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A New Year's Message to the Fleet

Among the achievements of the Navy during 1951 were three items which, to me, stood out.

Our ships and men serving in Korea continued to set a fine record, and to earn the esteem of all Canadians. The training received in Korean operations will stand the Navy in good stead in future years.

As a direct result of the exercises which our ships carried out in European, Mediterranean and Australian waters, many highly favourable comments have been received on the outstanding good behaviour of Canadian sailors. It is difficult to overestimate the value of the good will and respect so engendered. Not only do the visits to other nations in the North Atlantic Treaty Organization show that we mean business, but also they advertise Canada and Canadians. Your bearing is proof that Canadians live by the principles of decency in human conduct which we advocate.

The Navy's new construction programme is also producing results. At least one of each type of ship under construction has been launched. This programme will move forward with increasing speed during 1952.

In the coming year I look to every officer and man to add his contribution, to the end that 1952 will be an even more profitable year for our Navy. We must encourage and continue to develop team work in all our contacts with the Canadian Army and the Royal Canadian Air Force. Canada's strength lies in wholehearted co-operative effort, and nowhere is this more true than in the Services.

Good sailing and a successful New Year to all.



(E. R. Mainguy)
Vice-Admiral, RCN
Chief of the Naval Staff

The CROWSNEST

Vol. 4 No. 3

THE ROYAL CANADIAN NAVY'S MAGAZINE

JANUARY, 1952

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There continues to be some understandable confusion as to whom correspondence for The Crowsnest should be addressed. This misdirection of mail isn't a particularly serious matter—everything reaches the right hands eventually. But it would ensure more prompt delivery if those who have occasion to write to The Crowsnest would remember that the King's Printer looks after paid subscriptions only (see application instructions below). Except for material collected by the associate editors at Halifax and Esquimalt, all else—articles, reports, photos and letters (favorable or otherwise)—should be addressed to

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Cover Photo—Able Seaman David Williams, of Hespeler, Ontario, is a member of one of the Navy's newest, smallest and most exclusive branches. He is an observer's mate, one of 27 carrying out aircrew duties in the anti-submarine Avengers of 880 and 881 squadrons of the RCN. The observer's mate branch came into being in 1950, following the acquisition of the three-seat Avenger by the RCN. Its members are the only men from the lower deck engaged in flying duties. For more about observer's mates, see page ten. (MAG-3389).

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The Year in Review

THE ROYAL CANADIAN NAVY logged a lengthy list of accomplishments in the year 1951.

Ships of the RCN steamed half a million miles, served with United Nations forces in the Korean war zone, conducted training cruises in the Atlantic and Pacific Oceans, the Caribbean and Mediterranean Seas, and, in both operations and exercises, strengthened greatly the ties with other Commonwealth navies and the fleets of friendly nations.

In shipyards across Canada, craftsmen were busily fashioning new warships for the RCN. Some, including the first of 14 anti-submarine destroyer escorts, were launched during the year, while other ships were in varying stages of construction.

In naval shore establishments, facilities both with respect to training and accommodation were expanded and improved.

During 1951, the RCN shouldered heavier undertakings and commitments than ever before in peacetime. That these would continue to increase in size was foreshadowed by the announcement of a program aimed at producing a navy of 100 ships and 21,000 men by 1954.

Korean Operations

Throughout the year, the RCN maintained three destroyers in the Korean theatre. Screening of aircraft

carriers, inshore bombardment and blockade patrols were among the tasks undertaken by these ships.

In January, a system of reliefs came into effect, with HMCS Nootka steaming 12,000 miles to relieve the Sioux. The Cayuga was relieved in March by the Huron, and the Athabaskan, after nine months of service in the Far East, was replaced in May by the Sioux, returning for her second tour of duty.

The Cayuga rejoined in July, relieving the Nootka, while the Athabaskan started her second tour in August, relieving the Huron. By the end of the year, the three "originals" — the Cayuga, Sioux and Athabaskan — were once more together.

Approximately 1,800 officers and men of the RCN have now served in the Korean theatre. The experience gained, both of actual war conditions and of working in the closest co-operation with ships of other UN countries, has been of the utmost value.

Training Cruises

Training cruises ranged far afield and contributed greatly to a steady increase of efficiency in the fleet.

Among the more important cruises were those of HMCS Ontario to the Antipodes and of HMCS Magnificent and HMCS Micmac to the Mediterranean. The training carried out on these two cruises ranged from the

elementary instruction of young seamen to advanced anti-submarine exercises, with naval aircraft occupying a position of high prominence in conditions closely approximating those of actual combat.

The Ontario visited Hawaii, the Samoan and Fiji Islands, Australia, Tasmania and New Zealand. Manœuvres with naval units of the United Kingdom, Australia and Pakistan were carried out off the Australian coast.

The autumn cruise of the Magnificent and the Micmac — with the 30th Carrier Air Group embarked in the former — involved intensive training activities in co-operation with units of the Royal Navy and French Navy. The air group set a new RCN flying training record, logging 1,016 flying hours in 31 days, and during the 11-week cruise flew a total of 2,155 hours and carried out 1,052 deck landings.

Training afloat generally was maintained at a vigorous pace through the year, with particular attention being paid to the anti-submarine aspect. Numerous exercises were conducted with submarines of both the Royal Navy and the U.S. Navy. Further training cruises, of varying duration, were carried out and accounted for many thousands of miles steamed.

An extensive training program was provided for the cadets of the University Naval Training Divisions. This included three training cruises to the U.K. from Halifax by HMC Ships La Hullose, Crescent and Swansea, and two cruises from Esquimalt to Pearl Harbor and one to Los Angeles by HMC Ships Crusader, Beacon Hill and Antigone.

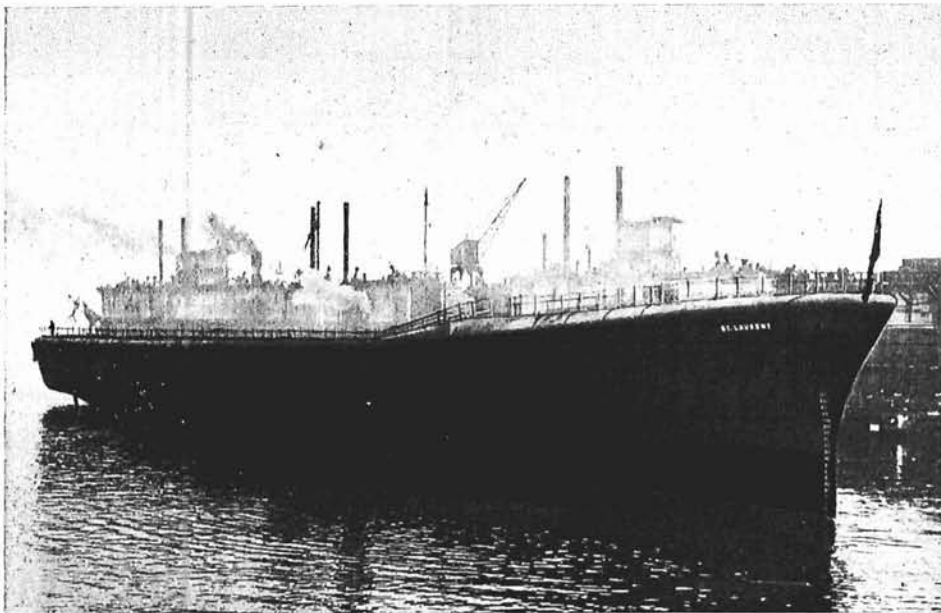
A further step in the training afloat of the RCN (Reserve) was taken in July with the establishment of the Great Lakes Training Command. This force, consisting of six 125-foot Fairmile motor launches, carried out a full summer training program on Lakes Erie, Ontario, Huron and Superior.

Royal Visit

Participation by the RCN in the welcome to Their Royal Highnesses, the Princess Elizabeth and the Duke of Edinburgh, was a highlight of the year. Two RCN ships, the Ontario and Crusader, were honored with an opportunity to put to sea with the Royal couple.



Sailors of five navies salute as the United Nations flag, under which they are all serving together, is hoisted at a UN naval base in Japan. Represented, left to right, are the United Kingdom, Thailand, New Zealand, the United States, Australia and Canada. The Canadian is Ldg. Sea. Hugh Mutter, of HMCS Sioux. (SO-1)



The first of 14 anti-submarine destroyer escorts to be built in Canada for the RCN was launched at Montreal November 30. More than one observer noted that the vessel's hull looked much like that of the undersea craft it was designed to pursue.

Naval guards of honor were mounted at Halifax and Esquimalt during the visits of Their Royal Highnesses to naval establishments, as well as at many other points on the tour.

New Construction and Modifications

The first of 14 new anti-submarine destroyer escorts was launched at Montreal on November 30. Christened HMCS St. Laurent by Her Excellency, Lady Alexander, this vessel is the prototype of a radically new all-Canadian naval design. Thirteen more ships of this new class are either under construction or on order. These are the first warships to be completely designed and built in Canada.

On November 12, two 390-ton minesweepers, the Gaspé and Cowichan, were launched at Lauzon, Quebec. The sponsors of these vessels were Mrs. Hugues Lapointe, wife of the Minister of Veterans Affairs, and Mrs. H. T. W. Grant, wife of the then Chief of the Naval Staff. Twelve other 'sweepers of this type are under construction.

The last naval launching of the year took place without ceremony at Sorel, P.Q., on December 15. This was the arctic supply and patrol vessel, capable of ice-breaking operations, to be used by the RCN to facilitate operations in northern waters. The ship will be named Labrador at a ceremony to be held some time in the spring of 1952.

The shipbuilding program for the Navy will be completed by the construction of five gate vessels for harbor defence duties, one loop-laying vessel for the same purpose, two steel crane lighters and two modified Norton class tugs.

In addition, 34 ships have been recalled from strategic reserve for improvement and modification to meet modern requirements. Sixteen of the 34 are frigates and the remainder are Bangor class minesweepers. The first to be taken in hand, HMCS Prestonian (frigate), will serve as the prototype for the changes to be made in all ships of her class.

Personnel

Canada's top navy post changed hands December 1 when Rear-Admiral E. R. Mainguy, formerly Flag Officer Atlantic Coast, succeeded Vice-Admiral H. T. W. Grant as Chief of the Naval Staff. The former was promoted to vice-admiral concurrently with taking up his new appointment. Admiral Mainguy was succeeded as Flag Officer Atlantic Coast by Rear-Admiral Roger E. S. Bidwell.

Recruiting was open in all branches of the service throughout the year. In January 1951 the regular force had a strength of 10,199 officers and men. This was increased to 12,500 by year's end. Recruiting for the RCN (Reserve) was also "wide open", and the 12-month period saw that naval potential increased from a figure of



An Avenger from HMCS Magnificent, flying in formation with other aircraft from the carrier, wings over Rome in a farewell fly-past which followed the visit of the Magnificent and Micmac to Naples during the Mediterranean cruise. A flight of four Avengers can be seen below the air-screw. Dominating landscape is St. Peter's Basilica. (MAG-3473).



Vice-Admiral H. T. W. Grant, left, turned over the helm of the RCN to Rear-Admiral E. R. Mainguy on December 1 after more than four years in office as Chief of the Naval Staff. Admiral Mainguy was promoted to vice-admiral on taking up Canada's No. 1 naval appointment. (0-2129-1).

4,951 officers, UNTD cadets and men to nearly 6,000.

The Wrens returned to the navy in July when recruiting commenced for 150 women to serve full time as members of the Women's Royal Canadian Navy (Reserve) in naval radio stations. In September, recruiting was opened to women for reserve training in the 21 naval divisions across Canada.

By mid-December, the first 53 Wrens recruited for full time duty as communicators had completed their basic training at Cornwallis and were undergoing a six-month technical course at the HMC Naval Radio Station Coverdale, near Moncton, N.B.

New type uniforms for men were introduced in 1951. Jacket type jumpers, as opposed to the former "sweater type", provide a smarter fit, greater ease in dressing and more freedom of movement.

Most striking of the new women's uniforms is the summer "walking out" dress consisting of a white monkey jacket and distinctive "skipper blue" skirt.

Naval Aviation

For naval aviation, the year was one of solid achievement. Avenger aircraft came into service following their modification for their specialized anti-submarine role. The naval air squadrons were re-organized into two new air groups—the 30th Carrier Air Group and the 31st Support Air group, each composed of an anti-

submarine squadron and a fighter squadron.

The 30th CAG was embarked in the Magnificent for most of the year and carried out a highly successful program of training, commencing with the Caribbean cruise in the spring, carrying on throughout the summer off Halifax and climaxed by advanced exercises in the Mediterranean in the fall.

The 31st SAG was based ashore at HMCS Shearwater and carried out its training program from there. In November, the group's two squadrons flew as a unit from Shearwater to Rivers, Man., to participate in Exercise Assiniboine, a tri-service exercise which took place at Shilo, Man.

The RCN took another forward step in the field of naval aviation with the acquisition of three helicopters. At present based at HMCS Shearwater, the helicopters will be used aboard the arctic patrol vessel, HMCS Labrador, and for training helicopter pilots and maintenance crews.

Housing

The navy's housing program provided more than 300 new dwelling units for serving personnel, while construction of another 500 units

Admiral Grant's Farewell Message

The following message was dispatched by Vice-Admiral H. T. W. Grant to all ships and establishments on his leaving the post of Chief of the Naval Staff:

"On relinquishing my appointment as Chief of the Naval Staff I convey to all Flag Officers, officers and men of His Majesty's Royal Canadian Navy and Reserves, and to all civilian heads of departments and other members of the Civil Service connected with the Naval Service, my deep appreciation of your loyalty and devotion to duty over the past four and a half years. As a result of your steadfastness of purpose, the navy is close hauled and beating to windward.

"I leave in the sure knowledge that both in peace and war the seas will be kept in accordance with the traditions of the great service I have had the honour to command."

was begun during the year. Belmont Park, near Esquimalt, B.C., and Tufts Cove, at Halifax, were the two principal developments and represented a major step in easing the service housing problem in Canada's two chief naval ports.

Early in December, a new barracks block, considered to be the most modern of its kind in Canada, was opened at HMCS Stadacona, Halifax.



HMCS Ontario's 19,000-mile cruise to Australasia provided her ship's company with a geography course no text book or travelogue could match. In every port visited, their hosts arranged for the Canadians to see as much of the country as was possible during their stay. While the Ontario was at Wellington, N.Z., for instance, parties of sailors were taken by bus to a Maori village—where they saw a demonstration of native dances—and to many other points of interest. (0C-703).



Naval participation in Royal Visit ceremonies extended all across Canada, as these photographs, which arrived after last month's deadline, show.

1. At Calgary Her Royal Highness chats with Lieut. George Manolescu, of HMCS Tecumseh, officer commanding the tri-service Royal Guard.

2. At Toronto's Malton airport, Princess Elizabeth inspected a naval Royal Guard commanded by Lieut.-Cdr. T. A. Welch, of HMCS York. The Duke of Edinburgh is accompanied by Captain R. I. Hendy, commanding officer of York. (Photo courtesy *The Evening Telegram*).

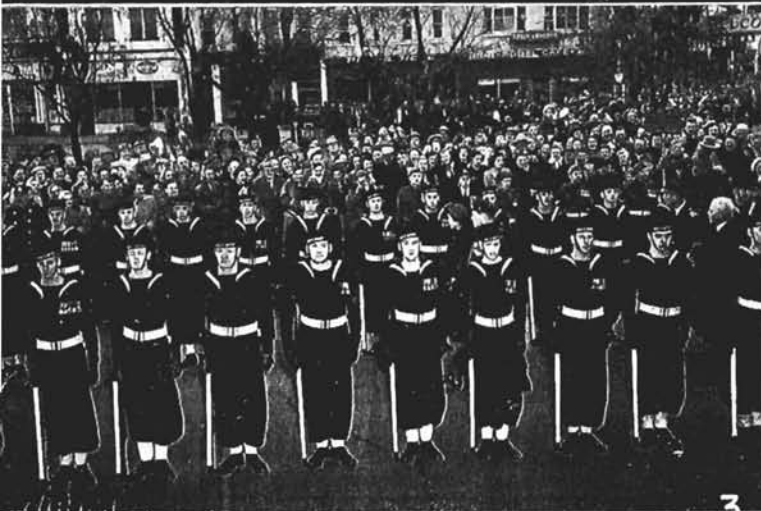
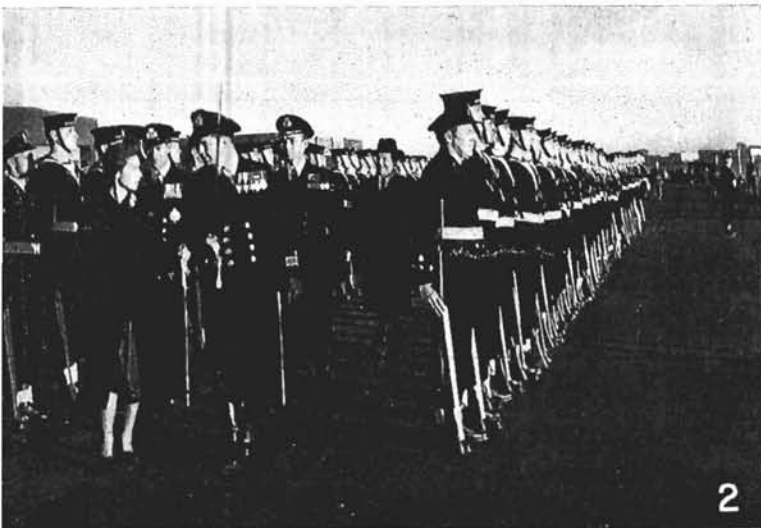
3. Another inspection scene, this time at Regina, where naval members of the composite guard were drawn from HMCS Queen. (Photo by *G. L. Hillyard*).

4. On top of Mount Royal, overlooking the city of Montreal, Her Royal Highness inspects a naval Royal Guard from HMCS Donnacona.

5. In Saskatoon, Princess Elizabeth inspects the naval section of a tri-service Royal Guard. Flight-Lieut. D. Ackerman is officer of the guard. (Photo courtesy *The Saskatoon Star-Phoenix*).

6. Veterans from Deer Lodge Hospital, Winnipeg, travelled to the Canadian Joint Air Training Centre, Rivers, Man., to meet the Royal Couple. Ex-Ldg. Sea. John Jenkins, who served in the same gun turret as His Majesty The King at the Battle of Jutland, is shown talking with the Princess.

7. Royal Guard personnel from HMCS Griffon and RCSCC Vindictive, Port Arthur, are inspected by Princess Elizabeth. Officer of the guard is Lieut.-Cdr. J. L. Freeman.



A Voyage to Remember

It was a Great Occasion When
HMCS Ontario Played Host
to the Royal Couple

IT was a proud ship's company that played host to Their Royal Highnesses, the Princess Elizabeth and the Duke of Edinburgh, while they were embarked in the cruiser HMCS Ontario for passage from Charlottetown, Prince Edward Island, to Sydney, Nova Scotia, and thence to St. John's, Newfoundland, on the closing stages of their tour across Canada.

After leaving Halifax on October 30, the Ontario slipped into the solitude of Sheet Harbor, a few miles up the coast, in order to clean and paint ship. On the fourth day, anchor was weighed and the ship proceeded to make a "dummy run" on Sydney in preparation for bringing Their Royal Highnesses to the city the following week.

The citizens of Sydney were busy organizing for the Royal Visit but nevertheless devoted a good share of their time to extending hospitality to the personnel of the cruiser. Several dances were organized for the officers and men and tours to the Dominion Steel and Coal Company plants were arranged. While the ship was in the

Cape Breton port, a group of junior officers had the opportunity to visit one of Canada's more famous historical sites when they went down the coast to see the ruins of Fort Louisburg.

The four-day visit ended on the afternoon of November 6 and the Ontario slipped and proceeded to Charlottetown. The short passage was made during the night, enabling the ship to come to a first class mooring the next morning.

The climax of the cruiser's long voyage was at hand. While steaming the thousands of miles to this destination, the many hours of chipping and painting, in hot climates and cold, resulted now in a gleaming, spotless cruiser. Below decks all was in readiness. In redecorated cabins aft, accommodation for the whole royal entourage had been prepared, with the Admiral's quarters now the Princess's suite. One large messdeck was cleared and converted into accommodation for the RCMP officers, press and radio representatives.

Many of the ship's company braved the rain and went ashore during the

two-day stay in Charlottetown, although on the first night some 200 men unexpectedly became overnight guests of HMCS Queen Charlotte when rough weather forced the discontinuation of liberty boats.

On the 9th, the tug Riverton had not arrived, having been delayed by gales encountered while enroute from St. John's to Charlottetown. However, two civilian tugs rendered yeoman service carrying press members and baggage from shore to ship and, later, in helping to swing the ship prior to unmooring.

The first actual part the Ontario had to play in the Royal Visit came at 1130, when a 21-gun salute, heralding the arrival of Their Royal Highnesses in the city, was fired. From the ship, crowds could be seen scurrying along the parade route to Government House, which was just across the bay. After sunset the town's appearance changed radically. Prominent buildings in the business section were floodlit, as were Government House and the wharf where the Royal couple was to depart. Out in the bay, the Ontario was illuminated with backbone lights and floodlighting on the superstructure.

At 2100 HMCS Micmac, which had arrived earlier in the day and anchored not far from the cruiser, weighed anchor and proceeded to seaward. The destroyer was to act as escort while the Ontario was carrying the Royal Standard.

Shortly after 2130 the royal barge was hoisted outboard and proceeded inshore. The quarterdeck became a hive of activity as the Royal Guard and band were paraded, and the ship's senior officers readied themselves at the head of the accommodation ladder. Forward and above this scene, in the afterpart of the superstructure, the rest of the ship's company was massed, silent but interested spectators.

As the lights of the barge drew closer, the age-old hail, "Boat Ahoy!", was made from the quarterdeck. The muffled cry of "Standard" came back, signifying the presence of members of the Royal Family. Minutes later, flying the Royal Standard, the boat drew alongside the accommodation ladder, its fresh paint and new chromium gleaming in the reflected



The ships' companies of the Ontario and Micmac joined together in three rousing cheers for Their Royal Highnesses as Princess Elizabeth and the Duke of Edinburgh stepped ashore in St. John's, Newfoundland. (OC-1028-61).

light of the quarterdeck. The "Alert" rang out from six bugles, the Royal Guard presented arms, and as the band played the National Anthem, HRH the Princess Elizabeth, followed by HRH the Duke of Edinburgh, stepped aboard HMCS Ontario.

After meeting and chatting with Captain Tisdall, Their Royal Highnesses went below to their quarters. As the cruiser slipped from the buoy, the Islanders in a farewell salute lit up the bay with a display of fireworks.

The next morning the Ontario and Micmac sailed into Sydney harbor to be greeted by a truly amazing tumult. All the shipping in the harbor was gaily dressed with flags and pendants and welcomed the Royal couple with an ear-shattering chorus from whistle, sirens and bells.

At 1030 Their Royal Highnesses came on the quarterdeck. Lieut.-Cdr. R. W. Timbrell reported the Guard to Her Royal Highness and she proceeded to inspect the 60-man Guard. Second officer of the Guard was Commissioned Gunner Leslie Parry and Petty Officers of the Guard were PO Don McCulloch and PO Tom Miller. The Princess appeared to be well pleased with the Guard, which was composed of ordinary seamen under training.

Their Royal Highnesses then went ashore for a visit to the Nova Scotia city. Their subsequent return to the ship 15 minutes ahead of schedule and the immediate departure of the



Prior to leaving the Ontario in St. John's, Princess Elizabeth presented engraved boson's calls to four ordinary seamen who had obtained top marks in their classes. Here Her Royal Highness presents his prize to one of the men. In the background, Prince Philip chats with Lieut.-Cdr. F. C. Frewer, commanding officer of the Micmac. (OC-1028-62).



Their Royal Highnesses were guests at a mess dinner in the wardroom of the Ontario on Saturday evening, November 10, while the ship was en route from Sydney to St. John's. Shown at the head table are, left to right: Ordnance Commander E. H. H. Russell, Princess Elizabeth, Commander M. G. Stirling, executive officer of the Ontario and president of the mess; the Duke of Edinburgh and Commander (E) H. A. Winnett. (OC-1028-59).

cruiser caused two reporters and a radio man literally to "miss the boat." (They were flown to St. John's and were there to meet the ship on arrival). The crowds jamming the quays to witness the departure from Sydney were not disappointed as they had an excellent opportunity to view the Royal couple waving farewell from the quarterdeck as the ship manoeuvred into the harbor. Their Royal Highnesses remained on the quarterdeck making movies until the ship had cleared the mouth of the long harbor.

During the afternoon they spent considerable time walking around the ship, inspecting the messdecks and speaking to members of the ship's company. One of those fortunate enough to meet the Princess was 21-year-old AB Donald McClain, of Rimby, Alberta, a patient in the sick bay. She asked after his health and wished him a speedy recovery.

In the evening the Princess and the Duke were guests of honor at a mess dinner held in the wardroom, and, before retiring, paid a visit to the gunroom. Shortly before, one of the midshipmen visited the royal suite, begging Royal clemency for himself and others in the ship who were under stoppage of leave because of minor offenses. This was duly granted.

The passage to St. John's, Newfoundland, was smooth, the way lit by

a brilliant moon and patrolled by two RCAF Lancasters. In the morning, good weather once again favored the Ontario as she steamed into the landlocked harbor.

Church bells echoing from the surrounding cliffs sounded a warm welcome on the Sabbath and hundreds of flags on rooftops and steeples fluttered in the breeze. The cruiser secured to a pier near which numerous dignitaries watched and waited expectantly for the royal disembarkation. Above them, the tiers of streets on the hillside were lined with people, clearly indicating the route of the procession through the city.

Prior to disembarking, Princess Elizabeth presented engraved boson's calls to four ordinary seamen who had obtained top marks for all-round efficiency in their training classes. They were Ordinary Seamen Robert Recknagle, Jasper, Alberta; Wilfred Lebert, Windsor, Ontario; Frederick McBride, Digby, N.S., and Andrew Cairns, Toronto.

The ranks of Ontarios, swelled this time by officers and men of the Micmac, once again crowded on the afterparts of the cruiser to witness the royal departure. Princess Elizabeth smilingly acknowledged the three cheers from the ship as she went down the brow for the last time. Soon the watchers aboard lost sight of the Royal couple as the cortege of limou-



From a vantage point on the Ontario's bridge, the Duke of Edinburgh got a first-class view of the harbor and city of St. John's as Captain Tisdall took his ship through the narrow entrance and brought her alongside on Sunday morning, November 11. (OC-1028-64)

sines left the waterfront and disappeared in the city's streets.

The next morning the Ontario fulfilled the last of her duties in connection with the Royal Visit—namely, escorting, with the Micmac, the liner carrying the royal party out of Canadian territorial waters. As the Ontario entered Conception Bay, choppy waves and a strong, cold wind promised to make the transfer of the royal entourage from the shore to the waiting Empress of Scotland an uncomfortable one. Outside, lowering skies and a gray sea indicated that weather conditions would continue to deteriorate.

After a few hours' wait, the transfer was effected and a 21-gun salute from the Ontario marked the hoisting of the Royal Standard on the liner. The three ships immediately set sail on an easterly course, steaming abreast through the driving rain.

At sunset, under clearing skies, the Ontario and Micmac broke off escort. The original plan of manning the ships' sides was not possible, because of the rough sea, but the cruiser fired a royal salute upon parting company. The two warships separated in the evening, the Micmac heading for Halifax and the Ontario continuing her southerly course for warmer climes and the long passage home.

The cruiser's part in the royal tour was appropriately concluded by a message from the Captain to his officers and men. Captain Tisdall simply said, "Your best was more than enough." This praise was amplified by a "Well done, Ontario" from the Flag Officer Atlantic Coast and a message of appreciation from the Princess' equerry on behalf of Her Royal Highness.

NAVAL AIR STRESSED

*Vice-Admiral Grant Outlines
Navy's Task in Speech
to Navy League*

The vital role of naval aviation in present-day naval strategy was stressed by Vice-Admiral H. T. W. Grant, retiring Chief of the Naval Staff, in an address to the Dominion Council of the Navy League of Canada at the annual dinner in Toronto.

Admiral Grant told the gathering that "without carriers any navy is vulnerable to the enemy from the air and from beneath the sea." The Royal Canadian Navy, he said, would

be "drastically handicapped" in performing its main task, that of anti-submarine warfare, if it were to lack an integrated aerial component.

Admiral Grant said that in the event of hostilities, merchant shipping would play "an even greater role than was the case in the last war, when we had on the average 400 ships on the high seas each day." The mechanization of the army and the advent of the jet plane implied a greatly increased consumption of fuel—with a resultant heavy boost in tanker tonnage alone.

The navy's task, he said, was to see that the merchant ships and stores reached their destination, "and to this end the Canadian Navy has assumed definite commitments." He outlined them as: (1) Defence of Canada's ocean terminals, (2) mine clearance in the approaches to Canada's harbors and coastal routes and (3) the "major task" of providing anti-submarine protection on coastal routes and across the Atlantic.

He said he considered the advance in technical "know-how" of building anti-submarine vessels, minesweepers and other ships in Canada as "one of the most significant contributions to our defence effort and it is comforting to know that we are a great many years ahead in this respect compared with 1939."

During the course of his address, Vice-Admiral Grant presented embossed "Scrolls of Appreciation" from the Royal Canadian Navy to James M. Moffat, of Owen Sound, Ont., former National Chairman of Sea Cadets, and to Harry Gillard, National Secretary of the Navy League of Canada, in recognition of loyal service to the Sea Cadet movement.

In conclusion, Admiral Grant paid tribute to the Sea Cadet program and said that the Navy was "most conscious" of the fine work achieved by the Navy League.

During the assembly, the Navy League of Canada went on record as continuing to advocate and stress the importance of sea power; expressed recognition of the support given to the Sea Cadet training program by the Minister of National Defence and the Royal Canadian Navy, and expressed gratitude for the Royal Canadian Sea Cadets being permitted to participate in training cruises aboard RCN ships.

He Knows His Destroyers

*CPO George Vander Haegan,
HMCS Crusader's 'Buffer',
Has Served in Six*

HMCS Crusader had four days in which to elect a Man of the Month, and could have done so in one. For the choice of the ship's company was unanimous, the popular vote going to Chief Petty Officer George C. Vander Haegan, blond, 200-pound Chief Boatswain's Mate of the West Coast training destroyer.

CPO Vander Haegan is another of those men from the prairies who never saw the sea before enlisting. The son of a Belgian farmer and his Dutch bride, Vander Haegan was born on the 17th of Ireland, 1919, on a farm outside Yorkton, Saskatchewan.

He answered the "call of the sea" in April 1938 and underwent basic training at Naden before being drafted to the destroyer HMCS Ottawa. He remained in this staunch old ship until December 1940, with the exception of three months spent ashore in the Gunnery School at Halifax qualifying as a layer rating third class.

It is interesting to note that the Ottawa, his first ship and consequently one which provides a lot of memories for Vander Haegan, was originally HMS Crusader, having borne that name before being turned over by the Royal Navy to the RCN.

In December 1940 he went to HMS Drake, at Plymouth, for an LR2 course and was there during the devastating Plymouth blitz. On the successful completion of this course, he joined HMCS Saguenay at Greenock, Scotland, and a short while later was advanced to leading seaman.

The Saguenay was engaged in Atlantic convoy work and, of his experiences in her, Vander Haegan best remembers a storm so bad that those who went through it still speak of it with awe. The Saguenay lost all her boats and carley floats; guard rails were wiped off; the upper deck was practically stripped of gear; the main steering system broke down and the ship had to be steered from the tiller flat.

Worst of all, plates and frames were sprung and the Saguenay began taking in tons of water. At one stage she was shipping 450 tons a day and

her pumps were only handling 350 tons. The storm subsided after seven days, and the Saguenay was able to reach port under her own steam. So badly was she damaged that it took three months to fit her for sea again.

From the Saguenay Vander Haegan went to Stadacona for his LR1 course. While there he met Miss Constance Kennedy, who in June 1942 became Mrs. Vander Haegan. Shortly after this the young bridegroom joined HMCS Assiniboine and while in her was awarded his CPO's buttons.

He was in the ship's director on that memorable day in September 1942 when the Assiniboine battled with a surfaced submarine and successfully rammed her. Vander Haegan was in charge of the guard which stood over the 18 prisoners the ship brought back to Canada.

In the early spring of 1943, CPO Vander Haegan went back to Stadacona, this time as an instructor in the Gunnery School, and was in the advance guard which opened up HMCS Cornwallis at Deep Brook,

N.S. He recalls that he was in charge of the first class under instruction there—a class of six shipwrights who were initiated into the mysteries of parade training by doubling up and down the highway!

In December 1943 Vander Haegan joined HMCS Sioux at Cowes in the Isle of Wight. He was the first man victualled aboard and shortly afterward became the Coxswain, "even though I was an LR1".

He saw service in the Sioux on D-Day and for many days after in the busy American and British sectors, as the ship alternately bombarded a harassed but hard-fighting enemy and recovered a variety of survivors from the crowded channel waters.

It was during this period that he won the coveted Distinguished Service Medal. And, although the citation says the award was for "gallantry and outstanding service in the face of the enemy", the close-mouthed Chief refuses to talk about it. "Just a pusser's issue", is all he will say.

During the winter of 1944-45, Vander Haegan was on the Murmansk convoy run when the Sioux and a Royal Navy running-mate were the only two ships to make three consecutive trips to that North Russia port. The "buffer" feels that this was definitely the roughest show he was in on.

CPO Vander Haegan was on 93 days' accumulated and Pacific leave when the war ended and thereafter served ashore at Peregrine, Stadacona and Naden until July 1947, when he joined the Crescent as Chief Boatswain's Mate. In July 1948 he was drafted to Royal Roads, where he instructed cadets in seamanship until commissioning the Crusader, his sixth destroyer, in April 1951.

He has two children, a girl eight and a boy five. "Just a man-sized family", says the buffer.

Asked what he intended doing on his retirement, the Chief looked surprised and stated, "I expect to remain in the Navy for twenty-five years—and longer if they'll have me. It's a good life: excellent". His shipmates agree that it has worn well on him.



CPO GEORGE VANDER HAEGAN



An Avenger's crew holds a last-minute discussion on the "Maggie's" flight deck prior to taking off for an exercise during the Mediterranean cruise. Left to right are Lieut. H. D. Buchanan, of Vancouver and Halifax, the pilot; Lieut. John Lewry, of Toronto, the observer, and Able Seaman Robert Rogers, of Ottawa, observer's mate. (MAG-3392).

'THE THIRD MAN'

Observer's Mate Becomes Member of Aerial Anti-Sub Team

THE NAVY has its own version of "The Third Man," but his incidental music is provided, not by a zither, but by a roaring aircraft engine and a variety of vocal but un-harmonic instruments.

He is the Observer's Mate, "third man" in the RCN's anti-submarine Avenger aircraft and the only airborne member of the lower deck. Twenty-seven of them are now flying in the RCN, serving in the Avenger squadrons of the 30th Carrier Air Group and 31st Support Air Group.

The increasing emphasis on the aerial aspect of anti-submarine warfare has multiplied the responsibilities of the observer. He has had to direct the search in the air, navigate his plane and implement the chosen tactical plan, as well as handle an increasing amount of radio traffic and maintain an effective radar watch.

It became obvious that all this was too much for one man to cope with efficiently, and when the RCN acquired the three-place Avenger to fill the anti-submarine role in the air, the observer's mate branch was created. Candidates were selected and trained

and are now serving in the highly specialized anti-submarine team.

The careers of two young observer's mates in 881 Squadron of the 30th CAG will illustrate what these aircrew men do and how they are trained.

Able Seaman Robert Rogers, 21, of Ottawa, joined the RCN in March 1948. After new entry training at Cornwallis, he became interested in the airborne navy and, as there were then no opportunities for lower deck men to fly, he entered the aircraft controlman branch. When the observer's mate rating was introduced, he immediately applied.

In June 1950, having passed the strict medical examination and qualified in respect of age, aptitude and education, he started the first observer's mates course. For six weeks he and about 20 other ordinary seamen and able seamen studied a concentrated syllabus of general communications and radio at the Communication School at Halifax.

The second phase of the 14-week course was conducted at the RCN Air Station, HMCS Shearwater. Here the trainees attended classes and

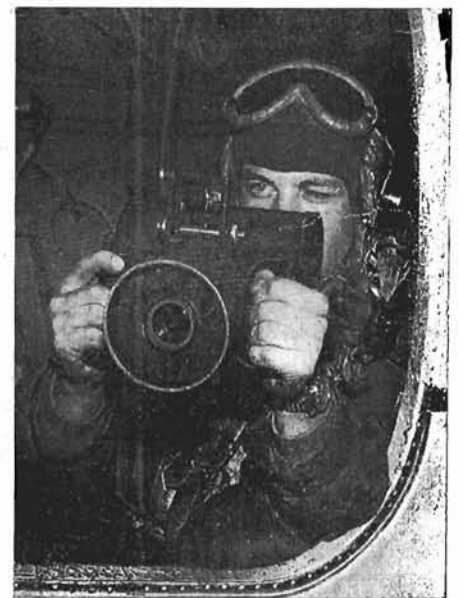
ground school lectures in the mornings, studying more communications, radar, photography and basic anti-submarine procedure. In the afternoons their studies were put to practice in the air and by the end of the course they had completed 25 hours flying time.

After winning his wings, Rogers was drafted to 881 Avenger squadron and joined the Magnificent with the squadron at the beginning of this year.

Able Seaman David Williams, 21, of Hespeler, Ontario, started his naval career in September 1949 as an ordinary seaman, candidate for naval aviation. He, too, wanted to fly and a year later started his observer's mate course. After completing the course, he was drafted to 881 Squadron just a few days before the 30th CAG embarked in the Magnificent for the 1951 flying program.

In the air, the observer's mate's first responsibilities are radio and radar. He must keep constant radio watch and man the radar set when a search is on. Also, when sonobuoys, smoke floats or marine markers are required, he is the crew member who lays them on the order from the pilot or observer. On reconnaissance flights, the observer's mate shoots photos with the big aerial cameras.

Both in the ship and at the air station, the mates have other jobs to do. They are responsible for the cleanliness of the aircrew ready rooms, the briefing room and the air intelligence room. They assist the observers and



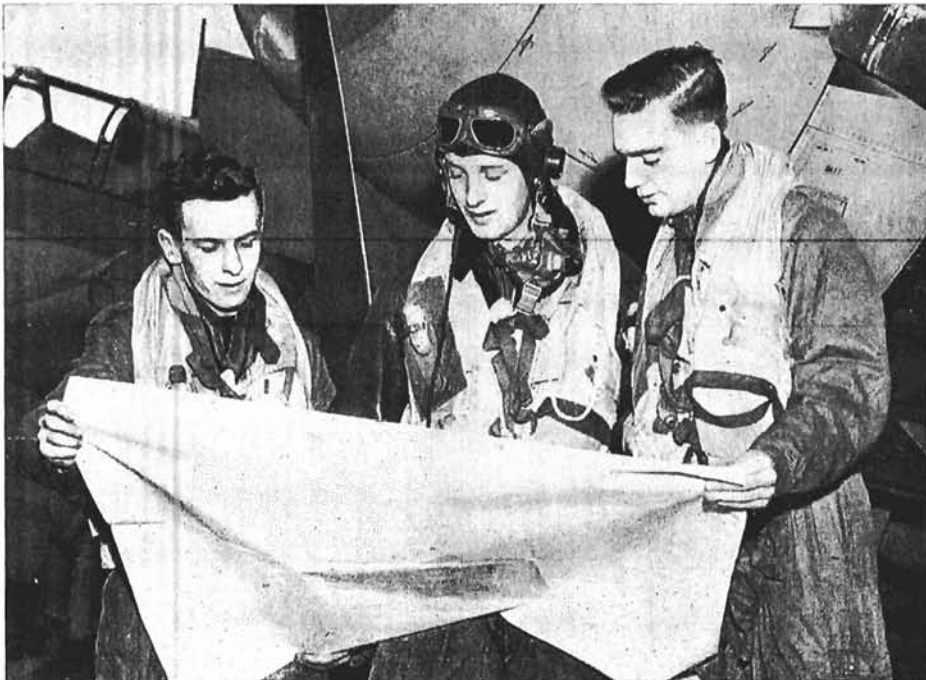
Able Seaman Rogers demonstrates how he shoots aerial photographs from an Avenger aircraft. (MAG-3393).



Communications is one of the several responsibilities of the observer's mate. Able Seaman Williams taps out a message to the Magnificent from his aerial "office." (MAG-3394).

pilots in keeping flying and performance charts for personnel and aircraft.

Rogers and Williams are getting to be "veteran fliers" now. Rogers has more than 300 hours flying time and 79 deck landings. Williams has 254 hours and 74 landings on the deck. They both agree, with a combination sailor-flyer understatement, that "flying is all right."



Three observer's mates of 880 Squadron examine an aeronautical chart prior to the departure of the 31st Support Air Group from HMCS Shearwater on a cross-country flight to Rivers, Manitoba, in November. The group took part in a large-scale air ground scheme, "Exercise Assiniboine," at Camp Shilo. Left to right are Able Seamen Bill Dutfield, Vancouver; Bill Hunter, Lindsay, Ontario, and Douglas Moffatt, Montreal. (DNS-6143).

A NEW YEAR'S MESSAGE

*from the President of the Canadian
Naval Service Benevolent Trust Fund*

Once again it is my privilege as President of the Canadian Naval Service Benevolent Trust Fund to wish all serving personnel and ex-personnel of the Canadian Naval Service, and their dependents, a happy New Year.

It is also my privilege to report that during the year 1951 the Fund was able to bring a measure of relief and happiness to more than 600 homes which, through misfortune, would otherwise have been in sadly distressed circumstances. This assistance has been shared alike by serving personnel, former members of the Naval Service and dependents. While we regret that so many have met with misfortune, we are very glad the Fund has been able to help them and can only regard it as further proof of the necessity of the Fund.

The RCN, in turn, is satisfied that the observer's mates are the successful products of what was originally an experiment and are essential members of the anti-submarine fighting force.

We are particularly glad to have been able to be of assistance to some of those serving in Korea and it is gratifying to know that they, as a consequence of the Fund's support, have been able to perform their duties confident in the knowledge that their loved ones at home are neither in want nor without friendly help in time of sickness or misfortune.

I also take this opportunity of thanking all those who, during the past year, have been responsible for the increased financial support now being given to the Fund, and particularly those who are making regular personal contributions.

It is earnestly requested that all those who are in a position to make personal assignments to the Fund but who have not yet done so, give to it their most serious consideration. The Fund needs all the support you can give. Any one of you, in the future, may need the Fund's help. Misfortune and sickness respect neither rank nor person. It is still true, "The quality of mercy is not strained . . . It is twice blessed; it blesses him that gives and him that takes".

When you read this message, Christmas, 1951, will be over, but I sincerely hope its message of spiritual peace and unselfish love will remain in our hearts and bring us all an enduring personal peace which will be but the forerunner of international peace. I know we all hope that 1952 will bring a better understanding and peace between nations. Let us join in the prayer that the bells which usher in 1952 will

*"Ring out the old, ring in the new;
Ring out the false, ring in the true;
Ring in the faith that love and
right,
Will triumph over hate and might."*

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



OFFICERS *and* MEN



Two CPOs Promoted in Engine Room Branch

Two chief petty officers of the engine room branch of the RCN have been promoted to the rank of Acting Commissioned Engineer. They are Stanley L. Foreman, of New Westminster, B.C., and Victoria, and John S. Harper, of Calgary and Victoria.

Acting Commissioned Engineer Foreman entered the navy in June 1938 as a stoker second class. He first went to sea in the minesweeper Nootka and was serving in the Ottawa at the outbreak of war. His war service also included sea duty in the corvette Dundas, the destroyer St. Clair and the frigate Ettrick.

In February 1951 he joined the Sioux as chief engine room artificer, and was serving aboard the ship in the Korean theatre at the time of his promotion.

Acting Commissioned Engineer Harper entered the RCNR as a steward at the outbreak of war, transferring a year later to the RCNVR as a stoker second class. During the war he served ashore at Halifax and Cornwallis and at sea in the St. Laurent and other ships of the RCN. He qualified as a chief petty officer in the engine room branch in March 1945.

Since the war, Mr. Harper has served in HMC Ships Warrior, Beacon Hill and Rockcliffe and ashore at HMCS Naden.

Navy League Presents Nine More Scholarships

Captain T. D. Kelly, CBE, RCN, Ret'd., of Toronto, chairman of the Navy League National Scholarship Committee, has announced that seven more scholarships, valued at \$150 each, have been presented to sea

cadets and ex-sea cadets upon their entering university and enrolling as cadets in University Naval Training Divisions. This makes a total of 16 scholarships awarded to date. Nine others were announced earlier.

The league is prepared to present 20 or more of these scholarships each year and, commencing in 1952, each scholarship will be valued at \$250, instead of \$150.

The seven additional scholarships mentioned have been presented to: Lloyd W. Fraser, Waterloo, Ontario (University of Toronto); Pierre Tailon, Eastview, Ontario (Carleton College); James R. Wilkes, Toronto (University of Toronto); Roland Theriault, Digby, N.S. (St. Francis Xavier); E. R. Schwarz, Edmonton (University of Alberta); F. L. Binder, Glace Bay, N.S. (St. Francis Xavier) and Bev. Carson, Windsor, Ontario (Assumption College).

Departures, Arrivals at Albro Lake Station

Recent drafts to and from HMC Naval Radio Station Albro Lake have resulted in a considerable turn-over of personnel. Among those leaving were: CPO E. Jackson, Ldg. Sea. G. Mason, AB G. Dawson and AB D. Bruce, all to HMCS Nootka; PO D. Campbell to HMCS Quebec; AB R. Binder and Ord. Sea. W. Lemon to the La Hullose; Ldg. Sea. H. Haines and Ldg. Sea. A. Roberts to the Magnificent; Ldg. Sea. R. Morehouse to the Iroquois and Ldg. Sea. H. Ward to Stadacona.

New arrivals at Albro Lake include CPO E. Jacques, PO A. Maynard, Ldg. Sea. R. Parent, Ldg. Sea. M. O'Sullivan, Ldg. Sea. J. Paquet, Ldg. Sea. T. Graham, AB S. Elliot, AB L. Sullivan, AB W. Wheeler, AB G. Akeson, AB A. Crayden, Ord. Sea. H. Simard and AB B. Desgagne.

Naden CPOs Hold First Annual Ball

The chief petty officers of HMCS Naden held their first annual ball in the main ballroom of the Empress Hotel, Victoria, on November 14.



The first Wren division and Fraser division of ordinary seamen held a joint graduation dance at HMCS Cornwallis. Shown above are two couples who attended. Left to right are Ord. Wren Lorraine Brown, best all round Wren in her class, AB David Schellenburg, best all round seaman in his class, Ord. Sea. Harold Scherman and Ord. Wren Pamela Limbrick, who was the first girl to join the WRCN(R). (DB-1140-1).

Dal Richard's orchestra from the Hotel Vancouver, Vancouver, provided the music for what was said to be one of the finest affairs of the season.

Among the guests were Commodore K. F. Adams, Commodore, RCN Barracks, and Mrs. Adams, and Mr. C. Wyatt, Victoria's city manager, and Mrs. Wyatt.

Bingo sessions are being held at the CPOs' mess and are drawing large turnouts. Prizes are electrical appliances, automobile accessories, sporting goods and chinaware.

Courses Under Way at Ordnance School

Petty Officers Colin Drew, Donald Ross, John Pitts and Vernon Little recently qualified professionally for CPO 2nd class in the Ordnance School at Esquimalt.

The first refresher course for control armourers neared its close at the school. Class members, under CPO Alfred Lee as head instructor, were CPOs Norman Tapping, Robert Langton and Kenneth Province and POs Arthur Burns, Donald Howell and Edward Alexander.

The ordnance officers' class spent a few weeks at the Colwood naval



Dr. E. G. B. Foote, Protestant Chaplain of the Fleet, meets with some of the men of HMCS Cayuga during his tour of the Korean war theatre with other Canadian chaplains and clergymen.

magazine. Instructor for this phase of the officers' course was H. S.

MacDougall, assistant SNAD (Magazines), a veteran of 25 years in the gunnery branch of the RCN who retired in 1946 and later became a civil servant. Members of the officers' class are Sub Lieutenants W. L. Wood, N. T. Malcolm and J. W. Russell and CPOs Hugh MacLean and C. J. McNeil, who are undergoing a commissioned ordnance officers' qualifying course.

Naden POs Boast Luxurious Lounge

Renewal of many fixtures, such as the draperies and lighting, and rearrangement of the furnishings, are making the petty officers' lounge at HMCS Naden a rival for any of the fashionable clubs in up-town Victoria.

Wednesday nights are set aside for bingo for mess members and guests, while Sunday evenings are theatre nights for members and their friends.

The first mess social of the season was held on December 7. It is hoped to be able to make this a monthly affair.

Several New Faces on Comschool Staff

Several changes have taken place recently in the staff of the Communications School, now located at HMCS Cornwallis.

Lieut. C. W. Fleming has joined the



Archbishop Maurice Roy, Archbishop of Quebec and Bishop Ordinary of the Canadian Armed Forces, shakes hands with PO L. C. Jorgensen, of Esquimalt, following a brief address to Roman Catholic members of HMCS Cayuga. His Grace, accompanied by senior RC Chaplains of the three services, visited the Cayuga at a naval base in southern Japan following an earlier visit to HMCS Athabaskan in another port. Among those accompanying Archbishop Roy was Chaplain M. P. MacIsaac, RCN, Roman Catholic Chaplain of the Fleet.



The annual conference of commanding officers of the 21 naval divisions was held in Ottawa November 26 to 30. Vice-Admiral H. T. W. Grant, the then Chief of the Naval Staff, gave the welcoming address and presented a silver model of the RCN's new anti-submarine destroyer escort to be awarded annually to the most efficient naval division.

Grouped above with the model in the foreground, are the delegates to the conference, along with the Director of Naval Reserves and the Reserve Training Commanders from both coasts. Unless otherwise indicated, officers named are commanding officers of divisions.

Front row: Cdr. E. O. Ormsley, Griffon; Captain R. I. Hendy, York; Cdr. G. P. Manning, Nonsuch; Captain A. G. Boulton, Director of Naval Reserves; Captain Ronald Jackson, Malahat; Cdr. W. A. Wilkinson, Hunter, and A/Cdr. W. G. Allen, Scotian. (O-2119-8).

Centre row: Cdr. Guy Mongenais, executive officer, Donnacona; Cdr. F. R. K. Naftel, Prevost; Lieut. W. J. Smith, executive officer, Chatham; Lieut.-Cdr. W. F. Moreland, Tecumseh; Lieut.-Cdr. D. F. Clark, Queen; Cdr. Marcel Jette, Montcalm; Cdr. H. Garrett, Cabot; Cdr. O. K. McClocklin, Unicorn; Cdr. G. M. Coleman, Catarqui, and Lieut.-Cdr. G. C. Hudson, Assistant Reserve Training Commander, West Coast.

Rear row: Lieut.-Cdr. J. B. Bugden, Reserve Training Commander, East Coast; A/Cdr. Glen McDonald, Discovery; Lieut.-Cdr. J. J. Trainor, Queen Charlotte; A/Cdr. G. H. Parke, Star; Lieut.-Cdr. L. B. McIlhagga, executive officer, Chippawa; Cdr. R. P. White, Carleton; A/Cdr. J. A. MacKinnon, Brunswick, and Lieut.-Cdr. G. H. Hayes, Reserve Training Commander, West Coast.

school's staff from Gloucester Naval Radio Station, relieving Commissioned Communications Officer C. J. Scott, who is at present on leave. Commissioned Communications Officer H. C. Clark has left the school to take up an appointment in HMCS Ontario. CPO J. Mackie has joined the staff from the West Coast and, in addition to running the message centre, is in charge of the new entry communications training program at Cornwallis. CPO A. P. Howard took over the duties of senior instructor when the school moved to Cornwallis.

Two Supply Branch CPOs are Promoted

Two chief petty officers in the supply branch of the RCN have been promoted to commissioned rank.

CPO Cecil G. Waite, of Dauphin, Man., and Victoria, has been promoted to the rank of acting commissioned stores officer and CPO Frank E. W. Dennis, of Boutillier's Point, Halifax County, N. S., has been promoted to acting commissioned writer officer.

Mr. Waite entered the RCN in

July 1937 as a victualling assistant. Shortly after war broke out he was drafted to the Assiniboine and served in this ship until April 1941, when he went to the Ottawa for four months.



Pictured above are members of the twenty-third leadership course for chief and petty officers to be held at HMCS Cornwallis. Front row, left to right, are: POs S. A. Thomson, L. C. Newland and C. A. Ross; Lieut.-Cdr. E. P. Earnshaw, officer-in-charge; PO R. C. Sallis, course instructor, and POs A. R. Lupton and C. Reid. Centre row: POs K. Alanko, D. J. Pettinger, R. Dunsmore, A. Debaermaecker and I. W. Earnshaw. Rear row: POs H. N. Hansen, J. S. Archer, G. Soulsby, W. G. Mitchell and L. L. Enger. (DB-1122-1).

He was promoted to petty officer in March 1942 and served ashore for the remainder of the war. Since the war he has served at HMCS York, Toronto, HMCS Griffon, Port Arthur, and HMCS Naden, Esquimalt, and for a year and a half at sea in HMCS Ontario.

Mr. Dennis entered the RCN in August 1936 as a stoker second class and in the pre-war years served in HMC Ships Saguenay, Champlain and St. Laurent. In June 1937 he transferred to the supply branch as a writer and in October 1939 was promoted to leading writer. In the early days of the war he served at sea in the Skeena. He became a PO writer in October 1941 and two years later was advanced to CPO writer. Following the war he served in the Warrior and at Stadacona. In July 1950 he was drafted to the Magnificent, where he served until appointed to Cornwallis for an officers' divisional course.

CPO William Noel Receives Commission

A chief petty officer of the medical branch who was singled out earlier this year as an outstanding member of a graduating class at the U.S. Naval Medical School, Bethesda, Maryland, was promoted in October to commissioned rank in the RCN.

He is Acting Commissioned Officer (MT) William E. Noel, who graduated with honors from a course in radioactive isotopes at the U.S. Naval Medical School and, at the request of the commanding officer was assigned to the school for an additional year of training as an instructor in the subject. (See Crowsnest, September 1951).

LOWER DECK ADVANCEMENTS

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

RCN

ABERCROMBIE, Henry E..... C2CR3
 ALLAN, Robert J..... LSAC1
 ATTON, William J..... P2AF2
 BAILEY, Harold F..... LSRP1
 BENOY, Irvine J..... C2AN3
 BONNEAU, Joseph R..... LSOM1
 BROWN, Bruce..... LSAR1
 BROWN, Norman..... P2SHS
 CLEMENTS, Walter A..... C1CV3
 COLLINS, Reginald P..... C1AN3
 COYLE, Cyril F..... P2AA1
 DUGGAN, Joseph D..... LSAR1
 ELLERTON, James H..... C2CV3
 FEHR, Jacob..... LSCR1
 FOSTER, Gordon J..... C2QM2
 FRASER, William J..... P1SH4
 GILLIS, Donald H..... LSAF1
 HOWARD, Harold G..... LSCR1
 INGLIS, Leslie J..... LSSW2
 JACKSON, Robert L..... P1RA4
 KILEY, John B..... C2SM3
 KNOWLES, John B..... C1AT4
 LEAMING, William E..... C2FM3
 LUCAS, Frederick R..... P1AN3
 MAHER, John O..... P1AL2
 MALENFANT, George J..... C1PM4

MATTE, Honore R..... C2MA3
 MELNYK, William..... LSAF1
 MORLEY, Ernest A..... P1SM3
 McCOUBREY, David R..... P1SM2
 McKEOWN, Douglas H..... P2CV2
 ORCHERTON, Roy A..... LSAR1
 OSLAND, Leslie M..... P2MA2
 PARSONS, John E..... LSLR1
 PRICE, Ellis T..... LSMA2
 PRITCHARD, Edward G..... LSCR1
 RADLEY, John E..... P2CV2
 REID, Donald K..... LSRCS
 REID, John M..... C1CV3
 ROBINSON, David G..... LSMA2
 RYAN, Regis P..... C2SH4
 SADLER, John W..... P2AR2
 STONG, Earl A..... C2CV3
 STRAUGHAN, Robert F..... P2MA2
 THERIAULT, Robert G..... LSCV1
 THOMPSON, James A..... P1RP2
 VANDAHL, Earl T..... P1AR3

WALDEN, Donald K..... LSAAS
 WALLING, David R..... LSCR1

RCN(R)

BEAR, W. C..... P2QR1
 CATTLE, C..... C1MR3
 CLARABUT, H. G..... C2ER4
 CLARK, C. J..... C2RG3
 FINNER, E. A. A..... C2CV3
 HARDIE, C..... P1RPS
 HUNT, R. N..... LSCR1
 JACKSON, E. J..... C2LR1
 JAEGER, A. J..... C2ER4
 JOLLIFFE, C. J..... C2ET4
 KERR, N. A..... LSEM1
 KING, R. L..... LSNQS
 MACAULEY, M. A..... P1CR2
 McTAGGART, A..... P1ER3
 MOSCOVITCH, C. H..... LSRPS

NIMAN, E. E..... C2GA4
 OLANDER, A. G..... C2CV3
 PARKER, H. C..... LSEM1
 RAWLINSON, J. N..... P1CK2
 SIMPSON, F. G..... P2RT3
 SNOW, J. T..... C2MA3
 SPLANE, F. E..... P1CR2
 STARUCH, J..... C2SH3
 VANZIELEGHEM, A. O..... LSQRS
 WEBB, D. C..... C1RP2
 WELLS, G. H..... C2QR1
 WHITE, F. L..... P2BD2
 WHITEHEAD, J. B..... P1CR2

Weddings

Commissioned Communications Officer C. J. Scott, HMCS Cornwallis, to Miss Ruth Wentzel, of Bridgewater, N.S.
 Petty Officer I. W. Earnshaw, HMCS Naden, to Miss Betty Bridge, of Victoria.
 Petty Officer Albert Hurtubise, HMCS Iroquois, to Miss Marie Landriault, of Ottawa.
 Able Seaman Richard Monaghan, HMCS Ontario, to Miss Elizabeth S. Dunn, of Halifax.
 Able Seaman Donald A. Peeling, HMCS Stadacona, to Miss Elaine Marie Crawford, of Fairview, N.S.

Births

To Lieut.-Cdr. P. C. Benson, HMCS Sioux, and Mrs. Benson, a son.
 To Lieut.-Cdr. Eric Earnshaw, HMCS Cornwallis, and Mrs. Earnshaw, a son.
 To Lieut.-Cdr. John Husher, HMCS Crusader, and Mrs. Husher, a daughter.
 To Lieut.-Cdr. J. R. Johnston, HMCS Stadacona, and Mrs. Johnston, a daughter.
 To Lieut.-Cdr. W. S. T. McCully, HMCS Stadacona, and Mrs. McCully, a daughter.
 To Lieut. (S) Charles Crothers, HMCS Crusader, and Mrs. Crothers, a son.
 To Instructor Lieut. D. J. Hamilton, HMCS Cornwallis, and Mrs. Hamilton, a daughter.
 To Lieut. W. L. Hodgkin, HMCS Cornwallis, and Mrs. Hodgkin, a daughter.
 To Sub-Lieut. Rowland Marshall, HMCS Ontario, and Mrs. Marshall, a son.
 To Chief Petty Officer John Bing, HMCS Naden, and Mrs. Bing, a daughter.
 To Chief Petty Officer W. E. Cavanagh, HMCS Stadacona, and Mrs. Cavanagh, a daughter.
 To Petty Officer Vincent McCloy, HMCS Sioux, and Mrs. McCloy, a daughter.
 To Petty Officer John Heath, HMCS Ontario, and Mrs. Heath, a daughter.
 To Ldg. Sea. C. W. Schwab, HMCS Stadacona, and Mrs. Schwab, a son.



The bassoon played by CPO Victor Goodridge, of St. Catharines, Ontario, drew the attention of Rear-Admiral R. E. S. Bidwell when he inspected the guard and band at HMC Dockyard, Halifax, following his arrival to take up the appointment of Flag Officer Atlantic Coast. With Admiral Bidwell is Lieut. Stanley Sunderland, of Victoria and Halifax, bandmaster. At the extreme left is AB James Gilchrist, of Windsor, Ontario. (HS-16682).



Shortly before leaving Halifax to become Chief of the Naval Staff, Vice-Admiral E. R. Mainguy flew in an Avenger aircraft from HMCS Shearwater to Norfolk, Virginia, to observe U.S. naval exercises. On his return he was greeted (above) by Captain D. L. Raymond, commanding officer of the naval air station. Pilot of the Avenger was Lieut.-Cdr. Patrick Ryan, left, of Montréal. (DNS-6217).

Defeat in the Java Sea

by R. H. L.

Heroic but Fatal Fight Taught the Allies a Stern Lesson

IT was ten years ago last month that the "Pacific powder-keg" exploded. Pearl Harbor was but the forerunner of a series of naval and military defeats that followed each other in chain reaction. By the summer of 1942, the Allies had been pressed back to the borders of India, Australasia and the outer fringe of the South Pacific islands.

The Battle of the Java Sea was the last desperate attempt of the Allies to prevent the Japanese from obtaining their main objective of the war — the oil and rubber of the Dutch East Indies.

In the last week of February 1942, by a series of quick amphibious landings, the enemy controlled the head of the Maccassar and Barker Straits and had thrust down to Timor in the east, thus closing all exits from the Java Sea save Sunda Channel.

During the previous desperate weeks, an attempt was made to form an international task force from the remnants of the British and American Asiatic Fleets and Netherlands units. This striking force, under the command of Admiral Doorman RNN, consisted of the 8-inch cruisers HMS Exeter and USS Houston and the light cruisers HMAS Perth, HNM Ships De Ruyter and Java, together with three British, five American and three Dutch destroyers.

This force, such as it was, was spread about the Netherlands East Indies on various duties when, on February 24, reports were received indicating that the Japanese had commenced operations against Java.

Their amphibious force was the largest yet assembled in the war — 96 transports covered by four battle-ships, four carriers, 13 cruisers and more than 30 destroyers. It was divided into two assault groups in order to pass down either side of Borneo and attack Eastern and Western Java simultaneously.

As there were few aircraft left in Java for reconnaissance and no more were forthcoming, accurate reports of the attacking force's movements were unavailable.

On the morning of the 25th Admiral Doorman put to sea from the naval base of Surabaya with two of his cruisers to search the Eastern Java Sea, and at the same time ordered the remainder of his force to rendezvous off the base. No contact was made that day or the next but on returning to the base at noon of the 27th, the Admiral received an aircraft scouting report that the Japanese Eastern attack force was approaching the coast.

Joined by the remainder of his force, Admiral Doorman, in the De Ruyter, led the Exeter, Houston, Perth and Java, screened by the ten destroyers, to the northward. There had been no time to make a plan, nor was there a workable system of communications between the three Allied groups except by lamp. It was one of the first occasions in the war that large units of three nationalities were to fight together.

No air cover could be provided from the decimated allied air forces, nor were there any spotting planes in the force save the one Walrus in the Exeter, which had been riddled by shrapnel from near bomb misses in the almost daily air raids that the ships had been subjected to.

First contact was made with the enemy Eastern covering force of three heavy cruisers (ten 8-inch guns), one light cruiser and 16 destroyers at about 1600 on February 27, in good visibility with a calm sea and no wind. As the range closed, Admiral Doorman found the Japanese column about to cross his "T" — the classic manoeuvre which would enable some 30 8-inch guns to rake him fore and aft while he could only bring ten to bear in reply. Course was altered to the west to bring the columns parallel and the heavy cruisers commenced slugging it out at 28,000 yards.

Since the enemy had three spotting planes aloft, his fire at this range was more accurate and he endeavored to bring about a decision quickly, before the Allies could close with their superiority of light cruisers.

The De Ruyter and Exeter were

continuously straddled by salvoes fired in small tight patterns of 150 yards. Return fire was fairly accurate and straddles were observed on the enemy — the tall red splashes from the dye used in the American shells being seen easily by the naked eye.

Course was altered in an attempt to close the range and bring the light cruisers into action. This "wooded" all the after guns of the column and immediately drew a mass torpedo attack from the Japanese. Led by the light cruiser, 16 destroyers in two flotillas closed at high speed, making smoke, and at 9,000 yards launched over 50 torpedoes — none of which scored. The smoke hampered the Allied fire, they having no radar. The Japanese spotting planes, on the other hand, kept the enemy well informed.

At this moment the enemy cashed in on his superiority of heavy guns and air observation. The Exeter was straddled by plunging fire and two 8-inch shells passed through one of her twin 4-inch mountings and exploded in the forward boiler room. A fire broke out and all steam and power were immediately lost from the ruptured main steam pipe. She veered out of the line and drifted helplessly.

Now the lack of a combined signal doctrine brought disaster to the Allies. All the cruisers astern of the Exeter, thinking that some turn had been executed, altered course with her, turning away from the enemy and leaving the flagship steaming on alone. Thus, contact was lost just as the superior weight of the Allied light cruisers was being brought into action.

Smoke laid intentionally, together with that resulting from explosions and shellfire, reduced visibility to less than a mile in the gathering dusk and only occasional visual signals from Admiral Doorman reached his ships. An hour passed before he could reassemble his force.

HMS Exeter, now lying helpless between the opposing forces, became the target of a torpedo attack by the light cruiser Naka and five destroyers, in an attempt to finish her off. The

three British destroyers were ordered to counter-attack but they were widely dispersed and could not concentrate their efforts. HMS Electra, who was nearest the enemy, turned immediately and single-handedly carried out a valiant attack, pouring rapid fire into the oncoming ships. Hits were scored but her torpedoes missed and she was stopped dead and drilled unmercifully at short range by the six enemy ships in turn. She went down quickly, with her after guns still firing in local control.

By herculean efforts, the engine room department of the Exeter isolated the damage and sufficient steam was raised to run the turbo-generators and supply enough power to work the main armament. So although unable to steam, she could stand and fight. Not a moment too soon she took the Naka under rapid fire for a few minutes through the smoke. Hits were scored and the surprised Jap retired without firing a shot. However, some 24 torpedoes were fired by her accompanying destroyers at the Exeter as she lay stopped. Again no hits were scored and under cover of darkness she limped to the naval base at Surabaya.

Meanwhile, Admiral Doorman gathered his forces together for another attempt on the convoy which he knew must be nearing the coast of Java. Swinging south to shoal water, he inadvertently steamed over a Dutch minefield which had been laid that afternoon unknown to him. At about 2100 the British destroyer Jupiter, on the starboard screen, was ripped by a vicious explosion and went down with all but 70 of the crew — a victim of friendly mines.

Still searching for the enemy in the bright moonlight, they suddenly made contact at 2300 with the same covering force. Heavy gunfire was exchanged, the enemy putting in a surprise attack with his deadly long range torpedoes. Luck was with him this time and both ends of the Allied cruiser column were caught in the wide spread. The De Ruyter and Java received multiple hits and, enveloped in sheets of flame, both sank in a few moments.

Before going down with his ship, Admiral Doorman ordered the Houston and Perth to Batavia in West Java. There these two ships fuelled, and, with ammunition low, attempted to clear the Java Sea via Sunda Strait to reach Ceylon.

At midnight on February 28, without warning, they ran into the whole of the Japanese Western attack force, which was carrying out landing oper-

ations in the narrow waters of Sunda Strait.

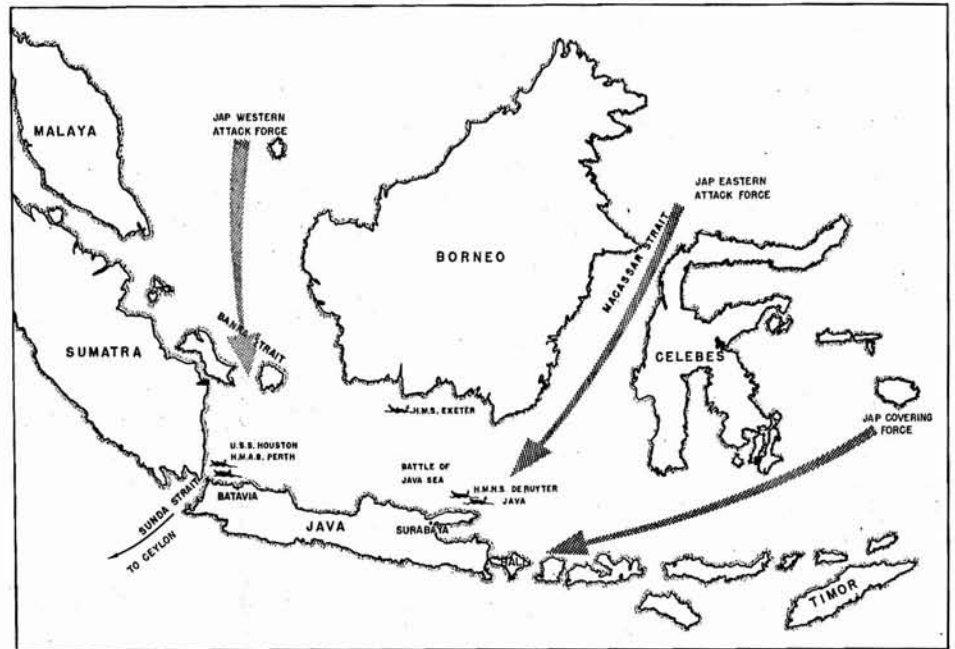
In a ferocious battle at close range, both ships went down in a welter of 8-inch and torpedo hits, but not before creating havoc amongst the ships that were unloading. Sinking four outright and damaging many more, including three destroyers, they exacted a heavy price.

The Exeter, after a 36-hour stay in the deserted base while the crew carried out hasty repairs, slipped out of Surabaya at midnight, March 1, escorted by the destroyers HMS Encounter and USS Pope. The fate of her sisters in the Sunda Strait had not been communicated to her and her orders were to take the same route out of the Java Sea.

in each, the Exeter took hits aft, where fires broke out in close range armament magazines and quickly got out of control.

At this juncture, the forward turrets ran out of 8-inch ammunition. The enemy destroyers, seeing the cruiser's fire abate, closed in with torpedo tubes ready. However, they were hotly engaged by the Encounter and Pope, as well as by the secondary armament of the Exeter, and withdrew without firing.

At 1100, after two hours of pounding, the Exeter took a serious blow in the remaining boiler room and all power was lost. Burning fiercely below, she was struck by torpedoes and, with ensign still flying, slid beneath the Java Sea, taking more



THE BATTLE OF THE JAVA SEA

Hopes for escape ran high in the Exeter, only to be dashed as the sun, rising above the horizon, silhouetted the battle tops of two Japanese heavy cruisers. Putting the enemy astern, the Exeter steamed at her full speed of 21 knots to the east, only to see another two 8-inch cruisers, accompanied by four destroyers, appear right ahead.

With spotting planes aloft, these two forces closed on the beleaguered ships and at 0900 a heavy gun duel began. Every man in the little force knew what the outcome would be. Firing in local control, since the main fire control table had been damaged in the previous engagement, the Exeter twisted and turned as she tried to dodge the rain of heavy salvos.

It was a race with death. Straddled by neat salvos, with up to 20 shells

than 300 of her crew with her.

The Encounter, having been ordered to act independently, chose to fight to the last, rather than try to escape. She turned on the nearest cruiser and, firing everything she had, closed at high speed. She didn't live long after being stopped by a number of 8-inch hits at close range.

The Pope, by steering into a heavy rain cloud, had a moment's respite, but she, too, was soon overwhelmed and joined her sisters beneath the waves.

The exhausted survivors were picked up on the third night, to face three and a half years of starvation and brutality in camps in the Dutch East Indies.

* * *

It is hardly necessary to point out
(Continued on Page 32)

Afloat and Ashore

ATLANTIC COAST

Albro Lake Radio Station

Although Their Royal Highnesses did not visit Albro Lake in person, the station had reason to be well aware of their visit to Canada.

During the royal party's trans-Atlantic flight from London to Montreal, Albro Lake maintained constant communication with HMCS LaHulloise, HMS Wizard and HMS Burghhead Bay, who, together with other naval units, formed part of a great trans-ocean radio chain along the route taken by the aircraft.

As Their Royal Highnesses proceeded inland, the number of messages slackened, only to increase again when the Royal couple embarked in HMCS Ontario for the last leg of the tour. Through the ship to shore communication facilities came numerous messages and, particularly, press releases from correspondents, while Albro Lake personnel were kept busy dispatching special weather forecasts and scores of other messages relative to the ship and her royal passengers.

During this period the staff at Albro Lake was augmented by a petty officers' qualifying class on loan from the Communications School.

HMCS Brockville

The Brockville commenced the winter training season with a new commanding officer, Lieut.-Cdr. J. H. Maxner having succeeded Lieut.-Cdr. J. C. Marston, who has taken up an appointment as staff officer at HMCS Catarqui, Kingston.

The Brockville was employed throughout November on local exercises and daily and weekend training trips for RCN(R) personnel from HMCS Scotian, UNTD cadets from Dalhousie and Mount Allison Universities, the junior officers' technical course and the seamanship school.

Sandwiched in between these short assignments was a trip to St. John's, Nfld., with 48 ordinary seamen on draft to HMCS Ontario. At St. John's, the ship picked up an exchange draft of 28 ordinary seamen for transportation back to Halifax. As a parting gift, the outbound draft

received a cake from Lieut.-Cdr. R. W. Timbrell, training officer in the Ontario. The recipients of the cake invited the entire crew of the Brockville to join them in testing this West Coast special.

The Brockville took part in Remembrance Day ceremonies at St. John's and a wreath was laid at the War Memorial by Lieut.-Cdr. J. H. Maxner, escorted by PO A. N. Nielson, AB Maurice J. Huneault and AB Kenneth L. James. — *O.F.*

Communications School

The Communications School is getting well established in its new home at HMCS Cornwallis and, with more instructional time available, has begun to show an increase in training efficiency.

The first class of 25 Wren communicators completed its course November 17 and the second graduated a short while later. CPO Geoffrey



The movement of 410 Fighter Squadron, RCAF, to the United Kingdom brought two brothers together on board HMCS Magnificent. They were CPO K. A. Campbell, a senior electrical technician in the Magnificent, and FO C. M. Campbell, adjutant of 410 squadron. The brothers originally hailed from Saint John, N.B., but had not been together for the past 12 years. They were photographed following Remembrance Day services on the flight deck of the carrier.

Bate instructed the first group while PO P. Donaghy was instructor of the second class. The Wrens are given instruction in morse code and an introduction to naval communications before going on to Coverdale for more advanced training.

Classes CR42 and CV43 completed instruction at the school November 2, with the former getting annual leave prior to proceeding on draft to sea.

Early in December the school's "A" entry was leading the inter-part hockey league with an unbeaten record. At the same time, Comschool "A" was holding third place in the inter-part bowling and had set an unofficial league record of 1,200 points in one game.

HMCS Cornwallis

The Red Cross blood bank got a real boost when it visited HMCS Cornwallis, more than 640 pints of blood being given to a mobile clinic by the officers and men of the training base.

Nearly two thirds of the entire ship's company volunteered and kept the 11-member clinic busy for two days. This was the third clinic to visit Cornwallis in a little over a year and Red Cross officials said the turnout "was exceptional." They had expected no more than 400 volunteers.

Many young seamen were turned away on opening day because they were 17 years of age, too young to donate blood. However, the next day there were no more 17-year-old volunteers; they had all "just turned 18."

Each donor got a soft drink before giving his donation and received a cup of coffee at the other end of the line.

HMCS New Liskeard

The Admiral's inspection was the highlight of activities aboard the New Liskeard during the month of November. The ship was anchored in mid-stream, where the final spit and polish were added for the occasion.

During the same period, considerable sea time was logged by the ship on exercises, with the result that sports and social activities were reduced, of necessity, to a minimum.

Among the changes in the ship's company in the past month were the departures of Lieut. Ward Palmer, Lieut. A. A. (Andy) MacMillan and Petty Officers John Mason and Ed Legault.

HMCS Iroquois

HMCS Iroquois re-commissioned on October 21, Trafalgar Day, following which all activities were directed toward preparing the ship for trials and workups in December.

HMS Burghead Bay, a visiting Royal Navy frigate, took the measure of the Iroquois in an exhibition soccer game in November, winning by a one-sided 9-1 score. The lone goal for Iroquois was scored by PO Bill Hodgson.

Twenty-eight members of the ship's company went to Bedford ranges November 9 for a small arms familiarization course. Ldg. Sea. "Johnno" Johnson was top marksman with a score of 93.

Navigation Direction School

Six classes completed courses at the ND School during October and November. Included were the long course TAS officers, long course gunnery officers, basic training course officers, long course communications officers and the junior officers' technical course.

Petty Officers John Meadwell and George Jones have left the school for England to qualify as instructors. At the same time, CPO Willard Carruthers and PO Bill Carter returned to the school after completing a four-week course with the USN at Norfolk, Va.

HMCS Llewellyn

After serving as tender for HMCS Brunswicker since last April, the Llewellyn sailed for Halifax October 13 and, after taking part in mine-sweeping exercises off the east coast naval base, was placed under care and maintenance for the winter.

During the six-month period she was based at Saint John, the Llewellyn was sailed on nine cruises to ports in the United States and the Maritime provinces, in addition to making several short trips up the Saint John river. A number of officers and men from Brunswicker took advantage of the cruises to receive training in watch-keeping, seamanship, boat work and anchoring. Before her departure, Capt. C. H. Bonnycastle, commanding officer of Brunswicker, carried



The 1st Belmont Cub Pack, formed at the new naval married quarters community near Esquimalt, was presented with its official charter November 23. E. Estlin, District Scout Commissioner, presents the charter to J. J. Clark, head of the committee which formed the Cub pack. With Mr. Clark are CPO J. R. Ross, secretary of the pack, and PO J. Plastow, committee member. (E-17020).

out the annual inspection of the vessel.

The Llewellyn's commanding officer, Lieut.-Cdr. R. J. Mann, has returned to Brunswicker to continue his duties as staff officer training at the division. Several other members of the crew also returned to assume duties at the base.—R.S.M.

PACIFIC COAST

HMCS Crusader

Accompanied by the frigates Antigonish and Beacon Hill, the Crusader paid an informal visit to Port Alberni, B.C., in November and had a most enjoyable stay at the "oasis in the desert." A dance held by the Canadian Legion, at which charming partners were provided, was a feature of the visit. A return to Alberni would not be amiss.

Two popular get-togethers were held in November, marking the close of a busy season which included the long summer's training program and two trips with Their Royal Highnesses aboard.

The first event, held in the ward-room, saw the officers and their wives sit down to a repeat performance of the meal served Their Royal Highnesses, the evening culminating in an en masse attendance at the annual Police Ball.

The other was a well-organized ship's dance held at the Crystal Gardens November 21. With Len Acres' orchestra in attendance and a fine bill of entertainment lined up, members of the ship's company had a most enjoyable evening. CPO Douglas Ingram and PO John Ireland did a most commendable organizing job.

The ship was carrying out training for ordinary seamen in November but was scheduled to go alongside in December for an extensive face-lifting and overhaul.

TAS Training Centre

A new class of torpedo detectors 3rd class has started training at the TAS Training Centre in Naden. CPO Gerald Freeman is instructing the class, whose members are PO Frank Pramberg and ABs Charles Pearson, Anthony Sutton, Delmar Brown, William McCune, Patrick Stirling, Wilbert Robinson and Robert Elvidge.

Recent arrivals from the East Coast are CPO Gordon Board, who is standing by HMCS Quebec, and CPO Enslie Anderson, who has entered the Prep. School. Just released from Shaughnessy Hospital, Vancouver, is PO Edgar Carter, who has joined Naden TAS staff. PO Roy



Delegates to meetings in Ottawa December 6-8 of the executive committee of the Dominion Council of the Naval Officers' Associations of Canada and the Naval Defence Conference are pictured above with three senior officers of the RCN. Front row, left to right, are: R. W. Underhill, Vancouver; Vice-Admiral E. R. Mainguy, Chief of the Naval Staff; F. C. Aggett, Toronto, president of the Dominion Council; Vice-Admiral H. T. W. Grant, former Chief of the Naval Staff; Barry German, Ottawa, and Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services. Rear row: Harry McClymont, Ottawa; W. G. Curry, Windsor, Ont.; A. W. Baker, Guelph, Ont.; Dr. W. Graham, Toronto; J. D. Prentice, Victoria; G. A. Rotherham, Toronto; R. A. Judges, Montreal; A. D. M. Curry, Halifax; John M. Stairs, Montreal; J. C. Maynard, Toronto; J. A. McAvity, Toronto, and G. F. O'Connell, Saint John, N.B. (O-2137-2).

Davis has joined the Beacon Hill, relieving PO Morley Middleton, who has returned to Naden.

Communications Training Centre

Personnel from the CTC were loaned to assist in the ships escorting HMCS Crusader during the latter part of her passage to Victoria from Vancouver with the Royal couple on board.

The most unusual duties, however, were carried out by three chiefs and one petty officer from the centre, who, emulating the Greeks of old, ran great distances armed, not with torches, but with Royal Standards to be hoisted on high for the Princess Elizabeth.

Recent drafts sent PO Robert Stewart, PO William Edwards, PO F. Lawrence and AB James Puddifant to HMCS Antigonish, CPO Thomas Fraser to Discovery and CPO George Holt to Aldergrove. PO Donald Hayward has joined from the Antigonish.

HMCS Antigonish

A party of 30 men from the Antigonish assisted in lining the streets of Victoria for the Royal Visit and the remainder of the ship's company saw Their Royal Highnesses while lining the route through the dockyard. Later in the week of the Royal Visit, the ship carried a number of army personnel to Vancouver. These men formed the guard and saluting gun crews at New Westminster. The next day the Antigonish acted as guard ship off the entrance to Vancouver harbor and for the second time her crew had the honor of cheering Their Royal Highnesses as they

passed in the Crusader.

Following the Royal Visit, the ship was employed in the training of ordinary seamen. Much of the time was spent at Bedwell Harbour and Mayne Bay. Port Alberni was also a port of call and proved to be a popular one.

In off-duty hours at Bedwell and Mayne Bay, fishing proved a popular sport, with the proudest catch being a 15-pound salmon caught by the chief bos'n's mate. In the last whaler race of the season, the Antigonish was victorious over the Beacon Hill. The winning crew was trained and coxswained by Ldg. Sea. Paul Bernard.

Aldergrove Radio Station

Nine chief and petty officers from HMC Naval Radio Station Aldergrove assisted local authorities at New Westminster during the visit of Their Royal Highnesses, The Princess

Elizabeth and the Duke of Edinburgh.

Lieut. W. H. Waters, officer-in-charge, and members of the staff helped out at the scene of a tragic motorcycle-truck accident on Jackman road near the station. A motorcycle carrying two civilians crashed into the rear of a parked truck, killing the driver and injuring the passenger. The injured man was taken to hospital in the station's panel truck. A note of thanks for the assistance given was received from the RCMP.

Personnel changes at Aldergrove in recent weeks saw CPO W. (Bluenose) Walters go to Cornwallis and PO William Clark to the Athabaskan via airlift. CPO G. Holt, Able Seamen L. Kirkaldy and G. Freeman and Ord. Sea. G. McNichol joined the staff from Naden.

Ordnance School

Ordnance Lieut.-Cdr. W. A. Tangye has taken over as executive officer and senior instructor at the school. He recently arrived from Halifax, where he was Inspector of Naval Ordnance.

Ordnance Lieut.-Cdr. E. L. Borradaille has returned to the school to take charge of mine disposal training and other "mystical" units. He was in the United States for a period, studying methods of instruction in his specialized field.

Gunnery Training Centre

Training of guards was a main item on the centre's daily curriculum during the latter months of 1951. First there was the Royal Guard for Their Royal Highnesses, the Princess Elizabeth and the Duke of Edin-

'Navy Mothers' Send Comforts to Korea

Navy Mothers, an organization in Saskatoon, Saskatchewan, which did splendid work during the war years, is in operation again, providing reading material and other comforts for sailors in the Canadian destroyers in the Far East.

The Saskatoon women meet every two weeks to pack books, magazines and woollens for officers and men of the Cayuga, Sioux and Athabaskan. Receipt of a recent shipment was acknowledged in a letter to Navy Mothers from Commander James Plomer, commanding officer of the Cayuga. Commander Plomer expressed appreciation on behalf of his ship's company for a thoughtful contribution of books and magazines.

burgh. Then, more recently, the school trained guards for Commodore K. F. Adams on his taking over command of HMCS Naden and for his predecessor, Commodore (now Rear-Admiral) R. E. S. Bidwell, upon his departure to take up the appointment of Flag Officer Atlantic Coast.

Commissioned Gunner A. E. MacFayden and CPO W. E. Pickering, parade gunnery instructor, were in charge of the incessant drilling involved.

At the end of November, only two qualifying classes were enrolled at the school, a class of AA2s and one of AA3s.

NAVAL DIVISIONS

HMCS York (Toronto)

A scene reminiscent of the war years was enacted November 14 when 30 newly enlisted members of the Women's Royal Canadian Navy (Reserve) came aboard York for the first time, paying the proper respects to the quarterdeck as they did so. The Wrens took their place at divisions and were welcomed by the commanding officer, Captain R. I. Hendy, on behalf of the ship's company.

The group included medical assistants, communicators, motor mechanics, pay and administrative writers, naval airwomen and a member of the ordnance branch.

Sight Shocks Stoker, But Fails to Stop Him

"Next time I say 'catch me'—catch me!" said the husky, red-haired stoker mechanic, picking himself off the floor and growling at the man who had been standing behind him in the blood clinic queue.

The stoker was one of more than 600 men who had volunteered to give blood at a two-day Red Cross clinic held at Cornwallis. As the line of donors moved forward and it came his turn to have a finger punctured for a drop of test blood, the stoker told his next astern, "Be ready to catch me." But his shipmate, thinking he was merely joking, could only stare in surprise when the stoker's knees buckled and he slumped to the deck.

Later, as he took his place on the bed and prepared to give his donation, the stoker confessed with a smile, "That always happens to me."

He was a three-time donor before joining the Navy.

York took part in the colorful Grey Cup parade held in Toronto November 24. A 30-foot float designed and built by the ship's staff was entered to promote recruiting in the Royal Canadian Navy and Royal Canadian Navy (Reserve). Fifty thousand Toronto citizens and another 5,000 from Regina and Ottawa watched and applauded the 20-odd floats and six bands of the parade.

A replica of a small naval vessel, York's float was supported on a low bed trailer pulled by a diesel tractor.

Signal flags waved from stem to stern and recruiting posters were hung on each side of the false hull. A dinghy rested on the "quarterdeck," while amidships were depth charge throwers and an anti-aircraft gun. Compass, life-buoys, side lights and bridge telegraph completed the nautical theme.

It was a cold day but the weather had little effect on the float personnel, who were warmly dressed in naval winter clothing. Frequently the ship would be forced to stop amid the close-packed spectators and this gave the float's crew an opportunity to pass out recruiting pamphlets to interested people. Approximately 250 were distributed in this manner.

The following reserve personnel served aboard the float: Ldg. Sea. F. Storey and Ordinary Seamen J. A. Brown, J. Hurd, H. Shaw, R. Moyes, M. O'Leary and N. Penstone.

Lieut.-Cdr. G. G. K. Holder, CPO W. R. Franklin, CPO F. J. Derrick and PO S. D'Amico designed and built the float, while Sub Lieut. S. Lyons was in charge during its participation in the parade.—A.C.T.

HMCS Chippawa (Winnipeg)

HMCS Chippawa's high-powered recruiting campaign — Operation Recruitrace — proved highly successful, steering some 125 prospective candidates for the RCN(R) to the division's recruiting office. By the



The first ten Wrens to be attested as members of the ship's company of HMCS York are pictured with their divisional officer, Lieut. Jean Crawford-Smith. Next to Lieut. Crawford-Smith is Ord. Wren Joan Catherine Magee, first Wren to be entered at York. A secretary in the Royal Bank of Canada in civilian life, she is a communicator in the WRCN(R). (Photo by Gordon W. Powley, Toronto).

end of November about 70 of this total number of applicants had been attested.

Wren recruiting has been no problem, 70 Winnipeg girls having applied to fill the division's allotted quota of 35. By November 25, 21 had been attested.

The Wrens attend Thursday drill nights along with new entries and are able to keep pace with the men in the training program. They have also taken part in inter-divisional competition and on one occasion outshone the men in, of all things, target shooting.

The annual children's Christmas party turned the drill deck into a miniature three ring circus when pirates, kiddies, Santa parades and the like were thrown together in the usual welter of Yuletide cheer.—*T.W.C.*

HMCS Star (Hamilton)

Permanent and reserve force units of the three services joined in the observance of Remembrance Day at Hamilton November 11. A naval detachment from Star was reinforced by the band and cadets of RCSCC Lion. Color party for the parade was supplied by Star and was under the charge of PO Lloyd J. Fryer.

A highly successful Hallowe'en costume dance, sponsored by the Ladies' Auxiliary, was held on board Star. The affair was attended by 660 persons, who enjoyed a costume parade, raffles, prize-givings and other novelty events, in addition to the dancing.—*A.T.O.*

HMCS Montcalm (Quebec City)

Personnel of Montcalm turned out in force for the Remembrance Day parade on November 11. Two weeks later the ship's company was on parade again, this time to attend church in a body.

Ldg. Sea. J. P. Vaudreuil recently passed examinations qualifying him as a quarters rating third class. His course lasted three months and included two weeks in the Gunnery School at Stadacona.

Petty Officers P. Bourdage, R. Fortin and M. Champoux, all RCN(R), have left the division to serve on continuous naval duty.

A mobile recruiting unit from the division recently toured the province of Quebec and met with a good response, especially in Sherbrooke, where more than 25 men were enlisted.—*S.P.*

HMCS Donnacona (Montreal)

Members of the ship's company of HMCS Donnacona observed November 11 with a church parade, march past and a wreath laying ceremony at the cenotaph.

Earlier in the month, the Montreal naval division provided a guard of honor for Their Royal Highnesses, The Princess Elizabeth and the Duke of Edinburgh. Reservists from Donnacona also lined the streets during the Royal couple's visit and provided a security guard on the occasion of their attendance at a hockey game in the Montreal Forum.

The division said farewell to Lieut.-Cdr. J. B. Bugden, who, after two

Navy League Broadens Scholarship Scheme

On the occasion of the annual meeting of the Navy League of Canada in Toronto, it was decided not only to continue the awarding of ten scholarships each year to Royal Canadian Sea Cadets upon entering the Canadian Services Colleges as naval cadets, but to extend these awards to ex-sea cadets subject to such applicants being able to produce a satisfactory record of sea cadet membership.

These scholarships are valued at \$580 each, covering the first year's tuition fees, the cost of uniform and membership in the Recreation Club.

years as staff officer at HMCS Donnacona, has taken up the appointment of Reserve Training Commander, East Coast. His successor is Lieut. A. F. Rowlands, a native Montrealer.

Social activities at Donnacona in recent weeks included a variety of events. The seamen's mess held a highly successful fancy dress ball the end of October; in mid-November the Montreal Garrison Sergeants' Ball was held on the drill deck of Donnacona and more recently the main deck was the scene of a reception held by a local French-Canadian organization to raise funds for its hospital visiting projects.—*R.F.D.S.*

HMCS Griffon (Port Arthur)

Commander E. O. Ormsby, commanding officer of Griffon, was in charge of service participation in the Royal Visit to the Lakehead and was responsible, among other things, for organizing a tri-service Royal Guard, saluting guns crews, automobile transport and a security guard.

The Royal Guard was commanded by Lieut. Cdr. J. L. Freeman, while Lieut. T. C. Luck was in charge of the naval section of the guard.

Training of the guard began at Griffon September 17. The naval section included one petty officer and 32 men, 22 of whom were seamen from Griffon and the other ten Port Arthur sea cadets from RCSCC Vindictive.

In addition to the guard, HMCS Griffon provided two guns crews, under Sub-Lieut. W. T. Watkins, who were responsible for firing the royal salutes upon the arrival and departure of Their Royal Highnesses. The breaking of the Royal Standard was carried out under the supervision of two Griffon officers, Commissioned Master-at-Arms A. A. MacDonald and Sub-Lieut. G. D. Loewen.



Commander P. A. Langlois, commanding officer of Donnacona, places a wreath on the Cenotaph during Remembrance Day ceremonies in Montreal.

HMCS Malahat

(Victoria)

Since moving into its new headquarters, the Victoria naval division has gone into high gear, both from a point of activity and expansion. Every man has taken on the enthusiasm of a recruiting officer in bringing new blood into the unit, while each week finds more to do and more to plan.

The division's paper, The Malahat News, has been re-activated on a bi-monthly basis under the co-editing of Lieut. A. J. Collins and Lieut. Ray Wormald, Victoria radio and newspaper men, respectively. Staff members represent each mess and the Wrens.

Malahat had a proper house-warming in playing host to UNTDs from HMCS Discovery on the weekend of November 3. A group of 61 UNTDs boarded HMCS Sault Ste. Marie at Vancouver and spent the weekend between training aboard ship and being guests of the Victoria UNTDs. On Saturday afternoon there was a hotly contested sports meet, followed in the evening by a dance on board the new Malahat headquarters.

Personnel of the division paraded to St. Paul's Garrison Church, Esquimalt, for Remembrance Day services.

On October 15, 17 young ladies became members of the Women's Royal Canadian Navy (Reserve) at HMCS Malahat. In charge of training the Wren division is Sub-Lieut. Margaret Trevor, WRCN(R), a wartime member of the Women's Royal Canadian Naval Service.

Of the 17 recruits, two have gone to Cornwallis for basic training. The other girls have joined the Active List of the WRCN(R) and will train one night per week at Malahat.

—A.J.C.

HMCS Prevost

(London)

Lieut.-Cdr. Peter Shuttleworth has been appointed training commander at Prevost and will work with an enlarged training staff. The division has completed plans for a quartermasters' course, a new course approved for inland divisions for the first time. It will begin early in the New Year.

The division has its Wren complement nearly filled. Twenty-four of a possible 25 girls have been recruited. Lieut. Elizabeth MacKenzie is divisional officer.

The division opened the Christmas-New Year's season early with a turkey raffle. It was followed by a Christmas

Number Three Gun, Fire!

A five-year-old boy saw his duty and "done it" recently at HMCS Stadacona.

As per tradition, a guard had been mounted, the band was in attendance and two field pieces were ready on the parade square to herald the opening of a court-martial at Stadacona.

Promptly at 0930 the order to fire was given. But number one gun didn't respond. Gaitered gunners quickly switched to number two gun. The charge was rammed home, but the breech would not close. The gunnery officer, his staff and some ordnance men leaped to correct the difficulties.

Meanwhile, young Barry Jenson, son of Lieut.-Cdr. L. B. Jenson, first lieutenant of Stadacona, had been watching the proceedings with boyish interest. He thought he had a way to help the adults out of a situation.

He quickly advanced to the gunner in charge of the field pieces—and politely offered his loaded cap pistol.

party for children and younger brothers and sisters of the division's officers and men. A ship's company stag was another Yuletide social event. —N.C.

HMCS Unicorn

Navy Week celebrations in Saskatoon had a gala opening when the Naval Officers' Association presented its annual Trafalgar Ball on the main deck of HMCS Unicorn. The guests were received by the president, P. V. Ross, and Mrs. Ross, and the secretary, Dr. H. H. Cowburn, and Mrs. Cowburn, as they crossed the quarterdeck, smartly saluted by members of the ship's company.

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

The motif of the ball was supplied by a miniature Tribal class destroyer which was silhouetted by cleverly concealed lights. —J.B.W.

HMCS Discovery

(Vancouver)

A group of 48 first-year UNTD cadets attached to Discovery took part in a training cruise to Esquimalt the first weekend in November on board the minesweeper Sault Ste. Marie. The trip afforded an opportunity for the majority of the group to get their first experience of life at sea. A return cruise is anticipated early this year when cadets from the Victoria division visit Vancouver.

Discovery was the scene of a father and son night November 9 when parents of first-year cadets were invited on board to witness naval training at first hand.

HMCS Brunswicker

(Saint John)

Officers and men of Brunswicker played a prominent role in connection with the Royal Visit to Saint John. Captain C. H. Bonnycastle, the commanding officer, served as chairman of the committee in charge of armed forces arrangements, which included co-ordinating the role of service personnel and members of veterans' organizations in the overall civic program.

Brunswicker personnel made up half of the 100-man Navy-Army Royal Guard, which was inspected by Princess Elizabeth shortly after her arrival at Union Station. Lieut.-Cdr. George F. O'Connell, of Brunswicker, was guard commander and Lieut. A. P. Gregory commanded the naval section. The latter was composed of volunteers from the division who trained alongside men of the army for more than six weeks in preparation for the event. The unit received high praise for its smart appearance.

The pipe and drum band of Brunswicker, under Pipe Major Fred Hayter, participated in the program and added its music to that of the other bands which entertained the crowds lining the route. At one stage the band led a party of 200 officers and men from HMCS Cornwallis who assisted in lining the route. The smart appearance of the Cornwallis group, under the command of Lieut.-Cdr. W. N. Inman, reflected the high degree of training received at the establishment. The men were quartered at Brunswicker during their two-day stay.—R.S.M.

Retirement

CPO FREDERICK HENRY WATT

Rating: C1SM3
Age: 41.
Address: 65½ Connaught Ave., Halifax.
Home town: Waterford, Ontario.
Joined: October 1931 as a Stoker 2nd class.
Served in: HMS Victory, Kent and Puncher; HMCS Stadacona, Saguenay, Skeena, Ottawa, Avalon, Niobe, Peregrine, Magnificent, Iroquois, La Hullose, Naden and Crescent.
Awards: Long Service and Good Conduct Medal.
Retired: October 28, 1951.

GUNNERS AREN'T ALWAYS GRIM

*Poke Fun at Selves
With West Coast
'Investiture'*

Who says gunners haven't a sense of humor?

Commissioned Gunner E. A. MacFayden, training officer of the Pacific Command's Royal Guard, has evidence to prove that they have: two elaborate medals presented to him at an hilarious "investiture" held in his honor in the Gunnery Training Centre at HMCS Naden.

All because of a slip of the tongue, Mr. MacFayden was awarded "The Honorable Order of Latin Interpreter, Hero Class", at a tongue in cheek ceremony conducted with all the pomp, color and formality which only gunners can devise.

The award had its origin in an incident which occurred during the training of the Royal Guard. One rainy afternoon, Mr. MacFayden decided to tell the members of the guard some of the history behind the King's Color.

He was doing famously — until he made the slip of the tongue. Translating the Royal Motto, "Honi Soit Qui Mal Y Pense", Mr. MacFayden got his languages slightly mixed and referred to the motto as being "Latin".

That was all his mates in the Gunnery Training Centre needed.



Lieut. Harold Shergold sonorously intones the words of the citation to Mr. MacFayden on the occasion of the latter's investiture with the Honorable Order of Latin Interpreter, Hero Class. (E-16824).



Accompanied by Lieut. Earl Grant, Mr. MacFayden inspects the "guard" which was mounted in his honor. (E-16823).

A few days later, Mr. MacFayden was notified that he was to attend an investiture in the GTC. He arrived to find a guard of honor — one such as he had never seen before — drawn up in two ranks.

Accompanied by the officer of the guard, Lieut. Earl Grant, he inspected the guard, then was escorted to a dais, on which stood Lieut. Harold Shergold, representing the Naden "Honors and Awards Committee" and holding an elaborate scroll.

Lieut. Shergold (wearing false nose and glasses) read the citation; CPO Wrangham Pickering, carrying the medals on a velvet funeral cushion, stepped forward, and, as a token force from the Naden band played "Colonel Bogey" and the guard presented arms, Lieut. E. D. (Ted) Robbins formally presented Mr. MacFayden with his medals.

The principal medal was a brass star inscribed with the fateful phrase, "Honi Soit . . . etc." and surrounded by a pink lady's garter with two black bows. Above this again was a smaller garter, and the whole was suspended from a ribbon of "boudoir blue." The other medal, a miniature, was a brass disc on which the recipient's name was engraved. It hung by a brightly-colored hair-ribbon.

These colorful awards were devised and "struck" by Lieut. Thergold, with

the assistance of the gunnery instructors attached to the GTC.

The ceremony was an exclusive affair and was witnessed only by members of the GTC staff.

Members of the guard were CPOs Bruce Colegrave, Bert Dodds, Daniel Cramm, Bill Aveling and Bill Kelly and POs Stan Birch, "Bunker" Hill, Harry Green and Ernest Tuttle.



Mr. MacFayden smiles happily as he sports his newly awarded decorations, presented to him by Lieut. E. D. Robbins, acting Gunnery Officer, West Coast. (E-16825).

ROMPING WITH RUTH

by P.C.B.

Sioux's Own Story of Experiences in Typhoon

ON BOARD HMCS SIOUX— Ships in harbor had been watching the advance of Typhoon Ruth for about two days, noting that the usual curve to the northeast was not developing quite as quickly as hoped for.

Late in the evening of Saturday, October 13, typhoon condition 3 was set, and the ship was ordered to be at immediate notice by 0900 Sunday.

Sunday morning brought orders to be prepared to sail at a moment's notice with HMAS Sydney and HNMS Van Galen. The ships sailed at 1000, closely followed by HM Ships Belfast and Unicorn and HMCS Athabaskan, and leaving behind a mess of organized chaos as the remaining warships and sundry depot ships busily buttoned onto buoys vacated by those who had been ordered to sea.

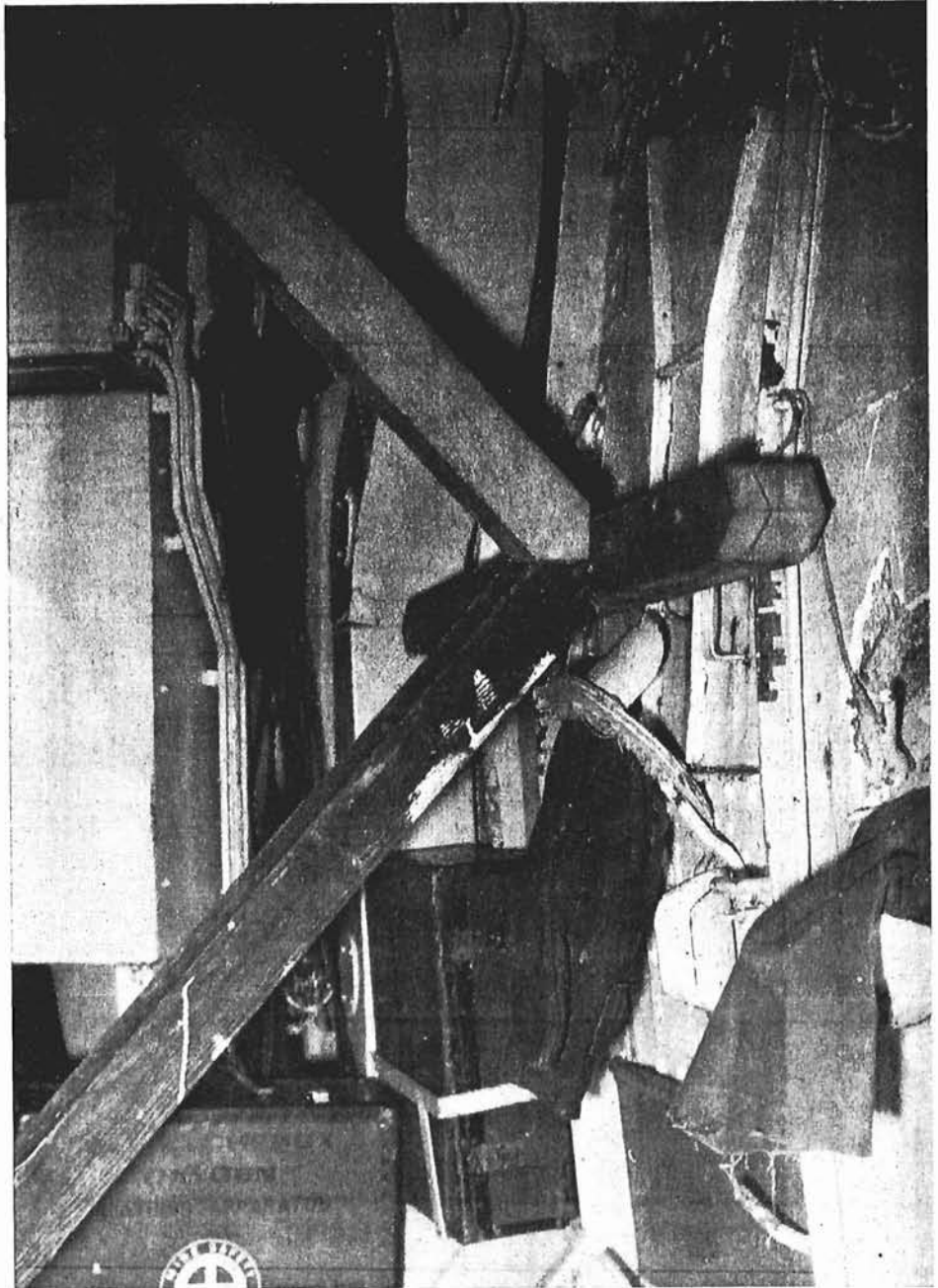
It was obvious that our sailing orders had come none too soon, as it was gusting even as we cleared the harbor entrance, with winds of up to 20 knots. The hands busily secured everything movable, as it was now plain that we were in for a rough time.

About a half hour later, a signal was received detaching the Sioux to assist an ocean tug and US naval transport in locating and aiding a Japanese vessel aground with 500 passengers aboard. The wind, in the meantime, had increased to 35 knots.

The storm had been plotted from the numerous reports coming in, and the Acting Temporary (unpaid) "Met" Officer, in the person of the First Lieutenant, confidently reported to the Captain that the winds would decrease around 1500. (A report had just been received from the TS stating that the wind speed had increased to 40 knots).

After some difficulty, the vessel aground was finally located, high and dry by the bows on a lee shore. There was no chance of the Sioux getting close to her, so we detached and set course 270 degrees, speed 18 knots, in an attempt to run for it.

It was noticed at this time that the motor boat had taken on about two feet of water and the whaler about a foot. This was rectified, but



The forward bulkhead in the chief and petty officers' cafeteria in the Sioux was stove in about a foot at the height of the typhoon. The photo shows the bulkhead after being shored by CPO H. R. Weidman, chief shipwright in the Sioux.

not without a thorough soaking for the man who removed the motor boat's plug. Amazing how those plugs will hide themselves.

It soon became apparent that there was no chance of getting clear. The wind had reached 50 knots, with correspondingly high seas. The Captain then decided to turn into the wind and ride it out.

So around we went, but the "quiet, restful" speed of five knots was not for us. To keep the ship "hove-to", with her bow near the wind, it was necessary, because of her peculiarities, to have revs on for about $8\frac{1}{2}$ knots,

which is rather uncomfortable when heading into 30-foot seas.

