom. The result of our attack upon the enemy's *Fort Oswego* you already know.\*

\*The town and fortifications of Oswego, N.Y., were, after a spirited action, captured by the Lake Ontario Squadron of the Royal Navy and HM Provincial Marine on May 6, 1814, but were recaptured on May 31 by U.S. forces.—Ed.

## MAN OF THE MONTH

(Continued from page 6)

Dartmouth, N.S., and a year later to Coverdale, near Moncton, N.B.

In August 1947 he joined Aldergrove radio station for the first time and during the year he spent there met and married Florence Verna Prasloski. Shortly after the wedding he was drafted to the frigate *Antigonish*. Following a communications conversion course in 1950, he returned again to Aldergrove. He has held his Petty Officer First Class rating since August 15, 1952.

One of the things which had impressed PO McKay during his previous sojourns on the Pacific Coast was the unfinished state of British Columbia, something he felt he should undertake to remedy.

He acquired two acres of bush land, cleared it by hand and planted some 10,000 strawberry plants, during off-duty hours. And that's not all. He built a barn in true pioneer fashion. The siding was split from fallen cedar, which was dragged from the bush and edged with an axe. The complete cost of the barn was \$41, of which \$35 went for flooring and \$6 for nails.

The barn was "commissioned" at an old-time dance during which 60 guests had the time of their lives and proved the sturdiness of PO McKay's first building venture.

The McKays, who also include Arnold, three, and Cheryl, one, at present live in the Aldergrove married quarters.

## PACKAGING METHODS SHOWN

Standardized methods of preservation and packaging of service stores and equipment were featured in the Department of National Defence display at the 2nd Canadian National Packaging Exposition, in Toronto in November.

The Armed Forces demonstrated how they preserve and package articles ranging in size from washers to jet engines.

While the display was a tri-service effort throughout, each service spotlighted the packaging of a piece of equipment peculiar to their service. The Navy had on show a 40mm ammunition pack with quick release lid, developed by Naval Ordnance. The method of packing flame thrower spares and components was exhibited by the Army.

The RCAF produced the largest single item of the show with its presentation of a jet engine container. The two-ton pack, with a J-47 jet engine cushioned inside on shock mountings portrayed the care taken by the Air Force in preserving and shipping jet engines.

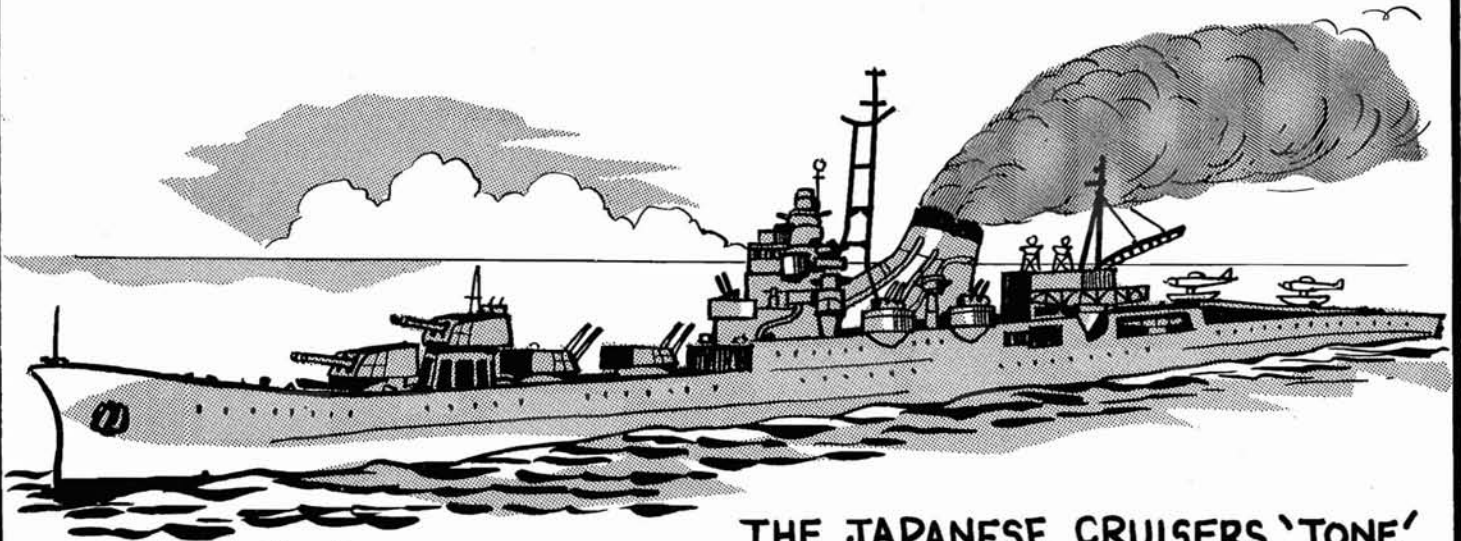
The Joint Service Committee on Preservation and Packaging, this year under the chairmanship of Lieut.-Cdr. (S) L. J. Matthewson, officer-in-charge of the Warehousing Division at Naval Headquarters, was responsible for the arranging and setting up of the Defence display.