The hour of 1500 had long come and gone, with no signs of the wind decreasing. In fact, a wind speed of 80 knots was reached before there was any sign of a lull.

The "Met" Officer faithfully plotted every report, and each one indicated the typhoon moving off to sea, eastward of Japan. However, the barometer was still falling and wind and sea were rising. The mystery was solved at approximately 2200, when a new report came in showing "Ruth" moving up through the

centre of Japan, no more than 60 miles away.

In the meantime, the usual was happening. Carley floats were disappearing at regular intervals. The whaler was on its side in the davits and the motor boat canopy had been stove in. "Tween decks, amid the usual crashing of crockery and other loose gear, there could be heard murmurs of "recruiting posters", "Roll on my five", or "This ain't nothing, you should have been with us last November when we hit a real typhoon". Able Seaman N. E. Heide was heard to mention something about the "distribution of wealth".

The Second Officer of the Watch in the Middle saw a lump on the Operations Room deck. It sported a beard and, on closer investigation, proved to be Able Seaman L. J. Speilman, who, on being questioned on how things were, managed to gasp something about Rita Hayworth coming through the door.

Suzie, the pup dog, learned how to climb ladders that night, twice managing the trip up to the Operations Room.

At about 0100, just when life was getting a bit dull, there was a terrible crash and a rendering noise from the forecastle, and the ship came to a staggering halt. Immediate examination showed the entire bulkhead on the starboard side forward in the chief and petty officers' cafeteria had been stove in about a foot. The damage was quickly and efficiently shored by the Chief Shipwright, CPO H. R. Weidman, and very little water came through.

A limited survey of the upper deck from the questionable shelter of the flag deck revealed that the forecastle, starboard side, appeared somewhat mussed up, with no carley floats left and the smartest destroyer motor boat in the Korean theatre a complete shambles. Such odds and ends as boffin mountings, stanchions, ladders, etc., had also taken the easy way out.

At about 0400 the typhoon had passed its peak and was fast decreasing in intensity; by 0700 it was possible to turn around and, for the first time, get onto the upper deck.

The forecastle produced some interesting sights, such as "A" gun shield and breakwater stove in and ready use and washdeck lockers a twisted mess. Guard rails aft, as high as S-2 mounting, were twisted and torn. The tiller flat was flooded to a depth of four feet. This came as quite a surprise, to say nothing of causing some anxiety, as it had been per-



Hundreds of thousands of young herring — or grilse — were trapped in the Dominion Government drydock at Esquimalt on its being emptied recently. Scores of sailors from Naden waded into the shallow waters and caught some supper. In the top photo, CFO Trevor Reading and PO G. Fraser go fishing the easy way. In the lower photo, Able Seamen Ernest Charles, Kenneth Buck and Edward Kraft display the results of a few minutes' work. (E-16892 and 16891).

fectly dry around 0200. A more detailed examination showed that the storm flap at the base of the vent trunk had been torn loose, allowing water to flood in.

Also, there were ten depth charges missing from the rails and deck stowage, while the galley and mast were the worse for wear.

A slight head cut received by one

of the officers was the only casualty, if casualty it can be called.

On the way out of harbor a signal had been received from Royal Fleet Auxiliary Wave Premier reading, "Hope it keeps fine for you."

Our reply on returning was brief and to the point:

"It didn't".

The Navy Plays



Dal Dumps Shearwater to Win Grid Championship

Dalhousie University scored a 5-0 victory over HMCS Shearwater in the mud of Studley Campus to win the Halifax Canadian Football League championship and the Purdy Trophy.

The Shearwater team had toppled HMCS Stadacona, four-time winner of the trophy, in the semi-final with a 22-11 victory. But the naval airmen could not penetrate the Dal line when they got near pay dirt in the final.

Shearwater marched up the field in the final quarter and moved the ball to within one foot of the Dalhousie goal strip, but the University line stiffened and hurled back three successive thrusts.

Dalhousie's points came in the second quarter, when they scored an unconverted touchdown after a driving ground attack.

Marshall Wilson, president of the league, presented the Purdy Trophy to Dalhousie after the game.

In the Stad-Shearwater semi-final, the naval airmen scored four touchdowns, two of them converted, with a devastating first half attack. They had a 22-6 lead at the interval and succeeded in holding Stadacona to a single touchdown in the final 30 minutes.

Stadacona Scores Close Hockey Wins

HMCS Stadacona won its first two games in the newly-formed Metropolitan Intermediate Hockey League, defeating Army-Air Force Concorde 2-1 and squeezing out an 8-7 win over HMCS Shearwater. Other entries in the five-team league are City Police-RCMP and Dartmouth Royals.

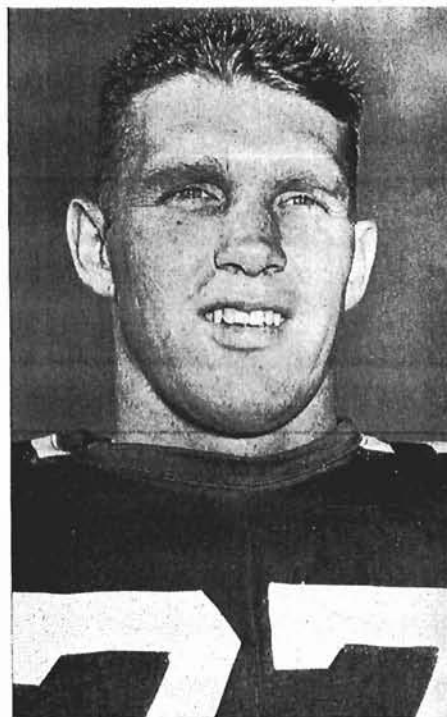
Close Competition Features Naden Sports Schedule

The winter inter-part sports season opened October 29 at HMCS Naden. Basketball, volleyball and hockey leagues will run through the winter months. PO Fred Kelly's Medical, Communications and ND team was leading the basketball league but ties were the order of the day in the other circuits.

Supply and MTE hockey teams, managed by POs Norm Richardson and Dave Sadler, respectively, were deadlocked for first place. In volleyball, a five-way tie existed, with the Ordnance, MTE "A", TAS and Electrical, Supply School "A" and the Medical, Communications and ND teams all sharing the top spot.

Soccer Team Unbeaten in Inter-Service Loop

The RCN soccer team from the Pacific Command completed the first half of the tri-service schedule with an undefeated record. The team played HMCS Discovery, Chilliwack Army and Victoria Army, scoring a total of 22 goals and giving up only one.



A naval officer, Ordnance Lieut. Don Loney, was a member of the Ottawa Rough Riders football team that defeated Regina Roughriders in the Grey Cup final, Canada's No. 1 sports event of 1951, at Toronto November 24. Lieut. Loney was co-captain and first-string centre of the Ottawa team and was a consistent star throughout the season. Formerly at Naval Headquarters, he commences a course in the Ordnance School at Esquimalt early in the New Year. (Photo by Newton, Ottawa).

The season's highlight was a 4-1 exhibition game victory over Courtney United, up-Island champions. Manager Alex Ross came out of retirement for this fixture and showed his old fire, scoring three of Navy's four goals.

The Navy entry in the Victoria Commercial Hockey League beat Army 2-1 in the season's opener, then skidded into a losing streak extending over four games.

Cornwallis Edged in Soccer Final

The RCAF Summerside team defeated HMCS Cornwallis 3-2 in a sudden death final for the Maritime tri-service soccer championship. It was probably the most cleverly played and exciting game of the season. The score was tied at 2-2 until the final minutes of play, when the airmen notched what proved to be the winning counter. The Cornwallis team pressed hard for the equalizer but was held at bay by some expert defensive work by the Summerside eleven.

Going into the final contest, Cornwallis had scored 45 goals during league competition and had yielded only ten. Victories during the season included two over Shearwater, three over RCAF Greenwood, and one win and one tie against Stadacona.

CPO Alex Ross Heads Naden Bowling League

The rumble of bowling balls and crash of pins falling became a familiar sound in the Central Canteen of HMCS Naden as the 1951-52 Pacific Command Bowling League got under way on Tuesday, October 9. Twelve teams are rolling a 60-game schedule for the inter-departmental trophy.

The league was recently re-organized, with CPO Alex Ross as president, PO Jack Jones, secretary, and CPO Neil McLeod handling the funds as treasurer, and shows promise of becoming one of the liveliest activities on the winter sports agenda.

In order to accommodate 12 teams on four alleys, it was necessary to split the league into two sections. The teams finishing first and second

in each section will bowl for the grand championship and the third and fourth place teams will compete for the consolation title.

After 16 games had been played, Regulating held down first place in the "A" section, with Medical just one point behind and Communications and ND another point further back. Damage Control was fourth, Supply School fifth and Nurses sixth.

Ordnance topped the "B" section with 14 points, followed by Royal Roads and MTE with 11 apiece. Writers stood fourth, Cooks fifth and Civil Service sixth, only one point separating each of the last three.

Inter-Part Hockey Opens at Shearwater

The new Shearwater Inter-Part Hockey League got under way November 14 with the Miscellaneous team losing to Albro Lake Naval Radio Station 2-0. In the second game, the School of Naval Aircraft Maintenance shut out Air Department 5-0. An Air Group squad, the CAG, and a civilian team complete the league.

A Shearwater Skating Club has been formed so that personnel on the air station may pleasure-skate on Sunday afternoons. The membership is more than 200.



Seriously injured in an auto accident last summer, Sub-Lieut. (MN) Hazel Mullin still has one leg in a cast and is able to get around only with the aid of crutches. Despite these handicaps, she is among the individual leaders in the Halifax Garrison Indoor Rifle League as a member of the Stadacona senior team. Here she examines a target of 98 shot in a practice session. (HS-16701).

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Commodore K. F. Adams, Commodore RCN Barracks, Esquimalt, presents the Charles McDonald trophy to Petty Officer David Sadler in recognition of the latter's efforts in fostering sports in the Pacific Command in 1951. (E-16965).

Miscellaneous Paces East Coast Hockey Loop

Miscellaneous division was leading the Stadacona Inter-Part Hockey League with an undefeated record as all seven teams completed their first three games. The Supply squad was in second place with two wins and one tie, while the Electrical School Staff had a two won and one lost record for third place.

Other teams in the league are the MTE, ND School, combined TAS, Gunnery and Ordnance, and the Electrician's Mates.

Three Basketball Teams Represent Shearwater

HMCS Shearwater has three teams entered in Halifax and district basketball leagues.

After losing their first game to Dalhousie, the seniors won the next two, defeating Nova Scotia Tech and Acadia University.

The intermediates won a thrilling game from St. Mary's College after two overtime periods. Shearwater came out on the long end of a 58-56 score.

The juniors lost an exhibition game to Queen Elizabeth High School as they waited for their league opener.

Chippawa Defending Service Hockey Title

HMCS Chippawa has entered a team in the Winnipeg Inter-Service Hockey League for the 1951-52

season and has high hopes of retaining the Baker Memorial Trophy. Coach of the team is Able Seaman Dick Guinan.

Some 60 hopefuls turned up for early practice sessions and competition for berths on the team was extremely keen.

Also entered in the league this season are teams from the Army, RCAF and RCMP.

Boxing Team Training for West Coast Bouts

CPO Dave Graves, just back from a gunnery instructor course in the United Kingdom, lost little time getting back into RCN and Victoria boxing circles. Since taking over the RCN team, Coach-Manager Graves has had a stable of eight boxers training hard every Monday, Wednesday and Friday. The team aims to cut a swath in boxing events this winter at Victoria clubs and a scheduled inter-service show.

Squash Team Splits Inter-Club Matches

The Pacific Command squash team broke even in two matches played with the Victoria Squash Club. Navy won the first match 13-7 and lost the second 9-13. Team members were Commander R. L. Hennessy, Lieut.-Cdr. J. D. McCormick, Lieut.-Cdr. R. A. Green, Instructor Lieut.-Cdr. W. H. Fowler, Lieut.-Cdr. W. J. Reynolds, Lieut. (S) J. K. Power,

Lieut. J. C. Payne, Lieut. W. E. Clayards, Lieut. E. V. P. Sunderland, CPO J. A. Stoddart, PO Dewey Barwis, PO James Jack and PO Ronald Dawson.

Teams Closely Bunched in Stadacona Bowling

Teams in the Stadacona Inter-Part Bowling League were closely bunched after two months of competition. Medical Staff, with 21 points, held a one-point lead over ND School and RCN Depot "A." MTE "A" followed with 19 points, Central Stores had 18, and Clothing Stores, Instructor Officers and Regulating Staff were tied with 17 each. Electrical "A" and Electrical "B" were deadlocked for last place with 15 points.

Restigouche Division Wins Boxing Tourney

Restigouche Division was victorious by a one-bout margin in an inter-divisional boxing tournament held at Cornwallis in October.

Ten divisions were entered and members of the P. and R.T. staff worked long and hard in organizing the elimination tournaments. After several nights of hectic leather pushing, St. Laurent and Restigouche divisions won their way into the finals.

A crowd of more than 900 was on hand for the nine-bout card and several of the matches brought the spectators to their feet. As the ninth and final match approached, the scoreboard read: Restigouche four, St. Laurent four. A close verdict in the final event gave the inter-divisional championship to Restigouche.

Restigouche division won another championship earlier, trouncing the ship's company team 23-7 in the final of the inter-divisional softball tournament.

Star Outscores Airmen in Hockey Exhibition

Tuning up for the regular season, HMCS Star's hockey team defeated the local RCAF squad 12-2 in an exhibition game. The star team is competing in the Hamilton West End Hockey League. Playing coach is PO William Saxon.

Tourney Decides Naden Badminton Team Make-up

The booming badminton club at Naden boasts a total membership of 75 officers and men, their wives and friends, and at least 45 turn out for the regular Wednesday night sessions.

The club president, Lieut. (SB) W. H. Northey, is shopping around for outside competition, a club team

Cornwallis Choir Has New Leader

The Communications branch continues to live up to the old adage, "When in trouble or in doubt, always call the Flag Jack out."

When Commander P. D. Budge left Cornwallis to take up his new appointment in command of the Quebec, the Cornwallis choir was without a leader. A crisis was averted with the timely arrival of the Communications School from Halifax, the Comschool's officer-in-charge, Commander R. W. Murdoch, taking over leadership of the choir as a spare-time commitment.

Under the direction of Commander Murdoch, the choir sang a number of carols at the main gate of the establishment. The program was recorded by the CBC and broadcast from Halifax during the Christmas season.

having been picked on the basis of a mixed doubles elimination tournament. The "winners' bracket" was taken by Mr. Tolson and Miss Godfrey, with Captain and Mrs. C. J. Dillon as runners-up. Taking the "losers' bracket" were Lieut. (E) J. R. Turner and Sub Lieut. (MN) J. B. Smith, with Commander (S) R. G. Harris and Mrs. R. Pickford runners up.

Shearwater Officer Wins Badminton Exhibition

The Shearwater Badminton Club was treated to some expert play when Bev Piers, Maritime singles champion, and Lieut. Brian Bell-Irving, a former B.C. junior titlist and United Kingdom men's doubles winner, met in an exhibition match. Lieut. Bell-Irving won by a narrow margin.

In a doubles exhibition, Mr. Piers and Lieut. Jack Anderson, of Shearwater, played Lieut. Bell-Irving and Commissioned Bos'n Jim Arnott, from HMCS Stadacona, with the latter team winning. A large number of spectators were on hand to witness this fine display of badminton.

York Officers Compete In Garrison Softball

A team of RCN(R) officers, captained by Lieut. (L) David Bate, is representing HMCS York in the Toronto Garrison Officers' Indoor Baseball League. The team lost to the Governor General's Horse Guards and the Irish Regiment in its first two games but with eight more to go is confident of showing improvement and making a strong bid for the championship. Lieut. (SB) "Tug" Wilson and Sub-Lieut. Frank Gallo-way are pitcher and catcher, respectively.



Members of the Saguenay division team that won the recent boxing tournament at Cornwallis are pictured above. Front row, left to right: Ordinary Seamen G. McGuigan, Montreal; P. Flynn, Corner Brook, Nfld.; K. Kowalsky, Simcoe, Ont., team captain; A. Cushaback, Cochrane, Ont., and R. St. Jacques, Ottawa. Rear row: Ordinary Seamen R. Whyte, Arnprior, Ont., and R. Livingston, Montreal; PO J. Tobias, Saint John, N.B., coach; Ordinary Seamen W. Wheeler, Lark Harbour, Nfld., and R. Mackay, Strathmore, Que. (DB-1149-1).



In the Shearwater Hobby Shop, AB Norman Clode, of Toronto, left, builds a child's bunk; CPO Ken Crookston, of Victoria, gets some advice from the duty artisan, CPO Bill Clark, of Toronto and Lieut. D. G. MacKay, of Toronto, sands a chair he is making. (DNS-6140, 6141 6139).

Amateur Craftsmen

Hobby Shop Helps Shearwater
Personnel Save Money,
Spend Spare Time

IN one corner there's a leading seaman carving out buffalo book ends from a block of wood. In another, an officer is making an easy chair. In adjoining rooms, others are engrossed in leatherwork and metal smithing.

It's a typical night at the Shearwater Hobby Shop, which is flourish-

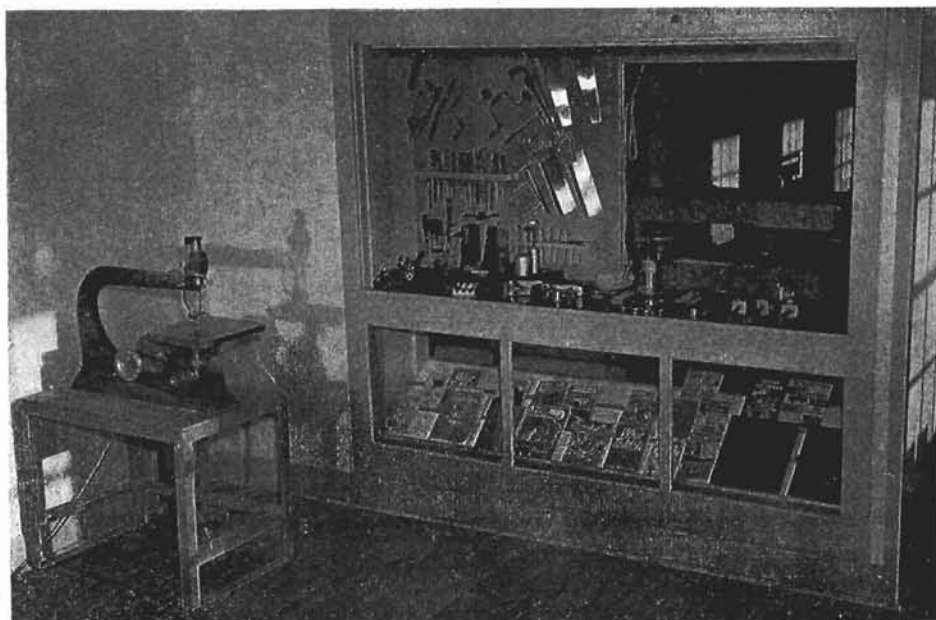
ing strongly after more than a year in operation, holding the interest, after working hours, of many service and civilian personnel at the naval air station. Their idle hours are fruitfully employed in acquiring a talent for making jewelry, purses, wallets and useful articles for their homes.

The shop was started through the efforts of Commander David W. Groos, executive officer of the air station, with CPO Douglas Moss (now retired) as technical advisor. CPO Moss ran a hobby shop in the RCAF during the war and his experience proved useful in planning the layout of the Shearwater shop.

The Women's Auxiliary of the RCN and Fairey Aviation Company donated equipment, the Station Welfare Committee contributed funds to stock a storeroom and the shop was formally opened in October 1950.

The shop consists of four large rooms on the second floor of the station gymnasium. Active hobbies carried on include cabinet making, wood carving, model building, leathercraft and silver smithing. In addition, there are facilities for copper smithing, shellcraft, plasticine modelling and rug hooking.

The place is open nightly from 1800 to 2230 and on the occasional holiday afternoon. PO James C. Instance, of Toronto and the Shearwater married quarters, is shop manager and is there at least five nights a week to assist hobbyists and to run the stockroom. The duty artisan aboard the station each evening spends his spare time at the shop to lend assistance to enthusiasts. Usually



The tool crib counter in the Shearwater Hobby Shop features an attractive display of tools and books available to hobbyists at the naval air station. (DNS-3960).

PO Instance and the duty artisan are running several projects of their own, as well.

Most popular occupations are leathercraft, cabinet making and model building. Leathercraft usually takes the form of wallets made by the single men aboard. The married men favor radio cabinets and other pieces of furniture for their homes, and model builders make aircraft to fly in the Shearwater Model Aircraft Club. Modelling in plastics and solids of aircraft, ships, cars and ornaments is also popular.

In the year or so that it has operated, the shop has sold hundreds of feet of lumber and plywood to woodworkers, though they may bring their own materials if they so desire. The storeroom carries a tool crib and has kits for models, leather and other materials.

In addition to the extensive facilities offered by the hobby shop, qualified instructors give regular lectures on the various crafts. Miss Mary Matheson, a graduate of the Nova Scotia College of Art, teaches silver smithing and CPO Jack Dunn instructs in copper smithing. Leathercraft is taught by Mrs. Geoffrey S. Hilliard, a former occupational therapist and now a navy wife.

Officers and men of the 31st Support Air Group, being stationed at Shearwater, have taken the financial weight of the shop. Lieut. R. J. S. Dickinson is senior committee member, assisted by Lieut. C. J. O'Connell and other officers and men.

SHEARWATER PLAYERS PLAN NEW SEASON

CPO Robert Dalley was elected chairman of the Shearwater Players for the forthcoming drama season at the annual meeting in Halifax.

Others elected to the executive were CPO Douglas Cooke, vice-chairman; Ordnance Lieut. Ronald Marwood, production manager; Commissioned Supply Officer Jack Young, business manager, and Mrs. Sybil Cooke, secretary.

Also present at the meeting, which included seven new members from Halifax and Dartmouth, were Captain Duncan L. Raymond, commanding officer of Shearwater, and Commander D. W. Groos, executive officer of the air station, both of whom took an active part in the discussions.

The play "Grand National Night" was chosen by the dramatic group for entry in the Regional Drama Festival in Halifax early next spring. It will be another first showing in Canada by the Shearwater Players and is a type of "who-dun-it" in which the audience, knowing "who" from the start, watches the troubles of a detective as he sorts out his clues and draws the net around the culprit. It has a surprise ending, too, which, the players believe, should make for an excellent show.

The production will be directed by Lieut. Marwood and rehearsals are now in full swing. There are nine in the cast, six men and three women.

Sea Cadet Camps

The National Sea Cadet Committee, composed of representatives of the Royal Canadian Navy and the Navy League of Canada, has agreed that HMCS Comox, situated on the West Coast, and Camp Ewing, at Choisy, P.Q., be operated as Sea Cadet camps in 1952. Sea cadets from Winnipeg and westward will attend Comox and all others will attend Camp Ewing. To be eligible for camp attendance, a sea cadet must be a qualified able seaman or above and have an attendance record of approximately 65 per cent in the current training season. It is expected that a leadership course similar to that held last summer at HMCS Cornwallis will be conducted in 1952.

CORNWALLIS TAKES UP BCA STUDIES

The Bureau of Current Affairs course referred to in a recent issue of The Crowsnest is catching on at HMCS Cornwallis, where the divisional officers take a two-week course similar to that being conducted on a tri-service basis at Camp Borden, Ontario.

The task of training these officers fell to the Education Officer, Instr. Lieut.-Cdr. B. S. Lake, who engaged speakers from nearby universities to discuss up-to-the-minute developments in current affairs on both the national and international level.

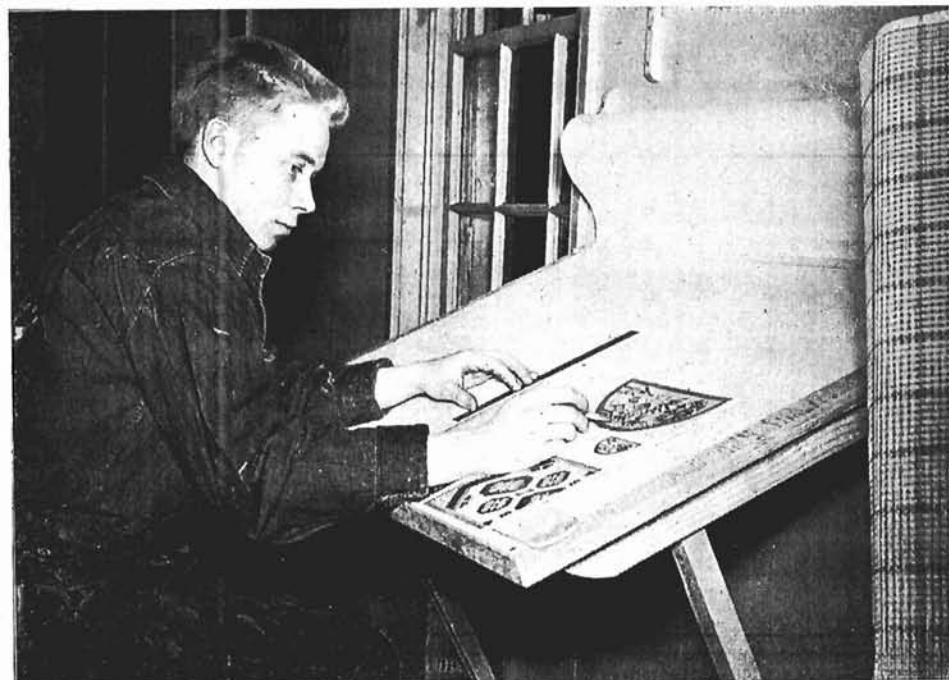
In charge of techniques and practice discussions was Instr. Lieut.-Cdr. L. B. Sellick. He was assisted by Instr. Lieut.-Cdr. George Gray and Instr. Lieut. L. W. Maundcote-Carter, who presented well-prepared talks on "The St. Lawrence Seaway" and "How Canada Is Governed," respectively.

Beginning on December 3, the ship's company undertook weekly discussion hours under the direction of the divisional officers. While it is still too early to judge results, all indications point to an enthusiastic reception to training in the "war of ideas."

PO ROLAND LEDUC HEADS MONTCALM MESS

With the arrival of chief and petty officers of the regular force to serve on the staff of HMCS Montcalm, new elections were held in November by the chief and POs' mess.

PO Roland Leduc was elected president, CPO Paul Lavertue, first vice-president, PO W. M. (Bill) Sullivan, second vice-president, and PO Laval Turgeon, secretary-treasurer. — J.A.L.T.



AB Donald Simpson, of Calgary, concentrates his attention on a hooked rug he devoted his spare time to making in the hobby shop at Shearwater. (DNS-5014).

LOOKING ASTERN
(Continued from Page 17)

the lessons learnt so bitterly and paid for so dearly in the Battle of the Java Sea. Inexistent were combined fighting doctrine and communications, without which naval forces of different countries cannot operate together. Equally essential and equally lacking were tactical information and reconnaissance.

The absence of any one of these vital conditions could doom a similar engagement. The absence of all brought tragedy.

EDITOR'S NOTE: *The foregoing account was written for The Crownsnest by a man who "was there." Lieut.-Cdr. Richard H. Leir, RCN, was a sub-lieutenant in HMS Exeter when she was sunk in the Java Sea. He was picked up by the Japanese and spent more than three years in prisoner of war camps. (See Crownsnest, December 1950).*

Prior to taking up his present appointment on the secretariat of the Personnel Members Committee at National Defence Headquarters, Lieut.-Cdr. Leir served as navigating officer of HMCS Athabaskan during her first tour of duty in the Korean theatre.

**LETTERS
TO THE EDITOR**

Sir:

Re your Man of the Month article in the November Crownsnest. Not that I mean to belittle the record, but the Alberni was not the first corvette completed on the West Coast. That honor belonged to the Wetaskiwin (Lieut.-Cdr. Guy Windeyer, RCN). The Wetaskiwin was

built at Burrard Dry Dock Company Ltd., North Vancouver, and was commissioned December 16, 1940.

The second was the Agassiz, which commissioned about a month later. After completing trials, the two ships left for Halifax together but had to turn back to Esquimalt. They left again on the 17th March, accompanied this time by the Alberni, which had since commissioned at Victoria Machinery Depot.

JOHN C. GRIFFITHS,
Warrant Engineer, RCN(R),
Naval Overseer's Office,
Burrard Dry Dock Co. Ltd.,
North Vancouver.

Sir:

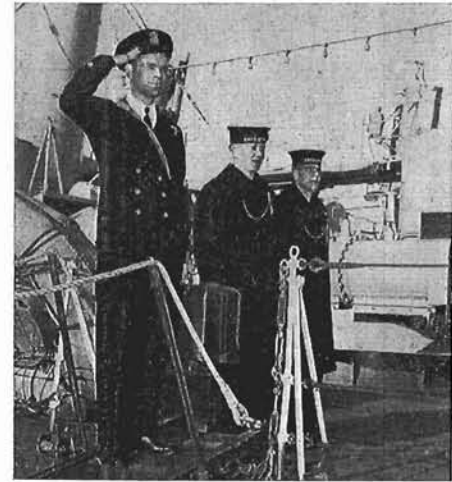
A number of people have approached me and told me that there was a movement afoot to organize a reunion of officers and men of the commissioning party and wartime crew of HMCS Uganda.

I would very much appreciate any information you have or could obtain upon publication concerning this affair.

W. J. (Pat) MORROW,
CIT13, RCN,
HMCS Star,
Hamilton, Ontario.

**TORPEDO DETECTORS
COMPLETE COURSE**

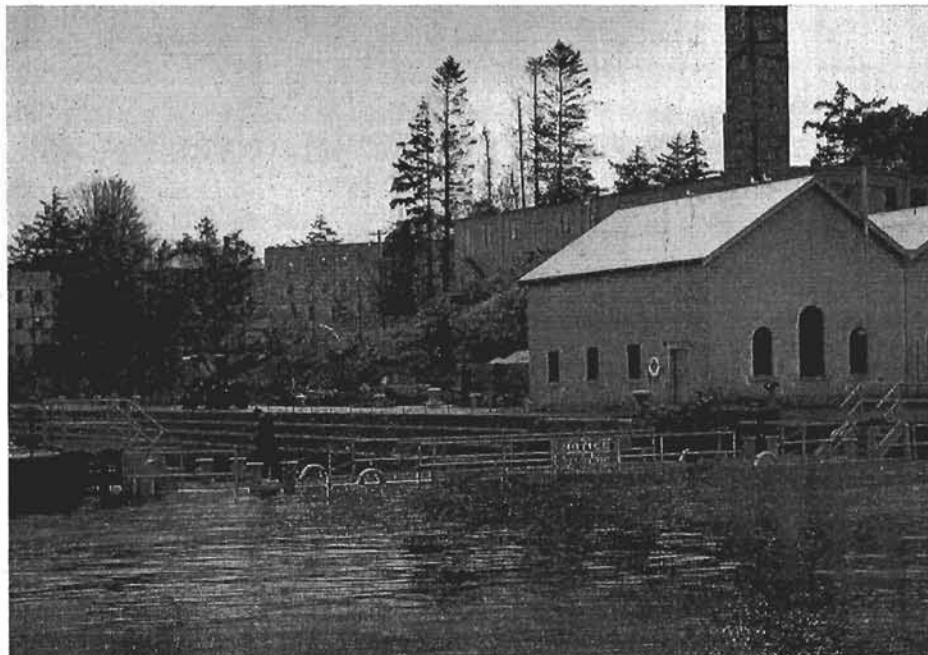
Ten men recently completed a torpedo detector second class course at the Torpedo Anti-Submarine School, Halifax, and proceeded on draft to various ships of the fleet.



CPO Alexander Burns, of Halifax and Hamilton, who had served in HMCS Micmac every day she had been in commission, bids farewell to the ship as he goes ashore during her paying off period at Halifax in November. The Micmac has been taken in hand for refit and armament conversion. Standing by the gangway are Ordinary Seamen Hubert Baldwin, Pouch Cove, Nfld., left, and Ross Elliott, South Brook, Nfld. (HS-16616).

The group included Petty Officers T. J. McCarthy, E. A. Janeway and R. V. Kierstead; Leading Seamen J. Payette, L. V. Westbury and D. McCoy and Able Seamen P. J. Burke, F. S. McLaughlin, J. P. Forget and W. Abbott.

Five Able Seamen specializing as torpedo detectors recently completed a TD3 course at the school. They were Able Seamen V. Donnait, J. Lest, J. Craig, C. LaPlante and B. Nobert.



The end of November brought some of the highest tides seen in Victoria in many years. Shown here is the water topping the gates of the naval drydock at Esquimalt. (E-17126).

ROYAL MESSAGE

On completion of the Royal Tour, Her Royal Highness The Princess Elizabeth sent a message of farewell to the Prime Minister of Canada, a copy of which is reprinted.

In forwarding this message for the information of the Navy, the Prime Minister has requested that his own congratulations and thanks be extended to the many who performed the arduous duties connected with the tour in such an efficient and courteous manner.

(H. A. McCANDLESS)
Naval Secretary



St. John's,
Newfoundland.
11th November, 1951.

My dear Prime Minister.

Before leaving I want to tell you how grateful my husband and I are to you and to your colleagues for having given us so great an experience on this journey across Canada. The welcome we received on all sides has far exceeded anything we could have believed possible, and we have been given a picture of the rich variety of Canadian life which we shall never forget, and which has interested us profoundly.

It has given us infinite pleasure to have had the chance of meeting and talking to so many Canadians in every walk of life, and we have been happy to have had with us at various times on our journey your colleagues in the Cabinet. Their advice has been invaluable, and we have much enjoyed getting to know them, particularly as they have given us an insight into Canadian affairs.

I hope that you will convey our thanks and appreciation to all members of the three Services who have done so much to make our tour a success. We are very glad that you made it possible for us to travel in two ships of the Royal Canadian Navy, and in an aircraft of the Royal Canadian Air Force: we know also how much the Army has done at all times for us. Our visits to Navy, Army and Air Force establishments impressed us greatly and we are proud to have been saluted by so many Guards of Honour of all three Services throughout the length of our journey.

I am sure I need not tell you that this, our first visit to Canada, has made us wish to come back before too long to see more of the Country and its people. I hope very much also that I will soon have the chance of meeting you again.

Yours sincerely

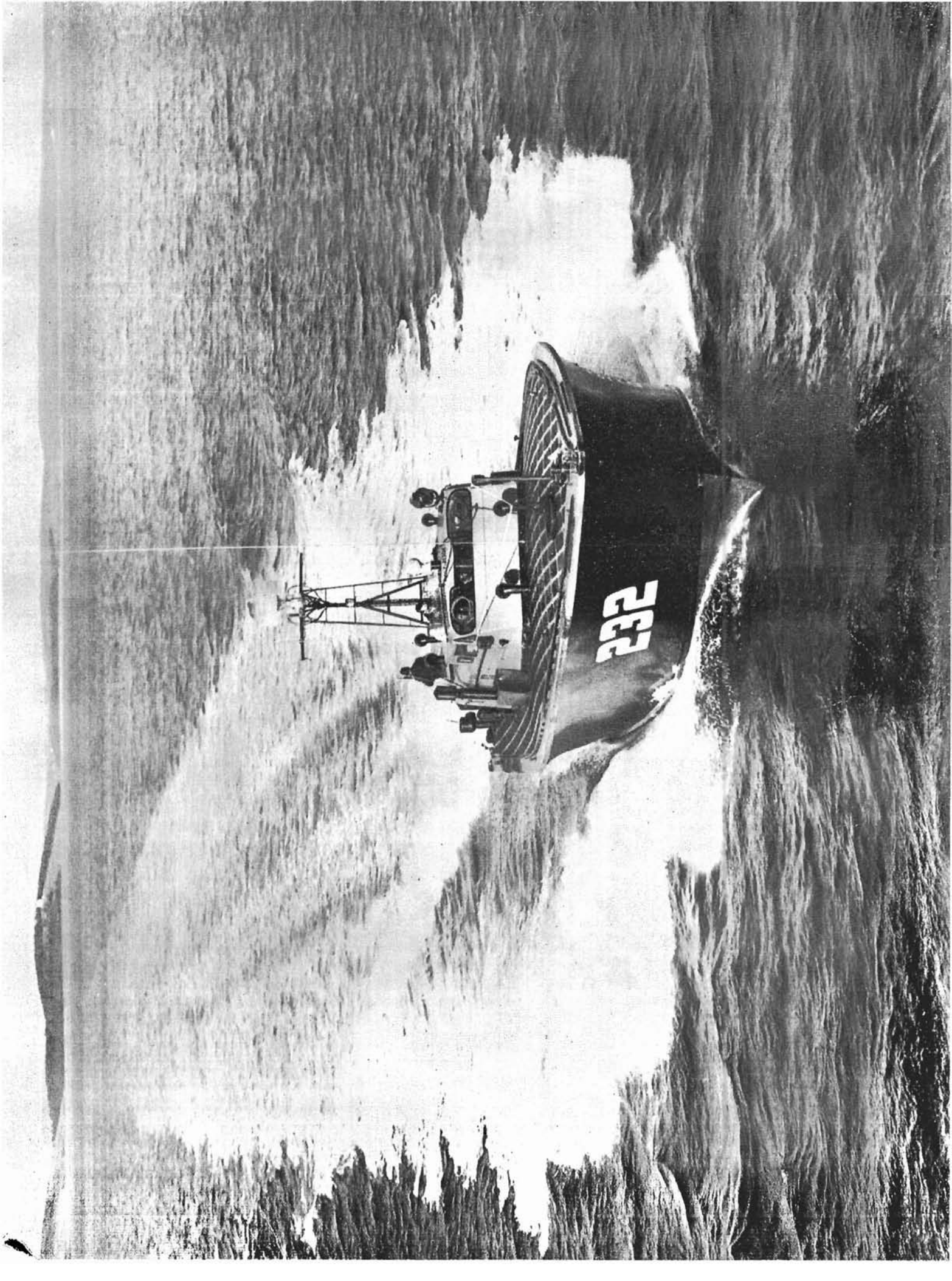
Elizabeth

The Right Hon. L.S. St-Laurent, P.C., K.C., M.P.,
Prime Minister of Canada
And President of the Privy Council.



^{the} CROWSNEST





The CROWNEST

Vol. 4 No. 4

THE ROYAL CANADIAN NAVY'S MAGAZINE

FEBRUARY, 1952

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Cover Photo — With her main armament swung to port, HMCS Sioux carries out a deliberate bombardment of enemy positions on the west coast of North Korea. The photo was taken a split second after the destroyer had loosed a salvo of 4.7-inch shells at her target.

The Sioux in mid-February will become the first Canadian destroyer to complete two tours of operations in the theatre of war. She is scheduled to be relieved then by HMCS Nootka and to return to her home port of Esquimalt, B.C., early in March. (SO-45).

LADY OF THE MONTH

Three high speed rescue launches were included in the components of the RCAF Marine Section at Dartmouth, N.S., which the RCN took over last November. One of the launches has been commissioned as HMC HSL 232 and is operating in conjunction with flying activity at HMCS Shearwater, the RCN Air Station at Dartmouth. This aerial photo shows the launch working up to her full speed of better than 50 mph in the Halifax harbor approaches. (DNS-6202.)



Canadian destroyers have distinguished themselves many times in the year-and-a-half they have been in the Korean war theatre. They have carried out a variety of duties—from convoy escort to inshore bombardment—with equal skill, and in so doing have brought credit to themselves, their service and their country.

Yet, when the story of their part in the Korean war is finally told, it may well be that its most significant chapters will be, not those dealing with the blows they struck as instruments of war, but those relating the deeds they performed as messengers of mercy.

Those destroyers—or more exactly, the officers and men in them—have shown, when the occasion offered, an ability to reduce to their essentials the principles which they and their United Nations comrades have undertaken to defend.

Sympathy, understanding and respect have marked their dealings with the unfortunate people of Korea. To the destitute, sick and homeless they have given food, clothing, medicine and, sometimes, shelter.

By these acts of humanity, performed instinctively as a moral duty, they have given those people renewed hope. At the same time they have established a two-way bond of friendship whose worth might well prove greater and more enduring than any victory of arms or peace table treaty.

R.C.N. News Review

Canadian Ships Active on both Korea Coasts

Canadian destroyers operated off both the east and west coasts of Korea during January.

A United Nations communique issued January 17 reported that the Cayuga had joined with other UN units in a night attack on enemy troops, gun positions and supply dumps on the west coast.

The same announcement said that a four-ship force which included HMCS Athabaskan had bombarded the Songjin sector, on the east coast, paying particular attention to rail facilities and similar targets.

A few days earlier, the Athabaskan was credited with scoring three direct hits on a rail junction in the same area.

During the same period, the Sioux was engaged in carrier screening duty in the Yellow Sea.

Nootka to Relieve Sioux this Month

The Korean relief cycle will begin another phase in mid-February when HMCS Nootka arrives in the Far East to relieve the Sioux.

The Sioux will thus become the first Canadian destroyer to complete two full tours of duty in the theatre

of war. Immediately on being relieved, she will sail for her home port of Esquimalt, where she is due to arrive early in March.

The Nootka set out from Halifax December 30 on the 12,600-mile, six-week voyage that would take her back to the Far East for her second tour of operations.

HMCS Quebec Commissioned in Esquimalt Ceremony

A second cruiser joined the fleet when, on January 14, HMCS Quebec was commissioned at Esquimalt under the command of Captain P. D. Budge.

The Quebec was sponsored by Madame Gaspard Fauteux, wife of the Lieutenant-Governor of the Province of Quebec. In French and English, Mme. Fauteux pronounced the traditional words: "I name this ship Quebec. May God bless her and all those who sail in her." Then, with a pair of golden scissors, she cut a ribbon which unveiled the ship's port nameplate.

On the jetty alongside which the cruiser lay were the hundreds of dockyard workers who had prepared her for service and the 425 officers and men who would take her to sea.

The Quebec, formerly HMCS Uganda, had been in reserve since

1946. She was taken in hand for an extensive refit and modernization six months ago.

Following trials and work-ups on the West Coast, the ship will proceed to Halifax, arriving the latter part of April. She will be based on the East Coast and will serve as a training ship for new entry seamen.

New Barracks Block to be Built at Naden

Contract was let in December for construction of a \$1,750,000 barracks block at HMCS Naden, Esquimalt. The reinforced concrete structure will be built by the Commonwealth Construction Co. Ltd. and is expected to be finished in approximately 18 months.

Work on the project started in January and was going ahead on a day and night basis. The barracks will be located at the crest of a rocky hill overlooking Esquimalt Harbor.

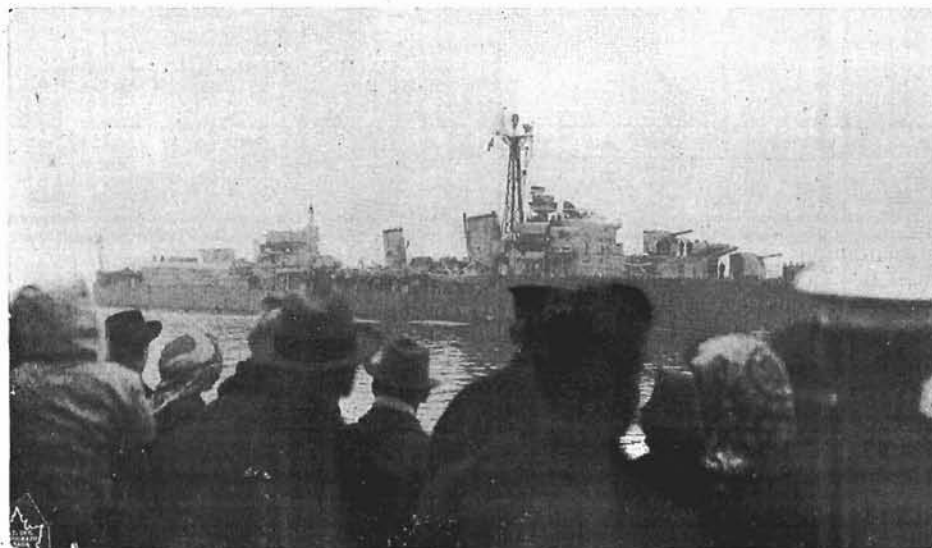
The block is designed to accommodate about 750 men in standard four-man cabins equipped with single beds. Personnel will be messed in the building in a roomy, modern cafeteria. Recreation spaces and other facilities similar to those in the new barracks block at Halifax (see page 4) will be included.

South American Ports Visited by Frigates

Two West Coast frigates, the Beacon Hill and Antigonish, passed the half-way mark in their seven-week cruise to South and Central American ports and, at the end of the month, were on the first stage of their return journey to Esquimalt.

In the preceding four weeks the frigates had carried out an intensive training program at sea, interrupted by comparatively brief but enjoyable stays in San Diego, Calif., and Talara and Callao, Peru, the latter the seaport for the capital city of Lima.

One other break in the training grind occurred when the ships crossed the equator. Then, in traditional fashion, the 36 officers and men who qualified as "shellbacks" initiated the 259 "greenhorns" and "tadpoles"



Families and friends watch as HMCS Nootka slips ghost-like through a Halifax harbor fog, bound for the Far East and her second tour of United Nations duty. The destroyer sailed December 30. (HS-17232).

who were crossing the line for the first time.

Due back in Esquimalt February 23, the Beacon Hill and Antigonish will call at Balboa, Canal Zone, Corinto, Nicaragua, and Long Beach, Calif., in the course of their homeward voyage.

In addition to their regular crews, on board the two frigates for training are 20 subordinate officers, 17 men qualifying for quartermaster duties and 47 ordinary seamen.

Swansea Starts Refit after Caribbean Cruise

HMCS Swansea, a ship that has logged a lot of mileage in the past year, added further to her total when she made a three-week cruise to the West Indies in January.

The Swansea left Halifax January 9 and sailed directly to Nassau, Bahamas, where she visited from the 13th to 16th. From there she proceeded to New London, Conn., thence to Halifax for a brief stop before going to Bermuda for four days.

The frigate is scheduled to begin her annual refit early in February.



The first naval vessel to be launched at Victoria since the Second World War went down the ways December 28 at Victoria Machinery Depot. A gate vessel, she was christened HMCS Porte de la Reine by Mrs. K. F. Adams, wife of Commodore K. F. Adams, Commodore RCN Barracks, Esquimalt.



Naval families have begun moving into apartments at the Wright's Point housing development, across the harbor from Halifax. The project will provide a total of 521 apartments for families of naval personnel based at Halifax, with full occupation expected by the end of the summer. By then the community will number close to 3,000. Shown above are some of the apartment buildings as they neared completion. (HS-16956).

CABINET MINISTERS VISIT DESTROYERS

Two Canadian cabinet ministers, Defence Minister Brooke Claxton and Veterans Affairs Minister Hugues Lapointe, and members of their party visited the destroyers Cayuga and Athabaskan during their tour of the Korean theatre last month.

It was a bright, mild January 5 when the party, headed by Mr. Claxton, descended to the Athabaskan in a drydock at Kure, Japan. The Athabaskan was in for her semi-annual docking and, after a brief pause while the party went aboard, the riveters and painters noisily returned to their job of cleaning and refurbishing the ship's hull.

The visitors were split into several groups and were taken on a tour of the Athabaskan, following which Mr. Claxton spoke to the assembled ship's company and, at the conclusion of his address, was accorded a rousing cheer.

Mr. Claxton congratulated the men of Canada's destroyers on "the great part you are playing in the United Nations effort to deter aggression."

The defence minister invited questions and said he would be glad to see privately anyone who had any personal problems. About half a dozen men availed themselves of the offer and spoke with Mr. Claxton in the cabin of the commanding officer, Commander Dudley King.

As he had done in Korea for the 25th Brigade, Mr. Claxton told the sailors that if they wished to send a letter to relatives or friends, he would take the envelopes back with him in his aircraft and add a personal note to the party concerned. A

number of men took advantage of his offer and all letters have since been dispatched to their destinations in Canada, with a note from Mr. Claxton enclosed in each of them.

On leaving the Athabaskan, the party proceeded to the Cayuga, which was berthed nearby. There they followed the same procedure as in the Athabaskan, walking around the ship and chatting with officers and men.

Mr. Claxton addressed the ship's company of the Cayuga on the jetty at which the ship was berthed. Again he invited private talks and again some of the men took advantage of the offer.

It had been the party's intention to travel by motorcar to the Australian Air Force base at Iwakuni but Commander James Plomer, commanding officer of the Cayuga and Commander Canadian Destroyers Far East, came up with an invitation which resulted in what was described as "one of the most pleasant interludes of the tour."

Commander Plomer's offer to take the party to Iwakuni by sea was gladly accepted and for most of the one-hour voyage Mr. Claxton and other officials took an interested view of destroyer operations from the vantage point of the bridge.

The visitors were also introduced to "PO Wren" Alice, the Cayuga's famous mascot, but, having apparently been taught to take a dim view of strangers, she failed to show the proper marks of respect, barking angrily and refusing all offers of friendship.



THE NEW LIVING BLOCK AT STADACONA, AS SEEN FROM AN RCN HELICOPTER. (DNS-6368).

A Phoenix Rises

*New Stadacona Barracks
Is Far Different
from Old*

THREE-AND-A-HALF years ago HMCS Stadacona lost, without regret, one of its historic landmarks when "A" Block — the old Wellington Barracks — was demolished.

Today a new "A" Block, vastly different from the one time Imperial Army quarters, stands on the site.

The new living block won the enthusiastic approval of the more than 750 men of leading seaman's rank and below who moved in on December 9. Visiting newspapermen were impressed, too. One said in his report, "The senior service has something to write home about. Sumptuous is the word."

The building was officially opened by Commodore A. M. Hope, during whose tenure in office as Commodore, RCN Barracks, most of the construction took place. Following brief messages and prayers by Stadacona's chaplains, Commodore Hope cut the ribbon at the building's main entrance and unlocked the door as senior naval officers and civilian contractors looked on.

The new "A" Block is probably the most modern armed forces barracks building in Canada. Gone are the dormitories and the cubicles. Instead, there are 200 cabins each with four single beds, individual full-length lockers with built-in drawers, in-

dividual bed lamps with plug-ins, waste-baskets, chairs and large picture windows.

Galley Equipped With Latest Gadgets

The galley and cafeteria in HMCS Stadacona's new living block feature a flock of modern devices and arrangements designed to improve and speed up the preparation and serving of meals in quantity.

The galley is fitted with electric equipment throughout, including the latest in roasting ovens, deep fryers, steam kettles, pressure cookers, mix-masters, grills and ovens. There's even an electric band saw for cutting meats and a dicer for cutting potatoes into strips for french fries. Six cold rooms hold meats, dairy products, vegetables and ready use materials. A revolving electric toaster is capable of turning out 720 slices of toast an hour.

The cafeteria has two serving units, 164 tables and 584 places.

An automatic dish washer and drier does away with the "dish water blues" and a garbage disposal unit eliminates the old garbage bucket.

The peacetime complement is 800 but this can be increased to more than double that figure by adding double-deck bunks and another storey to the building.

The cabins occupy the second and third decks; other facilities take up the remaining space. The galley and the cafeteria, the latter capable of handling 584 men at a sitting, are among the best equipped in Canada.

There is also a large lounge fitted



THE CAFETERIA



THE LOUNGE

with chesterfields, easy chairs, end tables and floor and table lamps. Across the way is a recreation room with five billiard tables and an assortment of easy chairs and lamps. Another wing houses the dry canteen, which serves snacks of all kinds and provides music from a glossy juke box. A soda fountain is another feature and there is also a wet canteen — called the Mermaid Arms. Both canteens have a seating capacity of more than 600.

There are five laundry and drying rooms, complete with washing machines and clothes horses. Each floor has a number of baggage rooms, coatrooms and linen rooms where clean sheets and pillow slips are issued once a week.

If a sailor needs to have his hair cut, shoes repaired or uniforms pressed or altered, he doesn't have to go further than the bottom floor, where all three shops are doing business. There is a chapel, as yet unfinished, which will hold 96 worshippers.

The long line-ups for morning shaves and showers are things of the past, thanks to the block's well-equipped bathroom facilities. There is a wash basin, shower and toilet for every 2.5 men in the building. Wash rooms are found on each floor and the only hitch in the plans came when shortage of materials prevented de-

livery of mirrors, but this matter is being remedied.

The job of getting the building ready for occupancy was a big one for Lieut.-Cdr. A. F. (Tony) Benton, officer in charge of the block, and his staff of more than 20 men. From the time the navy took over the building in late November until opening day, the moving party had a multitude of detail to handle in making sure all was in readiness.

Among the supplies that were moved into the building were 800 single beds and mattresses, 12 washing machines, 164 tables for the cafeteria, more than 300 tables for the wet and dry canteens, 1,000-odd chairs, 56 fire extinguishers, 50 floor and table lamps, 56 chesterfields, dozens of easy chairs and 800 wastebaskets.

Biggest bugbear was the key set-up. There were more than 2,000 keys to sort out and tag. It was a painstaking task for CPO James McQuarrie, regulating chief of the block. Just one of his little problems was doping out suitable abbreviations for the tags, e.g., Galley Dry Stores East off Main Corridor. CPO McQuarrie also did much of the organization and paper work connected with the allocation of personnel and equipment and was busy at it for months before the block opened.

Another man who had his troubles

was CPO Frank Holloway, Chief Boatswain's Mate of the block. He did more furniture moving and arranging in ten days than in his entire well-travelled naval career, and also had his charges sweeping and polishing acres of floor space. After it was all over, he slumped in his chair and exclaimed with mock indignation: "And now my wife tells me we're going to start house cleaning for Christmas!"

CAYUGA NEARLY LOSES ALICE

ON BOARD HMCS CAYUGA — Petty Officer Wren Alice, the Cayuga's No. 1 canine mascot, nearly lost her life recently, all because of a patch of oil on a tanker's deck.

The mishap was the result of a habit she had of passing from her own ship to a tanker during fuelling operations. While the Cayuga was fuelling alongside RFA Wave Chief in a Korean harbor, Alice paid her usual call on the oiler. As she started to jump back aboard the Cayuga she struck a patch of oil which sent her tumbling and yelping into the narrow strip of water between the two ships.

Much of what happened after is liable to be disbelieved, but the ship's company swears to it.

Alice put her back against the tanker's side and her feet against the destroyer and "walked" herself clear of the sea.

Concerned with Alice's predicament and fearing she would be squeezed to death between the ships, Ldg. Sea. James Tyre, of Vancouver, who had been feeding and caring for Alice for months past, called to the bridge to ask for a gun to shoot the dog.

But the captain, Commander James Plomer, had already perceived the situation and had ordered an urgent pipe: "Clear lower decks — rescue Alice between ships!" They say aboard the Cayuga that the order drew an even swifter reaction than the action station bell.

The lines were slackened aft. Bearing off spars were used. The ships parted a little, and AB Norman Nelson, of Vancouver, put the final and successful finish to the incident.

AB Nelson slid down the Cayuga's side on a line, took hold of Alice by the scruff of the neck and lifted her to safety, where many willing hands reached out to help.

31st SAG Has Its Day

*Support Group Proved Itself
In Joint Exercise
on Prairies*

THE 31st Support Air Group came into its own last November 13.

Forced throughout most of the year to take a back seat to the seagoing 30th Carrier Air Group, 31 SAG proved its mettle in no uncertain manner when called upon to provide the Navy's share in "Exercise Assiniboine," a tri-service show held at the Canadian School of Artillery, Camp Shilo, Manitoba.

Conceived at the Canadian Joint Air Training Centre, Rivers Camp, Manitoba, the exercise was intended as a demonstration of air power in support of an army, and was staged primarily for the benefit of students of the Canadian Army Staff College.

A natural corollary was the training obtained by those involved, both in tri-service co-operation and in the practical employment of their arms. Nor was it a waste of time for observers from the three services who sat in the spectators' stands and saw the scheme noisily unfold before them.

The tactical situation was this: An amphibious assault force, working its way inland, had been stalled by an "enemy" strong point — "Indian Village" — 25 miles from the coast. To eliminate this resistance, an airborne assault, supported by both land and carrier-based aircraft, was to be carried out.

Participants were mustered from many points. From Calgary came the

airborne troops — one company of Princess Patricia's Canadian Light Infantry. From Edmonton came their transport — aircraft of 435 Squadron, Transport Command, RCAF.

On the list for air support were Mitchell bombers from Saskatoon, Edmonton and Suffield, Alberta; Mustangs from Rivers and Winnipeg; Dakotas from Rivers and Edmonton; light aircraft and helicopters from Rivers — and Avengers and Sea Furies from far-off HMCS Shearwater, at Dartmouth, N.S.

Camp Shilo itself would provide a regiment of the Royal Canadian Horse Artillery and the First Light Battery.

The shift of 31 SAG from Shearwater to Rivers involved the movement of 27 officers, 80 men and 12,000 pounds of stores. The job was performed without a hitch, Air Transport Command lifting the bulk of the group's maintenance personnel and stores in two North Stars and the balance being carried in Dakotas from Rivers. The group's aircraft went the easiest way — by air — stopping at RCAF Station Trenton overnight en route.

The Sea Furies of 870 Squadron arrived at Rivers at 3 o'clock on the afternoon of November 6 and were followed 40 minutes later by the Avengers of 880 Squadron.

The next day the group toured the

Joint Air Training Centre and was given a talk outlining its functions and purpose. Wednesday afternoon was spent in local familiarization flying and Thursday and Friday were devoted to armament practice on the Camp Shilo weapons range.

By then the air group commander, Lieut.-Cdr. Noel Cogdon, felt that his team was ready for a dress rehearsal. This was held on Sunday, the 11th, and enabled the planners and participants to get together and iron out any kinks uncovered in the "dummy run."

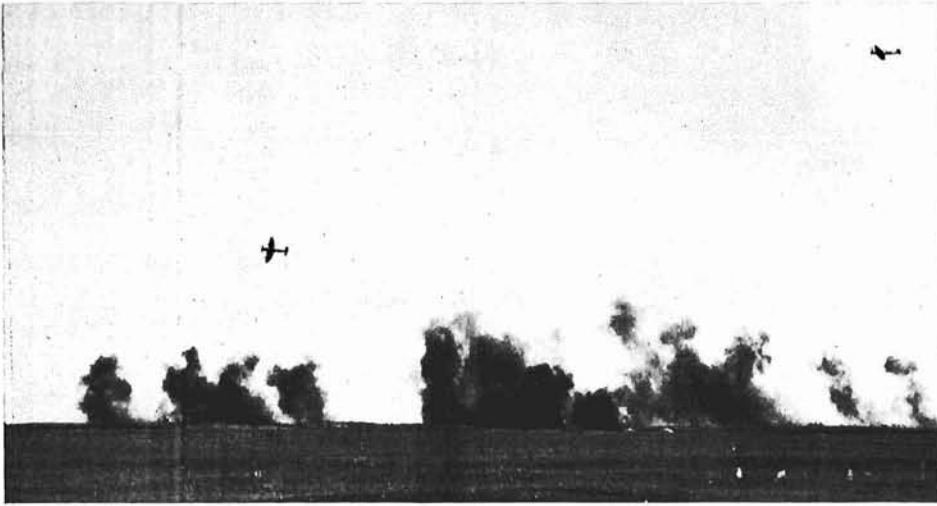
By Monday, everything was set for the big show, scheduled to go on stage Tuesday morning. Everything, that is, but the weather, which the Meteorological Officer regretfully announced was showing signs of being very un-co-operative.

At 6 a.m. Tuesday a blanket of low clouds hung over the area and, with little improvement forecast, it was decided to postpone the curtain time from 9:30 a.m. to 2:15 in the afternoon.

When the ceiling failed to lift by 1:30, it became necessary to scrub the interdiction bombing (Mitchells) and dive bombing (Mustangs) from the program. The ceiling at this time was varying from 800 to 1,500 feet, with intermittent heavy snow, and it looked as though all the aerial operations except the paratroop would have to be cancelled.



Sea Furies of 870 Squadron wait with wings folded on the tarmac at Rivers for their cue to take part in Exercise Assiniboine. (RS-N-40).



Two Sea Furies pull away after carrying out a rocket attack on "enemy" positions, tanks and motor transport. Each of the eight Furies was armed with 12 rockets, and the 96 missiles, fired within a space of 90 seconds, made a highly satisfactory amount of noise and did a large amount of damage.

However, at 2 p.m., the latest time for take-off, the clouds started to lift and the Avengers, Sea Furies and three Mustangs quickly became airborne. They appeared on the scene just in time to give support to the assault — and to put on an impressive demonstration of aerial fire power.

Because of the limited ceiling, the Avengers had to carry out low level bombing without benefit of bomb-sights. Nevertheless, they achieved excellent results, dropping their 32 500-pound bombs in a nice pattern, well within the target area.

The Furies further softened up the "enemy" defences with a rocket attack, letting loose 96 rockets with 60-pound high-explosive heads (greater in firepower than eight broadsides from HMCS Ontario) in a space of less than 90 seconds. Among the targets which succumbed to their attack were several "tanks" dug in as frontal protection.

The paratroop followed and was carried out in classic style, being concentrated exactly in the planned area. The artillery then joined in with a heavy barrage and was joined by the Furies and Mustangs strafing from the air. The Furies added considerably to the effect by firing incendiary instead of ball ammunition (an inspiration credited to the group's air weapons officers).

The Avengers came in again, this time with rockets, and struck at an "enemy" supply dump in some woods. They were right on the target — in actual fact a 30-foot pylon which had been standing for 20 years and shot

at for five. To the naval aircraft went the honor of being the first to knock it down.

Except for a final formation fly past, that ended the air group's part in the show, the balance of which saw the troops advancing on the ground and using their small arms, while air sorties flew in to drop them supplies.

The naval air group remained at Rivers for the balance of the week, departing November 19 for Dartmouth.

As the group took off for the return trip to its home base, the following message was despatched to Naval Headquarters from the Canadian Joint Air Training Centre:

"The participation of 880 and 870 Squadrons of 31 Support Air Group in Exercise Assiniboine was very much appreciated, and the group was in no small measure responsible for the success of the aerial fire power demonstration.

"The bombing and rocket firing by the Avengers and the rocket firing and strafing by the Sea Furies was most impressive and it is desired to thank the air group commander and all his officers and men for a very fine effort."

It was a tribute well earned by a group whose previous efforts had been overshadowed but which proved itself capable of coming through in first-line style when the opportunity arose. All hands contributed to the success of the affair but, as is the case on nearly all occasions when a concentrated effort is required, special mention belongs to the maintenance crews, who worked long hours to achieve a high standard of serviceability, and to the armourers, whose efficiency was proven by the performance of their weapons.



Aircraft of the 31st Support Air Group stopped overnight at RCAF Station Trenton while en route from Dartmouth to Rivers for Exercise Assiniboine. Lieut.-Cdr. D. W. Knox, commanding officer of 880 Avenger Squadron, is shown being greeted by Sqdn. Ldr. V. Thomas, who co-ordinated local arrangements for the visit. (RCAF Photo XP-1147).



OFFICERS *and* MEN



First Long TAS Course for Officers Completed

Ten officers in January completed the first long torpedo anti-submarine officers' course to be held in the RCN.

The 15-month course was conducted by the Torpedo Anti-Submarine School at HMCS Stadacona, Halifax, but candidates also received practical and theoretical training on board ships at sea, at underwater warfare centres of the United States Navy and at the Royal Navy's famous TAS School at HMS Vernon.

The course was laid on in August 1950, when it was learned that the Royal Navy could not accept a group of Canadian officers for specialist training, and actual instruction began on November 1 at the TAS School. The first four months were spent mostly in the classroom studying electronics, sound, mechanics, and mathematics, plus some chemistry.

Then followed an intensive study of practical torpedo work, communications and asdic operating procedures and techniques. The class went to sea

for four weeks in the minesweepers Wallaceburg and Portage and carried out anti-submarine exercises with US submarines out of New London, Conn., and with HMS Thule, then on loan to the RCN.

Anti-submarine tactics continued to head the instructional program, first at the TAS and Joint Maritime Warfare Schools in Halifax, then in practical air-sea exercises held out of Londonderry, Northern Ireland. While in the United Kingdom the class visited HMS Vernon; the submarine school, HMS Dolphin; the Underwater Countermeasure and Weapons Establishment and the Aircraft Torpedo Development Unit.

The class also made a trip to the United States for instruction in underwater tactics and a visit to a torpedo factory in Chicago.

The latter part of the course was spent in Canada and consisted of seaward defense training and minesweeping.

Officer in charge of the course was Lieut.-Cdr. (TAS) D. L. Macknight.

York's Royal Guard Receives Certificates

It isn't every day that a man has the opportunity and the honor to serve as a member of a Royal Guard. Recognizing this, HMCS York has presented certificates to all those from the division who were in the guard paraded by York at Malton airport for Her Royal Highness, the Princess Elizabeth, last October 12.

At a smoker held in the seamen's mess, the certificates were presented by the commanding officer, Captain R. I. Hendy, to each of the two officers, four chief and petty officers and 96 men who served in the guard.

From a sketch prepared by Captain Hendy, Lieut. John Ewing completed the designing and artwork of the certificate. The ship's badge is at the top and beneath it is the name of the officer or man. The document states that he "was a member of the Royal Guard paraded by HMCS York on the occasion of the arrival of Their Royal Highnesses The Princess Elizabeth and The Duke of Edinburgh at Toronto on the 12th day of October, A.D. 1951, and as such did acquit himself to the utmost credit of his ship and his Service." The certificate is signed by the commanding officer.

Each member also received a print of a photo taken of the guard in front of York prior to leaving for Malton.

USN Officer Commends RCN Lab Assistant

Petty Officer Frederick Joyce, 26, of Chatham, Ontario, a laboratory assistant in the medical branch of the RCN, has been officially commended by the commanding officer of the U.S. Naval Medical School, National Medical Centre, Bethesda, Maryland, on his showing in a course he attended at the school.

Petty Officer Joyce recently completed a 12-month course of instruction in clinical laboratory at the U.S. Naval Medical School. At its conclusion he was commended by the commanding officer on his studies, conduct and performance of duty.



Pictured above are the winners of bosn's calls for being chosen best all round ordinary seamen under training aboard HMCS Ontario during the month of December. Left to right are Commander M. G. Stirling, executive officer of the Ontario, who made the presentations, Ordinary Seamen Robert Simpson, Hugh Comeau and Herbert Cilli, and Lieut.-Cdr. R. W. Timbrell, training officer. (E-17442).

EIGHT HONORED FOR KOREA SERVICE

It was announced on December 21 — just nicely in time for Christmas — that His Majesty the King had been pleased to approve awards to eight officers and men of the Royal Canadian Navy for service in the Korean war theatre.

The awards were as follows:

DISTINGUISHED SERVICE ORDER

Captain Jeffrey V. Brock, DSC.

BAR TO THE DISTINGUISHED SERVICE CROSS

Commander Robert P. Welland, DSC.

DISTINGUISHED SERVICE CROSS

Lieut. Andrew L. Collier.

BRITISH EMPIRE MEDAL

CPO Douglas J. Pearson, PO Thomas Shields.

MENTIONED IN DESPATCHES

Commander Paul D. Taylor, Commissioned Gunner (TAS) David W. Hurl, Ldg. Sea. William J. Roberts.

Captain Brock commanded HMCS Cayuga and was Commander Canadian Destroyers Far East during the Cayuga's first tour of duty in the war zone. The citation to his DSO referred particularly to his courage, initiative and vigorous leadership during the evacuation of Chinnampo in December 1950.

Captain Brock is now naval member of the directing staff at the National Defence College, Kingston.

Commander Welland commanded HMCS Athabaskan during her first tour of operations. His citation spoke of the "dash and skill" and the "very fine ability to lead" which he displayed in the course of his service in Korean waters.

Commander Welland is now officer in charge of the Junior Officers' Technical and Leadership Course at Halifax.

Lieut. Collier was navigating officer of the Cayuga and was awarded the

DSC "for great skill, courage and initiative in operations which contributed directly to the successful evacuation of military and civilian personnel from Chinnampo." He is now an instructor in the Navigation Direction School at Halifax.

CPO Pearson was awarded the BEM for the "high degree of leadership, devotion to duty and loyalty" he displayed while serving aboard the Cayuga. He is now in HMCS Naden, the RCN barracks at Esquimalt.

The BEM went to PO Shields for his part in the destruction of five enemy mines by a demolition party from the Athabaskan in September 1950. He remained in the Athabaskan until early this year, when he returned to Canada by airlift and was drafted to Stadacona.

Commander Taylor, who has commanded the Sioux throughout the entire period she has been on Korean operations, was mentioned in despatches for his "calm leadership and devotion to duty."

Commissioned Gunner Hurl's award was for his part in the same mine demolition operation for which PO Shields was honored. He is seeing his second tour of duty aboard the Athabaskan.

Ldg. Sea. Roberts was mentioned in despatches for "skill and devotion to duty" while carrying out a mine detection watch, in the course of which he located four submerged mines which threatened the safety of his ship, HMCS Cayuga, and others in company. After serving for more than two years in the Cayuga, he returned to Canada by air early in January and was drafted to Halifax.

Production Hits High Peak at Comschool

The latter part of 1951 saw the Communications School at HMCS Cornwallis turn out six classes of various communications rates.

Stand Hospital Watch

Officers, men and their wives at Naval Radio Station Aldergrove were put on a new kind of watch and quarter bill when two-year-old Bruce Sheppard, son of Petty Officer L. E. Sheppard, was stricken with a serious throat ailment.

Because of a shortage of personnel in the Langley Memorial Hospital, outside assistance was needed to maintain a constant watch over Bruce during a critical period. The response from the married quarters on the station was immediate and plentiful. A watch-keepers' list was drawn up and stayed in effect for a week, by which time the danger had passed.

PO and Mrs. Sheppard and the hospital staff expressed their gratitude to the volunteers, but for those involved the greatest reward was the fact that young Bruce recovered sufficiently to attend the station's Christmas party.

Qualify for P2CV

Members of a class of visual communicators who qualified for Petty Officer Second Class were Leading Seamen A. G. Bennett, J. R. Jamieson, W. E. Degen, L. D. Coyle, F. J. Guinta, H. E. Fisher, H. H. Bird, D. E. Cosbey, Arnold Renshaw and R. J. Pendlebury. Course instructor was CPO Frank Fenn.

Complete Radio Course

A class of radio communicators qualifying for the rate of Petty Officer Second Class consisted of PO J. J. O'Halloran and Leading Seamen E. G. Duncan, P. J. Lewis, H. A. Oja, L. M. Vliet, J. M. Kirk, R. V. Connor, H. L. Symington, G. J. Smith and Joseph Morrow.

CV44 Class Graduates

Under the instruction of CPO C. T. Light, CV44 class passed out to various ships and establishment in the fleet. In the class were AB William Goronuk, and Ordinary Seamen Gordon Barnes, Don Horler, Reginald Olson, Douglas Willox, Thomas Parkin and Kenneth Joyce.

Basic Radio Course

Graduating from a basic radio com-



CAPTAIN
J. V. BROCK

CDR. R. P.
WELLAND

LIEUT. A. L.
COLLIER

CPO D. J.
PEARSON

PO THOMAS
SHIELDS

CDR. P. D.
TAYLOR

CD. GNR.
D. W. HURL

L/S W. J.
ROBERTS

municators course were AB Raymond Herring and Ordinary Seamen William O'Heron, Mervyn Sieber, Stewart Christie, Ed Bartlett, Howard Burman, William Kreuger, Garfield Sweet and Leslie Hughes.

Basic Visual Course

Completing the basic visual communications course were AB Peter Vergouwen and Ordinary Seamen Ed. Konsohrada, Bruce Pelly, Stewart Drinnan and Cyril Chafe. Drinnan was also enrolled in CR42 course.

CR42 Class Graduates

Class number CR42 graduated the following members: Ordinary Seamen Robert Young, Roscoe Tofflemire, William Pitul, Norman Perry, Alec Lacour, Stewart Drinnan, Joseph White, George Whittle, Andre Coutouriere, James Stewart, Leslie Lee and Joseph Roy.

HIGH MARKS RECORDED

Competition in the various courses was keen. In the P2 qualifying course, the four top men in the class were running only a few decimal points apart on the final marks. Ldg. Sea. A. G. Bennett was high with an average of 95.6; Ldg. Sea. J. R. Jamieson had 95.5 and Leading Seamen Arnold Renshaw and R. J. Pendlebury tied for third place with 95.1.

Ldg. Sea. R. V. Connor led the P2 radio qualifying course. The AB radio qualifying course established the highest class average yet recorded in the school. High man was Ord. Sea. Howard Burman. A visual qualifying course in the same rate was topped by AB William Goronuk.

Five Men Qualify as Observer's Mates

Another group of aviation branch men qualified recently as observer's mates in a course held at HMCS Shearwater.

The new aircrew men are PO Paul Martin, AB Herbert Legard, AB James Spicer, Ord. Sea. Kenneth Bullock and Ord. Sea. Frank Wooder. In charge of their training was Lieut. (O) R. E. Quirt. Assisting him as instructors were CPO Robert Hogg and PO Robert Geale.

Perfect Crib Hand

Lieut.-Cdr. J. Rodney Johnston of HMCS Stadacona got a cribbage player's dream hand in a game with Lieut. Andrew Malysheff.

Lieut.-Cdr. Johnston held three fives and the jack of clubs in his hand. When the five of clubs was turned up he got his 29 hand.

HALF-YEARLY PROMOTIONS

The names of 23 officers were contained in the half-yearly promotions list announced December 31.

The RCN was represented by 17 members and the RCN(Reserve) by six.

The list of promotions follows:

ROYAL CANADIAN NAVY

To be Captain

Commander Patrick D. Budge, DSC, Commanding Officer, HMCS Quebec.

Commander (Acting Captain) Angus G. Boulton, DSC, Director of Naval Reserves, Naval Headquarters.

To be Commander

Lieut.-Cdr. J. Dunn Lantier, Commanding Officer designate of HMCS Haida.

Lieut.-Cdr. Angus H. Rankin, OBE, HMCS Stadacona, Halifax, as Manning Commander East Coast.

Lieut.-Cdr. Jack C. Smyth, HMCS Niobe, London.

Lieut.-Cdr. Frederick C. Frewer, Naval Headquarters on the staff of the Chief of Naval Personnel.

Lieut.-Cdr. (Acting Commander) Edward B. Pearce, HMCS York as Area Officer Sea Cadet Eastern Area.

To be Commander (E)

Lieut.-Cdr. (E) George F. Webb, HMCS Niagara, Washington, as Staff Officer Engineering.

To be Commander (E)(AE)

Lieut.-Cdr. (E)(AE) Charles G. H. Daniel, HMCS Shearwater as Station Air Engineer Officer.

To be Commander (L)

Lieut.-Cdr. (L) Otto H. Meseck, HMCS Quebec as Deputy Electrical Officer.

Lieut.-Cdr. (L) Donald Clark, Naval Headquarters as Deputy Assistant Chief of Naval Technical Services (Ships) New Construction.

To be Surgeon Commander

Surgeon Lieut.-Cdr. Richard H. Roberts, RCN Hospital, Halifax.

To be Commander (S)

Lieut.-Cdr. (S) Raymond V. P. Bowditch, HMCS Stadacona, Halifax, as Supply Officer.

To be Ordnance Commander

Lieut.-Cdr. Frank S. Ward, Director of Guided Missiles, Naval Headquarters.

To be Instructor Commander

Instr. Lieut.-Cdr. William H. Fowler, Naval Headquarters on the staff of the Director of Naval Training.

To be Chaplain (Class IV)

Chaplain (RC) Class III Richard M. Ward, Naval Headquarters, on the staff of the Chaplain of the Fleet (RC).

Chaplain (P) Class III Harry R. Pike, HMCS Cornwallis.

ROYAL CANADIAN NAVY (RESERVE)

To be Captain

Commander (Acting Captain) Robert I. Hendy, Commanding Officer, HMCS York, Toronto.



CAPTAIN P. D. BUDGE



CAPTAIN A. G. BOULTON

To be Commander

Lieut.-Cdr. Ansten Anstensen, MBE, HMCS Unicorn, Saskatoon.

To be Surgeon Commander

Surgeon Lieut.-Cdr. Joseph D. Ross, HMCS Nonsuch, Edmonton.

To be Commander (S)

Lieut.-Cdr. (S) Melvin J. Doll, HMCS Star, Hamilton.

To be Commander (L)

Lieut.-Cdr. (L) Thomas R. Durley, HMCS Donnacona, Montreal.

To be Instructor-Commander

Instr. Lieut.-Cdr. Edward D. Walker, MBE, HMCS Queen, Regina.

AB Roy B. Dunlop

Receives Commission

Able Seaman Roy B. Dunlop, 23, of Saskatoon, has been promoted to the rank of acting sub-lieutenant, RCN.

Sub-Lieut. Dunlop entered the RCN (Reserve) in June 1946 as an ordinary seaman. He transferred to the RCN in April of the following year and served in HMCS Ontario from August 1947 to February 1948. He was advanced to able seaman in July 1948, after which he spent a brief period in HMCS Haida.

Selected as an officer candidate, Sub-Lieut. Dunlop returned to the Ontario in December 1948 and served in the ship for more than a year. He completed his training as an upper yardman in December of last year and is now undergoing sub-lieutenant's courses.

FOUR YEARS OF PROGRESS

"It is now only just over four years since we began to build our new navy out of what was left after the demobilization of some 95,000 wartime officers and men; and less than a year since we began our last comparatively big increase. During that time there has been a great change and settling down inside the Navy. Provided we are not given too many more 'immediate commitments, I am perfectly certain that we have a sufficiently solid foundation on which to build. We have first class material and, in our small way, are at least as good as any other sea-going outfit. There is no reason whatever why we should not become the anti-submarine experts of the United Nations — if we are not led away by seemingly more glamorous things.

"The great majority of officers and men now have the right idea; by which I mean, they do not think of their individual selves first. In every naval establishment, including the much-maligned Headquarters, or 'those people up in Ottawa,' you now see pride of ship, pride of group, pride of service, and a determination not to 'let the side down.' We are really becoming welded into a band of brothers and this is a most encouraging and satisfactory situation."

From an address by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, to the Canadian Club of Ottawa, December 12, 1951.



Pictured above are members of the 24th leadership course for chief and petty officers to be held at HMCS Cornwallis. Front row, left to right: POs J. Sawyer; T. Tunis, F. Colclough and R. C. Sallis (instructor); Lieut. (E) J. F. Mackintosh (course officer) and POs S. Secret, J. Rose and W. Chambers. Centre row: POs L. Hampton, B. Price, A. McKenzie, J. Cornett, T. Robertson, CPO G. Clare and PO T. Ireland. (DB-1159-1).

Senior Cayuga Hands Standing Bridge Watches

Senior chief petty officers and CW candidates in HMCS Cayuga have been serving as second officers of the watch through a scheme devised to give them experience in ship handling and watchkeeping duties. The practice has proven highly successful, easing the load on the senior officers of the watch and providing the second OOWs with much useful training.

Standing watch on the bridge of the Cayuga during patrols off the coast of Korea have been CPO Murray Miller, CPO Duncan Kennedy, CPO Thomas I. MacIntyre, CPO David H. Nelson, PO Allan J. Ridout and PO Russell I. Hooke, all of Victoria. All six volunteered for watchkeeping duties.

Weddings

Lieut. (O) Jack Anderson, HMCS Magnificent, to Miss Edith Jean Bishop, of Imperoyal, N.S.

AB Leo Benoit, HMCS Crusader, to Miss Marie Bromham, of Victoria.

Lieut. F. G. Henshaw, HMCS Shearwater, to Miss Naomi Rose Ritchie, of Hudson Heights, P.Q.

CPO Charles E. Light, HMCS Quebec, to Miss Marion White, of Cambridge, N.S.

AB Richard Lister, HMCS Crusader, to Miss Anne Mitchell, of Victoria.

CPO W. J. Morrow, HMCS Star, to Miss A. D. Pearl, of Caledonia, Ontario.

Lieut.-Cdr. (S) K. M. Roy, HMCS Magnificent, to Miss Shirley E. Morash, of Halifax.

Births

To Lieut. E. T. Bayliss, Naval Headquarters, and Mrs. Bayliss, a son.

To Lieut. K. N. Bayne, HMCS Griffon, and Mrs. Bayne, a son.

To PO Ronald Bennett, HMCS Crusader, and Mrs. Bennett, a daughter.

To Lieut.-Cdr. H. S. Braun, HMCS Griffon, and Mrs. Braun, a daughter.

To Lieut. J. J. Brooks, HMCS Iroquois, and Mrs. Brooks, a son.

To AB R. A. Campbell, HMCS Crusader, and Mrs. Campbell, a daughter.

To AB L. M. Cooper, HMCS Griffon, and Mrs. Cooper, a daughter.

To PO C. G. Davies, HMCS Crusader, and Mrs. Davies, a son.

To CPO James K. Luke, HMCS Crusader, and Mrs. Luke, a son.

To Ldg. Sea. Gordon McGregor, HMCS Crusader, and Mrs. McGregor, a son.

To PO Eric Overstrud, HMCS Crusader, and Mrs. Overstrud, a daughter.

To PO Frank Pickle, HMCS Ontario, and Mrs. Pickle, a daughter.

LOWER DECK ADVANCEMENTS

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

AGNEW, Irwin W. P2ET4
ALDERSON, Douglas H. P1PW3
ALLEN, Albert A. LSNS1
ARMSTRONG, Robert G. P1LA2

BARCLAY, William H. C2SW2
BARRETT, William E. P2CK2
BARRINGER, Raymond H. C2CK3
BARRON, Frank W. P2AW2
BASS, Herbert A. LSNS1
BATEMAN, Robert F. LSPW1
BATES, Walter H. P2CK2
BEAZLEY, Judson B. P1MA2
BECHARD, Andrew J. LSSWS
BEVERIDGE, Gilbert N. P1SW1
BRAND, William. P1NS2
BRIMICOMBE, Lloyd H. P1NS2
BROWN, Garnet H. P2MA2
BROWNING, Henry R. P2VS2
BURGESS, Robert J. C2PW3
BURRILL, Clarence B. P1CK2
BURTON, Richard E. P2AW2

CALBURY, Kenneth D. LSCCK1
CARVER, Joseph E. P2AN2
CASE, William F. P1ER4
CASS, Valentine S. C2NS3
CHARLES, Garfield R. P1CK2
CHOUNINARD, Guy J. LSAW1
CLAVET, Robert J. LSPW1
CLINTON, William E. P1CK2
COGHILL, George A. P1CR2
COLTER, William A. P2AW2
CORBELL, Maurice J. LSNS1
CORMACK, Bruce. P1NS2
CORMIER, Cyril N. LSCCK1
CRAMPTON, Norman B. P1SM2
CROXALL, Donald R. LSCCK1

DICKSON, Richard W. P1AW2
DONALDSON, Robert J. LSAW2
DORE, Joseph L. LSPW1
DRABBLE, Norman L. LSVS1

EDWARDS, Charles W. LSSWS

FARNSWORTH, Jack. C2CK3
FEEHAN, James A. LSVS1
FOLEY, Arthur E. P1RG2
FOX, Donald S. C2NS3

GEHAN, Donald J. LSCCK1
GOULD, Claude W. LSCCK1
GURSKI, John M. P1PW2

HAINES, Hazen R. LSAW1
HALL, Lloyd E. LSAW1
HALVERSON, Roland A. LSCCK1
HARRIS, James E. P1CK2
HARRISON, Harold Jr. LSSWS
HEMPHILL, John J. P2CK2
HENDERSON, Colin E. LSCCK1
HORTH, Paul A. P2NS2
HUBLEY, John A. LSCCK1
HUGHES, John C. LSCCK1
HUTCHINSON, John S. LSSWS

INGLIS, Arthur T. PITA3

JACKSON, Harold E. C2VS3
JOY, William E. P1AW2
JOYCE, Frederick. P1LA2
JOYNSON, George L. LSCCK1

KELLY, Emerson L. P1VS3
KELLY, John W. P2PW2
KELMAN, James L. LSCCK1
KERR, Ryan E. LSNS1
KERR, Robert F. LSCCK1
KNAPMAN, Ronald D. P2NS2
KOSTIUK, Bohdon J. LSVS1

LAFORTUNE, Ubald J. LSPW1
LAMBERT, Louis B. P1AW3
LAMONTAGNE, Guy. LSNS1
LANTZ, Kenneth T. C1SW2
LAWRENCE, Stanley F. C2CK3
LAYFIELD, Robert R. P1CK2
LLOYD, Gordon H. LSSWS
LORETTE, Roy E. LSAW1

MALAY, Cecil W. LSAW1
MANNING, Sydney C. C1NS3
MANUEL, Edwin F. C2SM3
MICHALKOW, Orest P. P1NS2
MILLINGTON, Allan T. LSCCK1
MINER, Murray B. LSMA1
MOBERLY, Donald E. LSPW1
MOIR, Harvey R. P2AW2
MOORE, Robert A. LSPW1
MORGAN, Cecil H. LSCCK1
MORRIS, Joseph E. LSVS1
MORRISON, Donald B. P2PA2
MOULD, Alfred E. LSNS2
McCULLY, Lawrence G. LSAW1
McLAREN, James A. LSSWS
MacKINNON, Donald. LSCCK1
MacVICAR, Ralston. P1CK2

NORTH, Stanley O. C2PW3

O'LAUGHLIN, Thomas F. LSCCK1
O'MALLEY, John J. LSAW2

PAQUET, Joseph R. C2AW3
PARCELS, Roy T. P2CK2
PARE, Harvey N. LSCR1
PAYEUR, George J. P2PW2

PERRY, David J. LSCCK1
POWELL, Edward C. P2RR2
PRICE, John E. LSCCK1
PROKOPETZ, Walter. P2VS2
PURCHELL, Roy W. LSCCK1

RANDALL, Frederick C. P1AW2
RASMUSSEN, Donald J. P2SW1
RAWLINGS, Richard E. LSCCK1
REDMOND, Robert E. LSVS1
REGIMBAL, Daniel J. C2CK3
RENAUD, Francis J. LSCCK1
RICHARDSON, Derald J. LSSWS
RICHARDSON, Norman E. LSPW1
ROGERSON, Robert J. P1PW2

SATURLEY, Robert W. C2AW3
SAVOIE, Joseph A. LSCCK2
SCOTT, Frederick J. P1CK2
SEWELL, Norman E. LSCCK1
SHANO, Alfred W. C1CK3
SHARP, Lawrence A. P1CK2
SIMPKIN, Lauriston A. C2VS3
SMITH, Robert. P1VS2
SMITH, Ronald A. LSCCK1
SPELMAN, John S. C1NS3
STINTON, Berton L. P2NS2
STIPKALA, Anthony A. P1CK2
ST. ONGE, Jean J. LSPW1

TESSIER, Joseph P. LSSWS

VANDAHL, Earl F. P1AR3

WALLACE, Lloyd M. P1NS2
WALLACE, Robert. P2SHS
WAUGH, Ronald M. LSPW1
WEATHERUP, James A. LSCCK1
WHITE, Robert G. LSSW1
WHITE, William C. LSVS1
WISHART, George E. LSVS1
WITWICKI, Anthony N. P1AW2
WOLFE, Wilfred A. C2AW3
WYNN, Howard A. P2NS2



Ord. Sea. Lorne Goudie, captain for the day aboard HMCS New Liskeard, casts a glittering eye on a "defaulter", Ord. Sea. (Lieut.-Cdr.) Thomas W. Wall, in the course of Christmas Day observances in the ship. Others in the photo are, left to right: CPO K. Henderson, Sub-Lieut. Robert Whyte, Commissioned Gunner (TAS) Richard Dorken, Ord. Sea. Goudie and Lieut. Jacques Vaillancourt. (HS-17182).

Canada's Naval War Effort Honored

Western Approaches Reunion Pays Tribute to RCN

TO any ex-corvette, frigate or destroyer sailor the Dorchester Hotel, in London, on the evening of Friday, November 23, looked like old times. The occasion was the Fourth Reunion of the Western Approaches Command.

At the head table, presided over by Admiral Sir Percy Noble, were many faces familiar to those who served in the Western Approaches. This year the reunion had a special significance for Canadians, as honor was being paid the part played by the Royal Canadian Navy in the Battle of the Atlantic. It was, therefore, most fitting that the guest of honor should have been none other than Rear-Admiral L. W. Murray, who played such a distinguished part in the Canadian effort, firstly as Flag Officer Newfoundland Force and later as Commander-in-Chief Canadian North West Atlantic.

Prominent among the hundred or so guests were Admiral Sir Martin Dunbar-Nasmith; Vice-Admiral G. O. Stevenson, of Western Isles fame; Rear-Admiral G. W. G. Simpson, wartime Commodore (D) at Londonderry; Captain G. H. Roberts, through whose tactical school in Liverpool so many Canadians passed; Captain G. N. Brewer, Captain (D) Liverpool; Captain W. L. Puxley, Captain (D) Halifax in 1944-45; Captain C. M. R. Schwerdt, who was NOIC at Sydney, and many others.

The Rt. Hon. Winston Churchill and The Hon. Dana Wilgress, the Canadian High Commissioner, were also to have been present but unfortunately at the last minute were prevented from attending.

Besides Admiral Murray, among the Canadians who attended were Captain O. C. S. Robertson, the Naval Member of the Canadian Joint Staff in London; Commanders G. H. Davidson, J. C. O'Brien and John Osborn, and Lieutenant-Commanders A. R. Turnbull, W. P. Hayes, D. L. Hanington and D. C. McKinnon.

In addition to the officers who served ashore and afloat in the Western Approaches Command, the gathering included officers of Coastal

Command, RAF, and ex-WRNS and WRCNS officers.

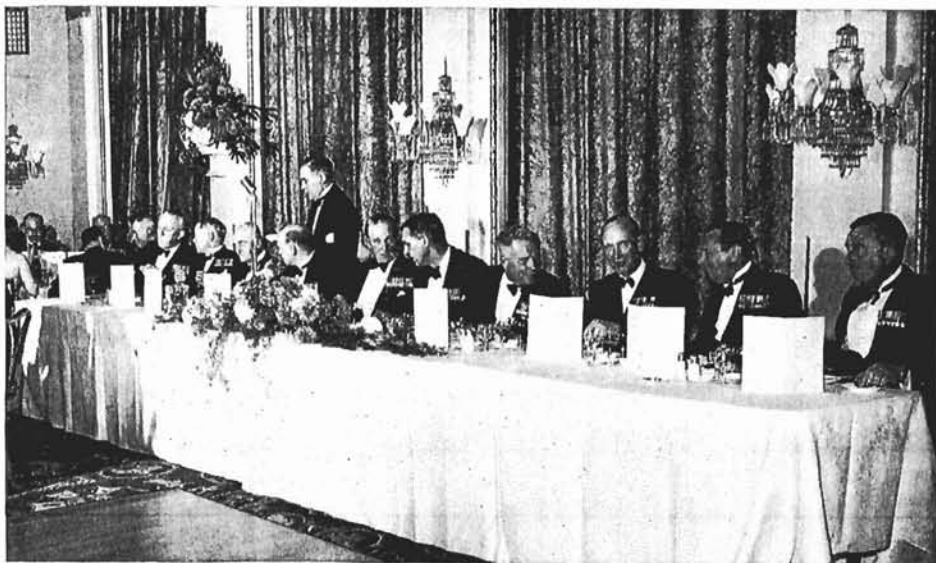
After the dinner, the president, Admiral Sir Percy Noble, delivered a welcoming address in which he paid tribute to the enormous expansion of the RCN during the war and the part it played in the Battle of the Atlantic. Rear-Admiral Murray, in replying, gave a brief account of that expansion and the difficulties encountered and surmounted, and paid tribute to the generous assistance given by the Royal Navy in those difficult years.

Later there were dancing and yarn swapping. The most common expression heard in the large ballroom of the Dorchester was "Do you

remember when . . . ?" and so on into the wee small hours.

Among the stories told was one of the occasion when Commodore (now Vice-Admiral) Stevenson boarded a Canadian ship for an official inspection and, as he came over the side, threw his cap on the deck, saying to the French-Canadian quartermaster, "That's an incendiary bomb! — What are you going to do about it?"

While the captain of the ship was saluting and the pipes were still sounding the still, the quartermaster, without batting an eye, booted the Commodore's cap 40 feet out into the bay of Tobermory.



Pictured above is the head table at the Fourth Reunion of the Western Approaches Command. Left to right are: Captain W. L. Puxley, Captain C. M. R. Schwerdt, Admiral Sir Martin Dunbar-Nasmith, Rear-Admiral L. W. Murray, Admiral Sir Percy Noble, Captain O. C. S. Robertson, Rear-Admiral G. W. G. Simpson, Captain R. Brunsgaard (Royal Norwegian Navy), Captain R. C. S. Garwood and Captain R. M. Aubrey.

Guest of honor was Rear-Admiral Murray, who, as Commander-in-Chief Canadian North West Atlantic, was the first Canadian ever to hold the responsibilities and operational powers of a Commander-in-Chief in a vital area in time of war. He is shown, right, chatting with Admiral Dunbar-Nasmith. (Photos by Russell Sedgwick, David Sim Studio, London).



SWANSEA MAKES HISTORIC TRIP

*Becomes First RCN
Ship to Visit
Washington*

WHEN HMCS Swansea "slipped and proceeded" from the Halifax dockyard on December 3, she was bound on a voyage which was to make her unique among ships of the RCN. For although the grey ships with the red maple leaf have travelled to many parts of the world, to the Swansea fell the honor of being the first Canadian warship to visit Washington, D.C.

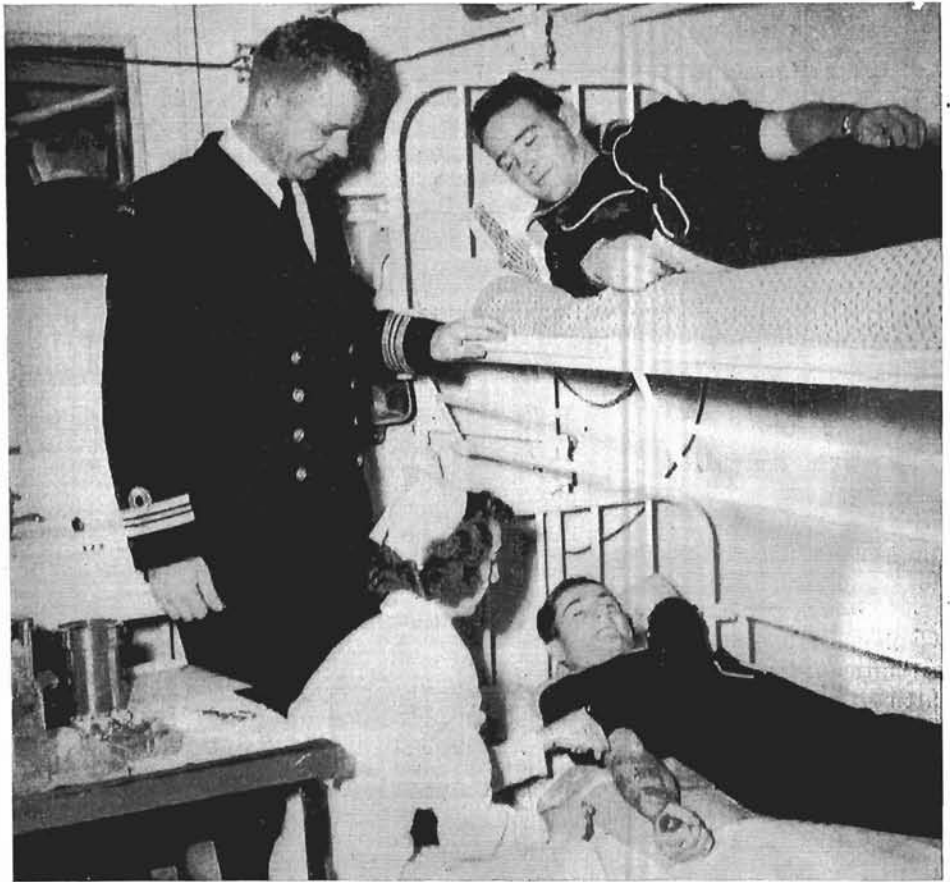
The visit to the capital of the United States had spurred the ship's company of the frigate into hectic preparations. No effort was spared in presenting a trim ship for the critical eyes of official and unofficial Washington.

The weather almost ruined much of the painting, scrubbing and polishing. Two gales and the season's first snowfall, coming in succession just before sailing, took their toll, but all hands "turned to" to restore the ship's smart appearance during the trip to Washington.

The Swansea arrived off the entrance to the Potomac River in the late afternoon of December 5. Light was rapidly fading and district pilots would not navigate the river in the dark. But since the Swansea had to make her ETA the next morning or fall far behind in her schedule, Lieut.-Cdr. Jack Korning, the commanding officer, decided to navigate the ship through the narrow, winding river. Shortly before midnight the Swansea arrived at a point 27 miles from Washington and dropped anchor, leaving the rest of the passage to be completed at daybreak.

In the morning a thick fog rolled in and a steering gear failure further delayed the Canadians. However, the Swansea was not seriously adrift when at last she slipped into her berth at Municipal Wharf and the schedule was picked up without difficulty.

From the time she arrived until she sailed on December 12, the officers and men of the Swansea had a busy round of activities. To begin with, there were the usual official calls and returns of calls. For the latter, the ship turned out a guard of 20 new entries, under Lieut. R. L. Wales, RCN(R), which was inspected by senior officers and government officials and received praise for its smart appearance.



While the Swansea was at Washington, members of her ship's company volunteered for donations of blood to the Red Cross. Lieut.-Cdr. Jack Korning, commanding officer, looks on as AB Stephen MacNeil, of Port Hawkesbury, N.S., prepares to give his donation and AB Francis MacDonald, of Glace Bay, N.S., awaits his turn.

Officers and men of the Swansea volunteered on the morning after arrival to donate blood to the American Red Cross Blood Bank. This action gained the Canadians wide publicity and also earned the appreciation of the Red Cross.

The ship was opened to visitors for two afternoons, and on a third for Canadians living in Washington. During the three days, more than 1,000 persons came aboard the frigate.

For the ship's company Washington provided a variety of things to do. Several organizations and many private citizens provided entertainment for members of the ship's company. Dances were held by the USO, a reception for 35 men was given by the Women's Press Club of America, organized tours of the city were sponsored and there were tickets to the ballet, the theatre and the movies.

The key to the city was presented to Lieut.-Cdr. Korning by the chairman of the District of Columbia Commission.

But all good things must come to an end and on December 12 the

Swansea slipped from her berth and headed down river. As the ship passed Washington's tomb, the guard was paraded and the alert sounded, as the Swansea paid tribute to the first president of the United States and the man for whom the capital was named.

Once out in the open sea, the Swansea set course for Bermuda, where she carried out a week of training before returning to Halifax on December 22.

Shortly after the ship set sail from the United States capital, the following message was received from Commodore H. N. Lay, Naval Member of the Canadian Joint Staff, Washington:

"It has been a great pleasure and a matter of considerable pride to myself, the Naval Members' staff and the Canadian community to have had a visit from one of HMC ships.

"I should like to congratulate you on the smart appearance of Swansea and the exemplary conduct of her ship's company, both of which have reflected great credit on the RCN. Good luck to you all and bon voyage."

HE'S AN EXPERT 'SANTA CLAUS'

*CPO Arnold Parkinson
Has Played Role
Many Times*

IT will come as no surprise to a large number of men in the Naval Service that Chief Petty Officer Arnold H. Parkinson was elected Man of the Month by HMC Ordnance School.

Nor is there any doubt that the hundreds of children for whom "Parky" has played Santa Claus at naval Christmas parties would fully endorse the choice.

"Parky", as he is known far and wide, has seen many ships and many men come and go since the day in June 1929 when he jumped off the bus from Nanaimo, B.C., and walked through the main gate at HMCS Naden to join the navy and see the world.

He joined as a boy seaman and did his new entry training in Naden and in HMCS Vancouver until July 1930, when he went to the United Kingdom as an ordinary seaman to continue training with the Royal Navy. That was his first trip across Canada and one he will always remember.

On arrival in England, he spent a short time in HMS Victory, the RN barracks at Portsmouth, then was drafted to HMS Warspite (battleship) where he was advanced to able

seaman. While he was in the Warspite, "Parky" got a grandstand view of the Royal Cowes Regatta, where the battleship was guard for His late Majesty King George V. The young Canadian was most impressed by the ceremonials, the sailing races and the multitude of craft.

In 1931 he went back to RN barracks and stood by to commission HMCS Skeena. He served in the Skeena until January 1932, then was drafted to HMCS Armentieres.

After a spell in this ship, he "got the urge" to be a Gunner's Mate, and set his sights accordingly. So, in January 1933 he was on his way back to the U.K. to qualify as a seaman gunner in HMS Excellent, the Royal Naval Gunnery School at Whale Island.

On completion of his course he came back to Canada and served again in the Vancouver, this time for two years. In 1935 he returned to England to qualify as a gun layer. Later that year he was drafted to the HMS Courageous (aircraft carrier), which took part in the Review at Spithead when the Royal Navy was reviewed in all its might by King George V.



CPO ARNOLD H. PARKINSON

"This was truly an inspiring sight", says Parkinson, "and one I shall never forget — especially the bright-work!"

At that time trouble was brewing in Abyssinia and the Courageous was despatched to the Mediterranean, where "Parky" served for a short period. He returned in a troopship to England, from where he was drafted aboard the Vancouver for the third time. He stayed in the ship until she was paid off in November 1936, meanwhile being advanced to leading seaman.

After a short spell as a new entry instructor in Naden, he was recommended for advancement to petty officer and went back to the Skeena for his qualifying seetime. Then he was on his way to England with a recommendation on his papers to qualify as gunners' mate. While on course, he was advanced to the old rate of acting petty officer and, to celebrate the occasion, came out on top of the class, which included not only men of the RN but several from other Commonwealth navies.

On arrival back in Naden, he assisted in training the Royal Guard in preparation for the visit of Their Majesties, the King and Queen.

Parkinson's stay in Naden was destined to be short. War was imminent and, on its outbreak, "Parky" was enroute to the Gunnery School in Halifax, where he stayed until joining HMCS Saguenay in early 1940.

In March 1941, he was drafted to Stadacona and was attached to the

(Continued on Page 32)



Our Man of the Month, in his annual role of Santa Claus, arrives by plane for one of the 1951 children's Christmas parties held in the gymnasium at Naden. (E-17330).

REFUGEES FIND SHELTER IN SIOUX

*Destroyer Evacuates
Koreans during
Island Fight*

ON BOARD HMCS SIOUX — On one of her last assignments of 1951, this destroyer played an active part in the recapture from the Reds of an island off the west coast of North Korea and in the care of civilians and UN fighting men wounded in the struggle for the island.

The Sioux had been assigned to an area in which the communists had been launching attacks on UN-held islands. Stationing herself off an island that had been under assault, the Sioux transferred a party of five to a South Korean minesweeper with instructions to ascertain the progress of the fighting.

In the party were Lieut. A. A. T. Henley, Vancouver; CPO C. G. Little, Esuminac, Que., and Victoria; PO A. G. Olynick, Victoria; AB Bernard Riswold, Olds, Alberta, and AB A. W. Lord, Taber, Alberta.

Closing the island under cover of darkness, the minesweeper spotted two junks and, at the base of a cliff, a party of refugees and UN troops. They learned that the island had fallen and that the party on the shore



South Korean refugees, given shelter aboard HMCS Sioux, have their first meal in 36 hours. Forty persons — old men, women, children and some troops — were evacuated in the Canadian destroyer from an island captured by Reds.

was hopefully awaiting rescue, while being covered by a small rear guard at the top of the cliff.

One of the junks was loaded with refugees and this the minesweeper towed to a nearby friendly island. Then the 'sweeper returned with four small sampans which, with their

shallow draft, could go right in to the beach.

Forty persons were rescued. They included eight wounded, two women and a baby. The evacuation did not go unchallenged. The Reds fired 106 mm. shells at the covering warships and the evacuation party came under mortar fire. There were no casualties, though a British ship was hit and holed.

The following evening, the ROK minesweeper, still carrying the Canadian party, returned to the island with a new force of South Koreans, which succeeded in recapturing the island.

At the same time, a second load of wounded was embarked in the minesweeper and taken to the Sioux, where Surg. Lieut. Herbert McWilliams, St. Andrews, N.B., and his medical assistant, PO Derek Whitworth, Ottawa, had set up an improvised hospital. PO Robert Cooke, Lethbridge, Alberta, and Victoria, and PO Dale McCoy, Carstairs, Alberta, and Victoria, were added to the medical staff to assist in cleaning wounds and preparing the wounded for minor surgery.

There were several incidents of human interests, but it was the baby that drew most of the attention. The child arrived aboard with bare feet and nothing but thin rags to cover him. When he left the ship, he was completely kitted out, from a sailor's cap to a new pair of pants made by



The only clothes possessed by many of the Koreans who came aboard the Sioux were those they were wearing — and these offered little protection against the wintry weather. The ship's officers and men came to their aid with a donation of clothing which, though not very stylish, was gratefully received. Here some of the Korean men select articles of clothing for themselves and other refugees.



Among those embarked in the Sioux was a South Korean Marine officer, shown here with, on his right, AB Masahiro Irizawa, of Kelowna, B.C., who served as ship's interpreter. (All photos by AB Victor Hughes, of Rainy River, Ontario.)

the sailmaker. There was even a pair of diapers miraculously produced by one of the cooks.

Many of the others who arrived aboard were in similar straits. An announcement was made that any old clothing would be welcome. The response was wholehearted, and in many cases articles donated were considerably less than old.

Even toys, purchased by the men for their own children in anticipation

of their return home in March, were given to the smaller refugees.

The women and some of the men were given dungarees and shirts to wear and the baby used a sailor's tropical singlet for a nighty. The clothing in which they came aboard was put through the ship's laundry and the delight they showed when they received the laundered garments back was something to see.

Surg. Lieut. McWilliams had considerable surgical work to do, including treatment of a number of severe chest and lung wounds. Out of it all came the increased respect of the Canadian sailors for the courage of the Koreans, not one of whom complained or gave indication of distress.

Throughout the whole of this activity, the Sioux's guns continued hammering away at communist positions, supporting the counter-attacking South Koreans.

Meanwhile, her engine-room artificers carried out emergency repairs in the ROK minesweeper. The minesweeper's air compressor had broken down and for five hours the Sioux's ERAs worked on the job, repairing old parts and making new ones where necessary.

When their job was done, the ERAs returned to their ship and went on watch, sleep forgotten for the time being.

It might be said, without stretching a point too far, that the Sioux more than proved her versatility during this

patrol: She was fighting ship, rescue ship, hospital ship, repair ship — and Santa Claus — all rolled into one.

CORPEN CLUB CAPERS

by D.G.K.

It was one of "those nights" in the "Corpen Club" off the west coast of Korea. By midnight a stiff nor'easterly had piled up a short, tumbling sea, making life in the screening destroyers distinctly uncomfortable. Stars winked fitfully from between low scudding clouds, while spume from seas breaking over the fo'c's'le lashed furiously at the bridge.

Earlier in the evening, the Senior Officer of the screen had been detached on a special mission, leaving HMCS Athabaskan as Screen Commander, in company on the screen with HMCS Sioux and the USS Tingey.

As the task element zig-zagged and wallowed through the night to the north'ard, the Commander of the task element, comfortably ensconced in the USS Rendova—the carrier being screened—paused to reflect on the wisdom of the screen provided by his new Screen Commander.

There followed a rather lengthy discussion on the subject over TBS between the Commander of the task element and the Screen Commander. Finally, the former relapsed in resigned silence. Not, however, Sioux, who, inspired by the discussion, produced the following immortal lines:

"Will you come a little closer,"
Said the Carrier to the Screen,
"I consider I am naked
To the enemy unseen."

Said PEPPERCORN to FINIKIN,
"I couldn't agree more,
But for adequate protection
I need at least ships, four."

"Shall I stop my little zig-zag?
Shall I steam a furrow straight?"
"Oh no, Sir, never do that,
You'd invite an awful fate!"

Will you, won't you, will you,
won't you
Won't you join the dance?

(With apologies to Lewis Carroll)

NOTE:—PEPPERCORN — R/T call sign for Screen Commander.
FINIKIN — R/T call sign for Commander Task Element.
(Both fictitious)

Sailor and Spud Make Deadly Combination

Duck-hunting was a favorite pastime of Task Group 214.6 (HMC Ships Crusader, Beacon Hill and Antigone) in the months of November and December and a number of officers and men from the group spent their spare time slogging through mud and slush on north Vancouver Island hunting mallards, gullards, teal and butterbacks.

But these people were professionals, dressing the part and using shotguns.

Ldg. Sea. David Ferguson, of Vancouver, coxswain of the Crusader's motor cutter when the ships were in Blenkinsop Bay, went duck-hunting, too — on duty — and bagged his quarry using a stranger weapon by far than the conventional 12 or 16 gauge shotgun.

He saw his duck sitting on the water about 40 feet away, took careful aim, fired, and hit his target squarely on the head. Result: one very dead grebe.

Ferguson, all modesty, says, "It was nothing." But they're all pretty proud of him in the Crusader — for his weapon was only a potato!

Cold Water Drill

by H. O. Austin, JOC, USN

In ALL HANDS, the Bureau of Naval Personnel Information Bulletin

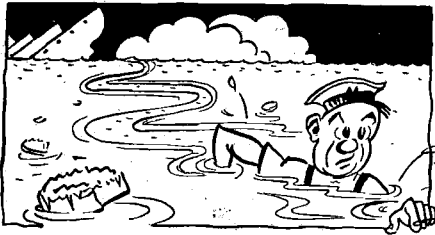
FREQUENTLY, when warships or planes meet enemy action, somebody's soon spitting salt water. This doesn't mean that the Navy is careless about its manpower, but the very nature of naval warfare often does set a few people adrift in the deep despite all precautions.

The world has a lot of water on it, and much of it is cold. And considering the global nature of modern-day war, whatever fighting the Navy is called upon to do in the future may be done, at least in part, in the frigid type of H₂O.

How, then, does a person stay alive and in good shape till he's rescued? How can his rescuers get him back in good shape pronto?

Some smart people have been wondering about the answers to those questions, and a couple of interesting answers have resulted.

For one thing, they say now that if you're overboard in cold water you're better off swimming, if you can swim at all, than you would be just keeping afloat with a life jacket on. Your



exertions will help keep you warm and will thus prolong your life as much as would a Mae West or a handy piece of flotsam. A man who is swimming hard will, for a long time, produce approximately the same amount of heat as he'll lose in water near the freezing point. Ordinarily, he won't perish of the cold as long as he can swim. Limbs being exercised will often remain warm enough to keep them from getting stiff, and will steal less heat from the rest of the body after rescue than they would if unexercised.

This doesn't mean that a person should swim away from a drifting boat, of course. Neither should he disobey his ship's regulations concerning life jackets. But any floating object that will leave him up to his neck in frigid water will probably do him more harm than good unless he keeps moving — steadily and vigor-

ously. In water so warm that numbness and stiffening of muscles are no problem, the picture is entirely different. There, a man can usually survive a lot longer riding a life jacket or a piece of driftwood than he could otherwise.

Another thing: doctors now know that it's better to warm up quickly after severe chilling than to warm up slowly. (This doesn't apply to frozen tissues or tissues actually damaged by the cold.) The best way to regain proper body temperature after immersion in cold water is to climb as quickly as possible into a good warm bath. One hundred to 102 degrees Fahrenheit has been found to be about the right temperature for the water.

With the victim in a deep, warm bath, his shivering and blueness promptly disappear, giving way to a pleasant warm feeling. On the other hand, merely rewarming badly chilled men in the air of a cozy room may take several miserable hours.

Temperatures deep inside the body fall rapidly and drastically right after the subject's removal from cold water. That's one reason why it's important to start the warm-bath treatment quickly. In experiments, one subject's "deep temperature" fell more during the first 20 minutes he was out of the cold tank than it did during the 60 minutes he had been in it. Air temperature was 73° at the time; water temperature 50°.

To find out these things, some brave men climbed naked into a tank of cold water at the Naval Medical Research Institute, National Naval Medical Center, Bethesda, Md. They shivered like mad, turned blue, and suffered a numbness in their toes — but they stuck it out their allotted time: approximately an hour in most cases, down to a quarter hour in others. Afterward, with rapid rewarming in water, the Bethesda volunteers came out of it in fine shape. They were just a little tired and sleepy at the day's end.

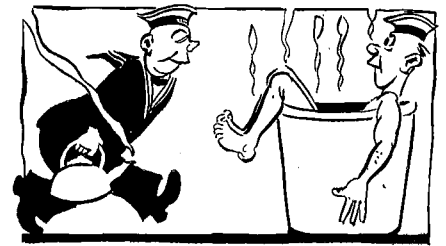
Water in the Research Institute tank was kept at temperatures between 42 and 50 degrees — mostly around 48. Not so cold — ? Well, not many people would want to get into it. The North Atlantic in the vicinity of Iceland lingers around the 45° mark in midwinter. The Yellow Sea averages 47° in February; the Japan Sea

doesn't get below 50. The Bering Sea is sometimes warmer than the water in that tank.

And it's not only in the winter or in the far north that a person is in danger of cold immersion. When the hospital ship USS Benevolence collided with a freighter and went down off California's Golden Gate, survivors suffered terribly with the cold. No doubt the loss of at least some of the 23 dead or missing was due to that cause. The date was August 25, 1950.

To get back to Bethesda, one man who took part in the experiments there said he didn't get as cold in three hours in air at 20 below zero as he did in an hour in water at 45 above. Of course, he had clothes on in the 20-below experiment — but still, the water was 65 degrees warmer. That shows how much a relatively cold dunking can chill a person.

So one should keep struggling and swimming if he goes overboard when the water's cold. If a man is pulled out of such a predicament, chilled but not frozen, he should be deposited as soon as possible into a generous quantity of warm water. If



the rescue ship has no bathtubs — a most likely situation — the galley soup coppers can be drafted into service. If there aren't enough of them to go around, no doubt the deck force and the damage control gang can throw together a vat of wood and canvas. Meanwhile, the victim or victims can be warming under a fast tepid shower.

When limbs or other portions of the body are actually frozen, the picture is different. Present treatment begins with gradual and judicious rewarming. Experimentation has been conducted with rapid rewarming, with pressure dressings applied afterward but conclusive decisions on such treatment haven't been reached. At any rate, treatment for actual freezing or frostbite is a matter for the doctor — and for nobody else —



if a doctor is available. If a doctor isn't available, gradual and judicious rewarming is about the only thing possible. Some people, remembering barbarous folk-lore, recommend rubbing frost-bitten parts with snow. That treatment is not only useless and cruel; it's likely to be harmful. Don't do it.

A person might well ask, "What is cold water and what isn't?"

The Bethesda experiments were conducted in water up to 50 degrees, and that temperature was considered low enough to make them valid. Water a good deal warmer than that can be mighty chilly if you're in it very long. When those toes start turning numb and those teeth start hammering, the water you're in is cold.

If overboard in cold water, it would probably do no harm to pull off your shoes and any heavy outer garments you may be wearing, if you think you can stay afloat longer without them. But keep the rest of your clothes on. They'll retain a little heat, even when soaked with water, and under many circumstances they'll be valuable later on.

YULE MESSAGES TO ARMED FORCES

The Canadian Armed Forces, serving at home and overseas, received Christmas and New Year's messages from Prime Minister Louis S. St. Laurent, Defence Minister Brooke Claxton and General of the Army Omar N. Bradley, Chairman, United States Joint Chiefs of Staff.

In a message to Canadians serving in the Korean theatre, Mr. St. Laurent said:

"I welcome this opportunity to extend my warm greetings and best wishes for Christmas and the New Year to all ranks serving in the destroyers of the Royal Canadian Navy in Korean waters, in the 25th

Canadian Infantry Brigade and in 426 Squadron of the Royal Canadian Air Force.

"At the same time I would like to extend the most friendly greetings to the forces of all the countries which make up the United Nations forces. Their stand together is a great demonstration of the reality of our partnership.

"Canadians everywhere are proud of the magnificent contribution which you are making for the cause of freedom and I know they join me in the sincere hope that 1952 may see a successful termination of the war in Korea and a speedy return to your homes."

Mr. Claxton's message read:

"Christmas 1951 finds our Canadian forces spread from Korea to the continent of Europe. These overseas forces represent part of Canada's contribution to the United Nations and North Atlantic Treaty Organization and indicate Canada's determination to play her part in meeting aggression, in partnership with her democratic allies.

"All of us at home have been called upon to increase our effort in building up expanding defence establishments and providing reinforcements for our overseas units. The wholehearted

100 Per Cent Effort

The appeal for blood donors was answered in a body by the staff of the Directorate of Victualling, at Naval Headquarters, January 8. Headed by the director, Commander (S) B. E. Gaynor, the staff of five naval officers and seven civilians lined up at the Red Cross blood clinic in the capital city and added their contributions to the bank.

support and co-operation of all services has been most gratifying and I know we shall all continue working as a team towards the common goal.

"To the Navy, Army, Air Force, Defence Research Board and all civilian members of the department I extend my very best wishes for a happy Christmas and a hope that the New Year may bring us nearer freedom and security in an unsettled world."

General Bradley, in a letter to Lieutenant-General Charles Foulkes, Chairman, Chiefs of Staff, said:

"I would like to extend greetings for Christmas and the New Year to all ranks of the Canadian Armed Forces, especially to those who are separated from their families during this season. May their lonely holiday be repaid in peaceful security for the world."



Ordinary Seamen James Melnecheck, of Vancouver, and Robert Massey, of Calgary, chip ice from the deck of HMCS Sioux during a patrol off the Korean coast, a typically bleak section of which can be seen in the background. (SO-29).



The Navy Plays



Navy Team Captures Inter-Service Soccer

In the final game of the Pacific Coast Inter-Service Soccer League schedule, the RCN representative team defeated the Royal Canadian School of Mechanical Engineering, Chilliwack, to win the coveted trophy presented by HMCS Discovery. CPO Vic Dovey scored the winning goal for the Navy team.

The RCN hockey team was holding down third place in the Victoria Commercial League at the end of the year. However, with the addition of new strength, the Navy pucksters hold high hopes of becoming league leaders before the season closes.

Star Makes Good Start in Local Hockey Loop

HMCS Star has undertaken an ambitious sports program in Hamilton.

By arrangement with the East End Industrial League, the three services organized hockey teams and were enrolled in the circuit as a means of stimulating sports interest and in bringing the services more before the notice of the public.

Star's team was organized by Lieut.-Cdr. Tod Sams and his two able assistants, CPO Johnny Parrish and PO Bill Saxon.

As of January 1, the sailors were sharing first place in the league standing with Canadian General Electric, having beaten the Army and RCAF entries.

Pat Santucci, ex-Hamilton Tiger football star, volunteered his services as coach and has done a fine job of rounding the team into shape.

Stadacona Marksmen Tops in Two Divisions

RCMP sharpshooters topped the senior division of the Halifax Garrison Indoor Rifle League in the final shoot before Christmas but HMCS Stadacona won the honors in the intermediate and junior divisions.

The Mounties scored 478, while Stadacona seniors were second with 473. In the intermediate division, the Stad team had 468, while second place Post Office had 463. Stadacona riflemen also showed the way in the junior division with a 463-453 edge over Post Office.

"Maggie" Pucksters Notch Two Victories

HMCS Magnificent scored two victories in the ships' hockey league at Halifax just before the loop recessed for Christmas holidays.

In the first game, the carrier's team hung up a 6-2 win over HMCS Crescent. High scorer for the "Maggies" was PO Garfield Charles with two goals and one assist.

In the second game, HMCS La Hullose put up a stiff battle before bowing by a score of 3 to 2. AB Norman Neve of the Magnificent scored two goals and PO Breen Driscoll notched the other. Lieut. James Mahar and PO Richard Bryson were the frigate's marksmen.

Weekly Sports Night Popular at Hunter

Wednesday night is sports night at HMCS Hunter and is proving to be an outstanding success. The program is directed by Mr. Ron Suddick.

The Windsor division has produced a good hockey team again this year. So far it has played and won games in Chatham, Harrow and Windsor. Negotiations are underway to play teams from other naval divisions in the Western Ontario area.

The RCN staff has formed a basketball team which challenges any other team to a contest at Hunter. Archery is another popular entry on the Wednesday night sports parade, especially so among the newly recruited Wrens.

Officers Win Softball Championship of Sioux

In an inter-part softball series played off during successive periods in harbor in Japan, the officers' team won the championship of HMCS Sioux. Their opponents in the final were the chief and petty officers.

During one stay in port, the officers of the Sioux made so bold as to challenge those of HMS Ladybird to a game of field hockey. Strangely enough, the Canadians managed to overcome various handicaps—including a sketchy knowledge of the game—and kept the score down to 4-3



Group Captain Douglas Annan drops the puck to start the game between the RCAF and HMCS Star which officially opened the Hamilton East End Industrial Hockey League. Star was victorious. Left to right are Jim Sullivan, RCAF, Lieut.-Cdr. Tod Sams, Group Captain Annan, Commander G. H. Parke, Bill Reddy, league secretary, and PO Bill Saxon. (Photo courtesy The Hamilton Spectator).

in favor of Ladybird in regulation time.

While waiting for transport, a short session, to be played under improvised Canadian rules, was suggested. The score after two brief periods was 7-3, still in favor of Ladybird.

Turkey Competition Closes Golf Season

A turkey competition and get-together completed the 1951 season of the RCN Golf Association on the Pacific Coast. At the 19th hole — the wardroom of HMCS Naden — Rear-Admiral W. B. Creery presented prizes to the following successful club swingers:

Sgt. S. M. Toole, RCDC, low net; Lieut.-Cdr. (SB) Roy Stranix, low gross, and Surg. Cdr. George W. Chapman, Lieut. (E) Ian Martin, Commissioned Engineer Merle W. Woodward, CPO Robert Oswald, Commissioned Engineer Alexander Satchwell, Surg. Lieut.-Cdr. James Gray, PO Dennis Mann, Lieut. (S) John Fisher, Lieut. (E) Roy Smith, Lieut. (E) Richard Keen, Chaplain (P) Ivan Edwards and Lieut. Ian Sunderland.

The Sports Shop trophy was won by HMC Dockyard, and Commissioned Constructor Cedric Holland, team captain, accepted the trophy from donor George Cole of the Sports Shop, Victoria. Runners-up were the divot diggers from Naden.

A general meeting of the RCNGA was held following the prize-giving and officers were elected for 1952. Rear-Admiral Creery was voted to the president's chair and Capt. (E) B. R. Spencer was elected vice-president. Chairman and vice-chairman for the ensuing year are Surg. Commander Chapman and CPO Stanley Reid.

Shearwater Sponsors Boys' Hoop Team

Sports enthusiasts at HMCS Shearwater have extended their activities beyond the confines of the naval air station and are sponsoring this winter a basketball team composed of 'teen aged boys from the town of Dartmouth. Known as the Shearwater Juniors, the team is playing in the Halifax Basketball Association and is the only Dartmouth entry in the league.

The gymnasium facilities at Shearwater have been made available to the Dartmouth boys for play and practice. Ldg. Sea. Bernard Hughes is coaching the team and Lieut. Jack Dean, officer in charge of the P and RT School, has also played a leading role in this project.



Prize winners in the annual turkey competition held by the RCN Golf Association on the West Coast are pictured above. Front row: Lieut. (E) Roy Smith, Commissioned Engineer Merle Woodward, Lieut. (E) Ian Martin and Sgt. S. M. Toole. Rear row: Surg. Lieut.-Cdr. James Gray, Rear-Admiral W. B. Creery, who presented the prizes, Lieut. (S) John Fisher, Surg. Commander G. W. Chapman, Lieut.-Cdr. (S) Roy Stranix and PO Dennis Mann. (E-17311).

Other officers are: Team captain, Commissioned Engineer Woodward; secretary-treasurer, Lieut.-Cdr. (S) D. A. Collins; publicity, Lieut. W. Hibbert; representatives, Surg. Lieut.-Cdr. Gray and CPO Victor Scott (Naden), and Lieut. (E) Ian Martin and Lieut. (E) Ray Johns (Dockyard).

Naden Bowling League Reaches Halfway Mark

The first half of the Pacific Command Bowling League schedule finished with the following results:

High score for three games — CPO Alex Wise, Damage Control.

High score for single game — CPO Raymond Pumfrey, Medical.

Consolation low score — Ord. Sea. Norman Cunningham, Medical.

Consolation hidden score — Miss Crawford, Civil Service.

CPO Alvin Underhill Tops Turkey Shoot

CPO Alvin Underhill of the Stadacona rifle team won first prize in a turkey shoot sponsored by the Halifax Garrison Indoor Rifle League just before Christmas. CPO Underhill was hard pressed by Commissioned Communication Officer Donald McGee, of HMCS Shearwater, before finally winning in a shoot-off.

Another winner was CPO Doug Clark, also of Stadacona.

Wren Surprises Experts with Shooting Skill

In her third night of shooting with the HMCS Malahat indoor rifle team, Wren Dorothy Smith amazed the experts when she posted 97 out of a possible 100 on a DCRA target. Wren Smith's only previous experience with firearms was as a youngster, when she did some shooting with an air rifle. To prove that her score was no mere flash in the pan, she has been consistently keeping up this average and in addition won a Christmas turkey shoot at the Naden rifle range.

Along with rifle shooting, the new social skating club is proving popular with all members of the Victoria division's ship's company and the weekly session at the Memorial Arena is attracting a good attendance.

MTE Setting Pace in Stadacona Hockey

Mechanical Training Establishment was holding a slim lead in the Stadacona inter-part hockey league as teams got ready for play in the new year. The stokers topped the seven-team loop with nine points, one more than Electrical School staff and Supply, who were tied for second place.

Miscellaneous, ND School, Gunnery-TAS-Ordnance, and Electrical School Mates followed in that order.

Operation Sailfish

by C.J.N.

You've seen it featured in newsreels and movie shorts and read about it in newspapers and magazines, and you probably have thought it was a pursuit meant solely for millionaires. Yet, for the sum of only five dollars each, four members of the ship's company of HMCS Ontario became members of the supposedly exclusive cult fanatically devoted to the sport of sail-fishing.

It happened December 1, while the Ontario was at Acapulco, Mexico, on her way back to Esquimalt from the East Coast. Ordnance Commander E. H. H. Russell, CPO Ernest Johnson and CPO C. J. Nast, all of Victoria, and AB Robert Mikitka of Lethbridge, Alberta, who had made their way to beautiful Morning Beach with their respective groups, met at the wharf where sport fishing boats were berthed. On learning the charge for hiring a boat, they decided to pool forces and have a try at sail-fishing.

At about 1600 the Mexican guide and his aide cast off the lines and the 38-foot launch put to sea. They rounded the point, threw out two baited lines and prepared for a five to eight-mile ride out to the waters where the sailfish usually are found.

However, they had reached a position only about 500 yards from shore when, to the profound amazement and consternation of the guide, they had simultaneous strikes on the two lines.

Nothing had really been organized — the guide hadn't expected any action for some time yet — and chaos quickly followed. Commander Russell, who had declined the first opportunity and was comfortably ensconced in the bows, saw the guide, his aide and CPOs Johnson and Nast become a seething mass of arms, legs, fishing rods and verbs — English, Spanish and unprintable.

Eventually, out of the melee arose Chief Johnson with a hook well-lodged in one hundred pounds of enraged sailfish. Chief Nast emerged with a cut hand and the whole Pacific Ocean on the end of his line. The hook had headed for parts unknown in company with a sailfish.

The battle between CPO Johnson and his sailfish was typical of those recorded in movies and in print;

and the sight of that fish, rising vertically from the water, thrashing and fighting, was one not soon to be forgotten.

Unfortunately, while CPO Johnson was hauling in his catch, his rod broke. There wasn't a replacement and Commander Russell, through the luck of the draw, had to fish with the broken rod, with negative results.

AB Mikitka was more successful. Using the other rod, he hauled in an

eight-footer which, due to the hook having engaged inside the gill, did not put up as spectacular a fight as the first fish.

In spite of their difficulties, the four returned to their ship completely sold on sailfishing. For a nominal sum — far less than the cost of many an evening ashore — they had had hours of delightful entertainment and an experience long to be remembered.



Even more successful than the nimrods who took part in "Operation Sailfish" were AB John Martin, left, of Cowichan Lake, B.C., and Ldg. Sea. Michael Johnston, of Victoria. They formed a two-man expedition and each caught himself a "sail." Martin's measured nine feet three inches and Johnston's eight feet ten. "You've never really fished until you've battled a fighting sailfish," said Johnston afterwards.

Submarine Hunters

*Sailors, Airmen Study Together
at Maritime Warfare
School*

*For the Snark's a peculiar creature
That won't be caught in a commonplace way,
Do all that you know and try all that you don't,
Not a chance must be wasted today.*

(The Hunting of the Snark.)

Lewis Carroll's directions for the hunting of the Snark apply equally well to the hunting of the submarine — and the Joint Maritime Warfare School at HMCS Stadacona, Halifax, does its best to acquaint would-be submarine slayers of the RCN and RCAF with the "all that you know."

The school is an offspring of the Torpedo-Anti Submarine School. At the tender age of one year it is already considered fully fledged and is busily expounding tactical doctrine to a mixed bag of courses. To it come crews of Air Force maritime aircraft, captains and officers of destroyers and frigates and of visiting warships, the observers and pilots of the Navy's anti-submarine squadrons, officers of the RCN (Reserve), of the long TAS course, of staff colleges and many others.

In the classrooms on the top deck of the TAS and Gunnery School building, the airman learns of torpedoes and ships and snorting subs, while the seaman is taught something of what goes on in the "wild blue yonder". Both are reminded of the hard lessons learned during the long Battle of the Atlantic.

Briefly, it is the task of the school to preserve what was learned of anti-U-boat warfare, to estimate the changes and swift advance that science and engineering have brought — and then to teach both navy and air force tactics and co-operation techniques based on that information.

Co-operation in particular is stressed, for while the Commonwealth air forces and navies proved their individual skills by almost tying each other in the number of U-boat kills in the Second World War (about 200 each), lack of cohesion and co-operation between the two assisted many an enemy to make good his escape.

Lectures are given by both air force and naval officers, who describe their particular jobs. Experts are brought in to tell of patrols, communications, electronic warfare and other modern

developments. Visits are made to ships of different classes — carriers, submarines, destroyers, escort ships and anti-submarine vessels. Visits of American and British warships to Halifax help add to this knowledge.

All of this prepares the students for participation in tactical games and problems, first on paper and later in miniature on special training devices.

A typical problem on which a syndicate might ponder for hours has a convoy steaming west in mid-ocean when a U-boat is observed to dive eight miles off the port beam. Two hours later a D/F bearing of an enemy transmission is obtained fine on the starboard bow and at the same time an enemy reconnaissance plane appears astern. What is the Officer in Tactical Command to do?

When the syndicate has reached a carefully considered solution, it is

presented to the other syndicates and to the instructional staff. It is discussed at length and from it comes a better understanding of the problem and its answer, and of the responsibilities of both services in its solution. Needless to add, many battles carry on long after class hours and glasses and cutlery often become ships and subs.

When such understanding is gained, similar problems are given at action speed on a synthetic trainer. Then the students' reactions must be as quick as in actual combat. Sound effects add realism.

The school is staffed by both RCN and RCAF officers: Lieut.-Cdr. Phillip S. Booth and Sqdn. Ldr. A. R. Bellis are co-directors. Together they advise on the planning of anti-submarine exercises involving ships and aircraft, assist when exer-



Anti-submarine exercises played a big part in the training program in the Atlantic Command during 1951, the presence of Royal Navy submarines on loan to the RCN enabling ships, aircraft and classes from training schools to obtain much useful practice. In this photo, taken by Lieut. (O) Richard Quirt, an Avenger aircraft from the RCN Air Station swoops low over HM Submarine Artful during an exercise off the Nova Scotia coast. (DNS-6936).

cises are in progress and prepare assessments when they are completed.

Both the U.S. and British navies are extremely co-operative and observers from the school are able to witness almost all of the exercises carried on by these two forces. It enables the school to obtain first-hand information on the effectiveness of new tactics and weapons under war-simulated conditions.

That the Navy and Air Force are being closely integrated in the realm of maritime warfare is evident in many ways. They have even adopted each other's slang, and the seaman departs muttering "prop wash," while the airman mumbles "bilge."

ADMIRAL MAKES VOYAGE IN HMCS WALLACEBURG

The flag of Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, was hoisted in HMCS Wallaceburg January 4 when the admiral boarded the minesweeper for passage to St. John's, Nfld.

Admiral Bidwell carried out a three-day inspection of naval installations in the St. John's area, then returned to Halifax by air. En route he stopped over at Sydney to tour the naval establishment there.

The Wallaceburg was accompanied to St. John's by HMCS Portage. Following their return to Halifax, the Wallaceburg sailed January 17 for a series of anti-submarine exercises off New London, Conn., rendezvousing there and working in company with the Swansea. The latter arrived at New London from Nassau, Bahamas.

To the Rescue

Sailors can be depended upon to stand by one another, even if they're wearing uniforms of different countries.

When Petty Officer Thomas Holcomb, USN, got leave last December 2 to marry his Toronto fiancée, Elena Hancheruk, preparations for the wedding had to go forward with a rush. A best man was needed and PO Holcomb wanted a navy man. There were no US sailors on hand so, with his bride-to-be, he went down to HMCS York and put the problem before the duty officer. The Toronto division was equal to the occasion. Soon after the word was passed on, Able Seaman Vincent Healey volunteered to stand up with PO Holcomb. He felt he could handle the situation since he had served as a best man before.

The wedding took place on December 8 in a quiet ceremony performed by Dr. E. Crossley Hunter in Trinity United Church. The best man carried out his duties without a hitch.

WARSHIPS GLADDEN CHILDREN'S CHRISTMAS

Three Canadian destroyers, parolling the seas off war-torn Korea, had a lot to do with making Christmas a happy occasion for underprivileged children in their home port city, 5,000 miles away. Between them, the Cayuga, Sioux and Athabaskan contributed a total of \$782.32 to a fund sponsored by Ed Farey, Victoria radio announcer, for a party for underprivileged children in the Greater Victoria area.

Mr. Farey launched the fund campaign last September 15 on his program, "Spinner Sanctum." Men of the destroyers with families and friends in the Victoria area had been availing themselves of the program's facilities to send messages home and, when they heard of the fund, immediately gave it their support.

Individuals sent donations and with them messages which Mr. Farey broadcast on his program. Then the ships' companies followed up with mass contributions that enabled them to have "Cayuga," "Sioux" and "Athabaskan" "nights" on the show, while at the same time swelling the

fund by sizable amounts.

Meanwhile, the Sioux came up with a novel philanthropic scheme of her own. To redeem articles from the "scran bag" — that receptacle of gear left lying about in the messes — members of the crew were required to pay a fine, which went into a sealed tin. The tin was emptied at intervals and a sum equal to the contents was sent to the milk fund of the Children's Solarium at Victoria.

Clothing not redeemed from the "scran bag" was set aside for distribution among Korean refugees on islands visited by the Sioux from time to time.

The other destroyers have also done what they could to aid Korean refugees. The Cayuga, for instance, conducted a drive on board ship which resulted in a big bundle of warm clothing for Koreans on an island at which the ship had called several times. The clothing was landed just as a cold spell was setting in and the expressions of gratitude which it evoked were even more profuse than usual.



On her last voyage of 1951, HMCS Magnificent answered a call for medical assistance from a ship bound for Europe with Canadian troops aboard. Pte. J. J. Bengle, of Montreal, was transferred from the SS Columbia to the Magnificent, which was homeward bound from her ferrying trip to the United Kingdom. Bengle was treated in the carrier's sick bay and transferred to hospital on the ship's arrival in Halifax. Here the patient is shown being lifted from the motor cutter that carried out the transfer at sea. (MAG-3620).

An Old Spanish Custom

by R.W.C.

QUIERI usted bailar con me?" was the question and an articulate flutter of a fan was the reply. "You Don't Have to Know the Language" was the song, and "Enjoy Yourself, It's Later than you Think" was the order of the day.

Such were the settings of the ceremonious Grand Ball at the Casino de Puerto Rico, celebrating both Columbus' discovery of the island in 1493 and HMCS Ontario's visit to the port of San Juan in November 1951.

Whatever abysmal obscurities the officers of the Ontario ever had about Puerto Ricans and Puerto Rican hospitality, it is certain they were brilliantly illuminated by the overwhelming generosity of the members of the Casino. In their freshly starched No. 10s, the officers, each meticulously dressed from his shiny peak to his white shoelaces, arrived at the marble steps at moonrise. Up these marble steps each officer, midshipman and cadet was to walk — and so into one as fine an evening of entertainment as many had ever enjoyed.

The Casino de Puerto Rico is a magnificent structure. Ultra-modern in design, but still retaining many of the Old World Spanish influences which shroud the island, the Casino is ostensibly one of those palaces seen only in movies. Inside the wide oak-panelled door is a spacious and impressive reception room around the walls of which a pastel blue mural relates the story of Cristobal Colon's (Christopher Columbus) discovery of the island, 458 years ago. The club, although essentially social, shows by the size of the library that its members also have extensive scholarly tastes. Rows and rows of books, maps and a globe contrast with the Louis XV furniture. For the more sports-minded members there are tennis courts and a palm-sheltered swimming pool.

A wide flight of thick carpeted stairs leads to a vestibule with great French doors connecting to an elegant dining room on one side and, on the other, to the heart of the Casino — the luxurious ball room. Elliptical in shape, it is crowned with a magnificent throne at the far end. Around the edge, slightly elevated from the gleaming floor, are tables for the courtiers.

Each officer, midshipman and cadet was met at the door by the senior

members of the Casino, and after a diplomatic handshake was ushered inside to the waiting room, where in short order he was introduced to one of the many charming señoritas by her mother or duena. These dueñas, or "caperonas", are as much a part of Spanish custom as a quarterdeck salute is a naval tradition. In elite Spanish society, a young girl never steps out of her house without a duena or her mother accompanying her. It is not that these dueñas do not trust the girl's escort, but rather that they do not trust anybody.

However, the señorita has developed a method of secret signals which she conveys by means of her fan, flicking it coquettishly under her chin. Perchance only eight blades show, the message thus relayed indicating that she will be in the garden tomorrow night at eight — alone. On the other hand, a long slow stroke with her fan totally spread might conceivably mean, "Hit the road, Buster — my time is completely taken up!"

Most of the señoritas were San Juan's debutantes and each was gorgeously gowned. The hoop skirts and their delicately embroidered edges were a part of the 18th century transplanted into this day of Bikini bathing suits and bobby sox. Most of the dresses were white and only a splash of color could be seen here and there: a pair of dragon blood lips,

sun-tanned cheeks, a pink rose corsage with matching tiara set in midnight black hair. Together with the officers in their white No. 10s, they made an impressive sight.

Some time later a majestic procession of flag bearers marched into the ball room. With the playing of "The Star Spangled Banner", the Stars and Stripes were trooped in and placed next to the throne. The Blue Ensign, accompanied by the strains of "O Canada", was planted proudly at the foot of the throne by representatives of the Royal Canadian Navy. Then with the playing of "God Save the King", the Union Jack was placed beside the American flag by the British Consul.

The debutantes and their naval escorts, who had been waiting outside the ball room, moved into the oval and formed a continuous ring, save for the throne. A red and yellow flag, borne by two beautiful señoritas in blue, represented Mother Spain and was warmly applauded as it was placed beside the Blue Ensign. Then Her Highness, the Queen of El Casino de Puerto Rico, and her naval escort stepped proudly up to the throne and there waited until the banner and coat of arms of the Casino were placed before her.

No one is allowed to dance until the President of El Casino has had the first waltz. An aging but very dignified gentleman, he walked slowly



Puerto Rican debutantes and their naval escorts — officers, midshipmen and cadets from HMCS Ontario — ring the ballroom floor during regal ceremonies at the Grand Ball at the Casino de Puerto Rico. Seated on her throne is the Queen of the Casino.

THE COVERDALE CHRISTMAS STORY

(Chapter III)

Epilogue

across the ball room floor, the eyes of everyone glued upon him, until he reached the throne, where, with a knightly kneel, he kissed the Queen's hand and led her onto the floor. As the orchestra struck up the Blue Danube, they waltzed around the periphery of the floor before the admiring eyes of the officers and the debutantes.

Slowly then the floor began to fill with white and the President and his Queen were soon just another couple lost in the crowd of dancers. The graceful three-quarter beat of the waltz died off and a hot, off-tempo rhythm beat on three tom-toms broke in with a cacophany of blurps and squeaks and tacets of the trumpets and reeds as the band hit up a mambo. The Canadians had never danced a mambo but that didn't matter — they did it anyway, and expertly enough. It was like a square dance, a bit of jive and the charleston all thrown in together, with a little kick to the side for good measure.

The Puerto Rican orchestra played its Latin-American tempos magnificently, but it was the Ontario's orchestra that impressed with its versatility. Not long after its opening Strauss waltz, our orchestra showed that it, too, could produce some of this wild Latin rhythm, beating out its own rendition of "Mambo Jambo". The orchestras alternated, and after the Puerto Ricans had played a few tangos and rhumbas, the Canadians would swing through "In the Mood" or something soft and sentimental like "Smoke Gets in Your Eyes".

When the orchestras had tired out both themselves and the dancers, refreshments beckoned everyone to extravagantly set tables. Foods, delicate and deliciously strange to Canadian palates, covered the tables and were served up in grand buffet style.

The evening rolled on and, to the midshipmen and cadets, this meant the evening had come to an end.

As they took their parting from this atmosphere of hospitality and romance, the Canadians expressed their hearty gratitude and said their reluctant good-byes. One midshipman, on being offered the hand of his girl's duenna to kiss, promptly grasped it tightly, turned it over and, in true Canadian fashion, shook it with all the vigour that remained in him.

As the party broke up, 90 children gathered around the group of naval officers, men and Wrens and sang their own specially-composed "Thank You" song in a manner which left no doubt as to its sincerity.

The third annual orphans' party given by HMC Naval Radio Station Coverdale was over. The only thing the station staff had to worry about then, said a Moncton radio announcer next day, was how to raise funds for next year's party.

The children, from the Protestant Orphanage and from the Home of the Good Shepherd in nearby Moncton, are not given to loud, spontaneous enthusiasm but the looks that came to their faces as they opened their gifts from Santa and found what they had asked for more than made up for the lack of noise. Every gift had been individually selected by teams from the station, after each of the orphans had been canvassed as to his or her wish.

Two of the older girls got wrist watches, some got rings, there was a

wagon for a small boy and another got building blocks. Some, who had asked only for coloring books or other similarly small articles, found to their delight an extra gift, like crayons or paints.

For entertainment there were movie cartoons, carol singing, a Wrens' chorus and, of course, the inevitable ice cream, cake and chocolate milk.

Joan Marshall, the CBC's Maritime women's commentator, was a guest. Next day she told about it in her radio program: "Never have I seen such a well-behaved, delighted bunch of kiddies. And it was thrilling to see the way the sailors and Wrens looked after them. They were johnny-on-the-spot for all their needs — and the smaller children had special sailor or Wren escorts. Truly these people have proved that it is in the spirit of giving that the greatest happiness is found."

The party lasted about two hours, after the kiddies had arrived in buses provided by the Kiwanis Club of Moncton. But the memory of the party will linger long.



Ninety orphans from Moncton were entertained at the annual party given by HMC Naval Radio Station Coverdale. The party was financed by means of a fund raised last fall when, with the co-operation of Moncton merchants, the radio station staff cooked and sold 12,000 doughnuts. In the course of the party, Santa (CPO Sam Miller of Victoria) arrived, handed out gifts and mingled with the young guests. (HS-17106).



Christmas 1951

The Navy observed Christmas in a spirit of good will in which all ranks shared and which reached out to take in families of service personnel, and many underprivileged children, as well.

1. The main gate at Cornwallis was surmounted at Christmas time by an evergreen and an array of fairyland and comic strip figures.

2. Gregory Spiro has a heart to heart talk with Santa (Lieut.-Cdr. M. E. Smith) during the Christmas party at HMCS Donnacona, Montreal.

3. Leif Klokeid, left, son of PO Ralph Klokeid, and David Fox examine their gifts during the children's party at Stadacona. David's father, AB Clifford Fox, looks on.

4. Santa also put in an appearance at Christmas parties held by the staffs at Naval Headquarters. Here the CNS, Vice-



Admiral E. R. Mainguy, receives his gift from Santa (Lieut.-Cdr. Bob Pearce) at the Personnel Branch party.

5. Wrapping gifts at HMCS Malahat for the Victoria division's party are, left to right, Mrs. Ronald Jackson, Wrens Joan Bayliss, Dylliss Bishop and Nora Farmer and CPO A. B. Flintoff.

6. Santa arrived at HMCS Shearwater in a helicopter. He came three days running, attending separate parties and delivering gifts to some 900 children, including 54 colored orphans.

7. Carol singers visited the RCN Hospital at Halifax to cheer up patients who spent their Christmas in bed. Visitors, left to right, are Lieut. (MN) Maude Huntingdon, Lieut.-Cdr. (MN) Fay Rutledge, Sub-Lieut. (MN) Betty MacFarlane and Ldg. Sea. Fred Covey of the Stadacona band. The patient is Ldg. Sea. Walter Jary. (Layout by Naval Art Section).

Afloat and Ashore

PACIFIC COAST

Despite bleak, rainy weather, thousands of children of the Pacific Command flocked into Naden to get their presents from Santa Claus (CPO Arnold H. Parkinson) at the annual Christmas parties. "Parky", fully booted and spurred in his Santa suit, arrived on the stage of the gymnasium in a bright red aircraft.

Games, slides, swings and teeter-totters were rigged in "X" Block, where all the children went after the program finished in the gym. The lounge was set aside for foot-weary mothers, who were served coffee, tea and cookies by the Main Galley staff.

Ricky Donnithorne, nine year-old son of Lieut. R. J. Donnithorne, was so intrigued with Santa's aircraft that he went back to the gymnasium after it had emptied, climbed up the ladder and got into the plane, which was still suspended from the jack-stay about 18 feet above the deck. Young Ricky was having the time of his life when he was found by Chief Petty Officer John Rimmer. The Chief was more than slightly surprised as he had expected to find the building empty — not to see a youngster making like a jet pilot.

HMCS Crusader

Task Group 214.6 (Crusader, Beacon Hill and Antigonish) sailed around Vancouver Island on a final training cruise in December. The ships called at Port Alice, where the whole company town turned itself inside out to entertain the crews during their two-day stay. Dances and conducted tours of the large mill were well-attended and at least one officer got his Christmas tree early and free through the kind offices of the town gardener.

The ships visited Port Hardy, Blenkinsop Bay, Nanoose and Nanaimo and carried out familiarization shoots from all types of mountings, large and small, for the benefit of ordinary seamen under training. Brisk seas were encountered during the cruise and the ordinary seamen received another type of "training" during such periods.

The cruise ended with a two-day visit to the port of Bellingham, Washington, where most members of the Crusader's ship's company bought Christmas presents for the folks back home. Here, too, a very fine welcome was extended to the visiting ships. Ships were open to visitors in Port Alice and Bellingham.

The Crusader is now alongside for a long refit.

ND Training Centre

The Christmas leave period provided a welcome relief for the staff of the Navigation Direction Centre, the previous busy months having required a full effort from all concerned.

A class of RP3s was graduated recently, with most of its members due to cross the Pacific to serve under the blue banner of the United Nations in Korea.

The first class of RP2s to be quali-

fied in Naden is nearing the completion of its course.

An extensive training program has been lined up for 1952 and takes in quartermaster instructors, QM1s and the usual RP courses.

HMCS Sioux

A weekly quiz program helped to relieve the monotony during the ship's patrol periods off the coast of Korea. Questions and answers were provided by the ship's company via a question box and were tossed at the contestants by Lieut. Howard Clark, emcee of the show.

The stewards' mess, represented by Ldg. Sea. Jacques Bourque, was victorious in the first quiz. Honors on the second night went to AB Gordon Innis, of the after seamen's mess. — P.C.B.

Naden Petty Officers' Mess

Thirty-six children of the British Columbia Protestant Orphanage had a brighter Christmas as the result of a \$200 cheque donated by the petty officers' mess of HMCS Naden.

The annual Christmas dance, held in the POs' mess December 21, was a complete success, with bouquets going to POs Douglas Allan, Stan Burch and J. Plastow for their capable arrangements. The chefs' department, under the supervision of POs Howard Stevenson and Bob Cameron, prepared a superb lunch.

Newcomers to the mess include PO Ronald Bone from Stadacona and PO Norman Hunniford from the Beacon Hill. PO Douglas Allan joined the Ontario early in January and PO Clifford Stevenson has gone to Cornwallis.

HMC Ordnance School

The gunnery and torpedo staffs of the Ordnance School were kept busy in December and early January in preparing the armament of HMCS Quebec for tests and trials.

The ordnance officers' qualifying class has been getting a lot of time on the armament and turret machinery of HMCS Ontario while it is dismantled during the cruiser's refit. A lot of midnight oil is being burned as



Wren Patricia Oliver, of Toronto, was awarded the title of "best all round Wren" of the second class to finish six weeks' initial training at Cornwallis. A laboratory technician in civilian life, she has entered the medical branch of the RCN and has commenced specialized training in the Medical Branch School at Esquimalt. (DB-1162-1).

sketch books are rapidly being filled with useful data.

Ordnance Commander E. H. H. Russell has departed from the Ontario to take up an appointment at Headquarters on the staff of the Director General of Naval Ordnance. Ordnance Lieut. Ian Young, who recently joined the school staff, is busy setting up the fire control section with various training equipment. Lieut. Young came from the Crusader and before that was in Korean waters in the Cayuga.

Ordnance officer in HMCS Crusader is Ordnance Lieut. D. B. Perrins, who recently completed a course in the United States. Ordnance Sub-Lieut. G. J. Giroux, from the same course, has joined HMCS Quebec.

CPO John Rimmer is on rehabilitation leave prior to going on pension. He has already obtained a position with a national firm.

POs Colin Drew and Donald Ross have been exploring the bottom of Esquimalt harbor for the past few months. They are the school's underwater experts and, under the eye of Ordnance Lieut.-Cdr. E. L. Borra-daile, they take a dip every day.

Aldergrove Radio Station

The big event at the station in December was the children's Christmas party, at which Mr. Wilson, the jovial janitor, did service as Santa Claus and all present enjoyed themselves immensely.

Ldg. Sea. Harold Howard arrived on the station from the Beacon Hill, while AB Edward Bellefontaine and Ord. Sea. George McNichol left for Naden, thence via the airlift to join the Sioux and the Cayuga, respectively, in Korean waters. AB Harold Allewell left the station for Naden.

ATLANTIC COAST

HMCS Stadacona

Three different children's Christmas parties were held in the Stadacona gymnasium during the week prior to Christmas and had a total attendance of more than 2,500 youngsters and 1,100 adults. There was a party for orphaned children, another for children of naval personnel based ashore and a third for children of naval personnel serving in ships.

The program got under way December 20, when nearly 200 children from four Halifax homes for orphans took over the spacious gymnasium. The next afternoon, some 1,400 children of naval personnel serving in



Captain for the day, Ord. Sea. John Furman extends season's greetings to a shipmate, AB F. Maher, during his Christmas Day rounds of HMCS Portage. Furman, youngest seaman on board, swapped places with Lieut.-Cdr. Harris MacLean, the ship's regular commanding officer. (HS-17180).

Stadacona, the dockyard and Albro Lake and Newport Corners radio stations crowded into the gym.

The final party of the week was on Saturday morning, the 22nd, and was attended by children of naval personnel serving in ships of the fleet.

Officers and men of Stadacona



The boss men arrive for Klondike Night festivities at HMCS Cornwallis. At the left is "Honest Wilf" (Lieut.-Cdr. Wilfred Inman), who was in charge of the shebang; with him is "Moneybags" (Commissioned Writer Officer Mark Preston), who handled the cash. An annual affair, Klondike Night is staged as a means of raising money for the children's Christmas party. (DB-1168-4).

worked hard in getting the gymnasium in shape for the three parties. Santa Claus made his appearance by way of a large chimney erected on the stage, and for entertainment there were a pirate's den, merry-go-round featuring Santa's reindeer instead of the conventional horses, slides, teeter-totters and a corral where youngsters could ride bucking wooden horses.

The zoo probably attracted more of the young fry than any other feature. Equipped with live and stuffed animals and birds, it included two monkeys, rabbits, birds, a stuffed mountain lion and a seal.

The committee in charge of the arrangements for the party included Lieut.-Cdr. L. B. Jenson, Lieut.-Cdr. (L) Fred Palmer and Lieut. E. C. Norman. Commissioned Bos'n J. Carswell was in charge of the party which decorated the gym. Gifts for the orphaned children were wrapped by the RCN Women's Auxiliary, while patients at RCN Hospital wrapped the candies.

HMCS Shearwater

Santa Claus discarded his reindeer in preference to a Navy helicopter when he visited the mammoth children's Christmas parties held at the naval air station December 17, 18 and 19.

St. Nicholas (Jim Bradley, technical representative of the Hawker aircraft company) alighted from his helicopter and greeted more than 800 children of servicemen attached to the base. On the 19th, he opened his bag of toys for 58 orphans from the Nova Scotia Home for Colored Children who were feted at a special matinee by naval airmen.

The three-day party was organized by the petty officers' mess and was the most elaborate yet held at Shearwater. Aside from the usual slides and swings, the naval airmen contrived a roller coaster, a merry-go-round, a duck pond with the genuine article afloat upon it, a fish pond where youngsters could snag a bag of candy with hook and line and several Shetland ponies for the children to ride. Bill Lynch, well known circusman, provided the sailors with assistance.

A Klondike Nite raised more than \$500 for the party and the ship's fund paid for the rest.

Members of the committee organizing the affair were Petty Officers Allan McDonnell, David Wier, Robert Spicer, Bill Mensell, Andrew Yule, Don Anderson and Norman Ellison.

Communications School

CPO Charles Light has left the school to join HMCS Quebec. Recent additions to the staff are CPO W. A. Walters, from Aldergrove Naval Radio Station, and CPO Reg Thomson, from the Micmac.

The Comschool's bowlers are showing the rest of Cornwallis how it's done. Men from the school are holding the high single, high cross and high average.

The departure of CV44 class left some gaping holes in the hockey team and also in the Cornwallis entry in the Annapolis Valley league. As of January 1, the Comschool pucksters led the inter-part league with an undefeated record.

HMCS La Hullose

"The Lady" was well dressed for Christmas. Three Christmas trees were placed aloft and the electrical staff spread gay colored lights throughout the ship. The wardroom and lower mess decks also had gaily decorated trees.

On Christmas Day, Ordinary Seaman Boyd Caldwell, of Brockville, Ontario, acted as captain for the day

A LOT OF WORK WENT INTO THOSE HOLIDAY DINNERS

It was a big job ordering supplies for Christmas and New Year's dinner for more than 4,000 officers and men of the Atlantic Command.

The grocery list handled by Lieut. (S) F. C. Bingham and his staff at the Central Victualling Depot ran something like this: 8,000 pounds of turkey, 1,330 pounds of cranberry sauce, 2,700 pounds of nuts, 2,000 pounds of table raisins and 3,000 pounds each of Christmas cake and plum pudding.

The supply staff under Lieut. Bingham included CPO R. Bealieu, PO John Cousineau, and PO Robert Carmichael.

Another big job was the baking of the Christmas cakes and puddings. Five cooks under Commissioned Cookery Officer Roger Bonoyer worked five weeks getting 3,000 pounds each of cake and pudding ready for Christmas and New Year's tables throughout the command.

The cooking staff found it necessary to work nights for two-and-a-half weeks in order to get normal bread and bun baking done while tackling the holiday season commitments. Into the cakes and puddings went, among other things, 700 pounds of flour, 390 dozen eggs, 1,400 pounds of raisins and currants, 90 pounds of butter, 900 pounds of brown and white sugar, 1,000 pounds of peel, suet, cherries and dates, and 500 pounds of nuts.

Members of the cooking staff included CPO Kenneth Rooke, AB B. Bernier, AB E. J. Eisan and Ordinary Seamen R. Wade and H. Nuttall.

and carried out the customary rounds of the ship, while a fine Christmas dinner was served the men by the officers. Another old naval custom was carried out on New Year's Eve when Petty Officer Beverley Allday, of Dartmouth, struck out the old year and Midshipman John Hall, of Ottawa, rang in the new on the ship's bell.

Sports have revolved around hockey, with Chief Petty Officer Cecil Moore doing a fine job of organizing and leading the squad to several victories against other local navy teams.

Mechanical Training Establishment

Class 146, taking the P2 stoker mechanics' course at the MTE, has completed instruction and its members have been drafted to Naden and to the Quebec. Another class of prospective P2's began the course in November.

At the end of the year, the MTE hockey team was holding down top spot in the Stadacona inter-part league. In inter-part bowling, the MTE "A" team was in second place with 27 points, while the mixed bowling league entry was in fourth place.

NAVAL DIVISIONS

HMCS Hunter (Windsor, Ont.)

Hunter's divisional efficiency trophy has again been won by the gunnery class under Lieut. T. A. Tarleton. The trophy is awarded every two months on the basis of smartness on parade, attendance and dress. Last year the trophy was won two out of three times by the gunnery division.

As usual, the holiday season provided a wide scope of entertainment. New Year's Eve parties were held by both the chief and petty officers' mess and the wardroom officers.

More than 300 children attended the children's party and each received a gift from Santa, plus the usual good things to eat.



Film star John Wayne and Mrs. Wayne, above, were among the notable guests who visited aboard HMCS Ontario while the cruiser was at Acapulco, Mexico, on her way back to Esquimalt from the East Coast. (OC-1053).

The governor of Michigan, G. Mennen Williams, and other notables from the United States and the Windsor area, attended the New Year's Day levee in the wardroom. Toasts were drunk to the President of the United States and to the King.

The Wrens are proving themselves adept on the rifle range. It is expected several will have reached a sufficiently high state of efficiency to join the Hunter rifle team in the DCRA "at home" shoots in January, February and March.

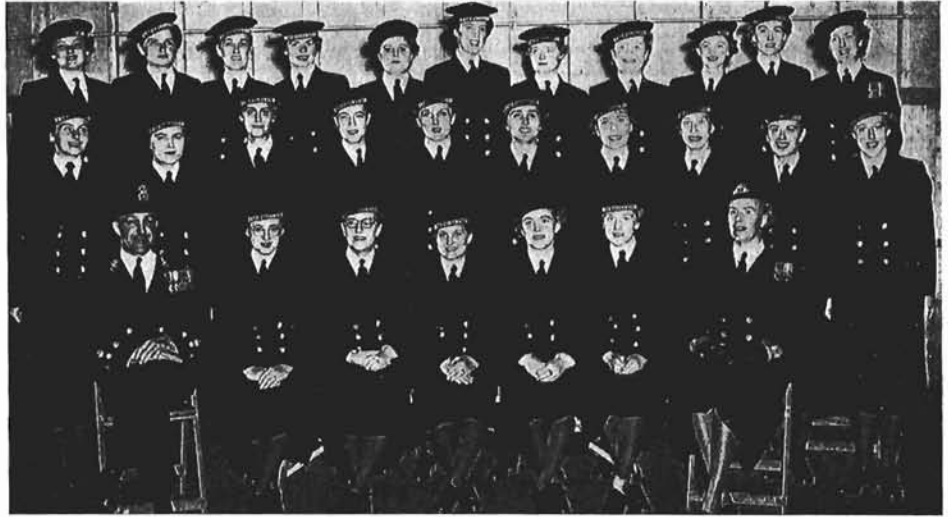
HMCS Montcalm (Quebec City)

Montcalm held its annual children's Christmas party December 26, with the Quebec Branch of the Naval Officers' Association playing the generous role of Santa. Each child received a present and there were the usual good things to eat for all.

The following evening the ship's company attended a premiere of the Royal Tour movie along with government and civic officials.

Wren recruiting is proceeding favorably, with the first recruits expected to be enrolled in the division about mid-February. In command of them will be Lieut. (W) J. H. Dunn.

Montcalm mounted a guard of honor for Lieutenant Governor Gaspard Fauteux of Quebec and Mrs. Fauteux upon their departure January 9 for Victoria, where Madame Fauteux was to sponsor HMCS Quebec on the ship's commissioning January 14. The guard was commanded by Lieut. Phil Lemay.—S.P.



Shown above are members of the first post war class of Wrens to receive training in the Royal Canadian Navy. Front row, left to right: CPO Brian Inglis, Salt Spring Island, B.C. instructor; Wrens Lois Leedham, Toronto; Georgina Whitman, Lawrencetown, N.S.; Loretta Peets, Edmonton; Etta Wright, Montreal; Audrey Juckes, Melville, Sask., and Lieut. (W) Betty Crowther, Vancouver, divisional officer. Centre row: Shirleen Cooper, Hamilton; Joy Tyo, Cornwall, Ont.; Pamela Limbrick, Ottawa; Valentine Day, Kirkfield Park, Man.; Barbara Schmidt, Hamilton; June McRobert, Toronto; Daphne Weatherall, Ottawa; Jean Espey, The Pas, Man.; Doreen Patterson, Vancouver, and Ruth Babcock, Toronto; Rear row: Wrens Sheila Moore, Montreal; Maurine McGirr, Calgary; Catherine Pattison, Halifax; Dorothy Willett, St. John's, Nfld.; Hilda Nichols, Montreal; Lorraine Brown, Swan River, Man.; Pat McKinley, Vancouver; Enid Coffin, Montreal; Phyllis Richards, Ottawa; Pat Rennie, Victoria, and Vivian Wright, Victoria. (DB-1147-2).

HMCS Star (Hamilton)

Two separate Christmas parties were held at HMCS Star. One was for the ship's company and their families and the second was for the children of all chief and petty officers attached to the Hamilton naval division. In all, 236 children were feted and introduced to Santa Claus (CPO D. Harkness).

The parties were sponsored by the Ladies' Auxiliary of HMCS Star, an organization deserving the highest praise. The auxiliary also brought a touch of Christmas to naval veterans

and children of naval veterans confined to the local sanatorium. Four adult patients received a number of gifts and \$5 each and the four children confined in the san. were given toys and clothing.

Social events at Star included the chief and petty officers' mess dinner December 6, the wardroom mess dinner December 7 and the ship's company Christmas smoker.

HMCS Prevost (London, Ont.)

Prevost celebrated the Yuletide season with several social events and on New Year's Day acted as host to the other services in the wardroom.

At the last parade before Christmas, Ord. Sea. D. J. Stewart, 20, of Woodstock, youngest seaman aboard, was called from the ranks at evening quarters to be "captain for the day."

Ord. Sea. Stewart traded jackets and caps with Lieut.-Cdr. E. Gordon Gilbride, first lieutenant, immediately reprimanded him for his careless dress and sent him to the ranks on the double.

AB T. E. Nunns chalked up the top score in the annual captain's turkey shoot. Commander F. R. K. Naftel presented prizes to AB Nunns and to the highest scoring team, captained by Sub-Lieut. Charles Brown.

The officers held a stag before Christmas and the chief and petty

SUDDEN SLIP, QUICK DIP

December 3, 1951, is a date that Ordinary Seaman Fred Gilson, 18, of Toronto, won't forget in a hurry.

On that date his ship, HMCS Ontario, was en route from Acapulco, Mexico, to San Pedro, Calif., and Ord. Sea. Gilson was scrubbing down the top of one of the port four-inch gun shields. All of a sudden he slipped and fell over the ship's side, which rushed past him at 17 knots.

The cry "Man overboard!" was raised by several witnesses and an alert lifebuoy sentry dropped two Kisbe buoys. Within a matter of seconds, a lifeboat's crew had manned the port whaler and was being rapidly lowered to the water.

A few minutes later a dripping and thankful Gilson, his cap still on his head, was hoisted inboard. The sea was calm and the water warm. Gilson's biggest shock was when he saw the ship steaming on, apparently unaware of his plight. "It gave me an awful scared and lonely feeling, thinking I was all alone out there," he admitted.

The lifeboat's crew was praised by the commanding officer, Captain E. P. Tisdall, for its prompt and efficient rescue. Those manning the boat were PO George Renton, coxswain, PO Tom Miller, PO James Starkey and Ldg. Sea. Norvan Reid, all of Victoria; Ord. Sea. John Milne, Toronto, and Ord. Sea. James McTavish, Winnipeg. —D.D.McC.



Lieut. (P) David MacKay judges the entry of John Knox, of Halifax, right, that won first prize in a helicopter contest staged by the Shearwater Model Airplane Club. Prizes were a model aircraft engine and a flight in a real helicopter. The model aircraft enthusiasts, more than 40 in number, meet twice monthly at the RCN Air Station (DNS-6287).

officers held a dance on New Year's Eve.

Lieut. N. J. Russell, staff officer at Prevost since October 1950, was promoted recently to the rank of lieutenant-commander. Lieut.-Cdr. Russell entered the RCNVR in the early part of the war as an ordinary seaman and was commissioned a year-and-a-half later. He subsequently served in corvettes and frigates until the end of the war. — N.C.

HMCS Malahat (Victoria)

Officers and men of Malahat boarded HMCS Sault Ste. Marie for a training cruise to Seattle over the weekend of December 7-9. The minesweeper reached the U.S. port city Saturday morning after a night of steaming and exercising in the Straits of Juan de Fuca.

Under a training scheme devised by Commander G. A. V. Thompson, Malahat executive officers were divided into teams which took their turns at sailing the ship.

Members of the new Wren division took over a large share of the preparations for the Christmas Tree party, held December 22 for children of both Malahat and Sault Ste. Marie personnel, and for the ship's company dance, which was held the same night. Both events were staged in the newly acquired Moresby House. The Christmas party committee included In-

structor Lieut. Joseph Downey, CPO Walter Burch, CPO Brian Flintoff, Wren Gaie Brock and AB Charles Spittal.

The chief and petty officers' New Year's Eve party in their new mess topped off social events at Malahat for 1951.

FIRST PLACE BATTLE IN STAD HOOP LOOP

Two teams were tied for first place in the Stadacona inter-part basketball league as the year ended. Electrical School Mates and Junior Officers' Technical Course "E" each had eight points. Deadlocked for second place were Electrical School staff and the ND School with six points.

Next was the Supply team with two points and in last place were MTE and JOTLC "F", who had so far failed to break into the win column.

SCOTIAN TEAM ENTERED IN ARMY HOCKEY LEAGUE

HMCS Scotian lost its first game in the Halifax and District Reserve Army Hockey League, dropping a 5-3 decision to the Service Corps.

Scotian went into an early lead with a goal in the first period but the RCASC team opened up in the second, scoring twice, then added three more in the third while the Navy men replied with two goals. Ord. Sea. George Lenihan notched two of Scotian's three counters.

MAN OF THE MONTH (Continued from Page 15)

staff of Captain (D), being concerned with the maintenance and supply of armament and magazine stores for all ships entering Halifax. During this period he was advanced to chief petty officer.

"They were hard days," sighs the Chief, "but I certainly met thousands of people and made lots of friends."

After two years of association with the ships, CPO Parkinson was drafted to the Gunnery School, which had been moved to Cornwallis, and got back into the instructional side of things once more.

His next assignment took him to the RCN College at Royal Roads, B.C., as gunnery instructor. He instructed one class of cadets for the whole of their two years at the college (1944-46) and is justly proud of those who joined the Regular Force and are "going places" today.

From Royal Roads CPO Parkinson was drafted to HMCS Crescent, where he served as gunnery instructor until deciding to become a man behind the men behind the guns. Transferring to the newly organized Ordnance branch as a chief armourer in July 1947, he went to the Ordnance School in Halifax, where he took a seven-month conversion course. He then returned to the West Coast to serve in the Reserve Fleet.

In October 1949 he was drafted to HMCS Nonsuch, the naval division in Edmonton, and was kept busy maintaining armament equipment in the Prairie divisions.

He continued in this work for 15 months, then was drafted to the Ordnance School, which had been shifted to Esquimalt. He is serving in the school as Regulating Chief, a position in which his long experience has proven invaluable.

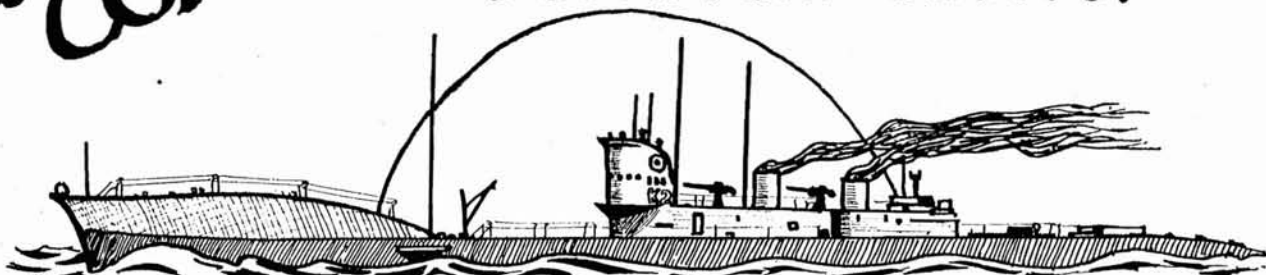
CPO Parkinson possesses the Coronation Medal and the Long Service and Good Conduct Medal, as well as the usual war service medals and stars.

The "Chief" has a particular claim to distinction. His husky build and jolly humor have made him a natural to play the role of Santa Claus at naval Christmas parties, and this he has done more often than he likes to remember. As a matter of fact, just this past Christmas he was Santa Claus at the Pacific Command children's party, and his friends claim he made a bigger hit with the children than ever before.

NAVAL LORE CORNER

NO.1.

SUBMARINE GIANTS!

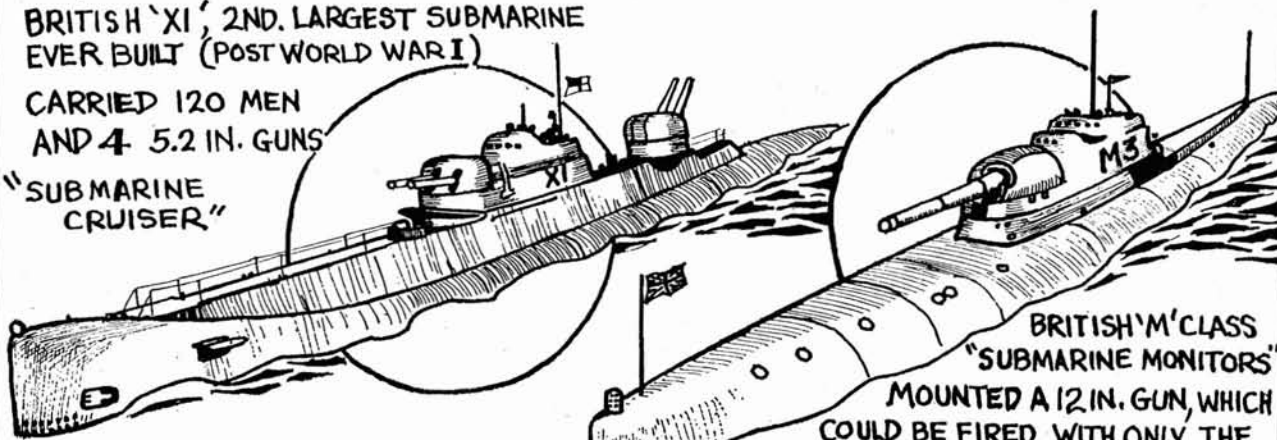


BRITISH 'K' CLASS (WORLD WAR I): THESE BOATS WERE POWERED BY STEAM WHEN SURFACED—OBTAINED A SPEED OF 22 KTS., AND LOOKED MORE LIKE TORPEDO BOATS THAN SUBMARINES. (THEIR TWO FUNNELS COLLAPSED FOR DIVING).

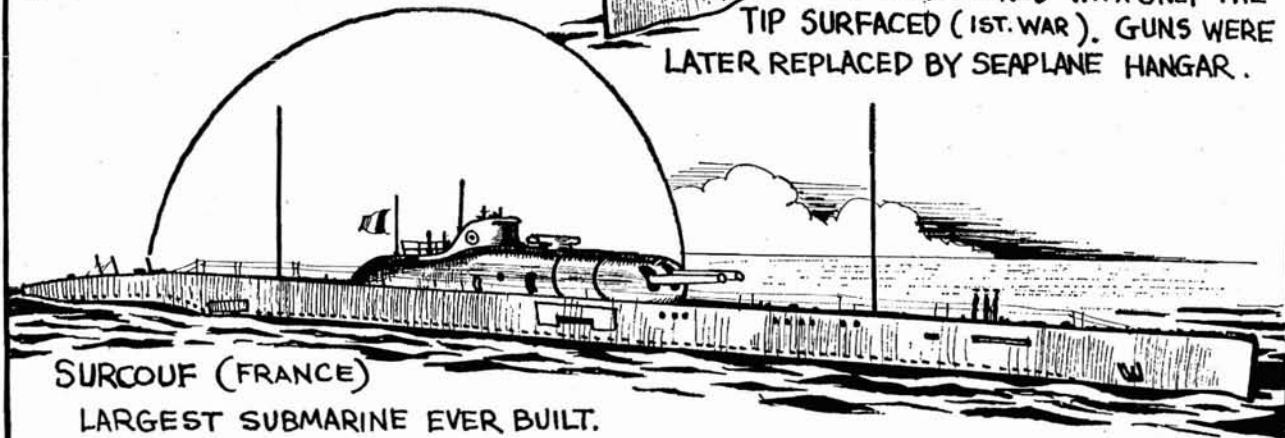
BRITISH 'XI', 2ND. LARGEST SUBMARINE EVER BUILT (POST WORLD WAR I)

CARRIED 120 MEN AND 4 5.2 IN. GUNS

"SUBMARINE CRUISER"



BRITISH 'M' CLASS "SUBMARINE MONITORS" MOUNTED A 12 IN. GUN, WHICH COULD BE FIRED WITH ONLY THE TIP SURFACED (1ST. WAR). GUNS WERE LATER REPLACED BY SEAPLANE HANGAR.



SURCOUF (FRANCE)

LARGEST SUBMARINE EVER BUILT.

MOUNTED 2 8 IN. GUNS, AND 1 SEAPLANE IN ADDITION TO 10 TORPEDO TUBES (REPORTED MISSING, APRIL 1942)

J.M. THORNTON



^eCROWSNEST



Vol. 4 No. 5

March, 1952



The CROWSNEST

Vol. 4 No. 5

THE ROYAL CANADIAN NAVY'S MAGAZINE

MARCH, 1952



WE mourn the death of our Sovereign, His late Majesty King George VI. His abiding interest lay in his Navies and in the officers and men who manned His Majesty's Ships.

Up to the time when, as a lieutenant of some two years' seniority, ill health forced him to give up life afloat, he went through exactly the same training, both deck and engine room, as every other officer of those days. He coaled ship many times, water-tested sooty boilers, kept watch on the bridge and at the throttles, and fought his guns in action as a turret officer at Jutland.

His memories of Canada went back to the impressionable days of his first cruise abroad. As a cadet in 1913 he visited the ports of Eastern Canada, sailed up the Nova Scotian coast in a full gale, and narrowly missed an iceberg in fog off St. John's.

He knew the meaning of life at sea. His first love was the sea and his interest in naval matters never abated.

We have indeed lost a gallant comrade.

He was called to Duty he never wanted and probably was never physically strong enough to bear; yet how magnificently he carried it out, and what a wonderful act of sacrifice he made.

His life must be an inspiration to all his peoples, and especially to those of the Service which was particularly his own.

We honour his memory, as he would surely wish us to do, by pledging unswerving loyalty and devotion to our Queen, a sailor's daughter and a sailor's wife.

(The above was contributed to *The Crowsnest* by Captain Eric S. Brand, OBE, RN, Ret'd, of Ottawa, who was a term-mate of His Late Majesty at the Royal Naval College and later served and shared experiences with him at sea. Captain Brand is Executive Director of the Canadian Maritime Commission).



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

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The photograph of Her Majesty Queen Elizabeth II which appears on the cover of this issue of *The Crowsnest* was taken at Winnipeg by Lieut.-Cdr. (SB) G. T. Richardson, RCN, during the Royal Visit to Canada last fall. A limited number of prints are available for distribution, without charge, to HMC ships and establishments and may be obtained on application of the commanding officer to the Director of Naval Information, Naval Headquarters, Ottawa. Others desiring to obtain prints of the photograph may do so as described in the instructions printed elsewhere on this page. Negative number of the photo is RT-5-1.



The photograph on the opposite page was taken during one of the wartime visits of His late Majesty King George VI with the Service which held a particular place in his affections.

On this occasion His Majesty was spending three days with the Home Fleet, on the eve of a great and historic event. It was May 1944 and in three weeks' time the Allies were to launch the invasion of Normandy.

Two Canadian destroyers, the Algonquin and Sioux, were then attached to the Home Fleet and the Sioux had the honor of being one of the ships to be visited individually by the King. The Algonquin arrived in port too late to be included in the program but was able to send a party of officers and men to a depot ship on board which the King was to inspect contingents from a number of destroyers. It was during this inspection that the photograph was taken. (Negative R-1757)



R.C.N. News Review

Navies Pay Tribute to Their Late King

Officers and men of his navies, serving on many seas and in many lands, paid final tribute February 15 to the man who had been their King, their Commander-in-Chief and, in a broad but very real sense, their shipmate.

In the United Kingdom, in ships at sea on the Atlantic, the Pacific and off the coast of Korea, in its shore establishments, and in cities across Canada, the Royal Canadian Navy joined that day in the general mourning for His Late Majesty King George VI.

Five of its members — two officers and three men — officially represented the RCN in the funeral cortege. Vice-Admiral H. T. W. Grant marched with a group composed of Commonwealth liaison officers, while to Lieut.-Cdr. William P. Hayes, CPO Stanley G. Briggs, CPO Ernest E. Moore and PO William P. Bellefontaine fell the honor of leading the representative

groups from the Commonwealth forces.

In all RCN ships and fleet establishments memorial services were held, and at Halifax and Esquimalt, Canada's two coastal naval bases, minute guns were fired.

In Ottawa, the band from HMCS Cornwallis and naval personnel from Headquarters, Gloucester naval radio and HMCS Carleton participated in the national memorial ceremony at the Parliament buildings. In other cities, permanent and reserve force officers and men attended services and took part in local ceremonies.

Among those of HMC ships which were at sea on the day of the King's funeral were the frigates Beacon Hill and Antigonish, steaming northward off the coast of California. Simultaneous, similar services were conducted on the quarterdecks of the two ships and consisted of The Lord's Prayer, the 23rd Psalm, a Scripture Lesson, prayers and a two-minute silence. Her Majesty the Queen's message to her navies was read and the National Anthem sung.

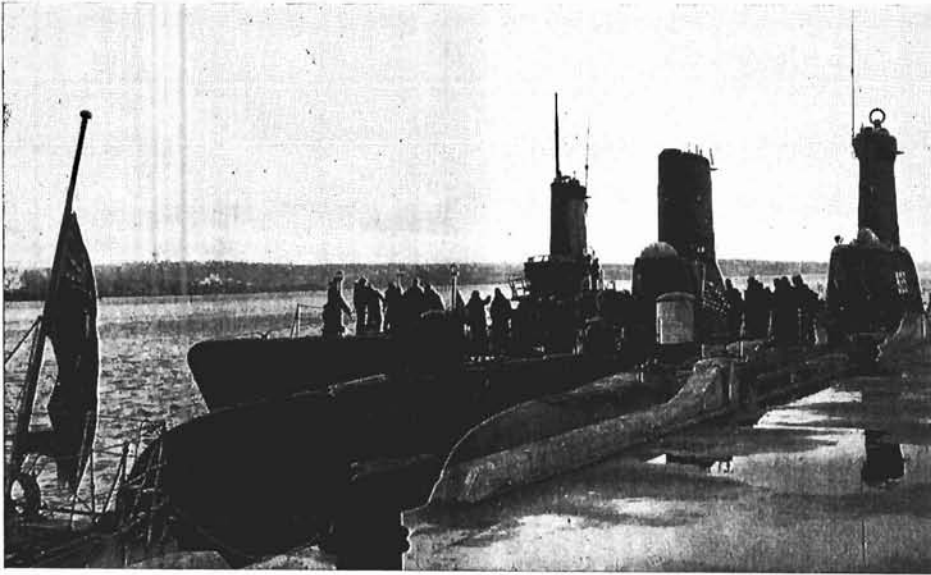
The Beacon Hill and Antigonish were closing the port of Corinto, Nicaragua, in the early hours of February 6, when they received word of the King's death. On arrival in port they found their sorrow was shared by the citizens of the Central American country, in which a three-day state of mourning had been declared.

All formal entertainment for the Canadians was cancelled and at the inland capital city of Managua the commanding officers, Lieut.-Cdr. J. W. McDowall and Lieut.-Cdr. Raymond Phillips, assisted Nigel O. W. Steward, Her Majesty's Minister to Nicaragua, in the reception of formal condolences offered by Nicaraguan government officials to the United Kingdom and Canada on the death of their monarch.

Leaving Corinto February 9, the two frigates proceeded to Long Beach, Calif., where they remained from the 17th to 19th before commencing the last lap of their seven-week training cruise. They returned to Esquimalt on the 23rd.



An Ottawa visitor in January was the First Sea Lord, Admiral of the Fleet Sir Roderick McGrigor, who conferred with Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, and other members of the Naval Board of Canada. Pictured here in the naval board room at Headquarters are, left to right: Commander (S) F. D. Elcock, secretary to Admiral Mainguy; Commodore C. L. Keighley-Peach, Assistant Chief of the Naval Staff (Air); Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services; Rear-Admiral H. G. DeWolf, Vice Chief of the Naval Staff; Admiral McGrigor; Admiral Mainguy; Commodore J. C. Hibbard, Chief of Naval Personnel; Captain P. W. Gretton, Naval Assistant to Admiral McGrigor; Captain G. E. Fardell, Senior Naval Liaison Officer, U.K. Services Staff, Ottawa, and Captain (S) H. A. McCandless, Naval Secretary and secretary of the Naval Board. (O-2177-1).



Three submarines were part of a 20-ship force of the U.S. Atlantic Fleet which called at Halifax early in February, following exercises in the northwest Atlantic. The submarines, with flags at half-mast in respect to His Late Majesty King George VI, are shown as they berthed in the dockyard. The visit of the USN ships was cut from four days to two and all official entertainment planned for their stay was cancelled.

Sioux Completes Second Tour; Due Home March 8

HMCS Sioux, first Canadian warship to complete two full tours of operations in Korean waters, returns March 8 to her home port of Esquimalt.

The Sioux was relieved by HMCS Nootka, newly arrived from Halifax, on February 13 and set sail the following day for a Canada she had not seen since last April 8.

Out of the past 20 months, the Sioux has spent 18 either in the Far East or on passage to or from the Korean theatre. In company with the Cayuga and Athabaskan, she first left Esquimalt for the war zone on July 5, 1950. Relieved by the Nootka in January 1951, she returned to her West Coast base February 4. Two months later, following a refit and leave period, she set out once again for the Far East and a second tour of duty.

Nootka Puts to Sea Day after Arrival

The Nootka, meanwhile, wasted no time in getting down to business. The day after her arrival she put to sea in company with the Athabaskan and other United Nations units and set course for familiar waters off the west coast of Korea.

The Cayuga had sailed for the same area two days earlier and had the honor, on this occasion, of embarking Rear-Admiral A. K. Scott-Moncrieff, Flag Officer Second in Command of

the Royal Navy's Far East Station and commander of Commonwealth naval forces in the Korean theatre.

HMCS Quebec Due to Sail for East Coast in March

HMCS Quebec is scheduled to set sail from Esquimalt March 11 for



Lieut. John G. Waters, communications officer of HMCS Cayuga, supervises the loading in a small boat of a South Korean soldier wounded in a raid on a communist-held island off the coast of North Korea. The soldier was transferred to the Cayuga's motor cutter and thence to the destroyer, where he was given medical treatment. (SO-106).

Message of Sympathy from Canadian Forces

The following message was despatched to Her Majesty Queen Elizabeth II by the Minister of National Defence, the Hon. Brooke Claxton, on the death of His Majesty King George VI:

The Defence Council, the officers, non-commissioned officers and men of Your Majesty's Royal Canadian Navy, Canadian Army and Royal Canadian Air Force desire to convey to Your Majesty the profound shock and heartfelt sorrow with which they have received the tidings of the death of the late King, their revered Commander-in-Chief, and wish, at the same time, to express their sentiments of devotion to Your Majesty's throne and person.

Her Majesty replied to Mr. Claxton as follows:

Please convey my sincere thanks to all ranks and ratings of the Royal Canadian Navy, the Canadian Army and the Royal Canadian Air Force for their message of sympathy which I deeply value.

Elizabeth R.

Magdalena Bay, Mexico, first stop on a voyage to her future base at Halifax. The cruiser will carry out a week of work-ups in Magdalena Bay, after which she will proceed to Long Beach, Calif., for a four-day visit.

From there she goes to the Canal Zone, thence directly to Halifax, arriving April 18.

HMCS QUEBEC

*On a Ship with a Proud History
Is Bestowed a Proud,
Historic Name*

THE active fleet of the Royal Canadian Navy was enriched by one six-inch gun cruiser when, on January 14, at Esquimalt, B.C., the former HMCS Uganda was re-named HMCS Quebec and commissioned into service as a training ship for new entry seamen.

The ceremony began at 1100 with the inspection of a guard of honor by His Honor Gaspard Fauteux, Lieutenant-Governor of the Province of Quebec. The guard and the band of HMCS Naden were mounted on the jetty alongside which the cruiser was berthed. Flanking them on one side was the ship's company, formed up in divisions, while on the other were the hundreds of dockyard workers who had prepared the ship for service.

Following the inspection, the official party took its place on the quarter-deck, from where Rear-Admiral W. B. Creery, Flag Officer Pacific Coast, made an address of welcome to Lieutenant-Governor and Mrs.

Fauteux, who had travelled from Quebec to Esquimalt for the ceremony. They had brought with them, Admiral Creery said, "a treasured possession — the honored name Quebec — to bestow on this ship." Admiral Creery told, also, something of the ship's history and of earlier vessels that had borne the name "Quebec".

M. Fauteux replied to Admiral Creery's address. Speaking in both English and French, he expressed, on behalf of the people of Quebec Province, sincerest wishes for the ship. "I pray," he said, "that HMCS Quebec shall always be an ambassador of goodwill among nations, representing a Canada built by two nations, with two glorious pasts, but one glorious future."

A prayer for the ship, her officers and men was said by Chaplain (RC) J. H. Laporte, after which Admiral Creery requested Madame Fauteux to give the ship its name.

In English and French, Mme.

Fauteux said, "I name this ship Quebec. May God bless her, and all those who sail in her," and, with a tiny pair of golden scissors, she cut three cords to unveil the port name plate.

The actual commissioning service began, then, with Chaplain (P) G. L. Gillard leading in the singing of a hymn and the reading by all present of Verses 23, 31 and 43 of Psalm 107 — "They that go down to the sea in ships . . ." A prayer for the ship and the Lord's Prayer were said, after which the National Anthem was played while the White Ensign was hoisted and the commissioning pendant broken out. This was followed by the Benediction.

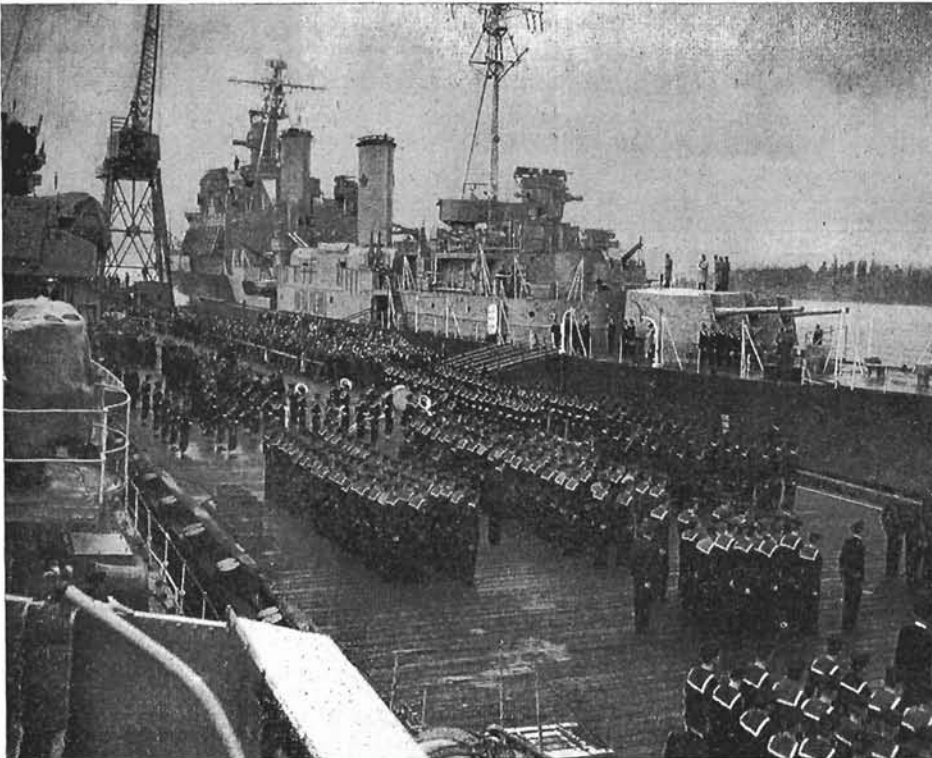
Captain P. D. Budge, commanding officer of the Quebec, spoke briefly, directing his remarks chiefly to the ship's company and closing with the Biblical injunction, "Whatsoever thy hand findeth to do, do it with all thy might."

The ceremony closed with the singing of "O Canada."

HMCS Quebec, a six-inch gun cruiser of 9,000 tons, was formerly HMS, then HMCS, Uganda. She was originally commissioned as HMS Uganda in December 1942, saw service covering troop convoys in the North Atlantic and was part of a naval force which escorted Prime Minister Churchill to the United States in 1943. Later she escorted convoys to North Russia and troop convoys to North Africa.

In June 1943 she was assigned to the Mediterranean. Four months later, while serving as part of a bombardment force off the Salerno beachhead, she was hit by a 1,000-pound glider bomb. Despite serious damage to the after engine room, the Uganda steamed under her own power to Charleston, South Carolina, there to be repaired and refitted.

On Trafalgar Day, 1944, the ship was commissioned into the Royal Canadian Navy as HMCS Uganda. Her commanding officer was Captain E. R. Mainguy, now a Vice-admiral and Chief of the Naval Staff. She completed her refit in the United Kingdom, then proceeded to Alexan-



Dockyard workers who had fitted her for service and officers and men who would sail her took part in ceremonies in which HMCS Quebec was named and commissioned January 14. The ship's company is formed up at the right on the jetty, a guard of honor and the HMCS Naden band are in the centre and dockyard workers and other civilian employees are at the left. (E-17500).



Madame Fauteux, wife of Lieutenant-Governor Gaspard Fauteux of Quebec, cuts the cords to unveil the name, QUEBEC, on the ship's port side. Holding the cords is CPO Guy Beaulieu, while at Mme. Fauteux's left is Captain P. D. Budge, commanding officer of the Quebec. In the background are Lieut.-Col. D. P. Papineau, aide to the Lieutenant-Governor, and M. Fauteux. (E-17502).

dria, Egypt, for working up. From there she sailed for the Pacific theatre, arriving at Sydney, Australia, on March 9, 1945.

She joined Task Force 57 of the British Pacific Fleet, which was carrying out air strikes against the Sakishima islands, south of Okinawa. On May 4 she took part in a bombardment of an airfield on Miyako Jima. On June 15 the commander of a British task force, composed of four cruisers and the carrier Implacable, transferred his flag to the Uganda and led the cruisers in for a bombardment of installations on the Japanese island fortress of Truk. In July she operated with a combined American and British fleet engaged in strikes against the Japanese home islands.

Historians Dispute Origin of 'Quebec'

The name Quebec, which the former HMCS Uganda now bears, still causes historians to ponder as to its origin and meaning.

It is generally accepted that it is an Indian word but some say the meaning is "the river narrows here," while others hold that its origin is identical with that of Ontario's Cobokok and that it is "the place where you go back."

A Job Well Done

On the commissioning of HMCS Quebec, the following message was despatched from the ship to the Flag Officer Pacific Coast, with a request that it be given general distribution:
"The officers and men of HMCS Quebec wish to express their sincere thanks to all concerned for the great efforts made to commission this ship on the set date. The pride and interest taken by dockyard workmen has been particularly noticeable and has set an example which was emulated by the advance party."

The Uganda returned to Canada in August 1945, with more than 63,000 miles of steaming to her credit since becoming a Canadian ship.

Her first post-war assignment was a training cruise around South America which gained for her the distinction of being the first Canadian naval ship to sail around Cape Horn. She left Esquimalt February 5 and returned May 17.

For the next year the Uganda served in a training capacity, then, with the return to commission of HMCS Ontario, she was paid off into reserve on August 1, 1947.



It took more than a refit to make HMCS Quebec ready for sea. Thousands of stores items had to be gathered, checked, tagged and properly stowed before she should be considered ready to operate. Provisions, paint, brushes, cordage, tools, clothing, nuts, bolts, spare parts, light bulbs — those were only a few of the items. Here two members of the advance party, Ordinary Seamen H. Young and G. Gaudon, lay out some of the smaller-sized articles in preparation for their being stored in the ship. (E-16942).



OFFICERS *and* MEN



Recent Appointment Changes of Interest

The following officer appointment changes of interest have taken place recently or will take place in the near future:

Commander A. F. Pickard, to HMCS Shearwater as Executive Officer. Formerly at Naval Headquarters on the staff of the Chief of Naval Personnel.

Commander D. W. Groos, to Naval Headquarters on the staff of the Chief of Naval Personnel as Director of Officer Appointments. Formerly Executive Officer, HMCS Shearwater.

Instructor Commander J. D. Armstrong to HMCS Cornwallis as Education Officer. Formerly in HMCS Ontario.

Lieut.-Cdr. (P) Frederick W. H. Bradley, to Naval Headquarters on the staff of CNP as Staff Officer Air Personnel. Formerly in HMCS Magni-

ficent as Lieutenant-Commander (Flying).

Lieut.-Cdr. (P) Richard E. Bartlett, to HMCS Stadacona on the staff of the Flag Officer Atlantic Coast as Staff Officer (Air). Formerly Commanding Officer, 30th Carrier Air Group.

Lieut.-Cdr. (O) R. I. Goddard, to HMCS Magnificent as Lieutenant-Commander (Operations). Formerly at HMCS Shearwater as Lieutenant-Commander (Operations) and Officer-in-Charge, Observers' School.

Lieut.-Cdr. (P) Victor J. Wilgress, to HMCS Magnificent as Lieutenant-Commander (Flying). Formerly at HMCS Stadacona for Junior Officers Technical and Leadership Course.

Lieut.-Cdr. (P) H. J. Hunter to Naval Headquarters on the staff of the Assistant Chief of Naval Staff (Air) as Staff Officer (Air Training). Formerly Executive Officer, HMCS Micmac.

Lieut.-Cdr. (P) Noel Cogdon to Naval Headquarters on the staff of the Chief of Naval Aviation. Formerly Commanding Officer, 31st Support Air Group.

Lieut.-Cdr. (P) H. J. G. Bird, to Naval Headquarters on the staff of the Assistant Chief of Naval Staff (Air). Formerly Naval Assistant to the Commandant, Canadian Joint Air Training Centre, and Deputy Chief Instructor, Offensive Support School, Rivers, Man.

A/Lieut.-Cdr. (P) Donald W. Knox to HMCS Shearwater as Lieutenant-Commander (Flying) and Chief Ground Instructor. Formerly in command of 880 Squadron, 31st SAG.

Lieut. (P) D. J. Sheppard, to CJATC, Rivers, as Naval Assistant to the Commandant and Deputy Chief Instructor, Offensive Support School.

Chaplain (RC) J. B. P. Roy, to HMCS Shearwater as Chaplain (RC). Formerly in HMCS Cayuga on the staff of the Commander Canadian Destroyers Far East.

Chaplain (RC) G. B. Hart to HMCS Cayuga on the staff of Commander Canadian Destroyers Far East.



Four young men who "ruled the roost" on board HMCS Cayuga on Christmas Day are pictured above in the destroyer's wardroom. Left to right are PO Robert Hotchin, Hamilton, Ont., "Medical Officer" for the day; Ord. Sea. Roy Teasdale, Cowichan Station, B.C., "Engineer Officer"; Ord. Sea. Joseph Belleau, Quebec City, "Commanding Officer", and Ord. Sea. William McKee, Vancouver, "Chief Engineeroom Artificer". Though the Cayuga spent Christmas at sea off the coast of Korea, the day was observed in customary style. (SO-61).

New Award Presented for Topping TAS Course

At ceremonial divisions in HMCS Stadacona January 18, Lieut. T. L. B. Hebbert, of Vernon and Victoria, B.C., was presented with the Oland Memorial Award, emblematic of the highest standing in the officers' long torpedo anti-submarine course. The award consists of a sterling silver tray, which is inscribed and remains in Stadacona, and a replica, which goes to each winner.

The trays are in memory of the late Captain J. Eric W. Oland, DSC, RCN, and the late Captain Richard H. Oland, OBE, RCN, both of whom had distinguished naval careers in the two World Wars. Col. Victor Oland made the presentation to Lieut. Hebbert on behalf of the Oland family.

The course, which graduated ten officers with TAS qualifications, was

the first to be held by the RCN. Previously, Canadian officers took the long TAS course at HMS Vernon, the Royal Navy's Torpedo Anti-Submarine School.

Two Discovery Men Receive Commissions

Two reserve men attached to HMCS Discovery, the Vancouver naval division, have been promoted to the rank of Sub-Lieutenant, RCN (Reserve).

They are Sub-Lieutenants Donald R. Nesbitt, 26, and A. Hilairy B. Wotherspoon, 24, both of whom are rugby stars and played for the University of British Columbia Thunderbirds for several successful seasons.

Both joined the RCN(R) at Discovery in October 1950. They took basic training as ordinary seamen and then specialized in the torpedo anti-submarine branch. Selected as officer candidates, they appeared before a board last September and passed with flying colors.

Several Staff Changes in Ordnance School

A number of personnel changes have taken place recently in the Ordnance School at Esquimalt.

To HMCS Quebec have gone CPOs Norm Tapping, Herb Thomas, Lloyd Johnston and John Pinkney and POs Arthur Burns and Al Simons.

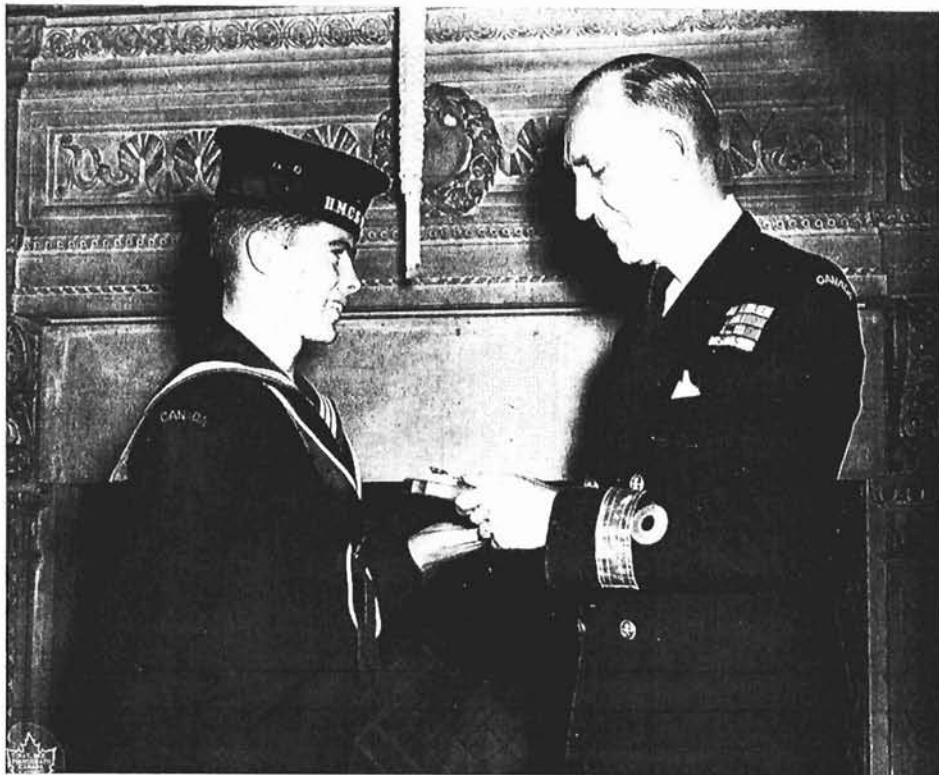
CPO Richard Williams has been drafted to the Crusader, changing places with CPO Harry Leggett.

CPO Wilf Adams has joined the Ontario, from which ship the school has drawn CPO Fred Blosser and CPO Gordon Copp. The former has taken over the workshop and the latter is setting up an instructional print and drawing office section.

Reserve Officer Awarded Rhodes Scholarship

Sub-Lieut. D. A. Mitchell, RCN(R), of HMCS Unicorn, Saskatoon, has been awarded a Rhodes Scholarship while studying at the University of Saskatchewan.

Sub-Lieut. Mitchell entered university in 1948 and immediately enrolled in the University Naval Training Division. He spent the next three summers undergoing training at HMCS Naden and on board



Ord. Sea. Robert Essex, youngest member of the ship's company of HMCS Swansea, presents a replica of the frigate's badge to Commodore H. N. Lay, Naval Member of the Canadian Joint Staff, Washington, during the Swansea's visit to the United States capital. (SW-273).

HMC Ships Beacon Hill, Antigonish and Ontario. Promoted to sub-lieutenant in February 1951, he is now serving as a divisional officer in Unicorn. Following completion of his honors year in French this spring, he will leave Saskatoon for Oxford, where he will study French language and literature.

Five Classes Complete Supply School Courses

The Supply School at HMCS Naden rounded out the training year in December with the graduation of five new entry technical classes.

Top man in Cooks' Class number 61 was Ord. Sea. Donald Craig, followed by Ord. Sea. Robert Frandle. Other members of the class were Ordinary Seamen John Wemp, Philip Kiproff, Ronald Doucet, Frederick Bone, Frank Fairless, Jean Dubois, Terrence Rogers, Teddy Willard, Robert Lacy and Kenneth Mitchell.

The two top men in Victualling Storesmen's Class 31 were AB Peter Smith and Ord. Sea. Skuli Halldorson. The other members of the class were Ordinary Seamen Anthony Searle, James Stobbart, Gerald Goulet, John McTaggart, William Brown, Alan Torrie, Terrence Brown, Stanislas

Aube, Joseph Schauerte and Leroy Taylor.

Ordinary Seamen Gordon Townsend and Edward Richmond stood first and second, respectively, in Naval Storesmen's Class number 31. Other class members were Ordinary Seamen Ronald Stewart, Donald Pickle, W. J. Elliott, Douglas Simpson, Roch Perrault, Lionel Anderson, Thomas Earl, Rudolph Nicholas, Robert Peterson, John Underhill, Herbert Smith, Cyril Plunkett, Donald Ball, Wilmer Nicholson and David Winters.

Ordinary Seamen Kenneth Bailey and Eugene Dunn led the 32nd Naval Storesmen's class. Their classmates were AB George McCoy and Ordinary Seamen Arthur Prill, John Yeomans, Howard Lyons, James Cornelius, Vernie Major, George Ward, Ronald Jones, Roderick Dressel, Richard Wade, Karl Blackett, Frederick Doucette, Bernard Duteau, David Brideau and Stanley Stephenson.

Top men in Stewards' class number 36 were Ord. Sea. Gerard Lefebvre and AB Gordon Giroux. Others completing the course were Ordinary Seamen Paul Lacroix, Alexander Lajoie, Roland Tourigny, Gilles Rousseau, John Kircoff, Albert Barrette, Rosaire Lizotte, Armand Robitaille, Dalton



Patterson, Karl Munich, John Beeston, Frank Willms, Donald Hoppe, Frederick Young, John Thomas, Marcel Bourrell, Gordon Black, Richard Kendall, Kenneth Flowers, Serge Doualan, Billy Ryan, Edwin Pelley, Blair Bruce, Joseph Major, Alfred Lavender, John McAllister, James Campbell, Allen Bennett, John Watson, Kenneth Conrad, Stafford Girouard, Joseph Gauthier and William Grant.

New Faces Seen on Comschool Staff

Recent changes in the staff of the Communications School at HMCS Cornwallis brought CPO Herbert Tate from Stadacona to the Comschool for instructional duties, CPO George Holt from Naden as Chief Petty Officer of St. Hyacinthe block and assistant confidential book officer, and PO Gerald J. Dufour from the leadership course to relieve PO Robert Palmer, the latter having been drafted to HMCS Magnificent. Another new arrival is PO Patrick Donaghy, a re-entry now taking the P2CR qualifying course.



Shown above are members of the 25th leadership course for chief and petty officers to be held at HMCS Cornwallis. Front row, left to right: POs Charles Llewellyn, William MacDowall, Norman Harding, and William Brandt; CPO Edward Rigby, instructor; Lieut. (S) Colin White, course officer, and POs Thomas Frankinfield, Andrew George and Dana Christopher. Centre row: CPOs William Leeming, Alan Scaysbrook, Gordon Copp and Lawrence Bishop, and POs Thomas Graham, Glen Kvamme, George Johnson and Robert Gordon. Rear row: CPO Gordon Foster, PO Adolph Chranows, CPO Kenneth McCrindle, PO Thomas Marsden, PO Kenneth Cooke, CPO Francis Smyth, CPO Alfred Maynard and CPO Robert Campbell. (DB-1166-1).

Magnificent's Cooks Hold Reunion Smoker

The clubroom of the Seagull Club in Halifax echoed with laughter, song and the twang of guitars when,

on the evening of February 1, present and past members of the cookery staff of HMCS Magnificent got together there for a reunion smoker.

General organizer and chief waiter was Ldg. Sea. Eugene (Benny) Theriault, who has since left the ship on draft to the West Coast. Assisting him and serving as one-man welcoming committee was AB Harold (The Voice) Skinner.

Food, refreshments, entertainment and a singsong combined to make it a highly enjoyable evening for all present. — A.C.T.



A recent issue of the magazine Saturday Night held more than casual interest for four members of the RCN. With a feature article on Comedian Alan Young, the magazine published a photo of the four sailors talking with Mr. Young in his dressing room on a Hollywood set. Two of the men, CPOs John Rogers and Harry Sherman, both of HMCS Naden, look at a copy of the magazine held by Arthur Bell, publishing company representative. The other two men in the photo, CPOs Vincent Nielsen and F. F. Wright, are serving in the Far East in HMC Ships Athabaskan and Cayuga, respectively. (E-17614).

ND Training Centre Graduates RP2 Class

The first class of radar plotters 2/c to be trained in the Navigation Direction Training Centre at HMCS Naden graduated January 4. Successful candidates were Leading Seamen John W. Cumbers, Walter Taylor, Bruce Thackeray and Lionel Foley and Able Seamen David Robinson, Richard Nagel and Frederick Hooper.

Queens U. Principal Inspects UNTD Cadets

Approximately 200 spectators were on hand in mid-January when UNTD cadets of Queen's University, attached to HMCS Catarauqui, were inspected by Dr. W. A. MacIntosh, Principal of Queens, at the Kingston naval division. The ceremonies included a colour guard display, inspection of the division and a march past. Dancing and refreshments followed.

LOWER DECK PROMOTIONS

Guests at the inspection included the Deans of Faculty and their wives; Lieut.-Cdr. John Bugden, Reserve Training Commander, East Coast; Catarauqui officers and their wives, and wives and friends of the cadets.

While in Kingston in mid-January, Lieut.-Cdr. Bugden also inspected reserve force personnel at Catarauqui and visited the local sea cadets corps.

Reserve Divisional Officers Hold Meeting

HMCS York was host to a conference of senior divisional officers from the Great Lakes naval divisions January 12 and 13 in Toronto. Purpose of the conferences was to discuss matters pertaining to the reserve divisional system and the welfare of ships' companies in naval divisions.

Lieut.-Cdr. Peter Hinton, of the staff of the Director of Naval Reserves, Ottawa, conducted the two-day meeting. Captain R. I. Hendy, commanding officer of York, welcomed the officers to the Toronto division.

Divisions represented were: Hunter, Star, Prevost, Catarauqui, Carleton and York.

Four Able Seamen Finish Medical Course

Four able seamen recently completed a course at the RCN Hospital at HMCS Naden which qualified them as medical assistants. They were Able Seamen Joseph G. Bruneau, Lloyd C. Robson, Allan H. Gale and Melvyn Gamble.

CAPTAIN F. G. HART HEADS VICTORIA NOAC

Captain F. G. Hart, RCN, Ret'd., was elected president of the Naval Officers' Association of Victoria at the annual general meeting in the ward-room of HMCS Naden.

The retiring president, Rear Admiral B. W. Greathead, CB, RN, Ret'd, reviewed the year's activities and announced that in the past 12 months the Victoria Association had made the following gifts: \$125 to the Canadian Naval Service Benevolent Trust Fund, \$200 to the Navy League of Canada (Victoria) for Sea Cadet work, and \$25 to HMCS Naden for the children's Christmas parties.

Other officers elected for 1952 were: Vice-president, Mr. A. M. C. Kenning; secretary, Captain Harry Kingsley, RCN, Ret'd; treasurer, Mr. Paul Fecteau; members, Mr. R. Clayton, Mr. H. R. Brooks, Commander D. H. S. Craven, RN, Ret'd, Lieut. H. S. MacDougal, RCN, Ret'd, and Commander H. R. Tingley, RCN, Ret'd.

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.

ACHTZENER, Harold J. P2CS3
 ADAIR, Donald M. P1AA1
 ADIE, William V. C2CK3
 AIKEN, Raymond J. P2VS2
 AKEROYD, William H. LSPW1
 ALBERT, Claude J. LSQRS
 AMOS, William L. P2CS3
 ANDREWS, Jack A. LSRCS
 ARCAND, Paul A. LSVS1
 AUSTIN, Donald H. LSCK1

BAZLEY, James S. C1PW3
 BENJAMIN, Carman L. C2CK3
 BERNIER, Marcel J. LSNS1
 BOHUCH, Joseph. LSVS1
 BOLICK, Elmer D. LSVS1
 BOULE, James P. P2NS2
 BOURGEOIS, Charles W. C1CR3
 BOUSQUET, Joseph J. LSSWS
 BUCHANAN, Gordon. LSCK2
 BURROWS, Vernon A. LSNS1
 BRADFORD, Royce I. P2PW2
 BROCKLEY, Alfred S. P2CS3
 BROWN, Norman. P2SHS

CAMPSALL, John E. P1SW1
 CARTER, Edgar M. C1TI3
 CASEY, James A. P2NS2
 CHALK, John E. P1VS3
 COLE, Ronald N. P2VS2
 COLLINS, Robert C. C2CS3
 COOPER, Merrill R. LSNS1
 CORNEAU, Ronald J. LSCK1
 COSTELLO, William E. LSVS1
 CROCKATT, Robert D. P1VS2

DAVIDGE, Terance G. LSSWS
 DAVIS, Stanley W. LSCV1
 DENOMME, Louis W. LSSWS
 DOCKRILL, Donald K. P1CK3
 DUNN, Donald J. P1PW2
 DURNFORD, Ned M. C1SH4

EARLE, Clyde W. P2SW1
 EASTMAN, Raymonde C. P2CS3

FARRELL, Frederick J. P2NS2
 FAULKNER, Arthur R. P1VS2
 FILEWOOD, Donovan C. C2CS3
 FOLEY, Arthur J. P1VS2
 FONTAINE, Robert J. LSPW1
 FOREMAN, William H. P2PW2

GAUTHIER, Henri J. LSSWS
 GERRIOR, Marshall J. P1CK2
 GOBEIL, Armand J. P1SW1
 GODOLPHIN, Alfred H. P2AW2
 GRANT, Reginald P. LSAW1
 GRIFFIN, Richard W. LSRCS
 GUISE, Ernest G. LSCK1
 GUSCOTT, Edward W. LSNS1

HALL, Gordon F. P1ER4
 HARKNESS, William R. C1CS3
 HAYTER, Ronald F. LSPT1
 HEMPHILL, Roy P. LSCK1
 HIGGINS, Donald E. LSSWS
 HOLLOWAY, Harold W. LSNS1
 HOLMES, William R. LSCK1
 HUMBERSTONE, Benjamin. C2CK3

HUTCHINGS, Stanley G. LSSWS
 HUTCHINSON, Glen F. C2CK3

JACKSON, Earl A. P1CK2

KENNEDY, Elmer M. P1CS3
 KERGOAT, Raymond G. P2CS3
 KLEIN, Hubert J. LSNS1
 KORNELSON, Stanley F. LSSWS
 KRAFFT, Kenneth E. P2CS3
 KUSHNER, Francis J. P1NS2

LACROIX, Jean M. LSSWS
 LAPOINTE, Rene J. LSAW1
 LEBLANC, Joseph A. P2PW2
 LETSON, Alfred A. C1SH4
 L'HEUREUX, Onil J. P1NS2
 LUCKY, Frederick. P1PW2
 LUPUL, William. LSSWS

MARSAW, Norman R. P2CS3
 MARSCH, John E. LSNS1
 MATHIEU, Louis. LSCK1
 MAYBEE, Donald H. LSCK1
 MILLER, Pierre L. LSSWS
 MILLER, Samuel R. C2CS3
 MITCHELL, George J. P1AW2
 MORRIS, William R. P1NS2
 McALLISTER, Morley P. LSCS2
 McGOWAN, John J. P1CK2
 McIVOR, Lawrence E. P1SW1
 MacKINNON, Patrick. P2NS2
 MacLARTY, John H. LSCS2

NICHOLAS, William E. LSSWS

OULETTE, Leo E. LSSWS

PAULSEN, Ralph C. LSVS1
 PEARNS, Mervin H. P2NS2
 PERELMUTTER, Morley L. P1PW2
 PINARD, Gerald W. C2CS3
 POIRIER, Emanuel E. C1SH4

QUINLAN, Peter J. P2CK2

REICHERT, Philip. C1SW2
 REYNAR, Melvin A. LSSAW
 REYNOLDS, Thomas R. P2VS2
 RICHARDSON, Andrew R. LSPW2
 ROBERGE, Albert M. P1VS2
 RUSSELL, Charles B. LSCK1
 RUYMAR, Michael A. P2CS3
 RYDER, Morley M. LSCS2

SCHLEEN, Donald C. P2NS2
 SEYMOUR, Gordon K. P2NS2
 SHELTON, John R. P2VS2
 SHEPPARD, Robert W. P2AW2
 SIDOCK, Cecil R. LSSWS
 SKUBISKI, Joseph M. LSAW1
 SMITH, Arthur E. C2CK3
 SMITH, Joseph H. P1CK2
 STAFFORD, Reginald D. LSCK1

TAMBOLINE, Douglas G. LSVS1
 THERIAULT, Eugene P. LSCK1
 TIPERT, Bernard W. C2MA3

VAN HAFF, John P. LSVS1

WATSON, Gordon A. C1SH4
 WATTS, Albert J. LSVS1
 WHALEN, Earl T. LSAW1
 WILLIAMS, James A. C2CS3
 WILSON, Robert A. C2CR3
 WORTHINGTON, Thomas M. C2NS3
 WRIGHT, Allan F. P2SW1

Happy Traveller

*'Moose' Book Likes Nothing
More Than Seeing
The World*

A SEAMAN with a yen for far distant shores, grand opera and a hand of bridge is HMCS Brockville's choice as Man of the Month for March.