## SAVINGS BOND QUOTA EXCEEDED

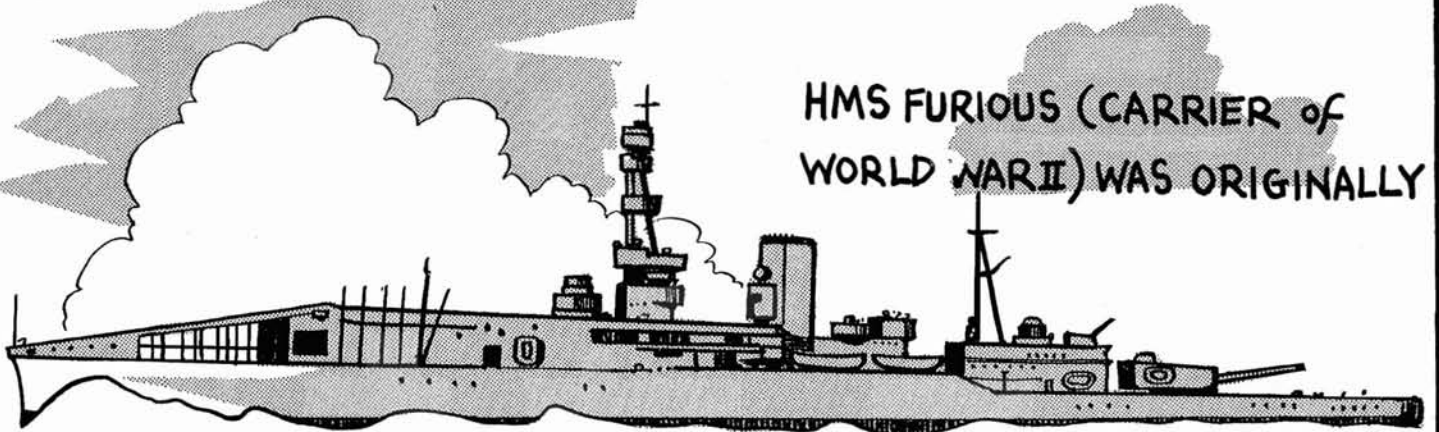
The Pacific Command exceeded its Canada Savings Bonds campaign quota by \$44,300. Final results, totalled in November, showed that total sales were \$427,000, which represented 111.6 per cent of the command's objective.

# NAVAL LORE CORNER

NO. 15  
ODD CRUISERS



THE JAPANESE CRUISERS 'TONE'  
& 'TIKUMA' MOUNTED ALL 8-8 IN. GUNS ON  
THE FORECASTLE - THE QUARTERDECKS WERE  
MINATURE FLIGHT DECKS...



HMS FURIOUS (CARRIER OF  
WORLD WAR II) WAS ORIGINALLY

A CRUISER OF FISHER'S BALTIC SQUADRON, AND MOUNTED 2 SINGLE  
18" GUNS (SHOWN HERE IN HER SECOND CONVERSION 1917 (PART CARRIER))



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