He is Ldg. Sea. Kenneth Elmore (Moose) Book, RCN(R), whose generosity, booming voice, continual good nature and thorough knowledge of seamanship are by-words in the Bangor minesweeper that serves as training tender to HMCS Scotian, the Halifax naval division.

"Moose" Book comes from the vineyard of Canada—the Niagara peninsula. He was born in Vineland on November 12, 1926, but grew up and went to school in Beamsville, where his father was, and is, a barber. When war broke out he tried to enlist but, as he was only 14, his services were declined with thanks.

Finally, in the summer of 1944, Ordinary Seaman Book was attested in the RCNVR at HMCS Star, Hamilton. Basic training at Cornwallis followed.

It was at Cornwallis that "Moose" discovered he was an actor: he was cast as one of the Wise Men in the Christmas play.

"I found it hard to keep a straight face—me a wise man!" he reminisced.

Early in 1945 he was bound for HMCS Avalon, in St. John's, Newfoundland, and shortly afterward joined HMCS Seacliffe, a frigate operating on mid-ocean escort duty. In the fall of 1945 he was drafted to HMS Puncher and there his dramatic talents were called on again.

Christmas rolled around while "Moose" was in the Puncher and, being the youngest hand on board, he automatically became Captain for the day, putting on the uniform of the commanding officer, Captain Roger E. S. Bidwell (now Rear-Admiral Bidwell, Flag Officer Atlantic Coast). From all accounts, "Captain" Book played the part in professional style.

In February 1946 Book was returned to his home division for demobilization. It looked like the end of a life he had decided was just right for him.

"In the Navy I had acquired a love for travel and I sure hated to turn my back on it."

As it transpired, his back wasn't turned for long. When the RCN (Reserve) was activated, "Moose" was among the first men to apply. He was assigned official number R3 and was enrolled on the emergency list at HMCS Star in May 1946.

He spent the summer on board HMCS Wallaceburg, which had come up from Halifax to train reserves on the Great Lakes.

Hardly had he left her, in September, than he was on his way again, this time on a trip that would take him around the world. War Assets Corporation was selling surplus corvettes to China and Canadian crews were being recruited to deliver them to their new owners.

"That's for me!" boomed "Moose" and, along with 20-odd other reservists, he signed on as a merchant seaman to take the former HMCS Orangeville to China.

The Orangeville was renamed SS Ta Tung which, according to Book, means "unity." This, and the Chinese equivalents for "good" and "no good," are the full extent of his oriental vocabulary.

The Ta Tung sailed eastward through the Mediterranean, Suez Canal, Red Sea and Indian Ocean.

At each port of call, "Moose" was ashore meeting people, seeing things and adding to the collection of small curios he has sent home to his mother in Beamsville.

After turning over the vessel to the Chinese Nationalists at Shanghai, the Canadian crew crossed the Pacific, passenger-style, aboard the SS Marine Lynx. Landing at San Francisco, they entrained to Montreal, where they were paid off.

The globe-girdling journey took them three months. Of the whole trip, "Moose" says simply: "It was wonderful."

The winter he spent quietly, for him, but when spring brought a chance to have a deck under his feet, he couldn't get there fast enough.

This time the ship was HMCS Portage and her destination was Bermuda. It was on this cruise that "Moose" picked up the bridge bug. Shipmates taught him the game and he quickly became a devotee.

Early in 1948, after another session ashore, he learned there was a limited number of berths available for reserves in the newly-commissioned HMCS Cayuga, which would be sailing shortly from Halifax for Esquimalt. When the Cayuga put to sea, "Moose" Book was aboard her.

Then followed his longest stretch ashore. Book didn't go to sea again until November 1949, when he joined HMCS Magnificent for a cruise to the Caribbean. It was during this cruise that the Magnificent and HMCS Haida took a prominent part in the rescue of crew members of an American B-29 which had crashed in the Atlantic off Bermuda.

After serving in the Navy's biggest ship, Book went, a year later, to one of its smallest, joining the wooden minesweeper Llewellyn, which was then employed as Scotian's training tender. When the Brockville replaced the Llewellyn, he was transferred to the former.

The Brockville has been his home ever since — except for three months spent aboard the Magnificent last fall while she was on her Mediterranean cruise. (The opportunity to do some



LDG. SEA. KENNETH BOOK

(Continued on Page 32)

WRENS PROVE APT PUPILS

*Drill Instructor
Gives Girls
Top Marks*

WHEN CPO Brian Inglis was named instructor of the first class of Wrens to arrive at HMCS Cornwallis last fall, he viewed the job with some misgivings.

Now he wouldn't trade it for anything short of a sea draft.

While an old hand at instructing — he had been putting new entries through their paces since Cornwallis re-opened in May 1949 — CPO Inglis suspected that the tried and true techniques he had used in training seamen might not meet with the same success when applied to Wrens.

Nor was his state of mind improved by the constant kidding to which he was subjected by his shipmates.

The first two weeks the Wrens spent under his charge were little, if any, better than he had expected. The Chief found himself a frustrated man.

"If the seamen made mistakes in drill, he explained, "I just hauled off and blasted them — got it off my chest. But with these girls, it was different . . . Well, you just don't go around hollering at girls."

So when the girls got their right and left feet mixed during drill, the Chief stood them at ease and strode away to a distant corner of the parade ground, "muttered under my breath and let off some steam," then returned to his class.

Gradually, however, the situation became less desperate. Though they may have been short on drill, the Wrens were long on determination and spirit. After hours, they marched up and down in their living block, practicing the manoeuvres CPO Inglis had been teaching them on the parade square.

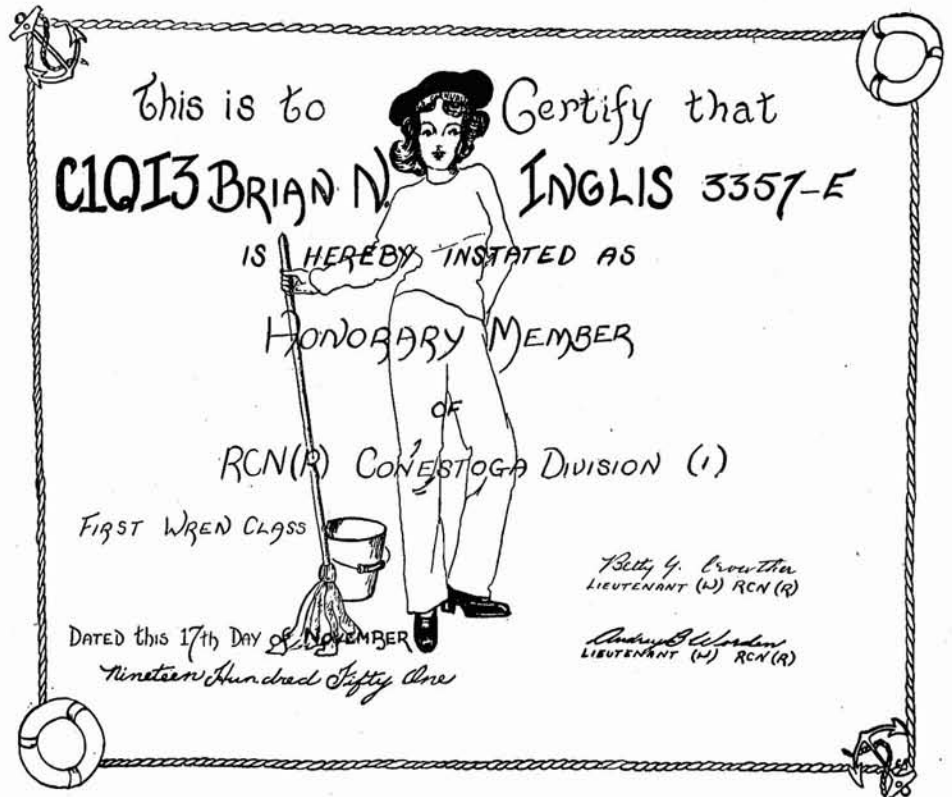
Seldom, their instructor found, did they make the same mistake twice, and soon they began to shape up as a first-class squad.

The skeptical Chief was swept along by their enthusiasm and, by the time they had reached the half-way mark in their training program, he unhesitatingly pronounced the girls to be the easiest group he had yet had to instruct.

This admiration was reciprocated and the Wrens, on the completion of their course, presented CPO Inglis with a certificate creating him "an Honorary Member of RCN(R) Conestoga Division (1)."



CPO Brian Inglis marches a newly-arrived class of Wrens on the parade ground at Cornwallis. In the lower photo is pictured the certificate presented to CPO Inglis by the first class of Wrens to complete training at the establishment. (HS-16591; DB-1148-1).



Since then CPO Inglis has instructed two other Wren classes and is now busy training a fourth. He still likes the job.

CPO Inglis, 34, entered the Navy in 1939 at Victoria and served during the

war in ships of the Royal Navy and RCN. Before going to Cornwallis, he spent more than two years in HMCS Naden, the RCN barracks at Esquimalt. He is married and has two-year-old twin sons.

GOT A JOB? CALL A HELICOPTER

"MAID OF ALL WORK" is what the helicopter is called, and the Atlantic Command of the Royal Canadian Navy has not taken long to find out how well the title fits.

Helicopters, two of them, came into service in the Command last September. Now the consensus is: "How did we ever get along without them?"

The "egg-beaters" have done everything from assisting ships in radar calibration to taking part in ground-air searches to substituting for Santa Claus's reindeer.

Based at HMCS Shearwater, they are operated by Number One Naval Helicopter Flight. Pilots of the skeleton-like craft say it is amazing how many jobs have cropped up that "simply must be done by helicopter."

The machines have taken part in exercises with ships of the fleet, have figured in a number of searches, have proven ideal for photographic purposes, have provided visiting officials with a bird's-eye view of naval developments and installations in the Halifax area, and have cut the long and awkward journey from Shearwater to the dockyard down to a quick four minutes.

On the lighter side, one of the 'copters last fall became a 20th Century swan in the Atlantic Com-



Completing a four-minute flight from Shearwater, a helicopter descends to the parade ground in front of Atlantic Command headquarters in the Halifax dockyard. At the controls is Commander J. C. Reed, Chief of Staff to the Flag Officer Atlantic Coast. With him is Lieut.-Cdr. J. D. Lowe, senior pilot of the helicopter flight. (HS-158 10).

mand's version of Wagner's Lohengrin, dropping down on the parade ground at Stadacona and carrying away Commodore A. M. Hope after he had said farewell to the ship's company. Commodore Hope became the first person in the RCN to commence retirement leave with a journey in a

helicopter, the machine taking him to his home at Chester, 30 miles south of Halifax.

In December, when Shearwater arranged a series of three Christmas parties, two for children of personnel serving on the station and the third for colored orphans, the youngsters got an unexpected thrill when Santa Claus arrived, complete with sack, by helicopter.

When PO Johnny Sawatsky, coach of the Shearwater football team, found his charges weren't carrying out their plays properly in practice, he climbed into a helicopter for an aerial inspection of the action. The view was much clearer and he was able to determine who was carrying out his assignment correctly and who was not.

The versatile helicopter is not without its problems, but these concern only the pilots and maintenance men.

The helicopter has an endurance of two and a half hours, and that is about all the pilot can take at one stretch. In that space of time he expends as much physical and mental effort as a fixed wing pilot does in five hours.

On the maintenance side, complexities of control and transmission hook-up, plus other problems peculiar to rotary aircraft, make it difficult to pinpoint mechanical failures except by process of elimination.

Unlike the conventional aircraft,



Petty Officer John Sawatsky, coach of the Shearwater football team, found mistakes occurring in practice that were difficult to detect. So, to get a better view of the play, he climbed into a helicopter and directed scrimmages from a few feet above the players' heads. (DNS-5912).

A LINK WITH HOME

Sailors Send Sentiments Via Victoria Radio Program

the 'copter cannot be flown "hands off" for any appreciable length of time. It requires constant attention and concentration as it beats along at an altitude of from 300 to 500 feet.

There are lighter moments in the helicopter pilot's daily chores, such as when he has a fixed wing pilot as a passenger. (All helicopter pilots, by the way, are also fixed wing pilots.)

Even though he may know what's coming, the passenger generally registers horror when, at 300 feet altitude, he sees the air speed drop to zero, then suddenly feels himself flying backwards.

Coming to a dead stop from 70 mph, within 30 feet and in mid-air, has jarred many a recognized "hot" pilot into shutting his eyes and breathing a silent prayer.

The two helicopters now in use are three-place Bell HTL4's and are earmarked for use aboard the RCN's Arctic patrol vessel now being completed at Sorel, P.Q., and for training purposes.

In charge of No. 1 Helicopter Flight is Lieut.-Cdr. (P) John D. (Darky) Lowe. The other pilot is Lieut. (P) George Marlow.

Engineer officer is Lieut.-Cdr. (E)(A/E)(P) Dennis Foley, an old helicopter pilot who learned to fly the machines while stationed in the United States during the war. In 1945, Lieut.-Cdr. Foley, piloting a helicopter, led a party to the rescue of a U.S. Navy fighter pilot whose plane had crashed in the Florida Everglades. For this he was awarded the U.S. Legion of Merit and the "Winged S" air rescue emblem.

Members of the unit's maintenance crew are CPO George Cummings, PO John Saddler and Leading Seamen Arthur Osgood, Lawrence Camphaug and Thomas Williamson.

Pilots and maintenance crews have had special training with the United States Navy as well as with Bell Aircraft Corporation, the manufacturer. After initial training with the USN training squadron at Pensacola, Fla., Lieut.-Cdr. Lowe and Lieut. Marlow spent some time with a helicopter squadron based at the U.S. Naval Air Station at Lakehurst, N.J. During this period they flew from icebreakers and carriers, as well as from shore.

Lieut.-Cdr. Foley and his maintenance crew spent two months at Lakehurst and a similar length of time at the Bell Aircraft helicopter school at Fort Worth, Texas. Lieut.-Cdr. Foley also took instruction in flight test procedure.

Each evening at 10:15 over the wave-length of Radio Station CKDA, Victoria, comes the creaking and moaning of a door badly in need of lubrication. Then a pleasant voice welcomes the listening audience to "the hallowed chambers of Spinner Sanctum"—an hour and three-quarter program of recorded music.

The voice belongs to "Uncle Ed" Farey, CKDA's 34-year-old program director and the medium through whom, for the playing length of a ten-inch recording, a sailor, serving at sea off the coast of Korea, is transported across the Pacific to the fireside of his wife, sweetheart or mother in Victoria.

"Spinner Sanctum," a request program, has become so popular with the Canadian destroyers in the Far East that on several occasions special nights have been allocated to the different ships. These are always well advertised in advance so that no one will miss a dedication.

Normally the program is over by midnight, but when the ships have their special nights and all requests have not been played before 12

o'clock, "Uncle Ed" stays on the job until the book is clear. It was 3 a.m. before he completed one of his shows during the Christmas period.

At that time "Spinner Sanctum" was collecting donations for the Shut-in Children's Christmas Party. The amount sent from the Cayuga, Sioux and Athabaskan totalled nearly \$800, which made the three warships the fifth largest contributors to the fund. (See Crowsnest, February 1952).

To have a request played on the "Sanctum", a letter must be sent to Radio Station CKDA. If it contains a small donation for the milk fund of the Queen Alexandra Children's Solarium, all the better.

"Ed" Farey, a Victoria native, started in radio with CJVI, the city's oldest studio. From there he went to Flin Flon, Manitoba, where he was on the staff of CFAR. During the war he served in the RCAF, his experiences including a period of transport flying over "the Hump" of the Himalayas from India to China. When CKDA opened in Victoria, he joined the staff as program director.



Petty Officers Russell Hooke and Thomas Shields and Ldg. Sea. William Roberts, newly arrived via the airlift from the Far East, call on "Uncle Ed" Farey at Radio Station CKDA, Victoria. Ldg. Sea. Roberts turns over to Mr. Farey a \$35 cheque for the Queen Alexandra Solarium Milk Fund and pages of requests from his former shipmates in HMCS Cayuga to be played on "Spinner Sanctum." (E17473)

A Language of Their Own

by D.C.L.

Communicators Speak Strange Dialect, but it Makes Sense all the Same

ABOARD HMCS ATHABASKAN—The lingo of naval communicators sounds like that of another world.

Prior to joining the communications branch of the RCN three years ago, I recall overhearing two communications ratings talking a language that left me completely at a loss as to their origin. Even now that same lingo baffles me at times.

I used to consider myself as being quite hep to the slang terms of the day, but I realized my education had been sadly neglected when I began to be confronted daily with such sayings as: "Hoist zero three zero turn;" "He's R3 but there's too much QRM;" or even worse, "The DG's in the priority were not for our channel."

It's actually not too bad becoming the target of these sayings, but it gets pretty discouraging when you get the "where-have-you-been-all-your-life" look in return for a blank stare.

The ways and the talk of a communicator are really not as strange as they sound. Phrases and terms coined by a communicator are the result of highly specialized training in the naval communications school, and its subsequent application in ships of the RCN.

Moreover, such terms are known the world over, and whether you speak Dutch, German, Japanese or Greek, they have the same, or very nearly the same, meaning. Differences in language at one time made it almost impossible to communicate in

all the major tongues. Therefore a common language, or form of language, was very necessary. An international convention organized just such a language, which today has become that of the communicator. Now, serviceman or civilian, a communicator can talk business and be universally understood.

On board HMCS Athabaskan, this knowledge becomes a major factor when this destroyer comes in contact with foreign ships, as she frequently does while serving with the United Nations fleet. The ship can be Dutch, Siamese, or just a Korean vessel patrolling in the Yellow Sea, yet communication is equally simple.

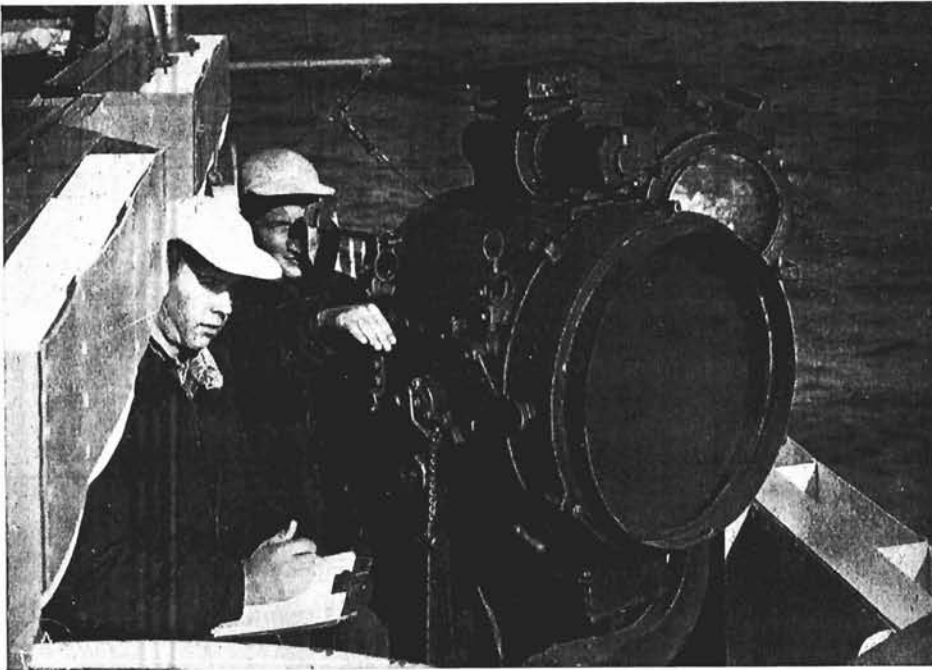
In the main radio office of the Athabaskan, called Radio One, a continual stream of messages flows to and from the ship, and the resulting task demands an accurate "know-how." The Athabaskan has six radio operators, all working under the supervision of Petty Officer A. E. Bouchard, of Victoria. These men work in pairs, and their combined talent represents the Athabaskan, and, at times, the Royal Canadian Navy, in this world of strange languages.

The three pairs of operators work four hours, then have eight hours "off watch." Working in this manner are AB John Ellis, Vancouver, and AB Harry Snaith, Red Willow, Alberta; AB Ken Bjorndahl, Saskatoon, and AB Gordon Campbell, Ottawa; and AB Ronald Mark, Winnipeg, and AB Clairmont Gagne, Montreal. Leading Seaman Bill Hogg, Victoria, lends his assistance during rush hours, which he insists, is almost always!

Under the present naval arrangement, the communications department is divided into radio and visual branches. The visual half also uses a strange language which works in quite easily with the international radio terms. In this case, however, messages are passed by flashing light, flags or semaphore. Also under the care of the visual department are fleet manoeuvres, which involve precision movements of ships in company. This is my department, and my reason for claiming the honor of the eighth wonder of the world for the communi-



A class of ordinary seamen training in visual communications practices flag hoisting, flashing and semaphore on the "flag deck" at HMCS Cornwallis. It is in the Communications School that the communicators learn their trade, and the curious language that goes with it. In the photo are, left to right, Ord. Sea. Donald R. Horler, Ottawa; CPO Charles Light, Winnipeg; Ordinary Seaman Douglas Willox, Winnipeg, and Thomas Parkin, Vancouver; Able Seaman William A. Goronuk, Calgary, and Ordinary Seaman Gordon K. Barnes, Calgary; Reginald Olson, Winnipeg; Ronald V. Joyce, Vancouver, and Robert Poupart, Montreal. (DB-1125-5).



On a clear day, messages flashed on the 20-inch signal projector can be read as far distant as 15 miles. AB Nick Malysh, of Vernon, B.C., operates the powerful carbon burning lamp on board the Athabaskan, while AB Cecil Drummond, of Brander, B.C., stands by with a message pad. In the background, right, is a ten-inch signal projector.

cations branch. The complex organization of this branch forbids explanation, by me at least, but it's a dandy!

Standing watches in this department are AB E. W. Penny, Calgary, and AB Len Woollven, Edmonton. The next watch is handled by AB Nick Malysh, Vernon, B.C., and AB Cecil Drummond, Brander, B.C. Last, but by no means least, is my watch. AB Johnny Molnar, Abbotsford, B.C., works with yours truly, AB Don Lory, of New Westminster,



In the main radio office aboard the Athabaskan, PO A. E. Bouchard supervises as Able Seamen Ronald Mark, Winnipeg, and Clairmont Gagne, Montreal, record messages received during a patrol off the coast of Korea.

B.C. These watches are carefully supervised by Chief Petty Officer W. (Willie) Moyes, of Victoria.

In charge of the message centre of the Athabaskan is Petty Officer Ralph Heys, of Victoria, ably assisted in his work by Petty Officer Fred Hodgkins, Victoria, and AB Ian Anderson, White Rock, B.C.

A search through the files of the Athabaskan during her first tour of duty in the Korean operational area and the first three months of her second sojourn could easily produce evidence of the mammoth number of messages handled. Thousands of coded morse groups are received daily in the radio office, while other messages arrive by light, voice and flags, and, at times, by phone or hand. The job is performed under blazing tropical suns, or through the bitter cold Korean winter.

CHRISTMAS ABOARD THE ATHABASKAN

The Athabaskan was fortunate in being able to spend Christmas Eve at anchor off the west coast of Korea. All hands mustered for a carol service in the after upper mess deck, where a choir which had been practicing in the gunner's store, with as much secrecy as possible, came into its own.

Among the special numbers the choir performed was "We Three

Kings of Orient Are," the Three Kings being AB David Burck, AB John Bryan and Lieut. Paul L. S. McCulloch.

Later, at midnight, the 10-man choir sang the carols again in softer tones, providing the background for a service held in the wardroom beside one of the Canadian Christmas trees sent to the ship by the captain's wife, Mrs. Dudley King, of Victoria.

Early Christmas morning the Athabaskan put to sea, where it was whipping up a storm. The ship rolled and tossed considerably but that did not stop the sailors' fun. A ship's concert had been planned for the afternoon and, a great deal of spare time work having gone into creating skits and rehearsing them, the participants refused to let the weather deter them. CPO John Pottinger organized and was master of ceremonies of the show, which had 14 numbers in all.

The officers put on a skit based on "Mutiny on the Bounty." The sensation of this skit was the part where the Executive Officer was strung up and lashed.

Among the musical acts was a breath of Newfoundland provided by Ord. Sea. Cyril Ruth with guitar and songs. PO Henry Rawlings sang cowboy songs from "Crooked Crick."

In spite of the rough, cold weather, the Captain's rounds, with Ord. Sea. Ross Case as Captain for the day, were a huge success — *P.L.S.McC.*

EAST COAST SCHOOL NEARS COMPLETION

The new Shannon school at Wright's Point naval married quarters, across the harbor from Halifax, is expected to be opened this spring.

Of modern design, the school will have a total of 16 classrooms, each capable of accommodating 40 to 45 pupils.

Though the entire school will not be completed by then, it is expected that the first classes will be enrolled and begin instruction after the Easter recess.

EX-N.O. IS SCOTTISH M.P.

Commander Max Donaldson, who served as Executive Officer of HMCS Niobe when, during the war, that establishment was at Greenock, Scotland, was elected Conservative Member of Parliament for Roxborough, Selkirk, Scotland, at the last general election in Great Britain.

SOME DATES IN CANADIAN NAVAL HISTORY

"It is upon the Navy, under the good providence of God, that the wealth, safety and strength of the kingdom chiefly depend."

—*Naval Discipline Act, 1866.*

1905

All Imperial Forces withdrawn from Canada. The dockyards at Halifax and Esquimalt transferred to the Canadian Government.

1908-1909

Messrs. Nelles, Brodeur, Beard, German, Barron and Bates joined CGS Canada as Cadets, RCN.

1909

The Canadian Government passed a resolution favoring the organization of a Canadian Naval Service. This was caused by the threat of Germany's growing naval strength.

1910

The Naval Service Act was passed by Parliament and received Royal Assent on May 4, 1910 (the birthday of the Royal Canadian Navy). This Act provided for a Naval Service, a Naval Board and a Naval College, and made K.R. & A.I. and the Naval Discipline Act applicable to the RCN.

A building program of five cruisers and six destroyers was proposed. The ships were to be placed at the disposal of the British Government in the event of war.

HM Ships Niobe, built in 1897, and Rainbow, built in 1891, were bought from the British Government. Their authorized complements were 705 and 273, respectively.

Messrs. Curry, Jefferson, G. P. Clarke, Napier-Hemy, DeQuetteville and one other joined as Engineer Sub-Lieutenants, RCN.

The six Cadets training in CGS Canada joined HMCS Niobe as Midshipmen on her arrival at Halifax on Trafalgar Day, 1910. HMCS Rainbow arrived at Esquimalt on November 8, 1910.

1911

Recruiting for the RCN was started in February, but was stopped about a year later due to a change in policy when Sir Robert Borden succeeded Sir Wilfrid Laurier as Prime Minister. In this period, 349 new entries were attested and 111 deserted. Seamen were entered from 15 to 17, stokers from 18 to 23, and all engagements were for seven years. All training was carried out in the Niobe and Rainbow. Uniforms worn by officers and men were the same as in the Royal Navy.

His Majesty The King approved that the Canadian Naval Service be known as the Royal Canadian Navy.

Rear-Admiral Sir Charles Kingsmill, RN, became the first Director of the Naval Service.

The Royal Naval College of Canada was founded in the Naval Hospital Building, HMC Dockyard, Halifax. (This building was rebuilt during 1939-45 and now contains the offices of the Flag Officer Atlantic Coast). Tenders were called for the proposed cruisers and destroyers.

1911 to 1914

There was political opposition to the proposed building program by those who wished to contribute funds to the British Government for use in building battleships. As a result, no ships were built. HMC Ships Niobe and Rainbow became inactive.

1913

On June 9 the first company of the Royal Canadian Naval Volunteers was founded at Victoria, B.C. A second company was subsequently formed at Vancouver.

1914

The Royal Naval Canadian Volunteer Reserve was founded by Order-in-Council of May 18, 1914. It is believed that the RCNVs provided the nucleus of the RNCVR.

Maritime Museum In New Quarters

The Maritime Museum, formerly located in HMC Dockyard, has a new home on Halifax's Citadel Hill.

The move took place in January and was made necessary because the former museum building was due to be torn down to make way for the Halifax-Dartmouth bridge.

The Maritime Museum was opened in December 1948 and, from a small beginning, grew until it occupied four rooms in the building. It was established through the voluntary efforts of officers and men of the RCN, its object being to gather and maintain as complete a collection as possible of equipment, documents, photographs and souvenirs tracing the growth of the Canadian Navy and Merchant Service. Besides being of general interest, it assists in the historical education of junior officers and men.

Strength of the RCN: 336 officers and men.

Midshipmen Palmer, Silver, Hathaway and Cann lost in HMS Good Hope at the Battle of Coronel, November 1, 1914. They were part of the first term in the original Naval College at Halifax and were the first Canadian naval casualties.

The Premier of British Columbia bought two submarines building at Seattle for Chile for \$1,500,000. They were manned by volunteer crews. Their torpedoes were supplied from HMC Dockyard, Halifax, and were those of HMCS Niobe.

1914 to 1918

The RCN grew, by 1918, to a strength of 391 officers and 1,080 men, and the RNCVR to 745 officers and 6,613 men. All cadets, RCN, ex-RNCC, served in the Royal Navy, as well as 1,700 RNCVRs, 43 Surgeon-Lieutenants and 598 Probationary Flight Lieutenants, Royal Naval Air Service. HMC Ships were employed on commerce protection and patrol duties, chiefly on the East Coast.

1919

All HMC Ships were paid off.

1920

RNCVR was demobilized. In April, HM Ships Aurora (cruiser), Patriot (destroyer), Patrician (destroyer) and two submarines, CH14 and CH15, were given to Canada by the British Government. They were manned by RN and RCN officers and men. Captain H. A. Adams, RN, commanded HMCS Aurora.

During May, Admiral Sir Charles Kingsmill was succeeded as Director of the Naval Service by Commodore Walter Hose, RCN.

The strength of the RCN was 1,048 officers and men.

1921

HMCS Rainbow sold for scrap and towed out of Esquimalt Harbor. HMC Ships Aurora, Patriot and Patrician arrived at Esquimalt.

1922

In April, HMCS Aurora and two submarines paid off and were sold for scrap.

HMC shore establishments Stadacona and Naden commissioned.

HMC Ships Ypres, Festubert, Armentieres and Thiepval, all minesweepers, commissioned.

In June, the Royal Naval College of Canada closed.

The strength of the RCN was 366 officers and men.

1923

RCNR and RCNVR organized with authorized complements of 500 and 1,000 officers and men, respectively.

1924

Four Cadets, ex-RNCC, rejoined as Cadets, RCN, and were sent to HMS Thunderer (special entry cadet training ship) at Devonport, England.

HMCS Thiepval made a voyage to Japan via the Kamchatka Peninsula, acting as supply ship for the MacLaren round the world flight.

1926

Admiralty House, Halifax, became the Officers' Mess, HMCS Stadacona.

1928

HMC Ships Patriot and Patrician replaced by HMC Ships Champlain (ex-Torbay) and Vancouver (ex-Tornado).

The title "Director of Naval Service" changed to "Chief of the Naval Staff."

Militia Pension Act made applicable to RCN officers, July 1, 1928.

1929

HMC Ships Saguenay and Skeena (destroyers) laid down at Thornycrofts. These were the first men-of-war ever built for the Canadian Government.

1930

HMCS Thiepval lost in Barkley Sound, B.C.

1931

HMC Ships Saguenay and Skeena arrived at Halifax. HMC Ships Champlain and Vancouver retained by Canada for service in the RCN.

1932

HMCS Ypres paid off.

1934

Commodore P. W. Nelles, RCN, became Chief of the Naval Staff on July 1, 1934. He was the first RCN career officer to become CNS.

Strength of the RCNR was 40 officers and 149 men, RCNVR 73 officers and 899 men.

1935

HMCS Festubert paid off.

1936

HMC Ships Champlain and Vancouver sold for scrap.

Organization of the RCNVR (Supplementary Reserve) approved.

HMCS Saguenay, as escort for the Canadian Legion Vimy Pilgrimage,

made the first East-West crossing of the Atlantic by any of HMC destroyers (Montreal to Boulogne). A Royal Guard was landed from the Saguenay on the occasion of the unveiling of the Canadian Memorial on Vimy Ridge by His Majesty King Edward VIII on July 26, 1936. This was the first Royal Guard ever paraded by the RCN for the King personally.

1937

HMC Ships Fraser (ex-Crescent) and St. Laurent (ex-Cygnnet) bought from the British Government for \$1,000,000 each.

HMCS Venture, a three-masted schooner built in Nova Scotia, commissioned.

1938

The four original minesweepers were replaced by HMC Minesweepers Fundy, Gaspé, Comox and Nootka, all built in Canada. (Ypres and Festubert worn out, Thiepval lost in Barkley Sound, Armentieres still serving).

HMC Ships Ottawa (ex-Crusader) and Restigouche (ex-Comet) bought

from the British Government for \$817,500 each.

RCNR (Fishermen's Reserve) organized on the West Coast.

1939

HM the King presented the King's Colour to the RCN at Beacon Hill Park, Victoria.

HMC Ships Fraser and St. Laurent sailed for Halifax from Vancouver two hours and 48 minutes after being so ordered on August 31, arriving September 15.

RCN, RCNR and RCNVR placed on Active Service September 1, 1939.

| <i>Strength</i> | <i>Officers</i> | <i>Men</i> |
|-----------------|-----------------|------------|
| RCN..... | 131 | 1,643 |
| RCNR..... | 66 | 196 |
| RCNVR..... | 115 | 1,453 |
| TOTAL..... | 312 | 3,292 |

September 16 — Convoy HX1 sailed from Halifax.

October 19 — HMCS Assiniboine (ex-HMS Kempfenfelt) commissioned at Devonport.

The Rainbow and the B.C. Navy

(from The MAGINEWS)

The Royal Canadian Navy has not always been in its present state of readiness. Before the First World War, Canada owned only two old cruisers — the Niobe on the East Coast and the Rainbow on the West. Both were in poor repair and only partially manned.

At the outbreak of the war it was known that two ships of German Admiral Graf von Spee's fast cruiser squadron — the Nurnberg and the Leipzig — were within striking distance of the British Columbia coast. The Admiralty requested that the RCN take action and the Canadian Government, disregarding the neglected state of the Navy, passed this request on as an urgent order.

The Rainbow bravely put to sea from Esquimalt on August 3, 1914, although she was only half-manned, was not worked-up and had no high explosive ammunition. For a week she steamed to and fro off San Francisco, but had no contact with the enemy; on the 10th she was forced to turn back to Esquimalt to coal.

A slim three hours after she departed, the Germans arrived off San Francisco intending to arrange coal

supplies and then raid the CPR "Empress" liners. The United States — still neutral — refused them coaling facilities so, after four days, the German ships headed for ports in South America.

While the Rainbow thus missed certain disaster by good fortune, British Columbia was in a state of alarm. The Premier of B.C., acting on his own initiative, bought two submarines which were being built in Seattle for the Chilean Navy.

After avoiding U.S. naval forces sent to intercept them in the interest of neutrality, the two submarines arrived in Esquimalt. No one knew quite what to do with them, but two ex-submarine officers of the Royal Navy were found, and volunteer crews were hastily trained. The Niobe's torpedoes were sent by rail from Halifax and before long the submarines had successfully completed their first dives.

They patrolled the West Coast for three years, and it was their well-advertised presence which presumably deterred the Germans from conducting raids in British Columbia waters and perhaps even shelling the seaports of Vancouver and Victoria.

Afloat and Ashore

ATLANTIC COAST

HMCS Iroquois

January was a busy month for the Iroquois. She completed high power trials, radar calibrations, tilt test and preliminary gunnery and torpedo trials, as well as other post-refit requirements.

The success of the refit and commissioning trials attested to the skill and efficiency of the dockyard departments and technical staffs responsible.

Late in January the ship sailed for Norfolk, Va., for gun evaluation trials expected to last more than a month.

Albro Lake Radio Station

People living within 10 miles of Albro Lake Naval Radio Station were able to enjoy the station's Christmas tree, which shone from the top of a 250-foot mast during the festive season.

A party of men cut trees in the surrounding bush for the mast, the station and the married quarters, while the electrical staff provided lights for the tree mounted atop the tower.

Personnel of the station had an enjoyable Christmas, despite the fact

that their leaves were delayed because of the rush of radio traffic.

Social events over the holiday included an "at home" held by the commanding officer, Lieut. G. A. Hoyte, and Mrs. Hoyte, an informal Christmas Eve gathering at the station and a well-attended New Year's Eve dance.

Recent drafts from the station took PO C. Dixon to the Magnificent, PO J. Smyth to the Quebec, Ldg. Sea. M. O'Sullivan to discharge and AB S. Elliot to Shearwater.

HMCS Brockville

Twenty reserve officers and men from HMCS Scotian, the Halifax naval division, made their first extended weekend training cruise aboard the division's tender, the minesweeper Brockville, in January.

The Brockville sailed to Lunenburg, N.S., on a Saturday and returned the following day.

While in Lunenburg, the ship's company held a church parade to Lunenburg Presbyterian and Roman Catholic churches. They were led by the Lunenburg Citizens' Band. Following the church services, Mayor Doug Adams took the salute at a march past.

PACIFIC COAST

Old Man Winter hit the West Coast with his Sunday punch in January, blanketing the "evergreen playground" with a heavy layer of snow and underlining his calling card with below freezing temperatures. Greatcoats, gloves, scarves and chattering teeth quickly came into prominence.

While the construction company is working on the foundation for the new Naden barracks block, part of the parade ground has taken on the look of Detroit's "Automobile Row", the regular parking lot having been temporarily abandoned because of the danger of flying rocks from the nearby construction project.

Supply School

HMC Supply School, which closed down for the last two weeks of 1951 for the annual leave period, re-opened at the beginning of the new year and was soon back in high gear with 16 new classes under instruction.

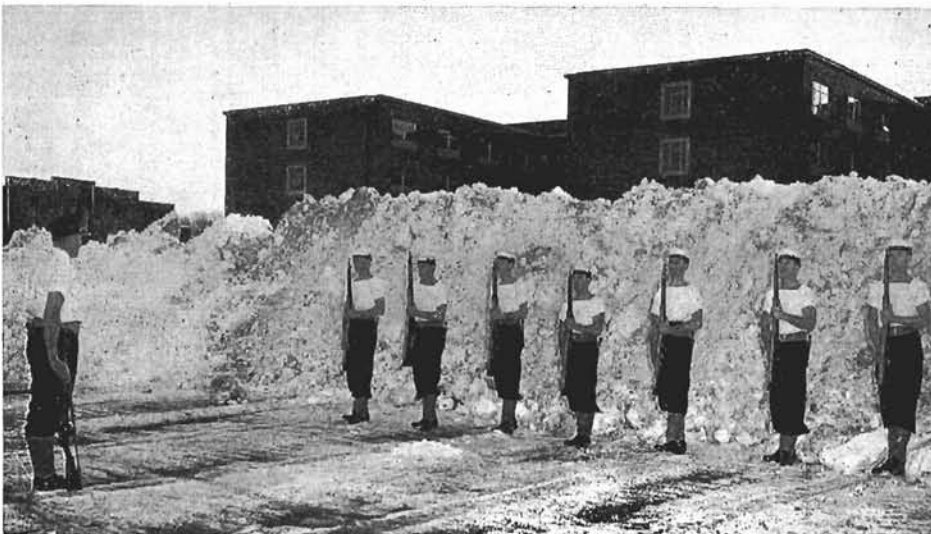
In order to ease crowded conditions in the main building, facilities were made available in the Seamanship School for steward and storesman classes. Writers and cooks continue to receive their training in the main school building.

A new sports schedule has been set up which provides instructional and recreational sports periods throughout the week to two classes at a time, replacing the former program whereby the entire school took sports at the same time.

Lieut. (S) George Woodford joined the school's instructional staff in January.

HMCS Beacon Hill

On January 5 the Beacon Hill and Antigonish began a seven-week training which took the ships as far south as Callao, Peru. The pre-cruise panic reached its peak on January 4, with numerous drafts both going and coming. Among those leaving the ship were the Coxswain, CPO Clarence J. Henry; the "Buffer", PO George Hogg, and PO Norman Dawe.



The rivalry that exists between East and West was responsible for this photo, taken on the Stadacona parade ground for the purpose of proving that Atlantic Coast sailors are more rugged than those on the Pacific side. (P.S. — The pictured gentlemen made a hurried dash for the Gunnery School a fraction of a second after the camera's click). (HS-17361).

CPO Henry turned over his duties to CPO Charles Lewis and went ashore for a quartermaster instructor's course in Naden.

Embarked in the ship for training were nine junior officers, 28 ordinary seamen to be marked "trained" and nine able and ordinary seamen forming a quartermasters' course.

Bolstered by these training groups, the ship's company has risen to the staggering figure of 148. This is nearly twice the number that made the southern cruise at the same time last year.—*D.B.S.*

HMCS Crusader

Completing a year of duty as a training ship, the Crusader went alongside in January for a well-earned refit and annual leave period. The first year of her new commission was a busy one for the ship, more than 17,000 miles being logged on training trips in B.C. waters, to Hawaii and to U.S. Pacific Coast ports. The high spot came, of course, when the Crusader took the Princess Elizabeth and the Duke of Edinburgh to and from Vancouver Island.

A new heating system is being installed in the ship, making it necessary for the ship's company to live ashore in the Reserve Training Establishment.

There have been many changes in the crew and, of the original seaman complement, only two members remain. They are Ldg. Sea. Robert Spragg and AB Robert (Red) Henderson. Among those leaving the ship have been Ordnance Lieut. Archibald Young, CPO Harry Kelvington, the original Coxswain, and CPO George Van Der Haegen, the ship's "Buffer" and Crewsnest Man of the Month in January.

With part of the ship's company on leave and others drafted, many of the crew are performing additional duties. The Executive Officer, Lieut.-Cdr. John Husher, for instance, has been Supply Officer and Electrical Officer, as well as XO.—*A.E.B.*

Communications Training Centre

The CTC at HMCS Naden was a hub of activity in January with five courses under way. In addition, there were the regular daily exercises for ships in harbor.

Recent departures from Naden of communications personnel saw AB Robert Koons and AB Edward Bellefontaine go to HMCS Sioux and AB G. W. McNichol to the Athabaskan.



On board a South Korean minesweeper, an officer and two men from HMCS Cayuga conduct classes in widely different subjects. In the upper photo, Lieut. E. A. Wiggs teaches English to four South Korean officers. In the lower, ABs Jerry Peterson, left, and David Campbell, centre, instruct three South Koreans in the operation of a Bren gun and Lanchester rifles. Lieut. Wiggs was in charge of a party placed aboard the minesweeper for liaison duties during a period she was working with the Cayuga. (*SO-99 and 79*).

Among the new arrivals at the school are Leading Seamen P. J. Lewis, H. J. Oja, G. J. Smith and Harold Bird, all from Cornwallis.

ND Training Centre

The New Year saw the commencement of four classes at the Navigation Direction Training Centre at HMCS Naden. There were two courses of radar plotters and two in the quartermaster branch.

Extensive additions have been made in the training centre recently, with 11 new edge-lit air plots and a new aircraft direction room adding a considerable improvement to training facilities.

Aldergrove Radio Station

Four communicators were loaned to Naval Radio Station, Aldergrove, from HMCS Quebec over the holiday season to assist with handling rush

traffic. They were Ldg. Sea. Edward Haines and Able Seamen J. C. Kelly, Alexander Lazaruk and D. L. T. Ostler.

Although the flow of traffic increased considerably, all messages were cleared with a minimum of delay, with special attention being given seasonal greetings to officers and men of ships in Korea.

NAVAL DIVISIONS

HMCS York

(Toronto)

HMCS York took top honors among naval divisions in the most recent quarterly review of RCN recruiting figures. From approximately 3,000 personal enquiries, excluding telephone calls, the recruiting staff of York entered 616 men in the RCN, 130 in the RCN(R) and 38 women in the RCN(R).

According to the recruiting officer, Lieut. (E) W. H. Lang, a mobile recruiting unit which visited four eastern Ontario towns was an important factor in the division's recruiting effort. In charge of the unit was Lieut. D. B. Gill, who was assisted by Sub-Lieut. W. G. McDougall and CPO J. Mulvihill. Talks were given

and movies shown to youth groups, service clubs, schools and cadet corps. Good co-operation was received from radio stations and newspapers.

In the Toronto area alone, in 1951, the movie "The Navy Flies" was shown to approximately 10,000 high school students. Talks were given along with the showing of the movie in 23 high schools.

Assisting Lieut. Lang in the recruiting office is PO A. J. Edwards.—*A.C.T.*

HMCS Discovery

(Vancouver)

Officers of lieutenant-commander's rank and below at Discovery are spending part of their Sundays taking a condensed version of a Cornwallis-type officers' divisional course. The two-hour classes began early in the year and will continue each week until the spring.

AB Gerald Sherwood has been drafted to Naden and his successor is PO C. W. Coombes. PO William M. Stewart is now on special duty and is assisting in the refit of PTC 124, training tender to Discovery. PO Peter Turner has been re-elected for his seventh consecutive term as

secretary of the New Veterans' Branch of the Canadian Legion in Vancouver.

The annual Christmas party for children of permanent and reserve personnel, children of war widows and several orphans topped the list of activities around Discovery during the holiday season. About 100 children enjoyed movies, games and good things to eat, plus some rides donated for the occasion by a Vancouver departmental store. The entire show was recorded by the CBC and was transmitted overseas as part of a CBC International Service roundup of how Christmas was celebrated in various parts of Canada.

By the time this is printed, the cadets of HMCS Discovery will have achieved a monumental task: production for the first time by a western university of the UNTD magazine, *White Twist*.

This issue of the magazine covers every phase of cadet life during the winter training period.

During the current term, the division has heard Monday night talks on the international scene by professors from the University of British Columbia, rather than lectures of a wholly technical nature.

A dance was held on the drill deck on Saturday, February 2, for visiting cadets from HMCS Malahat, Victoria, and the following Sunday UBC Cadets paraded to West Point Grey Presbyterian Church for a short service.—*D.M.*

HMCS Montcalm

(Quebec City)

A feature event of Christmas activities was midnight mass celebrated on board Montcalm on Christmas Eve. The drill deck was decorated for the occasion by a party of volunteers headed by Lieut.-Cdr. T. F. Owen. The choir, organized by Instr. Lieut.-Cdr. J. E. Boule and directed by Miss Albertine Laroche, sang carols during the mass.

Some 50 couples attended Montcalm's New Year's Eve dance and ushered in 1952 with traditional fanfare.

On January 8 a naval guard from Montcalm, commanded by Lieut. R. P. Lemay, was inspected by Lieutenant-Governor Gaspard Fauteux prior to his departure for Esquimalt for the commissioning of HMCS Quebec. Lieut. Pierre Simard from Montcalm accompanied the Lieutenant-Governor to the West Coast as his naval aide.—*R.J. LeC.*



AB Hal Ford lends a helping hand to Wrens Joan Booth, left, and Gay Christienson, first Wrens to enter and be outfitted at the Vancouver naval division, HMCS Discovery. In civilian life Wren Booth is a payroll clerk and Wren Christienson a bookkeeper.



Wrens attached to HMCS Scotian, the Halifax naval division, have an advantage over their sisters in most other divisions in that they are able to acquire some sea-time for themselves. Along with other reserves from the division, Wrens are embarked in Scotian's training tender, the minesweeper Brockville, for one-day training trips. Here Wren Jean MacLeod copies down a message in the Brockville's radio office. (HS-16774).

HMCS Unicorn (Saskatoon)

HMCS Unicorn had a change of executive officers recently when Lieut.-Cdr. E. L. Pendlebury entered the RCN on a three-year-appointment and was succeeded as XO by Lieut. Carl McLeod.

Captain F. H. Gardner, United States Naval Attache to Canada, visited the Saskatoon naval division recently and showed a film on the U.S. mothball fleet.

There was considerable activity on board Unicorn over the holiday season. The wardroom and messes held Christmas parties for children, the reserve officers served Christmas dinner to the RCN staff on Christmas Day, and the Naval Officers' Association held a colorful New Year's ball. On January 1 the wardroom and messes were open to Army and RCAF guests. — J.B.W.

HMCS Chatham (Prince Rupert)

Three silver cups, two of them presented by a local jeweler and the other by the men's canteen, have stimulated interest in rifle shooting competition at the division.

Competitors are divided into three groups — RCN staff, Reserve Division and Wren Division — with each section competing for a cup.

Through the co-operation of Instr. Lieut.-Cdr. G. L. Connor and the librarian at HMCS Naden, Chatham has obtained the loan of more than 100 books with which to maintain a library of its own.

The financial success of a pre-Christmas dance at Chatham made

possible a Christmas Tree party which added to the seasonal happiness of many children besides those of naval personnel.—B.S.P.

HMCS Nonsuch (Edmonton)

More than 100 children were on hand for the annual Christmas party held at HMCS Nonsuch. The highlight of the affair occurred when Santa was piped over the side and handed a present to each youngster gathered around the large Christmas tree in the drill hall.

A small playground, movie cartoons and local musicians provided varied entertainment and, to ensure that there would be no dull moments, clowns roved throughout the crowd.

CPO Ernest Melvin was in charge of all arrangements; Cdr. R. Hickie, Lieut. H. Burt, CPO G. Wells, PO R. Alcott, Ldg. Sea. R. Hunt and Ldg. Wren Winnifred Allen served as clowns, and Jack Hancock of the Cutty Sark Club played the role of Santa. The mothers were entertained at tea in the chief and petty officers' mess by members of the newly formed Wrens division.

A farewell reception was held in the wardroom in honor of Lieut. D. P. Brownlow, staff officer, and Lieut. F. C. Short, training officer, prior to their leaving for new appointments on the East Coast. Commander G. P. Manning, commanding officer of Nonsuch, presented the two officers with



This striking photo shows the Saskatoon naval division, HMCS Unicorn, as it appeared during the Christmas season. The display was planned and set up by officers and men of the division and attracted many favorable comments. (Photo by Len Hillyard, Saskatoon).



Defence Minister Brooke Claxton, Veterans Affairs Minister Hugues Lapointe, other government officials and representatives of the press visited HMC Ships Cayuga and Athabaskan at Kure, Japan, during their tour of the Korean theatre in January. Pictured, top, in the chief petty officers' mess in the Cayuga are, left to right: Dr. O. M. Solandt,

Chairman of the Defence Research Board; CPO Aleck Croft, CPO David Nelson, Mr. Claxton, CPO Richard Malin and Mr. Lapointe. Mr. Claxton addresses the ship's company of the Athabaskan, lower left, and is pictured, lower right, during his tour of the Athabaskan's messdecks. (SO-89; O-2185-1; O-2185-4).

pewter mugs on behalf of the reserve officers.

Later in the evening, Lieut. Short presented Cdr. Manning with a model of the Q-056, the Fairmile that was Commander Manning's first command during the war.

Lieut. Short was also honored at a party held by members of the Royal Guard paraded by the division for HRH the Princess Elizabeth last fall. Ldg. Sea. George Ninian, president of the seamen's mess, presented Lieut. Short, on behalf of the guard, with an engraved combination cigar-

ette case and lighter. Lieut. Short trained and commanded the guard.

Cold weather did not impair attendance at the New Year's Eve Ball held on the drill deck at Nonsuch.

Arrangements were under the direction of Lieut.-Cdr. D. Hayes, Lieut. S. Purvis, Sub-Lieut. C. W. D. Milner and Sub.-Lieut. B. Knowler. —E.W.H.

HMCS Cabot (St. John's, Nfld.)

Lieut.-Cdr. C. A. Binmore, of Charlottetown, has taken up the

appointment of staff officer at Cabot, succeeding Lieut.-Cdr. A. A. MacLeod, who has been appointed to Halifax.

Another new face around Cabot is that of Rev. L. A. D. Curtis, who has been appointed Protestant chaplain of the division. He is also chaplain of the United Church College in St. John's. Padre Curtis is a native of Blackhead, Bay de Verde, Nfld., and is a graduate of McGill University and the United Theological College in Montreal.—J.F.S.

HMCS Brunswicker (Saint John)

Commander J. A. MacKinnon, commanding officer of Brunswicker, represented the Navy at the official opening of Saint John's new municipal airport at nearby Clover Valley early in January. Following a civic luncheon at the Admiral Beatty hotel, the airfield was declared officially open by Lieutenant-Governor D. L. MacLaren of New Brunswick at a ceremony in the airport administration building.

HMCS New Liskeard arrived in Saint John in mid-January for an eight-week refit at the Saint John drydock. Commanded by Lieut.-Cdr. Thomas Wall, the minesweeper was welcomed by Brunswicker's staff officer, Lieut.-Cdr. R. J. Mann. Official calls were made on the Lieutenant Governor, Mayor George E. Howard of Saint John and the commanding officer of Brunswicker.

PO A. J. Riley was elected vice-president of the chief and petty officers' mess in January, succeeding CPO J. Blenkinsopp, who has gone to the west coast.

HMCS Chippawa (Winnipeg)

A newly-formed brass band which turned out for divisions for the first time in January has proven a popular addition to parade deck ceremonies in Chippawa.

CPO Al Care organized the brass band and is now planning formation of a drum and bugle band. Bandmaster is G. W. Butler, formerly a bandmaster with the Royal Marines.

While on the subject of music, mention should be made of Lieut. (E) J. H. Cuthbert, recently appointed Area Engineer Officer. An expert with Hawaiian instruments, he was one of a group who staged a grass skirt dance number in the wartime Navy Show.

Chippawa's hockey team had a record of three victories and one

loss in its first four games in the Winnipeg Inter-Service League. The team lost two exhibition games at Riverton, Man., but had hopes of improving its away-from-home record in a forthcoming match at Fargo, North Dakota.

During Chippawa's Christmas party, the division's executive officer, Lieut.-Cdr. L. B. McIlhagga, was sentenced to walk the plank—the high diving board in the swimming pool — after being judged the nastiest and wickedest looking pirate at the party. This particular event on the program made a "splash" hit with all in attendance, excepting the victim.—*T.W.C.*

HMCS Catarqui (Kingston)

With the new year came a stepped up training program at HMCS Catarqui and a considerable increase in attendance.

The ship's staff, under the supervision of the Chief Shipwright, CPO Charles Vaughan, and CPO John G. Brown, has carried out a renovation program in the various messes which has improved their appearance and provided additional space. CPO Vaughan also produced out of old scrap material a gunroom that would do credit to the Ritz.

A children's Christmas party, complete with gifts from Santa, was held the Saturday prior to Christmas, while a dance on December 28 was the division's farewell salute to the old year.

Sports competition is keen at HMCS Catarqui, with nearby army units and Queens University ever ready to offer or accept a challenge. At present the Kingston naval division has a basketball team and two shooting teams and is in the process of organizing a badminton tournament.

HMCS Queen (Regina)

Heading a travelling board to interview officer candidates from western universities, Captain E. P. Tisdall, commanding officer of HMCS Ontario, was a January visitor to Queen. With Captain Tisdall were Instr. Commander R. S. Martin, Commander F. B. Caldwell, executive officer of HMCS Naden, and Instr. Lieut. W. H. Northey, secretary of the selection board.

On the social side, about 150 persons attended a January dance arranged by the ship's welfare committee. The seamen's mess was decorated for the occasion, arrange-



Nearly 700 officers and men donated blood at a two-day Red Cross clinic held at the RCN Hospital, Halifax, in January. First in line was Commodore H. F. Pullen, Commodore RCN Barracks, shown at the right giving his donation to Mrs. Mary Innes, of Bedford, N.S. In the top photo, Mrs. Innes takes a donation from AB William Boudreau, of Stellarton, N.S. Miss Helen Hartley, of Halifax, assists Mrs. Innes. In the foreground is Ord. Sea. C. Kaulback, of Truro, N.S. (*HS-17501*).

ments for which were handled by committees headed by CPO Les Paige, CPO Vincent Horthe and PO Henry Morrison.

The New Year's levee held in the division was well attended by civic, provincial and federal government representatives, as well as other dignitaries. The ship's company Christmas smoker had a good turnout, with CPO James Brown acting as master of ceremonies.

Rifle shoots, held weekly under the instruction of CPO Paige, are being well attended and are developing several good marksmen. Members of the new entry division have been turning out for hockey practices on Queen's newly-constructed rink.—*C.E.B.*

HMCS Malahat (Victoria)

Following a brief break in training over the festive season, Malahat's ship's company pitched into the 1952 syllabus with renewed vigor.

Starting off the year were two weekend training cruises to Van-



couver. On the return trip to Victoria on the weekend of January 12, HMCS Sault Ste. Marie, Malahat's training ship, transported members of the directing staff and students of the National Defence College who were making a tour of defence establishments.

Over the weekend of February 2, the Sault Ste. Marie took UNTDs from Malahat to Vancouver, where fellow-cadets attached to HMCS Discovery were hosts at a sports meet. On the return trip to Victoria, 30 naval attaches accredited to Canada were accommodated for passage.

Workmen are busy remodelling the basement of Malahat to provide

additional office and classroom space. The outside parade ground is completed and ready for drill work. The tennis court is also in readiness for an early spring opening and bowling greens are being planned for the summer months.

On January 3, two of the division's Wrens, Alice Bell and Kilina Ridgate, commenced three years continuous naval duty and were drafted to Cornwallis for basic training.

On the same date, Petty Officers David H. McAlpine and Donald M. Bath went to Cornwallis for the leadership course.

PO A. Loverock, formerly of HMCS Queen Charlotte, has joined Malahat along with a host of new entries.

HMCS Donnacona (Montreal)

Senior divisional officers from nearby divisions met at Donnacona on the weekend of January 19 to discuss the formation of a simplified divisional program.

The Ladies' Auxiliary held its first meeting of the year on January 15 and made detailed plans for the ensuing 12 months. Over the holiday season, the members visited hospitalized naval personnel and distributed ditty bags.



Chief and petty officers of HMCS Griffon were hosts to eight non-commissioned officers of the U.S. Navy, Marine Corps and Coast Guard and their wives in an international good-will visit on the weekend of January 20. The visitors spent the weekend at the Lakehead and were entertained throughout their stay by the Griffon chiefs and POs. Pictured in the above group, left to right, are: CPO Bob Jaeger, president of the chief and petty officers' mess; Sgt. Major W. E. Willett, USMC; Chief Bos'n's Mate W. W. Muessel, USCG; Chief Quartermaster John Prout, USNR, and PO John Maxwell, secretary-treasurer of the Griffon mess.

Donnacona's drill deck was the

scene of two gay holiday gatherings. First was the annual children's Christmas party, followed closely by a New Year's party sponsored by the chief petty officers' and seamen's messes.—R.F.D.S.



An RCAF entertainment troupe which accompanied Defence Minister Brooke Claxton's party on its visit to the Canadian forces in the Far East performs in a messdeck aboard HMCS Cayuga during the minister's sea voyage in the destroyer. Left to right are Sgt. Jack Thompson, Sgt. Thomas Cronin, Sgt. "Ace" Howard and Cpl. Dave Davies. (PL-53227).

HMCS Griffon (Port Arthur)

During the Christmas season, Griffon was the scene of a series of social functions that at one point reached international proportions. The United States Coast Guard Cutter Woodrush berthed at Port Arthur shortly before Christmas and members of her ship's company were entertained by officers and men of Griffon. The buoy-tender and icebreaker was on the last leg of picking up Coast Guard personnel from Passage Island, off Isle Royal.

Other activities included a children's Christmas party; the annual Christmas ball, sponsored by the reserve officers and the Lakehead Branch of the NOAC, and dances in the seamen's canteen and the petty officers' mess. On December 22, Griffon's officers were hosts in the wardroom to civic officials of both Port Arthur and Fort William.

PTC PROVES ITSELF

*Discovery's Fairmile Provides
Vancouver Reserves With
Useful Sea Training*

WHEN HMCS Discovery took over PTC 724 early last summer, there were several questions which had to be answered.

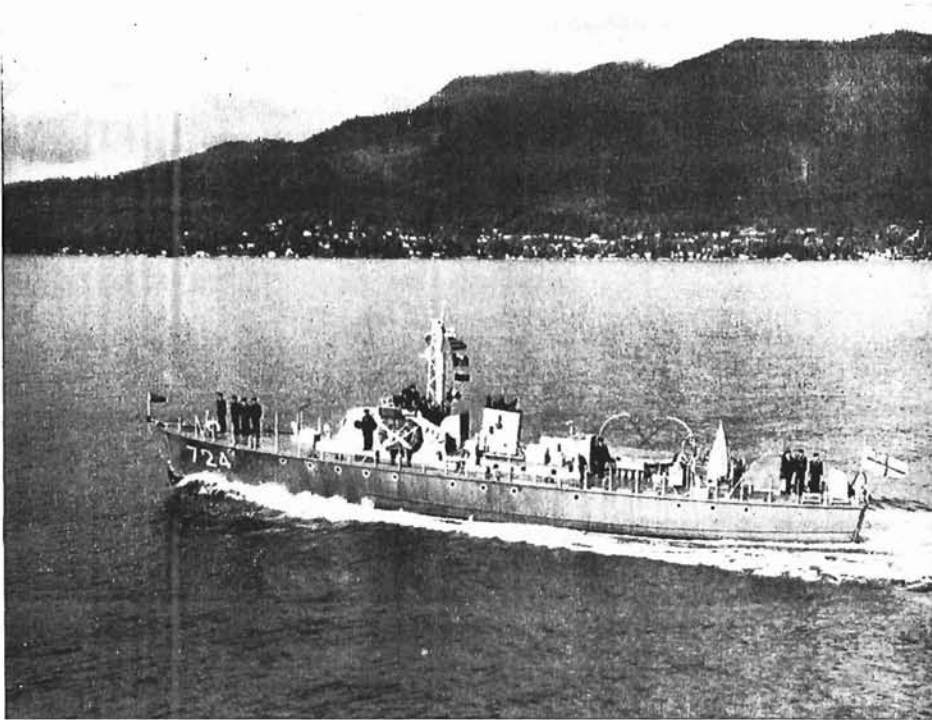
Could she be maintained in the manner to which she was accustomed by an all-Reserve crew?

Would that crew be competent to sail her through the scenic but treacherous inlets and channels of the West Coast, with their riptides, hidden reefs and sudden fogs?

Could she, with her limited fuel capacity, carry out extended

Throughout the season she had an all-Reserve crew, with the exception of an RCN cook.

She was ready for other naval duties, too. On August 21 she escorted the yacht Walathy, bound for Vancouver with His Excellency the Governor General on board. Five days later she represented the Naval Service at a regatta in Pender Harbor. On September 2 she carried out fleet manoeuvres with HMCS Sault Ste. Marie near Pender Harbor. On October 21 and 26 she patrolled Vancouver harbor and the area west



HMC PTC 724, Discovery's training tender, photographed from HMCS Crusader as the destroyer steamed past her on leaving Vancouver for Victoria with the then Princess Elizabeth and the Duke of Edinburgh on board. (E-16718).

cruises without returning to her home port?

The answers, all affirmative, are down in black and white in the little ship's log. During July, August, September and October she carried out eight week-end cruises, two one-day cruises, and an eight-day cruise in the Strait of Georgia and adjacent Canadian and U.S. waters. In port, the reservists cleaned and painted ship, fuelled her, carried out engine-room maintenance and kept her spruce and shipshape at all times.

to Point Atkinson for HMCS Crusader when that destroyer carried the Princess Elizabeth and the Duke of Edinburgh from and to Vancouver. On November 11, Remembrance Day, she carried a naval party to the memorial service of the Royal Vancouver Yacht Club at sea off Jericho Beach.

Earlier, during the week-end of July 26, she served as escort to the yachts of the International Power Squadron during the annual predicted log race between Seattle and

A Busy Year

HMCS Ontario's log books yielded some interesting figures concerning her activities in the year 1951. In the 12-month period, the training cruiser steamed 42,125.3 miles in three oceans and as many seas and visited 34 ports in 11 different countries.

Vancouver, an event that gave her crew experience in night steaming and pilotage.

A week later the Fairmile proceeded on an eight-day cruise under the command of Lieut.-Cdr. J. H. Stevenson, training commander of the division. (She was commanded at other times by Commander Glen McDonald, commanding officer of the division, and Lieut.-Cdr. W. H. Davidson, executive officer). With Lieut.-Cdr. Stevenson were Sub-Lieut. James Sproston, Midshipman Malcolm Matheson, PO W. Stevenson, CPO E. Loos, chief motor mechanic, and a ship's company that included six new entries without previous seagoing experience.

They cruised through the Gulf Islands, visited Vancouver Island ports, refuelling at Sidney, took sea cadets in two batches of 20 each from Camp Latona on short cruises, and made most of the trip along Puget Sound to Seattle in dense fog by dead reckoning (no radar — no loran). They stopped at White Rock, just north of the border, on the way back, the first Canadian vessel to visit that Canadian summer resort in peacetime.

It was a successful season in all respects and, on the basis of the experience gained, Discovery is planning a training program which will last the year around.

SEA CADET PARTY GOING TO U.K. CAMP

A party of two Sea Cadet officers and 24 Sea Cadets will go to the United Kingdom this summer to represent Canada at the second Empire and Commonwealth of Nations Sea Cadet Camp, to be held at HMS Osprey, Portland, July 5 to 19.

The Navy League, England, will be host and, following the close of the camp, extensive sightseeing trips will be arranged for visiting cadets.

The first of such camps was held in Canada in 1949, under the sponsorship of the Navy League of Canada.

Royal Canadian Sea Cadets to be selected to make the trip this year must hold the rank of petty officer or higher and be 16 years of age as of January 1, 1952.



The Navy Plays



Honors Well Divided in Stadacona Sports

Inter-part sports schedules at HMCS Stadacona were well advanced by the time February rolled around, with no particular department holding a monopoly of first-place honors.

HOCKEY

Mechanical Training Establishment had built up a five-point lead over runner-up Supply as the Stadacona inter-part hockey league began the second half of its schedule. The MTE pucksters had a record of nine wins, one loss and one tie for a total of 19 points.

In third place was Electrical Staff with 13 points. Torpedo, Ordnance-Gunnery, Navigation Direction School, Miscellaneous, and Electrician's Mates following in that order.

BOWLING

Two teams were deadlocked for first place in the inter-part bowling league. Shipwrights "B" and Re-

gulating Staff each had 29 points to head the 18-team loop. Close behind were RCN Depot "A", with 28 points, and Clothing Store, Medical Staff and MTE "A", all with 27.

The high three for the season was recorded by CPO George Black, of the Medical Staff, with a score of 818.
BASKETBALL

Electrical Staff was leading the inter-part basketball league at the end of the first half of the schedule. In second spot was JOTLC "E", with Electrician's Mates and Navigation Direction School tied for third.

VOLLEYBALL

Nine teams are entered in a newly-formed inter-part volleyball league. First games of the schedule were slated to get under way in early February.

Ldg. Sea. Ron Hayter, of the Physical and Recreational Training Staff, was organizer of the league. He also handles other inter-part leagues at Stadacona.

Stadacona and Shearwater have teams in the Halifax City volleyball league, which was expected to get under way in mid-February. Three other teams from the city are entered.

MTE "A" Takes Lead in Naden Sports Standing

An undefeated record in the first round robin of hockey swept the Mechanical Training Establishment's "A" team into first place in the winter Cock of the Barracks competition at HMCS Naden.

Second place in the over-all standings was held by the combined Medical, Communications and ND team, followed by TAS and Electrical, Supply, MTE "B," Supply School "A," Ordnance, Band and Supply School "B."

MTE "B" had the second best hockey record, having lost only to MTE "A." Supply School "B" was tied with Medical, Communications and ND at the top of the basketball standings, while TAS and Electrical shared first place in volleyball with Medical, Communications and ND.

Presentations Made to York Regatta Team

At a ceremony on the drill deck of HMCS York, the commanding officer, Captain R. I. Hendy, presented engraved wallets and cigarette lighters to 16 members of the division who represented York in the Great Lakes Naval Regatta at Ottawa last September.

In a brief talk before the presentations were made, Captain Hendy congratulated the whaler's crew that won the open and men's pulling races. He made special mention of PO A. J. Edwards, who coxswained the victorious whaler in both races and was also coxswain of the boat that finished second in the men's whaler sailing event.

Officers and men who took part in the regatta were Lieut.-Cdr. W. J. Turner, Constr. Lieut. D. Wales, Lieut. P. G. Campfield, Sub-Lieut. S. Lyons, Sub-Lieut. F. W. Galloway, PO A. J. Edwards, PO J. F. Holmes, Ldg. Sea. G. Douglas, Ldg. Sea.



Pictured above are members of the Crusader division team which captured the inter-divisional basketball championship at HMCS Cornwallis. Front row, left to right: Ordinary Seamen Bill Poynter, Carleton Place, Ont., and Jim Shelton, Toronto. Centre row: PO Don Taylor, Belleville, Ont., and Ordinary Seamen Andy Penny, Toronto, and Bill Mushing, Hamilton, Ont. Rear row: PO Victor Dougherty, Halifax, and Ordinary Seamen Carl Wilson, Tillsonburg, Ont.; Norman Bell, Winnipeg; Terry Sykes, Mission City, B.C., and AB Fred Eggleton, Lindsay, Ont. (DB-1171-1).

W. R. Caldwell, Ldg. Sea. D. Scott, Ldg. Sea. G. Spiker, Ldg. Sea. G. Gower, AB D. G. W. Still, AB A. W. Brown, Ord. Sea. R. W. Weeks and Ord. Sea. N. Penstone.

Magnificent's Team Scores Hockey Successes

HMCS Magnificent went through three games without defeat in the Halifax inter-ship hockey league in January.

The carrier men walloped the destroyer Crescent twice, by 8-2 and 11-1 scores. In the first game, Shoveller and Thompson each scored the "hat trick," while Neve accounted for the other two goals. In the second contest, Charles rapped home five goals and Neve scored another two.

The third game saw the Magnificents held to a 3-3 tie by HMCS Shearwater, the air station team coming from behind a 3-1 deficit to even the count.

In an exhibition tilt played at Lantz, N.S., the carrier's color-bearers scored a 5-3 victory over Shubena-cadie. Thompson, Charles, Trepanier, Neve and Brown were the goal-getters for the victors.

Naden Hockey Squad Shows Improved Play

The Navy entry in the Victoria Commercial Hockey League started the New Year on the right foot, chalking up a series of victories that tightened its hold on third place in the standings and put the team within shooting distance of a more lofty position.

CPO Fred Jones, coach of the RCN team since the beginning of the season, was drafted during December and turned the helm over to Cdr. (L) H. G. Burchell, well known for his successful coaching efforts in Halifax.

Recent player additions to the team include AB A. Standley, Ldg. Sea. D. Johnson and PO R. Bird, all of whom performed on the Navy team that won the league championship in 1949, and PO Ray Shedlowski, formerly of Stadacona's famous "plumber line."

Hockey Team Carries HMCS Cabot's Colors

Hockey and bowling are keeping sports enthusiasts active at HMCS Cabot, the naval division at St. John's, Nfld. The division's hockey team includes PO Donald Jenkins, PO Walter Murphy, Ldg. Sea. Jacques Bond, Ldg. Sea. Dewain Wickstrom, Able Seamen Lloyd King, William



Keeping the grass on the playing fields cropped is one of the big headaches of the physical and recreational training departments of HMCS Naden. Recently the P and RT officer, Lieut.-Cdr. J. D. McCormick, jokingly sent a work order for an "automatic lawnmower" to Lieut.-Cdr. J. R. Doull, first lieutenant of the barracks. The order was filled a few days later — as pictured above. In the photo are Lieut.-Cdr. McCormick, the "lawnmower" and Lieut. O. W. Dyson. (E-17176).

Parrell and Eric Morris, and Ordinary Seamen Frederick Hammond and Gerald Burse. Referee is PO J. F. Stevens.

Cabot's bowling team is continuing to give a good account of itself in the Joint Services Bowling League.

Nursing Officer Tops Rifle Shoot Scores

Lieut. (MN) Hazel Mullin shot a brilliant 99, missing a perfect score by a hair's breadth, as she led the HMCS Stadacona senior team to victory in the second round of a ten-match series in the Halifax Garrison Indoor Rifle League.

The Stadacona team counted 480 points to top the second-place City Police by eight points. The 480 total was the high team score for the season so far.

Lieut. Mullin, who is still recovering from injuries received in an automobile accident last August, has been a consistent leader in recent matches.

Lieut. Poole-Warren Heads East Coast Sail Squadron

Formation of the Halifax Squadron of the Royal Canadian Naval Sailing Association, as successor to the Royal Canadian Navy Yacht Club (East Coast), was completed at a meeting held January 10 at HMCS Stadacona.

Organization of the RCNSA was begun last year with the object of coordinating all recreational sailing activities in the navy and bringing them all within the one strong framework. While at present the only other squadrons are on the West Coast and at Naval Headquarters, it is expected that several additional squadrons will be formed at naval divisions in the near future.

First commodore of the Halifax squadron is Lieut. (E) Peter Poole-Warren, who took over from Commander John C. Reed, commodore last year of the RCNYC (East Coast). Vice Commodore and Rear Commodore from HMCS Stadacona are Commodore Hugh F. Pullen and CPO

Charles F. Church, respectively. Similar officers from HMCS Shearwater will be elected at the next meeting.

Senior fleet captain and fleet captain "A" and "B" class yachts is Commander Reed. Other fleet captains are Commander A. B. Fraser-Harris, service whalers, and Lieut. Walter Blandy, service dinghies. Plans are under discussion for enlarging the small boat fleet with the addition of popular one-designs.

The racing fleet next summer will be headed by the staysail schooner,

Wanderer IX, well-known in Nova Scotia and New England coastal waters. Owned by the estate of the late D. W. Turnbull, the Wanderer is on loan to the squadron. It is hoped to enter her in the Newport-Bermuda race this summer.

Other yachts flying the red, white and blue burgee of the RCNSA include the 50-square metre sloops Tuna and Grilse. Lieut. Poole-Warren will skipper the former and CPO Church the latter. Privately-owned yachts flying the burgee will include the

Tancook schooners Venture (Commodore Pullen) and Pegwyn (Lieut. (SB) A. C. Rhydwen), and the Bermuda-rigged sloop Mistal (Lieut. Bruce Torrie).

Stad Teams Leading Halifax Rifle League

HMCS Stadacona was showing the way in all three divisions of the Halifax Garrison Indoor Rifle League at the end of January. In the senior division, Stadacona had a 1,432-point total, while the second-place RCMP had 1,429.

The Stadacona intermediates had a 24-point bulge on the runner-up Post Office, while in the junior section the Navy riflemen held a comfortable 49-point advantage over the Post Office.

However, the league office announced a regrouping of teams for the second half of the competition, with the Stadacona intermediates moving to the senior league and the juniors to the intermediate.

HMCS Shearwater has three entries in the 15-team junior circuit. One team was in fourth place and the other two further down the standings. A team from HMCS Scotian was in fifth place.

Wrestling Show Held in Naden Gymnasium

Two amateur and two professional bouts comprised a wrestling show held in the gymnasium of HMCS Naden, January 21.

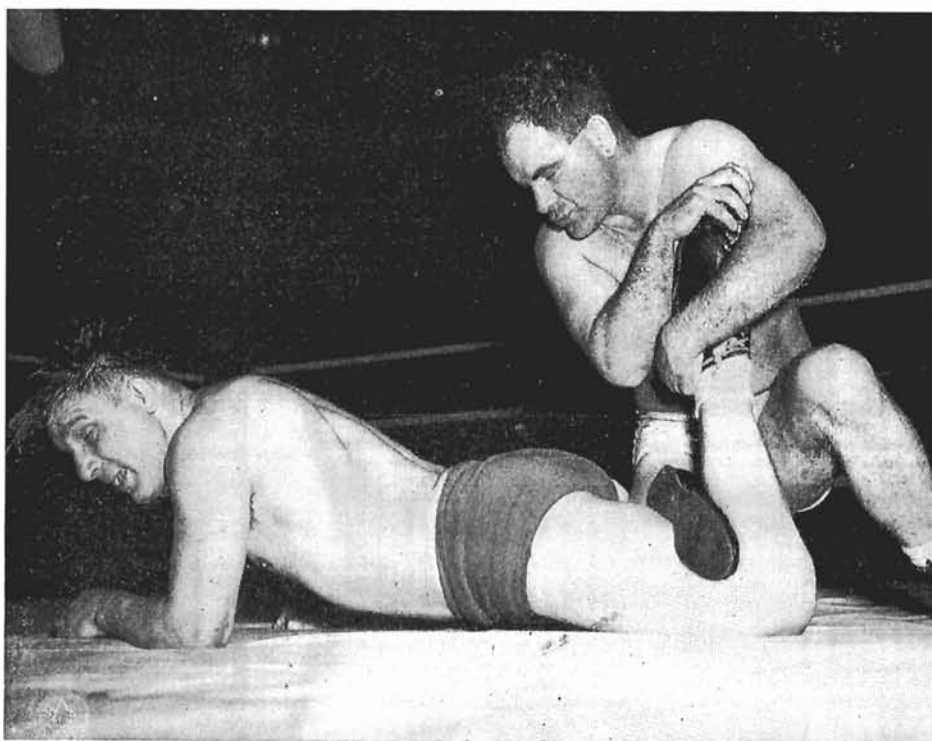
In the amateur class, Gunner Chingras, Canadian Army, defeated Leon Frechette, Victoria YMCA, and D. Patterson, YMCA, won over Earl Marshall, also of the "Y." Both amateur winners were presented with trophies by Commander (S) D. T. R. Dawson.

In the professional bouts, Roy Speller took two out of three falls from Dick Watson and Petty Officer Jimmy (Sails) Goodman, RCN, scored a popular victory over Benny Laugren.

Turkey Shoot Held by Vancouver Division

Top rifle shots at HMCS Discovery earned free turkey dinners in a Christmas turkey shoot participated in by officers, men and Wrens of the Vancouver naval division.

Commissioned Constructor James Cameron scored an 88 to lead the officers, with Lieut. (SB) Harold Irish a close second with 87. CPO Charles McKenzie, with a score of 88, won the



A wrestling card, replete with grunts, groans, growls and grimaces, provided an entertaining evening for naval personnel and their guests in the Naden gymnasium January 21. In the upper photo, Petty Officer Jimmie (Sails) Goodman, "the people's choice," gives "the villain," Professional Benny Laugren, his just desserts, much to the delight of the spectators. (E-17266, E-17270).

competition for chief and petty officers, while CPO Ronald (Doc) Myles was in second place with 82. AB Fred Holmes scored 80 to take the turkey in the seamen's division. Runner-up was Ord. Sea. William Thorpe with a 75.

Wren Patricia McLaren, who had never fired a shot before, won a turkey with a score of 72. Wren Margaret Irvine was second with a 65.

Navy Cricketers Prominent in Ottawa

Naval personnel figured prominently in Ottawa cricket circles in 1951, both in an executive and playing capacity.

Instructor Commander C. H. Little served as president and Constructor Captain R. Baker as secretary of the Ottawa Valley Cricket Council. In the score books, their names appeared with those of Captain K. L. Dyer, Captain E. W. Finch-Noyes, Lieut.-Cdr. (E) E. B. Good, Lieut.-Cdr. E. S. Price, Lieut.-Cdr. (L) D. F. Mitchell, Lieut. J. O. Pearson, Lieut. G. B. Smith and Commissioned Engineer A. C. Wildsmith.

Highlight of the season was the visit of the MCC team, which played two matches in Ottawa during its Canadian tour. Three naval players — Little, Price and Good — were among those selected to represent Ottawa in the first match, which ended in a draw, MCC scoring 203 for 7, declared, and Ottawa 114 for 6.

Price took two wickets for 47 runs and Good two for 49, while Little scored a stubborn 24 not out.

In the second match (with Little and Good on the sidelines) Ottawa was dismissed for 69 runs and an aroused MCC replied with 429, continuing to bat until stumps were pulled.

Squash Gains Followers in Pacific Command

Squash racquets continues to increase in popularity in the Pacific Command.

The renovation of the Naden squash court during the Christmas leave period brought the court up to Canadian and American specifications and, as a further incentive, shower and locker facilities were made available just opposite the court.

During December ten members of the RCN club travelled to Seattle for two matches with the Seattle Tennis Club. The RCN took a 14-4 trouncing during this encounter, with the only



For the second successive year, the Canadian Services College, Royal Roads, won the Victoria Junior Football League championship and the Douglas perpetual trophy. Members of the victorious Royal Roads squad are pictured above with team officials and, in the centre of the front row, Group Captain J. B. Millward, commandant of the college. (E-17035).

Navy wins being produced by Lieut.-Cdr. J. D. McCormick, Lieut. (S) Kevin Power and Lieut. A. B. German.

The first match in the New Year against the Victoria Squash Club resulted in an 8-8 tie.

Visiting Sailors Edge Stadacona Hoop Team

A basketball team from the USS Chauncey scored a 50-44 win over HMCS Stadacona in an exhibition game played during the visit to Halifax of the American destroyer.

The visitors took an early lead and fought off a final period rally by Stadacona to retain their winning margin. Schwingenhammer was high man for the Americans with 17 points while Shelton with 13 and Kitchen with 11 were top scorers for Stadacona.

Rockets Win Brunswick Volleyball Championship

A team going by the name of Rockets swept aside all opposition to win the volleyball championship of HMCS Brunswick, the Saint John naval division. Members of the winning team were CPO W. S. McQueen, PO A. J. Riley, Ldg. Sea. V. M. Frankton, AB R. W. Banks and Ordinary Seamen J. E. Blair and G. Ferris.

Shearwater, Magnificent Supplymen Hold Tourney

The supply departments of HMCS Shearwater and HMCS Magnificent held a basketball, volleyball and badminton tournament at the air station gymnasium in February, with Shearwater winning by a total point score of 35 to 10.

Activities got under way with a

basketball game in which Shearwater ran up an 18-point lead before the "Maggie" scored a basket. Shearwater increased its lead with every quarter and walked off with an easy 40-9 victory. AB John Stewart was high scorer for the air station with 20 points. AB Russ Butler had 10.

In volleyball, the Shearwater supply officers took two straight games, 16-14 and 15-11. In the men's games, Shearwater blanked the visitors 15-0 in the first and went on to take the second by a 15-2 count.

In badminton, the officers' singles was won by Commander (S) D. K. Graham, Shearwater, who defeated Commander (S) Donald McClure, Magnificent, 15-1. No men's singles matches were played, due to insufficient entries.

In the doubles final, Lieut. (S) J. D. Agnew and Commissioned Catering Officer J. S. Vaillancourt, Magnificent, defeated PO G. A. Stone and AB Russ Butler 17-15.

Following the matches, the 50 competitors were served refreshments.

Stadacona Hockey Team in Second-Place Tie

HMCS Stadacona was tied with Halifax Police-RCMP for second place in the Halifax Metropolitan Hockey League at the end of January. Both teams had a record of eight wins, two losses and one tie. Dartmouth Royals were leading the league.

Shearwater Tops Stad in Badminton Match

The Shearwater Badminton Club trounced the Atlantic Command Badminton club 73-51 in the first match of the new year. The games were played in the Stadacona gymnasium.

NEPTUNE HAS HIS DAY

by H.C.W.

240 Aboard Beacon Hill,
Antigonish Become
Shellbacks

FANCY a nightmare in which a surgeon plies you with nauseating tonics, a barber hacks your hair and beard, then hairy creatures dunk you again and again in briny water.

That nightmare was only too real for 240 officers and men in HMC Ships Beacon Hill and Antigonish when they crossed the equator for the first time, January 20, while bound for Peru on a seven-week training cruise.

It was in accordance with a ritual lost in pagan antiquity and dearer to mariners than Santa Claus is to the kiddies back home. The treatment was an initiation to the Royal Order of Old Salts as decreed by King Neptune, Monarch of the Seas, for those entering his equatorial domain for the first time.

The 16 officers and men in the Beacon Hill and 22 in the Antigonish who had crossed the line before spent days preparing greenhorns and tadpoles for the traditional ordeal. Hair-raising propaganda was issued and elaborate costumes were designed in great secrecy.

As the ships neared the line, Heralds in weird garb boarded the frigates amid a swirl of multi-coloured spray to bid them welcome to Neptune's kingdom and arrange for novices to pay homage to the Ocean Ruler.

Next day, King Neptune and his retinue were arrayed in pomp on the quarterdeck of each ship. With Neptune were his wife, Amphitrite, the Royal Surgeon, the Barber, a Judge, Davy Jones, the Chief of Police and a motley collection of lesser dignitaries.

Amphitrite made quite a hit in the Beacon Hill with her platinum hair and other finery.

In quick succession the initiates made their obeisance and were taken in hand for purification. The Surgeon administered medicine varying from rancid molasses to an evil concoction with a strong laxative base. The barber and colleagues plastered a lather of paste and bad eggs on the victims and wielded their tonsorial tools.

Then the novitiates were toppled into a tank of salt water, where husky Bears immersed them repeatedly. Laughing and sputtering, they emerged as Shellbacks, the tried and true subjects of Neptune.

Shirkers were rounded up ruthlessly by the police. One slacker in the Antigonish, Sub-Lieut. Gordon Armstrong, of Fort Qu'Appelle, Sask., pitted his wiles against the wits of Neptune's police, and lost. He was dragged from the crow's nest and was punished with extra medicine and about ten dunkings. Various cooked-up crimes were dealt with by the Judge, with Neptune sometimes taking a hand in meting out penalties.

All that were medically fit endured the nautical hazing, after which the captains and executive officers, though shellbacks, were given the works. Then the court retired into the tanks to return to its subterranean estate, assisted gleefully in submerging by the newly created shellbacks.

After the ceremonies, the following communication was received via routine tidal transmission from COM-SEAFLOOR by the Beacon Hill, senior ship of the group:

"King Neptune greets his new subjects and wishes to express his pleasure in his royal reception. See to it, Ye Loyal Shellbacks, that no scuttle-but issues from the landlubbery lips of swabs of tadpoles and greenhorns who jest of the mighty wonders of My Equatorial Domain."

Largely responsible for co-ordinating the skylark in the Beacon Hill was Sub-Lieut. John Goudy of Vancouver. Commissioned Boatswain Anthony Leonard, RCN(R), of HMCS Discovery, Vancouver, organized the show in the Antigonish.

Principal figures participating in the ceremony in the Beacon Hill were: Neptune, PO Tim Breaknell, Saskatoon; Amphitrite, AB John Philpott, Windsor, Ont.; Doctor, Lieut. Stan Parker, Victoria; Barber, Sub-Lieut. Anthony Preston, London, Ont.; Judge, Lieut. Donald Blackmore, Victoria; Herald, Sub-Lieut. John Goudy; Chief of Police, CPO Charles Lewis, Vancouver.

In the Antigonish, the cast in the above order included: PO Arthur Cownden, Victoria; PO Mawell Guthrie, Victoria; PO Douglas Campbell, Moose Jaw; Sub-Lieut. John Huxtable, Vancouver; Mr. Leonard; Ldg. Sea. William Glover, Calgary, and PO Robert A. Stewart, Victoria.

Weddings

Leading Seaman Joseph V. Arsenault, HMCS Magnificent, to Miss Marguerite Ronayne, of Wellington, P.E.I.

Chief Petty Officer Lennox Clark, HMCS Stadacona, to Miss Margaret Evelyn Rodgers, of Vancouver.

Chief Petty Officer Harry Cuttress, HMCS Chatham, to Miss Norma Jean Tetlock, of Prince Rupert, B.C.

Ordinary Seaman H. Eastwood, HMCS Cornwallis, to Wren Pat McKinley, of Vancouver.

Chief Petty Officer C. E. Light, HMCS Cornwallis, to Miss Marion White, of Cambridge, N.S.

Able Seaman James R. Richey, HMCS Magnificent, to Miss Patricia Mae Ash, of Springfield, N.S.

Petty Officer Frederick T. Treleaven, HMCS Donnacona, to Miss Claire May Lowe, of Sheet Harbour, N.S.

Ordinary Seaman R. Tuele, HMCS Cornwallis, to Wren Loretta Peets, of Edmonton.

Chief Petty Officer Robert Williamson, HMCS Montcalm, to Miss Elizabeth MacKinnon, of Bay View, Pictou County, N.S.

Births

To Petty Officer William Bruce, Aldergrove Radio Station, and Mrs. Bruce, a daughter.

To Petty Officer G. Carr, Albro Lake Radio Station, and Mrs. Carr, a daughter.

To Lieut.-Cdr. D. F. Clark, HMCS Queen, and Mrs. Clark, a daughter.

To Petty Officer Paul E. R. Foy, HMCS Montcalm, and Mrs. Foy, a son.

To Petty Officer Raymond Graham, HMCS Beacon Hill, and Mrs. Graham, a son.

To Petty Officer Donald Iffe, HMCS Naden, and Mrs. Iffe, a son.

To Petty Officer B. D. LaLonde, HMCS Beacon Hill, and Mrs. LaLonde, a daughter.

To Leading Seaman F. Leafloor, Albro Lake Radio Station, and Mrs. Leafloor a son.

To Petty Officer Charles Miller, Aldergrove Radio Station, and Mrs. Miller, a daughter.

To Leading Seaman David Robertson, HMCS Naden, and Mrs. Robertson a son.

To Petty Officer R. W. Sheppard, Canadian Embassy, The Hague, The Netherlands, and Mrs. Sheppard, a daughter.

To Able Seaman Charles Spooner, HMCS Discovery, and Mrs. Spooner, a son.

To Petty Officer William Stewart, HMCS Discovery, and Mrs. Stewart, a daughter.

Saint John Division Launches Newspaper

The new year saw the birth of a journalistic venture at HMCS Brunswick. Named "The Tatler," the first issue of the Saint John division's newspaper rolled off the duplicating machine in January. It is planned to publish the paper every two weeks.

The Crow'snest extends felicitations to the new arrival and wishes it the best of success.

OPERATION PICK-UP

While many Toronto business firms and manufacturing plants experienced drops in efficiency, through poor attendance and irregular working hours, during the 19-day street car strike in January, the Toronto naval division, HMCS York, sailed along unper-
turbed.

York avoided the difficulties which beset many other Queen City establishments by arranging her own transportation system, under the heading of "Operation Pick-Up."

Four days before the strike was called, York was ready. Lieut. John Ewing, officer-in-charge of the operation, had a map of the city pinned to his office wall, had grouped the ship's company in designated areas and had a list of volunteers prepared to pool their cars with those of the division for pick-up purposes.

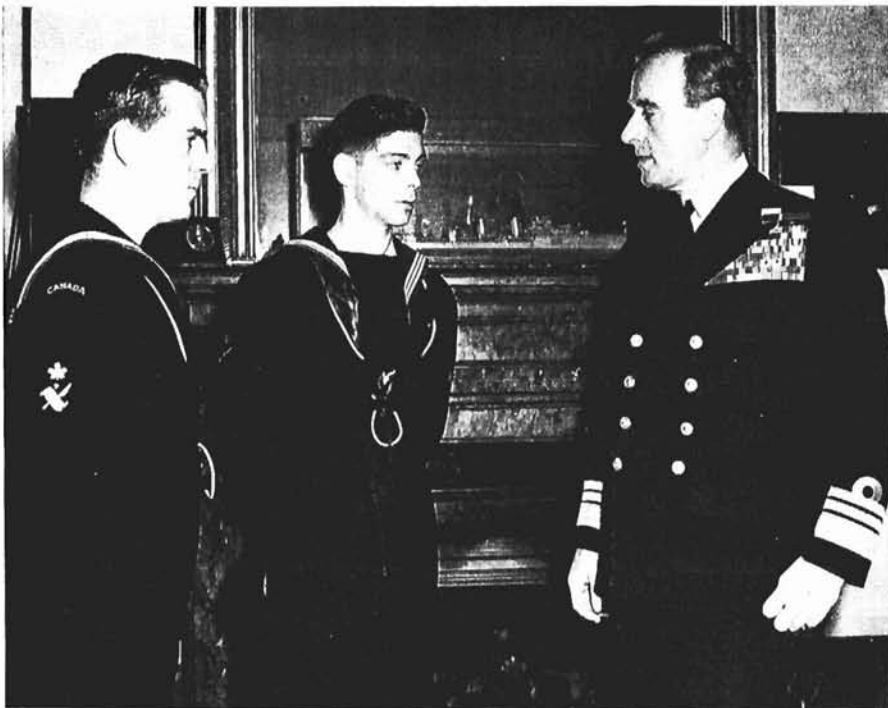
Immediately the trams stopped running, "Operation Pick-Up" was instituted. The cars proceeded to their designated areas and loaded up with men, each of whom had arranged the place and time of pick-up with his particular driver. The result was that all hands were on deck as usual.

The scheme operated with similar success for the balance of the strike, even though the staggered watch system complicated matters and the drivers were kept hopping to cover an area totalling some 66 square miles.

Only once was there a threat of a breakdown. That was on a Sunday afternoon, when the division's jeep was on its way to collect civilian employees scheduled to stand boiler room duty watch. The jeep developed tire trouble and the driver could not find a garage or service station that would effect repairs. They either were closed or were open only for the sale of gasoline.

In desperation, he turned to a taxi company which had repair facilities and mechanics available. They were quick to extend a helping hand, and the jeep was able to carry on.

Oddly enough, recruiting did not suffer during the strike. Apparently, once they had made up their minds, would-be sailors weren't letting something like a street car strike deter them from their purpose. Some walked to York, others thumbed their way, and



During the Royal Visit to Canada, the Duke of Edinburgh examined and was impressed by the new style uniforms worn by the men of the RCN. On his return to England, he reported on the uniform to His Late Majesty King George VI, who drew it to the attention of Vice-Admiral Lord Louis Mountbatten, Fourth Sea Lord. Lord Louis immediately arranged with Captain O. C. S. Robertson, Naval Member Canadian Joint Staff, to see the Canadian uniforms, and Leading Seamen Peter Cowper, left, of Howick, Que., and Robert Maddocks, of Montreal, both serving in HMCS Niobe, were paraded before him by Lieut.-Cdr. (S) D. C. McKinnon, of Victoria. Lord Louis expressed his personal approval of the uniforms and indicated further investigations would be carried out.

still others were transported by the volunteer drivers, who readily added the potential recruits to their pick-up lists.

The team of volunteer drivers consisted of Lieut. (S) Vincent Henry, CPO Robert Crips, CPO Reginald Levens, PO Alfred Edwards, PO James Wood and AB Gilbert Cayea.

G. C. STEWART PRESIDENT OF SASKATOON NOAC

G. C. Stewart was elected president of the Regina branch of the Naval Officers' Associations of Canada at the recent annual meeting. He succeeds T. S. Cook. Aubrey Hall was elected vice-president and C. R. McClocklin secretary-treasurer. The following were chosen as directors: Herbert Dow, Lex Roy, George Rowe and James Balfour.

SWORD PRESENTED TO UNICORN WARDROOM

In a recent ceremony at HMCS Unicorn, Captain H. Balfour, RCN(R), Ret'd, presented the sword

of Surgeon Captain Lloyd Anderson to the wardroom of the Saskatoon naval division. Captain Balfour spoke briefly of Captain Anderson's service in the Reserve and his continuing interest in it, despite his retirement due to ill health. This was symbolized, he stated, by the donation of Captain Anderson's sword to the division.

Painting Presented To Admiralty House

A painting commemorating the first mention of Stadacona in Canadian history has been hung in Admiralty House, the Wardroom officers' mess at HMCS Stadacona, Halifax. The painting, which shows Jacques Cartier landing at Quebec was the work of Donald MacKay, well known naval war artist and now head of the Nova Scotia College of Art. It was presented to Commander A. B. Fraser-Harris, executive officer of Stadacona, by Lieut.-Cdr. James B. Coulter, on behalf of the junior officers' technical and leadership course which completed training in late January.

MAN OF THE MONTH

(Continued from Page 10)

more travelling was too great to resist).

Book has many pleasant memories of the cruise. He was particularly impressed by the pilgrimage to Rome and the audience the visiting Canadian naval party had with Pope Pius XII. Another highlight was the period the *Magnificent* spent in quarantine at Malta, due to a polio outbreak. In his opinion, the sports and recreational programs organized for the men more than compensated for the enforced stay on board ship.

While in the "Maggie", Book took a quartermaster's course and passed out at the head of the class. Shortly after this he was promoted to leading seaman.

It has been in the Brockville that Book's love for bridge has fully developed. The 'sweeper is full of bridge fans, and at one time the whole ship's company was playing tournament bridge.

Ldg. Sea. Book has a natural fondness for classical music and never misses a chance to hear an opera. Mozart and Verdi are his favorites. He also likes the bagpipes, though there may be some argument as to whether they belong in the classical field.

Western music he can't stand.

But of all the things he likes, the sea comes first.

"I'd rather travel and visit foreign ports than anything else in the world," he says.

Will he ever settle down ashore?

"I guess so — some day, but it will have to be a pretty good job to take me away from the sea."

WREN NEWSLETTER LIVES UP TO ITS NAME

The 1951 edition of the "Wren Newsletter" has just come off the press, published this year by the Halifax Branch of the Wren Association.

Once again the ex-Wrens have produced an excellent publication, full of interesting news of the women who served in the Navy during the Second World War.

Editorially, the Newsletter opens by welcoming the new Wrens who are entering the RCN (Reserve) for continuous naval duty or for service in the divisions.

After the section on "Divisional News" come letters from various members of the association describing their work since leaving the Wrens. The editors have collected an amazing



Two senior communicators serving aboard HMCS Nootka repair an aerial lead during the ship's stop-over at Manzanillo, Mexico, en route to the Far East. They are CPO Ed Jackson, of Ottawa and Dartmouth, left, and CPO Joe Parker, of Swift Current, Sask. (NK-758).

amount of information about their members and the ex-Wren reader is almost sure to find news of old friends in the columns of the Newsletter.

Copies of the Newsletter are available from the secretaries of the various branches of the Wren Association across Canada.

SIoux OFFICERS WIN UNIQUE BALL GAME

During a visit made by HMCS Sioux to the naval base of Kure in December, the officers of the ship challenged the engineers of the Japanese dockyard to a game of softball.

On our arrival at the field, we found a diamond laid out for baseball, instead of one for softball as agreed. However, the Japanese had both softball and baseball equipment and, since the wardroom team was not prepared to play baseball, a compromise was finally reached. The game was to consist of four innings of Canadian-style softball and four innings of Japanese-style baseball.

It may be of interest here to note that the Japanese have two games of baseball: the normal one as we know it, and a bush league game played with hollow, very light bats and a fairly soft rubber ball smaller than the regulation baseball and with an exaggerated bounce.

After the usual warm-up, the game got underway. The Sioux officers won

the toss and took the field. We experienced little difficulty in retiring the side in all four innings, but when it came our turn to bat the slow lob delivery of the Japanese pitcher proved more difficult than expected to hit. However, the score at the end of four innings was 6-1 for Sioux.

The next game was a different matter. The able and fast young Japanese pitcher made quick work of the Canadians in the first two innings, while the unpracticed Commissioned Gunner Douglas Babineau found it difficult to accustom himself to the new ball. The score went to 8-6 in the dockyard's favor.

Then the Sioux team caught fire. Three safe hits and a home run put the Sioux two up. In the next two innings "the Gunner" found his mark and held the opponents to two runs while the Sioux officers collected another two.

The final score of this unique game was 12-10 in the Sioux's favor. All in all, it was a good afternoon, in which language barriers were severed by a common bond — sports. — H.V.C.

INFORMATION FOR PERSONNEL PROCEEDING TO NIOBE

Information concerning transportation, baggage, joining routine, accommodation, mail, passports, quarantine service book, custom clearances, duty free privileges, ration books and purchase tax coupons for personnel appointed or drafted to Niobe is published in General Order 2.00/4. It will be of particular value for all personnel who are proceeding to Niobe to study this information prior to departure from Canada.

MARRIAGE ALLOWANCE AGE MINIMUM LOWERED

Effective January 1, 1952, the age qualification for entitlement to marriage allowance has been lowered in the case of officers to 23 years of age and in the case of men to 21 years of age.

Ditty Bags As Easter Gifts

The Women's Auxiliaries of the Navy League of Canada are actively engaged in the collecting and filling of ditty bags for distribution as Easter gifts to all Canadian naval personnel serving in the Korean theatre.

Last year approximately 1,200 ditty bags were forwarded to the Canadian ships in the Far East.

To Her Majesty's ships and establishments throughout the world, the Admiralty transmitted on February 12 the following message from Her Majesty Queen Elizabeth II:

On my accession to the throne I wish to send a message of gratitude to the Royal Navy and all my other Naval Forces for the distinguished services which they rendered during the reign of my beloved father. He received his early training in the Royal Navy and maintained throughout his life a close personal interest in the ships and men of the Naval Services.

As the wife of a serving officer, I, too, have a specially intimate link with the Royal Navy. I have seen at home and overseas how its great traditions, tested and proved in two world wars, are constantly maintained by all who serve under the White Ensign.

I shall endeavour to keep in touch with the activities and welfare of all ranks and ratings of my Naval Forces throughout the Commonwealth. Grateful for their services in the past, proud of their present efficiency, and confident that they will uphold their high standards, I send to them all this expression of the trust which I and my people throughout the Commonwealth repose in them.

ELIZABETH R.

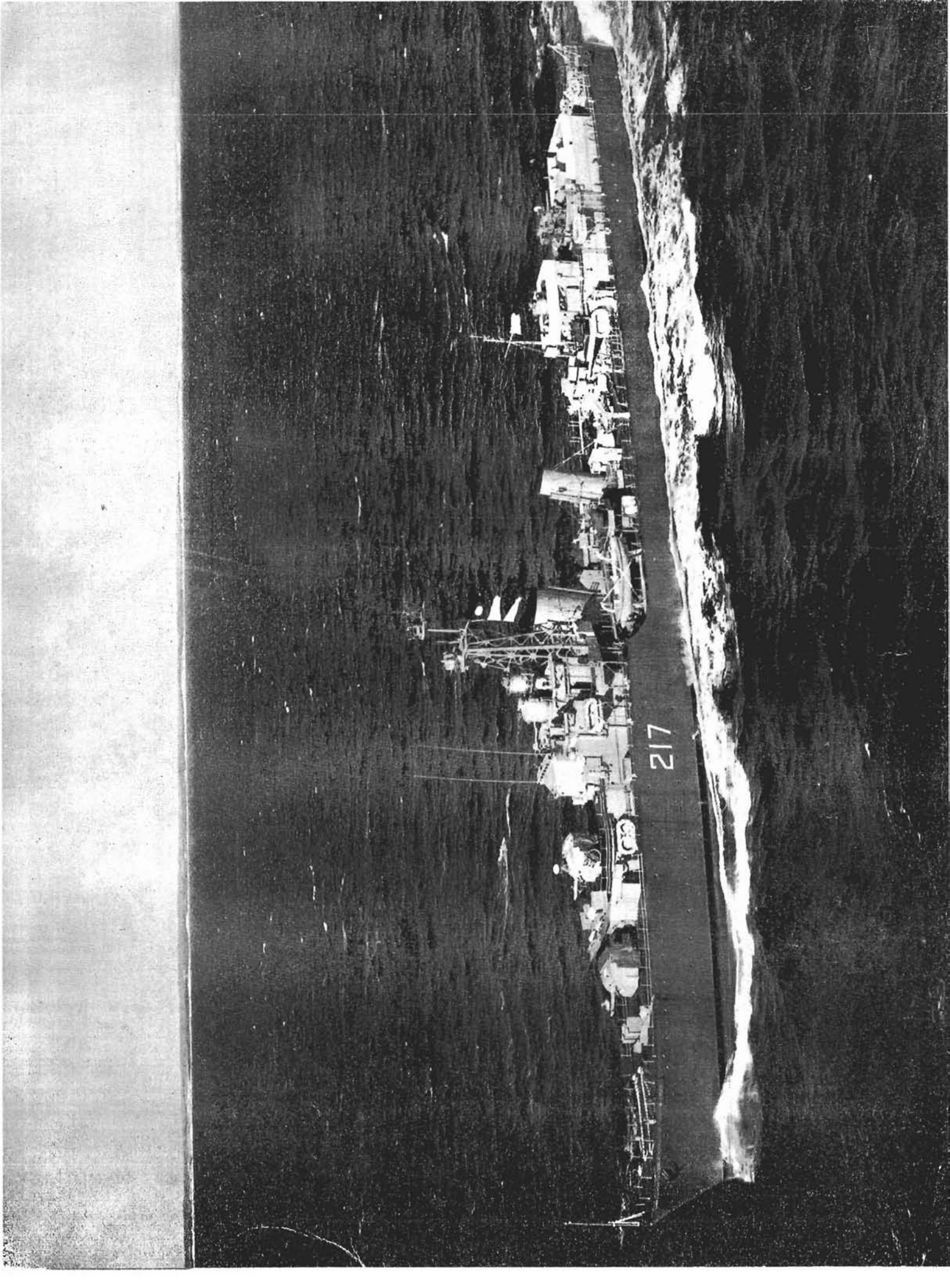


The CROWSNEST



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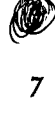
The CROWSNEST

Vol. 4 No. 6

THE ROYAL CANADIAN NAVY'S MAGAZINE

APRIL, 1952

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LADY OF THE MONTH

This is not the first time HMCS Iroquois has been Lady of the Month, but the ship pictured on the opposite page is different in many respects from the one which appeared in the August 1949 issue of *The Crowsnest*.

In point of years the oldest Tribal class destroyer in the Royal Canadian Navy, the Iroquois is one of the newest insofar as weapons and equipment are concerned. Her "rejuvenation" took place during an extensive refit which concluded last fall.

The Iroquois was originally commissioned September 30, 1942, and was the first destroyer of her class to be acquired by the RCN. She saw war service in Arctic waters, the North Sea, English Channel and Bay of Biscay and participated in a number of actions. Official records credit her with a share in the destruction of at least eight enemy merchant ships, three flak ships and two minesweepers and the damaging of a destroyer and other vessels.

Following the war, she served as depot ship for the reserve fleet at Halifax and in 1949 was employed for a time as a training ship. After that she herself was placed in reserve and subsequently was taken in hand for a major refit and conversion. This completed, she was commissioned last October 17.

Now, with her new guns and equipment, she sails April 15 for the Far East as relieving ship for HMCS Cayuga. (Negative DNS-6511).

SUBSCRIPTION RATE

The "Crowsnest" may be subscribed for at the rate of \$1 for 12 issues.

Persons desirous of receiving their own private copies by mail should send their orders, accompanied by cheque or money order made out to the Receiver General of Canada, to:—

THE QUEEN'S PRINTER,
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OTTAWA, ONT.

Cover Photo—A Canadian destroyer, HMCS Nootka, is fuelled by an American aircraft carrier, USS Bataan, "somewhere in the Pacific." This unusual photograph of what has become a commonplace evolution was taken during the final stage of the Nootka's voyage from Halifax to the Far East. On part of her Pacific passage the Nootka sailed in company with the Bataan and an American destroyer division. (Photo by Petty Officer Donald Stitt. Negative No. NK-841).

R.C.N. News Review

NATO Atlantic Naval Chief Visits Ottawa

Admiral L. D. McCormick, USN, Supreme Allied Commander, Atlantic, concluded a tour of North Atlantic Treaty Nations with a visit to Ottawa March 18 to 20. It was Admiral McCormick's first tour of the countries contributing to the NATO naval organization since his appointment January 30.

In Ottawa he conferred with Prime Minister Louis St. Laurent, Defence Minister Brooke Claxton, the heads of the armed services and with senior officers of the RCN, who were holding their annual conference at the time.

Admiral McCormick was accompanied by Vice-Admiral Sir W. G. Andrewes, Commander-in-Chief of the Royal Navy's America and West Indies Station and Deputy Supreme Commander, Atlantic, and by members of his staff. Ottawa was the ninth capital city they had visited within three weeks.

Admiral McCormick (Saclant) holds a NATO appointment on the same level as that of General Dwight D. Eisenhower but in a different sphere.

Saclant's command extends from the North Pole to the Tropic of Cancer and from North American

shores to the coastal waters of the British Isles and the continent of Europe. At a press conference, Admiral McCormick pointed out that in peacetime there would be no NATO fleet continuously under his command but that an integrated organization would be set up which could be brought into being immediately, in the event of war. This included the earmarking by the various nations of ships for service under Saclant.

Nootka Has Lively Time on First Korea Patrol

HMCS Nootka's first patrol on her return to the Korean theatre had its eventful moments. Rough seas and freezing temperatures were encountered on passage from Japan to the west coast of Korea and provided an unfriendly change from the weather experienced during the ship's voyage across the Pacific.

The Nootka's first assignment was to carry out bombardments by day and inshore patrols at night. In the course of one night patrol she was fired on by an enemy shore battery but emerged without being hit.

A few days of carrier screening followed, then she resumed indepen-

dent patrol duties, but in a different area. Among her bombardment targets this time was an enemy position consisting mainly of pill boxes and machine-gun nests. A number of hits were scored and one large mushroom of smoke and flame suggested the Nootka had exploded a store of ammunition.

The patrol ended with the Nootka screening a British carrier and returning to port with her.

Not long before this, the Athabaskan had carried out a lively one-day foray featured by an artillery duel with communist shore batteries. While engaged in a close-in bombardment of enemy positions, the destroyer came under fire from Red guns, whose challenge was promptly accepted. Though several shells splashed near the Athabaskan, none connected, and it was not long before their source was silenced. A similar exchange took place about 12 hours later and ended in the same fashion.

During this one-day assignment, the Athabaskan fired more than 610 four-inch shells at enemy gun positions, buildings and installations.

The Cayuga's duties recently have been similar to those of her sister-destroyers. On one particular 14-day patrol she served as leader of a task unit supporting the west coast blockade and was called on, additionally, to perform a variety of other tasks. These ranged from giving medical aid to wounded Koreans to blowing up an aircraft from a UN carrier. The plane had been forced down on an island near the enemy coast and was destroyed in order to prevent it from falling into the hands of the Reds.

Iroquois to Relieve Cayuga, Sails April 15

HMCS Iroquois is scheduled to leave Halifax April 15 for the Far East, where she will relieve HMCS Cayuga late in May.

It will be the Iroquois' first tour of duty in the Korean theatre. Following an extensive refit and conversion, the destroyer began her latest commission last October and since then has been



HMCS Quebec moves away from her berth at Esquimalt, bound for her new base at Halifax. The cruiser sailed March 11 and is due to reach the East Coast port April 18. (E-18174).

carrying out work-ups and a lengthy series of trials.

On being relieved, the Cayuga will proceed to her home port of Esquimalt, thus completing two operational tours in the Far East.

HMCS Haida Commissions

The RCN's destroyer modernization and conversion program advanced another step with the commissioning April 15 of HMCS Haida (Commander J. D. Lantier) at Halifax.

Like her sister-ship, HMCS Iroquois, which commissioned last fall, the Haida has been re-armed and re-equipped. She is now engaged in post-refit trials in the Halifax area.

Ships Getting Ready for Busy Summer

HMCS Quebec had reached the half-way mark on her voyage from the West Coast to the East by the end of March. She is due in Halifax April 18.

Most of the other ships of the fleet were either refitting or carrying out post-refit trials and work-ups in preparation for the strenuous spring and summer training program that lies ahead.

Her annual refit completed, HMCS Ontario was scheduled to sail from Esquimalt March 31 on her first training cruise of the year. Of the other West Coast units, the Crusader has finished refitting and the Sioux, Beacon Hill and Antigonish are in the course of their annual overhauls.

On the East Coast, the Magnificent is due to come out of refit in April, as are the La Hullose and Portage. The Crescent, New Liskeard and newly-commissioned Haida are variously engaged in trials and work-ups.

Chilean, Swedish Ships Visit Canadian Ports

Two foreign warships were visitors to Canada last month. The Chilean training ship Presidente Pinto was at Vancouver from February 28 to March 5 and the Swedish cruiser Gotland called at Halifax from March 8 to 13.

The Presidente Pinto was the first Chilean naval ship to visit Vancouver since 1929; the Gotland was the first Swedish warship to visit Canada since 1876.

Due to the period of court mourning, there was no official entertainment for the visiting officers and men. However, a number of informal gatherings were held in their honor and sports and other activities were organized.



A study in contrasts is offered by these two photos, taken three weeks apart. In the upper picture, a group of men from HMCS Nootka, touring Oahu during their ship's stay at Pearl Harbor en route to the Far East, watch the surf roll in on one of the island's many beautiful beaches. In the lower photo, members of "A" gun's crew clear away ice that formed on their gun during the Nootka's first patrol. (NK-0803 and 852).



During the Gotland's stay at Halifax, arrangements were made for her commanding officer, Captain K. Hasselgren, and 14 of his officers to visit Montreal and Ottawa, where they were taken on sight-seeing tours and entertained informally.

On leaving Halifax, Captain Hasselgren dispatched a message in which he expressed "our heartfelt thanks for the extremely kind way in which we all on board Gotland have been

received and welcomed to Canada". Similar sentiments were contained in a message from the Swedish Minister to Canada, Klas Book, to the Under Secretary of State for External Affairs. Said Mr. Book: "A very cordial welcome was extended by the authorities in and the people of Halifax to HMS Gotland. The ship's company was favoured by a highly courteous and much appreciated hospitality in Halifax, Montreal and Ottawa".



Ice in large quantities was encountered by the Sioux in the course of her final patrol off the coast of Korea before returning to Canada (SO-155).

Last Patrol

by P.C.B.

Sioux's Final Foray Produced Some Interesting Experiences

HMCS Sioux set out on her last patrol in the Korean theatre on January 21. The ship's company was understandably in high spirits on this occasion, it having been something to which they had been looking forward for ten long, tedious months.

Our job this time was to be with the task unit operating close inshore on the west coast. The main object of these patrols was the defence of islands which were north of the 38th parallel but in the hands of the United Nations.

The first day on patrol was taken up mainly with obtaining a turn-over from HMS Constance, whom we relieved, and the delivery of mail, passengers and ammunition to other ships in the area. To the USS Porterfield (destroyer) we transferred a grand total of 46 bags of mail, four USN enlisted men, two Korean naval officers, one Chinese tailor and 100 rounds of five-inch ammunition.

All but the ammunition were transferred by motor cutter. With sea and swell running about four feet, a fine job of boat handling was exhibited

by PO James D. Bell, Lashburn, Sask., and Victoria, and PO William D. Steele, Calgary and Victoria, the two coxswains, and their bowmen and working hands, ABs Lloyd Dixon, Arcola, Sask.; Douglas Peyton, North Battleford, Sask.; Victor Hughes, Rainy River, Ont.; Ken McCormick, O'Leary Station, P.E.I., and George Cardon, Bashaw, Alta. In temperatures well below freezing, these men at the end of each trip had almost as much ice on themselves as there was on the boat.

A great deal of credit for the efficient operation of the motor cutter is due to the farsightedness and ingenuity of Lieut. (E) William Attwell, of Victoria, and his staff. They designed and fitted a device which supplied steam heat to the engine at all times when at the davit head (plus, after one sad experience, the re-routing of exhaust gases to prevent the cooling water intakes from freezing). The Sioux's motor cutter, often to our discomfort, was the only boat constantly in running condition

throughout the worst of the cold weather.

The monotonous routine of interdictory fire and illumination started the night we arrived. A ROK patrol craft was put under our orders and in her we placed an officer and an armed backing-up party. It was their job to work close inshore, with the Sioux standing about a mile and a half off and providing illumination and harassing fire.

This was almost a nightly task and resulted in the ship's company acquiring a completely blasé attitude toward gunfire. It was a common sight to see the hands sleeping peacefully in the foreupper with "A" gun firing, or oblivious to the noise of "B" gun when watching a movie in the wardroom or chief and petty officers' cafeteria.

As a result of steady, but not necessarily intensive gunfire, the interior of the ship forward once again became somewhat of a shambles. Messdecks, cafeterias, wardroom and the captain's cabin all suffered from gunblast, with the first two taking the brunt of it. Light bulbs were going off like firecrackers.

The second day was uneventful until about 1730. At that hour, as the Sioux was passing between the mainland and an island, shore batteries opened up from a range of about two-and-a-half-miles. The ship was at action stations, so a reply was soon on its way. There could be little avoiding action in the narrow channel and the ship had to run the gauntlet for more than 20 minutes as three enemy batteries handed the target from one to another. The Sioux was straddled five times, one round landing close astern in the wake. It was not known whether our return fire did any damage.

Rough and cold weather was our lot for the first week. This accounted for a variety of difficult situations. The use of boats was hazardous and later was complicated further by having to navigate through heavy pan ice. Pointing ship against wind and tide, to bring the guns to bear, resulted in dragging the anchor, on one occasion a distance of eight cables in a matter of minutes.

Bringing the low freeboard ROK Navy vessels alongside almost invariably produced damage to one or both ships. The entire set of guard rails and stanchions on a ROK ship's forecabin snapped off clean when that vessel came up under our propeller guards, the extreme cold making the stanchions break like match sticks.

Conning the Korean ships by radar and voice sometimes produced an

interesting situation, as their compasses were far from reliable. (It is of interest to note that it was quite possible to direct one of these ships by this method, through shoal waters, to an anchorage in a sheltered bay, right up to and including the order "let go.")

Heavy ice coming down from the Chinnampo river was viewed with mixed feelings. While it made conditions difficult for enemy invasion movements, it also prevented proper patrols being carried out and at times forced ships to leave their watching stations. Frequent checks of ice conditions between the islands and the mainland had to be made.

An ice check by HMS Mounts Bay on a "quiet" Sunday afternoon provided an interesting change. She proceeded through a channel close by an island, to observe the ice. Close behind was HMCS Sioux, playing rapid tattoos on gun positions with her 4.7s.

That Sunday was somewhat typical of the busy time we had in the first week of our patrol. One hundred rounds of 4.7 were fired. Action stations was rung an untotaled number of times. On three occasions, we suppressed enemy batteries firing on a friendly island. We anchored five times and weighed four, and twice lowered and hoisted the motor cutter.



Two members of the party placed on board a South Korean patrol vessel by the Sioux spin a yarn with their hosts. The two Canadian seamen are ABs Bernard Riswald, of Calgary, third from right, and Donald Hopkins, Vancouver. (SO-148).

SIoux'S RECORD IN STATISTICAL FORM

The following statistics give some indication of the activities of HMCS Sioux during the period July 5, 1950, to March 8, 1952. In that time the ship spent two months in Esquimalt refitting, two months in Hong Kong having defects made good and three weeks repairing typhoon damage in Japan.

Navigation

| | |
|---|-----------------------------------|
| Effective number of days on Special Force duty..... | 476 days |
| Number of days at sea..... | 394 days (or 82.8 per cent) |
| Miles steamed..... | 113,000 (5.23 times around world) |
| Average speed for 476 days..... | 9.9 knots |

Gunnery

| | |
|---|--------|
| Number of 4.7" rounds fired..... | 3,814 |
| Number of close range rounds fired..... | 16,476 |
| Rockets fired..... | 60 |
| Small arms..... | 13,838 |
| Number of mines destroyed..... | 11 |
| Number of enemy targets engaged..... | 108 |
| Number of drogues/drones shot down..... | 11 |
| Times ammunition ship..... | 23 |

Engine Room Branch

| | |
|---|----------------|
| Total oil fuel used..... | 22,162.35 tons |
| Number of times oiled at sea under way..... | 45 |
| Total oil fuel transferred when oiling under way..... | 8,596.75 tons |

Communication

| | |
|--|--------|
| Number of messages (all types) handled..... | 40,771 |
| (but not including vast numbers copied but not decyphered) | |

Medical

| | |
|----------------------|-------|
| Sick Bay calls..... | 4,019 |
| Inoculations..... | 1,994 |
| Fractures..... | 4 |
| Wounded Koreans..... | 15 |

HMCS Sioux holds the Commonwealth record for miles steamed in one month — 10,978 miles in September, 1951.

The next day the Sioux was fired

upon again but, as the shells were at least 1,000 yards short, little attention was paid to them. One sailor was heard to remark, "Hey, there's another couple of ruddy bricks! What time does the canteen open?"

The following day saw the same batteries again open up on the Sioux. This time the ship was in a more favorable position, for them, but again it was "close, but no cigar."

By February 8 it was decided that it would be an excellent plan to blow the tops off houses suspected to be providing shelter for the enemy guns' crews. Air spot was provided from USS Badoeng Strait and 25 rounds out of 30 landed in the village. A few wrecked buildings, a fire, and a report from the aircraft, "Excellent shooting!" were the results.

That same afternoon history was made in the RCN: Canada acquired her second aircraft carrier when HMCS Sioux provided a landing platform for a helicopter. Ice conditions prevented the use of boats to evacuate a patient from an island so helicopters were employed. One helicopter made two successful practice landings on the Sioux prior to a second one, with the patient, landing on.

Following this evolution, we were



As a parting gift to the enemy, the Sioux fired a practice shell painted white and inscribed, in English and Korean: "Compliments HMCS Sioux, our 3,566." In the upper photo, the destroyer's gun crews and supply parties pose with the farewell token, which is held at the right by Lieut. Howard Clark of Stratford, Ont. (SO-162 and 160).

told by the Task Unit Commander that, although we may have made like a carrier, we were not to expect an escorting screen.

Mail was a blessing on this patrol, a total of three deliveries being made. Incidentally, the difficulties of the Fleet Mail Office, Esquimalt, are realized and appreciated. The fact that mail took an average of ten days from mailing to its receipt in the operational zone is indeed a credit to those concerned with the despatch and handling of mail for the RCN ships in Korean waters.

On Friday, February 8, the Sioux fired a 21-gun royal salute to Her Majesty Queen Elizabeth II, using live ammunition and with the guns trained on enemy troop concentrations.

The Sioux's cable parties were kept busy throughout this patrol, the

ship anchoring and weighing 41 times. There is little doubt that the cable will require a survey after the strain placed on it by pointing ship, by $4\frac{1}{2}$ -knot tides and by extreme strain from ice floes.

Our final night on patrol was not a quiet one. Shore batteries opened up



on the ROK patrol craft carrying our armed party. These were engaged by the Sioux in short order. At 0600, as a final gesture on leaving patrol, our last gun fired in anger propelled shoreward a practice shell bearing, in English and Korean, the inscription: "COMPLIMENTS OF HMCS SIOUX — OUR 3,566TH SHELL."

Finally, a few interesting statistics concerning the patrol:

| | |
|---------------------|----------|
| Cable party called: | 82 times |
| Anchored : | 41 times |
| Action Stations : | 13 times |
| Motor cutter used: | 11 times |
| Complaints : | Nil |

Praise for Sioux

Vice-Admiral C. Turner Joy, Commander Naval Forces Far East, dispatched the following message to HMCS Sioux when, with two tours of duty completed, she left his command in mid-February:

"The consistently excellent performance of the Sioux during her service with the United Nations forces in Korean waters has been typical of the high standards maintained by ships of the Canadian Navy. The contribution of this fighting ship is greatly appreciated."



After an absence of 11 months, the Sioux returned to Esquimalt March 8. A crowd estimated at 1,000 persons was on hand to welcome the destroyer, first Canadian warship to complete two tours of duty in the Far East. (E-18136).

A Two-Navy Career

*Canadian-Born 'Doc' Savage
Served Six Years
in RN*

A MAN who tried for more than six years to join the Royal Canadian Navy before being successful has been elected by the ship's company of HMC Naval Radio Station, Coverdale, N.B., as Man of the Month for April.

He is Petty Officer Francis J. (Doc) Savage, whose duties as Regulating Petty Officer at the station bring him in contact with all personnel serving aboard and with the families of those living in the 40 married quarters at Coverdale.

Francis J. Savage was born October 14, 1920, at Edmonton, Alberta. At the age of 15 he applied at the Edmonton naval division for entry into the RCN, only to be told he was too young.

However, Savage had made up his mind he was going to sea, and this determination resulted in six years of interesting and varied experience. Working his way to England, he arrived there on October 18, 1936. The very next day he entered the Royal Navy as a boy seaman.

Savage spent five months in HMS Ganges, the boys' training establishment, and a similar period at sea in HMS Revenge. He was then drafted to HMS Nelson, flagship of the Home Fleet, where he remained until January 1939. The Nelson's activities included non-intervention patrols of the coast of Spain during the Spanish Civil War.

Savage's next ship was HMS Orion (cruiser), attached to the America and West Indies Squadron and based at Bermuda. It was a lucky draft, for the Orion, making a cruise up the west coast of North America in the summer of 1939, stopped long enough at Vancouver for Savage to visit his home in Edmonton. It was the first time his family had seen him in three years.

When war broke out, the Orion was assigned to patrolling the Caribbean and was involved in the capture of the Columbus, the largest German passenger liner then outside Axis waters. Savage, by then an able seaman, also had the privilege of serving aboard the Orion when she escorted the first RCAF contingent overseas.

Early in 1940 the Orion was transferred to the Mediterranean Fleet, arriving in Alexandria a week before Italy entered the war. Savage spent two years in this theatre and in that time saw a lot of action. For services during the evacuation of Crete he received a Mention in Dispatches.

In the spring of 1942 the Orion returned to Greenock, Scotland, and from there Savage set out on another sea — this time the sea of matrimony. On May 15, 1942, the former Alma Bradford of Nottingham, England, married the Canadian sailor she had met as a boy seaman in 1937.



PETTY OFFICER
FRANCIS (DOC) SAVAGE

In October 1942, Able Seaman Savage transferred to the Royal Canadian Navy, six years after submitting his first application. He joined HMCS Athabaskan and remained in this ship for the balance of her wartime career. When the Athabaskan was sunk in action off the coast of France on April 29, 1944, Savage was one of the survivors picked up by HMCS Haida.

Drafted back to Canada, he spent the rest of the war as an instructor in the Gunnery School at HMCS Corn-

wallis. Meantime he had been promoted to petty officer.

Early in 1946, as a member of the commissioning crew of HMCS Warrior, he went back to the United Kingdom. Following the carrier's arrival in Canada, he was drafted to HMCS Nonsuch, in his home city of Edmonton. He served in the division until January 1948, when he joined HMCS Ontario.

The next year Savage was recommended for a course at the Royal Naval Gunnery School but before he left for Whale Island it was discovered his eyesight failed to meet the required standard. It was then he transferred to the Regulating Branch.

On completing the qualifying course for Regulating Petty Officer, he was drafted to Coverdale and has remained there since.

Petty Officer and Mrs. Savage have taken a leading part in community life on the station. The former had a lot to do with organizing the football team that carried Coverdale's colors last fall and has been one of the principal, and hardest-working, figures behind the annual Christmas party held at the station for orphans from nearby Moncton.

Mrs. Savage is secretary-treasurer of the Women's Auxiliary at Coverdale and is chairman of the Sick Committee, whose members visit any of the staff who happen to be laid up in hospital.

The Savages have three children. Dennis, 8, was born in England; Colin 5, was born on the west coast of Canada, and Heather, the youngest, was born in Moncton.

Despite his having spent more than 15 active years in the Navy, Petty Officer Savage says he is confronted with something new practically every day. This may be due to the fact that he serves as a naval encyclopedia for the ship's company, most of which is now composed of Wrens who have had only a few months in the Service.

The arrival of Wrens on the station introduced several new problems for Coverdale's RPO. The fact that he was unanimously elected Man of the Month is proof enough that he has dealt with them successfully.

The Cruel Sea

Naval Tug's Civilian Crew Knows All About It

"YOU have carried out a difficult operation successfully and your seamanship has been of a very high order. Congratulations on a job well done."

The message was from Rear-Admiral W. B. Creery, Flag Officer Pacific Coast, and was addressed to the naval tug Clifton (John E. Francois, Master). The occasion was the Clifton's arrival in Esquimalt with the former USN minesweeper, YMS-420, in tow, last December 14, following an epic voyage from Long Beach, Calif.

The Admiral's praise was well-deserved. The deck and engineroom crews of the civilian-manned Clifton had overcome a series of major difficulties, under the most testing of circumstances, in bringing their tow safely through some of the Pacific Coast's worst weather of the winter.

The 112-foot ocean-going tug had a rough time of it on both legs of the 2,200-mile trip. She left Esquimalt on the morning of November 28 and by midnight was in the midst of a full gale. Progress was reduced to an approximate speed of advance of from three to four knots.

The weather continued to deteriorate. Extremely high, confused seas caused the Clifton to labor heavily

and deluged her with tons of water.

On the evening of the 30th a particularly heavy sea carried away the port side-light and vegetable locker and damaged the port wing of the bridge. All quarters were flooded, including the wheelhouse and captain's cabin. Passageways were deep with water, making movement hazardous even within the ship.

Because she possessed a tug's high speed type of engines, it was not possible for the Clifton to reduce revolutions sufficiently to heave to. However, the Chief Engineer, Denis Murphy, cut down to 175 revs. — the lowest possible. This meant the engines had to be nursed continually and resulted in the air-valves carbonising so badly that it took two days of steady work to clean them, once the tug finally made port.

There was no such thing as a hot meal, the crew subsisting on sandwiches and canned goods.

During the worst of the storm, the Captain, Mr. Francois, the officers, Robert Patterson and Ernest Waite, and the Chief Engineer, Mr. Murphy, remained on watch continuously for 50 hours.

The Clifton's estimate of the storm's severity was confirmed by the radio, a San Francisco announcer reporting that the Golden Gate bridge

had been closed to all traffic due to the velocity of the wind, which was so great it was pushing cars out of their traffic lanes and causing the bridge to sway alarmingly.

Finally, on December 2, the weather began to moderate and permitted the tug to complete her voyage in comparative peace.

She arrived in Long Beach on the evening of the 3rd and berthed at Terminal Island Navy Yard. There she stayed for two days, during which the shore staff repaired the port side-light and engineroom pump, the ship's company repaired the bridge and the engineroom staff decarbonised the air valves. The crew also carried out a general clean-up and prepared the towing equipment for the job ahead.

On the morning of the 6th the Clifton shifted to San Pedro and berthed alongside her tow — the wooden-hulled YMS-420.

Getting the unmanned YMS-420 ready for the long haul to Esquimalt was no small task. As a guard against the 'sweeper's towing bitts being pulled out in rough weather, a bridle of 1¼-inch wire was rigged, running from the towing bitts on the port side completely around the hull to the bitts on the starboard side. The tug's bridle was secured to the bitts and also shackled to the larger bridle of 1¼-inch wire.

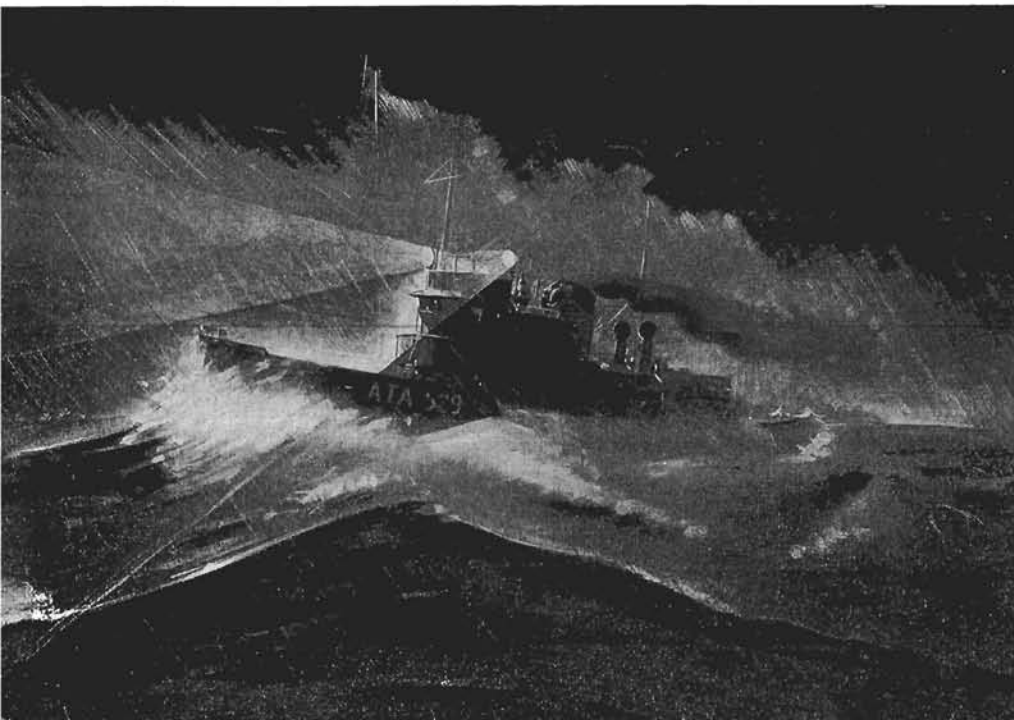
After everything had been secured, it was discovered the tow had a starboard list. This was corrected by lashing 45-gallon oil drums on the port side and filling them with water.

Side-lights, run from batteries, and oil stern lights which had been fitted on the 'sweeper, were lit and, after a final inspection by the skipper, tug and tow put to sea.

As there were no pilots available, a U.S. naval tug escorted them clear of the breakwater. Then the tow-line was paid out to 1,500 feet and the tug pointed her nose into the fresh north-west wind.

Fair weather was experienced until midnight of the 9th. By 0400 on the 10th the wind had increased to force 8 and was accompanied by a high, confused sea. Speed was reduced to 200 revs (good for about two knots) and the tow-line paid out to 2,000 feet.

"The Clifton's Ordeal" might serve as the title of this painting produced for The Crownsnest by the Naval Art Section. The searchlights were switched on by the artist to add to the effect.





The tug Clifton lies peacefully alongside at Esquimalt, following her rugged trip to Long Beach. The radar set has been added during the refit. (E-17958)

The Clifton was pitching so violently that the tow wire kept jumping out of its rollers. When this happened, everyone and everything within its reach was in dire danger.

However, something had to be done and Mr. Patterson and two seamen went up on the completely exposed fan-tail and lashed an iron bar across the top of the rollers to keep the wire in place. Their only hand-hold during this particularly ticklish operation was the towing wire itself.

A seaman was stationed continuously at or near the tow-line to report any severe stress or strain and the officers made frequent checks of tow-line and tow, at the same time changing the position of the wire to avoid chafing.

The dirty weather continued until the night of the 12th, when speed was increased to about four knots. At first light the next morning it was noticed the tow had sheared to a position 15 degrees on the port quarters. The port leg of the towing bridle had carried away.

The weather was still too rough to place a boarding party on the 'sweeper, so course was altered toward Columbia Bar Light Vessel and the U.S. Coast Guard was notified of the Clifton's difficulties. In a reply, the Coast Guard indicated readiness to give whatever assistance might be necessary.

By the time the tug had reached the lightship the wind and sea had moderated sufficiently to allow three

men to be placed on board the minesweeper. The remaining leg of the bridle was cut, new bridles were fitted and within two-and-a-half hours the Clifton was on her way to Esquimalt.

At this point it should be mentioned that the Clifton, carrying neither radar nor gyro compass and unable to stream her log because of the tow, had to be navigated largely by dead reckoning on the trip north. Yet she hit Columbia Bar Light Vessel almost on the nose.

The balance of the trip to Esquimalt was made without incident. The tug manoeuvred the minesweeper to its jetty, then, like a tired, battered—but unbeaten—boxer, slid into her own berth.

SEA-GOING LAUNDRY

Dhobey Firm in Antigonish Went Full Blast During South America Trip

It all comes out in the wash, they say, and the Soui Kee Laundry in HMCS Antigonish is no exception.

In a matter of two months, practically everything but a four-inch brick has materialized on the bottom of the ship's two washing machines. Pictures, wallets, nuts and bolts, the coinage of Canada, the United States, Panama and Peru, and bus tickets from all

over the place are but a few of the items that have been retrieved from the wash water.

Formed in the middle of January to save water and wear on equipment, the enterprise is operated for free by AB Raymond Carroll and Ldg. Sea. Bill Glover. Carroll, a stoker, is an old hand in the dhobeying business. He was official launderer in HMCS Sioux during her first tour in the Korean theatre.

The name of their firm honors a Chinese laundryman who has catered to the navy trade at Esquimalt for many years.

Nearly every day was laundry day during the seven-week cruise the Antigonish made recently in company with HMCS Beacon Hill. Several foreign ports were visited and the dhobey firms in the two ships had to ensure that smartly-dressed seamen represented Canada abroad.

White uniforms were the big headache. The day after the ships sailed, say, from Callao, Peru, the Antigonish's laundry faced the task of cleaning more than 250 sets of whites. But by putting all else aside, Carroll and Glover managed to get the job done by secure at 1600.

Dungarees, the daily wear of men at sea, posed another problem. Two or three sets per man per day had to be cleaned. Engine room personnel, working in intense heat and greasy conditions, were the laundry's biggest customers. A miscellany of other white gear such as shirts, shorts and handkerchiefs was also taken to the cleaners.

So far nobody has lost gear in the laundry, though tags or tickets are not used. Happily, regulations call for the marking in bold stencil of all clothing, so the old saying, "No tickee—no washee", doesn't hold water here.

Nor are clothes pins used. Wet wash is draped over bars in the drying room or in the main engine room, where temperatures soar above 100 degrees F. At sea, after secure, more wet wash is taken to the forecabin and strung up for a bleach in the sun and breeze.

Carroll and Glover like the job. One advantage is that they are granted special leave in port in recognition of their hard work at sea. Nor do they have to bend for long hours over an ironing-board. The men iron their own gear.

Needless to say, the system also meets with the approval of the ship's company.



OFFICERS *and* MEN



Three RCN Officers on Saclant's Staff

Three Canadian naval officers have been appointed to the staff of Admiral Lynde D. McCormick, Supreme Allied Commander, Atlantic, at Norfolk, Va. They are Captain Desmond W. Piers, Commander F. W. T. Lucas and Commander John C. O'Brien.

The appointment of the Canadian officers followed the recent formation of a supreme naval command for the Atlantic. The Supreme Allied Commander, Atlantic, is a co-equal commander with General Dwight D. Eisenhower, Supreme Allied Commander, Europe, and both commanders report to a common superior — the Standing Group — consisting of military representatives of the United Kingdom, the United States

and France. The Standing Group is the executive agency of the military representatives of all the NATO nations.

Captain Piers was attending the National Defence College, Kingston, Commander Lucas was at the NATO Defence College, Paris, and Commander O'Brien was at the Royal Naval Staff College, Greenwich, prior to taking up their Saclant staff appointments.

Recent Appointment Changes of Interest

The following officer appointment changes of interest have taken place recently or will take place in the near future:

Commodore Paul W. Earl, RCN(R), to HMCS Donnacona as

Naval Officer in Charge, Montreal Area. From retired list.

Captain O. C. S. Robertson, to Naval Headquarters. Formerly at HMCS Niobe in command and as Naval Member of the Canadian Joint Staff (London).

Commander H. V. W. Groos, to HMCS Niobe in command and as Naval Member of the Canadian Joint Staff (London). Formerly in command of HMCS Crusader.

Lieut.-Cdr. J. H. G. Bovey, to HMCS Crusader in command. From Royal Naval Staff Course.

Lieut.-Cdr. (S) Peter Cossette, to the staff of the Commander Canadian Destroyers Far East as Supply Liaison Officer at Sasebo, Japan. Formerly at Naval Headquarters as Director of Naval Air Supply.

Lieut.-Cdr. I. B. B. Morrow, to HMCS Naden as executive officer of the Canadian Services College, Royal Roads. Formerly at Naval Headquarters.

Lieut.-Cdr. (P) R. A. Creery, in command of the 30th Carrier Air Group. Formerly on course in the United Kingdom.

Lieut.-Cdr. (P) J. B. Fotheringham, in command of the 31st Support Air Group. Formerly at HMCS Shearwater.

Lieut.-Cdr. James R. Coulter, to HMCS Swansea in command. Formerly at HMCS Stadacona.

PO N. G. Anderson Wins Coveted Llewellyn Prize

Petty Officer N. G. Anderson, RCN, of Victoria, was presented with the Llewellyn prize recently upon completion of a gunnery instructor's course at HMS Excellent, the Royal Naval Gunnery School at Portsmouth, England. PO Anderson is now serving at HMCS Naden.

The Llewellyn prize was founded in 1917 in memory of the late Commander R. H. Llewellyn, RN, who was killed in the Battle of Jutland, May 31, 1916. A certificate and dividends from a sum of money presented by his relatives and in-



Lord Alexander, retiring Governor General of Canada, inspects a naval guard of honor at the dockside before boarding the liner Franconia for his return to the United Kingdom. Lieut. A. D. Caldwell is officer of the guard. Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, is behind Lieut. Caldwell, while behind Lord Alexander is Captain E. C. Sherwood, naval aide-de-camp to the Governor General. (HS-17989).

vested in government securities are awarded at the discretion of the commanding officer of HMS Excellent to the seaman who, when qualifying for gunnery instructor, passes the best examination in gunnery subjects.

Although the sum of money is not particularly large (about five pounds), the prestige attached to the award is great. PO Anderson, who obtained exceptionally high marks in the class, is the fourth Canadian to win this prize. In this particular course there were 20 candidates, with RCN men taking first, second and third positions.

CNS Presents Wings at Centralia Ceremony

Vice-Admiral E. R. Mainguy, Chief of The Naval Staff, presented pilot wings to members of a graduating class at a wings parade ceremony Friday, March 7, at No. 1 Flying Training School, Centralia, Ont.

Among the members of the graduating class were five midshipmen of the Royal Canadian Navy — Martin H. Brayman, Kemptonville, Ont.; John B. Hayter, London, Ont.; David R. McNab, Swan River, Manitoba; James W. Paton, Toronto and Montreal, and James F. Washbrook, Vancouver.

The five midshipmen were promoted to acting sub-lieutenant concurrent with their graduation.

In accordance with a long standing arrangement, naval pilot trainees are trained to wings standard by the RCAF, following which they undergo specialized carrier flying training with the Royal Navy and the RCN.

Branch Officers Finish Educational Course

Twenty-four officers recently completed the fourth Branch Officers' Educational Course to be held at the Educational Training School in HMCS Stadacona, Halifax.

The educational course consists of three months of concentrated study under the supervision of instructor officers. Subjects include written and oral English, World Affairs, Canada, Modern World Problems and Modern Science. In addition, civilian guests speak each week on various topics concerned with national and international events.

At the completion of the course, non-executive branch officers proceed to a divisional course in HMCS Cornwallis, followed by professional courses in their respective branches. Executive branch officers remain in Stadacona to take the Junior Officers Technical and Leadership Course.



Four ordinary seamen sang Canadian songs for the entertainment of Peruvian guests at a reception held on board HMCS Beacon Hill during the ship's stay in Callao, Peru, on her South American cruise with HMCS Antigonish. Left to right are Ordinary Seamen Jim Forbes, Halifax; John Brophy, Saskatoon; Gordon Willard, Galt, Ont., and Ralph Cramp, Montreal. (O-2236-91).

Members of the graduating course were: Lieut. R. Freeman, Lieut. C. L. McDerby, Commissioned Radio Officer W. L. Ferguson, Commissioned Writer Officer D. A. J. Higgs, Commissioned Officer (SB) A. P. Johnson, Commissioned Engineer T. Mace, Commissioned Radio Officer F. C. Douglas, Commissioned Officer (Mad) R. H. Jones, Commissioned Stores Officer L. A. Jackson, Commissioned Electrical Officer J. Fawley, Lieut. (SB) G. H. Longstaff, Commissioned Gunner R. J. Paul, Lieut. L. Chaney, Commissioned Officer (SB) H. W. Curran, Constr. Lieut. A. E. R. Down, Commissioned Electrical Officer S. A. Ridge, Commissioned Writer Officer G. A. Tulk, Ordnance Lieut. G. H. Verge, Commissioned Communications Officer F. M. Skinner, Commissioned Ordnance Officer A. B. Turner, Lieut. (E) D. M. Pennie, Commissioned Gunner (TAS) J. F. Perrault, Commander Gunner (TAS) F. C. Laphen and Commissioned Master-at-Arms J. W. Isherwood.

New Commanding Officers in Two Naval Divisions

New commanding officers have taken up their appointments in the naval divisions at Winnipeg and Windsor.

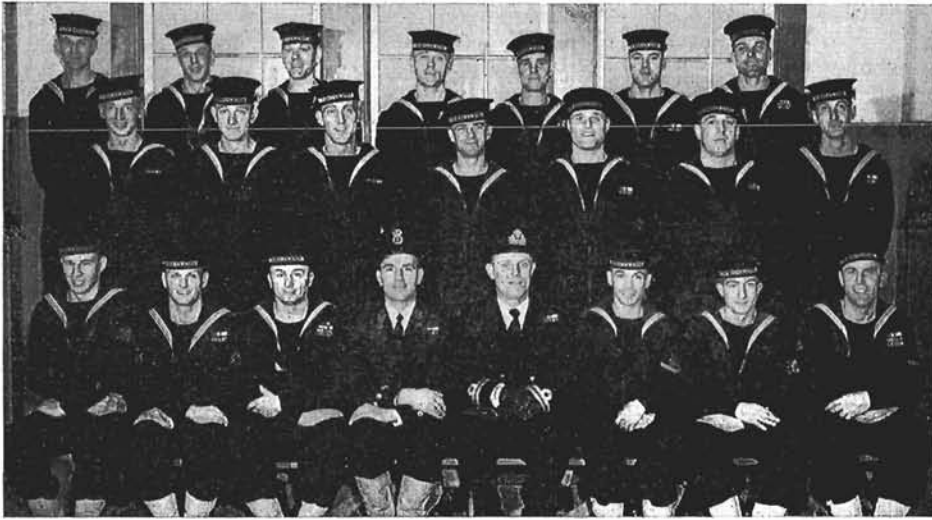
Lieut.-Cdr. L. B. McIlhagga, for-

merly executive officer of HMCS Chippawa, succeeded Commander Lorne D. G. Main, February 1, following the latter's retirement after more than three years in command of the Winnipeg division. Lieut.-Cdr. McIlhagga was promoted to the acting rank of commander on taking up the appointment.

Lieut.-Cdr. William G. Curry assumed command of HMCS Hunter, Windsor, with the acting rank of commander on March 1. He succeeded Commander William A. Wilkinson, commanding officer of Hunter since November 1947.

Acting Commander McIlhagga entered the RCNVR at Winnipeg in September 1939 as an ordinary seaman and a year later went overseas for training in Royal Navy establishments. From December 1940 until March 1941 he served as an ordinary seaman in HMS Jupiter (destroyer) in the English Channel and the Mediterranean.

In March 1941 he was promoted to sub-lieutenant and for the next six months took training courses with the Royal Navy. He then served as first lieutenant in three successive motor gun boats. In August 1942 his MGB took part in an engagement with six German R-Boats in which three of the enemy were sunk and 36 German prisoners were taken.



Pictured above are members of the 26th leadership course for chief and petty officers to be held at HMCS Cornwallis. Front row, left to right: POs T. Ringer, C. Briggs and V. P. Billard; CPO R. Barringer, instructor; Lieut. (E) J. F. MacKintosh, course officer, and POs P. E. Donaghy, R. Discrescenzo and G. Soubliere. Centre row: POs P. H. Christensen, D. Taylor, J. MacDonnel, W. Hemsworth, J. Drake, J. K. Coffyn and H. Brown. Rear Row: POs R. E. Hewitson, H. W. Groom, J. D. Sim, H. P. Hinkle, H. C. Kenyon, E. H. Dorin and W. Warner. (DB-1209-1).

Commander McIlhagga was mentioned in despatches for his services in this action, in which he received wounds which resulted in his return to Canada.

In January 1943 he returned to the United Kingdom to take command of a motor torpedo boat. Four months later he became commanding officer of MTB 258 and executive officer of an MTB flotilla operating in the Bay of Bengal. From May until August 1944 he was Senior Officer of the 16th MTB Flotilla, based on Trincomalee, Ceylon. He returned to Canada in October 1944 and was appointed to Chippawa, where he served as executive officer and subsequently assumed the additional duties of training officer in charge of UNTDs.

Demobilized in April 1946, he entered the active list of the RCN(R) at HMCS Donnacona in June 1947, serving as recruiting officer, information officer and Crowsnest correspondent for the Montreal division. He was promoted to lieutenant-commander in July, 1948. In September 1949, when his civilian employment took him back to Winnipeg, he transferred to Chippawa, where he served as information officer until his appointment as executive officer in May 1951. Commander McIlhagga was succeeded as executive officer of Chippawa by Lieut.-Cdr. C. D. Chivers.

Acting Commander Curry entered the RCNVR at Windsor in March 1940 as an acting sub-lieutenant and took his early training at Halifax.

He was appointed to HMCS Snowberry (corvette) in November 1940 and remained in this ship for two years. Promoted to lieutenant in April 1941, he was appointed executive officer of the Snowberry the following January.

In December 1942 he was appointed ashore for a navigation course, on completion of which he went to HMCS Fredericton (corvette) as executive officer. After three months in her, he began a command course at Halifax, following which he served for five months on the sea training staff of Captain (D) Halifax.

In March 1943 he was appointed to Quebec City to stand by the corvette Hawkesbury. He took command of the ship when she commissioned that spring and remained in her until July 1945. Promoted to acting lieutenant-commander in Jan-

uary 1945, he was confirmed in that rank on being demobilized in September 1945.

Three Classes Complete Supply School Courses

Three classes recently completed training at the Supply School, HMCS Naden.

Members of Cooks' Class number 62 included Ordinary Seamen E. L. Roadhouse, P. J. Brais, W. H. Lippard, J. G. McLellan, R. A. Caza, D. J. Scales, S. J. Young, N. L. Rumsby, O. B. Phair, F. A. Marchant, R. E. Wild and J. E. R. Gagnon.

Administrative Writers' Class number 21 included Ldg. Sea. William Doggart, Able Seamen W. F. Jackson, J. K. Rogers and C. T. Halikas and Ordinary Seamen R. F. Plumton, Harold Mede, William Zaslow, Gordon Flowers, A. J. A. Messara, E. J. Gagnier, C. P. Lloyd, G. E. Keeling, J. W. Morton, W. M. Frampton and W. M. Cosgrove.

Members of Pay Writers' Class number 20 were PO Donald E. Pratt. Able Seamen Michael Shymkovich, R. C. Protheroe and Raymond Inkster and Ordinary Seamen D. H. Brown, G. A. Ross, Ronald Magee, Ernest Magee, James Waite, R. W. Brown, D. A. Charlesbois, J. F. O. Abbott, J. F. Walsh, Patrick Zahorski, C. T. Cook, J. A. Downie, R. A. Taggart and D. E. Denno.

AB J. S. Dumaresq Tops Radio Course

Able Seaman J. S. Dumaresq compiled an average of 90.1 per cent to lead Communications Radio Class 44, which completed training at the Communications School, HMCS Cornwallis, in February. Dumaresq was closely followed by AB R. Y. Drouin, who had an average of 88.7 per cent. PO R. Walker was in charge of the course.

QUALIFYING POINTS TOWARD OCCUPANCY OF MARRIED QUARTERS

Qualifying points of officers and men for married quarters are computed as follows:

- (a) each 12 month period of full time paid service..... 2 points
- (b) each 12-month period during full time paid service subsequent to 1 October, 1946, for which marriage allowance has been paid..... 1 point
- (c) each child under the age of 18 years..... 10 points
- (d) each child of 18 years of age and over who is normally resident with the officer or man, and is
 - (i) a student..... 10 points
 - (ii) an unmarried daughter..... 10 points
 - (iii) mentally or physically infirm..... 10 points
 and
- (e) each month of full time paid service while serving in the ship or establishment for which the roster is established 1 point

Further details on allocation and occupancy of married quarters are available in General Order 28.08/1.

Five Officers Complete Communications Course

The first of February saw the completion of the fifth long communications officers' course to be held in Canada. Five officers graduated from the course, held in the Communications School, HMCS Cornwallis, and took up appointments afloat and ashore.

Two of the class, Lieut. M. A. Considine and Lieut. J. S. Gill, proceeded to sea, the former to the Beacon Hill and the latter to the Crescent. The other three members of the class, Lieut. H. L. Sproatt, Lieut. A. M. Cockeram and Lieut. C. J. Mair, commenced their careers as communications officers in shore appointments.

Reserve Officer Elected Students' Union President

Sub-Lieut. Conrad Wyrzykowski, RCN(R), of HMCS Chippawa, was elected president of the University of Manitoba Students' Union in February. It is the highest student elective post at the university.



Sub-Lieut. Wyrzykowski is a graduate of the university's UNTD and is now a new entry divisional officer at Chippawa. He is also commanding officer of the St. Paul's College Sea Cadet Corps, formed early this year and now numbering about 50 cadets.

A third-year law student, he was a member this year of the U. of Manitoba debating team that won the McGoun cup in competition with teams from the Universities of Saskatchewan, Alberta and British Columbia.

Sub-Lieut. Wyrzykowski's nearest competitor in the Students' Union election was Sub-Lieut. James Speight, RCN(R), of Chippawa, also a former UNTD cadet.

Ambitious RCN Seaman Attends RCN(R) Classes

An announcement that quartermaster courses would be conducted in HMCS York for interested RCN (Reserve) personnel drew an unexpected applicant.

He was AB H. F. Deyarmond, of Orangeville, Ont., a member of the RCN staff at the Toronto naval division. AB Deyarmond had selected

the quartermaster branch as the one in which he intended to specialize in the course of his naval career and the introduction of QM courses at York gave him the opportunity to obtain training in his chosen subject. It means the loss of an evening or so per week, but Deyarmond considers himself fortunate in being able to receive "night school" instruction in the duties in which he hopes to become a specialist.

Flash Bulbs Pop as Wrens Parade

Toronto, a city rapidly losing its former reputation for coldness, melted some more on January 9 when HMCS York's 35 brand-new Wrens turned out for their first drill night in uniform.

Toronto's newspapers described York, on that occasion, as "blue with uniforms," but they neglected to say that it was also alive with press photographers. As the Wrens went through their paces, the popping of flash bulbs made the occasion more like a Hollywood movie premiere.

The Wrens then had just received their kits (all 35 articles, complete with toothbrush). Now they are well on the way in their specialized classes.

The division, under the command of Lieut. Jean Crawford Smith, includes no less than eight veterans of the war, two of whom are Petty Officers Ilys Booker and Dina Williams. PO Booker served as a leading wren (regulating) in Galt, Preston and Ottawa. PO Williams was a writer with the WRNS in England, South Africa, Kenya and Ceylon. She came to Canada in 1951.

Weddings

Ordinary Seaman Lionel Anderson, HMCS Naden, to Miss Vivian Blatchford, of Calgary.

Able Seaman J. A. Dibble, HMCS Swansea, to Miss Barbara Hatfield, of Parrsboro, N.S.

Leading Seaman R. P. Dolihan, HMCS Swansea, to Miss Trudy Bennett, of Toronto.

Chief Petty Officer G. W. Johnson, HMC Naval Radio Station, Coverdale, N.B., to Miss Shirleen B. Cooper, of Hamilton, Ont.

Able Seaman W. D. MacDonnell, HMCS Swansea, to Miss Coleen Cassell, of Sydney, N.S.

Able Seaman R. J. McQuestion, HMCS Swansea, to Miss Lois Wright, of Saint John, N.B.

Leading Seaman Guy Ouellette, HMCS Stadacona, to Miss Phyllis Nevin, of Halifax.

Sub-Lieut. Richard Okros, HMCS Wallaceburg, to Miss Aileen Smyth, of Victoria.

Able Seaman E. Portenier, HMCS Swansea, to Miss Anne Gillis, of Bras d'Or, N.S.

Able Seaman Orval Schlatman, HMCS Wallaceburg, to Miss Patricia Ford, of Toronto.

Lieutenant (E) G. H. Somers, Naval Headquarters, to Miss Constance Huntley, of Sussex, N.B.

Births

To Petty Officer William Amos, HMC Naval Radio Station, Coverdale, and Mrs. Amos, a son.

To Lieut. D. R. Atkinson, HMCS Wallaceburg, and Mrs. Atkinson, a daughter.

To Leading Seaman William Bain, HMC Naval Radio Station, Coverdale, and Mrs. Bain, a daughter.

To Able Seaman Richard L. Bowden, HMCS Naden, and Mrs. Bowden, a son.

To Lieut. T. E. W. Daley, HMCS Discovery, and Mrs. Daley, a daughter.

To Lieut. (SB) H. D. Drysdale, HMCS Stadacona, and Mrs. Drysdale, a son.

To Able Seaman John G. Gillott, HMCS Unicorn, and Mrs. Gillott, a son.

To Lieut. R. J. Harrington, HMCS Shearwater, and Mrs. Harrington, a son.

To Petty Officer Herbert Herman, HMC Naval Radio Station, Aldergrove, B.C., and Mrs. Herman, a son.

To Petty Officer Donald Iffe, HMCS Naden, and Mrs. Iffe, a son.

To Able Seaman William Jones, HMC Naval Radio Station, Coverdale, and Mrs. Jones, a son.

To Able Seaman J. A. Law, HMCS Malahat, and Mrs. Law, a son.

To Lieut. J. E. Mahoney, HMCS Stadacona, and Mrs. Mahoney, a daughter.

To Petty Officer George Mannix, HMCS Naden, and Mrs. Mannix, twin sons.

To Leading Seaman Garnet McIntosh, HMCS Montcalm, and Mrs. McIntosh, a son.

To Leading Seaman David Robinson, HMCS Naden, and Mrs. Robinson, a son.

To Chief Petty Officer D. B. Rogers, HMCS Stadacona, and Mrs. Rogers, a son.

To Lieut.-Cdr. J. W. Scott, HMCS Stadacona, and Mrs. Scott, a son.

To Chief Petty Officer Guy Stanford, HMCS Naden, and Mrs. Stanford, a son.

To Petty Officer Lindsay Sheppard, HMC Naval Radio Station, Aldergrove, and Mrs. Sheppard, a daughter.

To Petty Officer W. J. Sullivan, HMCS Montcalm, and Mrs. Sullivan, a daughter.

To Lieut. B. C. Thillaye, HMCS Stadacona, and Mrs. Thillaye, a son.

To Able Seaman Robert Vining, HMCS Naden, and Mrs. Vining, a son.

We're Flattered

The Crowsnest is being sent regularly to two U.S. military bases, with the compliments of the chief and petty officers' mess of HMCS Wallaceburg.

While the Wallaceburg was at St. John's, Nfld., in February, the members of the NCOs' Club at Fort Pepperell were hosts at a very enjoyable smoker. During the ship's visits to New London, Conn., also in February, all entertainment facilities at the USN submarine base were opened to the Canadians.

In appreciation of these kindnesses, the chief and petty officers of the Wallaceburg ordered subscriptions to The Crowsnest for the NCOs' Club at Fort Pepperell and to the CPOs' mess at New London.

LOWER DECK PROMOTIONS

Following is a further list of promotion 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.

BARRIE, Robert W. P2SM2
 BEATTY, Patrick J. C2SH4
 BILLYARD, John W. LSSM1
 BOARDMAN, George W. P1LR2
 BOTTOMLEY, Jack. C1ER4
 BOURQUE, Victor J. LSKC1
 BOWES, Richard A. LSSM1
 BRAIN, Sydney M. P1LR1
 BROWN, Thomas D. LSLRS
 BURRIDGE, Roy A. LSSM1
 BUTLER, Joseph F. LSR1
 CAMBRIDGE, Donald J. P2CK2
 CATO, Robert A. P2SM2
 CAUNCE, George. LSSM1
 CHILDS, Kenneth H. P2QR1
 CHISHOLM, John A. LSSM1
 CHRISTOPHER, Andrew D. P1NS2
 CLARK, George T. LSSM1
 CLARK, John W. P2AA1
 COLES, Joseph Mac. P2TD1
 COLLEY, Alexander. C1PH3
 COLLINS, David M. P2TD1
 CONNOLLY, John F. P2RP1
 CONSIDINE, Alexander P. LSRP1
 COOK, Frederick C. LSLRS
 COX, Russell R. C2SM3
 CRETE, Jean J. LSTDS
 CUNNINGHAM, Gerald L. LSSM1
 DAY, Leonard R. C2ER4
 DEAKIN, Keith B. LSQMS
 DOANE, James M. L5BD2
 DONCASTER, William A. LSSM1
 DOWLE, Howard C. C2GI3
 DRAKE, Ian A. P2BD2
 DUGAL, Norman E. LSRPS
 DUNBAR, Ronald J. LSSM1
 DUNN, Samuel R. LSSM1
 EBBELING, Lenard E. C2MR3
 ESTENSEN, Arthur C. LSPH1
 FISHER, Roger E. L5BD1
 FITCHETT, Roy E. P1P13
 FLETCHER, Seth F. LSSWS
 FORGET, Jean P. LSTD1
 FOX, Homer A. P2TD2
 GAUDREAU, Patrice E. L5BD1
 GILCHRIST, James. L5BD1
 GIRLING, Leonard L. P1QM1
 GOVEIA, Anthony C. LSRPS
 GRAHAM, Samuel R. P2TD1
 GRAHAM, Thomas W. P2VS2
 GREGORY, Harold V. P2RP1
 GRIFFITHS, John V. C2SW2
 GUILÉ, Gerald E. P1QM1
 HANSEN, Frank A. P2SM2
 HARRIS, Edward W. P2RP1
 HARTMAN, Gordon V. C2TD2
 HENDERSON, Thomas E. LSTDS
 HERDMAN, Robert J. C2ER4
 HICKEY, Jerome J. P1RC2
 HILL, Carl J. P1ER4
 HILLYER, William E. LSSM1
 HOUGHTON, Lawrence N. C2ER4
 HOUSTON, William N. LSTDS
 HRICK, John. LSAAS
 HURDLE, James. P2SM2

INGHAM, James E. LSSM1
 IRELAND, John R. P1SM2
 ISLES, Kenneth M. LSSM1
 JENSEN, Raymond G. LSAAS
 JOHNSTON, Douglas G. LSPH1
 JOINER, Leo M. P2SM2
 JONES, Maurice D. LSTD1
 JOUDREY, William O. LSSM1
 KAYE, Ronald L. LSSM1
 KEOGH, Joseph L. LSSM1
 KINDY, Donald H. LSSM1
 LAMBERT, Leonard F. C2TA4
 LARSEN, Melvin K. C1ER4
 LAWRENCE, Henry C. P2TD1
 LEDUC, Roland J. C2GI3
 LEONARD, Norman J. LSRPS
 LEWIS, Hillard C. LSTD1
 LOWDEN, Eric. LSSM1
 LYON, Robert A. LSSM1
 MAAS, Reinhold. P2BD2
 MARIEN, Andre J. LSRPS
 MARSH, Frank A. LSTDS
 MASON, Asa R. P1PW3
 MASON, John R. L5BD1
 MILES, Gilbert E. LSAAS
 MINCKLER, Harold M. C2SM3
 MITCHELL, Clarence. LSSM1
 MOORE, Cecil R. C1GA4
 MORASH, Gordon L. LSSM1
 MOREAU, Joseph R. LSSM1
 MORGAN, Frank H. LSSM1
 MORROW, Kenneth D. LSAAS
 MUSTARD, Gordon D. P2SM2

McARTHUR, Percy W. L5BD2
 McEWEN, John A. LSPH1
 McLAUGHLIN, Howard D. C2SM3
 McLAUGHLIN, Francis S. LSTD1
 McLEOD, Cathel J. P1SM2
 McNAUGHT, Clifford E. C1MR3
 MacCULLOUGH, James H. P2SM2
 MacDONALD, John A. C1CS3
 MacKAY, Ronald R. P2BD2
 MacNEIL, Peter J. LSSM1
 NICHOLSON, Edward I. LSVS1
 NICHOLSON, James L. C1ER4
 NOYES, Floyd W. C1PW3
 OLENIK, Eli A. LSSM1
 OLIVER, William L. P2SM2
 OWEN, Kenneth. LSTDS
 O'DONNELL, Joseph D. P2SM2
 PALY, William C. P2CS3
 PEACOCK, Douglas C. LSTD1
 PECARSKI, Edmund A. LSRPS
 PEERLESS, Edward G. P1RP1
 PERKINS, Arthur W. P1RP1
 PEPPER, Christopher J. C2ER4
 PERESSINI, Louis A. P2SM2
 PERRY, Donald E. LSSM1
 PETTIGREW, Jean M. C1NS3
 PIKE, Donovan J. C2ER4
 PILLER, Edward C. P2RP2
 PITT, Reginald G. C2PT2
 POLLOCK, Darwin R. LSSM1
 POOLE, William. LSRPS
 PRESSE, Lionel A. LSTDS
 PRICE, Raymond. C1MR3
 PRIME, Ronald A. LSSM1
 PURVIS, David A. P2AA1

READ, Norval T. P2RP2
 ROACH, Francis J. C2LR2
 ROLSTON, David E. P2BD2
 SALISBURY, William C. P1AA2
 SAMPSON, Allister Mac. LSKC1
 SEAGER, Brian D. C2MR3
 SCOTT, William L. P2BD2
 SHAW, Garneth. LSRCS
 SHEEHY, Raymond L. LSAAS
 SIMMONDS, William H. P2QR1
 SINDEN, Robert L. P2SHS
 SLASOR, Robert H. P2SM2
 SLATER, Sydney H. LSSM1
 SMITH, John R. L5BD1
 SMYLIE, Charles S. P1TD2
 SOWASSEY, Paul. LSKC1
 STEERS, Laverne J. LSRPS
 STEWART, Donald R. LSEMS
 STROUD, Selwyn H. CLCS3
 SUTTON, Jack H. C1ER4
 TINLINE, Franklin A. P2SM2
 TRACEY, Douglas J. LSRPS
 TREMBLAY, Alfred J. LSSM1
 TUPPER, Charles H. P2CS3
 TURNER, John M. C1PH3

VALOIS, Jean P. P2SM2
 VAN STONE, Russell D. P2SM2
 WAGNER, John L. P2SM2
 WALKER, Douglas W. C2CS3
 WATTS, Francis M. LSCS1
 WESSEL, Frank E. LSSM1
 WHAM, Gordon P. LSSM1
 WILLIAMSON, James W. P1QR1

Striking Experience

Electrical storms are comparatively rare at sea, but HMCS Swansea will attest to the fact that they can be every bit as violent as they are ashore.

Early in the morning of January 11, while en route from Halifax to Nassau, Bahamas, the frigate encountered an electrical storm, in the course of which she was struck by lightning. The lightning bolt struck a radar dome at the truck of the foremast, travelled down the mast and flashed completely around the bridge, illuminating the ship to the brilliancy of full daylight.

Simultaneously, there was a clap of thunder comparable, according to the officer of the watch, to a "six-inch salvo."

The radar dome was torn open and the reflector inside it badly damaged. The set, naturally, was unserviceable.

The shipwright, CPO George Bourque, repaired the damage to the dome, improvising with bandages from the sick bay and heavy glue. The reflector was turned over to the engine room department and CPO Arthur Longbottom restored it to a near facsimile of its original shape.

The radar technician, PO George Caldwell, re-assembled the unit and by evening it was operational again, though its efficiency was somewhat reduced.

AN EVENTFUL CRUISE

Training at Sea, Hospitality Ashore Kept Frigates' Men Well Occupied

At times it was tough, at times it was wonderful, but there is hardly an officer or man who sailed to South America in the Beacon Hill and Antigonish this winter who wouldn't leap at the chance to go again.

The Esquimalt-based frigates, carrying a total of 45 officers and 250 men, were away for seven weeks, in the course of which they visited six ports.

San Diego was first. There the ships' companies enjoyed themselves ashore in the California sunshine, mingling with their USN comrades. Of the latter there was definitely no shortage, more than 100,000 naval personnel being based or stationed ashore in the port.

A big feature of the cruise came next. Two hundred and forty officers and men were initiated as subjects of King Neptune at elaborate ceremonies in each ship after they crossed the equator January 20.

Talara, Peru, gave them a taste of the hospitality to come. It was administered in large doses by a colony of about 250 Canadians working for International Petroleum holdings there.

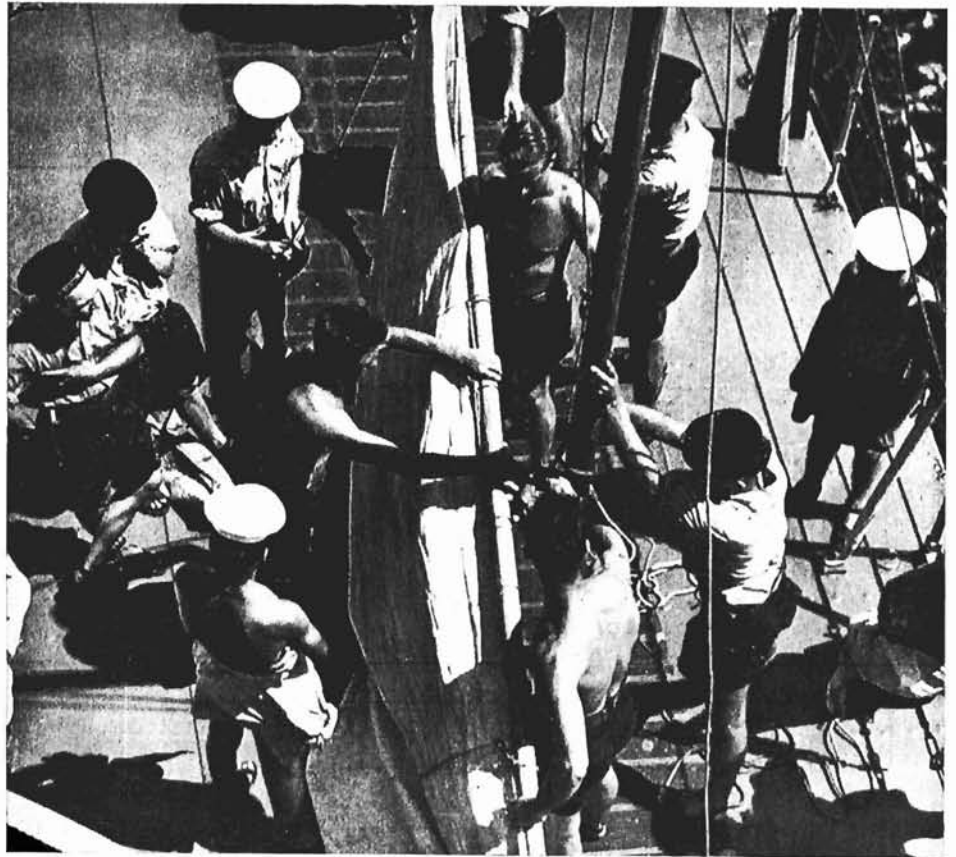
Callao, Peru, was nothing short of a four-day romance between the visiting Canadians and hospitable Peruvians. Seaport for the capital city of Lima, Callao left all practically reeling from lavish entertainment. It was hard to know which way to turn, invitations came in such numbers.

The Peruvian Navy took a hand as host. Canadians inspected their naval academy, ships and dockyards and found them spotless and efficient. Peru has two ex-RCN frigates — the former St. Pierre and Poundmaker, now named Teniente Ferre and Teniente Palacios.

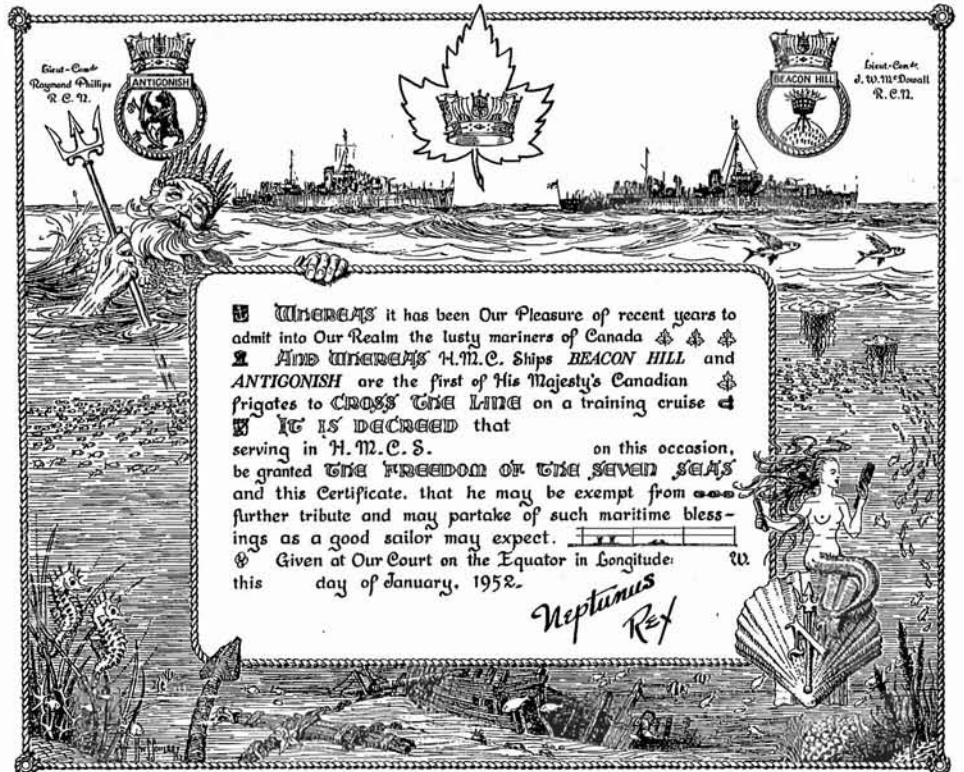
At the conclusion of the stay, reluctant farewells were said, with both government and civic officials of Peru expressing hopes of an early return of the Royal Canadian Navy.

Balboa was the next stop. There were tours of old and new Panama and of the vital canal.

The frigates entered Corinto, Nicaragua, over-shadowed by the news of the death of King George VI. Official entertainment was cancelled and flags half-masted.



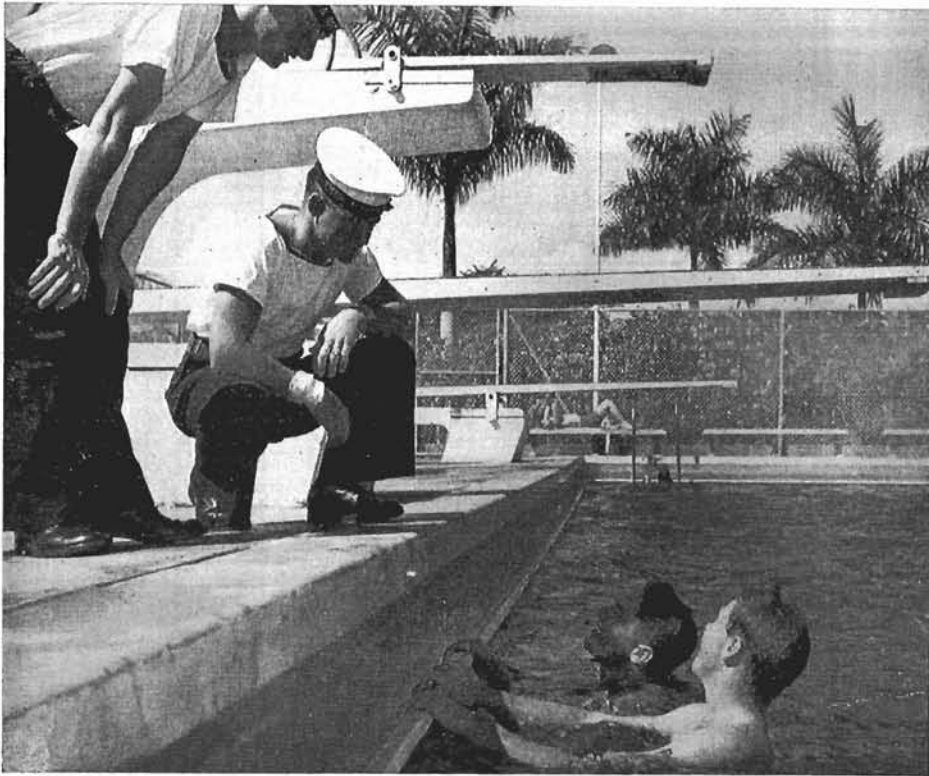
Days — and sometimes nights — at sea were devoted to training of all kinds and descriptions. Here a seamanship class receives instruction in the rigging of a whaler's sails. (O-2236-170).



Personnel in the Beacon Hill and Antigonish who made their first crossing of the equator in the frigates received souvenirs of the occasion in the form of a certificate especially created by Commander H. W. S. Soulsby, RCN, Ret'd. Of the 295 officers and men in the two ships, 240 "crossed the line" for the first time and were duly initiated by Neptune and his court.



A guard composed of ordinary seamen and under the command of Sub-Lieut. John Goudy marches to the monument in Lima commemorating the Peruvian naval hero, Admiral Miguel Grau. Lieut.-Cdr. J. W. McDowall, commanding officer of the Beacon, laid a wreath on behalf of the RCN and, at a march past of the guard, the salute was taken by high ranking government, service and diplomatic officials. (O-2236-77).



While the ships were at Balboa, facilities at the nearby US naval base were made available to the Canadians. In the swimming pool are Ordinary Seamen Robert Thompson, Calgary, and Ken Gray, Springhill, N. S. Chatting with them are Ordinary Seamen Jean St. Michel, left, Lachine, P.Q., and Donald Harris, Hamilton, Ont. (O-2236-116).

Some officers were invited inland to Managua, the capital city, and the captains were able to assist the British Minister in the receiving of Nicaraguan government officials as

they expressed condolence to Britain and the Commonwealth countries on the death of their monarch. In Corinto time was spent in swimming, boating and buying gifts to take home.

A memorial service for His Late Majesty was held in both ships after they put to sea again. The services were conducted by the captains on the quarter-decks of the frigates.

The night before entering Long Beach, both ships held concerts to liven up their eighth day at sea on this particular leg of the journey.

Long Beach was the last port of call and there the married men stocked up on household appliances, ranging from toasters to diapers, at bargain prices. Others took in some of the Hollywood galaxy, attending various radio and TV programs in the film city and in Los Angeles.

All was by no means play, however. The raison d'être of the cruise was training, and virtually every moment at sea was jammed with it. There were 20 junior officers, 58 ordinary seamen and 19 men qualifying for quartermaster third class aboard for instruction, and a day at sea was a twelve-hour working day.

Calm weather and uneventful passages from port to port permitted all types of practical seamanship evolutions. The result was that the ordinary seamen received as much training in the seven weeks as it would have been possible to give them in two-and-a-half months in the wintry weather prevailing in the ships' home waters.—H.C.W.

Sailor Blood Donors Get Royal Treatment

Leading Seaman Gordon Marshall, Edmonton and Victoria, and John J. Watson, New Westminster, two stewards serving aboard HMCS Beacon Hill, will remember for a long time to come the amazing events that followed their donation of blood at a clinic in San Diego, California.

On a sight-seeing tour of San Diego while their ship was visiting there in the course of a cruise to South America, Marshall and Watson came upon a Red Cross clinic advertising an urgent appeal for blood.

They stepped inside and proceeded to part with the usual pint. As they were doing so, they were discovered by the president of the San Diego Butchers' Union. He had been beating the drums for donations from his union and promptly seized upon the two Canadian seamen as examples to be held before his fellow-members.

Marshall and Watson suddenly found themselves to be prominent figures, widely publicized in the newspapers and engaged in a continual round of activity. They were wined, dined, shown the town and otherwise royally entertained.

"After treatment like that, we'd give a gallon anytime," chorused the two men when the two-day whirl had ended and their ship returned to sea.

An Auspicious Debut

*Though They Failed to Win,
Shearwater Players Did
Well in Drama Festival*

THE Shearwater Players almost, but not quite, made their first appearance in Dominion drama competition a winning one. As it was they achieved a highly satisfactory record at the regional festival held at Halifax in mid-February.

The two-and-a-half year-old theatrical group's presentation of "Grand National Night," directed by Lieut. (E) Ronald Marwood, was judged second best show of the festival; CPO Douglas Cooke won the Oland trophy as best actor, and Mrs. Muriel White was second in the best actress category. In addition, the setting and decoration caught the eye of Adjudicator Pierre Lefevre.

Of the Shearwater production, Mr. Lefevre had this to say: "This was a really enjoyable performance from start to finish. Not technically perfect, but very entertaining. Direction was good, with plenty of movement and drive. The setting was excellent, very well furnished and decorated.

The fireplace deserves special mention for its artistic merit, as every play in the festival had a fireplace. The picture over the fireplace really did its work.

"I so enjoyed this play that half way through I put away my notes and sat back comfortably to enjoy the show."

"Grand National Night," by Dorothy and Campbell Christie, concerns a murder and the resulting suspense as a methodical Scotland Yard inspector brings the criminal to justice. It is the sixth play produced by the Shearwater group and was first presented in the air station gymnasium in December.

CPO Cooke, now at the Electrical School, HMCS Stadacona, won the best actor award for his portrayal of "Buns Darling," a callous satire of an English sportsman. Mr. Lefevre said, in his adjudication: "An excellent performance. The character was brilliantly portrayed with great credibility.

The temptation to exploit the part in his last entrance was completely and successfully ignored."

Of Mrs. White's interpretation of a boisterous ex-barmaid, he said: "An excellent performance. Very adequate in all her appearances. Established her character from the moment of her first entrance. One of the three best acting efforts of the festival." (Mrs. White is the wife of CPO Robert White of HMCS Stadacona).

Mr. Lefevre also had kind words for other members of the Shearwater cast, particularly Lieut. Marwood, who played the part of a butler: "I liked him, his eyes and make-up and his sardonic humor. His particular brand of arthritis was refreshing in a stage butler." He praised Elizabeth Roberts for her very correct costuming, and Ordnance Lieut. Gordon Spergel (Sgt. Gibson, a country policeman) who paid "particular attention to such details as the bicycle clips around his ankles."

The other members of the cast all received encouraging adjudication. Lieut. Don Radford gave a "hard working performance" as "Gerald," the husband; Sybil Cooke made "a worthwhile attempt to portray a despicable character" as the unfaithful wife; AB Ernest Paquin was a "fine actor with good drive," and CPO Robert Dalley, as "Detective Inspector Ayling," "treated us to a complete and accurate picture of Scotland Yard in action."

The stage crew included CPO Peter Bailey, Ordnance Lieut. John Boase, Commissioned Electrical Officer Leslie Healey and CPO Herbert Law. Furnishings and properties were handled by Chaplain A. J. Mowatt and Mr. Allen Roe, Bristol aircraft representative at Shearwater. Mrs. Christine Marwood was prompter throughout the production.

Hardly had the hustle and bustle of the festival subsided when the Shearwater Players began to look to next year. At a meeting held less than two weeks later, the group decided to produce the comedy, "The Middle Watch". The story goes something like this: Following a party in one of HM ships, three ladies are stranded on board the destroyer as she is hastily ordered to sea. To complicate matters the ad-



A scene from Grand National Night, the play that won second place for the Shearwater Players in the Nova Scotia Regional Drama Festival. It shows Sgt. Gibson (Ordnance Lieut. Gordon Spergel) and Inspector Ayling (CPO Robert Dalley) arresting Gerald (Lieut. Donald Radford) for the murder of his wife. Looking on is Morton, the butler (Lieut. (E) Ronald Marwood). Lieut. Marwood also directed the play. (DNS-6321).



CPO Douglas Cooke, above, was judged the best actor at the regional drama festival held in Halifax, winning the S. C. Oland trophy for his callous satire of an English sportsman in the Shearwater Players presentation of "Grand National Night." CPO Cooke, born in Windsor, Ont., was educated in England where he joined the Royal Navy. He transferred to the RCN in 1948. He has long taken an active part in amateur theatrical productions and was one of the founders of the Shearwater Players in 1949. He has played the lead in three of the group's six presentations. He is at present serving in the Electrical School at HMCS Stadacona. — (HS-17803.)

miral comes aboard for the trip, and the attempts made by the ship's company to hide the three ladies provide many amusing situations. One of the ladies, by the way, is the admiral's daughter.

The Players hope to get production under way in April.

For Lieut. Marwood, who is leaving in April to return to the Royal Navy after two years on loan to the RCN, the performance of the Shearwater Players in the Festival was particularly gratifying. Since his arrival in 1950 he has taken an active interest in the group and has directed and/or played in all the productions.

Reserve Officer Wins Best Actor Award

In the New Brunswick Regional Drama Festival, held at St. Andrews, Lieut. A. P. (Sandy) Gregory, RCN (R), of HMCS Brunswick, was selected by the adjudicator as having given the best male performance.

Lieut. Gregory took the part of "David Bliss" in the Saint John Theatre Guild's entry, "Hay Fever". The play won first place in the festival.

The main problem, he says, has been the Navy's drafting of personnel. "We managed to keep the cast of 'Grand National Night' together for three-and-a-half months. But that is the first time that's happened. Usually somebody is drafted in the middle of rehearsals." He noted that many former Shearwater Players had gone to other cities and joined theatrical groups there.

He and other members emphasized that they are only too happy to have officers and men and their wives join the group.

CORNWALLIS NOW HAS HOBBY SHOP

A long-felt need was filled on February 4 when a hobby shop was officially opened at HMCS Cornwallis.

The shop occupies two rooms in the former Salvation Army hut, with the remainder of the building being used for dances held by the new entries.

Commander T. C. Pullen, executive officer of the establishment and him-

self a hobbyist, paved the way for the project when he organized a committee with instructions to report on the general feeling among the men, possible locations and the types of hobbies likely to be practiced.

Lieut. L. C. Janke investigated the matter, assisted by Lieut.-Cdr. P. D. Bragg. They turned in a favorable report, recommended a site, and within a week the shop came into being.

The opening night was a gala affair. Captain A. P. Musgrave, the commanding officer, and Commander Pullen were present to inspect a display of articles which had been gathered for the occasion as a means of demonstrating the variety of valuable work that can be produced in a hobby shop. These included rugs, ship models, model railroad equipment, photographs, paintings, woodwork and other items.

The shop has a store, which carries material for purchase, and a tool bin for the use of personnel. Among the hobbies for which there is equipment are ship, aircraft and railroad modeling, painting, leatherwork and rug-hooking. — J.M.B.



Both of them hobbyists, Captain A. P. Musgrave, left, commanding officer of Cornwallis, and Commander T. C. Pullen, executive officer, displayed some of their own handiwork at the opening of the hobby shop at Cornwallis. Captain Musgrave made the purse and doll's crib, while the toy train and lumber truck were fashioned by Commander Pullen. (DB-1205-5).

SIoux MAKES LIKE AIRCRAFT CARRIER

'Copter Does Delicate Landing Aboard Destroyer

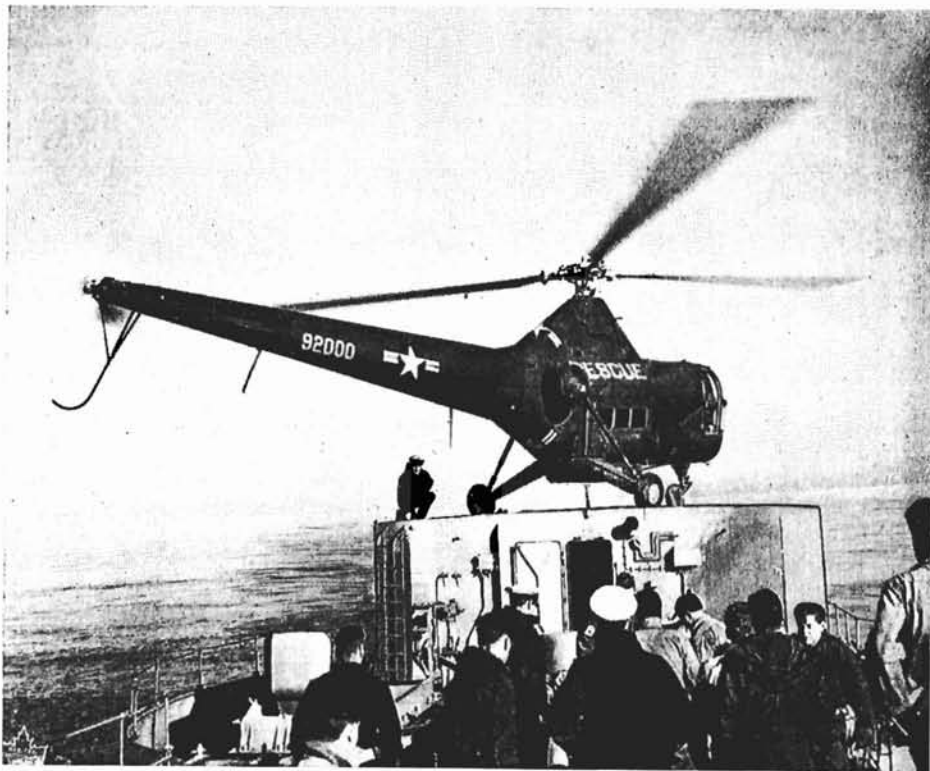
"Canada's second carrier" is what her ship's company calls HMCS Sioux, as the result of an experience during her last patrol off the coast of Korea before sailing for home

The Sioux earned her new title when, on February 8, she provided a landing deck for two U.S. Army helicopters. The helicopters made their landings on the after superstructure, on a space measuring 17½ by 20¾ feet — slightly smaller than the 694-foot flight deck of Canada's other carrier, HMCS Magnificent.

While a complete check has not been made, it is believed this was the first time an aircraft of any description had landed aboard a destroyer.

The incident took place while the Sioux was carrying out an anti-invasion patrol among the islands off the west coast of Korea. It was initiated by a wireless message reporting an emergency appendix case on one of the islands.

Due to heavy ice conditions, it was impossible to send a boat ashore with medical aid. It was suggested, instead, that a helicopter bring the patient to the Sioux, landing on the after superstructure, which would be



Having made a successful landing and disembarked its patient, the U.S. Army helicopter prepares to take off from HMCS Sioux's after superstructure. It is believed this was the first actual landing ever made on a destroyer by a helicopter. (SO-153).

cleared and shored with timbers so it would support the three-ton weight of the helicopter.

The only real obstruction, a mushroom ventilator, was removed with an acetylene torch. Six by six timbers were used to strengthen the deck, the job being performed within 30 minutes by the chief shipwright, CPO Hilbert R. Weidman, of Victoria and Windsor, Ont., assisted by AB Jack A. Caswell, of Swift Current, Sask.

Fire hoses were rigged and other precautions were taken in preparation for the helicopter's arrival. These were made particularly necessary by the fact a quantity of high explosive ammunition, which could not be transferred, was stowed beneath the proposed landing space.

Two helicopters of the U.S. Army Rescue Squadron came off from the island, the smaller making two landings to ensure that the landing space was sufficient for the other, which contained the patient, to land on. After a practice run, the larger machine, with its load of three, gingerly but safely touched down.

Willing hands transported the patient to the sick bay, where he was examined by the medical officer, Surgeon Lieut. [H. D. MacWilliam, of Saint Andrews, N.B. The doctor reported that an operation was neces-

sary and course was shaped for a British cruiser, which had a proper operating room and was only a few hours away. The transfer to the cruiser was carried out without a hitch and the operation was performed successfully shortly afterward.

During the helicopter's brief stay aboard the Sioux, an interesting conversation took place. The pilot explained that he had taken particular pains to make sure of a safe landing because of an overload of gasoline. He had not wanted to cause a fire in the ship.

He was assured that the Sioux would have wasted no time in getting even. The ammunition on which he was sitting probably would have blown him higher than he had ever been carried in his helicopter.

Micmac Donates \$1,516.30 To Worthy Causes

For the information of the former ship's company of HMCS Micmac, following are details as to the disposal of money in the ship's fund when the destroyer paid off last November:

| | |
|--|--------|
| Six radios to the RCN Hospital, Halifax — | 130.26 |
| Canadian Naval Service Benevolent Trust Fund — | 438.54 |
| St. Joseph's Orphanage, Halifax — | 312.50 |
| Halifax Protestant Orphanage — | 312.50 |
| Halifax Central Charities — | 322.50 |

Total \$1,516.30

All donations were approved by the captain, on the recommendation of the Ship's Fund Committee. The donations to the orphanages were made in time to be used for Christmas presents and dinners for the children.

The photograph of the ship's company, taken just before the last trip, when the Micmac escorted Their Royal Highnesses until their departure from Canada, is available from Naval Headquarters. The negative number is HS-16432 and the price for an 8- by 10-inch glossy print is 30 cents.

Very Necessary Stuff

The following conversation was overheard in an office at Naval Headquarters:

1st Staff Officer: *Have you got my red tape?*

2nd Staff Officer: *No, I haven't.*

1st SO: *Yes, you have. I can see it on your desk.*

2nd SO: *That's the directorate's red tape.*

1st SO: *Oh no, it isn't. It's mine. You get your own red tape.*

SAILORS STUDY WORLD AFFAIRS

by L. F.

BCA Program Provokes Lively Interest on East Coast

CLASSROOMS, messdecks and living blocks in the Atlantic Command have been the scenes lately of lively discussions on subjects varying from "The A-Bomb and Modern Warfare" to "The Financing of Charities in Canada". And it hasn't stopped there. At home, harassed wives are being asked such questions as: What does the Communist Manifesto teach? Should we have a standard school curriculum in all ten provinces? What is SHAPE? What should be done about the Suez Canal situation?

At the bottom of this increased interest in national and international topics of the day are the group discussions held in ships and establishments of the command as part of the Bureau of Current Affairs program.

Once each week, officers and men in the command get together to mull over a subject of current interest. At HMCS Stadacona, groups gather in classrooms and offices, and all but essential work grinds to a halt for one

hour each Friday afternoon. At Shearwater and Cornwallis, a similar situation prevails. In ships alongside and at sea, officers and men discuss the week's topic in the messdecks.

It's all part of the Armed Forces program to keep personnel informed about matters of national and international concern. In the October 1951 issue of *The Crow's Nest*, Vice-Admiral H. T. W. Grant, then Chief of the Naval Staff, outlined the purpose of the Bureau of Current Affairs as being "To familiarize all in the Navy with both sides of the difficult ideological situation facing the divided world today and to let you make up your own minds, after intelligent discussion with your messmates, what the real values of our way of life are . . ."

Just how far-reaching these discussion groups have become is apparent from a study of attendance figures for the first two months the scheme was in full operation. According to a survey made by the

Educational Training School at Stadacona, the total number of discussion groups held in the command during the month of December was 538, with total attendance reaching 10,302 officers and men. In January, both figures were substantially boosted. There were 690 discussion groups, attended by a total of 14,882 officers and men.

Taking charge of these discussion groups are officers and senior chief and petty officers who have received special training in group handling. A series of two-week courses were given in Stadacona, Cornwallis and Shearwater, during which well known speakers from Nova Scotia universities delivered addresses on current affairs. Another important phase was the instruction in discussion methods and techniques, during which practice discussions were led by members of each course.

As a result of these courses, the BCA program was put into operation well ahead of the scheduled date, which was originally set for early in the new year. The first discussion groups were held at the beginning of December at Stadacona, Shearwater and Cornwallis. Later in the month, HMC Dockyard and Coverdale Naval Radio Station were added, as well as HMC Ships *Iroquois*, *Swansea*, *La Hullose*, *Whitethroat*, *Portage* and *New Liskeard*. Two instructor officers made a trip to Coverdale and all but essential activity ceased as officers, men and Wrens attended the two-day course.

In the *Magnificent*, *Brockville*, *Wallaceburg* and *Crescent*, discussions began early in the new year. Officers from the smaller ships attended a modified two-day course at Stadacona, while a special ten-day course was held on board the *Magnificent*, with outstanding speakers addressing the group discussion leaders.

The initial organization of the BCA program within the command began last fall, when four instructor officers from the Educational Training School at Stadacona attended a course held for officers of the three services at Camp Borden in September and October. The four from Stadacona



Writers on the ship's office staff at HMCS Stadacona are shown above during a BCA discussion. Lieut. (S) W. F. Jobson, Commodore's secretary, lower left, leads the discussion group. (HS-17047).



Several two-day courses for discussion leaders were held at the Educational Training School, in Stadacona, as part of the BCA program, with officers from ships and establishments attending. In the photo above are members of one of the classes: Front row left to right: Instr. Lieut. Lawrence Farrington, a member of the school staff; Mr. C. F. Fraser, Director of the Dalhousie Institute of Public Affairs; Instr. Lieut.-Cdr. E. C. Mahon, of the school, and Lieut. (E) L. W. Smith, Damage control and Fire Fighting School. Second row: Sub-Lieut. R. C. Allen, La Hullose; Lieut. (S) H. T. Cocks, Haida; Lieut. W. W. Palmer, Haida; Sub-Lieut. J. P. Morton, Portage; Lieut. Brian Bell-Irving, Shearwater; Lieut. (L) A. W. Boden, Haida, and Lieut. J. Mahar, La Hullose. (HS-17954).

were Instr. Commander G. L. Amyot, Command Educational Officer; Instr. Lieut.-Cdr. E. C. Mahon, Instr. Lieut.-Cdr. L. B. Sellick and Instr. Lieut. Lawrence Farrington. Later they conducted two-week courses in Stadacona, Cornwallis, Shearwater and the Magnificent.

To assist group leaders in the weekly discussions, the Educational



Instr. Lieut. C. W. Montgomery leads a discussion group at the TAS School at Stadacona during one of the regular Friday afternoon BCA sessions. (HS-17044).

Training School has developed a small, and somewhat complicated, publishing organization. The instructor officers prepare an outline, which contains the essential information about the topic under discussion, plus an appendix containing suggested questions, as well as some statistics and sidelights. This material is sent to the typing pool in the Dockyard to be stencilled. The stencils then go to the Naval Distributing Authority, where they are mimeographed and bound. More than 500 of the finished pamphlets are then returned to the school, which undertakes to distribute

them to the various ships and establishments.

Included among the subjects discussed to date have been the following: How We Hold Elections in Canada; The Defence of Western Europe; The St. Lawrence Seaway; Lawmaker for Canada; Suez, the Sudan and Egypt; Canada and the Colombo Plan; What Communism Teaches and What We Believe; Iran and its Oil; World Communism; A Standard School Curriculum in all the Ten Provinces; Guns and Houses — Can Canada Have Both?; Canadian Policy toward Red China; The A-Bomb and Modern Warfare, and the Financing of Charities in Canada.

YORK WA VISITS HOSPITALIZED VETS

Attached to HMCS York is a little-publicized organization whose chief concern is the welfare and happiness of former naval personnel dwelling or hospitalized in the Toronto area.

It is the Women's Naval Auxiliary of HMCS York, which for more than five years has done its share of showing naval veterans that their war service has not been forgotten.

The auxiliary has a membership of more than 100 navy-conscious women, under the presidency of Mrs. G. E. Huffman.

Its members visit DVA hospitals in Toronto at least twice a month, distributing cigarettes and other comforts to ex-naval personnel. Since 1946 the total number of visits has exceeded 9,680.

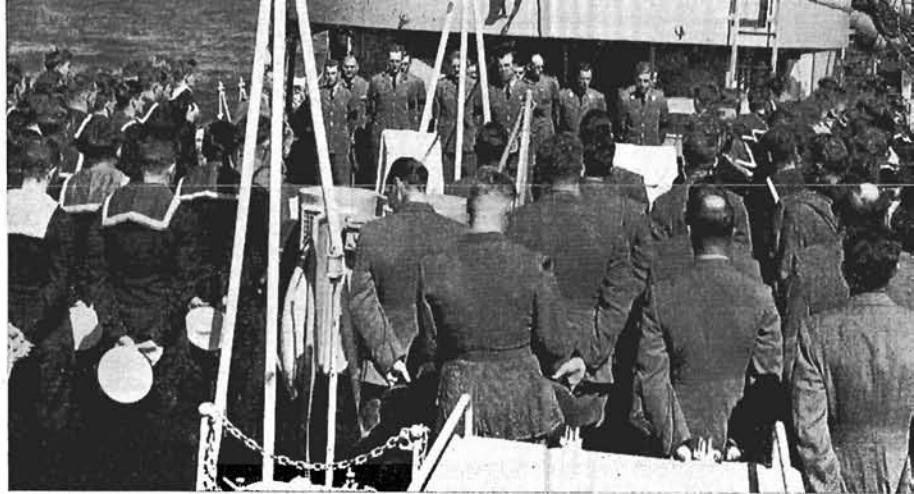
In addition, an average of 75 parcels has been made up annually for former members of the navy compelled to spend Christmas in hospital.

On numerous occasions, welfare cases outside the scope of the Naval Benevolent Fund has been brought to the attention of the auxiliary. In the past few years 62 families of naval veterans have been provided variously with groceries, fuel, clothing, baby layettes and other items.

The group's activities are supported by funds raised by membership dues, bazaars and teas. — A.C.T.

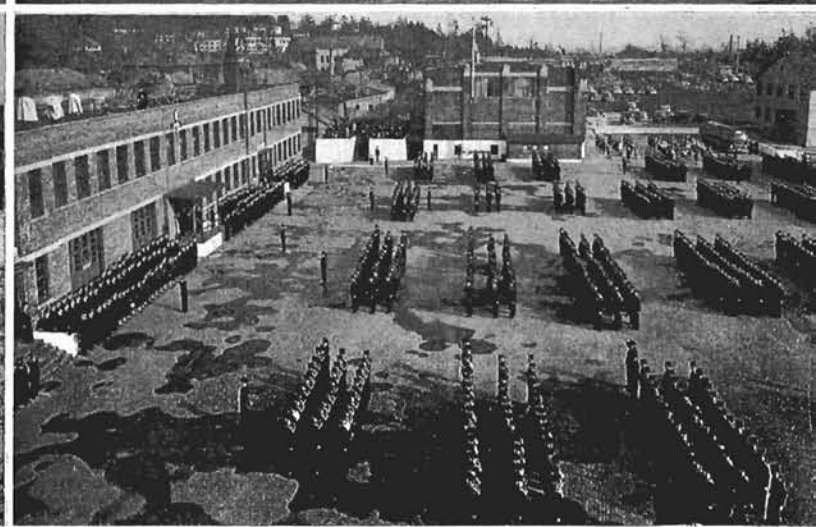
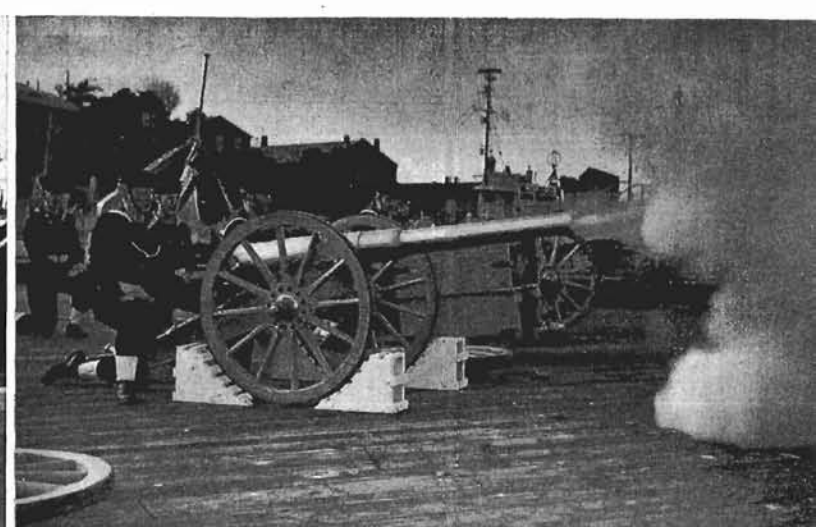
HONORARY PRESIDENT

Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, has accepted an invitation from David H. Gibson, president of the Navy League of Canada, to become an honorary president of the Navy League.



MEMORIAL services for His Late Majesty King George VI were held February 15, the day of the funeral, in HMC ships at sea and in RCN establishments from coast to coast. In the upper photo, Lieut.-Cdr. J. W. McDowall, commanding officer of HMCS Beacon Hill, conducts the memorial service on board the frigate at sea, while enroute from Corinto, Nicaragua, to Long Beach, California. (0-2236-170). The other photos show:

1. The funeral procession makes its way through the streets of London, with men of the Royal Navy drawing the gun carriage bearing the coffin.
(Photo courtesy of U.K. Information Office)
2. Wrens join in the singing of a hymn at the service held aboard HMCS York, the Toronto naval division.
3. Personnel of HMCS Malahat, the Victoria naval division, attended the general service at HMCS Naden. It was the first formal appearance of Malahat's Wren division. (E-17841).
4. On a dockyard jetty at Esquimalt, field guns fired 56 minute guns. (E-17836).
5. Guns crews fired the salute at Halifax from a position on the roadway behind Admiralty House. (HS-17976).
6. A Pacific Command memorial service was held on the parade ground at Naden and was attended by personnel from the RCN Barracks, HMC Ships Ontario, Quebec and Crusader, HMCS Malahat and sea cadets. (E-17844).



A LONELY BOY FINDS HE HAS MANY FRIENDS

*Naden Petty Officers' Mess
'Adopts' Young Inmate
of Leper Colony*

A 54-mile-an-hour southwest gale was lashing the shores of Vancouver Island when a party of men from HMCS Naden set out on the morning of February 4 to keep an appointment with a 14-year-old boy who dreams of becoming a sailor himself someday.

In the party were four members of the Naden Petty Officers' Mess — Stanley Birch, Ed Plastow, Kenneth Wilson and James Brahan — and a naval photographer, CPO Norman Keziere.

They boarded the 70-foot quarantine launch, Salucan V, and 20 minutes later stepped ashore on Bentinck Island, site of Canada's west coast leper colony.

There they met "Jackie," a boy who has been a patient on the island for the past year. Jackie (the name is fictitious) has Hansen's disease, formerly called leprosy. Though his



Jackie proudly demonstrates the working of the oar-powered raft, which he made himself, to Petty Officers Wilson, Plastow and Birch. (E-17750).

life is a lonely one — there are only five or six other people on the island — he keeps in good spirits by carrying on a variety of activities and by reminding himself that, once the disease is stopped, he will be free again.

Jackie told his visitors about his

garden — he had planted potatoes just a few days before — and about how his nine hens weren't laying eggs because of the cold weather.

He showed them his cottage and a large blackboard on which he had written, in chalk, a poem by which he tried to pattern his daily life on the island:

*"I have to live with myself, and so
I want to be fit for myself to know.
I don't want to think, at the set of sun,
And hate myself for the things I've
done."*

The visitors had a surprise for Jackie. It took the form of a \$100 cheque and was presented to him by Petty Officer Birch, president of the Naden Petty Officers' Mess, on behalf of the mess members. It was to help Jackie with his education — at present he is taking a Grade Six correspondence course — and with his boat building.

The boy then took his visitors down to see his "ship." In reality it was a raft, fashioned from driftwood, but to him it was the stoutest thing afloat and a source of pride and joy.

After that, Jackie had to return to his studies and the visitors were invited to have lunch in the island administration building.

Luncheon over, they boarded the quarantine vessel for the return trip. Jackie came down to wave good-bye. He was still waving when the launch drew out of sight.—J.A.B.



Petty Officer Stanley Birch presents a \$100 cheque to "Jackie" in the boy's cottage on Bentinck Island. Others in the photo, left to right, are Dr. G. L. Sparks, assistant medical officer of the William Head Quarantine Station; Petty Officer Kenneth Wilson and Petty Officer Ed. Plastow. (E-17751).

Afloat and Ashore

ATLANTIC COAST

HMCS Swansea

January and February were busy months for the Swansea, the ship making cruises to the Bahamas, Bermuda and Newfoundland.

The ship's company spent an enjoyable three days in Nassau, capital of the Bahamas, where balmy weather provided a welcome respite from the rigors of the North Atlantic winter.

A feature event of the stay was a dance at the Royal Nassau Yacht Club, arranged by a local entertainment committee.

The Governor of the Bahamas, Major General R. A. R. Neville, RM, Ret'd., walked around the Swansea and showed a particular interest in the new RCN uniform, which he termed "smart and practical."

On the return passage the ship

paid an informal visit to New London, Conn.

Later in January she sailed to Bermuda, where three figureheads, presented to the RCN by the Admiralty, were embarked from the dockyard at Ireland Island.

During this trip the Swansea had on board a class of 26 men qualifying as layer ratings. For their benefit a combined full and sub-calibre shoot was carried out.

Early in February, with members of the junior officers' technical and leadership course embarked, the ship sailed with HMCS Wallaceburg for a two-day visit to St. John's, Nfld. While at sea on February 15, a service was held in memory of His Late Majesty King George VI.

Lieut.-Cdr. A. H. M. Slater has taken over as executive officer, succeeding Lieut. J. B. Young.

Five members of the ship's company joined the ranks of the benedicts during the first two months of 1952 (see wedding column).

Joint Maritime Warfare School

Three short courses have been completed at this RCN-RCAF School since first of the year.

The Senior Officers' Tactical Course, January 7 to January 18, inclusive, was attended by six officers of the RCAF and 17 of the RCN. Instruction dealt mainly with the strategic aspects of maritime warfare.

The Junior Officers' Technical and Leadership Course (Class 'D') attended the school from January 28 to February 1. The short period of instruction received by this class completed a course in anti-submarine warfare which included a series of exercises with the USN at the submarine base at New London, Conn.

The Junior Officers' Tactical Course, held from February 4 to 14, was a joint RCAF-RCN affair. This course dealt in more detail with the tactical aspects of air-sea warfare.

Several changes in the staff have taken place, the most noteworthy being the arrival of Commander F. N. Russell, USN, a sub-mariner of wide experience. A new turn in instructional technique has been effected with the presentation of a CIC skit by the "Delemar Players." This presentation portrays the action information organization of a destroyer escort in convoy escort duty.

HMCS Wallaceburg

The Wallaceburg has been carrying out an active training program since the beginning of the year. Among the classes which have been aboard for sea training are the JOTLC, various TAS courses and a number of RCN(R) officers and men. Her training schedule has taken the ship to Grand Manan, twice to St. John's, Nfld., and once to New London, Conn. More lately she has been carrying out a series of day-long training exercises with the HM Submarine Alcide.

During the visit to Grand Manan, the Alcide secured alongside at anchorage each evening. The submarine



Two of the three figureheads brought to Halifax aboard HMCS Swansea are shown shortly after being embarked in the frigate at Ireland Island, Bermuda. The lady in the centre once adorned the bow of HMS Imaun, port guardship in Jamaica from 1856 to 1862. The kingly head belonged to HMS Conqueror, wrecked on Rhum Key in the Bahamas in 1861. The figureheads had been mounted in the naval dockyard at Bermuda and, when the dockyard was abandoned, arrangements were made for them to be transferred to Halifax, where they will be displayed in HMCS Stadacona. (Bermuda News Bureau Photo).

had plenty of films aboard, the Wallaceburg had the space, so the two ships' companies got together almost every evening for movies in the minesweeper's starboard messdeck. Many firm friendships were established.

While at St. John's, the ship's company attended an enjoyable smoker given by the NCOs' club at Fort Pepperell. At New London, all entertainment facilities were made available to the Canadians.

The ship's hockey team began the season in a manner that indicated the Wallaceburg would retain the Atlantic Command hockey trophy, but since the beginning of the busy sea training program the team has not had sufficient practice. In a recent game, HMCS Magnificent scored an 8-2 win over the Wallaceburg.

Coverdale Radio Station

Old Man Winter delivered a series of Sunday punches to the Coverdale area in February. At the month's end Coverdale personnel were digging themselves out of the worst storm in 57 years. Snow had drifted to 16-foot depths and tractor crews had to cut canyons through to open the roads.

Memorial services for His Late Majesty King George VI were held at Coverdale February 9 and 15. The services were conducted by Chaplain J. R. Scott, RCN(R), and Father P. Kingston.

Current sports activities include badminton, rifle shooting, basketball, swimming, hockey and bowling. The annual hockey classic — officers, chief and petty officers vs. leading seamen and below — was won by the latter after a hectic struggle.

The third Wren class arrived on board February 18, in the midst of one of the "minor" blizzards.

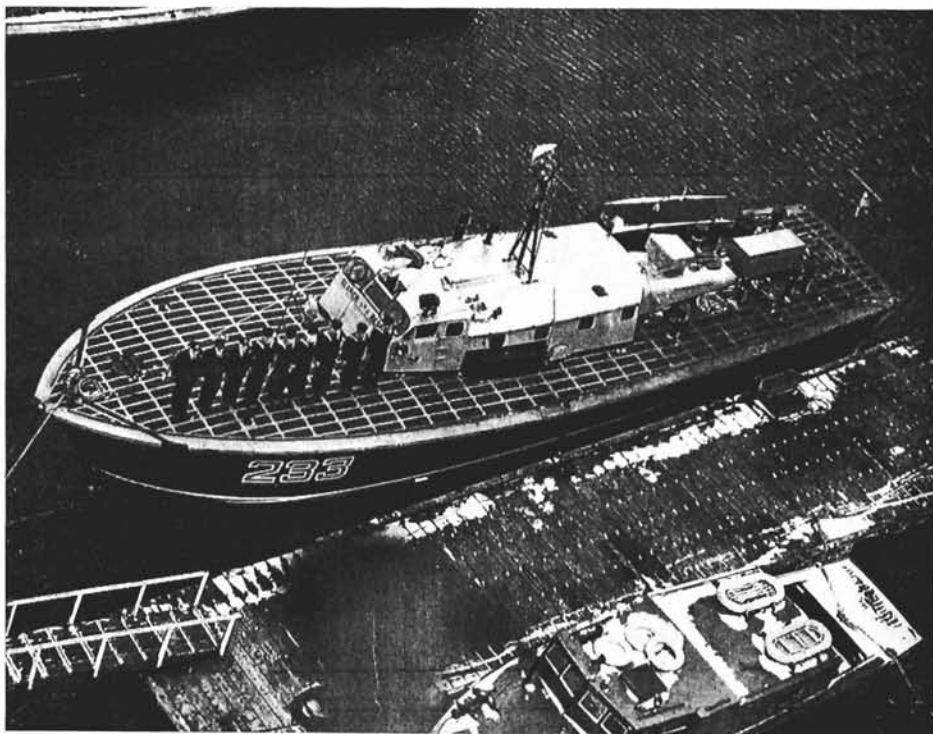
HMCS La Hulloise

Refit continued for the La Hulloise in February and with it the usual noise of chipping hammers and electric drills. Officers and men were eagerly looking forward to trials and work-ups scheduled for the month of March.

A memorial service was held on board on the day of the funeral of His Late Majesty King George VI, with all officers and men in attendance.

A swimming team has been organized to take part in the Command meet and competitors are getting in as much practice as possible.

While the ship was on the Dart-



A second high speed launch has been commissioned by the Search and Rescue unit at HMCS Shearwater. This photo, taken from an RCN helicopter, shows the officers and men of the launch lined up on the forecastle of the craft following the commissioning ceremonies. The launch, HSL 233, is commanded by Lieut. G. G. Leask. (DNS-6598)

mouth side, HMCS Shearwater generously made available the facilities of its hobby shop and gymnasium to members of the ship's company. Tours of the air station were also organized.

Some new additions have been made to the ship's library and will be welcomed by the "stay-at-homes."

HMC Communications School

Lieut. E. J. Semmens recently took up the appointment of Senior Staff Officer (Radio) at the Communications School at HMCS Cornwallis. He succeeded Lieut. P. F. Wilson, who was appointed Staff Officer Communications to the Flag Officer Atlantic Coast.

CPO W. J. Murray has returned to his home port division on the West Coast and has been succeeded by CPO J. J. Smith.

Navigation Direction School

Nine classes are under instruction at the ND School. Eight consist of naval personnel, while the ninth is a class of officers and mates from the Department of Transport. They are studying radio aids, meteorology and radar familiarization.

Among the naval classes are a JOTLC course, one qualifying for RPI, two for RP2, three for RP3

and one for QM2. In all, 115 officers and men are under instruction.

Last year the ND School was left far behind in the inter-part hockey warfare but it was a different story this season. The team finished in fourth place and was scheduled to meet the second-place Electrical School Staff in the playoffs.

The ND School played a basketball game against the YWCA, using girls basketball rules, and won the game 12-6. It was all part of an enjoyable social evening organized by the "Y" girls. — D.R.R.

Albro Lake Radio Station

During the Royal Visit to Canada, Albro Lake Naval Radio Station handled a heavy flow of messages having to do with the occasion. In February there was another busy period but the messages passed and received were in sharp contrast to those handled last fall. There were messages of sympathy and renewed loyalty addressed to Queen Elizabeth II and the Royal Family on the occasion of the death of King George VI.

Several changes have taken place in Albro Lake personnel. PO Charles Dixon has joined HMCS Magnificent, Ldg. Sea. Boyd Hutchinson has left on discharge and Leading Seamen Fred Leafloor, James McGowan, Rene



Dirty weather failed to interfere with the program of week-end training cruises carried out by HMCS Brockville, tender to HMCS Scotian, the Halifax naval division, during the past winter. With reserve and UNTD personnel embarked for training, the minesweeper made a series of trips to various points in Nova Scotia and Cape Breton. The above photo was taken during a practical lesson in anchors and cables. (HS-16771).

Parent and Gordon Parson have been drafted to HMCS Cornwallis for P2CR2 qualifying courses.

New arrivals at the station include PO James English and Able Seamen Gerald Purdy, William McKetrick, Douglas South and William Soboloski.

HMCS Brockville

During the first two months of 1952, the Brockville was kept busy with reserve training. Every second week-end, the ship made a two or three day trip with reserve personnel from Scotian and UNTD cadets from Halifax and from St. Francis Xavier University. During these trips the ship visited Mulgrave and Lunenburg on the mainland and Port Hawkesbury, Louisburg and Sydney in Cape Breton.

The other weekends were not spent idly. On Saturdays and Sundays, Wrens and seamen from Scotian were taken on short training trips in the harbor approaches.

Despite the busy training program, the ship's company decided to enter the Halifax sports picture. Though with only 44 to choose from, the ship turned out a hockey team that held the Crescent to a 3-2 score. A second game, against the La Hulloise, was also a defeat. However, a strong spirit and some promising material have convinced AB Roger Longchamp, team coach, that he'll have a winner before long. — O.F.

PACIFIC COAST

Aldergrove Radio Station

Boasts of a West Coast winter came to an abrupt end in January when snow, sleet, hail, rain, and cold, blustery winds resulted in the area assuming an appearance more similar to that of a far north weather station.

Late in the month a "silver thaw" clothed buildings, antennae and trees with an inch of crystal-clear ice. Though it made a beautiful sight, it also introduced a number of hazards. The footing was extremely treacherous and one had to be wary of falling ice and trees.

Shortly after the "silver thaw" began, electric power failed throughout the Fraser Valley and was out of order for a total of 14 hours. Aldergrove reverted to emergency diesel and carried on, but the station's married quarters personnel were reduced to rather primitive means of cooking. ("Twas found that a quick hot lunch *can* be prepared in a coal furnace, even if the blower isn't working.)

Several families had supper at the station proper, bringing odd items to throw in the common pot. This indoor "picnic" was thoroughly enjoyed by the children.

The cook, PO Norval Giles, wasn't quite sure just who was running the galley, especially when AB "Suds" Sutherland dutifully stood by a batch

of his wife's bread that was baking in the galley oven. Mrs. Sutherland had just got the bread ready for baking when the power went off.

On the whole, it is considered that B.C. Electric did an excellent job in restoring power as soon as it did, considering the conditions.

As for Aldergrove, the power failure provided a real test of emergency procedure for preserving continuity of communication. The station was up to the occasion, switching to diesel generator and going on the air again within five minutes.

Ordnance School

The school for some time has been conducting weekly discussions on current affairs under the guidance of Instr. Sub-Lieut. Wallace Whittemore, ordnance educational officer.

CPO Murray Demone has joined the staff from Cornwallis, having completed the leadership course. CPOs John Frost and Peter Rigg have returned to instructional duties after a short course in the United States.

Ordnance Commander Robert Chicken has joined HMCS Ontario and is busy with the trials program.

The commissioned ordnance officers' qualifying class is in the final stages of the course and at present is preparing the exams in the Whitehead section.

Two classes of armourers qualifying have recently completed the damage control course in the Damage Control Training Centre.

During February a class of master gunners qualifying at Work Point Military Barracks attended the school for a short course in naval armament. They went to sea in HMCS Quebec for a day of practical frings and showed great interest in the navy's equipment and methods.

HMCS Athabaskan

As reported last month, the Athabaskan spent Christmas at sea. New Year's however, was a different story. The ship completed her patrol and arrived in port on December 28, just in time to make arrangements for a New Year's program.

Officers' clubs and chief and petty officers' and men's messes ashore were opened to the ship's company and invitations to attend one affair or another proved more than could be coped with. The port also happened to be the jumping-off place for Canadian soldiers embarking for Korea and many of the Athabaskans

took advantage of the chance to search for friends and fellow townsmen in the Army encampment.

Many congregated aboard the ship and, as the bell rang in the New Year, they stood and offered a fervent prayer that 1952 would bring peace and a return to their homes.

For those who were on duty New Year's Day the cooks prepared a sumptuous dinner, following which ship's projectionist served up a double feature movie. — *G.D.G.*

Supply School

The tenth supply officers' technical course completed the fiscal phase of its program February 8 and the following week commenced the supply phase. Lieut. (S) P. J. Sands is course officer.

The supply phase of the course is of six weeks' duration and includes general and air stores, coupled with field trips to the dockyard and HMC ships for practical instruction.

CPO F. W. Potts has joined the school's staff on loan from HMCS Naden to co-ordinate instructional and recreational sports. Other additions to the school's staff are Mr. F. R. Eastwood, civilian shorthand instructor, and PO Watson Berry.

Two new entry technical courses, PW 21 and CK 66, represented the school in the guard at the opening of the Legislature in Victoria on February 19.

Gunnery Training Centre

For the first time in history, the Royal Guard, saluting gun crews and band for the opening of the B.C. Legislature were all provided this year by the Royal Canadian Navy. On previous occasions the Navy had supplied the guard and band, but never all three.

Guards and saluting gun crews were also provided for the Memorial Service for His Late Majesty King George VI and a guard and firing party for the funeral of the late Instructor Captain W. M. Ogle.

During the past month the GTC has been on a steady double. In the school at present are a preliminary class of gunnery instructors, a class each of QR3s, LR3s and RC3s, an RCN(R) officers' divisional course and a class of sub-lieutenants qualifying for lieutenant.

New arrivals to the school are Lieuts. J. S. Hertzberg and G. J. Brockhurst, who recently completed a long gunnery course.

HMCS Cayuga

There is one time of the year when sailors would prefer, above all others, not to be at sea, and that is Christmas. But circumstances decreed otherwise for officers and men of the Cayuga, who spent both Christmas and New Year's in the operational area off the west coast of Korea.

Christmas Day was a rest day for the ship and was spent at anchor off an island. The festivities began with the decorating of four Christmas trees donated by the commanding officer's wife, Mrs. Frances Plomer. This was followed by the traditional exchange of uniforms, making the youngest seaman of the ship captain for a day. The honor fell to Ord. Sea. Joseph Belleau, of Donnacona, P.Q. The captain, Commander James Plomer, then went around the ship to extend his personal Christmas greetings to all hands in their messes.

In the meantime, under the supervision of CPO George MacIntyre, of Newcastle, N.B., the galley staff fairly outdid itself in preparing first-rate Christmas fare. This was an unqualified success, as testified to by the enormous quantities of turkey, plum pudding and trimmings eaten by the ship's company.

During the course of the day, the communications staff, under the direction of CPO Ralph Davis, of North Battleford, Sask., and Victoria, provided a thoughtful link with home by delivering numerous Christmas greetings from wives, sweethearts and relatives.

Prior to this, the communications staff had made possible the delivery of Christmas flowers to families of members of the ship's company in Canada by working long hours through the night dispatching telegrams to wire service florists.

Naden Petty Officers' Mess

Friday night bingo sessions in the mess have caught on in a big way and table space is at a premium on bingo nights.

PO Peter S. Meek, who suffered a fractured skull and facial cuts in an automobile accident, is well on his way to recovery. He has been released from hospital and is on convalescent leave at his home in Belmont Park.

POs G. Buckley and W. Stewart, two reserve petty officers from HMCS Discovery, are now in Naden.

PO B. Timmons has been drafted to the Ontario and PO T. Williams has gone to the Sault Ste. Marie.

TAS Training Centre

Members of the TAS Training Centre staff and their wives gathered recently in the CPOs' mess to welcome Lieut.-Cdr. W. Carl Spicer and to say farewell to Lieut.-Cdr. and Mrs. William Bremner. The former has taken up the appointment of officer-in-charge of the centre, succeeding Lieut.-Cdr. Bremner, who has been



The Lieutenant-Governor of British Columbia, Colonel the Honorable Clarence B. Wallace, inspects the Guard of Honor at the opening of the British Columbia Legislature in February. Officer of the Guard is Lieut. G. J. Brockhurst. (E-17865).

appointed to HMCS Niagara, Washington, D.C.

Three chief petty officers joined the school staff recently. They are CPOs E. Bonsor, D. Ingram and J. Blenkinsopp.

Commissioned Gunner C. L. Corbett is at present taking a diving course with the USN in Washington. Commissioned Gunner Fred Webb has joined the staff from the Beacon Hill.

NAVAL DIVISIONS

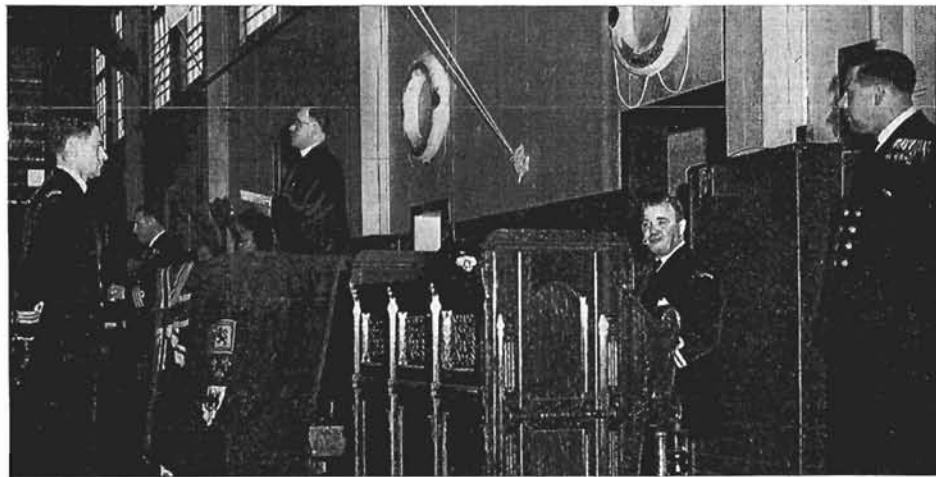
HMCS Discovery

(Vancouver)

Memorial services were held on board February 15 for His Late Majesty King George VI. Chaplain (P) Thomas Bailey conducted Protestant services on the drill deck, with wives, friends and families of personnel in attendance, while Chaplain (RC) Donald Campbell celebrated mass in the wardroom. Later the ship's company took part in a tri-service ceremony at the cenotaph in downtown Vancouver. Lieut.-Cdr. William Davidson, executive officer, laid a wreath on behalf of HMCS Discovery.

With the advent of spring, HMCS Discovery was bustling with activity. Early in February 23 military attaches from various foreign embassies and missions in Ottawa and Washington visited the Vancouver naval division.

After a check-over in the dockyard at Esquimalt, PTC 724 returned to Vancouver to be readied for week-end training cruises. CPO R. E. Wigmore



and PO Bill Stewart carried out the work on the training tender.

A supply conference held at Discovery in February was attended by officers from Tecumseh, Nonsuch, Chatham and Malahat. In attendance from Naval Headquarters were Cdr. (S) C. G. King and Lieut. (S) A. F. Reade.

The Chilean training ship Presidente Pinto visited Vancouver for five days during the course of a 17,000-mile training cruise from Valparaiso. Due to the state of mourning there was no official entertainment provided by

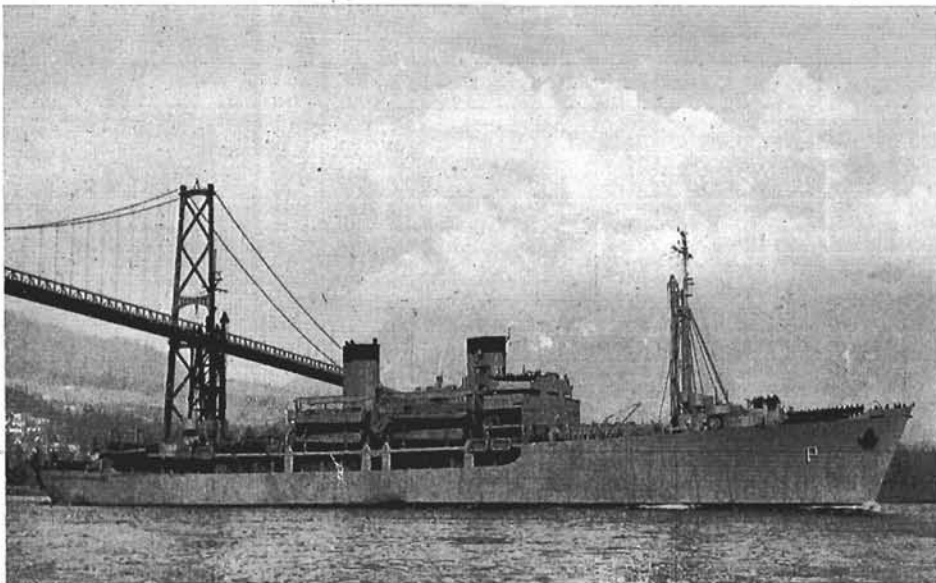
Discovery but there was a round of private and unofficial functions arranged for the visiting officers and men. These included a dance for the 63 Chilean midshipmen sponsored by the Spanish and United Nations Clubs of the University of British Columbia and held in the armouries.

Representatives of Discovery recently attended a special meeting of the Chinese Veterans' unit of the Army, Navy and Air Force Veterans at which a cheque for \$1,000 to provide comforts for men serving in Korea was presented to the armed forces.

More than 300 persons attended the service held in HMCS Nonsuch, Edmonton, on February 15 in memory of King George VI. The service was attended by RCN and RCN(R) personnel, Sea Cadets and many Edmonton citizens. In the photographs, shown from left to right, are Lieut.-Cdr. W. J. McCorkell; Commander G. P. Manning, commanding officer of Nonsuch; Rev. Ian Kimlo, Protestant Chaplain of the division; Lieut. Douglas Jones at the organ and Lieut.-Cdr. Clifford Cole, staff officer. Roman Catholic members of the division attended a special service conducted earlier at St. Joseph's Cathedral by Father G. L. Green, Roman Catholic Chaplain of Nonsuch. (Photo by courtesy of the Edmonton Journal).

and PO Bill Stewart carried out the work on the training tender.

The Chilean training ship Presidente Pinto visited Vancouver for five days during the course of a 17,000-mile training cruise from Valparaiso. Due to the state of mourning there was no official entertainment provided by



The first Chilean warship to visit Vancouver since 1929, the training ship Presidente Pinto passes beneath the Lion's Gate bridge on her way into the harbor. In addition to her regular complement, the ship carried 53 midshipmen and 100 seamen under training. Due to the state of mourning, there was no official entertainment but a number of informal functions were held in honor of the visitors. (E-18020).

HMCS Chippawa

(Winnipeg)

The change-over of command of Chippawa from Commander Lorne D. G. Main to Commander L. B. McIlhagga was carried out February 7 without ceremony, owing to the death of King George VI.

Commander Main had been Chippawa's captain since October 1948. During his command the division increased from 300 to more than 600 reserve officers and men and stepped up its training program from one to three training nights per week. In 1950, Commander Main directed the navy's part in Operation Redramp, the Red River flood of 1950.

February was a big month for the UNTD. A selection board, headed by Commander F. C. Frewer, of Naval Headquarters, interviewed 41 probationary cadets. Of this group, 34 passed and were confirmed in the rank of cadet. Later in the month the division was inspected by Instructor

Commander C. H. Little, Assistant Director of Naval Training (Cadets). Commander Little commended the division on its showing during the year and presented awards for efficiency. Senior and junior awards went to Cadet A. M. Eberwein and Cadet R. N. Brown, respectively.

Lieut.-Cdr. F. K. Heap was promoted recently from lieutenant. He is on the divisional training staff as naval aviation training officer for cadets. FO J. Borthwick, a member of the reserve who is on continuous naval duty as a gunnery instructor at Chippawa, was advanced from the rate of P2 with a high qualifying mark.

The newly-formed band, under the direction of the bandmaster, G. W. Butler, improves with each drill night and has performed for several march pasts. — *T.W.C.*

HMCS Hunter (Windsor, Ont.)

Memorial services for His Late Majesty King George VI were held February 15 on the drill deck of Hunter. A naval service in the morning was followed at 3 p.m. by a civic service attended by approximately 1,200 persons.

Members of the RCN, RCN(R) and the Naval Officers' Association attended the morning service. Among those present at the afternoon service were Governor G. Mennen Williams of Michigan and Mayor Albert E. Gobo of Detroit.

Hunter's annual mess dinner, which was to have been held in mid-February, was cancelled because of the King's death. Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, was scheduled to attend as guest of honor.

On March 1, Commander W. A. Wilkinson was succeeded as commanding officer by Commander William G. Curry. The actual turnover took place at evening divisions March 3, during which a special ceremony was held in honor of Commander Wilkinson, commanding officer of Hunter for more than four years. — *R.M.P.*

HMCS Brunswicker

Personnel of Brunswicker attended memorial services for His Late Majesty King George VI at two Saint John church services February 15. Roman Catholic personnel joined officers and men of the army garrison at a service at St. John The Baptist Church, while Protestant personnel marched to Trinity Church for a

special service sponsored by the Saint John Deanery of the Church of England.

Commander J. A. MacKinnon, commanding officer, who attended the service at Trinity Church, was represented at a similar service at Centenary-Queen Square United Church by Lieut.-Cdr. R. M. Black.

Lieut. D. E. Rigg, of Victoria and Vancouver, has arrived at Brunswicker to take up his appointment as Staff Officer Training at the division. Lieut. Rigg's naval career dates back to 1931, when he entered as a boy seaman. He recently completed the Junior Officers' Technical and Leadership Course at Stadacona.

Thirty-two cadets of Rodney Corps, Royal Canadian Sea Cadets, are enthusiastic pupils at Brunswicker on training nights. The group is taking a 15-week course in visual communications and the instructor, PO William McQueen, reports the youngsters full of enthusiasm. The cadets are receiving instruction in semaphore, buzzer, flashing and international code flags and their meanings.

HMCS Montcalm (Quebec City)

February 4 marked a milestone in the history of Montcalm when the Basic Training School officially got under way at the Quebec City division. Two divisions formed the first classes — Valleyfield Division, wearing red patches, and Regina Division, distinguished by white patches.

The divisions are named in honor of RCN ships lost in the Second World War.

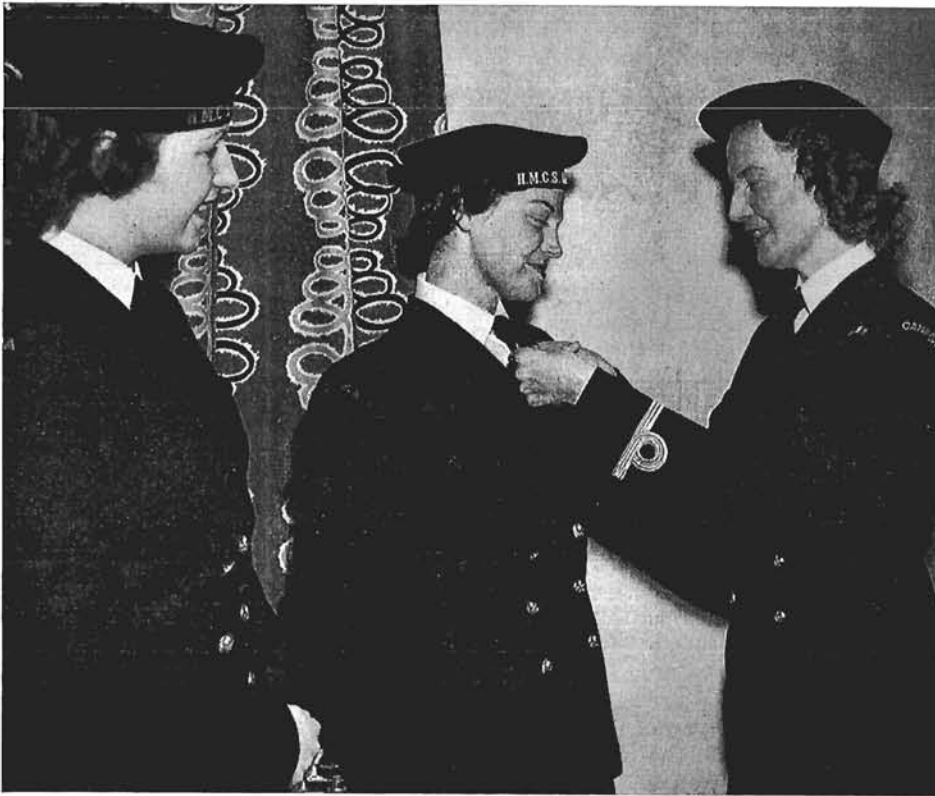
AB K. L. Hicks is playing a leading part in a production of Quebec Art Theatre being directed by Lieut. Hal Walkley. Also in the cast are Lieut.-Cdr. D. I. McGill, Lieut. N. W. Denney and Sub-Lieut. F. J. F. Osborne.

Shooting, volleyball and hockey are currently featuring the sports picture at Montcalm, and competition in all three is at a high pitch.

The Quebec Branch of the Naval Officers' Association held a business luncheon January 31 in Montcalm's newly decorated wardroom.



Sisters all are these four Wrens serving in the RCN (Reserve) at HMCS Chippawa, the Winnipeg naval division. Left to right are Buff, Marylin, Terry and Joan Clark, of St. Vital, who entered the RCN(R) as a body when Chippawa's Wren division was formed last fall. In civilian life, Terry, 23, is a free lance radio commentator; Marylin, 22, works for the Great West Life Assurance Company; Buff, 22, is a book-keeping machine operator, and Joan, 20, is a stenographer. (Photo courtesy the Winnipeg Free Press).



Wrens J. V. Sidwell and G. C. Brock are given a last-minute check by their divisional officer, Sub-Lieut. (W) M. W. Trevor, before making their first official appearance on parade with the ship's company of HMCS Malahat, Victoria.

HMCS York (Toronto)

A memorial service in honor of His Late Majesty King George VI was held on the drill deck of HMCS York on February 15. Permanent force and active reserve personnel and their families joined with ex-naval personnel in paying reverence to the late monarch.

Following the reading of the lesson by the commanding officer, Captain R. I. Hendy, and the singing of two hymns, the group of more than 200 people heard the ship's padre, Rev. Norman A. Ballard, recall that while other thrones had toppled, the British Throne had gained in strength and stature in the reign of King George VI. The King's heroic example, he said, "should inspire us to face the future with his courage and his steadfastness."

The service concluded with a two-minute silence and the singing of the National Anthem. — A.C.T.

HMCS Donnacona (Montreal)

The ship's company of Donnacona joined with the other services and with the civil population of Montreal in paying respects to His Late Majesty King George VI. Personnel from the division attended services

in various local churches and memorial services at the Cenotaph, for which Donnacona furnished the naval portion of a tri-service guard.

Donnacona's rifle range is becoming increasingly popular and the division's rifle team, under the direction of PO Ken Fox, is entering various local competitions.

The Wren division is almost up to full strength and is busily embarked on its training program. The Wrens have already begun to acquire an enviable reputation for smartness on parade and regularity of attendance.

A Ladies' Auxiliary to the chief and petty officers' mess has been organized and is holding regular meetings in the mess. — R.F.D.S.

HMCS Malahat (Victoria)

Officers and men of Malahat and of HMCS Sault Ste. Marie took part in the Pacific Command memorial service February 15 at HMCS Naden. The Wren division, under Sub-Lieut. Margaret W. Trevor, participated, making its first official appearance on parade.

A week-end training trip afloat was carried out February 22-24 in the Sault Ste. Marie. It was the second week-end cruise of the year. Lieut.-Cdr. B. T. R. Russell, com-

manding officer of the Sault Ste. Marie, and Commander G. A. V. Thomson, executive officer of Malahat, planned night steaming exercises in the Straits of Juan de Fuca for Friday night, the 22nd. On Saturday the ship called at Port Alberni and spent the night there prior to returning to Esquimalt.

CPO Walter C. Burch returned to his recruiting duties in February after a brief visit to Naval Headquarters, where he received briefing on recruiting matters. He also visited HMCS Carleton and HMCS Chippawa to view their training and recruiting methods.

After nearly six years in the reserve, AB Ernest Charles transferred recently to the RCN.

HMCS Prevost (London)

The new Wren uniform was displayed to the public of London for the first time in February when the fully-uniformed Wren division of HMCS Prevost paraded to St. George's Anglican Church with the rest of the ship's company. Prevost's complement of 22 Wrens has been filled and completely kitted with tailored uniforms.

Lieut.-Cdr. E. G. Gilbride was in charge of a tri-service party of officers and men at memorial services for His Late Majesty King George VI. Wrens Margery Hall and Margaret Ferguson stood guard with men of the three services at the cenotaph in Victoria Park.

An electrical training program has been established in the division, under the charge of Sub-Lieut. (L) David Pope. It is in accordance with the recently approved scheme providing correspondence courses for trades branches.

Fifteen sea cadets of RCSCC Courageous are being trained in twin four-inch gun drill by CPO G. E. Short and PO A. S. Clements.

HMCS Griffon (Port Arthur)

Griffon laid the keel for a new divisional system during a day-long conference attended by officers and petty officers on Sunday, February 3.

Lieut. T. C. Luck, senior divisional officer, outlined the Headquarters approved divisional set-up which has proved successful in HMCS Donnacona and which was described by Lieut.-Cdr. P. R. Hinton, Assistant Director of Naval Reserve (Personnel), at a conference in Chippawa last December.

(Continued on Page 36)



The Navy Plays



Combined Team Leads Naden Sports Program

A combined Medical Communications and Navigation Direction team in February took an undisputed grip of first place in the competition for the winter Cock of the Barracks trophy at HMCS Naden. The combines' basketball and volleyball teams topped their respective leagues while their hockey team, by winning four of five games since the commencement of the second round, had moved into third place in the standings.

A substantial lead in hockey enabled MTE "A" to take second place in the over-all competition. The Stokers' hockey team was hit by "draftitis" and saw its undefeated streak ended. Both Medical, Comm. and ND and Ordnance scored victories over the league leaders.

Only one point behind MTE "A" was Naden's Supply team. Supply held down second place in both hockey and volleyball and was sixth in basketball.

Following Supply were MTE "B", Supply School "A", Ordnance, Supply School "B", and Band.

La Hulloise Compiles Fine Hockey Record

The hockey team of HMCS La Hulloise has compiled a fine record this season, losing only two games of the first 14 played. The team got off to a shaky start and suffered an early defeat at the hands of HMCS Magnificent. This was avenged later when the frigate men scored a 5-1 win.

The other loss was a 2-1 defeat at the hands of the Shearwater entry in the Halifax intermediate league.

POs' Broomball Team Unbeaten at Shearwater

Broomball has caught on like wildfire at HMCS Shearwater. The first game was played between periods of a regularly scheduled Metropolitan Hockey League tilt, and since then there have been many exhibition and challenge contests. The petty officers have an unbeaten record to date, having out-slugged and out-gagged all comers.

PO Al Trepanier has been coaching the Shearwater swimming team at the Stadacona pool. PO Trepanier is aiming at another RCN victory in the Nova Scotia swimming meet.

Forty-two teams are competing in the Shearwater bowling leagues and the alleys at Clarence Park are busy four nights a week accommodating the trundlers.

During the months of January, 5,461 men took part in competitive sports at Shearwater, a healthy indication that more men are becoming keenly interested in sports.

Stadacona Captures Halifax Squash Title

HMCS Stadacona defeated HMC Dockyard 18-7 in the final round of the Halifax team squash tournament at the Stadacona gymnasium. The "Stad" team reached the final by beating Magnificent, while Dockyard conquered Halifax City.

Outstanding for the Stadacona team were Lieut.-Cdr. Harold Lawrence and Commissioned Bos'n James Arnott, both of whom scored the maximum of five points.



Stadacona scored a convincing 18-7 win over Dockyard in the finals of the Atlantic Command team squash tournament. The victorious Stad team is shown above. Front row, left to right: Lieut.-Cdr. Harold Lawrence and Lieut.-Cdr. Henri Larose. Rear row: Commander Robert Welland, Lieut. Robert Greene and Commissioned Bos'n James Arnott. (HS-18008).

Navy Pucksters Gain Victoria League Playoffs

The RCN entry in the Victoria Commercial League continued to play a very good brand of hockey throughout January and February.

The sailors couldn't better their position but by establishing a firm hold on third place they assured themselves of a playoff position. It seemed likely the Navy would play the league-leading 7 Up's in the semi-finals. Although the 7 Up's led the league all season, Navy was the one team that seemed to have their number, having trounced the pace-setters 10-1 and 9-2 in recent games.

As a warm-up for the playoffs the RCN team travelled to Edmonton for exhibition games with the University of Alberta and an RCAF squad. The university handed the sailors a 10-2 defeat but the RCN came up the next day with a 22-1 win over the RCAF.

Two RCN Midshipmen on Royal Navy Ski Team

Two RCN midshipmen were selected for the six-man Royal Navy ski team which competed in the inter-services championships at St. Moritz, Switzerland, in February.

They were Midshipman W. F. Wood and Midshipman (E) Stirling M. Ross, both of Ottawa. Midshipman Wood is at present under training at the RN Air Station, St. Merryn, and Midshipman Ross is attending the RN Engineering College, Plymouth.

Unfortunately, Midshipman Wood, who was expected to lead the Navy to victory, was injured in a practice run and was unable to compete. Navy finished second in the combined total. Midshipman Ross was 10th in the Slalom and 14th in the downhill race.

Portage Teams Vie for 'Captain's Cup'

Aboard HMCS Portage, sports activity has been stimulated by the award of a trophy by the commanding officer for competition between the various departments in the Halifax-based minesweeper.

The "Captain's Cup" is held at present by the Stokers, they having been victorious in a round robin hockey series. Other departments

participating are Chief and Petty Officers, Seamen and Miscellaneous.

The trophy will be "up for grabs" throughout the year and already the various messes are busily organizing softball, soccer, water polo, basketball, bowling and other teams.

Outstanding among the players performing in the inter-part hockey league have been Petty Officers Gordon Mustard, Lewis Wood, James Williamson, George Clark, James Ruxton and John Wandler; Ldg. Sea.

Deck hockey has been the most popular sport at York this winter, with most of the ship's company participating. Able Seaman Vincent Healy, with his clever stick-handling, gives the games a touch of finesse, while the body-checking of Leading Seamen Marley Scott and Carl Benn accounts for plenty of spills and bruises.

A new shipment of badminton rackets and birds has added to York's growing sports locker.

tion of 1952 February 15 at the Gorge Vale course.

The Sports Shop trophy was won by the Dockyard team and was presented to Lieut. (E) Ray Johns by the donor, Mr. George Cole. The low gross prize was won by CPO William Jamieson with an 86, while Instr. Lieut. D. A. Robertson took the low net with a 62. Other prize-winners were CPO Milton Keseluk, Instr. Commander R. S. Martin and Surg. Lieut.-Cdr. J. C. Gray.



A record of 12 victories without a loss was chalked up by St. Laurent division in winning the first section of the inter-division hockey playoffs at Cornwallis. The division has since graduated. Front row, left to right: Ordinary Seamen Jerome Utronki, James Bonnett, R. Doucette, Ronald Wilcone and Donald Craig. Centre row: Ord. Sea. Yves Clement, Commissioned Gunner Alexander Gray, divisional officer; CPO N. Bigelow, divisional CPO, and Ord. Sea. Douglas Nicholson, captain. Rear Row: Ordinary Seamen Bob Hennigan, Fred Deegan, William Campaigne, Andrew Barker, Jack Wallace, Ron Halifax, Arthur Cain, Gary Briggs and Roger Oggett and AB Robert O'Gorman, trainer. (DB-1194-1).

Louis Keogh and Able Seamen Robert Martin, Paul MacNichol and Stephen Quinn.

In inter-ship hockey, the Portage had a record of two wins, two losses and one draw as of February 29.

Toronto Division Plans Boxing Set-up

Plans are under way to get boxing gear and apparatus installed for the use of the ship's company at HMCS York, the Toronto naval division. Plans call for a boxing ring to be erected on the drill deck and two sets of 16-ounce gloves, together with a set of headgear, to be made available.

Stad Sharpshooters Pace Halifax League

Stadacona riflemen were still leading all three divisions of the Halifax Garrison Indoor Rifle League with only two shoots remaining in the schedule.

The seniors had a 15-point edge over RCMP, the intermediates were 23 points ahead of second-place Post Office, and the juniors had a comfortable 85-point lead over RCMP.

Golfers Open Competitive Season at Esquimalt

The RCN Golf Association (West Coast) held its first monthly competi-

Chippawa Second in Service League

HMCS Chippawa's team was in second place in the Winnipeg Inter-Service Hockey League in mid-February, having compiled a record of four wins and four losses. The team is defending the Baker Memorial Trophy, emblem of service hockey supremacy in Winnipeg, which was won last year by the Navy.

Co-captains of the team are Cadet Ron Morelock and AB Vernon Duke. AB Dick Guinan is coach and Lieut.-Cdr. W. J. Casey is manager.

CAG Setting Pace In Shearwater Loops

The Carrier Air Group was leading two of the three inter-part leagues at HMCS Shearwater at the end of February.

In basketball, the CAG was showing the way in the seven-team loop with the second half of the schedule well under way. The race for playoff berths was close, with only five points separating the first four teams.

It was the same story in the inter-part volleyball league, with the CAG in first place and the rest of the teams scrambling for playoff spots.

The School of Naval Air Maintenance was well in front in the inter-part hockey standing, having lost only two games. Tied for second place were Air Department and CAG, seven points back of the league leaders.

In the six-team officers' volleyball league, Training Air Group and Support Air Group were tied for the lead, with Supply Officers in second place.

Hunter Wrens Gain Rifle Team Berths

The weekly sports night at HMCS Hunter has gained considerable momentum, with record turnouts reported for badminton, basketball, boxing, weight lifting and wrestling.

Three Hunter rifle teams are busy shooting the first targets in a DCRA-supervised competition for naval divisions. Four Wrens who started shoot-

ing last fall have posted sufficiently high scores to gain places on the "A" team, which unofficially has been called the "men's team". Also competing are an officers' team and a chief and petty officers' entry.

Three Naval Winners In Golden Gloves Bouts

The RCN had three winners out of five entries in the Vancouver Island Golden Gloves tournament held at Victoria's Bay Street Armoury February 23. They were Ord. Sea. Frank Deegan, AB Charles Simpson and Ord. Sea. William Mooney.

Ord. Sea. Deegan, 125 pounds, decisioned Phil Paul, St. Louis College, and Earle Vance, Victoria City Police. Ord. Sea. Deegan was chosen runner-up for Golden Boy laurels and received the Strathcona Cafe trophy.

AB Simpson, 165 pounds, scored technical knockouts over both his opponents, A. Glover, Victoria City Police, and Hughie DeLorme, Canadian Army.

Ord. Sea. Campbell won the 132-pound class with a decision over Gunner Mooney, Army.

Ord. Sea. Romeo Brun, 170 pounds, dropped a decision to the same DeLorme who lost later to Simpson, and AB David Martin, 178 pounds, lost to Everett Biggs, Alberni Athletic Club, in a closely-fought bout.

The men behind the scenes in the Navy camp are CPO Edward Graves and AB John Thurmier, who have coached the RCN's leather-pushers since last fall.

The three winners qualified for the



The Cornwallis boxing team which competed in the Maritime Boxing Championships at Halifax captured one title and provided three other finalists. Front row, left to right: Ord. Sea. James Hurley, bantamweight finalist; Ldg. Sea. Joseph LeBlanc, lightweight finalist, and Ord. Sea. Edward Roberts. Back row: PO Gerald Halikowski, coach; Ord. Sea. Joe Muise, middleweight champion; Ord. Sea. Stewart Mingo; Ord. Sea. Matthew Killoran, senior welterweight finalist, and Lieut. (E) J. F. MacKintosh, manager. (DB-1217-1).

B.C. Golden Gloves, schedules to be fought in Vancouver March 7 and 8.

Ordinary Seaman Cops Maritime Boxing Title

The Navy provided one champion and four finalists in the Maritime Amateur Boxing Championships held at Dalhousie University gymnasium at Halifax.

Ord. Sea. Joe Muise, of HMCS Cornwallis, copped the middleweight title for the RCN's only championship. Navy mittmen were in the finals of four of the other six divisions.

In the bantamweight class, Ord. Sea. James Hurley, Cornwallis, dropped a decision to Steve MacDonald of Charlottetown. Earlier Hurley had attracted attention by defeating Gerry Boucher, defending champion, in an opening night bout. Hans Bachoefer, New Glasgow, a former lightweight champion of Germany, proved too clever for Ldg. Sea. Joe LeBlanc, Cornwallis, in the lightweight final.

In the senior welterweight class, Joe Tynes, Greenwood, knocked out Ord. Sea. Matthew Killoran, Corn-



Three Navy boxers who won the championships of their respective divisions in the Vancouver Island Golden Gloves tournament are pictured above. Left is Ord. Sea. Frank Deegan, who won the featherweight crown and was also awarded the Strathcona Cafe trophy as runner-up for Golden Boy honors. Centre is AB Charles Simpson, light heavyweight champion. At the right is Ord. Sea. William Campbell, lightweight titlist. (E-17904, 17905, 17903).

wallis, in the first round of their championship tilt.

PO John Friis, HMCS Magnificent, Maritime light heavyweight king in 1951, was upset by Mike Krszwda, of Sydney, in the final event of the two-day meet. Krszwda, a five-foot five inch husky, built like a fire plug, fought from a deep crouch and Friis, a six-footer, couldn't get in any damaging blows. Meanwhile, Krszwda steadily cuffed Friis with right and left hands to the head. In the third round Friis partially solved the Cape Bretoner's crouch and swung several uppercuts that brought blood. But it was too late. The verdict went to Krszwda, on a split decision.

Other fighters from Atlantic Command ships and establishments included: Ord. Sea. Ed Roberts and Ord. Sea. Stewart Mingo, Cornwallis; AB Roy Shanks, Crescent; AB William Graham, Ord. Sea Robert Henderson and AB Don Baker, Magnificent; Ord. Sea. Robert Matchett, AB Archie York, AB John Malloy, Ord. Sea. Richard Haines and Ord. Sea. Karl Kowlasky, Shearwater.

Stokers Top Stadacona Inter-Part Hockey

Mechanical Training Establishment finished the season in first place in the Stadacona inter-part hockey league. The Stokers had 21 points, four better than the second-place Electrical Staff.

The first four teams made playoff berths. Others to qualify were Supply and ND School, who finished in third and fourth places, respectively.

MTE was due to play Supply in one bracket of the best of three semi-finals, while Electrical Staff and ND School met in the other.

Shearwater Teams Show Well in City Leagues

HMCS Shearwater's entries have achieved uniformly good records in Halifax and Dartmouth sports leagues during the past winter.

The intermediate hockey team defeated Army-RCAF 5-4 in a sudden death game to decide the final playoff berth in the Metropolitan League. The naval airmen were to meet City Police-RCMP in the semi-finals.

The senior basketball team, piloted by Lieut. Ron Heath, climbed to third place in the Halifax Amateur Basketball Association. During January and the first half of February, the team won six of eight games. In addition, exhibition games were played

against Liverpool, Truro, RCAF Summerside and a USN team.

The intermediate basketball team is also in third place in the city league, while the girls' basketball team sponsored by Shearwater is in second place in its league. The junior hoopsters are in fourth place.

The air station also has two entries in the city volleyball league.

Medical Staff Moves Ahead in Bowling

Medical Staff took over top place in the Stadacona inter-part bowling league in late February, rolling up a two-point bulge over Clothing Store. In third place was MTE "A", followed by Shipwrights, Central Stores and RCN Depot "A" in that order.

The 24-team league completed its regular schedule in early March and immediately swung into the playoffs.

Cornwallis Plays Host to Carrier's Athletes

Close competition featured a sports day in which HMCS Cornwallis played host to HMCS Magnificent and which resulted in victories for the carrier's athletes in three of the four events. The other ended in a tie. Results were as follows:

Hockey — Magnificent 10, Cornwallis 8.
Deck Hockey — Magnificent 4, Cornwallis 4.
Basketball — Magnificent 42, Cornwallis 39.
Volleyball — Magnificent 3, Cornwallis 2.



CPO D. R. Clarke shows Lieut. (MN) Hazel Mullin the revolver he won by topping the indoor pistol competition at HMCS Stadacona. A total of 27 officers and men took part in the shoots, with CPO Clarke scoring 261 points for a ten-point margin over Lieut.-Cdr. H. B. Carnall, the runner-up. The pistol was donated for competition by Commodore Adrian M. Hope, former Commodore of the RCN Barracks. (HS-18051).

York Officers Have Their Softball Troubles

HMCS York's bid for top honors in the Toronto Garrison Officers' Indoor Softball League is not without its trying moments. The last three games played before this issue of The Crowsnest went to press resulted in two losses and one slim, but beautiful, victory.

Royal Regiment scuppered York by a staggering 15-8 score, even though Surgeon Sub-Lieut. Barry DeVeler made three hits and Lieut. (L) Derek Bates and Cadet Ross Brown two apiece.

At the hands of the Signals, York gurgled down to defeat by 13-4. Outfitted in dashing new sweaters, the team received inspiration from Sub-Lieut. Wilf Stubbings, who stole home a la Monty Irvin, but couldn't cope with the opposition's big bats.

The single victory was a 3-2 decision over the Queen's Own. Lieut. (SB) "Tug" Wilson was the star of this one, pitching a four-hitter and knocking in two runs. The other outstanding player was Cadet Brown, who collected two hits. — R.B.

Squash Team Wins January Matches

The RCN squash team from the Pacific Command was victorious in the only two matches played in January. Both encounters took place on Naden's newly renovated courts, which gave the RCN the advantage over the visiting Victoria club. Results of the matches were 7-3 and 8-2, respectively.

Lieut.-Cdr. J. D. McCormick, Pacific Command P and RT officer, was the only RCN entry in the Pacific Coast championship, held in San Francisco this year. Lieut.-Cdr. McCormick reached the quarter finals in the "B" class competition.

Three Teams Tied for Volleyball Lead

Three teams were tied for first place in the newly-formed inter-part volleyball league at Stadacona in late February. After the first two weeks of play in the nine-team league, P and RT Staff, Instructor Officers and Electrical "A" were deadlocked with four points. Tied for second were Central Stores and TAS with two points each.

The inter-part basketball league at HMCS Stadacona was reorganized early in February when three of the eight teams in the original loop were unable to fulfill their schedules due to training commitments.

DEATH TAKES THREE WELL-KNOWN OFFICERS

**Captain (E) James William Keohane,
OBE, CD, RCN, (Ret'd)**

Captain (E) James William Keohane, OBE, CD, RCN, Ret'd, 66, one of the Royal Canadian Navy's first engineer officers and wartime Director of Ship Repairs and Maintenance, died February 7 in the Ottawa Civic Hospital following a prolonged illness.

Born in Portsea, Hants, England, Captain Keohane served his apprenticeship at Fairfield Shipbuilding and Engineering Company, Glasgow, Scotland, from 1902 to 1909.

He entered the Royal Canadian Navy in August 1910 and came to Canada in HMCS Niobe following her transfer from the Royal Navy to the RCN. During his naval career, Captain Keohane served in a number of ships of the RCN and RN, among them HMC Ships Patrician, Grilse, Aurora, Patriot, Champlain and Vancouver and HMS Vertigern.

In January 1935, while a lieutenant (E), he took up an appointment at HMCS Stadacona as Director of Ship Repairs and Maintenance. Three months later he was promoted to lieutenant-commander (E) and in July 1940, while holding the same appointment, was promoted to commander (E).

In October 1942 he went to Naval Headquarters as the Director of Ship Repairs and Maintenance and in January 1944 was promoted to acting captain (E). He was confirmed in that rank seven months later. For his meritorious service in ship repair and maintenance work Captain Keohane was awarded the Order of the British Empire.

Captain Keohane retired from the RCN in November 1946. He is survived by his wife, the former Anne Lyons of Portsmouth, England; three sons, Lieut.-Cdr. (E) T. J. Keohane, of HMCS Crusader; CPO Maurice J. Keohane, HMCS Iroquois, and Brian P. Keohane, Ottawa, and one daughter, Miss Sheila M. Keohane, Ottawa.

Captain Keohane was buried with naval honors in Notre Dame Cemetery, Ottawa, February 9. Requiem High Mass was celebrated by Chaplain (RC) Richard Ward, RCN, at Blessed Sacrament Church.

**INSTRUCTOR CAPTAIN WILLIAM
OGLE, RCN, RET'D.**

Instructor Captain William Ogle, RCN, Ret'd., 53, former Director of Studies at the Canadian Services College, Royal Roads, died at Victoria January 26 following a lengthy illness.

Instructor Captain Ogle served on the staff of Royal Roads from the time of its inception, in January 1941, until illness forced him to give up his duties in August 1950. In his capacity, first as an instructor and later as Director of Studies, he became well known to the hundreds of officers and cadets who received training at Royal Roads during that period.

A native of Dumbarton, Scotland, Captain Ogle served during the First World War as a wireless operator in the British merchant service and as a convoy signals officer. He received his Master of Arts degree from Glasgow University and, on coming to Canada, taught at University School, Victoria, until 1923.

From there he went to Trinity College School, Port Hope, Ont., where, with the exception of a year spent as an instructor at Royal Military College, Kingston, he remained until 1935. While on the staff of TCS he received the degree of Bachelor of Pedagogy from the University of Toronto.

In 1935 Captain Ogle founded University School, Westmount, P.Q., as its principal.

In September 1940 he left the school to enter the RCNVR with the rank of acting lieutenant. On January 1, 1941, he was promoted to lieutenant-commander (special branch) and in the same month joined the instructional staff of Royal Roads, then an establishment for training officers of the RCNVR.

In November, 1942, shortly after Royal Roads was established as the Royal Canadian Naval College, he transferred to the Instructor branch, and in July 1944 was promoted to the rank of instructor commander.

In June 1945 he was appointed Director of Studies, a post he held through the periods in which Royal Roads became a joint RCN-RCAF college, then a fully tri-service officers' training establishment. He was promoted to instructor captain in July 1948.

Surviving are his widow; two sons, William, a constructor lieutenant, RCN, now serving in the United Kingdom, and Ian; two daughters, Margaret and Isobel, Victoria; his mother, at Windsor, Ontario, and two brothers.

Captain Ogle was buried with full

naval honors on January 29. Services were conducted by Chaplain Ivan Edwards, Protestant chaplain on the staff of Royal Roads.

Commander (E) Thomas Fife

Commander (E) Thomas Fife, RCN, 51, died February 23 in an Ottawa hospital following a brief illness.

At the time of his death, Commander Fife was on the staff of the Controller General of Inspection Services, as Chief Inspector, Ships and General Engineering.

Commander Fife was born January 21, 1901, at Gateshead, Durham, England. He served his apprenticeship in marine engineering with the famous builders of destroyers, Messrs. R. & W. Hawthorn, Leslie and Co. Ltd., Newcastle-on-Tyne, and later went to sea in ships of the Furness, Withy Line. Among them was the Monarch of Bermuda, in which he was second engineer.

At the outbreak of war, Commander Fife was living in Bermuda, where he held an engineering post with the Bermuda Electric Light, Power and Traction Company.

He entered the Royal Canadian Naval Reserve as a lieutenant (E) in August 1940 and was appointed almost at once to HMCS Restigouche. He served in her, mostly on convoy escort duty in United Kingdom waters, until May 1941, when he was appointed back to Canada.

Commander Fife took passage in a merchant ship, which was torpedoed and sunk. He managed to get a boat away with 39 members of the crew. Having made a hobby of small boat sailing, Commander Fife rigged what sail he could and headed for Newfoundland, several hundred miles away.

Only after they had covered much of the distance were they picked up by a Finnish merchant ship. Though his destination was Mexico, the Finnish captain put into an American port in order to land the survivors.

Following survivor's leave, Commander Fife came to Ottawa to take up an appointment on the staff of the Chief of Engineering and Naval Construction.

In November 1943 he was appointed to Esquimalt as Engineer Officer in charge of the Mechanical Training Establishment. Early in 1945 he went to the United Kingdom for training in light fleet carriers of the Royal Navy and, when Canada's first aircraft carrier, HMCS Warrior, commissioned, Commander Fife took

up the appointment of Engineer Officer in charge of machinery.

In September, 1945, while serving in the Warrior, Commander Fife transferred from the RCNR to the RCN.

Early in 1947 he came ashore to become Manager of the Engineering Department in HMC Dockyard, Halifax. Two years later he was appointed to Ottawa for duty with the Assistant Chief of Naval Technical Services (Ships) and subsequently was seconded for duty with the Controller of General Inspection Services.

Commander Fife is survived by his wife, Freda.

He was buried with naval honors in Beechwood Cemetery, Ottawa, February 26. Services were conducted by the Rev. Terence J. Finlay.

PREVOST ORGANIZES WATER RESCUE DRILL

HMCS Prevost, the naval division in London, has organized as a public service an "Operation Rescue" drill which can put two fully-equipped rescue boats into the Thames river almost anywhere in the city in less than five minutes.

Lieut.-Cdr. N. J. Russell, staff officer, set up the routine after the division had been called on several times to assist the London Fire Department in rescue and dragging operations.

When the quartermaster receives a call for assistance, he pipes "Operation Rescue" throughout the division and all hands turn to on the various jobs to which they have been allocated,

York Makes Presentation to Soldiers' Lounge

Six engraved pewter mugs were presented recently by the ship's company of HMCS York to the Fort York men's lounge on the occasion of the opening of the lounge at the Fort York Armouries, Toronto.

Following a few words by Captain R. I. Hendy, commanding officer of York, Ldg. Sea. G. C. Spiker, of York, officially made the presentation to the president of the lounge on behalf of the Toronto naval division.

Each mug is suitably engraved and carries the name of one of the following Fort York regiments: Scottish, Engineers, Irish, Rangers, Royals and Brigade.

Lieut.-Cdr. G. G. K. Holder and Ldg. Sea. G. M. Gower also attended the ceremony.



Three men from HMCS Prevost rehearse the water rescue drill set up in the London naval division as a public service. Left to right in the boat are AB Perry Smith, PO B. R. Ball and AB Laurie Parkin. (Photo by courtesy of the London Free Press).

from starting the truck and loading the dinghy to packing blankets and plotting the route to the scene.

A recent dummy run put two boats, loaded with dragging hooks, kisbie buoys, blankets and throwing lines, into the river several blocks from downtown Prevost in less than five minutes.

12 SEA CADETS MAKE VOYAGE IN QUEBEC

Included in the ship's company of HMCS Quebec when she sailed from Esquimalt March 11 for Halifax were 12 sea cadets from all across Canada. They were chosen by the National Sea Cadet Committee of the Navy League of Canada, in co-operation with the RCN, and the voyage represents a reward for general proficiency.

The 12, all holding sea cadet ranks, are: PO Fletcher Till, Saint John, N.B.; PO Donald Chisholm, Pictou, N.S.; PO C. Griffiths, Montreal; CPO G. Timlock, St. Catharines, Ont.; CPO E. Hearn, Kingston, Ont.; PO W. R. Parsons, Ottawa; PO A. Baxter, Hamilton; PO J. L. E. Templeton, Winnipeg; CPO W. Timko, North Battleford, Sask.; Able Cadet G. W. White, Edmonton; PO Hans Einer, Penticton, B.C., and CPO G. W. Willis, Peterborough, Ont.

AFLOAT AND ASHORE (Continued from Page 30)

The divisional state board, designed to show strength and attendance at a glance, is divided into six sections, each named after Canadian admirals. These divisions are Mainguy (new entry), Grant (gunnery), Stephens (engine room), Jones (supply and miscellaneous), Murray (electrical) and Nelles (Wrens).

HEADS MONTREAL EX-WRENS

Miss Patricia Dunton was re-elected president of the Ex-Wren Association of Montreal at the annual meeting held January 22 in HMCS Donnacona. Mrs. Elizabeth MacKenzie (ex-WRNS) re-elected was treasurer and Miss Avril Tanner was elected vice-president.

Navy Provides Guards for Important Occasions

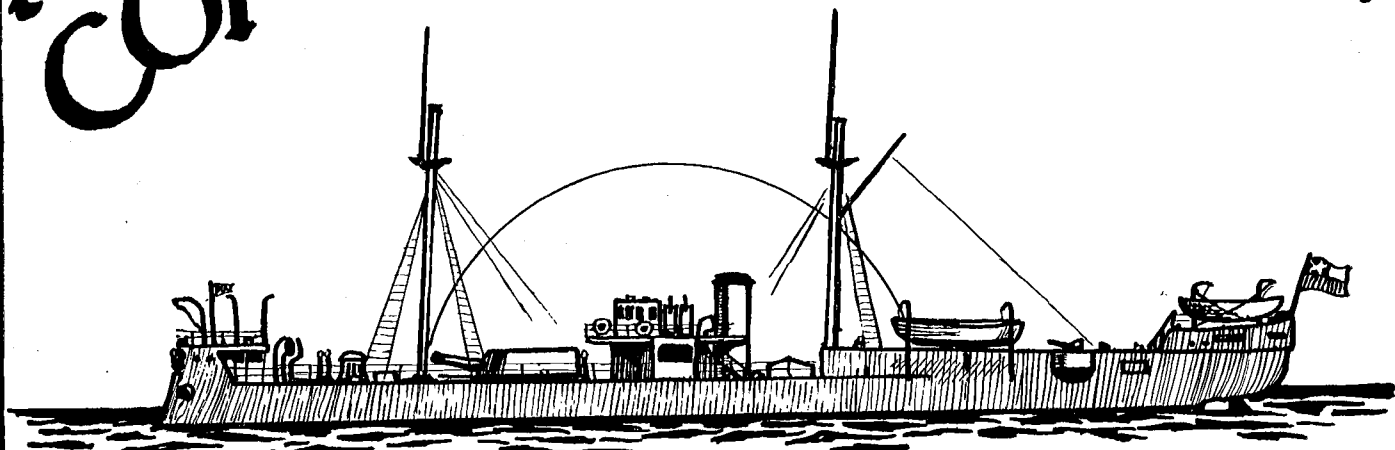
The Navy took part in two important ceremonies at Halifax in mid-February. On the 17th, a guard and the Stadacona band were at the dockside when the retiring Governor-General, Lord Alexander, bade farewell to Canada. Lord Alexander inspected the guard before boarding the liner Franconia.

On the 19th, a 100-man royal guard and the Stadacona band were in attendance when the Nova Scotia Legislature opened. The guard was inspected by Lieutenant-Governor J. A. D. McCurdy.

NAVAL LORE CORNER

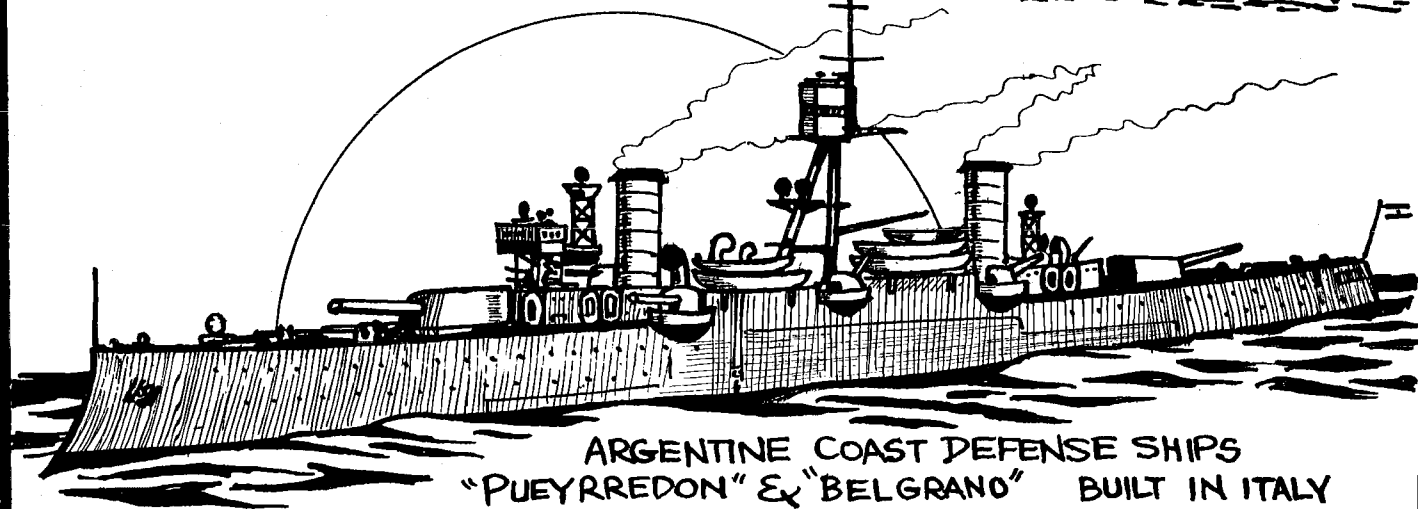
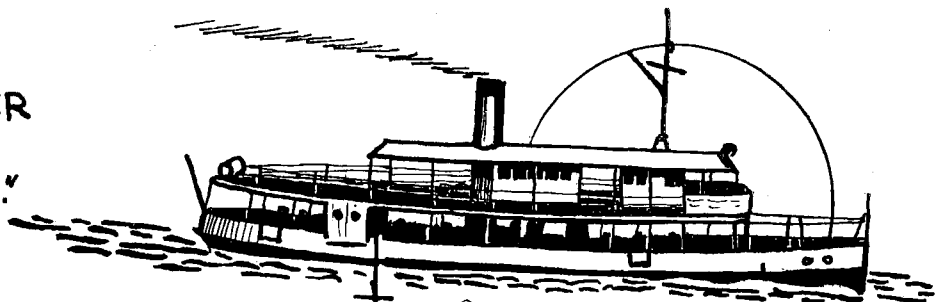
NO. 2

OLD WARSHIPS STILL ACTIVE!



CHILEAN COAST DEFENSE SHIP 'HUASCAR', LAUNCHED 1865 & STILL IN COMMISSION. CAPTURED FROM PERU IN 1879, SHE WAS THE FIRST SHIP AT WHICH A TORPEDO WAS FIRED IN ACTION (1877)

'IQUITOS'—PERUVIAN RIVER
GUNBOAT, BUILT 1875
"STILL ACTIVE."



ARGENTINE COAST DEFENSE SHIPS
"PUEYRREDON" & "BELGRANO" BUILT IN ITALY
IN 1897. STILL ACTIVE WITH THE ARGENTINE
NAVY.

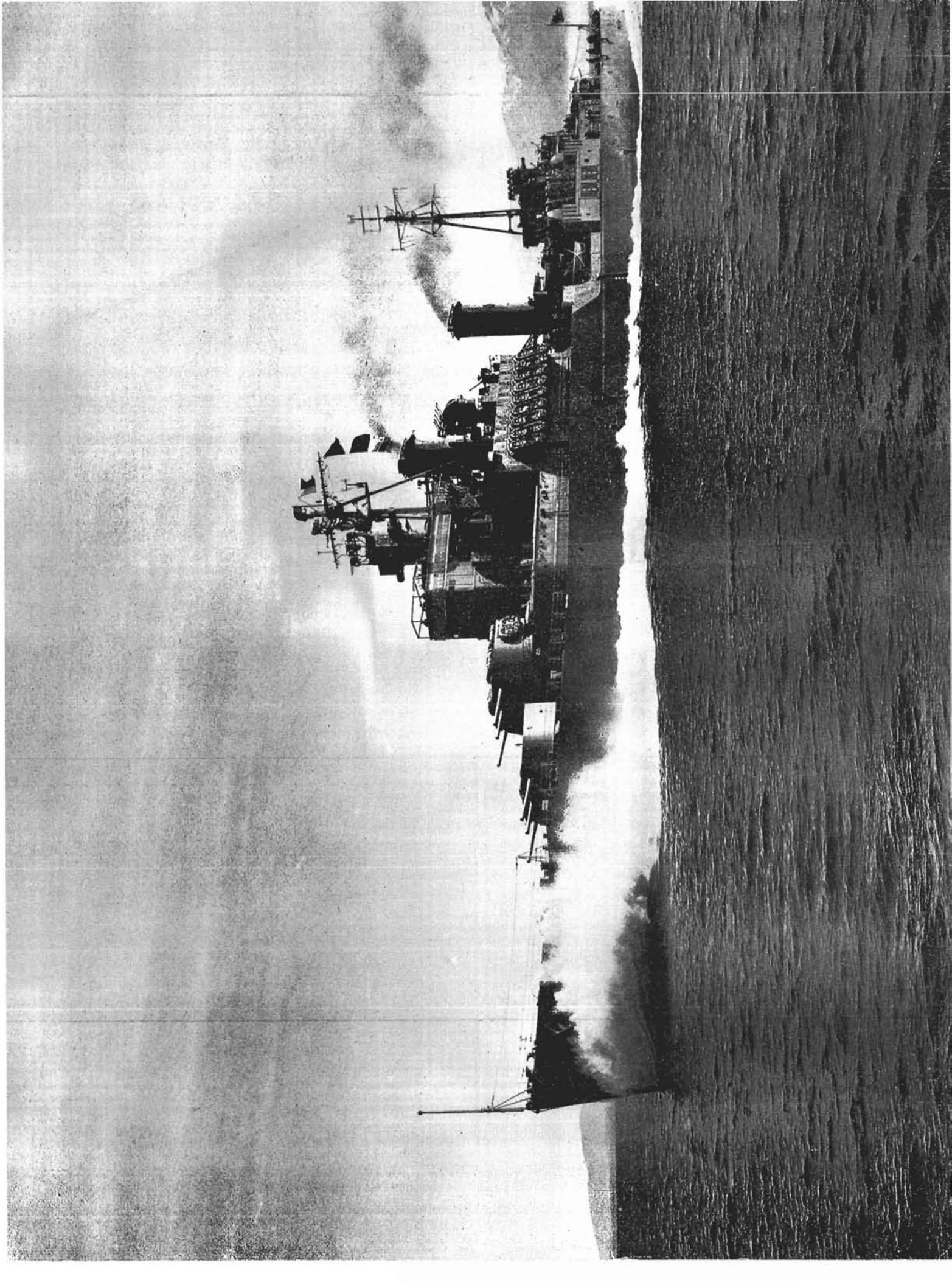


The CROWSNEST



Vol. 4 No. 7

May, 1952



The CROWSNEST

Vol. 4 No. 7

THE ROYAL CANADIAN NAVY'S MAGAZINE

MAY, 1952

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LADY OF THE MONTH

HMCS QUEBEC, first cruiser of the Royal Canadian Navy to be based on the East Coast in more than 30 years, arrived in her new home port of Halifax April 18. Ten days later the ship set sail for the West Indies on the first of a series of training cruises for new entry seamen that will keep her occupied throughout the summer.

Formerly HMCS Uganda, the Quebec was given her new name and re-commissioned at Esquimalt in January. On March 11, following an extensive period of trials, she began the trip around to the East Coast and her future permanent station.

The photograph on the opposite page was taken by Ldg. Sea. C. R. Yool during speed trials in the Straits of Juan de Fuca. (Negative number E-18122.)



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Cover Photo — Wren Joan Catherine Magee, first Wren since the war to be entered on the strength of HMCS York, is pictured by the ship's bell in the Toronto naval division. In the six months or so in which they have been taking reserve training in the various divisions across Canada, the Wrens have distinguished themselves with their enthusiasm, smartness and regularity of attendance. (Photo by courtesy of the Star Newspaper Service, Toronto).

R.C.N. News Review

Destroyers Operating on Korea's West Coast

In the Far East, the three Canadian destroyers continued to operate in the Yellow Sea, sometimes on carrier screening duties, sometimes on patrol and blockade assignment close inshore.

For most of the month of March the Cayuga was engaged in screening the USS Bairoko, whose aircraft, flown by pilots of the Marine Corps' "Checkerboard" Squadron, ranged far and wide in strikes against installations and troop concentrations behind enemy lines.

The end of the month brought a change of activity, the Cayuga joining the inshore blockade force and bombarding enemy defences on the west coast. This was the sort of work the Athabaskan and Nootka had been doing. Both destroyers were reported operating in the Chinnampo area, where, with other UN ships, they

shelled gun positions and strong points and generally made things uncomfortable for communist forces deployed along the coast.

Cadets Begin Annual Training This Month

The annual summer sea training program for cadets of the UNTD and Canadian Services Colleges gets under way this month on both coasts.

From Halifax, HMC Ships Crescent, Swansea and La Hullose will sail May 19 on the first of three cruises to Europe. On the same date, HMC Ships Sioux, Beacon Hill and Antigonish will leave Esquimalt on a cruise up the B.C. coast.

In the ships of each flotilla will be a total of approximately 150 cadets. Thus, by the end of the summer some 900 will have received training at sea.

A certain number of cadets will not go to sea but will take specialized courses in training schools ashore,

while another 40 who are specializing in naval aviation will take to the air. Half of these will receive pilot training with the RCAF and the others will train as air observers at HMCS Shearwater.

CNS on Western Inspection Tour

Vice-Admiral E. R. Mainguy left Ottawa April 21 on a two-and-a-half week inspection tour embracing eight Canadian cities and the Pacific Command of the RCN.

Admiral Mainguy began his tour in Montreal, went from there to Winnipeg, thence to the Pacific Coast. On his return journey he will stop at Calgary, Edmonton, Regina and Saskatoon. It will be his first inspection of naval establishments in Western Canada since becoming CNS last December.

Admiral Mainguy's schedule includes a number of addresses to United Services Institutes, service clubs and other organizations. At Saskatoon he will deliver the principal address at the University of Saskatchewan's Convocation Day banquet, May 8.

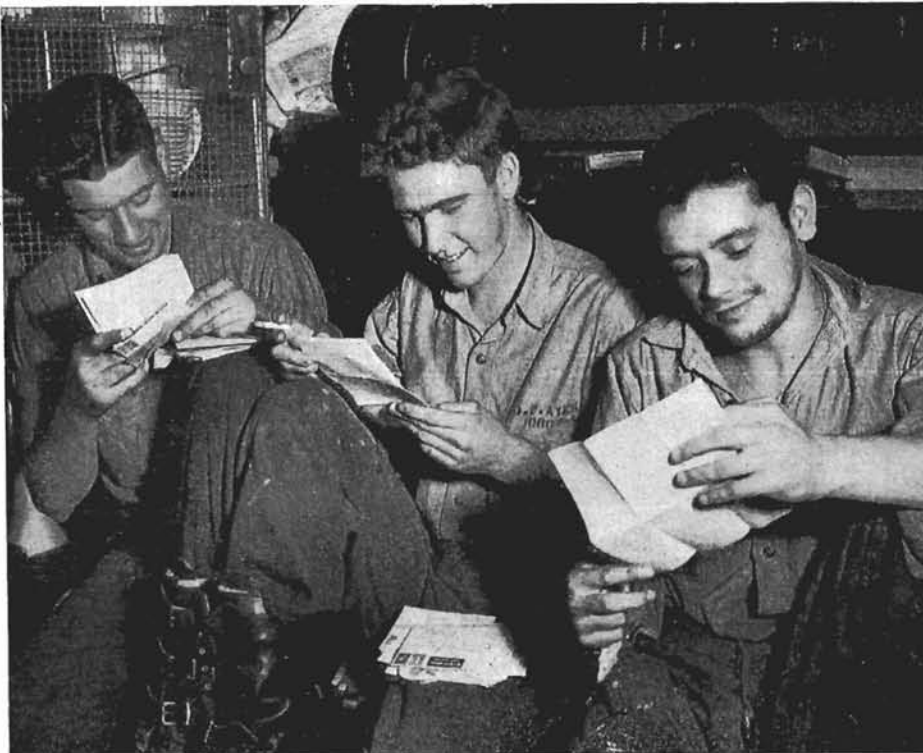
Magnificent Completes Refit, Commences Trials

HMCS Magnificent completed her annual refit and docking in April and commenced post-refit trials and deck landing refresher training for the 30th Carrier Air Group. For most of May the Magnificent will work up in the Bermuda area in preparation for her forthcoming exercise program, details of which are to be announced later.

HMCS Haida will work up in company with the Magnificent and will serve as plane guard during periods when flying is in progress.

Iroquois Sets Sail for Far East Duty

One week later than originally scheduled, HMCS Iroquois sailed from Halifax April 21 for the Far East. The seven-day setback in the Iroquois' departure time will not affect the arrival date in Esquimalt of HMCS Cayuga, the ship she is scheduled to relieve in the Korean theatre.



It's a great event when an outgoing vessel brings mail for the Canadian destroyers while on patrol off the coast of Korea. Happily reading newly delivered letters on board HMCS Nootka are, left to right, AB Bruce Hewitt, Lachute, Que.; AB Donald Ayers, Simcoe, Ont., and Ldg. Sea. Real Paquet, Quebec City. (NK-882).

Crescent Makes Mercy Trip during Work-up

HMCS Crescent passed with honors a practical test of efficiency which was unexpectedly added to her program during early April work-ups at Bermuda.

The Crescent was alongside at Bermuda on Sunday, April 6, when a message was received from HM Transport Empire Test requesting medical aid for a seriously ill crew member. Bound for Bermuda, the transport was about 400 miles east of the island.

The Canadian destroyer was the most readily available ship in port and she at once prepared to put to sea. Libertymen were recalled and a Royal Navy medical officer was embarked.

The ships made rendezvous at one o'clock in the morning and the patient was transferred in the Crescent's motor cutter. The destroyer then returned at full speed to Bermuda, where the seaman was landed and taken to hospital by ambulance.

Rear-Admiral Bidwell NATO Sub-Commander

Admiral Lynde D. McCormick, USN, formally took up his appointment and established his headquarters as Supreme Allied Commander, Atlantic, in a colorful and historic ceremony held at Norfolk, Va., April 10.

The ceremony was attended by high ranking officers from the various NATO countries involved in the North Atlantic naval command. Representing the RCN were Rear-Admiral H. G. DeWolf, Vice Chief of the Naval Staff, and Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast.

Announcing a break-down of area commands, Admiral McCormick named Rear-Admiral Bidwell as Commander, Canadian Atlantic Sub-Area, and Air Commodore A. D. Ross, RCAF, as Air Commander, Canadian Atlantic Sub-Area.

New 'Sweeper Launched at Victoria Shipyard

A 140-foot minesweeper, to be known as HMCS Comox, was launched at the Victoria Machinery Depot, Victoria, on April 24. The ship was sponsored by Mrs. C. I. Hinchcliffe, wife of Captain (E) C. I. Hinchcliffe, Principal Naval Overseer, West Coast.

This was the third minesweeper to be launched under the navy's new construction program. The first two,



Admiral L. D. McCormick, USN, Supreme Allied Commander, Atlantic, second from left, is pictured here with Defence Minister Brooke Claxton, Prime Minister Louis St. Laurent and Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, during Admiral McCormick's visit to Ottawa in March. (O-2240-20).

the Gaspé and Cowichan, hit the water last November at the Davie Shipbuilding and Repairing Co. Ltd., Lauzon, Levis, Que. Three others are expected to be launched within the next two months.

Pearl, 'Frisco Visited by Training Cruiser

HMCS Ontario returned to Esquimalt April 25 from her first cruise since completing annual refit. The three-and-a-half-week cruise took the Ontario to Pearl Harbor, where she spent six days, and to San Francisco for four.

While the Ontario was at Pearl Harbor the ship's band made a guest appearance on the radio program "Hawaii Calls". The program was recorded and later was broadcast throughout the United States, Canada, Australia and New Zealand.

During May the Ontario will cruise in B.C. waters.

Naval Aircraft Make Flight to Quebec City

Naval aircraft made their appearance over Quebec City on the weekend of March 29 when ten Sea Furies and two Avengers flew there from HMCS Shearwater on a long-range exercise.

The aircraft attracted considerable attention, particularly when they parked with folded wings at Ancienne Lorette airfield. They spent two days at Quebec and during this period carried out reconnaissance and navi-

gation exercises over the St. Lawrence.

HMCS Montcalm, the Quebec City naval division, played host to the visiting airmen, who expressed their gratitude in the form of two barrels of oysters transported in the bomb compartments of the Avengers.

April a Busy Month for HMCS Wallaceburg

The month of April was a busy one for HMCS Wallaceburg. On Monday, the 7th, the minesweeper sailed from Halifax for a week of exercises in company with the La Hullose and HM Submarine Alcide.

The three ships visited Bermuda and there the Wallaceburg detached to proceed to Charleston, S.C., for exercises with U.S. Navy units. These kept the minesweeper occupied until the 28th.

The La Hullose and Alcide returned to Halifax on the 19th and the former spent the rest of the month working up in preparation for her summer training commitment.

Quebec to Make West Indies Cruise

HMCS Quebec was scheduled to arrive in Halifax April 18, completing a 38-day coast-to-coast voyage via the Panama Canal. The ship's program called for ten days in port, then departure for the West Indies on the first of a series of summer training cruises for new entry seamen.

SNAM Shows Its Muscles

*Air Maintenance School
Becomes Navy's
Largest*

THE School of Naval Aircraft Maintenance at the RCN Air Station celebrated a proud anniversary in April. It was four years old and had grown into the largest school in the Royal Canadian Navy.

This post-war prodigy pushed its way past the Electrical "empire" in HMCS Stadacona when a recent count of heads showed it had 80 more men under instruction. The Electrical School, also a post-war development, formerly led all other training schools in complement.

SNAM promises to maintain this lead by an even greater margin. By November, 375 men will be enrolled, with a steady intake of 50 men each month after that, compared to 20 per month at the Electrical School.

A birthday present for the mushrooming school was a move into new quarters. Books and equipment were gathered from extremities of the air station and shifted to the new site in the middle of April. It is the self-

contained collection of buildings left when the RCAF Marine Section pulled out of Dartmouth last year.

A big three-storey structure contains offices, classrooms, auditorium and cinema. A hangar capable of housing all the instructional aircraft and shop gear is nearby. A magnificent parade square and rifle range take care of other aspects of training at SNAM.

But it was not always so.

The school set up shop in the spring of 1948, when the training of technicians for naval aviation, previously conducted by the Royal Navy, was taken over by the RCN. Its first class consisted of 15 men. Today the enrollment is over 350.

The training facilities were not the best. Two hangars, both somewhat the worse for wear, were made over into classrooms and workshops, and a nucleus of RCN officers and Royal Navy men on loan formed the first instructional staff. Studies often had

to be curtailed during the winter months, because classrooms were too cold.

In 1949 another building was added as a basic workshop and by the end of the year the school had a complement of six officers, 28 men on instructional and maintenance duties and about 100 more under training.

The next year the RCN acquired the Avenger as its prime air weapon against submarines, and the school was expanded to meet the new requirements imposed in teaching maintenance of this aircraft. A mobile USN unit provided assistance in getting courses under way.

But it still wasn't all smooth sailing. The school was literally gassed out one time when the heating system broke down. So a move was made to the old air gunnery building.

By the end of 1950 a living block on the station was converted into temporary quarters for the school. At that time strength totalled six officers and 24 instructors, 16 maintenance men and 140 trainees.

Today the school has, for the first time, a consolidated collection of structures in which its 350 students can be taught. No longer is valuable time lost in journeying from one end of the sprawling base to another for classes.

Traditionally, a training establishment has high standards of discipline, and SNAM is no exception. A strict routine divides the training school from the operational end of the air station. The new site, across the road from the main portion of Shearwater, helps this aim by physical isolation as well.

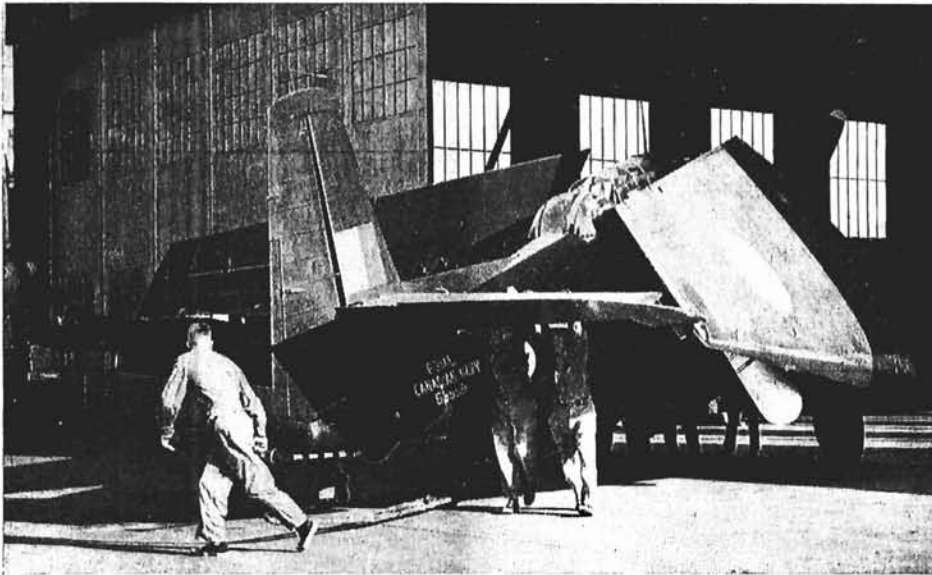
The staff induces the men to further this discipline of their own accord, a policy that pays off with high esprit de corps and keen study habits.

SNAM is to naval air what the gunnery branch is to the fleet. Students wear No. 3 uniforms and gaiters in classes, workshops excepted. They run their own divisions each morning.

These divisions are a "SNAM special". Only one staff officer and one CPO attend and they are merely observers. The show belongs to the men, who rotate as acting captain, commander, company and platoon officers. Thus everyone gets a chance to improve power of command.



Models of an aircraft and of the Magnificent's flight deck arrangements facilitate the training of aircraft controlmen who eventually will serve aboard the carrier. Instructor is Ldg. Sea. Ralph Woodland, of Perth, N.B., and students, left to right, are: Ordinary Seamen Jean Cloutier, Quebec City; William Tucker, St. Mary's, Ont.; Dennis Smith, Sudbury, and Roger Christy, Vancouver. (DNS-6250).



SNAM students get to know and work with the real thing during their training courses. Here a group of them wheel an Avenger out of a hangar at the air maintenance school. (DNS-6240).

Roads may be muddy, but boots must shine like burnished metal. In fact, throughout the whole school an atmosphere of smartness prevails. SNAM always forms Able Company at Shearwater divisions and guards for ceremonial and other occasions are invariably mounted from this source.

As in other branches, a man is a seaman first and a tradesman after that. So seamanship and sailing are taught after hours. More than 100 men under training sailed in the yacht Oriole IV last summer. In inter-part sailing and boating competition, SNAM students generally clean up. The same thing holds for station sports.

SNAM is responsible for all courses up to and including plane technicians. In all, 24 different courses are given. Air artificer training is carried out in United Kingdom naval air establishments. SNAM also has undertaken to convert men qualified under the old non-substantive rate structure. These men retain their old trade grouping, until brought up to par under the new air trade table.

For officers and men of other branches, there is a variety of courses, such as familiarization in engines and air-frames. In the electrical field, both airfield and aircraft aspects are taught. Members of each Junior Officers' Technical and Leadership Course go into the operation, capabilities and characteristics of naval aircraft.

A naval airman's career is covered in eight stages, over a minimum of 13 years, nine months, under the normal peacetime routine.

After four months of new entry training at Cornwallis, a naval airman is drafted to Shearwater and enrolled in the School of Naval Aircraft Maintenance. There he takes an aviation fundamentals course to determine which category he is best suited for. Here his own choice and aptitudes are taken into consideration before he



While Ord. Sea. John Dormuth, of Regina, fastens on his gaiters, Ord. Sea. Alec Trigg, of Ste. Anne de Bellevue, Que., runs quickly through his notes before divisions and another day of instruction in the School of Naval Aircraft Maintenance, now the largest training school in the RCN. (DNS-6248).

embarks on specialization.

He can take a 30-week course to qualify in engineering as an air rigger or air fitter, 19 weeks in air ordnance, or an eight-week course to qualify for aircraft controlman or the safety equipment technician trade.

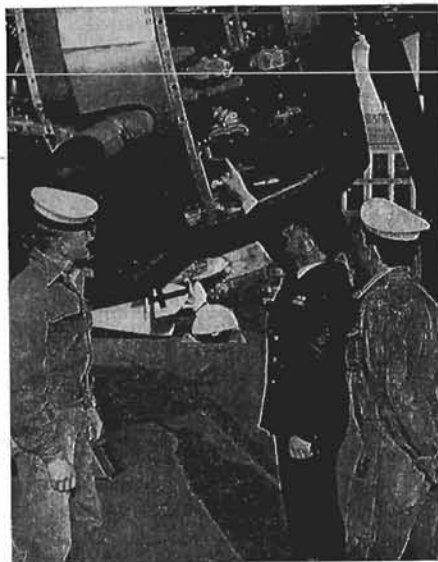
Air fitters and riggers, after two stages of instruction and experience, come, as petty officers 2nd class, before a selection board for air artificer or plane technician courses. Ordnancemen, controlmen and safety equipment technicians take three phases of instruction to bring themselves to trade group three as petty officers 1st class. So do fitters and riggers if not converted.

At the CPO 2nd class level, fitters and riggers may be selected as Commissioned Aircraft Officer candidates. Ordnance, control and safety equipment men may become Commissioned Airman candidates at the same level. Otherwise they carry on to the rank of C1.

An artificer's conversion course of two years brings trades pay to group four for men of the Air Artificer branch. There are examinations after two years' seniority for C2 and then the same for C1, after which lies possible selections as a candidate for Commissioned Officer (AE).

HMCS HAIDA COMMISSIONS

*Well-Known Destroyer
Resumes Career*



Petty Officer William Shorten, of Calgary, an instructor in the School of Naval Aircraft Maintenance, points out some features of the Avenger engine to two students, AB Martin Legare, of Ottawa, left, and AB Donald Heartwell, of Parry Sound, Ont. (DNS-6245).

SNAM is also the power behind reserve training in the naval air branch. Courses and syllabi are drawn up by the school and sent to naval divisions, and courses of instructions for reserves are held in the school itself. Last summer UNTD cadets of the engineering branch took short courses at SNAM.

Officer in charge of the school is Lieut.-Cdr. (E) (A/E) L. D. Kniffen of Simcoe, Ont., and Eastern Passage, N.S. His senior engineer is Lieut. (E) (A/E) G. H. F. Poole-Warren of Otterbourne, Hants, England, and Mahone Bay, N.S. Training officer is Lieut. (E) Y. V. Maynard of Ottawa. Lieut. (E) (A/E) (P) G. M. Cummings of Toronto is examinations officer, Instructor Lieut. E. R. Weber of Wadena, Sask., is academic officer and Lieut. (P) D. C. Radford of Toronto is divisional officer.

Ditty Bags Sent to Far East Ships

A request from the Navy for 850 ditty bags for distribution among Canadian naval personnel serving in the Korean theatre is expected to be exceeded by more than 100, officials of the Navy League of Canada report.

A total of 872 bags was shipped to Esquimalt for onward transmission to the Far East and it was anticipated another 80 bags would follow. The ditty bags were filled by citizens in various centres all across Canada and were gathered by the Navy League.

A wintry northeast wind blew across Halifax harbor as a new ship's company paraded to commission Her Majesty's Canadian Ship Haida on Saturday, March 15.

It was a simple ceremony, in keeping with service mourning for the late King. Rev. Horatio Todd, Protestant chaplain, and Rev. Joseph Whelly, Roman Catholic chaplain, said prayers and blessed the ship. At 0900 colors and the commissioning pendant were hoisted.

The Haida's new commanding officer, Commander J. Dunn Lantier, then addressed his ship's company. "While we serve in her we must be determined not only to uphold her fine record but to add to it," he said. "Remember that everyone expects nothing but the best from Haidans." Messages of congratulation and best wishes were received from many senior officers and from other ships of the Atlantic Command. From Ottawa, where he was attending the annual conference of senior naval officers, Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, sent his regrets at not being able to attend.

He said: "I am extremely sorry that duty has prevented me from being on board Her Majesty's Canadian

Ship Haida today. Your ship already has a great name in Canadian naval history, one of the greatest. This will put all of you of this new commission on your mettle to see to it that Haida's great name and tradition are carried on and her fine reputation is not only maintained but enhanced. I wish you on this commissioning day good sailing and a long and prosperous period of activity."

Rear-Admiral H. G. DeWolf, the Haida's first commanding officer, sent his regrets that he was prevented by duty from being present. In his letter of good wishes he expressed his great affection for the Haida and his conviction that she was a truly lucky ship; so that when he wished those who would sail in her a happy and successful commission, he did so with great confidence.

Present for the commissioning ceremony were Commodore (E) W. W. Porteous, Superintendent of the Dockyard, and Commander R. P. Welland, who commanded the Haida from December 1944 until the end of the Second World War.

The Haida is credited with another "first." She is the first Canadian ship to commission under the sovereignty of a Queen.—G.E.



This is a gull's eye view from the crane on Jetty Four in HMC Dockyard, Halifax, of the ceremony in which HMCS Haida was commissioned. In the background, at Jetty Five, is HM Submarine Alcide (HS-18279).

HMCS NIOBE

RCN's U.K. Headquarters Performs Important Function

This is the first of a series of articles describing the make-up and functions of some of the Royal Canadian Navy's lesser-known shore establishments. The second of the series will appear in an early issue.

THE increasing complexity of the operation of Canada's armed services is amply illustrated by the work of a little-known combined services unit in London, England.

The Canadian Joint Staff, under the chairmanship of Major-General Desmond Smith, is small in size but covers a wide range of duties. Many of these are in connection with NATO, others entail liaison with the British armed services on technical matters.

Each branch of the Canadian forces has its own organization. Captain O. C. S. Robertson* is the senior naval officer, serves as Naval Member of the Joint Staff, Canadian naval member of the Military Standardization Agency — which is working toward standardized practices and equipment among the varied member nations — and also serves as commanding officer of HMCS Niobe, the official centre of all purely naval matters. The Army Member is Brigadier R. W. Moncel, the Air Member is Air Commodore Martin Costello and the Defence Research Board Member is Brigadier G. P. Morrison.

The Canadian Joint Staff was set up in its present form soon after the end of the Second World War. Its main responsibility was liaison with the British forces on equipment and techniques. It was not just a question of work on weapon developments or secret research, but covered all types of equipment that might conceivably be used.

In the naval field this liaison consists of contact both with the Royal Navy and with British industry. The RCN staff keeps a close tab on production developments, studying reports on work in such fields as radar and asdic and looking for sources of supply of materials that are not available in Canada. From

*After two years in the appointment, Captain Robertson will be succeeded May 30 by Commander H. V. W. Groos.

London, the reports and recommendations are sent back to Naval Headquarters in Canada for study and action by the appropriate authorities.

The staff in the London headquarters actually evolves into two groups: The branches concerned with the construction and maintenance of equipment, on the one side, and those who will use that equipment on the other.

In the first group are Commander (E) John Osborn, Vancouver; Commander (L) J. C. Gray, Ottawa; Ordnance Commander R. V. Henning, Edmonton; Lieut. (E) (AE) (P) W. J. Bryan, Toronto, and Lieut. (E) H. G. Gillis, Halifax, assistant to Commander Osborn.

In the other group are Commander (P) I. P. Godfrey, who is Staff Officer (Air) and is also chief staff officer; Lieut.-Cdr. (TAS) (T) A. R. Turnbull, who doubles as seaward defence and minesweeping officer and executive officer of Niobe; Lieut.-Cdr. (TAS) S. G. Moore, Vancouver, torpedo and anti-submarine; Lieut.-Cdr. (ND) D. L. Hanington, Saint John, N.B., navigation direction; Lieut.-Cdr. (G) W. P. Hayes, Swift Current, Sask., gunnery, and Lieut. (S) R. N. G. Smith, Winnipeg, secretary to the Naval Member, CJS.

Then there is that very important person, the paymaster, who at Niobe is Lieut.-Cdr. (S) D. C. McKinnon, of Victoria. Pay, however, is only a small part of his job. Lieut.-Cdr. McKinnon is also charged with the supervision of all contracts with suppliers of equipment ordered by the Department of Defence Production and also for supplies obtained from the Royal Navy for, say, our ships in the Korean theatre.

Assistant to the captain on the Military Standardisation Agency is Commander G. H. Davidson, who spends most of his time at the Military Standardisation Office in London.

In addition to their staff duties, all the naval officers serve in HMCS Niobe. Also on the books are Canadian naval personnel on course in the United Kingdom. There are rarely less than 100 of these and they are scattered throughout the U.K. — at

RN air stations, naval bases and training schools.

When RCN personnel are sent to the United Kingdom, they report to Niobe for travelling instruction and transportation and come under the administration of Niobe.

Also serving at Niobe are CPO Douglas Gillis, of Halifax, Master-at-Arms; CPO W. C. Blathwayt, London, Ontario; PO T. W. Hume, Calgary; PO Jack White, Ottawa; PO Larry LeBlanc, Victoriaville; Ldg. Sea. A. R. Richardson, Galt; Ldg. Sea. Peter Cowper, Howick, Quebec; Ldg. Sea. Raymond M. Burke, Montreal, and Ldg. Sea. Alan Barry, Ottawa.

Most of the officers and men are married and have their wives and families with them, living in the London area. Because of the distances that they have to travel and also the varied duties of the officers, which frequently take them away on inspection trips or for conferences, there is little opportunity for social functions or sports in competition with the other services.

One break in the routine came recently when two of the RCN men, Leading Seamen Cowper and Richardson, appeared before the Lords of the Admiralty in the historic Admiralty Board Room. It was the first time a Canadian seaman had ever been in these hallowed quarters and indeed one of the few times that any rating had ever been there.

The reason for their visit was to display to the Lords of the Admiralty the new style Canadian uniform and badges.

The Canadian rig had been noticed by the Duke of Edinburgh when he was in Canada and he had reported on it to the late King George VI and the Fourth Sea Lord, Lord Louis Mountbatten. Lord Louis had inspected the uniforms as "modelled" by Niobe men earlier and he referred the matter to the Board of Admiralty.

Lieut. Smith paraded Cowper and Richardson. Before the meeting, and prior to the arrival of their Lordships, they were shown around the board room, where since 1722 the top

(Continued on Page 32)



OFFICERS *and* MEN



Recent Appointment Changes Announced

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

Commander P. E. Haddon, to HMCS Sioux in command. Formerly at HMCS Niagara as Executive Officer and Chief of Staff and Assistant Naval Attache, Washington.

Commander P. D. Taylor, to HMCS Niagara as Executive Officer and Chief of Staff and Assistant Naval Attache, Washington. Formerly in command of HMCS Sioux.

Instr. Commander C. H. Little, to HMCS Crescent temporarily as Staff Officer to the Senior Officer, Training Flotilla (East Coast). Formerly at Naval Headquarters as Assistant Director of Naval Training (Cadets).

Instr. Commander W. H. Fowler, Naval Headquarters as Assistant

Director of Naval Training (Cadets). Formerly on the staff of DNT.

Lieut.-Cdr. E. P. Shaw, HMCS Ontario as Training Officer. Formerly Gunnery Officer in HMCS Ontario.

Lieut.-Cdr. W. H. Willson, to HMCS Naden temporarily as Sea Training Commander (West Coast). At present at Royal Military College, Kingston, in immediate command of naval personnel.

Lieut.-Cdr. R. W. Timbrell, to Canadian Services College, Royal Roads, as Vice Commandant and Officer Commanding Cadet Wing. Formerly in HMCS Ontario as Training Officer.

Lieut.-Cdr. H. R. Beck, to HMCS Antigonish in command. Formerly at HMCS Naden as Manning Commander, West Coast.

Lieut.-Cdr. Raymond Phillips, to HMCS Niobe for RN Staff Course.

Formerly in command of HMCS Antigonish.

Lieut.-Cdr. J. E. Korning, to HMCS Stadacona temporarily as Sea Training Commander (East Coast) and subsequently as assistant to the Officer-in-Charge of the Junior Officers' Technical and Leadership Course. Formerly in command of HMCS Swansea.

Former CPO Becomes Commissioned Gunner

Chief Petty Officer Ernest E. Moore, of Kamloops, B.C., and Victoria, has been promoted to the rank of acting commissioned gunner, following the successful completion of a qualifying course in the United Kingdom.

Mr. Moore began his naval career in January 1936, when he entered the RCN as a boy seaman. He took his early training at HMCS Naden and in the destroyers Skeena and Fraser. He went to the United Kingdom in May 1938 for a gunnery course at HMS Excellent, following which he was drafted to HMCS Ottawa, where he was serving at the outbreak of war.

He came ashore in January 1940 but two months later was drafted to the St. Laurent. In June 1940 he was promoted to leading seaman and the following April was made an acting petty officer.

Early in 1942 he returned to Excellent for another gunnery course, upon completion of which he was confirmed in the rate of petty officer. During the remainder of the war years he served at Cornwallis and Halifax and in HMCS Prince Robert.

He was promoted to CPO in July 1948, while serving in Naden.

Three Classes Finish Supply School Courses

Three new entry technical classes completed ten-week courses in mid-March at the Supply School at HMCS Naden.

Ord. Sea. B. J. Carey headed Victualling Storesmen's Class 32, followed by AB Lawrence Miller. Other members of the class were Able



Rear-Admiral A. K. Scott-Moncrieff, Commander of Commonwealth naval forces in the Korean theatre, chats with CPO Clarence Lundgren, chief ERA in HMCS Athabaskan, during a trip aboard the Canadian destroyer to the west coast of Korea. In the background, centre, is Commander D. G. King, commanding officer of the Athabaskan. (SO-204).

Seamen J. L. Emsley, Donald J. Wulff, William D. Earley, V. J. Rieger and Rex Estabrooks and Ordinary Seamen F. M. Coady, J. E. Dinn, R. M. Tizzard, R. G. Reid, R. J. Taylor, William McDonald, William Brown and Rock Tardif.

PO Wesley Donison headed Naval Storesmen's Class 33, with AB A. F. McIntyre attaining second highest marks. Heading Naval Storesmen's Class 34 were Ord. Sea. Thomas McCarthy, in first place, and AB Pierre Roberge in second. Other members of the two classes were Ldg. Sea. Richard O'Brien, Able Seamen Byron Kindrid, Rene Moisan, Clifford Near, Clarence Ross and Ronald Cain and Ordinary Seamen Gerard Desjean, William Eddy, Ernest Lee, Stephen Salaga, Harold Styles, Richard Tutt, James Cunningham, M. J. Desrochers, Jack Gibson, William Vance, Achille Carpentier, Robert Benoit, Joseph MacDonald, Gordon Verrall, Ronald C. Dubrick, Robert Knox and James Baldwin.



CPO Thomas Dicks, centre, president of the chief and petty officers' mess, HMCS Stadacona, is introduced to one of the several appetizing Swedish dishes served at an informal dinner aboard HSMS Gotland during the Swedish cruiser's visit to Halifax. On his right is Chief Photographer Curt-Arne Lindquist and on his left is CPO Knute Andersen, president of the chief petty officers' mess in the Gotland.

Three Former ABs Now Midshipmen

Three former able seamen have been promoted to the rank of midshipman and have begun training for future service in naval aviation.

They are Midshipmen Clyde E. Thompson, 24, of Mount View, N.B., a former observer's mate; Gordon L. Edwards, 21, of Medicine Hat, Alta., a former communicator, and Roy V. Sheppard, 21, of Toronto and Sutton West, Ont., a former electrician's mate.

They are now taking a six months' basic training course for junior aviation officers at HMCS Cornwallis. Following this they will go to sea for six months' practical experience prior to taking specialized aircrew training.

Canadians, Swedes Take Turns Playing Hosts

On Saturday, March 8, the chief and petty officers of HMCS Stadacona held a smoker in honor of the chiefs and POs from the Swedish cruiser Gotland. Members of the Stadacona band were in attendance and provided some lively entertainment. Acquaintances were renewed by some of the mess members who were aboard the Magnificent, Huron and Micmac when those ships visited Gothenburg, Sweden, in 1950.

The following day 70 chiefs and POs from the Gotland were taken on a bus tour around Halifax and down the scenic south shore to

Lunenburg, where a delightful lunch was enjoyed before returning to Halifax.

Three days later the Gotland chiefs and POs entertained a number of their Stadacona hosts on board the cruiser.

A seven-course meal, featuring many Swedish delicacies, was served. In the course of the evening, a replica of the Gotland's badge was presented to CPO Thomas Dicks, president of the Stadacona mess, on behalf of the CPOs of the cruiser. A lapel pin bearing the ship's name and picture in miniature was presented to each member of the delegation. In return, CPO Dicks presented a replica of the Stadacona badge. After supper a tour was conducted throughout the ship.

Four RCN, USN Aviators Exchange Appointments

Under a pilot exchange program announced recently, two RCN aviators have taken up appointments with jet fighter and anti-submarine squadrons of the United States Navy, while two USN officers have been appointed to the 30th Carrier Air Group for flying duties.

Lieut. Joseph J. MacBrien, RCN, of Toronto, formerly a pilot and air weapons officer in 871 Sea Fury squadron, has been appointed to the USN Air Station, San Diego, Calif.,

for assignment to a jet fighter squadron. Replacing him in 871 squadron is Lieut. (JG) N. T. Gower, Jr., USN, of Chicago.

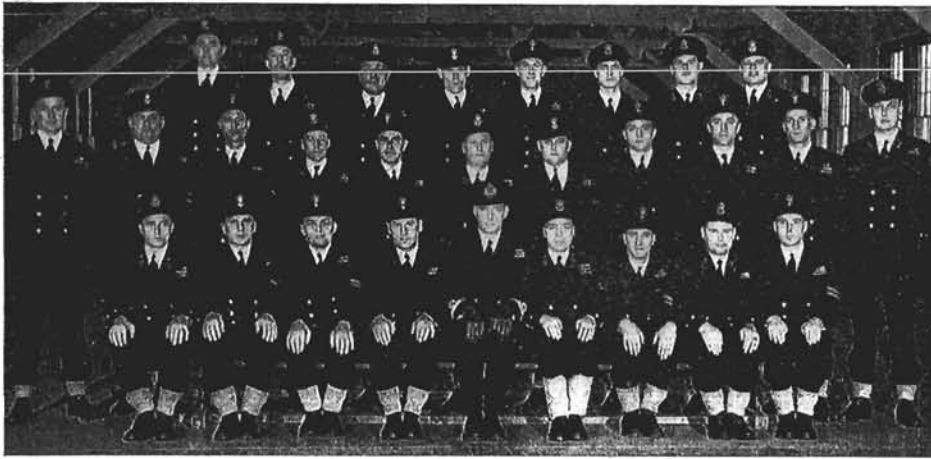
A second RCN officer, Lieut. Douglas Ross, of Vancouver, who had been with 881 Avenger Squadron, proceeded to Norfolk, Virginia, for assignment to a carrier-based anti-submarine squadron. Lieut. Terry Hardenbergh, USN, of Phoenix, Arizona, has joined 881 Squadron for flying duties in Avenger aircraft.

Communicators Shift Posts on West Coast

A number of shifts have taken place recently among communications personnel serving on the West Coast.

Among those drafted to HMCS Naden, either permanently or temporarily, have been: PO James Lawrence from the Antigonish, PO Thomas Fraser from Discovery, PO Douglas Ireland and Leading Seaman Eddie Pritchard and Robert McPherson, all from Aldergrove radio station, PO Ralph Heys and PO "Butch" Bouchard, both from the Athabaskan, and Able Seamen Lorne Saxon and Leo Benoit, both from the Crusader.

Those drafted from Naden include: CPO Donald Waring to HMCS Ontario, Ldg. Sea. Donald Crosby to the Crusader, Ldg. Sea. J. Stipkala to the Communications School, and Able



Shown above are members of the 27th leadership course for chief and petty officers to be held at HMCS Cornwallis. Front row, left to right: CPO P. Hope, POs E. H. Keil, George Foster, and Carl Graham; Lieut (S) Colin White, course officer; CPO Edward Rigby, instructor; PO B. F. Driscoll, CPO John H. Lawrence and PO George Noble. Centre row: PO William W. Prentice, PO William Jones, PO Robert R. Collyer, CPO Leslie Robertson, PO Gerald J. Dufour, CPO Lionel S. James, PO Clifford Stephenson, PO Ian C. Robertson, PO George Holenchuk, PO Arthur R. Kemp and CPO S. M. Duncan. Back row: CPO Harold P. Williams, CPO Carmen L. Benjamin, CPO Reginald C. Buck, PO Frank Boddy, PO David H. McAlpine, CPO Murray S. DeMone, CPO Ira Johnson and CPO Clifford P. McMullen. (DB-1214-1).

Seamen Stanley Miller to the Beacon Hill, David MacDonald and W. Krueger to the Crusader, and Mel Greer to Cornwallis.

Another draft took PO Ronald Bennett from the Crusader to Aldergrove.

CPO Fred W. Bryan Receives Commission

Chief Petty Officer Fred W. Bryan, of Winnipeg and Victoria, who for the past ten-and-a-half years has served as a naval painter, has been promoted to the rank of acting commissioned officer (SB) and appointed to Naval Headquarters on the staff of the Naval Constructor-in-Chief.

In his new appointment, Mr. Bryan will carry out specialized duties in the field of paints and preservatives. He has been assigned the task of organizing schools for painting at the coasts and will look after paint requirements of the fleet.

He is the first member of the painter branch to be promoted to commissioned rank.

Annual Award Night Held Aboard Unicorn

Trophies and other prizes were presented by Captain A. G. Boulton, Director of Naval Reserves, Ottawa, at the annual award night of HMCS Unicorn, Saskatoon, March 10.

The trophy for all-round proficiency went to Petty Officer L. A. Reid, while the best new entry awards were presented to Ord. Sea. Robert A. Ferguson and Wren Dorothy George.

Silver mugs for outstanding effort in the UNTD were presented by

Commander J. B. Mawdsley, commanding officer of the University of Saskatchewan UNTD, to Sub-Lieutenants R. F. J. Hickerty, Walter Tomashewski and D. A. Mitchell.

Books were presented by Captain Boulton to the following cadets: First-year seamanship, Cadets Marvin A. Bisal and Robert J. Ledingham; first-year navigation, Cadet Donald G. Jackson; second-year supply, Cadet Michael Chupik, and second-year seamanship, Cadet C. J. Meagher.

Members of the Unicorn inter-service rifle team also received tro-



Captain A. G. Boulton, Director of Naval Reserves, attended the annual award night of HMCS Unicorn and presented trophies and prizes won during the past training season by personnel of the Saskatoon naval division. Shown receiving an award is Cadet Marvin Bisal, while Cadet Robert Ledingham awaits his turn. At the far right is Commander J. B. Mawdsley, commanding officer of the University of Saskatchewan UNTD. (Photo courtesy the Saskatoon Star-Phoenix).

phies. They included Sub-Lieut. Charles D. McKenzie, Cadets A. B. Chanin, M. D. Cameron and G. R. Stewart, AB S. M. Maybin and Ord. Sea. Robert Ferguson.

Two Torpedo Detector Classes Finish Training

The following men qualified as torpedo detectors 3rd class in two courses which completed in mid-February and the first week in March at the Torpedo Anti-Submarine School at Stadacona: Able Seamen Edward J. Greenland, Joseph B. Pinard, A. Donnachie, W. S. Campbell, William A. Lawrence, James C. Ashton, R. E. Cormier, Elmer J. McRae, Harry E. Doubleday, Charles M. Moore, Francis E. Hachey, Merle W. Evans, Robert E. Sanders, William L. Grant and Joseph E. Dube.

Commissioned Rank for CPO A. E. Saxby

Chief Petty Officer Arthur E. Saxby, of HMCS Cornwallis, has been promoted to the rank of acting commissioned catering officer.

Mr. Saxby entered the RCN in August 1934 as an officers' steward. During the next five years he served at sea in the destroyers Saguenay, St. Laurent and Skeena and ashore in Stadacona. In September 1940 he was drafted to HMCS Columbia and three months later was promoted to petty officer steward. He became a chief petty officer in December 1941 and continued serving in the Columbia until May, 1942. During the remain-

der of the war years Mr. Saxby served for varying lengths of time in naval establishments ashore.

After a brief stretch in the Uganda, he was drafted to Stadacona, where he served until joining the Warrior in January 1948. From the Warrior he went to HMCS Magnificent, where he served until April 1949. He returned to Stadacona in June 1949 and in January 1951 went to Cornwallis, where he was serving at the time of his promotion.

Two Radio Technicians Commended for Efforts

Two radio technicians serving at the RCN Air Station, Dartmouth, have been commended for their work in keeping radio equipment tuned and serviceable under difficult conditions during a period in which exercising U.S. Navy aircraft used the station early this year.

The two technicians, Chief Petty Officers Richard Dupchak, of Arnaud, Man., and James Gower, of Vancouver, received the commendation from Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast. The men were praised for "their untiring industry, technical skill and unfailing good humor."

The radio section at the RCN Air Station converted a building into an eight-channel radio station to handle the additional traffic for a squadron



A messdeck table was converted into a race course during a recreational evening aboard HMCS Iroquois while the destroyer was undergoing trials off Norfolk, Va. Honest Alexander (Ldg. Sea, Donald Barclay) shakes the dice in a slightly used seaboot. The animated fellow with the dark glasses is Lieut.-Cdr. H. E. Taylor.

of USN Neptune patrol aircraft which was based at the air station in late January and early February. The planes were part of a large air-sea force of the U.S. Atlantic Fleet taking part in cold weather exercises in the Atlantic.

During the operations, the radio station often received and transmitted messages round the clock and the task of keeping the equipment in top-line order was carried out by CPO Dupchak and CPO Gower. Some of the gear was not in first-class shape and the two technicians often worked until the small hours of the morning repairing and preparing it for the traffic.

The two worked together during the first part of the operation, then switched to a schedule of 24 hours on and 24 hours off duty. At the same time, they carried on with their normal duties in the radio department at the air station.

A joint staff of USN and RCN communicators kept the heavy flow of traffic moving to and from the planes of the squadron without a hitch, thanks largely to the skill and hard work of the two Canadian radio technicians.

UNTD Prizes Presented at Cataraqi Drill

The final drill for the UNTD attached to HMCS Cataraqi was held on board the Kingston naval division March 12. The occasion was marked by the presentation of prizes

won during the winter training term. Those receiving awards were:

Best third-year cadet: Cadet G. C. Mills.

Best second-year cadet: Cadet H. H. Bostock.

Best first-year cadet: Cadet D. Coon.

AB William Symons Tops Comschool Class

AB Robert William Symons, of Souris, Man., was top man in the final markings of Communications Visual Class 45, which completed 22 weeks of training in the Communications School March 15. Class instructor was CPO Earl Stong, who has since become Morse instructor for Wrens under training in the school.

Further Honors Won by Officer-Artist

A painting of a Rideau River scene by Lieut.-Cdr. Anthony Law, first lieutenant-commander of HMCS Magnificent, was selected as the outstanding painting submitted to the 1952 spring exhibition of the Nova Scotia Society of Artists.

Winning prizes is nothing new to Lieut.-Cdr. Law. He has twice been awarded the Jessie Dow prize for oils exhibited in the open show of the Montreal Art Association, the first time in 1939 and again in 1951. His landscapes have been exhibited with the Royal Academy and his paintings of English Channel actions during the Second World War won him recognition as an official war artist.



CPO James Gower, standing, and CPO Richard Dupchak, radio technicians stationed at HMCS Shearwater, were commended by Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, for their work in keeping communications facilities in top-line order during exercises involving USN aircraft early this year. (DNS-6671).

LOWER DECK PROMOTIONS

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

RCN

ALBRECHT, Ernest B. LSSM1
 ALLEN, Douglas R. C2AA2
 ANDERSON, Robert C. P1SM2
 APPLETON, William H. P2CK2
 APPS, George C. LSPH1
 ARSENYCH, Myron D. P1TD1
 AYOTTE, George E. LSTD1

BAKER, Donald C. LSSM1
 BALDWIN, Robert J. P1RC1
 BARON, Jack. LSAA1
 BEALES, Leonard A. P2RT3
 BEKE, Joseph P. P1ET4
 BELL, Sheldon H. LSLR1
 BENNETT, Hedley. C2SM3
 BESHLEY, Paul A. LSSM1
 BINGHAM, Thomas C. C2AA2
 BODNARUK, Frank. C2ER4
 BOICEY, Orville. P1ET4
 BONE, Benvenuto R. P1ER4
 BOWEN, Rolland J. LSTD1
 BOYLE, Allan W. LSSM1
 BRADLEY, Thomas A. LSRPS
 BROSTER, Gordon A. LSRPS
 BROWN, George R. P1SM2
 BROWN, John. C1DV3
 BRYAN, John E. LSRCS
 BRYAN, Leslie. LSRPS
 BRUNNE, James R. LSSM1
 BUNGAY, Lynton. C2QM2
 BURCK, David. LSRPS
 BURNS, Leo J. LSAAS

CANUEL, Gabriel H. P1SM2
 CARISSE, Joseph J. C2PT2
 CHAPMAN, Hartin I. P2RP1
 CHARTER, James. LSSM1
 CHARTREN, Andrew J. C1PT2
 CHRISTIANSON, Russell J. P1ET4
 COKER, Bernard A. P1ET4
 COLE, Robert A. C2QR2
 COOK, Ernest R. C1ER4
 COOTE, Robert E. LSTD1
 CORBETT, John W. LSRCS

DAVIES, Alwyn J. LSSM1
 DAWE, Carlton R. LSEM1
 DELISLE, David J. LSSM1
 DONALDSON, Gordon D. LSSM1
 DUBE, Joseph L. P1ET4
 DUBOIS, Bernard W. LSAAS
 DUCKWORTH, Roy W. P2ED3

ECKSTEIN, Earl T. C1ER4
 ENGLAND, Charles A. P2SM2

FALARDEAU, David J. LSRPS
 FAULKNER, Richmond S. LSSM1
 FENWICK, Raymond E. LSLRS
 FISH, Charles G. P2ED3
 FORBES, Daniel W. LSSM1
 FULLARTON, Osborne R. LSCR1
 FRY, George F. P1ET4

GARDNER, Thomas W. P2RP1
 GILLOTT, John G. LSLRS
 GINGRAS, Yvon J. LSRPS
 GOLDING, Jack E. LSAAS
 GOOD, Raymond S. P2CK2
 GORDON, Earl. P2EG3
 GOULDIE, Gordon C. LSSM1
 GRACE, Harold J. P1SM2

GRAHAM, Percival R. LSSM1
 GRANT, Harold B. P2ET3
 GRANT, Richard E. LSTD1
 GREEN, David R. LSSM1
 GUTHRIE, Kenneth B. C2QM2(NQ)
 GUTHRIE, Maxwell C. C2CF2

HAINER, James S. LSRPS
 HANCOCK, Harold J. C1PT2
 HARDY, Donald H. P1ET4
 HARLING, William T. LSEM2
 HARVEY, Hugh T. P1ET4
 HAY, James R. P1SM2
 HAYCOCK, Kenneth J. LSNS2
 HEATH, Robert M. C2AA2
 HENDERSON, Robert D. LSAA1
 HENEERY, Thomas F. LSKK1
 HENRY, Clarence J. C2QI3
 HEPBURN, Donald H. LSSM1
 HILL, Arthur E. C1ER4
 HODGSON, Robert P. P2TD1
 HOOPER, Frederick R. LSRP1
 HOOSER, Douglas R. C2QR2
 HOPKINS, Donald R. LSTD5
 HORNETT, George R. C2TI3
 HOULE, Joseph R. P1ER4
 HUCKLE, James W. LSEM1
 HUDON, Joseph H. LSSM1
 HUGHES, Frederick G. LSLRS
 HUNTER, Edgar R. LSRPS

INNES, Gordon G. LSTD5
 INOUE, Yeiiji. LSQRS

JACKSON, Roy M. P2ED3
 JESSOP, Jack S. LSAAS
 JOHNSON, George W. C2RT4
 JOHNSON, Ira F. C1GI3
 JOHNSTON, Harvey N. P2RS3
 JONES, George H. P1RP2
 JONES, Harvey A. P2RP1
 JONES, Thomas M. P2RT3

KAZIMER, Daniel. LSSM1
 KEEN, Leonard P. P2ET3
 KELLINGTON, Ronald C. LSSM1
 KING, Robert. P2SM2
 KIRBY, Joseph J. P2RW3
 KLEYN, Norman A. C2RT4
 KNOWLES, Ralph E. P2RW3
 KREPPS, John R. LSSM1

LAMB, Donald G. LSSM1
 LANG, Keith A. LSRPS

LAWRENCE, Peter G. P2RS3
 LEHMAN, John. C1ER4
 LEGUE, Robert A. P2RW3
 LESAGE, Jean P. LSSM1
 LINCOURT, Joseph A. LSSM1
 LITTLE, Harry Seymour. LSTD5
 LOCKAW, Albert L. P1ET4
 LOGAN, John W. P2ET3
 LUMLEY, Alexander M. C2PT2

MANCOR, Claude A. C1SM3
 MAJEAU, Henri. P2RS3
 MANLY, Desmond G. LSEM1
 MATTATALL, Francis L. P2EA3
 MAZURKEWICH, Peter. LSSM1
 MERCER, John W. LSEM1
 MERSEEAU, LeBaron F. LSSM1
 MILLER, Robert C. P2ED3
 MILLER, William A. LSSM1
 MITCHELL, William. LSRP1
 MITTS, Norman H. P1DV2
 MOFFETT, William J. LSAA1
 MOHNS, Boyd D. P2TD1
 MOTTERSHEAD, Thomas M. C2PT2
 MULOCK, Arthur F. C2SM3
 MURRAY, Gerald R. LSRCS
 McCANNY, John. LSAAS
 McCARTNEY, Mervin. LSSM1
 McINTOSH, Frederick M. LSRCS
 McINTYRE, Cecil H. LSSM1
 McMILLAN, Donald A. LSSM1
 McMILLAN, Ronald A. LSAA1
 McPHERSON, Reuben J. C2QR2
 MacCORMACK, John B. LSEM1
 MacKAY, Kenneth J. LSTD5
 MacKAY, Robert W. P1BD2
 MacPHEE, Robert L. LSRCS

NAGEL, Richard A. LSRP1
 NANTAIS, Oscar J. LSRCS
 NELSON, Lawrence C. LSSM1
 NUTE, Darrel E. P1ET4

OLAN, Murray A. LSMO1
 ORTH, Roy O. LSSM1

PARISE, Edward J. P2RP1
 PATTERSON, Bruce B. LSSM1
 PIPE, Mervin L. P2EA3
 POLLOCK, Robert E. P1ET4
 PURNELL, Frederick H. C1TI3

RANDLE, Gideon D. P2SM2
 REED, Charles W. LSSM1
 REID, Andrew G. P1ET4
 RENNIE, Gerald C. P1ET4
 RICHARD, Joseph C. LSAAS
 RIGUSE, Russell M. P1RT4
 ROBERT, Lucien J. P2EA3
 ROBERTS, Lionel. C2RP2
 ROBERTSON, Ronald A. LSAAS
 ROBERTSON, Roy A. LSAAS
 ROBINSON, David F. LSRPS
 ROBITAILIE, George H. LSRPS
 ROBSON, Walter W. LSSM1
 ROGERS, Dallas B. C2PI3
 ROSS, Kenneth B. LSSM1
 RUSSELL, James A. P1ET4

SAVOY, Joseph R. LSPT1
 SCOTT, Donald F. LSRPS
 SHIELDS, Thomas. P1TD1
 SHORE, Hugo M. LSTD1
 SINGER, Glenn A. P2TD1
 SLATER, James P. P1ET4
 SLATOR, James P. LSLRS
 SLAVIN, Robert J. C1QI3
 SLOAN, James J. LSSM1
 SMITH, Harold R. LSRCS
 SMITH, James C. LSRCS
 SPENCE, Ross R. LSSM1
 SPENCER, Thomas E. LSAA1

Sea Cadet Courses at Cornwallis

Three courses for personnel of the Royal Canadian Sea Cadets will be held this summer at HMCS Cornwallis.

A leadership course will be conducted July 7 to 18 for 150 sea cadets. Minimum requirements are: 16 years of age as of March 1, 1952; at least two years' service in the corps; qualified in the rate of leading cadet, and attendance at least one previous training camp or course. Applications for the leadership course must be submitted to the responsible area officer not later than May 15.

Two two-week courses will be held at Cornwallis for sea cadet officers, the first from July 21 to August 2 and the second from August 4 to 16. Each course will accommodate a maximum of 75 officers.

STARK, Stanley E. P2RP1
 STEPENS, Christian G. LSSM1
 STERLING, Clayton. LSSM1
 STEWART, Lea C. P2RT3
 STRACHAN, Jack H. PIET4
 SUMMERFIELD, George R. LSSM1

THOMPSON, Peter P2RP1
 THOMPSON, Ross E. C2Q13
 THORNDICK, Donavon J. C1PH3
 TIZARD, John. C1SM3
 TOOKE, Thomas G. P1EA4
 TRETHERWEY, Ross E. LSLRS
 TURNER, Lloyd W. C1QM3(NQ)

UMPLEBY, Dennis J. LSSM1

VANDER-HOEK, Harry. LSSM1
 VOSS, John R. P1ET4

WARNEFORD, Robert T. LSSM1
 WATSON, Ernest E. PIRC2
 WHYTE, Frederick C. LSLRS
 WILLIAMS, William R. P1ET4
 WILSON, John K. P1RA4
 WILSON, Robert J. LSSM1
 WINFIELD, Norman R. LSLR1
 WOOD, Frederick D. C2ER4
 WOOD, James E. LSEM2
 WOODS, William. C2DV3
 WOOLF, Ronald. P2RS3
 WYATT, Ernest C. LSTDS
 WYTHE, Stanley J. LSTDS

YOUNG, Merlin R. LSSM1

RCN(R)

ATKINS, S. J. LSPW1

BOBBIE, E. C2SH4
 BURGESS, F. R. LSSM1
 BURNETT, J. C1QT3

CARRINGTON, J. H. ABCR1
 CHAPPIE, P. E. P2MM2
 CHARLES, E. W. LSPH1
 CHARSKI, M. S. LSBD1
 CHASE, J. F. LSAAS

DEARY, H. O. LSAW1

FAIRFIELD, H. R. LSSM1
 FORD, H. A. LSRPS

GILCHRIST, C. O. P1(NQ)
 GOODFELLOW, J. A. LSAAS
 GOTHARD, H. C1QR2

HAVILLAND, D. L. C2PB3
 HILL, G. P1VS2

JAMIESON, S. A. C2QR1
 JEFFERIES, S. H. P1BD2
 JONES, A. F. P2PH2

LAIRD, C. S. P1AW2
 LASHBROOK, N. W. LSMA1

MANDRYK. LSCC1
 McQUEEN, W. S. C1CV3
 McCARTNEY. LSAW1
 MERCIER, J. H. P1SW1

MEREDITH, F. J. P1ER4
 MINELL, R. G. LSQR1
 MORRIS, R. W. C2PN2
 MORTEN, S. G. LSSM1

OLSEN, J. J. ABMNS

PEAR, L. J. LS(NQ)S
 PETROWICH, M. LSAAS

QUIRBACK, C. P2CK2

RICHARDS, C. L. P1RPS

SAUNDERS, F. E. LSNS1
 SCHWARTZ, W. G. P1PH2
 ST. LAURENT, G. L. C2TD2

TORNBLOM, R. E. P2LRS

WALKER, R. B. LS(NQ)
 WATT, N. A. C2SM2

YOUNG, R. J. LSAAS

WHY ARE WE HERE?

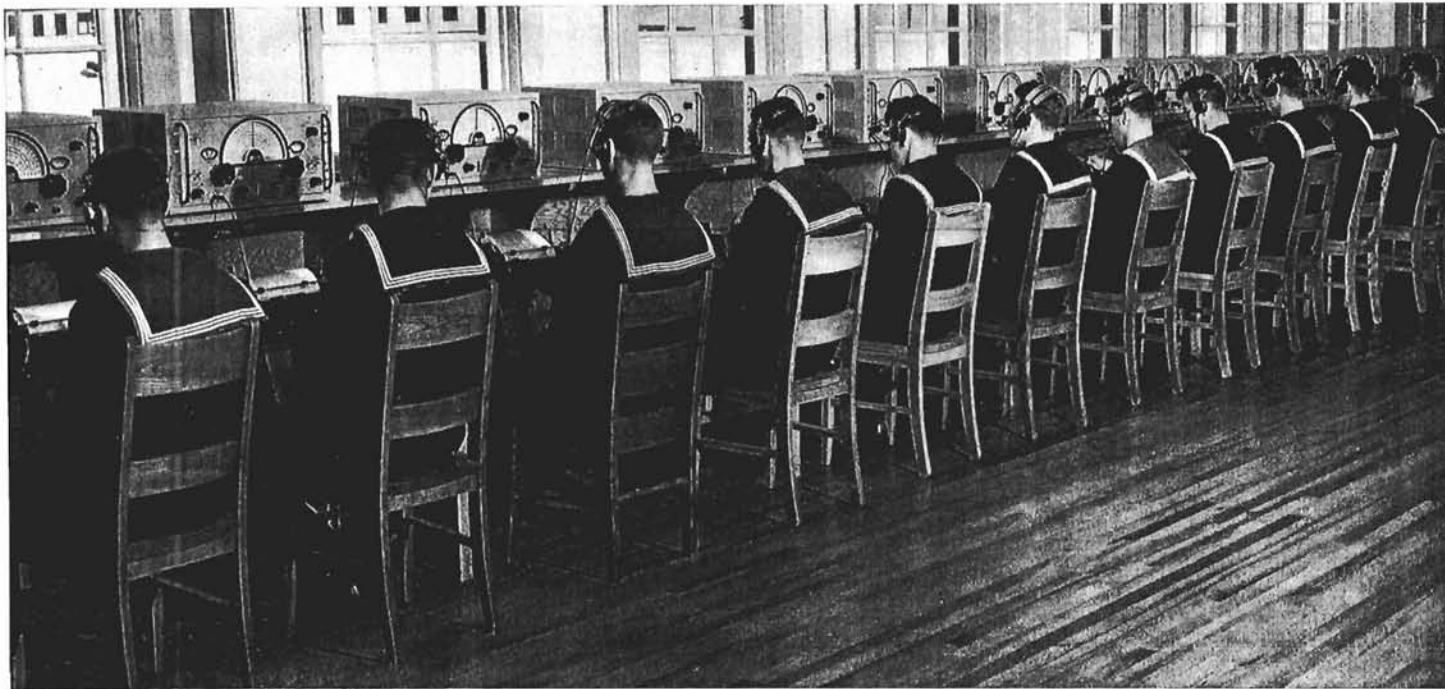
The new recruit or old hand is faced with the same problems which confront the whole nation today: namely, the motives which cause a man to join an active reserve and its necessary expansion during an allegedly peaceful era.

How much expansion in men and material will be successfully maintained under these conditions of peace with strife, few of us may foretell. However, the useful function of a reserve unit will not be served if those already on the active strength should fail to pull their weight by a moral and practical effort in attendance and training. These individuals delude only themselves, and consequently could be more gainfully employed outside the naval reserve.

The question of regular attendance by all, and the ensuing effort put forth during each drill night, may well parallel the interest of the nation in Canada's future.

A conscientious worker or designer on a project, be he using brawn or brain, gets the job finished much more quickly and with greater personal satisfaction than would a lackadaisical individual at half speed and with sporadic effort. The old adage, "Actions speak louder than words," could never apply more than to a volunteer unit. In fact the effort and integrity of everyone for the benefit of the whole *should* set the pace for progress in any branch.

*Lieut.-Cdr. W. J. M. Turner, RCN(R),
 in The Yorker, magazine of HMCS York.*



Fifty-three men can be accommodated at one time in the instructional receiving room, used for training basic classes in typing and morse at the Communications School in HMCS Cornwallis. It is planned to expand later to a morse pool, with all exercises run from a central control room. (DB-1201-1).

A TRIBUTE TO STEADINESS

*Montcalm Shipmates Honor
Chief Petty Officer
Paul Lavertue*

CHIEF Petty Officer Paul Lavertue, recruiting "chief" at HMCS Montcalm and a veteran of 28 years in the naval reserve, has been chosen unanimously by the ship's company of the Quebec naval division as Man of the Month for May.

In spite of his many years in the reserve (seven of them on full-time duty), CPO Lavertue has had comparatively few adventures. His career has been one, rather, of steady, faithful, unspectacular service.

It was in recognition of this very fact — that the wheel-horses pull a full-sized share of the load, even though they may go unnoticed — that his shipmates seized on the opportunity to pay deserved tribute to the veteran "chief."

Paul Lavertue was born January 14, 1908, at Ste. Justine, Dorchester County, Quebec. On May 6, 1924, 28 years ago this month, he entered the fledgling RCNVR at Quebec City as an ordinary seaman and was assigned official number V-3085.

The reserve was a pretty small force in those days, with equally small facilities and even less public encouragement. None of these had the least effect, however, on the enthusiasm of Ord. Sea. Lavertue. He attended drills regularly and went to the East Coast annually for training.

He took his reserve new entry training in Stadacona and in January 1926 was rated acting able seaman. Later that year he transferred to signalman, thus beginning a specialized career he was to follow thereafter.

Signal training at that time was divided into three stages, each requiring a full year and considerable sea time. Lavertue fulfilled these requirements and in 1929 became an acting leading signalman.

He recalls that during those years he came under the charge of Ldg. Sea. Patrick Budge, whose job it was to see the training program for men of the reserve went according to plan. It did. That same Ldg. Sea. Budge is now a captain, RCN, and commanding officer of HMCS Quebec.

Lavertue had been in the reserve for nearly 15 years before he saw the West Coast for the first time. That

was in January 1939, when, as a confirmed leading sig., he was drafted to Naden for annual training.

In August 1939 he was promoted to acting yeoman of signals and it was in that rank that he was called to active service on the outbreak of war. After a short time in the Naval Control Service Office at Quebec City, he was drafted to Stadacona as an instructor in signals.

He remained in this job, meanwhile being confirmed in rank, until December, 1940, when he was drafted to HMCS Prince David (auxiliary cruiser). The David spent most of the ensuing year patrolling in the western Atlantic and the Caribbean, travelling between Halifax, Bermuda and Trinidad.

For the most part it was dull work, but there were two incidents, following close on one another, that Lavertue remembers well. On the morning of August 27, 1941, the Prince David — and Yeoman of Signals Lavertue — sighted a German heavy cruiser, believed to be the Hipper, at 14 miles distance.



CHIEF PETTY OFFICER
PAUL LAVERTUE

It was a ticklish moment, for the Canadian ship, though no match for the heavily gunned and faster enemy, was bound to try and carry out shadowing procedure until stronger forces might be assembled to deal with the raider. However, the German captain evidently mistook the David for a capital ship and, surrounding himself with smoke, steamed at full speed over the horizon.

The very next day the Prince David took in tow a British merchant ship, the SS St. Margaret, which had an engine breakdown, and towed her to Bermuda, arriving September 3.

With the outbreak of war in the Pacific, the David was dispatched to the West Coast, and in February 1942 Lavertue left her at Esquimalt. After three months in Naden he was drafted to the signal school at St. Hyacinthe, where he was promoted to chief yeoman and served as an instructor for nearly two years.

He went to Stadacona in May 1944, then was drafted to HMCS Somers Isles, the Canadian sea training base at Bermuda. There he served under Captain (now Commodore) K. F. Adams, his former commanding officer in the Prince David.

Instructional duties took him late in 1944 to HMCS Kings, the reserve officers' training establishment at Halifax. Six months later he returned to St. Hyacinthe for conversion to USN methods of communications.

The war was over when he finished the course and so it was back to Montcalm, his home division, for discharge. CPO Lavertue was demobilized in January 1946; four months later he was back in the reserve, as a member of the newly-formed RCN(R). As his number, R-68, indicates, he was one of the first men to sign up.

For the next five-and-a-half years he instructed Montcalm's reserve men and UNTD cadets in communications. Then, in December 1951 he was taken on continuous naval duty and assigned his present recruiting duties.

CPO Lavertue is married to the former Eglantine Bruneau, of Quebec City. They have five children — two boys and three girls.

(Continued on Page 32)

A TICKLISH JOB

*Explosive Disposal Team
Praised for Work
in USN Ship*

Four officers and two men of the Explosive Disposal Unit at HMC Dockyard, Halifax, have received a commendation from the commanding officer of the USS Vermilion (AKA-107) for "outstanding performance of duty" in connection with repair work on the damaged American Navy attack cargo ship.

The Vermilion's bow was damaged when she was in collision at sea with the USS Mellette during cold weather exercises with other units of the US Atlantic Fleet in late January.

In the collision, several hundred cases of ammunition in the Vermilion's forward magazines were bent or broken. Some ammunition spilled from the cases and became scattered throughout some 2,000 blocks of displaced ballast. The loose "ammo", mostly 20 and 40 mm. and .30 calibre, also sifted into the bilges and fuel tanks.

It took the Explosive Disposal Unit team ten days to remove all the cases and the loose and broken ammunition. Some of the cases were embedded in a bulkhead and an acetylene torch, a chain hoist and a

lot of energy and nerve were required to remove them.

Members of the Explosive Disposal Unit were Lieut.-Cdr. John Ruse, Grimsby, Ont., officer in charge; Lieut.-Cdr. Kenneth D. McAlpine, Saint John, N.B., Ordnance Lieut. Gordon Spergel, Toronto; Ordnance Lieut. Earl D. Thompson, Halifax and Victoria; CPO George Kilgour, Stratford, Ont., and CPO Joe Casey, Halifax.

The official letter of commendation, received from Captain E. S. Addison, USN, commanding officer of the Vermilion, said in part:

"These officers and men have labored for ten days, by night and by day, in a very unfavorable working area, surrounded by debris, oil, ice and every frustrating hindrance imaginable, to expedite completion of our task. Needless to say, considerable risk accompanied each step of their work.

"The admirable spirit of cheerfulness, co-operation and persistence displayed by these gentlemen reflects great credit on themselves and their command as well as presenting to the

undersigned a new concept of expertness in and devotion to duty."

The Explosive Disposal Unit removed most of the ammunition while the Vermilion was in drydock at Halifax Shipyards. Earlier, when the ship arrived in port, a diver, Lieut. Earl Thompson, went down to survey the damage.

When the Vermilion went into the floating drydock, "the real work began," according to Lieut.-Cdr. Ruse.

"One day we removed 385 cases of ammunition; on another we got only three."

Most of the cases of ammunition were in bad shape. Some were split wide open and loose shells littered the holds; others were ripped open and the heads of the shells were sticking out. Some of the loose shells were bent like pretzels.

"We had to move ballast blocks," added Lieut. Thompson, "and get into the oil fuel tanks and the bilges to get the loose stuff. It wasn't white collar work."

Two members of the unit, Lieut.-Cdr. McAlpine and CPO Casey, are reservists. The former is attached to HMCS Brunswicker, Saint John, N.B., and the latter to HMCS Scotian, Halifax.



Five of the six members of the Explosive Disposal Unit at Halifax who were warmly commended by the commanding officer of USS Vermilion for their work in removing ammunition from the damaged ship are pictured above. Left to right are: CPO Joseph Casey, Halifax; CPO George Kilgour, Stratford, Ont; Ordnance Lieut. Earl Thompson, Victoria and Halifax; Lieut.-Cdr. John C. Ruse, Grimsby, Ont., officer-in-charge of the unit, and Lieut.-Cdr. K. D. McAlpine, Saint John. On leave when the photo was taken was Ordnance Lieut. Gordon Spergel, Toronto. (HS-18257).

Award Commemorates Naval Officer Brothers

Col. S. C. Oland, VRD, LLD, of Halifax, has presented for competition an award to be known as "The Captains J. E. W. and R. H. Oland Memorial Award," in memory of his two brothers who were, respectively, torpedo and gunnery specialists in the navy.

The award will be given each year, jointly, to the two officers who obtain the highest marks in the qualifying lieutenants' (G) and qualifying lieutenants' (TAS) courses in Canada.

Should either or both courses not be conducted in Canada in any one year, the award will be given to the Canadian officers who, successfully completing the equivalent courses in the Royal Navy, gain the highest marks.

The award consists of a master 14-inch sterling silver tray, suitably inscribed, which will be held in Stadacona and will have the names of the officers who win the award engraved on it. A duplicate 8½-inch tray, also suitably inscribed, will be given to each winner of the award for his personal retention.

Afloat and Ashore

PACIFIC COAST

Supply School

March 21 saw the end of the supply phase of the tenth supply officers' technical course and on March 24 the class entered the cookery phase under Commissioned Cookery Officer H. Patterson.

This three-week course included all phases of naval cookery, both practical and theoretical. In the first two weeks the class was given lectures and demonstrations in cooking, baking and butchering, and in the third week all members of the class were placed in regular watches in the main galley of the school and required to prepare all the meals for the school's personnel.

A four-week administration course, under Commissioned Writer Officer Harold H. Smith, for short service officers, got under way on March 24.

The same day, the third senior storesmen's technical course started. This advanced course for senior men of the stores branch is of nine weeks' duration and covers all phases of supply. It also is the professional requirement for promotion to commissioned stores officer.

Lieut. (S) J. B. Tucker, who was recently appointed supply officer of the Beacon Hill, is to be replaced by Lieut. (S) Peter Bates, who will

remain in the capacity of senior divisional officer until July, when Lieut. (S) Charles Bicknell will join the school. Lieut. Bates formerly was supply officer of HMCS Bytown, Ottawa.

AB Ernest Mueller has left the records office of the Supply School to join HMCS Crusader. — *B.W.R.*

HMCS Beacon Hill

Since returning from the cruise to South and Central America with her sister-ship, HMCS Antigonish, the Beacon Hill has led a relatively quiet life. The ship made a couple of short training cruises in local waters, then was taken in hand for annual refit. This month she begins her annual summer commitment of providing sea training for members of the University Naval Training Divisions and RCN(R) officers and men from the naval divisions in Western Canada.

HMCS Antigonish

Almost immediately on her return from the southern cruise, the ship was taken over by the dockyard for a five-week refit, during which officers and men proceeded on annual leave. The refit was due to complete April 11, at which time the Antigonish resumed her duties in the Pacific Training Force.

Ordnance School

Just prior to the departure of HMCS Quebec for the East Coast, the Pacific Command Ordnance Association held a get-together in the Naden chief petty officers' mess.

Guests included the foremen from the RCN Armament Depot and during the evening a few stories of the "old days" were told by Les Cole, who retired from the service in 1951.

The Command Ordnance Officer, Ordnance Commander H. M. Walker, addressed the group, said "goodbye and good luck" to ordnance personnel in the Quebec and also wished all success to CPO John Rimmer on his retirement.

CPO Arnold Parkinson, the Ordnance School's Man of the Month in the February issue of *The Crow's Nest*, was surprised and delighted to receive a letter from Captain Eric S. Brand, RN, Ret'd, of Ottawa, who was Commander in HMCS Courageous at the same time Parkinson was aboard. Captain Brand wrote to Parkinson after reading that they had been shipmates prior to the war.

Instr. Sub-Lieut. W. D. R. Whittemore, who has been attached to the school staff for several months, has been appointed to HMCS Ontario. PO Wilfred Still has returned from Korea and has joined Naden, while PO Edward Alexander has gone to the Ontario.

Communications Training Centre

With a greater number of ships in harbor, daily exercises increased both in numbers and duration in March. These exercises included buzzer and voice manœuvring sessions, with as many communicators in each ship participating as possible. In addition, personnel from the ships attended daily classes at the training centre.

Other instruction was also carried out. Officers from the Ontario and Crusader received an introduction to new publications (tactics), and courses were conducted for two quartermaster courses, a class of reserves qualifying in cryptography and one of OSCVS(R) qualifying for ABCV1(R).

Wireless routines and transmitter tests have been carried out regularly



HMCS Athabaskan has three mascots — "Itchy", "Citation" and "Guns". They are pictured above, in that order, in the arms of Ord. Sea. Wayne Morgan, Montreal; AB Ronald Collins, Winnipeg, and Ldg. Sea. Bertram Mundell, Saskatoon. (SO-199).

on Monday and Wednesday evenings with naval divisions in cities in Western Canada. These practice sessions are helpful in the training of reserve communicators.

During the last week in February the training centre provided a communications link between the Gunnery Training Centre and RCAF aircraft while the two were engaged in tracking exercises.

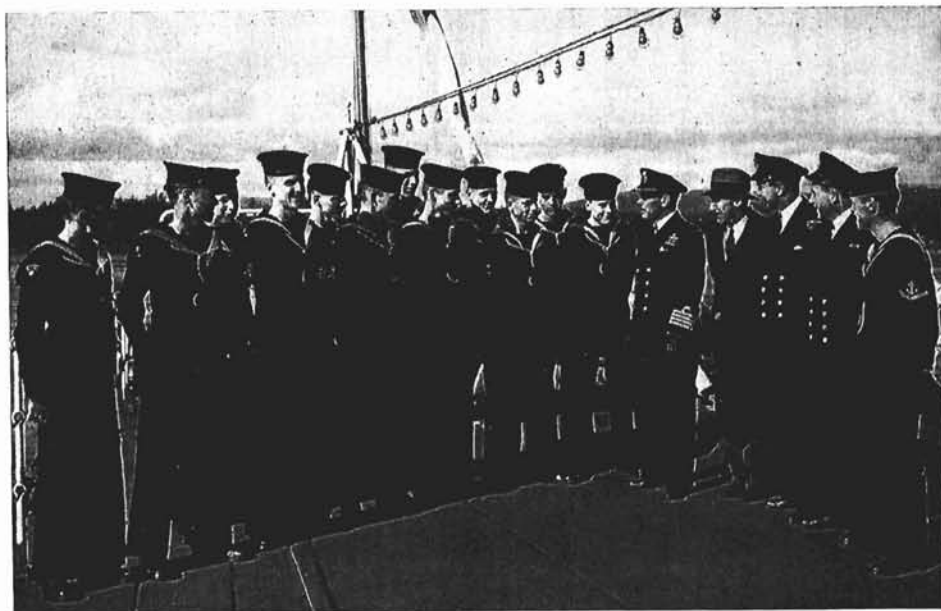
Aldergrove Radio Station

The officer-in-charge and 20 men from Aldergrove attended a memorial service for His Late Majesty King George VI in the Langley High School auditorium.

During February there were a number of changes in the station's staff. Lieut. A. M. Cupples took over from Lieut. W. H. Waters February 19 as officer-in-charge. The latter was appointed to HMCS Cornwallis for a communications course. PO Lindsay Sheppard departed for HMCS Naden, while Ldg. Sea. John Rusnak and AB Daniel Kostuk joined HMCS Quebec. Their places have been taken by Able Seamen Melville Greer and Richard Lister, from Naden.

HMCS Sioux

First Canadian warship to complete two tours of duty in the Korean war zone, the Sioux returned to her home port of Esquimalt on March 8 to a welcome no less enthusiastic,



Twelve Sea Cadets who travelled from Esquimalt to Halifax in HMCS Quebec are pictured on the cruiser's quarterdeck with Captain P. D. Budge, commanding officer of the Quebec; Captain F. G. Hart, RCN, Ret'd., of Victoria, representing the National Sea Cadet Committee of the Navy League of Canada; Lieut.-Cdr. D. L. Macknight, training officer in the Quebec, Instr. Lieut. T. J. R. Cole and Ldg. Sea. Bernard Hughes. (E-18180).

although somewhat smaller numerically, than that which greeted her a year ago when she completed her first tour.

As he did at the end of his first period in the Far East, Commander Paul D. Taylor, of Victoria, brought his ship alongside in HMC Dockyard, Esquimalt, to the joyous greetings of a large crowd of relatives and friends of his ship's company and the din of whistles, sirens and horns from other ships in harbor.

Since returning home, the Sioux has been undergoing an extensive refit while most of her crew enjoys a well-earned leave period.

ATLANTIC COAST

HMCS Wallaceburg

The Wallaceburg was the only major unit of the Atlantic Command in active operation during most of February and March, the other ships of the command being alongside for refit. As a result, the Wallaceburg was more than a little crowded at times as she took JOTLC officers and TAS and gunnery classes to sea for training. Although there are billets for only eight officers, the ship accommodated as many as 26 on one occasion. The same applied to the messdecks.

The Wallaceburg "graduated" her first class of ordinary seamen on March 21. The 14 men joined the ship in November and were marked trained following the completion of

the training period. High man of the course was Ord. Sea. William Jesney with 87.7 percent. He was also chosen as best all-round seaman.

The chief and petty officers' mess held a successful party in the Scotian mess on March 18.

The ship's team bowed out of the inter-ship hockey play-offs, losing to a combined Brockville-Whitethroat squad.

Joint Maritime Warfare School

The month of March saw the completion of the 8th course from No. 2 (Maritime) Operational Training Unit. This RCAF course was composed of three Lancaster crews, totalling about 30 officers and men.

While in Stadacona, these crews received instruction and practical demonstrations in anti-submarine warfare in preparation for the type of operations they will be called upon to perform when they eventually join the operational maritime squadron.

The RCN Junior Officers' Technical and Leadership Course "F", consisting of 16 officers, received five days' instruction as a portion of the six-week torpedo and anti-submarine course.

The Junior Officers' Technical Course, open to officers of the RCAF and the RCN, which was to have started on March 17, had to be cancelled. The activity in both services in the Atlantic Command precluded sufficient applications to make the course practical. Advance notice of



"Miss Wren of 1952" won a lot of applause at a spring fashion show held by the IODE at Manchester Robertson and Allison's store in Saint John, N.B. Wren Jean Morgan, left, of HMCS Brunswicker, modelled the "blues", while Miss Patricia Hollies, centre, and Mrs. Marion Armstrong displayed the office dress and summer walking-out uniforms.

courses to be held at the school will be made in future by general message to the Navy and Air Force. These messages will normally be originated about two weeks prior to the commencement of the course.

Communications School

PO G. B. Nickerson has joined the school from the Magnificent and is instructing Communications Radio class 45. PO Roland A. Tucknott is in charge of the message centre while awaiting the commencement of a C2CV3 qualifying course in May.

CPO George Holt has been drafted to HMCS Discovery, Vancouver, and CPO James Mackie is due to go to Halifax as chief yeoman to the Flag Officer Atlantic Coast.

Lieut.-Cdr. A. W. Brown and CPO A. P. Howard have been making an extensive tour of naval divisions in Eastern Canada in connection with recruiting for the communications branch. — *D.A.P.*

HMCS Brockville

A social gathering was held by the ship's company on St. Patrick's night in honor of the forthcoming marriage of Ldg. Sea. Allan Boyle, the chief and petty officers of HMCS "Scotian" graciously providing the use of their mess for the occasion. Entertainment in the form of sea songs and recitations

was ably presented by PO Leslie Carter, formerly of the Royal Navy.

The Brockville hockey team broke its losing streak, defeating the Wallaceburg and then ousting the Crescent in the semi-finals of the inter-ship playoffs. The team was matched against Magnificent in the final — one of the Navy's smallest ships vs. the largest — and came out second best, but not without putting up a brave struggle.

HMCS Cornwallis

A guard was paraded Wednesday, March 19, for Commodore M. Ostberg, Swedish Naval Attache to Washington. Commodore Ostberg took the opportunity to visit the RCN's new entry training establishment while on the East Coast in connection with the visit to Halifax of the Swedish cruiser Gotland.

On Thursday, February 28, an inter-divisional talent show was held at Cornwallis. The show consisted of 11 different acts, with music provided by members of the Cornwallis band. Producer was PO W. V. Dougherty.

First prize for a group effort went to Annapolis Division's "Down Easterners"; a cowboy trio made up of Ordinary Seamen George W. Bell, Bernard Whitty and James O'Callahan.

First prize for an individual effort went to Ord. Sea. Ricky Birch, of

Algonquin Division, for his fine tenor singing.

Special mention went to the Wrens for their song and dance routine, and especially for the work done on their costuming.

The talent show later travelled to Bridgetown, where it was well received. — *J.B.*

HMCS Shearwater

The following letter was received by Captain D. L. Raymond, commanding officer of Shearwater, from Commander James C. Houghton, USN, commanding officer of Patrol Squadron Five, a squadron of U.S. Navy Neptune patrol bombers which was based at Shearwater during the course of Exercise Micowex early this year. The letter said:

"On behalf of all the officers and ratings of Patrol Squadron Five, I take this opportunity to extend my sincere thanks for the many expressions of hospitality and co-operation which you and the personnel of your command so generously bestowed upon the squadron while it was based at HMCS Shearwater during Operation Micowex 52. Your limitless co-operation contributed greatly to the success of the operation and your hospitality added much to the enjoyment of our visit.

"It may interest you to know that many complimentary remarks by personnel of the squadron are still being made with respect to the excellence of the food and quarters furnished us. In fact, appropriate comments on the subject were made in the official report of Micowex 52 which has been submitted by this command.

"I should very much appreciate it if you would convey to your Executive Officer, the Commander (Air), the Commander (Engineering), the Commander (Supply), and the Liaison Officer, Lieutenant R. J. S. Harrington, in particular, and to all hands in general, our most sincere gratitude for the treatment and services accorded.

"I am also informed that one of your ratings, C2AT4 Ronald P. Houston, RN, 8 Dahlia Street, Dartmouth, performed outstanding services in connection with the maintenance of aircraft, and is deserving of special commendation.

"To the officers and ratings of HMCS Shearwater, Patrol Squadron Five wishes continued success in every endeavour."

Since the installation of two arc projectors, a new sound system and a new screen, attendance at movies in



HMCS Carleton, the Ottawa naval division, provided the guard of honor for Admiral Lynde D. McCormick, Supreme Allied Commander, Atlantic, on his arrival in Canada's capital March 18 for conferences. Officer of the guard is Lieut.-Cdr. Walter Dicks. (O-2240-1).

the Shearwater gymnasium has greatly increased.

Movies are held Sunday and Monday evenings and sports shorts are shown at noon on Wednesdays.

Albro Lake Radio Station

The station was host to a group of Swedish naval communicators during the visit to Halifax of the light cruiser Gotland. The visitors were conducted on a tour of the station by CPO Douglas Chalmers and were visibly impressed with everything they saw. After the tour they were invited to the chief and petty officers' lounge where, over cups of coffee, views were exchanged on the various aspects of life in the two navies.

Earlier in the day, a number of Albro Lake personnel visited the Gotland and, of course, spent most of their time in the Swedish equivalent of "Radio One." Language difficulties presented no problem as many of the Gotland's ship's company spoke English well. All hands regretted the ship's visit could not have been longer.

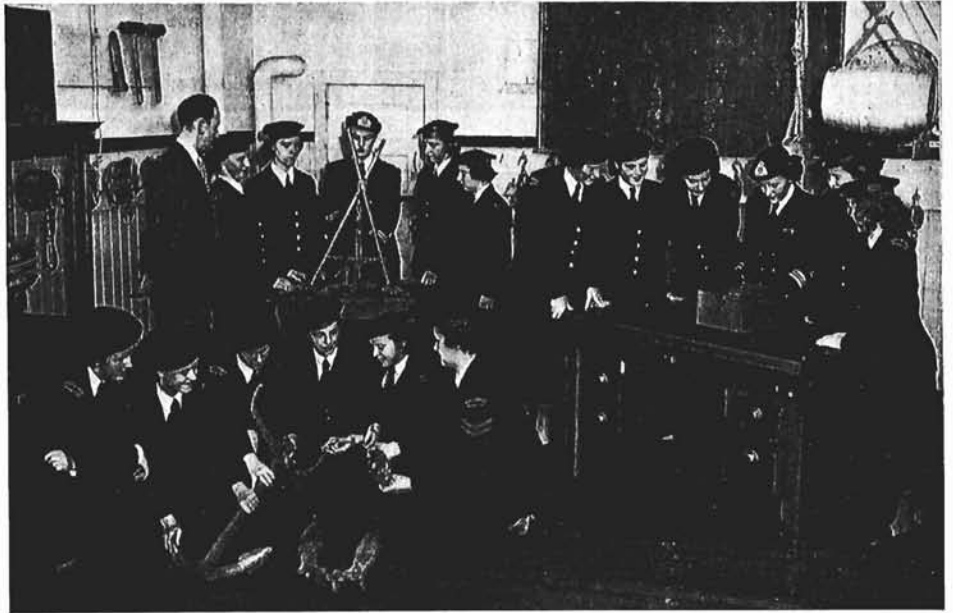
"Sailing, Sailing *Under the Bounding Main*," is the theme song of Albro's Petty Officer Leonard Murray, who volunteered for a temporary draft to HM Submarine Alcide. PO Murray is quite happy with his new job, which consists mainly of communicating with aircraft and surface vessels during exercises: He will probably have some interesting yarns to spin on his return to the station.

The thoughts of personnel these days are on their approaching annual leave. Organizing the leave was no simple task for the officer-in-charge, Lieut. George Hoyte, and CPO Harold Jacques, who supervises activities in the Receiving Room. They had to make it possible for each man to receive the leave due him, while at the same time preserving the station's efficiency. This job has now been completed and the first watch to go on leave will proceed May 1.

Mechanical Training Establishment

CPOs Paul Young and Russel Cox joined the MTE instructional staff in March, replacing CPOs Edward Moore and Clarence Faulkner.

On the sports front the MTE hockey team was defeated in the semi-finals of the inter-part league playoffs. The "A" team in the inter-part bowling circuit was in second place, trailing the first place Clothing Store team. Since the basketball schedule was revised, the MTE has won three straight games. — E.R.G.C.



In Saint John, N.B., is a thriving corps of Wrenettes, feminine equivalent of the Royal Canadian Sea Cadets. Here the Wrenettes are shown receiving instruction in the seamanship room of the Navy League's RCSCC Rodney, in Saint John. Giving instruction are Lieut.-Cdr. E. Eleanor Dolan, commanding officer, at the right in the picture; Lieut. Katherine Campbell and Leading Wrenette McQueen.

HMCS Iroquois

The Iroquois spent the month of February at Norfolk doing gunnery evaluation trials, and, incidentally, creating a few new RCN records for rate of gunfire and speed of ammunition.

Able Seaman Andrew Bonner, of Kingston, Ont., and Leading Seaman Gerald E. Jamieson, of Ottawa, were captains of the guns that did the firings and we feel safe in saying they watched their guns recoil more times in six weeks than Hornblower did in his whole career!

The period was not without thrills, e.g., when we watched a few Hellcats figuratively come blazing down to sea, having met our "bricks" head on.

We saw a good deal of the U.S. Navy and were usually berthed alongside American destroyers. Sometimes we were sixth out from the jetty, which made humping stores across the gangways quite an evolution. We got so Americanized that hands fell in on the "fantail."

The ship was honored to receive, on completion of the gunnery trial, the following signal from Commander Operational Development Force at the USN base:

Congratulations on expeditious completion of trials. Your efficient execution of all tasks and hearty co-operation greatly admired. COMOPDEVFOR appreciates opportunity to be shipmates with such a fine command.

On returning to Halifax, the Iroquois immediately plunged into prepara-

tions for her long voyage to the Far East.

Edith Elizabeth, two-month-old daughter of Lieut.-Cdr. H. E. Taylor and Mrs. Taylor, became the first baby to be christened in this destroyer since recommissioning.

Chaplain (P) Horatio Todd conducted the christening. Godfathers were Commander William Landymore, commanding officer of the Iroquois, and Lieut. R. M. Greene; godmothers were Mrs. Landymore and Mrs. Greene. Lieut.-Cdr. Taylor is executive officer of the Iroquois.

TAS School

The month of March saw a greater number of classes under instruction in the Torpedo Anti-Submarine School than there had been in a considerable period of time.

These included four officers' classes and six classes qualifying for various TAS rates. In addition, 50 ordinary seamen were given an interesting introduction to asdic pings, A/S weapons, torpedoes and the "nether regions" of mine warfare and seaward defence. This is a revival of an old scheme whereby ordinary seamen were given familiarization courses to help them select their future branches.

TAS school staff changes include the appointments of Lieut. G. R. MacFarlane to the Iroquois and Lieutenants T. J. Thomas, D. K. Gamblin, T. L. B. Hebbert and J. R. Addison, all to the school. CPO Tom

E. Elstone has joined from the La Hullose and CPO Harry E. Carson from the Haida.

Two sections have been formed in the school. Lieut. D. A. Cameron heads the new tactics section and Commissioned Gunner R. E. Middleton has been appointed as Instructional Gunner.

The school's team in the Stadacona inter-part volleyball league was tied for second place in late March. The school also entered the inter-part rifle league but was finding the competition fairly stiff, even though CPO Frank (Dead-eye) Rushton, who cleaned up in the Halifax Garrison League, is on the school team.

HMCS La Hullose

The La Hullose sailed March 18 for Bermuda for work-ups following completion of her annual refit in Halifax. The ship's company welcomed the chance to get back to sea and away from the confusion that goes with refitting.

Ten busy days were spent in Bermuda. Besides the usual work-up evolutions, all hands turned to in spreading a respectable covering of gray paint over the red-leaded superstructure.

Lieut. (E) James Millen, the engineer officer, missed the voyage, having taken some post-refit leave, and was replaced temporarily by Lieut. (E) William Jennings.

The commanding officer, Lieut.-Cdr. Arthur H. McDonald, of Saint John and Halifax, received his "half-stripe" March 16.

The faces come and go aboard this frigate. Lieut.-Cdr. McDonald and Lieut. Millen are the only wardroom officers who have been with the ship since she re-commissioned in 1950. Still on board and as busy as ever is the Buffer, CPO Lorenzo J. Le Fournier. — J.M.

HMCS Portage

The ship's hockey team improved tremendously after a shaky start in the Atlantic Command inter-ship league and put up a stiff fight before being eliminated by the Magnificent in the semi-finals. In the inter-part league, the Stokers again won the Captain's Cup against stiff opposition from the Chiefs and POs, Seamen and Miscellaneous.

Basketball has been organized and the softball players have been warming up their flippers in preparation for the coming season.

NAVAL DIVISIONS

HMCS Star (Hamilton)

A recruiting campaign, aimed at increasing the strength of the naval reserve in Hamilton, got under way March 4. Commander G. H. Parke, commanding officer of the division, launched the campaign with a talk to the ship's company in which he stressed the need for a virile reserve. Lieut.-Cdr. G. F. Sams spoke briefly, listing the prizes and incentives being offered those bringing in the greatest number of recruits.

Lieut.-Cdr. J. W. Swackhammer and Lieut.-Cdr. J. H. Curtis have taken up the appointments of executive officer and first lieutenant-commander, respectively. Lieut. Rod Lyons has succeeded Lieut. Donald Sheppard as staff officer of the division.

HMCS York (Toronto)

Four members of the federal parliament recently visited HMCS York and viewed reserve training at first hand as they accompanied Captain R. I. Hendy, the commanding officer, on rounds. They were A. J. P. Cameron, D. A. Croll, J. W. G. Hunter and D. M. Fleming.

A recruiting officers' conference and a supply officers' conference were held at York in February. Officers from naval headquarters and Ontario naval divisions attended the meetings,

discussed problems and exchanged ideas.

Captain A. G. Boulton, Director of Naval Reserves, paid an unofficial visit to the Toronto naval division in late February. He spoke to the ship's company at evening quarters and stressed the need for and value received from reserve training.— A.C.T.

HMCS Catarqui (Kingston, Ont.)

Eight reserve men from Catarqui joined HMCS Quebec for her cruise from Esquimalt to Halifax. They were Petty Officer D. W. Wareham, Leading Seamen W. S. Palmer, J. H. Picton and R. H. Farrell, Able Seamen W. W. Bellamy, W. J. Forsythe and C. H. Bissett and Ord. Sea. C. W. McRobie.

After more than two years on the staff of Catarqui, PO Ross Brock left recently to join HMCS Iroquois. He was relieved by Ldg. Sea. W. Costello, formerly in the Wallaceburg.

An informal going-away party was held for PO Brock and Commissioned Bos'n S. C. Burton. The latter had been attached to Catarqui since entering the service in 1941 as an able seaman in the physical and recreation training branch.

BET classes and damage control qualifying courses are in full swing. Ldg. Sea. J. Goodfellow and Able Seamen E. Wisker, R. Dingley and D. Farrington, have passed QDC(A).

On the weekend of March 15-16,



Captain R. I. Hendy, commanding officer of HMCS York, explains the use of the ARL plot to four Members of Parliament on the occasion of their visit to the Toronto division on a reserve drill night. Left to right are A. J. P. Cameron, D. A. Croll, J. W. G. Hunter and D. M. Fleming.

eight officers, 17 men and eight Wrens proceeded to Ottawa for an inter-division sports meet with Carleton. An enjoyable time was had and, best of all, Catarauqui won.

The division was visited informally March 1 by Captain E. W. Finch-Noyes, Deputy Chief of Naval Personnel, and Captain D. W. Piers. The former was in Kingston for the annual West Point RMC hockey match. The latter is attending the National Defence College.

HMCS Montcalm (Quebec City)

New entries attached to the Basic Training School at Montcalm have set up their own newspaper under the name of "La Vigie." The first edition was due to appear the end of March.

The editorial staff includes Ordinary Seamen G. J. Morin, Raymond Tremblay, Laurier J. Tremblay, Normand J. Anctil, Joseph A. Boulianne and Marcel J. Savard.

AB Gaston Lalonde, who served in the Korean theatre in HMCS Athabaskan during her first tour of duty, recently received a copy of the commendation awarded the ship by the President of South Korea.

Instr. Lieut. D. J. Hamilton joined the school staff in February as instructor in charge of St. Croix division.

Officers of Montcalm recently entertained naval personnel from the National Defence College at a reception in the wardroom.

The men's volleyball team was holding down second place in the inter-service volleyball league in Quebec City. Montcalm officers were tied for third position.

HMCS Queen Charlotte (Charlottetown)

The staff officer at HMCS Queen Charlotte, Lieut. J. M. Richards, has been conducting classes in seamanship and pilotage in his off hours for a group of Queen's Scouts.

Captain J. J. Connolly, former commanding officer of the Charlottetown naval division, is a patient in the Victoria General Hospital at Halifax. Former shipmates in HMCS Queen Charlotte wish him a speedy recovery.

The new cribbage champion around the division is the civilian engineer, Charlie Burke (an ex-stoker petty officer). The RCN staff is determined to take the champ down a few pegs (no pun intended).

In the January DCRA rifle matches, the chief and petty officers' team placed 43rd on the prize list with a team score of 471 points.



Lieut.-Cdr. B. T. R. Russell, commanding officer of HMCS Sault Ste. Marie, displays a wolf eel he caught during an oceanographic survey voyage carried out by the "Soo." (Photo by Commissioned Bos'n Gordon Heater).

HMCS Malahat (Victoria)

A group of Wrens from Malahat were given an introduction to life at sea March 20 when they spent the day on board HMCS Ontario while she carried out post-refit trials in the straits of Juan de Fuca.

Garbed in blue jeans, the Wrens started the day off by touring the cruiser from stem to stern. They then witnessed the dropping of depth charges, streaming of paravanes, firing of torpedoes and Bofors anti-aircraft guns.

Lieut.-Cdr. J. W. Shaw and Commissioned Electrical Officer H. G. Wood spent the first two weeks of March taking naval training in HMCS Sault Ste. Marie while she was engaged in oceanographic survey operations. The minesweeper was continuously buffeted by gales which at times reached force nine.

Malahat had its first christening March 16 when Calvin James Edmund Law, infant son of Ldg. Sea. J. A. Law and Mrs. Law, was christened by Chaplain (P) George Soutar. In mid-April Ldg. Sea. Law was drafted to HMCS Chippawa. He had served on the permanent staff of Malahat since last October after completing a tour of Korean duty in HMCS Sioux.

Two more Malahat Wrens are now on continuous naval duty at Cornwallis. They are Patricia Allen, training to be an administrative writer, and Valerie Griffiths, a communicator.

HMCS Prevost (London, Ont.)

Places on Prevost's team for the annual Great Lakes regatta, to be held at HMCS Star, Hamilton, on the Labor Day weekend, will be awarded on a basis of attendance and training progress, it was announced by Commander F. R. K. Naftel, commanding officer of the London naval division.

A new Wren officer, Lieut. Margaret Rolph, has been appointed to Prevost and will assist Lieut. Elizabeth MacKenzie.

Two Prevost men joined HMCS Quebec for her voyage from Esquimalt to Halifax. They were Ldg. Sea. Brian Goven, of London, and AB Stanley Paul, of St. Thomas.

A color guard has added ceremony to divisions and evening quarters. The first guard was made up of chief and petty officers and was commanded by Sub-Lieut. Arthur Collins.

AB L. F. W. Parkin, a member of the permanent staff, who served in the Athabaskan during her first tour of Far East duty, has received a copy of the citation awarded the destroyer by the President of South Korea.

CPO William Kelly, a communications instructor at Prevost, has transferred to HMCS Hunter, his civilian employment having taken him to Windsor.

Two Wrens and one able seaman were recently presented with certificates from the commanding officer as a memento of the part they played in memorial services for His Late Majesty King George VI. The three stood guard at the cenotaph in Victoria Park. They were AB C. R. Stewart and Wrens Margery Hall and Margaret Ferguson.

An officer of the Royal Danish Navy, Sub-Lieut. Wilhelm Gronback, was a recent visitor aboard Prevost. He is in Canada for a year-and-a-half of flying training with the RCAF.—*N.L.C.*

HMCS Chippawa (Winnipeg)

Chippawa's separate training program for new entries started paying off in March, when the first class, 14 strong, graduated and joined regular Monday drill nights. Most of the group went to the gunnery and communications divisions, with the balance

going to the supply and engineering branches and the band.

The UNTD suspended drill nights in March and began making plans for the summer training season. About 85 cadets are expected to spend the summer with the navy. Three of that number will take aircrew medical tests and, if successful, will take aviation training. — *T.W.C.*

HMCS Donnacona (Montreal)

On March 12, Donnacona launched a full-scale recruiting drive for the RCN (Reserve). The drive is backed by intensive newspaper and radio advertising and display of posters throughout the city. In announcing the drive, Commander P. A. Langlois, commanding officer of Donnacona, emphasized the necessity for a strong, well-trained reserve, particularly in these times of international tension.

Donnacona was host to the Montreal United Services Institute February 21. The meeting was addressed by senior officers of the Navy, Army, Air Force and Defence Research Board, with Rear-Admiral H. G. DeWolf, Vice Chief of the Naval Staff, representing the RCN.

Early in March an informal reception was held in the wardroom for

a group of 15 officers from the Swedish cruiser Gotland, who spent a day in Montreal on their way to Ottawa.

Wren Anne King was recently elected president of the Wrens' Mess.

The Donnacona band, under Lieut. Norman Moulard, took part in Montreal's St. Patrick's Day parade.

"Ship Ahoy," Donnacona's weekly newspaper, has been revived under the editorship of PO Bill Walters. Sub-Lieut. Juan Sheridan is business manager.

Plans for the formation of a camera club in the division are in the initial stages but if dark room space can be made available it is expected the club will soon become a reality.

HMCS Hunter (Windsor, Ont.)

Recruited only last fall, members of the Wren division at HMCS Hunter showed up their male counterparts in the January-February training period by capturing the divisional proficiency shield. This trophy is awarded every two months to the division at Hunter which piles up the highest number of points for attendance, smartness and drill. Until the Wrens stepped into the picture it had been held for more than a year by the gunnery division.

HMCS Discovery (Vancouver)

Discovery now carries 525 reserve officers and men, according to the latest figures compiled by Lieut. (SB) Harold Irish, recruiting officer.

This figure includes 266 chief petty officers, petty officers and men, 35 recently attested Wrens and 105 UNTDs at the University of B.C. According to Lieut. Irish, an additional 22 men are now in process of completing their "in routine" prior to attestation.

On the eve of his departure for Ottawa and the start of a three-year short-service engagement, Commissioned Constructor James Cameron presented the wardroom with two framed pen and ink sketches of Westminster Palace and the British Houses of Parliament. Previously, Mr. Cameron had been presented with a silver mug to commemorate his many years of service with the division.

Lieut.-Cdr. (S) Mel Adamic made a flying visit to Victoria to lecture to the tenth supply officers technical course. That same night, after flying back to Vancouver, Lieut.-Cdr. Adamic had time only to nibble a quick sandwich before delivering a supply lecture to Discovery Wrens.

CPO R. A. (Doc) Myles has returned from leave which was spent in pruning trees and transplanting raspberries at his Lynn Valley home. CPO William Firman leaves his electrical branch job at Discovery to join Naden and become one of a team inspecting western divisional installations. Ord. Sea. Archie Prill has been drafted to Naden, while CPO George Holt, the communications wizard, is back on Discovery's staff. PO Reginald McLuskie has been assigned to Discovery as a member of the recently formed train patrol. He replaced PO Egnace Shushack, who has been drafted to Naden.

Commander Glen McDonald, commanding officer of Discovery, announced that all officers holding watch-keeping certificates will be required during the next few months to spend at least ten hours at sea in Discovery's tender, PTC 724, in order to qualify for command of the Fairmile.

Coincident with this announcement was a change in duties of several officers. Lieut. James Sproston, former assistant training officer, became executive officer of the ML, while Lieut. Glen Hyatt, former XO, was appointed assistant training officer. Midshipman Malcom Matheson, former navigator, will move into the



With an average of 83 per cent, the Wrens captured the divisional proficiency trophy for the January-February training period at HMCS Hunter. The shield is awarded on the basis of most points scored for attendance, drill and smartness. Lieut. P. J. Ryall, training officer, presents the award to Wren Grace Knapper, while Lieut. (W) Gladys Tunk, Wren divisional officer, looks on.

training department, with navigation duties in the ML being assumed by Midshipman J. D. Kyle.

CPO Sam Cosh and PO Clyde Coombs have won the applause of their shipmates for donating ten pints of blood each to the Red Cross. — *W.J.H.*

HMCS Brunswicker

(Saint John, N.B.)

Personnel changes at Brunswicker recently include the addition of Lieut. (S) Alyre Cormier and Lieut. (SB) R. B. Macauley. The latter has been appointed personnel selection officer. PO Al Livingstone has been drafted to the West Coast and AB Phil McAllister has joined the permanent staff.

Sports are very much in the spotlight at Brunswicker these days. Under the direction of PO Alan Riley, a badminton tournament was held recently, with 30 entrants competing for honors in men's and women's singles and doubles and mixed doubles. The second section of the volleyball league is now under way with three teams competing. In outside competition, the Brunswicker volleyball team defeated the Saint John Garrison Army team 15-8, 22-20 and 22-17 on the Army floor.

HMCS Nonsuch

(Edmonton)

Two seamen who served aboard HMCS Athabaskan in Korea waters and are now on the staff of Nonsuch recently were presented with copies of a certificate of commendation awarded the Athabaskan by Syngnam Rhee, president of the South Korean Republic.

The presentations were made to Ldg. Sea. B. J. Kostiuik and AB Harry Ackerman by Commander G. P. Manning, commanding officer of Nonsuch, at a brief ceremony aboard the Edmonton division. — *E.W.H.*

HMCS Unicorn

(Saskatoon)

The necessity for a strong reserve force was stressed by Captain A. G. Boulton, Director of Naval Reserves, when he addressed the ship's company of Unicorn following his inspection of the division March 10.

Captain Boulton urged that each officer, cadet and man conduct his own personal recruiting campaign as a means of increasing the size of the division and thereby strengthening the navy's reserve.

He also outlined the training program planned for this summer and described some of the functions of his department. — *J.B.W.*

Obituary

CPO LESLIE ARTHUR COOPE PAIGE, BEM, RCN

Chief Petty Officer Leslie Arthur Coope Paige, BEM, RCN, 40, a member of the permanent staff at HMCS Queen since May 1950, died suddenly in the General Hospital, Regina, March 30.

Born at New Westminster, B.C., CPO Paige received his schooling there and in Vancouver prior to joining the RCN as an ordinary seaman in February 1931.

He obtained his early training in HMCS Naden and at sea in HMCS Vancouver. Other ships in which he served before the war included the Armentieres, Skeena and Ottawa. He took a gunnery course in HMS Excellent in 1938 and at the outbreak of war was a leading seaman, serving at HMCS Stadacona, Halifax.

He went overseas in November 1939 to qualify as a gunner's mate and in January 1940 was promoted

to acting petty officer. He was confirmed in this rate a year later, while serving aboard HMCS Restigouche. He was promoted to chief petty officer in January 1943 and from then until the end of the war was employed in a training capacity at various shore establishments at both coasts.

For his "loyalty, efficiency and diligent co-operation in the training of gunnery personnel" during the war years, CPO Paige was awarded the British Empire Medal in January 1946. He also possessed the Long Service and Good Conduct Medal.

CPO Paige was attached to the Gunnery School at HMCS Stadacona from June 1946 until May 1950, when he was drafted to the Regina naval division. He qualified as a gunnery instructor in July 1948.

CPO Paige took part in numerous activities at HMCS Queen. He was president of the chief and petty officers' mess; was in charge of training the naval section of a composite Navy-Army guard for the Royal Visit to Regina last October, was organizer and instructor of rifle shooting classes and was involved in various other affairs at the division.

Surviving are his wife, Mrs. Sarah J. Paige, two brothers and two sisters.

He was buried April 7 in the Victoria Naval Cemetery with full naval honors.

Two Countries' Services Aid Compassionate Case

Some smooth and speedy international teamwork helped a young seaman in distress on Wednesday, March 26.

At ten o'clock in the morning a telegram for AB John B. Tilley, informing him of the death of his mother in St. John's, Nfld., was received at HMCS Shearwater. The information was quickly relayed to HMC High Speed Launch 233, of which Tilley was a crew member and which was on safety patrol at the Chezzetcook bombing and gunnery range. Orders were given to land Tilley at Gaetz Head and a naval helicopter, piloted by Lieut.-Cdr. J. D. Lowe, picked him up there and whisked him to Shearwater.

Meanwhile, at the air station, the administrative offices prepared a leave ticket and got his pay in order. The United States Air Force was contacted and arrangements were made for Tilley to take passage in a USAF aircraft leaving for St. John's at noon.

A staff car met the helicopter as it landed at Shearwater and Tilley was taken to the administrative offices and to his block to pack his bag.

Shortly before 11:30 Tilley reported to the USAF plane on the runway and a half hour later was on his way home, where he arrived at approximately three o'clock in the afternoon.

'HIGH SCHOOL NIGHT' HELD BY DISCOVERY

To acquaint teen-age boys and girls of Vancouver with the job being done by the reserve force attached to Discovery, and also to stimulate interest in recruiting, officers and men of the division held a "High School Night" on Friday, April 25.

Letters requesting the co-operation and assistance of Vancouver high school principals went out under the signature of Commander Glen McDonald, commanding officer, inviting them to publicize the event in their respective schools.

The teachers were invited to tell all of their students—boys and girls alike — that the "High School Night" included demonstrations of asdic, radar and other electronic gear in action; sport displays; motion pictures; a tour of the communications department; inspection of naval supplies and stores; a "dummy" run on submarine detection and a tour of the base rifle range.

The Thing

On Board Quebec, They
Bravely Opened
the Box

ON March 5, 1952, Her Majesty's Canadian Ship Quebec lay at anchor in Parry Bay, about five miles from Esquimalt Harbor, quietly minding her own business as she carried out post-refit trials.

Few on board even bothered to give a second glance when the little wooden survey vessel Cedarwood hove in view and altered course toward the cruiser's berth. Eyes and ears perked up, however, when, as the Cedarwood drew closer, the swiny strains of "The Thing" blared from two loud hailers on her bridge and a large and interesting looking crate was sighted on her deck.

Through a megaphone, Lieut.-Cdr. J. E. Wolfenden, commanding officer of the Cedarwood, asked permission to proceed alongside the Quebec's quarter. Permission was granted and, when his ship was secured, he stepped across to present Captain P. D. Budge with a very official-looking sealed envelope.

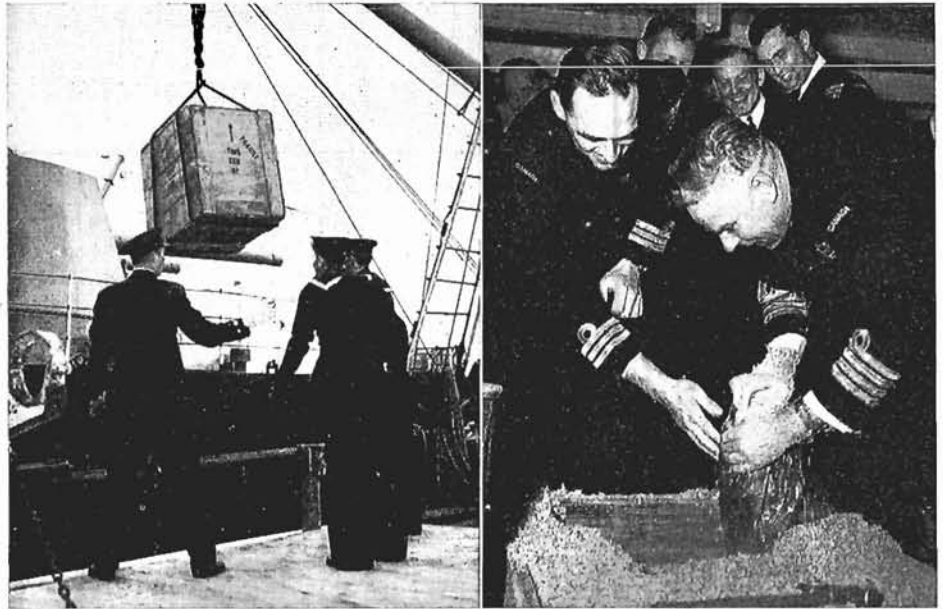
At a sign from the cruiser, the Cedarwood's winches whined and her cargo derricks lifted the heavy crate and set it down solidly on the Quebec's spotless quarterdeck.

There, under the direction of Commander Ralph Hennessy, executive officer of the cruiser, the lid was pried off, revealing an expanse of fine sawdust which the wind immediately whipped into a fog of flying wood chips. Digging into the remainder of the sawdust to uncover what had been so carefully packed, Commander Hennessy and his helpers came up with an astonishing variety of very obsolete articles — empty bottles, tin cans, pieces of wood, scraps of old metal, etc.

Several bucketfuls of sawdust and junk later, a second box came into view. This one also was securely nailed and bore a note suggesting it be opened in the ship's wardroom.

Practically half the ship's company was pressed into service to get this second box through the wardroom door, where the clearance on each side could be measured only with a micrometer (this as the result of some precision measuring and sawing on the part of the box's builders).

Captain Budge was now brought into the act. With a crowbar he pried off the lid: more sawdust. The



HMCS Cedarwood went to a lot of pains to make sure "The Case of the Disappearing Projectiles" was not forgotten. The upper left photo shows "The Thing" being hoisted across from the Cedarwood to HMCS Quebec. Upper right, Captain P. D. Budge, with the help of his executive officer, Commander Ralph Hennessy, unearths one of the two six-inch projectiles buried in the box. In the lower photo, Captain Budge holds "The Thing" itself. Flanking him are Lieut.-Cdr. J. E. Wolfenden, commanding officer of the Cedarwood, and Commander Hennessy. (E-18076, 18078 and 18081).

cry, "Buckets and brooms!" went up again.

Here we must digress briefly to explain that a week or so earlier the Quebec had carried out six-inch gun trials. A salvo was fired from "B" turret and the projectiles took off toward the distant horizon in approved fashion. However, after the prescribed interlude no splashes were observed to mark the spot where the shells entered the water. In fact, nothing

at all was observed. Hurried reference to the Gunnery Handbook, QRCN and, even in desperation, the Manual of Victualling, failed to produce any explanation for the strange behaviour of three apparently normal rounds of six-inch ammunition.

Many and varied were the explanations offered later in the wardroom and on the messdecks, with the prize for the most original going to the man who suggested that perhaps,

Aircraft Demolition Odd Cayuga Job

Destruction of a friendly aircraft was the unusual and melancholy task performed by a demolition party from HMCS Cayuga during one of the destroyer's recent patrols.

The airplane, a Royal Navy Sea Fury, had been forced down by anti-aircraft fire on the beach of a disputed Korean island and was in danger of capture by the enemy. A British salvage team was hurried from Japan to strip it of all valuable gear and the Cayuga's party was set ashore to finish the job.

The demolition party placed 25-pound charges, rigged with a time fuse. The party retreated to a hill 300 yards away and, seven minutes later, the doomed fighter plane disintegrated with a resounding "Whoomp!" Bits of metal were strewn over a radius of 250 yards.

In the demolition party were Lieut.-Cdr. (E) R. J. Craig, Dartmouth, N.S.; Ordnance Lieut. F. J. Boyle, Ottawa; Lieut. E. A. Wiggs, Quebec City; CPO D. Nelson, Victoria; CPO R. Malin, Victoria; PO N. K. Jones, Swift Current, Sask.; PO L. D. Mohns, Esquimalt; Ldg. Sea. E. C. Wyatt, Winnipeg, and AB J. Casler, Claresholm, Alta.

like Paul Bunyan's "frozen" words, the shells had become suspended in mid-air and only the spring thaw would reveal their actual whereabouts. Others, obviously having read the local Chamber of Commerce literature on the subject of West Coast weather, preferred some other solution to the mystery. So far, none has been forthcoming.

Back to the box. In the second batch of sawdust, most of which by now had drifted to the remotest corners of the wardroom, Captain Budge's exploring hands encountered a large, extremely heavy object, neatly wrapped. With the help of his executive officer, the captain unearthed a black, six-inch projectile, highly polished and with a large white "8" painted on it. Further investigation produced another "projy", decorated the same as the first, and another box.

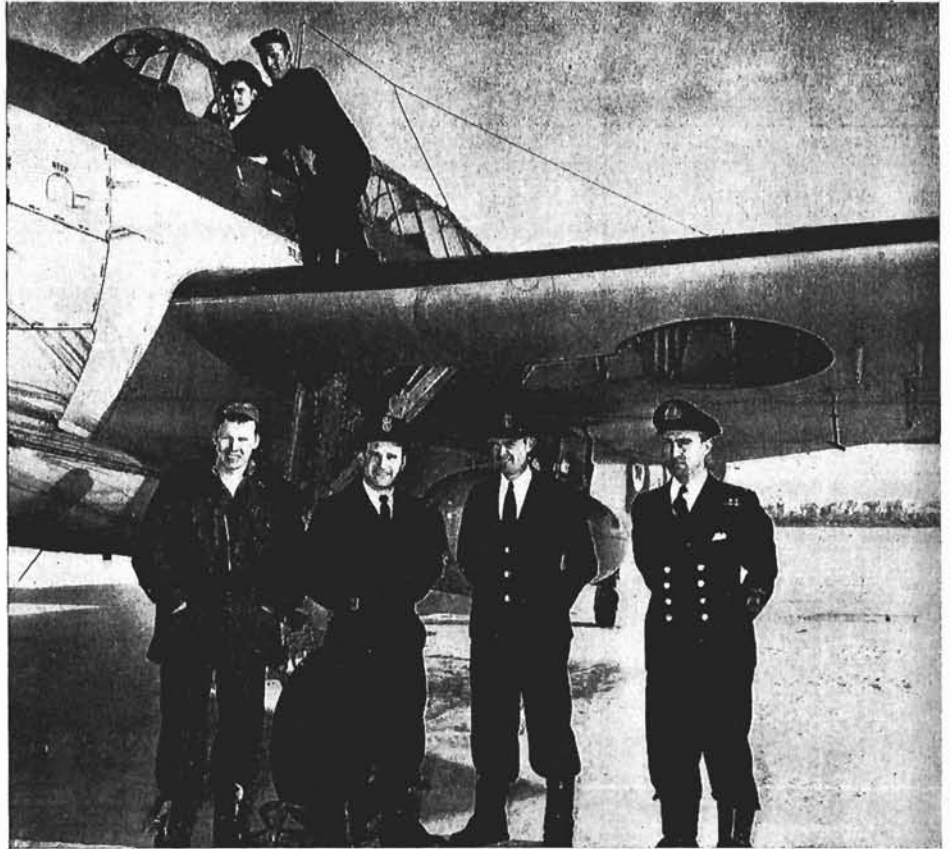
A screwdriver, suitably wrapped with pink and blue ribbon, was then presented to the captain and he attacked the numerous small brass screws holding the lid. Shortly thereafter he uncovered a gift-wrapped parcel, addressed to HMCS Quebec, which contained a large, shiny, black "8-ball", mounted on a mahogany base and bearing a plaque inscribed:

"A Thing Not To Get Behind.

Presented to HMCS Quebec from HMCS Cedarwood. 14 January, 1952." (January 14 was the day on which the Quebec commissioned).

While Captain Budge was digging in the box and reading the inscription to his grinning officers, Cedarwood personnel had managed to manoeuvre

themselves quietly to the wardroom door and thence back aboard their ship. By the time the Quebec's officers had gained the deck, the Cedarwood was heading at full speed toward Esquimalt, the raucous notes of "The Thing" drifting impudently back across the rapidly-widening gap.



Another season of cold weather aircraft trials has ended for RN and RCN personnel forming the naval section of the Central Experimental and Proving Establishment's Climatic Detachment, RCAF Station, Edmonton. During the past winter the airmen carried out trials of various types of aircraft at Edmonton and at Watson Lake, Yukon Territory. Their purpose was to determine how the aircraft reacted to sub-zero temperatures, and the colder the weather, the better it suited them.

The top photo shows six members of the seven-man naval section. Left to right on the ground are Ldg. Sea. L. H. McInnis, RCN, of Creston, B.C.; CPO Cooper, RN; PO Sparrow, RN, and Lieut.-Cdr. (E) (A/E) (P) F. J. Thornton, RN, commanding officer. In the cockpit of the RCN Avenger is CPO Golding, RN, while on the wing is PO M. C. Wood, RCN, of Toronto.

The photo on the right shows Lieut. (P) B. W. Mead, RCN, of Vermilion, Alta., entering the cockpit of a Vampire. Lieut. Mead is divisional officer and, as pilot, is capable of flying all the various aircraft at the detachment. These include the Vampire, Avenger, Bristol helicopter, Balliol, Mustang, Dakota, Mitchell and Harvard. Lieut.-Cdr. Thornton is also pilot and project engineer of both the Bristol helicopter and RCN Avenger.





The Navy Plays



Four Boxing Titles Go to Cornwallis

Boxers from HMCS Cornwallis won four of seven titles in the annual Atlantic Command boxing championships held in the Stadacona gymnasium March 20 and 21.

The new entry team was victorious in the bantam, light and welterweight events and won the light heavyweight championship without a fight. Stadacona took two titles and Magnificent the other.

More than 30 sailors from Cornwallis, Stadacona, Shearwater, Magnificent, Brunswick and Portage slugged it out in the preliminaries on the 20th, leaving ten bouts to be fought on the final night. The card lasted two hours and had never a dull moment.

One of the crowd pleasing scraps was the middleweight fixture between Ord. Sea. Matthew Killoran, Cornwallis, and AB Archy York, Shearwater. York fought well for two rounds but faltered in the third and Killoran got the nod from the officials.

In the middleweight final, Killoran ran into the hefty right swings of AB Vern Theoret, Stadacona, and the referee, CPO Johnnie Hancock, stopped the fight in the second to save Killoran from further punishment.

AB Ron Fallahay, Stadacona, kayoed Ord. Sea. Billy Trinder, Cornwallis, in the heavyweight final, knocking him to the canvas for counts of eight and nine before scoring a knockout in the second.

Ord. Sea. Karl Kowalsky, Shearwater, scored a unanimous decision over Ord. Sea. Pat Cripps, Cornwallis, in a fast welterweight bout which brought cheers from the crowd. However, in the finals Ord. Sea. Dick Greer, Cornwallis, scored a very close decision over Kowalsky.

Though he failed to win his weight, Kowalsky was judged the outstanding performer on the card, on the strength of his over-all showing.

At the close of the evening, individual trophies were presented to the winners and runners-up by Captain Kenneth L. Dyer, commanding officer of HMCS Magnificent, on behalf of

the Flag Officer Atlantic Coast, who was absent on duty.

Results of the finals were as follows:

BANTAMWEIGHT — Ord. Sea. Jim Hurley, 117, Cornwallis, outpointed Ord. Sea. Vern Frankton, 112, Brunswick.

FEATHERWEIGHT — AB Norm Leonard, 126, Magnificent, won by tko over Ord. Sea. Earl Philpott, 124, Stadacona, in second round.

LIGHTWEIGHT — Ord. Sea. Ed Roberts, 132, Cornwallis, won by tko over Ord. Sea. John A. Barley, 136, Magnificent, in second round.

WELTERWEIGHT — Ord. Sea. Dick Greer, 137, Cornwallis, outpointed Ord. Sea. Karl Kowalsky, 146, Shearwater.

MIDDLEWEIGHT — AB Vern Theoret, Stadacona, won by knockout over Ord. Sea. Matthew Killoran, in second round.

HEAVYWEIGHT — AB Ron Fallahay, 187, Stadacona, won by knockout over Ord. Sea. Billy Trinder, 188, Cornwallis.

Inter-Ship Hockey Won by Magnificent

HMCS Magnificent scored a 7-1 victory over HMCS Brockville in a sudden-death final for the inter-ship hockey championship at Halifax. The game, played at the Dalhousie Memorial rink, saw the Magnificent score one goal in the first period, five in the second, and another in the

third. The lone Brockville tally came in the third.

The winners were sparked by Neve, who scored two goals and picked up three assists. Thompson also got a brace of goals while Murray, Watson and Sims scored singletons. Blackburn registered the Brockville's only goal.

La Hulloise Hockey Team Misses Playoffs

The exigencies of the service brought the hockey season to a premature end for the team of HMCS La Hulloise. Unbeaten in 15 of 17 games played up to the end of February, the team had high hopes of winning the inter-ship hockey championship at Halifax.

However, hockey had to be set aside in the first two weeks of March, the completion of refit requiring all hands on the job. Then, just as the playoffs were about to start, the La Hulloise put to sea for work-ups at Bermuda.

It was an excellent season for the frigate's team, nevertheless, and, on the strength of their record, The Lady's pucksters were claiming unofficial title to the championship.

Royal Roads Triumphs in Basketball Tourney

Royal Roads was triumphant in an inter-service double elimination basketball tournament held in the gym of HMCS Naden on February 29 and March 1. Other entries in the tourney were from Naden, Victoria Army and RCAF Sea Island.

In the final game, Royal Roads defeated Naden 47-22 to win the inter-service basketball trophy, which was presented by Lieut.-Cdr. J. D. McCormick, Pacific Command Sports Officer.

Hunter Hockey Team Defeats York, Star

HMCS Hunter's hockey team, captained and coached by Lieut. W. J. Waldron, went undefeated in home-and-home series with HMCS York and HMCS Star.

The final game of the series was played at Chatham March 29, with



Ord. Sea. Karl Kowalsky, of HMCS Shearwater, receives from Captain K. L. Dyer his award for being chosen the outstanding performer in the Atlantic Command boxing championships. (HS-18459).

Hunter defeating Star 7-5. Earlier in the month, the Windsor division handed Star's team a similar 7-5 setback on Hamilton ice.

In the home-and-home series with York, Hunter won handily by scores of 10-1 and 9-1. The first game was played at Scarborough Arena in Toronto and the return match was played in Windsor.

Sportsmanship, competitive spirit and post-game social gatherings featured these inter-division matches. — R.M.P.

Stadacona Dominates Garrison Rifle League

HMCS Stadacona made a clean sweep of the senior, intermediate and junior divisions in the Halifax garrison Indoor Rifle League this season. Figures released by Capt. D. C. Lawford, president of the league, after the 11-match season, also gave two of three individual honors to Stadacona sharpshooters.

The Stadacona seniors scored 4324 and averaged 480.44, while the intermediates had an aggregate of 4226 and averaged 469.55, enabling both teams to finish about 1.5 points ahead of their nearest rivals. The juniors finished well ahead in their division with 4217 and 466.33, averaging six points better than RCMP.

In the individual scoring, CPO Frank Rushton, of Stadacona, topped the seniors with a 97.44 average and Ldg. Sea. Robert McCallum was high man among the juniors with 96.33. All five regulars of the Stadacona seniors finished in the top ten individual scorers, while four were in the high ten among the intermediates. The juniors also placed four in the top ten.

Queen Charlotte Ahead in P.E.I. Rifle League

At the halfway mark in the Prince Edward Island Garrison Rifle League matches, the Navy's "A" team from HMCS Queen Charlotte was leading the senior division by a wide margin.

Members of the team include CPOs S. G. Bowles, L. A. Llewellyn, E. V. Pineau and A. Costello; PO E. W. Anderson and Ldg. Sea. J. E. MacKenzie.

Lieut.-Cdr. Larose Wins Squash Title

Lieut.-Cdr. Henri C. Larose, of HMCS Stadacona, won the Maritime squash singles championship, defeating Commissioned Bos'n James Arnott in three straight sets in the final. The two players met earlier as

finalists in the Atlantic Command tourney, with Mr. Arnott the victor on that occasion.

The Birks Trophy was presented to Lieut.-Cdr. Larose by Rear-Admiral Roger E. S. Bidwell, Flag Officer Atlantic Coast, following the final match.

More than 30 players from naval ships and establishments and from the city of Halifax were entered in the five-day tournament held at the Stadacona gymnasium.

Navy Upsets Leaders in Hockey Playoff

After finishing third in the Victoria Commercial Hockey League, the RCN's Pacific Command team came up with an outstanding display to defeat the first-place Seven Ups in three straight games in the playoff semi-finals.

The first game was a nip and tuck thriller and it was not until ten minutes of overtime that Navy scored



Third-place Navy upset first-place Seven Ups in three straight games in the semi-finals of the Victoria Commercial Hockey League playoffs. This photo shows a scramble around the Seven Up goal during one of the games. (E-17789).

Chippawa Pairs Take Two Badminton Titles

Navy players came out on top in the Manitoba Badminton Association's inter-club league. Miss M. Sinclair and Miss A. Freeman, of the Ex-Wrens' Association, took first place in the women's doubles, while Lieut.-Cdr. George Rooke, staff officer of Chippawa, and CPO Joseph Gallo, gunnery instructor, won the men's doubles.

CPO Gallo, incidentally, recently received a bar to his Long Service and Good Conduct Medal. He possesses the longest record of service in Chippawa of anyone now attached to the division.

Chippawa's hockey team finished in second place in the Winnipeg inter-service league. Winnipeg Light Infantry took first place. RCAF and Fort Osborne Barracks were third and fourth.

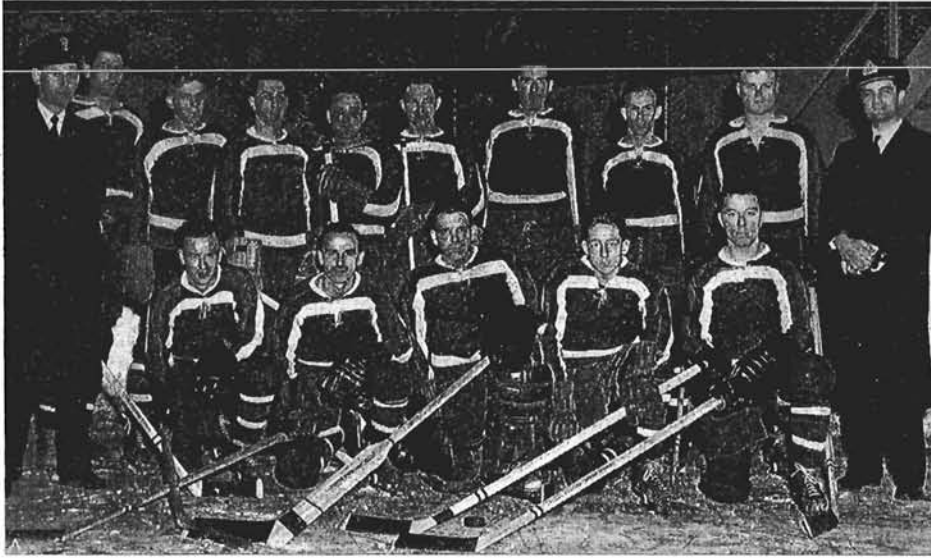
the goal that brought a 6-5 victory.

In the second contest the sailors ran wild in racking up a 13-4 triumph. The third game was closer but the RCN was not to be denied and emerged on the long end of a 6-3 score.

Stadacona Hoop League Nears Playoff Stage

Three playoff berths were decided as the Stadacona inter-part basketball league entered its final week. Leading the league was the JOTLC "E" class with an undefeated record in the six games played. MTE was in second spot with four wins and two losses, while Electrician's Mates held down third place.

There was a three-way battle for the fourth playoff post between Supply, Electrical Staff and P. and R.T.



Pictured above is the Supply team which won the Stadacona inter-part hockey championship. Kneeling, left to right, are: AB Richard Penwarn, PO Garfield Charles, PO Marcel Arbiq, AB Rheel Begonesse and AB Howard Nuttall. Standing: PO James O'Gorman, coach, AB Viateur Gauthier, Ldg. Sea. Earl Whalen, AB Raymond Johnson, Ldg. Sea. Marcel Lavalee, AB Peter Baran, AB Roger Parent, PO Douglas Brown, CPO Ed McSweeney and Commander (S) Raymond Bowditch, supply officer of Stadacona. (HS-18516).

Supply Downs Electrical in Stad Hockey Final

Supply won the Stadacona inter-part hockey championship by defeating Electrical Staff three games to one in a best-of-five final series.

The inter-part hockey trophy was presented to team captain AB Raymond Johnson by Commander A. B. Fraser-Harris, executive officer of Stadacona, following the final game.

Electrical Staff drew first blood in the final by scoring a 7-3 victory but Supply came back to win the next three games. The last one was a thriller for two periods, the score being tied 5-5 after 40 minutes, but a five-goal outburst by Supply put the game in the bag. CPO Ed McSweeney notched five goals in the finale.

Supply advanced to the final after a gruelling series with MTE. The semi-final, scheduled as a best-of-three round, went to four games before the Supply team eliminated the hard-driving engineers. Electrical staff had it much easier, turning aside ND school in two straight. Lineups in the final series were: Supply—goal, Arbiq; defence, Lavallee, Gauthier, Parent, Brown; forwards, McSweeney, Charles, Johnson, Whalen, Penwarn, Nuttall, Baran and Begonesse.

Electrical Staff—goal, Hartnett; defence, Hayes, Heard, Bruce, McCrae, Munro, Kitchin; forwards, Haas, Crowley, Perron, Cox, Woods, Brouillard, Carroll and Mercer.

Supply Team Captures Naden Hockey Title

The Naden Inter-Part Hockey League was completed in February with the Barracks Supply team in first place with nine wins, one tie and three losses. MTE "A" was a close second with nine wins and four losses.

With three quarters of the basketball and volleyball schedules completed, the Medical, Communications and ND entry was still undefeated and leading both leagues. The combines practically clinched the basketball championship by defeating their nearest rival, Supply School "A", by a 27-13 score.

Naden Boxers Prepare for Olympic Trials

Organized last October, HMCS Naden's Boxing Club capped a busy season with vigorous training for this spring's Olympic trials.

Under the leadership of CPO Edward Graves, the club produced a stable of 13 fighters on which to draw for an RCN boxing team. The club made its public bow at a Victoria Boxing Association show last November, entering a team of three. AB David Martin and Ord. Sea. R. Blain won their fights and Ord. Sea. E. Ketcheson lost by a decision.

Another trio entered the all-Island boxing show at Chemainus, B.C., in December. AB D. Bruneau and Ord. Sea. Frank Deegan took the measure of their opponents, but Ord. Sea. D. Mott was on the short end of a decision.

The RCN team's lone representative at the Tacoma, Washington, Golden Gloves in January was Ord. Sea. Deegan. Pitted against a tough opponent in the person of the Canadian lightweight champion, Deegan lost in the second round of his match. A team of five collected three titles at the Vancouver Island Golden Gloves at Victoria in February but the club drew a blank in the B.C. Golden Gloves at Vancouver in March. All five entries, up against extremely stiff competition, were ousted in the eliminations.

Active club members during the 1951-52 season were: CPO Graves, manager and coach; AB John Thurmer, assistant coach; Ord. Sea. J. Takoaha, trainer, and fighters AB Charles Simpson, Ord. Sea. Frank Deegan, Ord. Sea. D. Mott, AB D. Bruneau, AB David Martin, Ord. Sea. R. Blain, Ord. Sea. S. McNair, Ord. Sea. B. Aigneault, Ord. Sea. F. Doucette, Ord. Sea. M. Kelly, Ord. Sea. E. Ketcheson, Ord. Sea. William Campbell and Ord. Sea. Romeo Brun.

Weekly Sports Day Held by Comschool

A sports program in which all hands take part is held each Wednesday afternoon by the Communications School at Cornwallis. Lieut. C. W. Fleming is in charge of arrangements and has encouraged a great deal of enthusiasm.

At the moment, variety is limited but when the new gymnasium is opened shortly it will be possible to add swimming, water polo and other water sports to the schedule.

In the inter-part bowling league, the Comschool continued to hold second place, hard on the heels of the Seamanship entry. A communicator, Ord. Sea. Donald J. Churchill, topped the individual averages with 216.

The school is laying plans for an active softball league this summer. Practices will start as soon as weather permits.

Active Hoop Season Closes at Shearwater

The basketball season just past was one of the most active in the history of HMCS Shearwater, the air station being represented in city senior, intermediate, junior and ladies' leagues and having an inter-part league of its own.

The seniors finished third in the city league and then dropped two straight to Dalhousie University in the semi-finals. The intermediates were in fourth place in the seven-team

league as the schedule drew to a close. The juniors lost out in a sudden-death semi-final game to Halifax Wolverines, while the ladies' team sponsored by Shearwater was in third place in the seven-team league.

Four teams entered the inter-part play-offs, with CAG and Air Department qualifying to meet in a best-of-five final for the league championship.

Football Star Becomes Donnacona Sports Officer

Sub-Lieut. Juan Sheridan, of Montreal Alouette football fame, has taken up the post of sports officer of HMCS Donnacona and has begun a drive for increased athletic activity. All hands are being urged to participate and it is hoped that the Montreal division will make an even greater name in the sports world than it has in the past.

Donnacona Wrens have surprised their instructors with their accurate marksmanship during Saturday afternoon classes on the rifle range. The Wrens also hold a sports night every Tuesday and lately have been playing badminton and basketball.

Shearwater Survives Hockey Semi-Final

The Navy's two entries in the Halifax Metropolitan Hockey League both won playoff positions as the league completed its 12-game schedule. Stadacona tied for second place with RCMP-City Police, while Shearwater finished in fourth position.

Stadacona took on the league-leading Dartmouth Royals in one semi-final series and lost by a margin of two games to one, with the deciding contest going into overtime before the Royals eked out a 6-5 victory. In the other semi-final bracket, Shearwater defeated RCMP-City Police to advance into the best-of-five final.

Malahat's Marksmen in Two Competitions

HMCS Malahat's rifle team, captained by CPO Walter Burch, was turning out on Wednesday evenings during March for Dominion of Canada Rifle Association matches and an inter-divisional shoot with other naval divisions across Canada. CPO Burch set a good example for his team by scoring a team high score of 98 on the indoor range at HMCS Naden.

Swimming sessions for Malahat personnel and guests are being held in the Naden pool, also on Wednesday nights.

Navy Team Retains N.S. Swimming Title

A team of swimmers from ships and establishments of the Atlantic Command retained the men's division championship at the second annual Nova Scotia Swimming Meet held at the Stadacona pool on March 28. The Navy compiled 34 points, one more than Dalhousie University and two more than Acadia University.

In the ladies' division, Acadia U. finished with 48 points, 17 more than runner-up Dalhousie.

A total of 69 swimmers representing seven different organizations in the Maritimes, took part in the meet, which was sponsored by the RCN and sanctioned by the Canadian Amateur Swimming Association, Nova Scotia section.

The Navy team won only one event, the open 60-yard free style, but placed in six of the other eight to compile a winning total. In the ladies' division, the Acadia Axettes placed first in four of the eight events to win handily.

Four ladies' records and three men's were broken and five more were established for the first time. AB Roderick Petty, of the Explosive Disposal Unit, set a new 60-yard free-style mark in copping the navy's only individual championship.

The meet was held through the kind permission of Commodore Hugh F. Pullen, commanding officer of

Stadacona. Rear-Admiral Roger E. S. Bidwell acted as honorary referee, Commodore Pullen as honorary time-keeper.

In charge of the organization of the meet were PO Albert (Trip) Trepanier, president of the CASA, Nova Scotia section; Commissioned Bos'n James Arnott, Mrs. K. Roberts, Jim Gawley, Jr., and CPO J. Wardell.

The RCN swimming team included 14 members from Stadacona, Shearwater, Magnificent, Haida and the Explosive Disposal Unit.

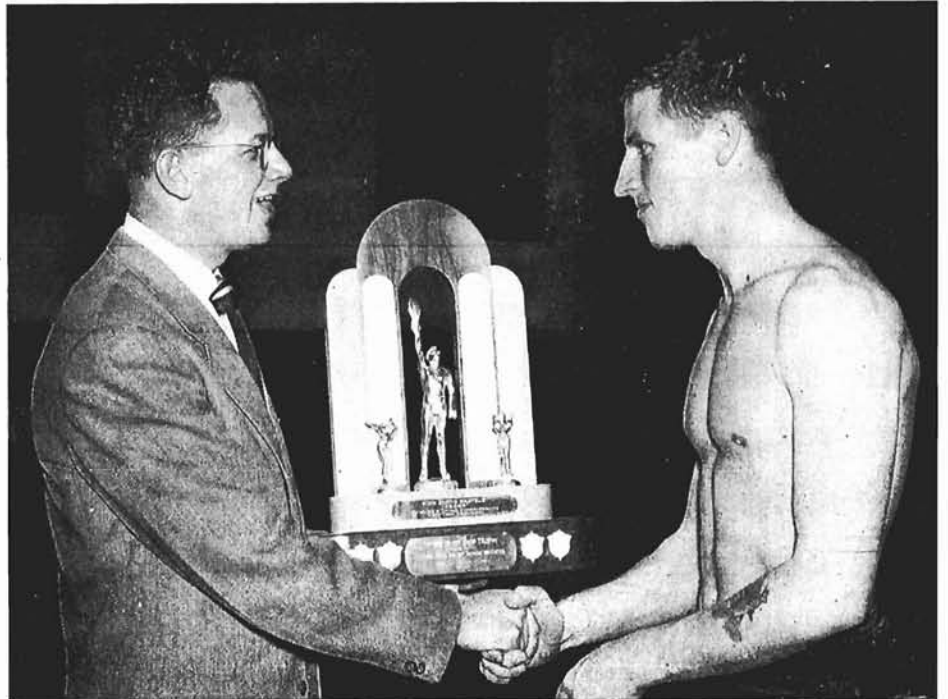
Navy Basketball Entries Eliminated

Acadia University won the Ernest Glass Memorial Trophy in an invitation basketball tournament held at HMCS Stadacona on April 5. Thirteen teams from Halifax and District took part, with the Acadia Axemen coming through undefeated.

The collegians met runner-up HMCS Stadacona in the final game of the meet and scored a 64-50 victory. The sailors went into an early lead but tied in the last half as the Axemen came on to pile up a commanding lead and take the game.

Clarke and MacManus were high scorers for Acadia with 19 and 10 points, while Brown and Kitchin were Stadacona's best offensive duo with 18 and 13 points.

F. R. C. MacDonald, president of the City and District Basketball



Ldg. Sea. Don Champion, captain of the Halifax Navy team which won the men's division title in the Nova Scotia swimming meet at HMCS Stadacona, receives the team trophy from Hugh A. Noble, Director of Physical Fitness for the Nova Scotia government.

Association, presented the Ernest Glass Trophy to Scott Killam, captain of the Acadia team, and the runner-up trophy to AB James Kitchin, captain of the Stadacona quintet.

Stadacona and Shearwater teams earlier had bowed out in the City and District Senior Basketball League play-off semi-finals. Stadacona dropped two straight games to Acadia while Shearwater was defeated by Dalhousie University. Acadia went on to win the championship.

Volleyball Winners Decided at Shearwater

Two successful volleyball leagues were in operation at HMCS Shearwater during the winter season. In the inter-part league, CAG scored three straight victories over SNAM in the best-of-five final series to win the championship. CAG had advanced to the final by defeating Air Stores in the semi-finals, while SNAM had triumphed over Supply-Miscellaneous.

In the officers' league, SAG defeated Supply in the best-of-three final and was due to take on the inter-part champion, CAG, for the station volleyball title. The SAG officers won the semi-final round from Executive-SNAM, while Supply Officers defeated TAG in the other bracket.

Medical, Ordnance Lead West Coast Bowling

Medical and Ordnance were leading respectively the "A" and "B" sections of the Pacific Command Bowling League with only nine games left of a 60-game schedule.

In the "A" Section, Medical had a nine-point lead over Communications and ND. Regulating, Supply School, Damage Control and Nursing Sisters followed in that order.

The battle for first place was closer in the "B" section, with Royal Roads only two points back of Ordnance. Trailing them were Writers, MTE, Cooks and Civil Service.

Naval Swim Team Outscores Acadia U.

The RCN swimming team from the Atlantic Command won both ends of home-and-home swimming meets with Acadia University, of Wolfville, N.S.

The Navy team, which consisted of officers and men from Stadacona, Shearwater, the Crescent and Magnificent, won the first meet, at Wolfville, 62-41, and then took the second at their home pool at Stadacona, 59-41.

For the sailors, AB Rod Petty and AB Robert Garrioch were high point scorers in the dual meets.

Storesmen's Class Cops Swimming Meet

Naval Storesmen's Class 33 was victorious for the second time in a row in a monthly inter-class sports competition held by the Supply School, HMCS Naden.

The second competition took the form of a swimming meet, with teams from each of the classes under instruction in the school taking part.

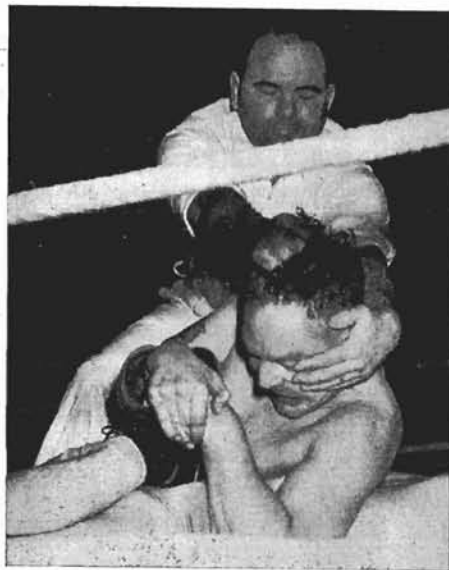
Individual winners were Ordinary Seamen William Eddy and Cliff Near, NS33; Laurent Olivier, SW38, and Jack Emslie and Douglas Macdonald, VS32. The medley relay was won by Pay Writer Class 22, team members being Ordinary Seamen Robert Ferguson, James Kemp, Donald Allen and Edward D'Acey.

Cakes were presented by Commander (S) D. T. R. Dawson, officer-in-charge of the school, to the winning NS33 team and to the second-place Administrative Writer Class 22.

Active Sailing Season Planned by Malahat

Yachting enthusiasts at HMCS Malahat are looking forward to an active season with the West Coast Squadron of the RCN Sailing Association.

The Malahat group will sail snipes, lightnings, sailorettes, whalers and dinghies on Wednesday and Saturday afternoons throughout the season. The sports officer, Sub-Lieut. M. Powell, is instructing beginners in the art of sailing.



Petty Officer Jimmy (Sails) Goodman, who alternates as referee and performer at the wrestling shows held in the Naden gymnasium, finds the former job has its tribulations. In this case he is trying, with little success, to persuade Petty Officer Donald McCulloch to let go of Dave Patterson's foot. (E-17848).

Later in the season, Malahat yachtsmen plan on participating in several cup races between Esquimalt harbor and Cadboro Bay. Malahat Wrens are also displaying an interest in sailing.

Stadacona PT Staff Sets Volleyball Pace

At the half-way mark in the schedule, the P. and R.T. staff was leading the Stadacona inter-part volleyball league with a record of five wins in as many starts. This gave the club-swingers a four-point edge over Electrical "A", Instructor Officers and TAS, who were tied for second place with six points a piece. Nine teams are competing in the league.

Clothing Store Leads Stad Bowling Loop

Clothing Store was setting the pace in the 24-team inter-part bowling league at HMCS Stadacona at the end of March. Electrical "B" was in second place, three points back, and Medical Staff and TAS teams were tied for third. The top 12 teams were scheduled to commence the playoffs in April.

Stadacona's 18-team mixed bowling league commenced playoffs in mid-March.

Star Pucksters Ousted in Playoff Semi-Final

HMCS Star was ousted from the Hamilton East End Industrial Hockey League playoffs, losing to a strong Stanley Works team in a semi-final series. That did not mean the end of the season for the Hamilton sailors, however. Desiring to show off new sweaters and stockings provided by the ship's fund, the Star team arranged additional exhibition games with other naval divisions and with the Hagersville Army squad.

Two Tie for Honors in Shearwater Hockey

SNAM and Air Groups finished in a deadlock for first place in the Shearwater inter-part hockey league with 18 points, while Civilians and CAG tied for third with 14.

The final standings were decided on a goals-for and -against basis to determine playoff opponents. First-place SNAM was drawn against Civilians, while Air Groups played CAG.

Other teams in the league were Supply-Miscellaneous, Air Department and Albro Lake.

DISCOVERY WRENS GO TO SEA

by Wren G. A.

Back in the days of long voyages and the dangers of piracy on the high seas, a belief arose among sailors that to have a woman on board ship was courting ill fortune. However, as we all know, during the Second World War women of the Royal Navy were given the command and entire control of harbor craft. Judging by a recent occurrence at HMCS Discovery, the old superstition has lost its meaning entirely.

The occasion was a special sea voyage arranged for the newly-formed Wren division at the Vancouver training establishment. As the division's training tender, PTC 724, was refitting at the time, Mr. Clarke Gibson, Commodore of the Royal Vancouver Yacht Club, made his twin-engine Diesel yacht, Norsal, available for the cruise.

The 30 Wrens and their divisional officers, Lieutenants (W) Carol Sellers and Lillian Tait, were taken on a six-hour tour of coastal waters in the vicinity of Vancouver. Accompanying them were Lieut.-Cdr. William Davidson, Lieut. (SB) Harold Irish and



Petty Officer William Stewart shows a group of Wrens the proper way to secure a hawser (top). The lecture took place during the five-hour sea cruise made by members of HMCS Discovery's Wren division aboard the yacht Norsal.

A change of course calls for concentration on the part of Wren Colleen Bliss during her trick at the Norsal's wheel. Lieut.-Cdr. William Davidson, executive officer of the Vancouver division, keeps an eye on the lubber's line.



out of order after touring with 32 "Jonahs" for a day.

Swansea Travels Far, Sees Many Places

When HMCS Swansea went into refit early this year, the frigate wound up one of the busiest years of a busy career.

In the 11 months that had elapsed since completing her previous refit, the Swansea had logged 34,487 miles on nearly 20 different cruises of varying distance and duration.

During those 11 months, the Halifax-based frigate visited 27 different places, some of them several times. In detail, they were: Portsmouth, Gerrans Bay, Falmouth Bay and Tor Bay, England; Swansea, Wales; Invergordon, Rosyth, Lamlash and Ardrossan, Scotland; Belfast and Lisahally, Northern Ireland; Boston, Mass., Portland, Me., New London, Conn., and Washington, D.C.; St. John's, Nfld., and Saint John, N.B.; Bermuda (four times); Digby and St. Margaret's Bay, in Nova Scotia; Nassau, Bahamas, and Grand Manan, N.B.

The visit to Washington was the first ever made by a ship of the RCN to the United States capital.

The Swansea was employed on training duties throughout the year and to this end embarked UNTD cadets, seamen qualifying in specialized rates and classes from the junior officers' technical and leadership course.

Petty Officers William Stewart and A. W. Bragg.

They inspected the ship from stem to stern and from wheelhouse to engineroom, with POs Stewart and Bragg acting as guides and instructors. Actually seeing the co-ordination between wheelhouse and engineroom did much to give a greater understanding to the lectures the Wrens had been receiving during the regular Tuesday night sessions at Discovery.

A trick at the wheel for all Wrens was the order of the day and many an earnest eye was focussed on the lubber's line. The skipper of the Norsal, Captain G. Damgaour, explained the elements of pilotage and showed the Wrens how charts were used.

On deck an informal class in bends and hitches and a discussion of the Rule of the Road concluded as the Lions Gate bridge re-appeared and the captain took over the helm.

The Wrens were mustered and fallen in fore and aft as the Norsal steamed past Stanley Park and berthed safely at Discovery—with nothing amiss or

PO's Painting Hung In Cabot Wardroom

A painting by Petty Officer A. S. Peet, formerly a member of the staff of HMCS Cabot, has been hung in the wardroom of the St. John's naval division. The painting depicts the crippled frigate HMS Amethyst aground on a mud bank in the Yangtze river, with her guns out of action and at the mercy of Chinese communists.

PO Peet, an ex-Royal Navy man, served on the permanent staff of Cabot until January of this year, when he left to join HMCS Quebec on her commissioning.

"COMMISSIONING CEREMONY" HELD FOR FORMER CPO

When CPO Stanley L. Foreman received promotion to acting commissioned engineer officer, while serving aboard HMCS Sioux in the Far East, his fellow members of the engineroom staff made sure the event did not pass without due ceremony. A sword, complete with scabbard, was made with tender care by PO Harold L. Davies, and, at a formal "dubbing", the former chief ERA was declared an acting commissioned engineer officer by Lieut. (E) William Attwell.



The photo shows Mr. Foreman, wearing an air of dignity befitting the occasion, in the centre of a group of those who attended the affair. Lieut. Attwell is seated at his left and CPO Jack Nevison at his right. Standing, left to right, are PO Harold Davies, PO Joseph Ward and PO David Featherby. In front are CPO William Allan and PO Ronald Webster. (SO-188).

LETTER TO THE EDITOR

1330 Ouellette Ave.,
Windsor, Ontario.

Sir:

I hope you will not take exception to criticism of one item in the historical sketch in the March issue of *The Crownsnest* entitled "Some Dates in Canadian Naval History" by one who had a very intimate knowledge of the Navy in its earliest stages.

The last sentence of the paragraph under the heading "1911 to 1914" is misleading.

Page thirty-two

Had that sentence read, "As a result, no ships were built. HMCS Niobe in 1911 and Rainbow in 1913 became inactive," it would have been historically correct without overburdening what is intended, of course, as a mere outline of events, with unimportant and meticulous detail.

Probably the writer of the sketch was unaware that HMCS Rainbow was fully active through 1911 and 1912, proceeding on frequent cruises and carrying out all the prescribed drills and gunnery exercises, though with progressively dwindling manpower which it was not permitted to replenish.

The Rainbow's last sea-going operation prior to July 1914 was to take a party of Militia officers to Berkley Sound on a reconnaissance mission in the spring of 1913.

I think it would only have been what is due to the officers and ship's company who did everything in their power to maintain active life in the Navy, under conditions of great discouragement and difficulty, to differentiate, however briefly, between the enforced inactivity of the Rainbow for one year and that of the Niobe from the time of her grounding, in the summer of 1911, to 1915.

*Yours truly,
Walter Hose,
Rear Admiral,
RCN, Ret'd.*

Weddings

Able Seaman James Caldwell, HMCS Queen Charlotte, to Miss Lorraine Landry, of Georgetown, P.E.I.

Lieut. (S) Robert A. Darlington, HMCS Beacon Hill, to Miss Wendy Howard, of Victoria.

Ordinary Seaman George E. Johnson, HMCS Portage, to Miss Teresa Maisonneuve, of Ottawa.

Lieut. S. I. Ker, HMCS Antigonish, to Miss Diana MacPherson, of Victoria.

Commissioned Bos'n A. E. Leonard, HMCS Antigonish, to Miss Barbara P. Shaw, of Victoria.

Sub-Lieut. Alexander Rowney, HMCS Unicorn, to Miss Barbara Joan McLaren, of Saskatoon.

Lieut. W. F. Stephenson, HMCS Stadacona, to Miss Marjorie Frances Davies, of Toronto.

Able Seaman Peter J. Wilkins, HMCS Stadacona, to Miss Jean E. Crouse, of Upper LeHave, Lunenburg County, N.S.

Births

To Petty Officer Robert Barnes, HMCS Portage, and Mrs. Barnes, twin daughters.

To Petty Officer T. A. Bradfield, HMCS Discovery, and Mrs. Bradfield, a son.

NIOBE

(Continued from Page 7)

authorities of the Royal Navy have met. Then for 15 minutes the two Canadians underwent a close examination by the six admirals present and answered a barrage of questions. The board did not reach any decision but from the interest shown it was apparent that the Canadian designs will be fully considered for any changes made in the Royal Navy dress in the future.

MAN OF THE MONTH

(Continued from Page 14)

The "chief" is one of those men in whom others naturally entrust responsibility, knowing he will get the job done and done well. He has been, for example, president of the chief and petty officers' mess at Montcalm since 1947, and on several occasions he has been district delegate for the Canadian Legion and the Civil Service Federation, with both of which organizations he has been closely associated.

HALIFAX JILL TARS ELECT 1952 OFFICERS

Mrs. Edward Jackson was elected president of the Halifax Jill Tars at the annual meeting. Other officers are as follows: Vice-president, Mrs. William Norman; secretary, Mrs. Robert Herdman; treasurer, Mrs. George Pilkington; program convener, Mrs. David Webb; press, Mrs. Frank Walford; telephone convener, Mrs. Alex Colley; hospital convener, Mrs. Robert Hutchings, and social convener, Mrs. Harry Swanson.

To Petty Officer Ray Eastman, Gloucester Radio Station, and Mrs. Eastman, a daughter.

To Petty Officer Arthur Inglis, HMCS Iroquois, and Mrs. Inglis, a daughter.

To Leading Seaman Robert McCallum, HMCS Stadacona, and Mrs. McCallum, a son.

To Commander C. P. Nixon, Naval Headquarters, and Mrs. Nixon, a son.

To Petty Officer Edward Parise, HMCS Portage, and Mrs. Parise, a son.

To Lieut.-Cdr. Raymonds Phillips, HMCS Antigonish, and Mrs. Phillips, a daughter.

To Lieut.-Cdr. H. E. Taylor, HMCS Iroquois, and Mrs. Taylor, a daughter.

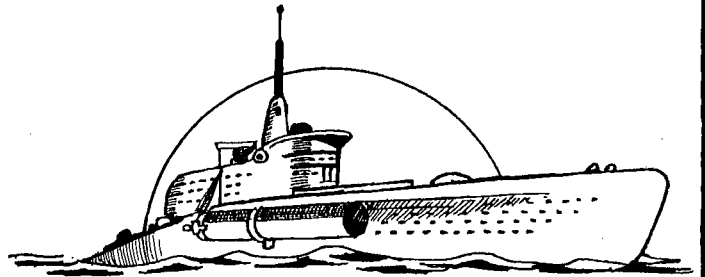
To Lieut. D. F. Tutte, HMCS Iroquois, and Mrs. Tutte, a daughter.

To Chief Petty Officer Alvin Underhill, HMCS Stadacona, and Mrs. Underhill, a daughter.

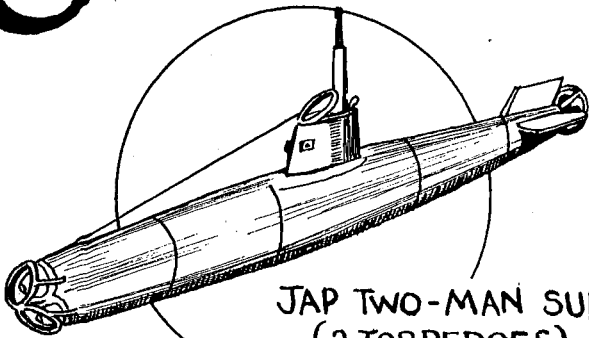
To Leading Seaman R. V. Valliere, HMCS Antigonish, and Mrs. Valliere, a son.

NAVAL LORE CORNER

NO. 3 MIDGET SUBS AND HUMAN TORPEDOES of WORLD WAR II



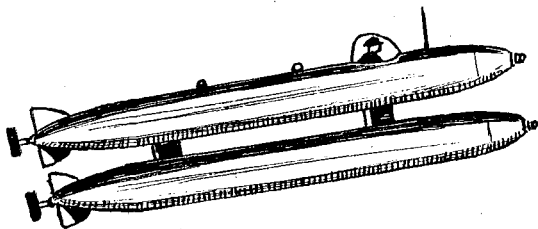
ITALIAN 2-3 MAN SUB
(2 TORPEDOES)



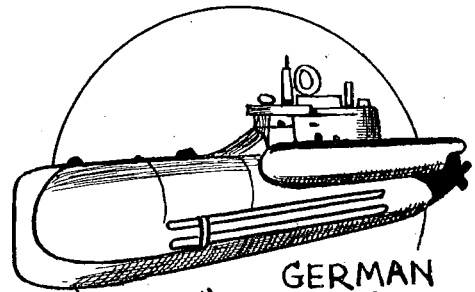
JAP TWO-MAN SUB
(2 TORPEDOES)



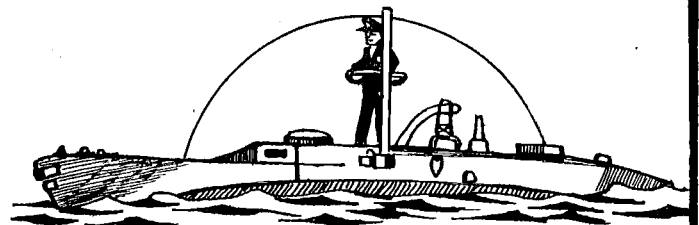
ITALIAN 2-MAN
TORPEDO



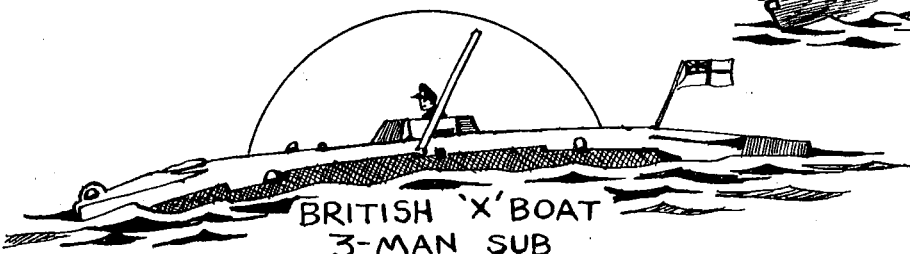
GERMAN 1-MAN "TORPEDO
SUB" (TWO TORPEDOES)...ONE
TORPEDO IS LAUNCHED FROM
THE OTHER... THE OPERATOR
SWIMS AWAY.



GERMAN
"SEEHUND"
(2 TORPEDOES)



BRITISH 3-MAN SUB



BRITISH 'X' BOAT
3-MAN SUB



The CROWSNEST



Vol. 4 No. 8

June, 1952



The CROWSNEST

Vol. 4 No. 8

THE ROYAL CANADIAN NAVY'S MAGAZINE

JUNE, 1952

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Though he may not look it, the man on the opposite page is a sailor. He is Able Seaman Harold Keays, of Ottawa and Belleville, Ont., and he is wearing the approved wardrobe for men engaged in spray painting. Target for AB Keays' spray gun is the side of his ship, HMCS Quebec. How well he and his fellow painters did their job will be thoroughly tested during the coming months as the Quebec pursues a training program that will eat up a good many salt water miles. (QB-178).

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Cover Photo — Celestial navigation is but one of the many subjects in which some 900 cadets of the UNTD and the Canadian Services Colleges will receive practical training this summer. On board the ships of the East and West Coast Training Groups, they will go through a full and well-planned schedule of instruction as they fit themselves for future roles as officers of the RCN and RCN (Reserve). On this month's cover, "shooting the sun," is Midshipman Richard Hitesman, RCN, of Winnipeg, a Royal Roads graduate. (O-2236-22).

R.C.N. News Review

Quebec to Participate in Sorel Ceremony

Ceremonies involving the christening of two ships being built for the Royal Canadian Navy and the delivery to the R.C.N. and United States Navy and Army of guns produced for the first time in Canada, will be held Saturday, June 14, at Sorel, Quebec.

Canadian cabinet ministers and senior officers of the armed services of Canada and the United States will attend the ceremonies.

Adding color to the occasion will be the presence of two warships—HMCS Quebec (cruiser) and USS Samuel B. Roberts (destroyer). The Quebec will spend two days at Sorel in the course of her first visit to the province after which she was named.

Prime Minister Louis St. Laurent, Defence Production Minister C. D. Howe and Defence Minister Brooke Claxton will head the Canadian government representation at the Sorel ceremony.

Mrs. St. Laurent, wife of the Prime Minister, will christen HMCS Labrador, the new Arctic patrol vessel, which is to be operated in northern waters by the Royal Canadian Navy.

Mrs. Claxton, wife of the Minister of National Defence, will christen HMCS Chignecto, a coastal minesweeper.

The guns, first of two types to be ordered and produced in Canada, will be turned over to Mr. Howe's Department of Defence Production, which is responsible for the placing of all Canadian defence contracts. A ceremony will then be made of turning over the guns to the United States Navy, the United States Army and the RCN.

On leaving Sorel, the Quebec will go to Quebec City for four days, June 15-20, and to Montreal for a similar period. From Montreal the cruiser will proceed to Cornerbrook, Nfld., for a two-day visit before returning to Halifax.

Iroquois to Relieve Cayuga this Month

HMCS Iroquois is scheduled to arrive in the Far East early in June for her first tour of duty in the Korean war zone. The Iroquois will relieve

HMCS Cayuga, with the latter returning to Canada with two full operational tours to her credit.

The Cayuga's second tour lasted more than ten months. During this period she has operated almost entirely in waters off the west coast of Korea, her duties varying between carrier screening in the Yellow Sea and inshore patrol, bombardment and blockade.

In mid-May, the Cayuga was engaged, with other U.N. forces, in bombarding enemy positions on the west coast. A Tokyo communique reported the Cayuga was part of a force which poured more than 500 rounds into gun positions, bunkers and troop concentrations on the Ongjin peninsula, then followed up with a bombardment of targets in the Haeju approaches and the Chodo area.

The Nootka and Sioux were similarly occupied, dividing their time between carrier screening and inshore patrol and bombardment assignments chiefly concerned with protecting U.N.-held islands off the enemy coast.



A Korean suffering from acute appendicitis was transported from his island home to HMCS Nootka in the ship's motorboat, then transferred later to HMS Ceylon for treatment in the British cruiser's operating room. Here the patient is lowered into the Nootka's motor cutter to be taken to the Ceylon. (NK-1025).

Crusader Sets Sail for Korean Theatre

The number of RCN destroyers with Korean service to their credit will be increased to seven with the arrival in the war theatre this month of HMCS Crusader. The Crusader sailed from Esquimalt May 25 for the Far East, where she is scheduled to relieve HMCS Athabaskan.

Other Canadian destroyers which have served or are serving in the war zone are the Athabaskan, Cayuga, Sioux, Nootka, Huron and Iroquois. The Sioux has completed two tours, the Cayuga and Athabaskan will soon do so, and the Nootka is in the midst of her second session of U.N. service. The Iroquois will begin hers shortly and the Crusader will follow in about a month.

Magnificent to Exercise in U.K. Waters and Med.

HMCS Magnificent is scheduled to sail June 2 for United Kingdom waters and a program of training and exercises which will occupy her until October. The carrier will be accompanied to the U.K. by HMCS Haida but the latter is due to return almost immediately to Canada.

The Magnificent will take part in a NATO exercise, "Castanets," until the latter part of June, then will proceed to the Mediterranean to spend a month-and-a-half with units of the Mediterranean fleet.

Following this, she will return to the United Kingdom for further exercises before returning to Canada in October.

Navy's Personnel Chief Visits Far East Ships

Commodore J. C. Hibbard, Chief of Naval Personnel, flew to the Far East in May to visit the Canadian destroyers serving in the Korean war theatre. After calling on senior U.N. authorities in Tokyo, Commodore Hibbard proceeded to sea in the Canadian ships as they carried out their operational duties off the coast of Korea. Accompanying Commodore Hibbard was his executive assistant, Commander (S) S. A. Clemens.

Battle of the Atlantic Sunday is Observed

Battle of the Atlantic Sunday was observed May 18 in ships and establishments of the Royal Canadian Navy and in many churches across Canada.

This year's observances had a special significance in that it was exactly ten years ago that Nazi Germany pressed U-boat warfare far up the St. Lawrence River and Canadian sailors fought and died within sight of the shores of their homeland.

U-boats struck in the St. Lawrence at a time when escort vessels could be spared only at great sacrifice from the North Atlantic convoy lanes.

During the summer that followed, 24 merchant ships were sunk, the armed yacht Raccoon was lost with all hands and the corvette Charlottetown went down with the loss of nine lives. A grievous blow as winter drew near was the torpedoing of the Sydney-Port aux Basques ferry, the S.S. Caribou, at a cost of 136 lives, including that of the only woman member of the Canadian naval services to die from enemy action.

The St. Lawrence campaign brought the war home to Canada as never before. Its victims shared in the honour paid on Battle of the Atlantic Sunday to the 1,797 naval personnel killed and 319 wounded during the war.

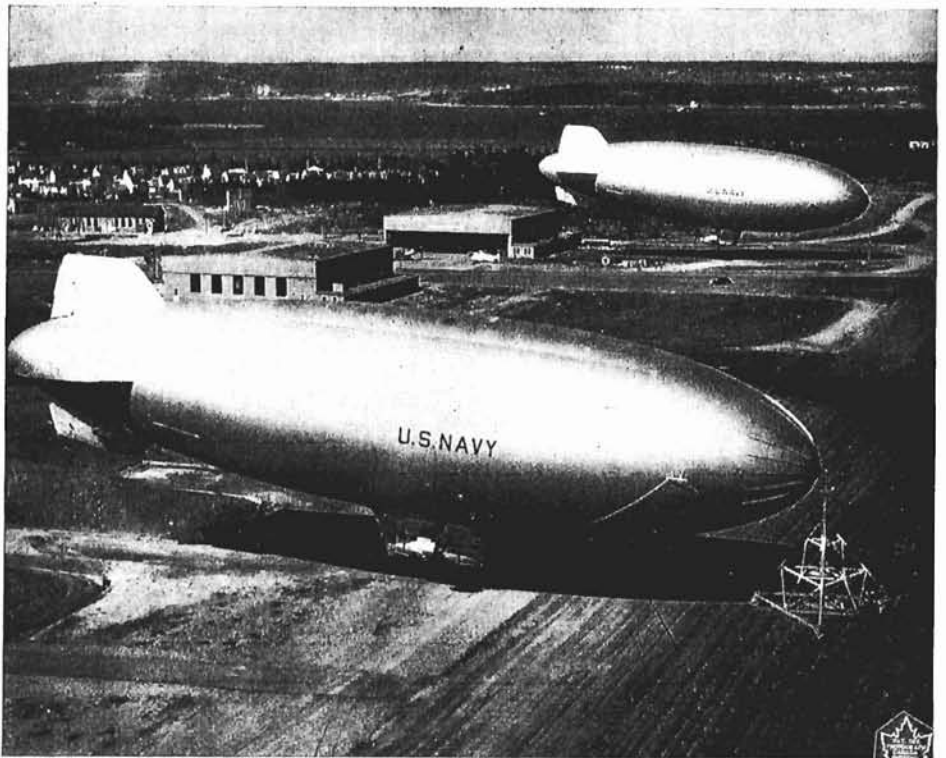
Navy Acquires 42 Additional Avengers

Delivery began in May of 42 Avenger aircraft purchased from the United States government to sustain anti-submarine squadrons of the RCN. The acquisition of these additional Avengers underlined the fact that the Avenger as modified by the RCN for anti-submarine duties had definitely proved its ability to perform this specialized role successfully.

The first of the 42 aircraft was flown to HMCS Shearwater, the RCN Air Station, in mid-May and the rest were scheduled to follow at regular intervals.

The Avenger has been in service in the RCN for two years, being flown by 881 Squadron of the 30th Carrier Air Group and 880 Squadron of the 31st Support Air Group.

Preceding the Avengers was a 12-place Sikorsky helicopter, which arrived at Shearwater April 26. This was the first helicopter of its size to be acquired by the RCN.



Two U.S. Navy blimps rest at their moorings at HMCS Shearwater following their arrival at the RCN Air Station May 6 for a week's stay. Object of the visit was to test the feasibility of working airships from Shearwater. One of the blimps made a practice landing on the flight deck of HMCS Magnificent. (DNS-7006).

Training Groups Begin Summer Cadet Cruises

The summer training program for UNTD and Canadian Services College cadets began in May, with the East Coast Training Group — Crescent, Swansea and La Hullose — sailing from Halifax on a one-month cruise to Europe and the West Coast Group — Sioux, Beacon Hill and Antigonish — proceeding on a three-and-a-half-week cruise to Alaska.

Ports of call for the East Coast ships are Gibraltar and Toulon and Ville Franche, in the south of France. The West Coast group was scheduled to visit Prince Rupert, B.C., and Juneau, Alaska, filling out the cruise with training periods at Bedwell Harbor.

On their second cruise the Crescent and her cohorts will go to Dartmouth, England, and Dieppe, France. On the third, stops will be made at Chatham, England, and Antwerp, Belgium, with the La Hullose making an independent call at Whitby.

The second and third West Coast cruises will be to California, with Long Beach the stopping place on the former and San Diego the port of call on the latter.

Shearwater Plays Host to RCAF Jets, USN Blimps

HMCS Shearwater, the RCN Air Station at Dartmouth, N.S., played host to an unusual variety of aircraft in early May. Besides attending to its own naval air squadrons, Shearwater also provided facilities and services for an RCAF jet fighter squadron and a pair of U.S. Navy blimps.

The Air Force jets used Shearwater as a base during the course of a tour of the Maritimes, while the blimps were there chiefly to test the feasibility of working airships from the station.

Special Reserve Courses to be Held at Star

The annual reserve training program at the East and West Coasts will be supplemented this summer by a series of two-week courses at HMCS Star, the Hamilton naval division, for new entries of the RCN(R).

Men who have been in the reserve less than six months and have not completed their new entry courses will go to Star for training, with the first group scheduled to arrive June 2. Courses will consist of classroom and parade ground instruction and experience afloat in three motor launches which will be attached to the Hamilton division for the summer.

Shake Down, Work Up

Combine The Two, Add Some Sweat
A Well-Trained Ship Is
What You'll Get

ON BOARD HMCS QUEBEC — It was with mingled feelings that the ship's company of HMCS Quebec said good-bye to Esquimalt on March 11. For those returning to wives and families in Halifax it was the Big Day; but for some who were leaving their homes on the West Coast there was the sadness of parting with loved ones.

However, excitement ran high throughout the ship as this was her first cruise and everyone was keen to shake down to a proper sea-going routine.

The trip to Magdalena Bay, Mexico, commenced with cold blustering weather. For some, who as yet were unaccustomed to the roll and pitch of a ship, it involved an horizon limited to the bottom of a bucket. But after the first day or so the sea and weather calmed, resulting in a more orderly life for all.

Once the ship's company had settled in, the commanding officer, Captain P. D. Budge, began to drive home the fine arts of seamanship.

Each day at evening quarters the ship fairly quivered with activity.

There were some pretty unorthodox evolutions in the Captain's little bag of tricks that shook more than one staid old sailor. Such things as the Chief Stoker, CPO Fred Norwood, firing an emergency rocket (he is now known as "Rocket" Norwood); the Communicators rigging the capstan for weighing anchor by hand (Oh! the swifter they passed!); supply personnel shoring bulkheads and fighting fires; engine room personnel changing Jack and Ensign staffs, and many other interesting innovations. For a time it appeared as though the seamen might even be pushed below to steam the vessel.

All this, however, was only a preliminary to the program planned for Magdalena Bay, where the ship came to anchor on Sunday, March 16.

The next week was one of intensive work-ups, with the cleaning of the ship fitted in during breathing spaces. Tow forward, tow aft, spring ship, away kedg anchor, lay dan buoy,

rig emergency power, shore bulkheads, fire a 4-inch gun and pull round the buoy were just a few of the many interesting evolutions carried out. Few sailors in the Quebec required rocking to sleep at night.

For the lad who had his eyes wide open there was a wealth of experience to be gained. It was a good re-scrub, too, for those who were in charge of the various evolutions, especially as many had never carried them out in a cruiser.

Weapon training was conducted daily, with many converts being made on both the gunnery and TAS sides.

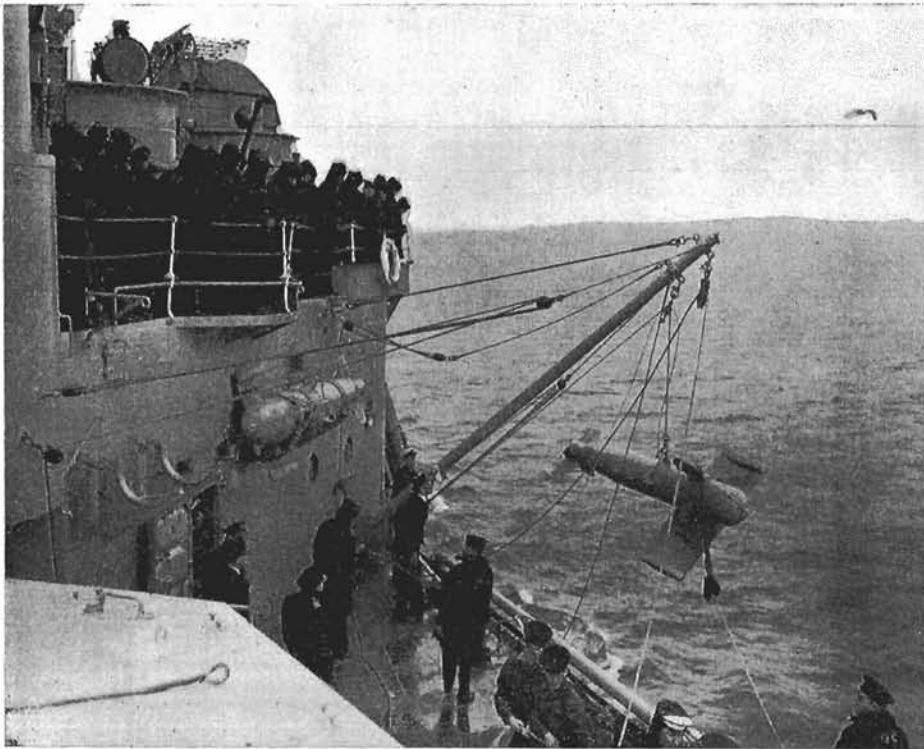
The training organization was geared to a fine pitch. Ordinary seamen, men training to pass for higher substantive ratings and sea cadets had a good session of sailing whalers and dinghies. It was truly amazing how well they progressed; young lads who had never sailed a boat before in their lives were handling them like veterans by the week's end.

Recreation parties were landed daily and it is fitting that a description of Magdalena Bay should be given here.

The bay itself is large, being some 100 square miles in area, with a good depth of water (15 fathoms average). The village of Magdalena consists of a group of about 20 frame houses sheltering 70-odd inhabitants. The people make their living by fishing and are devout, honest folk of pleasant temperament. There is one small general store tended by an elderly gentleman who possesses a most dignified and aristocratic appearance. The Governor of the settlement, Mr. Augustine, and the Captain of the Port, Mr. Gomez, were most friendly and co-operative.

The settlement has a small wireless station, which happened to break down during the Quebec's stay. The ship's electrical staff effected repairs and thereby made a good friend.

During the stay, Father R. R. White, the ship's Roman Catholic padre, celebrated mass with the villagers and ministered to their spiritual needs. Surgeon Lieut.-Cdr. Harvey Little administered what medical care was required and Captain Ben Lavoie, RCDC, performed many dental operations.



Rigging and streaming of paravanes was one of the many evolutions carried out in the Quebec as the cruiser steamed from West Coast to East. (QB-12).



A little Mexican boy, Rosario Martinez, gets a softball lesson from men of the Quebec on the beach at Magdalena Bay. (QB-0131).

Twenty miles to the southeast of the village is a Mexican naval base, Puerto Cortes. The Quebec had the pleasure of having Capitan de Fragata Carlos Palma de la Rosa, Chief of Staff to the Commandante of Puerto Cortes, on board during the stay. Capitan de la Rosa proved to be a most interesting and charming guest and before his departure, Captain Budge was observed to be telling some fairly good yarns in the Spanish tongue. Another visitor was Mr. Arthur Blanchette, Third Secretary of the Canadian Embassy in Mexico City, who lent a great deal of assistance during a three-day stay on board.

Every morning whaler crews had been training — many secretly in the chilly pre-dawn hours. There were the "Young Officers", the "Not so Young Officers", Sea Cadets, Electricians, Communicators, four crews of New Entries, Stokers, Stewards, Gunner's Party, Sick Bay and the Chief Petty Officers. What a representation!

In the first heat, the Electricians, with CPO William C. Cooper in command, were awarded first place, with the "Young Officers" a thrilling second. New Entry crews placed 3rd and 4th. There seemed to be just a trace of boats fouling each other in this heat. Coxwains with asdic eyes may be the answer.

The second race saw the Sea Cadet crew romp home a strong winner.

Next were Stewards, Stokers and New Entries.

The Communicators, under Ldg. Sea. Louis D. Coyle, won the third race hands down. Stroked by the Chief Yeoman, CPO C. E. Light, they pulled magnificently all the way and there was never any doubt as to the outcome of the race.

CPO Guy J. Beaulieu has never been known as a "hard man" in the ship but in the fourth race he was definitely seen flogging his crew with a rope's end. At any rate, it did the trick as the Chief Petty Officers nosed out the "Not so Young Officers". The Seamen's crew, calling themselves the "Snake Pit Boys", came third and the Sick Bay fourth.

There was a beautiful spanking breeze for the dinghy races, which were run in three heats. Winners of the three heats were: Lieut. (S) William McCulloch and Lieut. (L) Bruce Wilson; PO T. D. Skavm and PO A. Aylward; Lieut.- Cdr. E. Petley-Jones and Lieut. Lenn Speight. Unfortunately, the following day the weather was much too heavy to run off the finals.

As the ship weighed anchor and proceeded for the bright lights of Long Beach, the next port of call, all hands agreed that Magdalena Bay had been full value and that much had been accomplished there in moulding the ship's company into a unit.

FROGMEN PERFORM AT TORONTO SHOW

Sharky, the trained seal, spent an anxious few days at the Canadian National Sportsmen's Show held at Toronto, March 14-22. Cruising about in his pool were some strange new aquatic types who didn't quite fit into his picture of creation.

Sharky's dilemma arose out of the participation in the Sportsmen's show by a naval underwater swimming team, under the sponsorship of HMCS York. Lieut.-Cdr. Don Loney, Lieut. (E) Earl Thompson and Lieut. (A/E) Tommy Rutherford twice daily dressed themselves in full underwater swim suits, swam the length of the pool, cut a wire barrier, "murdered" a sentry and, with assorted thunder flashes, "blew up" the west wing of the Canadian National Exhibition's Coliseum Building.

Assisting in the operation were CPO W. R. Franklin, CPO Len Rutherford, PO Joseph D'Amico, PO Alexander Watson, Ldg. Sea. George Caunce and AB Harry Hoyle.

An interesting innovation added more than usual realism to the last show when Ldg. Sea. Caunce, who played the part of the sentry, was hurled unceremoniously into the pool instead of being gracefully murdered at its side. The show is believed to have drawn a crowd in excess of 200,000 and the gaily decorated booth, with fan-powered flags waving, answered many questions and satisfied a large number of requests for pamphlets regarding the Navy.

The display was organized and directed by Lieut.-Cdr. (SB) A. C. Theobalds, of York.

Navy's Fourth Gate Vessel Launched

HMCS Porte Dauphin, the fourth gate vessel to be launched under the Navy's current new construction program, went down the ways at Pictou, N.S., April 25.

The ship was sponsored by Mrs. J. F. MacDonald, of Pictou, whose three sons served in the Navy during the Second World War.

Before breaking the traditional bottle of champagne over the vessel's bow, Mrs. MacDonald said, "May you serve your country with honor, may Pictou craftsmen be proud of you and may God bless all who sail in you."

The Porte Dauphin is being built by Pictou Foundry and Machine Company Limited.

AN HISTORIC OCCASION

by R. E. S. B.

TO: CANFLAGLANT FROM: SACLANT
FOR COMMANDER CANADIAN ATLANTIC SUB AREA (DESIGNATED) X
WILL ASSUME COMMAND 1600Z 10 APRIL: AT MY HEADQUARTERS
NORFOLK VIRGINIA X I EXTEND HEREWITH A CORDIAL INVITATION
FOR YOU TO ATTEND THE CEREMONIES AND WOULD BE PLEASED TO
HAVE YOU SHOULD YOUR DUTIES PERMIT X MCCORMICK.

TO: SACLANT FROM: CANFLAGLANT
I AM HONOURED TO ACCEPT INVITATION TO ATTEND CEREMONIES
YOUR ASSUMPTION OF COMMAND AT 1600Z 10 APRIL X.

Thus it was on the 10th April, 1952, that I had the honour of attending the inauguration ceremony for Admiral L. D. McCormick, USN, as the Supreme Commander Atlantic in the North Atlantic Treaty Organization.

The day for the ceremony was beautiful, warm but not hot, with clear blue skies, typical, I believe, for that time of year. Our party arrived at Norfolk Airport at 1015. We were met by Vice-Admiral Stump, USN, and Rear-Admiral Davies, USN, as well as many worried Flag Lieutenants whose great concern was to get the arriving parties off in the awaiting cars. We drove off at once to the headquarters of Admiral McCormick, escorted by motorcycle police.

The ceremony took place in a large square in front of Admiral McCor-

mick's headquarters. In the centre of the square was a large dais where Saclant and the various subordinate Commanders designate were to sit for the ceremony. Facing the dais were many seats for the guests and around the dais in a semi-circle were 14 masts for the flags of the NATO nations. Guard and band were paraded for the occasion as well as 45 colour bearers.

A very distinguished gathering had assembled, and at least 30 admirals could be seen, together with wives, daughters and friends in gay attire. Senior Army and Marine Corps officers were also present, and a fair number of foreign officers in full uniform. Rear-Admiral H. G. DeWolf, Vice Chief of the Naval Staff, and Commodore H. N. Lay, Naval Member Canadian Joint Staff, Washington, represented the RCN.

The proceedings commenced with the arrival of the Norwegian Ambassador to the United States. The Norwegian National Anthem was played and a 19-gun salute was fired in his honour. The members of Saclant and his subordinate Commanders then took their places on the dais. Present on the platform were the following:

Admiral L. D. McCormick;
Admiral Sir George Creasey, C-in-C, Eastern Atlantic;

Air Marshal Sir Alick Stevens,
Air C-in-C, Eastern Atlantic;

Vice-Admiral Sir William
Andrews, Deputy Saclant;

Admiral Sir Cyril E. Douglas-
Pennant, British Joint Services Mis-
sion, Washington;

Vice-Admiral Oscar C. Badger,
USN, Commander United States
Atlantic Sub Area;

Rear-Admiral R. E. S. Bidwell,
Commander, Canadian Atlantic Sub
Area;

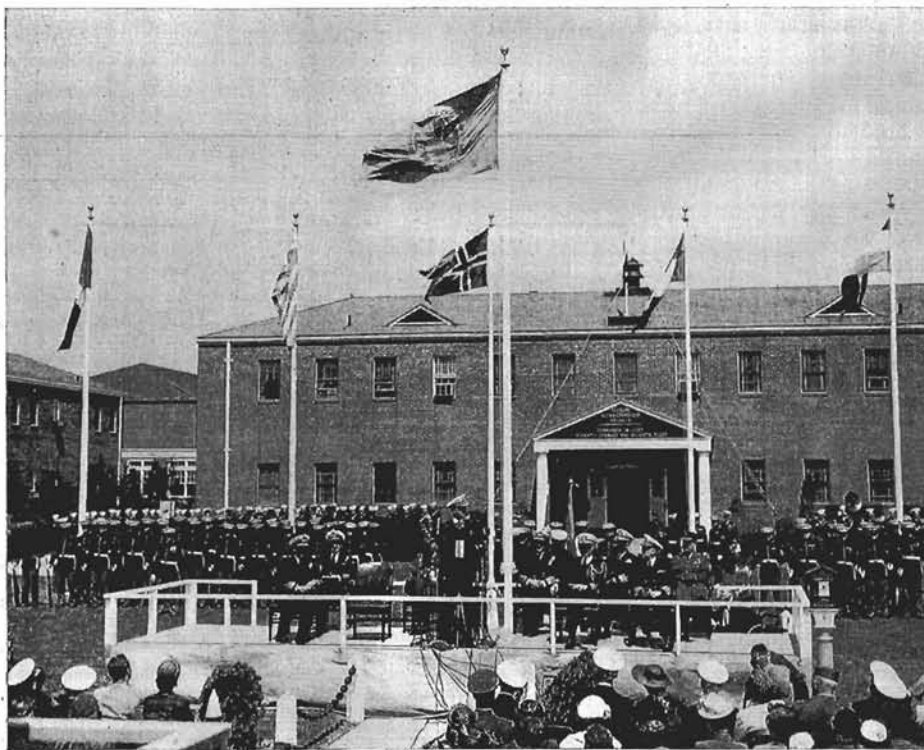
Air Commodore A. D. Ross, Air
Commander Canadian Atlantic Sub
Area.

The Chaplain of the US Atlantic Fleet said a few prayers for the guidance of Saclant. Following this the Chief of Staff to Admiral McCormick, Rear-Admiral C. D. Glover, USN, introduced Admiral McCormick. The Admiral then read his letter of appointment as Saclant from President Truman. He followed this with a short but stirring address in which he outlined in an eloquent, but simple, straightforward and sea-manlike manner the reason for the establishment of NATO, and for his particular Command.

Another stirring part of the ceremony took place when Admiral McCormick called out the names of the 14 countries and as each name was called the flag of that country was hoisted to the masthead and the National Anthem played. Lastly the flag of Saclant was broken and a 17-gun salute was fired.

The ceremony ended with Admiral McCormick reading out the names of all his subordinate Commanders. As each name was called those of us present rose and saluted the supreme command and shook his hand. To each of us he said, "Welcome aboard".

Thus the ceremony ended, and history was made, and the navies of 14 nations bound themselves together to keep the peace, but if war came to fight side by side to hold the Seas.



Flags of 14 NATO nations were raised on flagstuffs outside the headquarters of Admiral L. D. McCormick as he officially took up the appointment of Supreme Allied Commander Atlantic in ceremonies held April 10 at Norfolk, Va. (Official Saclant Photo).

GREW UP WITH THE SEA ON HIS DOORSTEP

*As a Boy, CPO Malcolm Meredith
Helped Grandfather Tend
Seal Island Light*

A MAN who has lived close to the sea all his life is the choice of the minesweeper HMCS Wallaceburg as Man of the Month for June. He is CPO Malcolm Grant Meredith, who effectively disproves the erroneous but generally accepted theory that coxswains come only in one mould — hard-bitten and leather-lunged.

This coxswain is quiet and unassuming and grows flowers as a hobby. He is also a veteran of 17 years' service in the RCN, with ten of those years spent in ships at sea.

He has been in the coxswain business since 1942 and in this capacity has served in corvettes, frigates, minesweepers, a training tender, a diving tender and the barge of the Flag Officer Atlantic Coast. He joined HMCS Wallaceburg in March 1951 and his reputation as a popular and efficient "Swain" made him an overwhelming Man of the Month selection.

CPO Meredith was born in Maldon, Mass., February 2, 1918, but his family moved to Seal Island, off the southern shore of Nova Scotia, when he was only six months old. His grandfather was keeper of the lighthouse on the island and young Meredith grew up in an environment dominated by the sea. He was a willing assistant to his grandfather in his early childhood and during his school days at Barrington Passage.

It was a natural step when he applied for entry into the Navy in 1935. Actually, the RCN had a rival for Meredith's services. He sent off letters of inquiry to both the Canadian and United States navies but chose the RCN, which he entered in September of that year.

He took his new entry training ashore in HMCS Stadacona, which then was in the dockyard at Halifax, and at sea in HMCS Champlain. When the destroyer was scrapped, less than a year later, he went to the United Kingdom as a member of the Canadian crew which took over the destroyer St. Laurent. He continued his service in destroyers through the next two years and was in the Saguenay and the Restigouche, leaving the latter to go to HMCS Naden in November 1939.

He was at Naden only briefly before going to the United Kingdom to qualify as a submarine detector at HMS Osprey. His first draft as an SD was to the Skeena, which he joined in April 1940 in Halifax.

A month later his ship went overseas, one of four Canadian destroyers despatched in answer to an appeal for forces to aid in resisting the threatened invasion of the United Kingdom. The Skeena operated in the



CPO MALCOLM GRANT MEREDITH

English Channel, the Irish Sea and the U-boat-infested approaches to the British Isles for nearly a year. Aircraft and submarine attacks became commonplace and, though the ship herself came through unscathed, she had a first-hand view of the heavy toll being taken by the enemy. Four times in three months she picked up survivors of torpedoed ships.

In July 1941, after the Skeena had returned to Canada for refit, Meredith was drafted to HMCS Bittersweet, one of the early flower class corvettes. Experienced men were rare in those days and he and the "Buffer", the only two seaman petty officers aboard, swapped jobs every other week as a means of giving one another a bit of a rest.

The Bittersweet was employed on

convoy escort duty in the North Atlantic. At the completion of one of her voyages, she was despatched to Halifax for repairs. When about 400 miles from port the Bittersweet came upon a lifeboat carrying the only 12 survivors from the SS Larpool, which had been torpedoed 13 days earlier. The corvette picked up the freezing, hungry sailors and proceeded at full speed to Halifax.

In July 1942 Meredith went to Stadacona for a torpedo coxswain's course, on the completion of which he was promoted to acting CPO. Then he spent four months as coxswain of the training tender HMCS Acadia before going to the Bangor minesweeper Ungava, employed on local escort between North Sydney and Port Aux Basques, Nfld.

Of his experiences in the Ungava CPO Meredith best recalls the time when engine defects forced the ship to beg off a patrol in Cabot Strait. The corvette Shawinigan was sent to take her place, sailing on what proved to be the Shawinigan's last voyage. Only a few hours after she began her patrol, the corvette was torpedoed and sunk, with the loss of her entire ship's company.

When V-E day came in May 1945, CPO Meredith was on Pacific leave. On his return he was shuttled from one ship to another as the "little ships of the escort navy" paid off. He was coxswain in "at least five ships" but can't remember all their names, he changed from one to another so quickly.

After his paying-off project was finished, he was drafted to the Reserve Fleet, where he remained during most of 1946 and 1947. For a time he was coxswain of the auxiliary craft Greenwood.

In October 1947 he went to the barge Veraine, where he had the honor to be the coxswain to Rear-Admiral C. R. H. Taylor, Flag Officer Atlantic Coast. In June 1948 the Chief was drafted ashore to Shearwater, where he was employed in the regulating office and later was in charge of all the seamen blocks. It was from Shearwater that he came to the Wallaceburg in March 1951.

(Continued on page 32)



OFFICERS *and* MEN



Five are Cited for Korea Service

It was announced in The Canada Gazette, May 10, that Her Majesty the Queen had been pleased to approve awards to two officers and three men of the Royal Canadian Navy for services in the Korean war theatre.

The awards were as follows:

DISTINGUISHED SERVICE CROSS

Commander Edward T. G. Madgwick, CD

BRITISH EMPIRE MEDAL

Petty Officer Edward H. Randall

MENTION IN DESPATCHES

Commander A. B. F. Fraser-Harris, DSC and Bar, CD; CPO Frederick C. Emmerson and CPO Reginald Winter, CD.

Commander Madgwick commanded HMCS Huron during her tour of operations in the Far East in 1951. The citation to his DSC referred to his devotion to duty and zeal in carrying

out the various tasks assigned his ship and in particular to his initiative on patrol north of the Yalu Gulf.

Commander Madgwick came ashore last September to take up the appointment of Director of Manning and Personnel Statistics at Naval Headquarters.

PO Randall served in HMCS Nootka during the destroyer's first tour of duty in the Korean theatre. The citation to his BEM spoke of his "aggressive spirit of enthusiasm" and of his "coolness, courage and initiative" while acting as coxswain of the ship's motor boat when on detached duty at night, in fog and under fire. He is now at HMCS Stadacona.

Commander Fraser-Harris commanded HMCS Nootka during her first tour of operations and for the major portion of that period served additionally as Commander Canadian Destroyers Far East.

He was mentioned in despatches for his part in actions against enemy

shore batteries and for initiative and zeal in organizing a small landing party from the Nootka on the north east coast of Korea.

Commander Fraser-Harris is now executive officer of Stadacona.

CPO Emmerson, a naval storesman, served in the Nootka during her first tour of duty and was mentioned in despatches for "outstanding performance, attention to duty and initiative displayed in dealing with the many complex problems with which he was faced." He is now serving at Stadacona.

CPO Winter saw service in Korean waters in HMCS Huron. The ship's gunnery instructor, he was mentioned in despatches for his personal example, knowledge and zealous attitude and in particular for the fine example he set the ship's gunlayers, off Songjin, by scoring six hits on the end of a girder rail bridge with six rounds. He is now at Stadacona.

Captain J. V. Brock Receives DSO at Palace Investiture

Captain Jeffrey V. Brock, DSO, DSC, CD, RCN, was invested with the Distinguished Service Order on March 26 at Buckingham Palace. He was one of more than 100 officers and men honored at this investiture at which the Duke of Gloucester represented Queen Elizabeth II.

Captain Brock commanded HMCS Cayuga and was Commander Canadian Destroyers Far East during the Cayuga's first tour of duty in the Korean war zone. He was awarded the DSO for his services in this dual capacity, the citation referring particularly to his initiative and vigorous leadership during the evacuation of Chinnampo in December 1950. Captain Brock had previously been mentioned in despatches for services in the Korean theatre.

Appointed Aide de Camp to Governor-General

Lieut. (P) Jacques J. P. Cote, RCN, of Quebec City, has been appointed naval aide de camp to His Excellency the Governor-General of



Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, inspects members of Chippawa's RCN staff during his visit aboard the Winnipeg division. Left to right are Ldg. Sea. W. L. Jenkinson, Ldg. Sea. J. Law, Ldg. Sea. W. J. Gable, PO W. J. Hudson, Admiral Mainguy, Lieut.-Cdr. Douglas Chivers, executive officer of Chippawa, and Commander L. B. McIlhagga, commanding officer of the division.

Canada. He commenced his new duties on May 6.

The appointment of a number of senior RCN and RCN(R) officers as honorary aides-de-camp to the Governor General was also announced last month. They are: Commodore H. F. Pullen, Commodore RCN Barracks, Halifax; Commodore K. F. Adams, Commodore RCN Barracks Esquimalt; Commander R. P. White, commanding officer, HMCS Carleton; Commander Harold Garrett, commanding officer, HMCS Cabot; Lieut.-Cdr. J. J. Trainor, commanding officer, HMCS Queen Charlotte; Commander J. A. MacKinnon, commanding officer, HMCS Brunswick; Commander P. A. Langlois, commanding officer, HMCS Donnacona; Commander Marcel J. A. T. Jette, commanding officer, HMCS Montcalm; Captain R. I. Hendy, commanding officer, HMCS York; Commander L. B. McIlhagga, commanding officer, HMCS Chippawa; Lieut.-Cdr. D. F. Clark, commanding officer, HMCS Queen; Commander G. P. Manning, commanding officer, HMCS Nonsuch, and Commander Glen McDonald, commanding officer, HMCS Discovery.

Eight Men Qualify as TAS Instructors

Eight men qualified as torpedo anti-submarine instructors in a course which completed at the TAS School, Halifax, March 28. They were: Chief Petty Officers David James Thomson, Candido DeCandido and James Alfred Wilson, and Petty Officers Joseph Frank Wilson, John MacDonald, Dennis Mann, Allan Wilfred Tassell and Morley J. Middleton.

The following qualified as TAS lieutenant's writers in a course which ended a week later: Able Seamen Windsor Sutherland Campbell, Alex Murray Donnachie and Joseph Bernard Pinard.

Former Leading Seaman Receives Commission

A/Sub-Lieut. Paul A. Roggeveen, RCN, 23, of Edmonton, was promoted recently from leading seaman to commissioned rank following completion of an officer's qualifying course in the United Kingdom.

Entering the RCN in January 1947 at HMCS Nonsuch, Edmonton, as an ordinary seaman, Sub-Lieut. Roggeveen took his new entry training at Esquimalt and in the Ontario and was promoted to able seaman in April 1948. He served ashore at Esquimalt from the latter part of



Not an army platoon on the Korean battlefield but members of Junior Officers' Technical and Leadership Course "G", photographed at Bedford Ranges, near Halifax, during a day of land combat training. The naval officers went commando as they spent the morning at weapons practice and went into such subjects as camouflage, stalking, deployment and map reading in the afternoon.

Front row, left to right: are CPO Erland (Bob) Grant, Lieut. Russell Freeman, Commander R. P. Welland, officer-in-charge of the course; Lieut.-Cdr. J. N. Donaldson, Lieut. William Rikely, Lieut. A. J. Byrne, Instr. Lieut. Donald Sabiston and Lieut. Lawrence Chaney. Rear row: Lieut. F. M. Skinner, Lieut. J. F. Perrault, Lieut. Donald MacLeod, Lieut. R. V. Bays, Lieut. W. D. Munro, Lieut.-Cdr. W. E. Widdows, Lieut. F. C. Laphen, Lieut. G. W. Blatchly, Lieut. D. A. Wardrop and CPO Jack Rafter (HS-18871).

A full-scale attack over a one-mile course (below) was the highlight of the day. As the "JOLTS" advanced, a Bren gun fired live rounds ahead of and above them. (HS-18862).



1949 until May 1950, when he was promoted to leading seaman and returned to the Ontario. He commenced an upper yardman course in September 1950.

Radio Class Completes Communications Course

Members of Communications Radio class 45 completed a 26-week course April 17 at the Communications School at HMCS Cornwallis.

The graduates included Able Seamen John O. Callory, Montreal; J. R. Talbot, Dartmouth, N.S., and R. H. Pepine, Montreal, and Ordinary Seamen R. A. Cunningham, Sarnia, Ont.; H. F. King, Leamington,

Ont. D. S. Davidge, Wynndel, B.C.; Al Bellamy, Bonnyville, Alta.; C. A. Huggard, Saint John, N.B.; B. C. Bromell, Toronto; Peter Foot, Lamine, Nfld.; A. Rintoul, Taber, Alta., and R. G. Mack, MacNutt, Sask.

Awards Presented at Nonsuch Ceremony

Ord. Sea. G. E. Clarke, who was selected as the best all-round new entry at HMCS Nonsuch in the 1951-52 training year, was presented with the Dwyer shield and a \$15 prize at the annual presentation of merit awards at the Edmonton naval division. Captain A. G. Boulton, Director of Naval Reserves, made the



Pictured above are members of the 28th leadership course for chief and petty officers to be held at HMCS Cornwallis. Front row, left to right: POs Anthony Mattingsley, Eugene Haas and Norman Marsaw; Lieut. (S) Colin White, course officer; CPO Edward Rigby, instructor, and POs Nicholas Semczyszyn and Bernard Levesque. Centre row: POs Lorne Cooper, Arthur Luining, John Smith, Floyd Dekker, Peter Quinlan, Ronald MacKay and Donald Ball. Rear row: POs John Crowther, Donald Fowler, Mohamed Shah, Jack Allan, James Hayward, Edward Aubrey, Garth Hodgson and Wilburn Shaw. (DB-1264).

presentations to eight award winners following his inspection of the division.

Other prize winners were: Ord. Sea. D. C. MacKay, the new entry showing the most progress in the current training year; Ldg. Sea. G. Ninian, the communicator who contributed most to his department; Ldg. Sea. C. Richardson, for regular attendance; Ord. Sea. R. E. Chawner, the new entry stoker mechanic showing the most progress during the year; Ord. Sea. J. Kovacs, for interest and attentiveness in training; Ldg. Sea. J. R. Tyler, for interest in the supply division, and Wren W. M. Allen, for her contribution to welfare and morale of the Wren division.

Scotian Able Seaman Awarded NOAC Trophy

Able Seaman V. M. Spurr, RCN(R), was presented with the Naval Officers' Association Trophy for the best all-round rating during the commanding officer's annual inspection of HMCS Scotian, Halifax Naval division. Commander Roland Harris, RCN(R), Ret'd, made the presentation.

Other awards were presented to Cadets D. S. Beanlands and D. K. Murray, who tied for the prize for the best first-year cadet, and Ord. Sea. C. G. White, for the best new entry seaman.

The Halifax Press Club Trophy for the best all-round athlete went to Ord. Sea. Peter Evans; the inter-part rifle trophy was won by the officers'

team and the individual average prize by Lieut. D. J. Williams, while Cadet J. T. Linihan received the prize for the most valuable player on the division's hockey team.

Brunswicker Seamen Elect Mess Committee

Able Seaman Lewis Ellis was re-elected president of the seamen's mess at HMCS Brunswicker at the recent annual meeting. Others elected were Ldg. Sea. Ubald Lafortune, vice-president; AB Robert Banks, secretary, and the following members of the recreation and canteen committee: Ldg. Sea. Vesey Flecknell and Able Seamen John Day, John Goodin, James Blair and Joseph McNeill.

Cadet Jean Laframboise Receives Dirk of Honor

Cadet Captain Jean Laframboise, an electrical engineering student at McGill University, was awarded the dirk of honor for being selected the outstanding cadet of the University Naval Training Divisions attached to HMCS Donnacona. The dirk was presented by Vice-Admiral E. R. Mainguy, Chief of The Naval Staff, at the annual inspection of Montreal UNT Divisions.

Other awards went to Cadet F. R. Lindsay, most outstanding second year cadet; and Cadet C. A. Cantley, outstanding first year cadet. Both are students at McGill.

Some 200 cadets from McGill and the University of Montreal were on parade. Cadet Captain R. B. Evans was in command of a guard of honor.

Cadet George Mainer Wins UBC-UNTD Award

The coveted Sea-Bird award, presented annually to the outstanding naval cadet at the University of British Columbia, was won this year by Ordnance Cadet George Mainer, RCN, a final year engineering student.

The presentation was made to Cadet Mainer at the last parade of the season of the university's naval training division. Others to win awards were Cadet Glyn Fitzgerald, first year; Cadet Peter Grantham, second year, and Cadet (E) Ken Moore, third year.

Supply School Graduates Three New Entry Classes

Three new entry classes completed technical courses in the Supply School at HMCS Naden in April.

New Entry Administrative Writer Technical Class 22 and New Entry Pay Writer Technical Class 21 graduated together on April 11. AB David M. Robertson topped AW 22, followed by Ord. Sea. Kenneth R. Campbell. AB James Turner was high man in PW21, with Ord. Sea. Cyril C. Kane his next astern.

Ord. Sea. Charles W. Simser headed New Entry Cook Class 66, which graduated April 18. Ldg. Sea. W. J. Martell was in second place.

Chief Cooks' Course Completes at Naden

A qualifying course for chief petty officer cook, trade group 3, completed early in April at the Supply School, HMCS Naden. Members of the course were CPO Kenneth Campbell and POs Ralston McVicar, Clarence Burill, Christopher Moody, John McGowan and S. Peerzan.

Three Petty Officers Join Centre's Staff

Recent additions to the staff of the Communications Training Centre at HMC Naden included Petty Officers Hugh Christie, Ken Potter and Ernest Sargeant. Ldg. Sea. Howard Oja has been drafted from Naden to Aldergrove radio station, PO Robert Watson and AB William Goronuk have left to join the Athabaskan and PO Lindsay Sheppard has gone to the Cayuga.

FIRST TRI-SERVICE CLASS GRADUATES FROM RMC

The first graduating class since that of 1942 marched off the square at a history-making closing exercise at the Canadian Services College, Royal Military College, April 25. In slow time, to the tune of "Auld Lang Syne," the 72 graduating cadets — members of the first tri-service class to complete training at the Canadian Services College — left the square for the last time and marched up the steps to Currie Hall, where they were received by the reviewing officer, Lieutenant-General Charles Foulkes, Chairman of the Chiefs of Staff.

As the graduating class left the square, the remainder of the 347-man cadet wing presented arms, then raised three rousing cheers. The band of the Royal Canadian Regiment, Petawawa, Ontario, then played the remainder of the wing off the square.

For the first time in the history of the college a graduating class elected a non-commissioned officer an honorary member of their class. WOI J. E. Coggins, known as "Coggie" among the cadets, is the college regimental sergeant-major. He has seen 14 graduating classes leave the college. During the war "Coggie" rose to the rank of captain but relinquished his commission after the war in order to return to his former position at RMC.

The Royal Military College was re-opened as one of the two Canadian

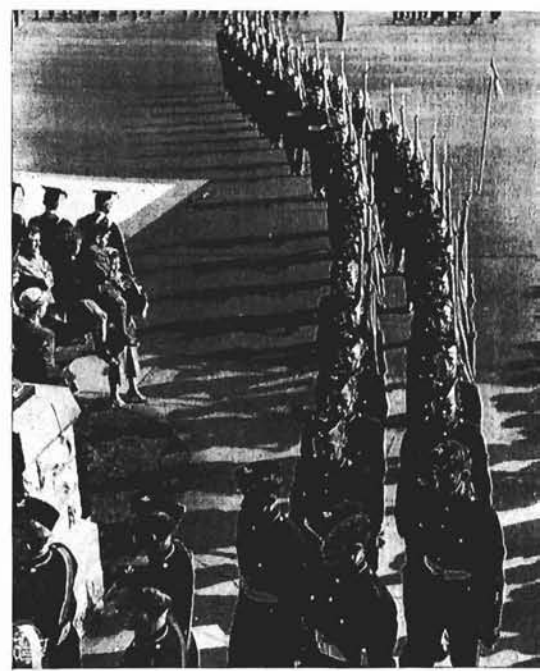
Services Colleges in 1948. At the same time the RCN-RCAF College, Royal Roads, near Victoria, became tri-service. The cadets enrolled that year began a four-year course, taking the first two years at either college and going to RMC for the last two years. However, a number of naval cadets exercised the option of entering the RCN as midshipmen after completing the first two years.

The ceremony of April 25 was not the actual graduation exercise. It will take place on June 2 and will be followed in the evening by the traditional June Ball.

In the meantime, the first second and third year cadets have proceeded to their respective services and corps for their summer term training. The engineers of the graduation class are staying on at the college until June, taking laboratory and surveying courses, while the general course cadets, having completed all their final examinations, have proceeded on leave or for a further month's familiarization with their units.

66 CADETS COMPLETE ROYAL ROADS COURSE

Eighteen naval cadets, 21 army cadets and 27 air force cadets completed the second year of their course at the Canadian Services College, Royal Roads, B.C., on April 25. This



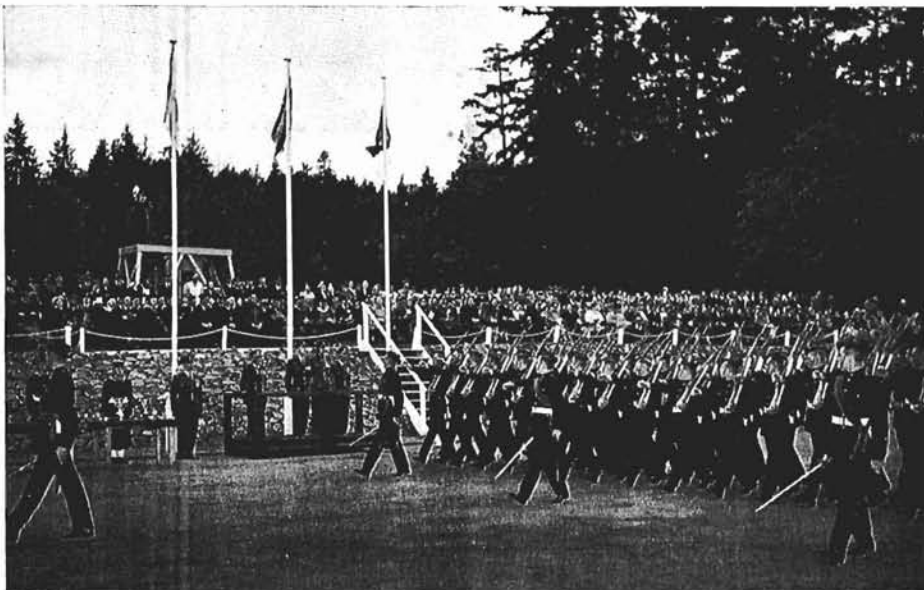
The graduating class of RMC slow marches from the parade square while the remainder of the cadet wing presents arms in the background.

marked the end of their training at Royal Roads. For the balance of their four-year course they will go to the Royal Military College, Kingston.

Major General W. H. S. Macklin, Adjutant General of the Canadian Army, took the salute at the march past and inspected the cadets. He later paid tribute to the cadets' appearance and their drill. This was the first time an Army officer had been the inspecting officer at a Royal Roads graduation since the college became tri-service.

The band of HMCS Naden provided the music for the march past and inspection, after which a group of the cadets put on a physical training display.

Among the distinguished visitors attending the parade were Vice-



Cadets of the graduating class march past the saluting base during graduation exercises at Royal Roads. Taking the salute is Major General W. H. S. Macklin, Adjutant General of the Canadian Army. (E-18684).

Naval Cadet Wins Top Athletic Awards

Naval Cadet Palle Kiar of Shawinigan Falls, Quebec, was presented with two coveted prizes by Lieutenant-General Charles Foulkes at the closing exercises of the Royal Military College, Kingston, April 25. Cadet Kiar received the Prince of Wales Cup, awarded to the best all-round athlete during the four-year course, and the Militia Staff Course (1929) Cup for proficiency in boxing, fifty-yard swim, rifle and track. Cadet Kiar, a member of the graduating class, held the position of Cadet Squadron Leader during his final year.

Another Naval Cadet, W. R. Allan, a second year cadet, was awarded the Edith Boulton Nordheimer Memorial Prize for his essay on "The Economic Aspects of Confederation".

Admiral E. R. Mainguy, Chief of the Naval Staff; Rear-Admiral W. B. Creery, Flag Officer Pacific Coast; Air Vice-Marshal F. G. Wait, Air Member for Personnel, and Rear-Admiral A. E. Smith, USN, Commandant of the Thirteenth Naval District, Seattle, Washington.

Eight from Lower Deck Earn Degrees, Commissions

Eight Royal Canadian Navy cadets graduated from universities across Canada this spring and simultaneously were commissioned as acting sub-lieutenants.

The eight were the first to graduate of 31 men selected from the lower deck and given university courses at service expenses under a scheme for the training of technical officers which was inaugurated by the armed forces in 1948.

Four of the officers graduated with electrical engineering degrees from the University of New Brunswick. They were Acting Sub-Lieutenants (L) Lawrence Carr, Cornwall, Ont.; George Allan Kastner, Morris, Man.; Charles George Le Roy Joudrey, Bridgewater, N.S., and Colin D. di Cenzo, Hamilton, Ont.

Cadet di Cenzo has been awarded an Athlone Fellowship and has been granted permission to take post-graduate engineering training in England.

Other graduates were:

Sub-Lieut. (S) Gerald William Blackburn, Halifax, who had been studying commerce at St. Mary's College, Halifax;

Cadet (E) Bruce Morgan Watson, Hamilton, Ont., engineering student at Queens University, Kingston;

Cadet (E) Keith Fiddy, Melville, Sask., studying engineering at the University of Saskatchewan, Saskatoon;

Ordnance Cadet George Thomas Mainer, Victoria, engineering student at the University of British Columbia, Vancouver.

The university training is open to men who have at least nine months' satisfactory service in the RCN, have the equivalent of university senior matriculation and who possess qualities making them likely officer material. Students entered under this scheme are required to spend their summers in naval training or in industrial work related to their courses.

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Busy 'Athabees'

by D. C. L.

ON BOARD HMCS ATHABASKAN — Though it is not readily understood by much of the public, the navy's job is vital to the prosecution of the United Nations effort in Korea. And though the communists have offered little opposition to the UN sea forces, the patrolling warships still have their work cut out for them. Moreover, they have another enemy, insidious and unseen, with which to contend.

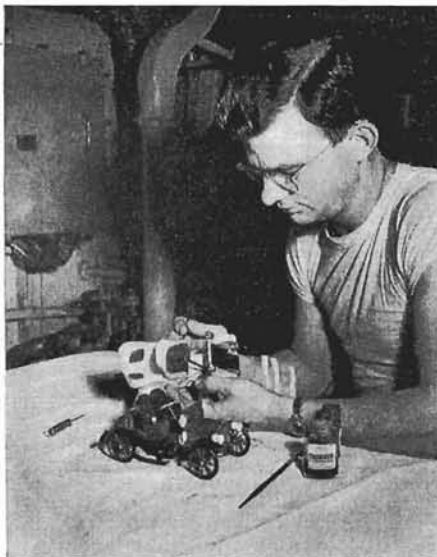
That enemy is monotony.

The average patrol for a UN warship is 14 days. On each of those days a sailor has a certain amount of free time. What to do with that time, particularly in a crowded ship like a destroyer, is a major problem.

On board HMCS Athabaskan that problem has been licked to such an extent that monotony hardly dare rear its ugly head.

Letter-writing is still the most popular spare-time occupation in this ship, but to fill the rest of their off-duty periods the men of the Athabaskan have turned to a variety of things to keep themselves busy, and happy.

A ship's newspaper, a regular movie schedule, a shoe repair shop and hobbies and handicrafts of all descriptions have produced an almost workshop atmosphere.



HMCS Athabaskan is not the only ship in which hobbies are practiced. In HMCS Nootka, for instance, PO Frank Lay, of Halifax, specializes in making models of early vintage automobiles. Here he works on models of a 1903 Cadillac and a 1911 Maxwell. (NK-906).

The "Athabulletin", claimed to be the only paper produced regularly by a ship of destroyer size in the Far East, is the result of a combined effort by the entire ship's company. Each mess contributes regular "tid bits" and news of common interest for the reading of the others. The actual editing and production of the paper are done by AB Don Lory, of New Westminster; AB Ray Carlyon, of Cloverdale, B.C.; Ldg. Sea. John Ford, of Victoria, and Petty Officer Dave Glover, of Victoria, with volunteer assistance from other interested personnel.

AB Douglas Storey, of Perdue, Sask., spends his spare time operating — amidst rifles, Bren guns and revolvers — a unique cobbler shop which caters to the immediate shoe repair needs of his shipmates.

His shop comes near to providing Storey with a full-fledged occupation. Though his equipment consists only of the barest essentials, the pre-enthusiasm knowledge of this ambitious anti-submarine operator has resulted in a professional touch with amateur facilities.

When letter-writers have not occupied too great a table area in No. 12 mess, the space available usually becomes the work-place of two model aircraft enthusiasts, AB Ronald Manzer and Ldg. Sea. Jim Peterson, both of Victoria. Both men have completed models of the famous Corsair, while Manzer is at present engrossed with the framework of a Spitfire.

On the other side of this sub-divided mess, ABs Harry Snaith, of Red Willow, Alberta; John Ellis, Granthams Landing, B.C., and Gordon Campbell, Ottawa, spend their free time making cushion covers. These three are proud of their work but strongly resent references to "making someone a good wife".

Popular movies currently showing in theatres back home are also doing the rounds on board the Athabaskan. In a closely timed schedule, the projector and loud-speaker rotate from mess to mess each day.

Operational commitments dictate the amount of spare time available each day — and sometimes, on inshore bombardment patrols, there is no such thing — but when time is available, the ship's company of HMCS Athabaskan knows how to make use of every minute.



Some of the various ways in which members of the ship's company of the Athabaskan keep themselves occupied during off-duty hours are illustrated above. Clockwise, they are:

1. Able Sea man Douglas Storey, operates an unique cobbler shop on board ship.
2. Many of the sailors are enthusiastic builders of model aircraft. AB Ronald Manzer and Ldg. Sea. James Peterson display their models in No. 12 Mess.
3. AB Raymond Audette and Ldg. Sea. James P. Slator find a game of chess, spun out over several days, eats up a lot of spare-time.
4. Three editorial staffers of the "Athabulletin", the ship's newspaper, plan the next issue. Left to right, are PO David Glover, AB Raymond Carlyon and Ldg. Sea. John Ford.
5. Lieut. (S) Frederick R. Fowlow spends his spare time painting. Here he puts the finishing touches to a painting of a corvette. He served in corvettes during the Second World War. (O-2255-1).

The Laws of the Navy

by H. F. P.

IN these days of an expanding Navy we are inclined to take for granted a great deal of what governs our lives in the Service. On occasion, the Articles of War are read. Have you ever wondered why they are called the "Articles of War"; when they were first written, or, for that matter, how the Navy was governed in the "Old Days"? QRCN Article 1.12 directs the Captain to display the Articles of War in a prominent position. Henry VIII gave a similar order some 400 years ago.

The laws under which we live and serve in the Navy have been evolved over hundreds of years, and this article is intended to show, in a modest way, how all this came about.

The earliest known laws governing ships and seamen were the "Laws of Oleron." They were derived from a code established by the Republic of Rhodes and used by the countries bordering the Mediterranean Sea from the earliest times.

Richard I (1189-1199) introduced the "Laws of Oleron" to England when he returned from the Crusades. There were 47 articles dealing with offences against life and property, those against discipline being dealt with by Military Law.

At that time there was no Navy as we know it. Hired merchant ships were used for sea warfare, being manned by soldiers suitably equipped with bows and arrows, Greek fire, etc. In time, the King built or acquired ships of his own, which were administered by the King's Council during the 13th and 14th Centuries. The Council was responsible for the supply and maintenance of the King's ships, and for issuing instructions to the Admirals in command of the fleets. They were known as "keepers" or "governors of the sea," or "keepers" or "Governors of the King's ships," and appear to have had jurisdiction as far as discipline on board was concerned.

During the reign of Edward I (1272-1307), two Admirals were appointed, one to be responsible for all sea affairs along the South Coast of England, the other from the Thames northward. Their duties included the administration of justice as far as seamen and shipping were concerned. This was done through Courts of Admiralty using Richard the First's laws as the code. Offenders were punished according to the custom of

mariners by the Admirals. Captains of ships could not punish unless given special permission.

Sometime before 1350, the "Black Book of Admiralty" was compiled from the "Laws of Oleron." It contained the duties of Admirals, and the laws and penalties relating to offences committed at sea. The Admirals were required to administer justice "according to the law and ancient custom of the sea."

During Henry the Eighth's reign (1509-1547), what is believed to be the earliest set of regulations drawn up for the government of a fleet were issued by Thomas Audley. They were known as "A Book of Orders for War by Sea and Land." In summary, some of them were as follows:

(a) No Captain shall go to windward of his Admiral;

(b) Disobedient Captains shall be put ashore;

(c) Boarding is not to be undertaken in the smoke, nor until the enemy's deck has been cleared with small shot;

(d) If a captured ship can not be held, the principal officers are to be taken out of her, the ship "boulged" and "the rest committed to the bottom of the sea for else they will upon you to your confusion."

Internal discipline was based on the regulations drawn up by Richard I. They were "Set in the mayne part in parchment to be rid as occasion shall serve." (KRCN Article 1.12 orders the Articles of War to be placed in a prominent place in the ship). For example—a murderer was tied to the corpse and thrown overboard. To draw a weapon on the Captain meant the loss of the right hand. To sleep upon his watch for the fourth time meant being lashed to the bowsprit with a biscuit, a can of beer and a knife, and left to starve or cut himself down into the sea. A thief was to be ducked two fathoms under water, towed ashore astern of a boat and dismissed. Only a boat from the flagship was to board a stranger to make enquiries, as the men "would pilfer things from our nation as well as of the kinges dere friends." In a captured ship, all plunder, except treasure, between the upper and lower decks, was allotted to the men.

Up to the Commonwealth (1649-1660) the internal discipline of the fleet was still based on the "laws

and ancient customs of the sea." These were supplemented by orders and instructions issued by the Admirals to their fleets for any particular operation, lapsing when the operation was completed. A good example is supplied by the instructions issued by Howard and Essex for the combined expedition against Cadiz in 1596. They were entitled "The Discipline directed by the Generals to be observed in the Fleet." The first article reads, in part: "First, that you take a special care to serve God, by using of common prayer twice every day, except urgent cause enforce the contrary. . . ."

During James the First's reign (1603-1625) the Navy was not properly paid or fed. While some said that "the English were good seamen and better pirates," Sir Walter Raleigh wrote that "they go with as great a grudging to serve in His Majesty's Ships as if it were to be slaves in the galleys."

The penalties for misconduct were very severe. Flogging was so common that "some sailors believe in good earnest that they shall never have a fair wind until the poor boys be duly whipped every Monday morning." Ducking, keel-hauling, tongue-scraping and tying up with weights around the neck "until head and neck be ready to break" were common punishments. They were very old, semi-illegal and, if connived at, were not publicly recognized.

Under Charles I (1625-1649) prayer was to be said twice daily, before dinner and after the Psalm sung at the setting of the evening watch. Anyone absent was liable to 24 hours in irons. Swearing was punished by three knocks on the head with a boatswain's whistle. Smoking anywhere but on the upper deck, "and that sparingly," was punished by the bilboes. A thief was lashed to the capstan "and every man in the ship shall give him five lashes with a three-stringed whip on his bare back." For brawling or fighting, the offender was ducked three times from the yardarm, then towed ashore and dismissed. If a man slept on watch, three buckets of water were poured on his head and into his sleeves.

During the Commonwealth the first steps were taken to put the discipline of the Navy on a firm foundation. During 1648-49, the House of Commons passed a set



of regulations for the government of a fleet commanded by the Earl of Warwick. They were based on orders and instructions issued long ago by various Admirals for their fleets. At the Battle of Dungeness, on November 30, 1652, Blake was defeated by Tromp, partly because some of his ships ran away. He wrote to the Admiralty pointing out that he did not have authority to punish his cowardly captains — all he could do was report them.

Up to this time, power to punish was still vested in the Admiralty. The Commonwealth Government acted quickly. Within two weeks a complete set of laws was drawn up, based on those passed for the Earl of Warwick's fleet. On December 25, 1652, The House of Commons passed the first Articles of War, which were known as "The Laws of War and Ordinances of the Sea."

There were 39 articles. The first dealt with the observance of divine service, the 39th was a vague reference to offences not otherwise mentioned, which were to be dealt with according to the "laws and customs of the sea." Of the remaining 37, 13 required the death penalty, 12 "death or such lesser punishment according as the Court Martial shall direct."

On the restoration of Charles II (1660-1685), an Act of Parliament was passed on May 8, 1661, which replaced that passed by the Commonwealth Government in 1652. It was "An Act for the Establishing of Articles and Orders for the Regulating

and better Government of His Majesty's Navies, Ships of War, and Forces by Sea."

Up to the Eighteenth Century, additional articles, with Admiralty approval, were added as were found necessary for the good government of fleets and squadrons. Finally, in 1730, this mass of orders and instructions was condensed, brought up to date, and in 1731 the first edition of the King's Regulations and Admiralty Instructions was issued to the Navy.

In 1749, a bill known as the Consolidation Act of George II was passed by Parliament. It reduced into one Act the laws relating to the Navy, and is known as the first regular Articles of War. It was based on the Act passed in 1661, and was amended in 1779. In its amended form, it was the foundation of the present Articles of War. All previous Acts were repealed by the Naval Discipline Act of 1860 which, after being amended twice, became the Naval Discipline Act of 1866 and is still in force in the Royal Navy.

When the Canadian Naval Service was organized in 1910, the Naval Service Act of that year made the Naval Discipline Act of 1866 and

York Produces Monthly Magazine

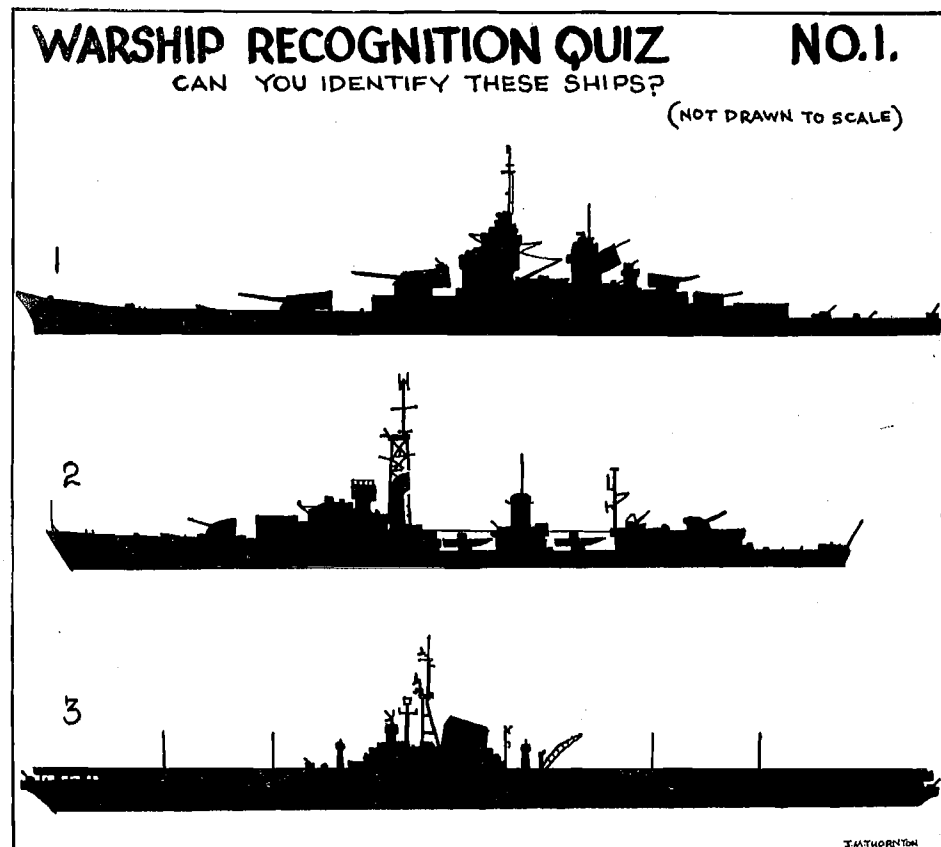
The Yorker, a monthly magazine produced by and for the ship's company of HMCS York, made its first appearance in March.

A lively publication, The Yorker does credit to the editor, Lieut.-Cdr. (SB) A. C. Theobalds, the members of his staff and the correspondents for the various divisions and departments in the Toronto naval establishment.

The 18-page magazine has sections devoted to notices of interest, news of the division, personal items, sports and other matters.

The Crow'snest takes pleasure in saluting The Yorker and extends to it best wishes for a long and successful career.

KR and AI applicable to the RCN, except insofar as they were inconsistent with the Naval Service Act and Canadian Naval Regulations. In 1944, a new Naval Service Act was passed by Parliament at Ottawa. It repealed the previous Act of 1910, including the application of the Naval Discipline Act of 1866 and KR and AI to the Royal Canadian Navy. Finally, on June 30, 1950, The National Defence Act was passed by Parliament. It replaced the Naval Service Act, 1944.



Answers on page 32

Afloat and Ashore

ATLANTIC COAST

HMCS Brockville

On the weekend of April 19, the Brockville became a "Princess for a day." The CPR ferry — SS Princess Helene — was out of service that week-end and the Brockville was called upon to transport from Saint John to Digby a draft of 64 new entries destined for Cornwallis.

Earlier in the month the Brockville took a group of UNTD cadets from St. Francis Xavier University on a training cruise to St. John's, Nfld. Ice and snow encountered on the return voyage to Halifax convinced the cadets that life at sea can be rugged. — O.F.

HMCS La Hullose

For the second successive year the La Hullose forms part of a task group providing summer sea training for University Naval Training Division cadets.

Prior to commencing the cadet training program, the ship made two trips to Bermuda. On the first she paid a ten-day visit to St. George's, where the scars of winter refit were

covered with a proper coat of gray paint. During what free time there was, the crew made new friends ashore and enjoyed a daily swim.

The ship returned to Halifax for a week-end and then turned back again for the Easter period. In company with HM Submarine Alcide and HMCS Wallaceburg, the La Hullose went 'round to Malabar for a boat regatta with HMS Sheffield and HMS Sparrow. The Canadians got no firsts but the crews showed a good measure of determination and sportsmanship.

Joint Maritime Warfare School

Two more courses were completed at the school in April. A combined RCN-RCAF senior officers' course, the second of the kind to be held, was conducted from April 7 to 18. Course No. 9 from the RCAF Maritime Operational Training Unit, Greenwood, received two weeks' instruction in anti-submarine warfare.

Additions to the staff in the last two months have included the arrival of Mr. J. W. Jones, from the Anti-Submarine Warfare Development Unit in Northern Ireland, and Flying

Officer T. Delong, from 405 (MR) Squadron, Greenwood.

Mr. Jones has been brought to Canada for a two-year period by the National Research Council and will work with Operational Evaluation Teams of both the RCAF and RCN on anti-submarine problems. Flying Officer Delong has assumed the duties of Staff Navigator and will present lectures and demonstrations on air searches and patrols.

A convoy planning conference demonstration, presented by the "Delemar Players," made its debut during the senior officers' course and will become part of the instructional program for future courses. This skit portrays a typical meeting in a Maritime Area headquarters during time of war.

TAS School

The heavy pressure on the instructional staff of the Torpedo Anti-Submarine School eased off somewhat with the completion of four training courses in March.

During April the school kept HMS Alcide continuously employed, the submarine serving as target for ships carrying classes embarked for practical A/S training.

Two groups, JOTLC "E" Class and TD3 "Y" Class, had the good fortune to travel to Bermuda in the course of their "ping" training program.

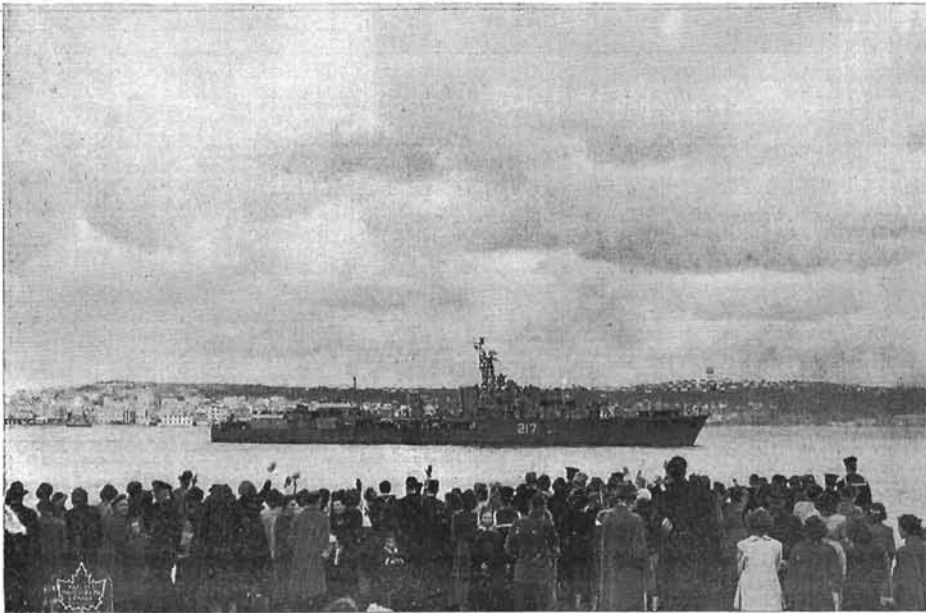
HMCS Swansea

To the accompaniment of chipping hammers and electric drills, the refit progressed through February, March and April toward its ultimate completion in early May.

Once again the Swansea is attached to the East Coast Training Group, carrying out the familiar task of providing sea training for UNTD cadets.

The ship's company recently bade farewell to Lieut.-Cdr. J. E. Korning, who left to become Sea Training Commander, and welcomed his successor as commanding officer, Lieut.-Cdr. J. R. Coulter.

The UNTD training program claimed two of the ships' officers, Lieut. T. D. Hayes and Lieut. H.



Yet another destroyer begins the long voyage to the Korean theatre. As families and friends wave from the jetty, HMCS Iroquois points her bows to sea and sets off for her first tour of duty in the Far East. The destroyer left Halifax April 21. (HS-19031).

Rusk being appointed as term lieutenants. A recent addition, Lieut. G. W. S. Brooks, joined from submarine duty with the Royal Navy.

During the refit period, HMCS Shearwater kindly placed her recreational facilities at the disposal of the ship's company.

Albro Lake Radio Station

April marked the end of one of the station's shortest hockey seasons. Three games were played to decide the inter-watch championship and a dispute of long standing was finally settled. The Third Watch team, coached by Ldg. Sea. Dave Walling, won the title after a hard-fought battle with AB Kenneth Driscoll's Fourth Watch.

All three games were well attended and spectators were provided with a brand of hockey which can best be described as "unique." Toward the end of one game, for instance, a shortage of equipment compelled one player on each team to play without a stick. At this point the game became a cross between hockey and football as these two men could be seen kicking madly at the puck whenever it came within range.

The games were a lot of fun for everyone concerned and whatever was lacking in playing ability was made up in determination and spirit.

PACIFIC COAST

Ordnance School

There were some hasty greetings and good wishes to Ordnance Lieut. George Moyes, who passed through the school en route from the Ontario to Halifax for a course.

Another officer going to the East Coast was Commissioned Ordnance Officer Guy Copley. Mr. Copley is taking courses to qualify as lieutenant.

CPOs Hugh MacLean and Cyril McNeil are completing final examinations of the Commissioned Ordnance Officers' course.

Three petty officers who had been serving in the Sioux in the Korean theatre were drafted to the school on the ship's return. They are POs Elwood MacDonald, Don Jackson and William Wood. CPO Murray Demone and PO Murray Meikle have gone to the Sioux.

CPO Arnold Parkinson, who has been in Shaughnessy Hospital, Vancouver, since early January, reports that he is making very favorable progress and hopes to be back on duty in a few weeks. He says he has taken



Inspecting the RCN Hospital at Esquimalt during his recent western tour, Vice-Admiral E. R. Mainguy stopped to chat with Gunner A. D. Newcombe, 129th Battery RCA, a patient in the hospital. Left to right are Surgeon Lieut.-Cdr. John Simpson, Admiral Mainguy, Lieut. (MN) Mary Pogson, Lieut. J. J. Brooks, Lieut. (MAd) V. H. Skinner, Lieut. (MN) Mary Russell and Gunner Newcombe. (E-18756).

more than 40 pounds off his frame, so fears he will lose his usual Christmas appointment of Acting/Santa Claus (temp.). (See Crowsnest, February 1951).

CPO Ronald Street is hard at work qualifying for promotion to CPO 1st Class and between examinations is busy producing some hydraulic training aids in the gunnery section of the centre.

Communications Training Centre

The month of April was taken up with the usual courses and much drafting. The training program included a two-week general communications course for officers of the Crusader and a two-week refresher course for communications personnel from the Ontario, Beacon Hill and Crusader. Twenty leading seamen taking a squadron board were examined and daily buzzer and resultant order exercises were carried out with the ships in harbor.

Supply School

The eight officers and three men taking the tenth supply officers' technical course spent a week in Vancouver in April, visiting dairy plants, meat packing plants and other industrial locations to study their methods of preparing, handling and packing foodstuffs.

Twelve short service officers began an administration course April 24,

under Commissioned Writer Officer H. G. Smith.

Lieut. (S) P. J. Bates joined the school April 21 as course officer for RCN(R) officers and cadets (S). Lieut. (S) J. B. Tucker left the school to join the Beacon Hill as supply officer. Newly arrived in the captain's office are POs John J. W. Huber and Thomas A. Miller and AB David M. Robertson.

Lieut.-Cdr. (S) J. K. Power, senior instructional officer, was promoted recently to that rank. CPO Frank G. Elston has been awarded the Long Service and Good Conduct Medal.

Gunnery Training Centre

The Gunnery Training Centre at HMCS Naden provided two guards of 48 men each in April, one in honour of Rear-Admiral A. E. Smith, USN, Commandant of the 13th Naval District, Seattle, and the other for the Chief of the Naval Staff, Vice-Admiral E. R. Mainguy, on his visit to the Pacific Command late in April.

Recent personnel changes saw CPO David Graves drafted to the Crusader, CPO Andrew Cochrane to the Ontario and CPO Bruce Colegrave to the Reserve Training Establishment in HMC Dockyard. Lieut. G. J. Brockhurst has also joined the RTE, while Commissioned Gunner L. J. Parry has been appointed to the East



These are the "Down Easterners," who won first prize in an inter-divisional talent show held at HMCS Cornwallis. Left to right are Ordinary Seaman George W. Ball, Kingston, Ont.; James O'Callahan, Lake St. John, Que., and Bernard Whitty, St. John's, Nfld. (DB-1222-3).

Coast. CPO James Luke has joined the staff of the training centre from the Crusader.

TAS Training Centre

Since the first of the year the centre has been carrying out a heavy schedule of training for torpedo detector qualifying classes and RCN(R) officers. With the addition of three new TAS instructors, Petty Officers Dennis Mann, Allan Tassel and Morley Middleton, the staff situation was somewhat eased.

CPO Edgar Carter has left the school to join HMCS Ontario, CPO Cecil Buckley is now aboard the Crusader and PO Frank Andrews is taking the leadership course at Cornwallis.

With the summer "Cock of the Walk" championship as their goal, TAS classes and instructors are vigorously training in swimming, baseball and rifle and pistol shooting.

NAVAL DIVISIONS

HMCS Scotian (Halifax)

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, carried out his first inspection of HMCS Scotian March 6. The guard of honor for the occasion was composed of senior cadets of the University Naval Training Divisions and was under the command of Sub-Lieut. M. E. Delory.

Admiral Bidwell spoke to the ship's company and referred to the

important part the reserves have played, and continue to play, in the defence of Canada.

In the course of the inspection, Admiral Bidwell presented the Canadian Forces Decoration to Ordnance Lieut. G. W. Bridgehouse. Lieut. Bridgehouse has a total of 30 years' service to his credit.

During the visit to Halifax of the Swedish cruiser Gotland, some of her ship's company were entertained in the messes of Scotian. Members of the Wren division helped entertain the young midshipmen from the Swedish Naval Academy who were taking part in the cruise.

Fourteen UNTDs from Acadia University spent the last week-end of March at HMCS Cornwallis, where they took parade training, received lectures and witnessed routine functions at the training establishment.

HMCS Star (Hamilton)

The stage is being set at HMCS Star for the fourth annual Great Lakes Naval Regatta to be held at the Hamilton naval division over the Labor Day weekend. Besides the usual sailing, boat pulling and other sports, it is anticipated there will be some novel exhibition events added to this year's regatta program. They include water ski-ing, surf board riding and possibly speed boat races. Hamilton was the scene of the second annual regatta in 1950. — F.T.B.

HMCS Malahat (Victoria)

Vice-Admiral E. R. Mainguy, Chief of The Naval Staff, inspected the ships' companies of HMCS Malahat and HMCS Sault Ste. Marie on the evening of April 28.

The training tender, Sault Ste. Marie, was being made ready during May for a busy summer of training. Cruises are scheduled to Bedwell Harbour and to ports on the west coast of the United States.

Prospective RCN(R) recruits at Malahat, while awaiting official acceptance, have been organized into a pre-training group. They are given an eight-week course, consisting of introductory lectures and informative training films.

With the recent formation of a yacht club under the direction of Sub-Lieut. Michael Powell, Malahat looks forward to an active sailing season. The division has purchased a Snipe, a number of members have their own boats, both sail and power, and service whalers are also available. Sailing classes have been organized, with POs W. R. Harding and C. A. Richards conducting the first of these for a group of Wrens.

PO Howard Norman has returned to Victoria following a motor transport safety course at Toronto.

Malahat's Wren division played host to the Victoria ex-Wrens' Association April 22 at the first official "At Home" to be held by the division. — A.J.C.



Rear-Admiral R. E. S. Bidwell inspects a cadet guard of honor during the annual inspection of HMCS Scotian. Officer of the guard is Sub-Lieut. M. E. Delory. In the background is Commander W. G. Allen, commanding officer of Scotian. (HS-18105).

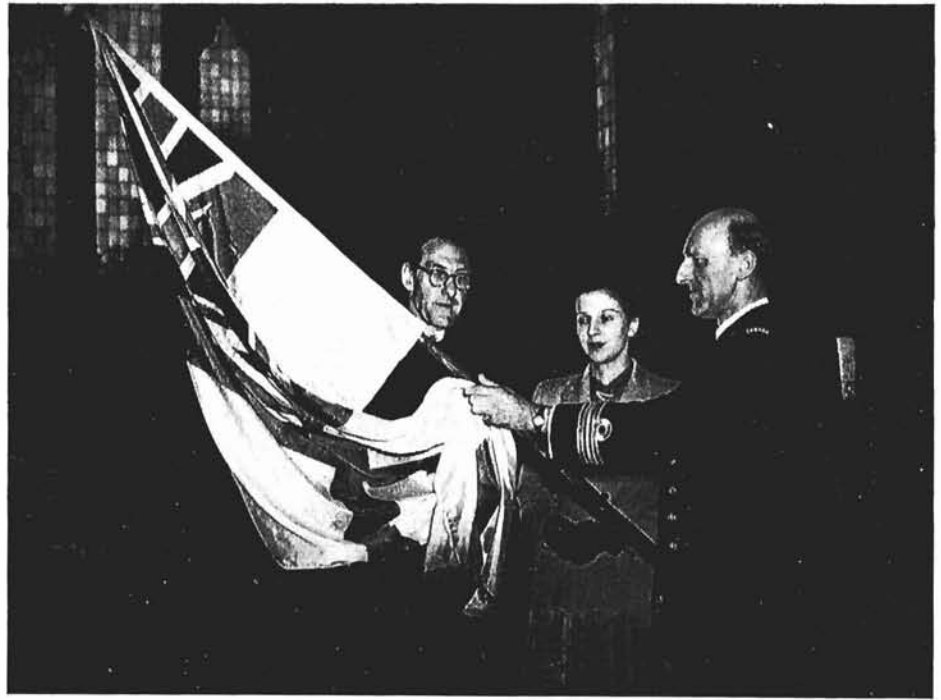
HMCS Hunter
(Windsor)

A church parade to St. Paul's Anglican Church in Windsor marked the end of the April training period at Hunter. The service was conducted by Chaplain B. A. Silcox.

A separate service for those of the Roman Catholic faith was held at St. Clare's Church.

Led by the band, the division paraded up Ouellette Avenue, Windsor's main thoroughfare, to the church. Commander W. G. Curry, commanding officer of Hunter, took the salute at the march past.

A reception for officers, cadets and officials of Assumption College was held April 19 by the gunroom mess at the close of the cadet training year. During the last two weeks of April the cadets were busy writing examinations at Assumption College. Then they departed for the coasts and the annual summer training period. — *R.M.P.*



A White Ensign worn by HMCS Cayuga in the Korean theatre was presented to St. Paul's Church in Nanaimo, B.C., April 18 by Mrs. James Plomer, wife of Commander James Plomer, commanding officer of the Cayuga. Left to right are Rev. A. E. Hendy, rector of the church; Mrs. Plomer and Lieut.-Cdr. C. R. Sandey, of Nanaimo, representing the Flag Officer Pacific Coast. (E-18624).

HMCS Queen Charlotte
(Charlottetown)

One of the early members of the naval reserve in Charlottetown, ex-Chief Petty Officer Joseph H. Fisher, died early in April at the age of 43. Mr. Fisher entered the RCNVR in 1928, became the first member of the Charlottetown division to be promoted to CPO and was the division's representative at the Coronation of King George VI. After serving throughout the Second World War he was demobilized in 1945. He was

buried with full naval honors in the Roman Catholic Cemetery, Charlottetown.

The firing party was under CPO Al Costello and a bearer party included CPOs S. G. Bowles, M. L. MacDonald, L. A. Llewellyn and E. V. Pineau and POs R. A. Wilson and E. W. Anderson.

HMCS Brunswick
(Saint John)

The annual inspection of UNTD cadets at the University of New Brunswick was held April 1 at the UNTD quarters on the campus. The inspection was carried out by Lieut.-Cdr. G. F. O'Connell, executive officer of Brunswick, who congratulated the division on its smart appearance.

The UNTD at UNB is commanded by Lieut.-Cdr. B. F. Macaulay. — *R.S.M.*

HMCS Donnacona
(Montreal)

Members of the Wren division at Donnacona have set an example in volunteering for naval training this summer that will be difficult for their male counterparts to equal. All 27 of Donnacona's Wrens have volunteered to take two weeks of naval training at Cornwallis.

On April 9 the Red Cross held its annual blood donor clinic in the division and, as usual, received a good response.

PO Eric Brimble left in April to attend the leadership course at Cornwallis.

Over the Easter week-end, volunteers from the ship's company worked overtime on the drill deck to mark it out for various sports activities. It now accommodates four badminton



A class of Wrens receives communications instruction from Ord. Sea. Warren Taylor in the communications cabin aboard HMCS Unicorn, the naval division in Saskatoon. Left to right, seated, are Ord. Wrens Dorothy George and Gladys Cressman, Ord. Sea. Taylor and Ord. Wren Mary Davidson. Standing are Ord. Wrens Gladys Duda and Marian Gajdycz. (Photo courtesy the Saskatoon Star-Phoenix).



Sixteen-months-old Lyndell Lloyd got right into the spirit of things when her family became the 300th to move into the Belmont Park Naval Married Quarters recently. Her father, Ldg. Sea. Edward Lloyd, of Calgary and Vulcan, Alta., is a crew member of HMCS Sioux. (E-18632).

courts, a basketball court and two volleyball courts.

A highly successful Easter party was held in the seamen's mess at Donnacona April 12 with an overflow crowd in attendance.

The three services in Montreal were on parade in full dress Sunday, April 20, for the annual parade in commemoration of the Battle of Yprés. — R.F.D.S.

HMCS York (Toronto)

After being laid up for the winter at Hamilton, York's tug, the Plainsville, made her way to Toronto in April under the command of Lieut. J. F. Ewing. Members of the tug's crew on her first voyage of the season included Ldg. Sea. George Caunce, PO A. G. Dennis and PO S. J. D'Amico.

Two of York's reserve men, Ldg. Sea. Thomas W. Manson and AB John Harris, recently qualified as RP3s.

A large boxing ring has been erected on the drill deck at York, for use by all those associated with the division. York's civilian engineer, Mike Rankin, has volunteered to help in the instruction of boxing enthusiasts.

The "buffer," CPO Wilfred Frank-

lin, assisted by Leading Seamen Donald Young and Carl Benn and Able Seamen Vincent Healey, Edward Tothe and Dennis Popa, erected the ring. — A.C.T.

HMCS Montcalm (Quebec City)

Montcalm provided part of a composite guard which was inspected April 2 by His Excellency Vincent Massey, Governor General of Canada. In command of the guard was Lieut. P. E. G. Simard.

Defence Minister Brooke Claxton paid an informal visit to the Quebec City naval division in mid-April.

HMCS Catarqui (Kingston)

With the advent of good weather, the centre of activity at Catarqui shifted to the boat jetty and an early start was made on the training of personnel in boat pulling, sailing and handling.

CPO Gordon Gillespie, an engine room artificer on loan from HMCS Star, and CPO Charles Vaughan, a shipwright from Royal Military College, rendered valuable assistance in the repair and refit of Catarqui's diesel cutters.

Able Seamen Roy Dingley and Earl Wisker, both members of the permanent staff, were promoted to lead-

ing seaman's rank during April. Both have re-engaged for further service in the RCN.

Commander G. M. Coleman, commanding officer of the Kingston naval division, has presented a trophy to be won by the top marksman in an individual .22 rifle shoot being run off along with the inter-divisional competition.

HMCS Chippawa (Winnipeg)

"I have never said this before -- this is the finest division I have ever seen," Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, told the ship's company of Chippawa following his inspection of the division April 23.

The compliment more than repaid officers and men of Chippawa for the extra effort put into cleaning the ship in preparation for the admiral's visit. All hands, from the commanding officer down, pitched into the job of scrubbing, sweeping, cleaning and polishing.

More than 600 officers, men, Wrens and sea cadets were present for the inspection, as well as two bands, Chippawa's and that of the John Travers Cornwell, V.C., Corps, RCSC.

On May 1, some 85 UNTD cadets left Winnipeg for training on the West Coast. During the summer, more than 100 new entry reserves will go to HMCS Star for training on the Great Lakes.

A/Sub-Lieut. D. S. (Stu) Johnston was promoted from able seaman to commissioned rank early in April. — T.W.C.



A man who has his work cut out for him is AB William Musclow, of Kitchener, Ont., official laundryman in HMCS Iroquois, the most recent RCN destroyer to be despatched to the Far East. (HS-19001).

NAVAL TOWN ELECTS COUNCIL

*Representative Group
Speaks for Belmont
Park Residents*

IN the course of his comprehensive tour a month ago of West Coast ships and establishments, the Chief of the Naval Staff, Vice-Admiral E. R. Mainguy, took time out to meet informally with members of a town council.

This was not, however, any ordinary town council. Its members were all either naval personnel or naval wives. Together they form the representative body, the voice, of the newly-occupied, 300-family Belmont Park Naval Married Quarters, near Victoria.

Admiral Mainguy expressed keen interest in the manner in which the council had been elected and the responsibilities it has shouldered since taking office in the latter part of March.

At the same time, Rear-Admiral W. B. Creery, Flag Officer Pacific Coast, who accompanied Admiral Mainguy, took the opportunity to address the council and answer questions regarding future developments at Belmont Park.

Later the councillors reported to their constituents on what took place at the meeting and passed on the information received from Admiral Creery. In so doing they were fulfilling one of the several duties they accepted when chosen to represent their fellow-residents.

The Belmont Park council was elected March 21, its purpose being to enable occupants of the married quarters to air problems in an orderly fashion and obtain information on future plans and projects.

The councillors were chosen on the basis of one to each block of houses, except in cases where there was only a small number of houses in a block. Then the voters combined with those of another small block.

The male members are all below the rank of commissioned officer, Belmont Park having been set aside for chief petty officers first class and below. In any case, the men serving on the council shed their uniforms and rank when they proceed to the monthly meetings. Around the table they are "Mister" to one another, in obedience to the principle that each has an equal say in the proceedings.

Belmont Park has a town manager, Hugh Dunbar, appointed by the Flag

Officer Pacific Coast. However, the deputy town manager, secretary and council members were all elected by majority vote of the residents.

To avoid the hazard of absenteeism, due to sea duty, courses or other service requirements, alternates were chosen for each position—a precaution to which the ordinary town council does not have to resort.

Meetings are held in the John Stubbs Memorial School. Residents wishing to attend as spectators may do so, but are not permitted to take part in discussions. If a resident has a problem he wishes brought before the council, he must see his block representative and have him bring up the matter at the next regular meeting.

Minutes are kept of each session and copies are sent through the town manager and the married quarters officer to the appropriate administrative authority. If the town manager and council are unable to resolve any particular problem, the representative of the Flag Officer Pacific Coast acts

arbitrator. This is normally the Married Quarters Officer, Lieut.-Cdr. I. H. MacDonald.

Elected members of the Belmont town council are: Deputy manager, Arthur Cownden; secretary, Mrs. K. B. Guthrie; treasurer, Mrs. W. Crystal; "A" Block member, Mrs. D. R. Allen; "A" Block alternate, Mrs. G. R. Freeman; "B" Block member, J. E. Plastow; "B" Block alternate, P. T. Jackson; "C" and "K" Blocks member, Mrs. J. W. C. Pottinger; alternate, Mrs. J. L. Pringle; "D" Block member, C. E. Brown; alternate, D. H. Freeman; "F" and "L" Blocks member, N. G. Anderson; alternate, Mrs. J. A. Philpott; "G" Block member, R. Robertson; alternate, J. H. Jack; "H" Block member, A. Cochrane; alternate, Mr. H. V. Stevens; "RN", "RS" and "S" Blocks member, S. F. Pelan; alternate, R. Gavin; "J" Block member, J. D. Cragg; alternate, G. E. Copp.

In the absence of the town manager, the deputy town manager presides at the meetings.



Pictured here are members of the Belmont Park Town Council at one of their regular meetings in the John Stubbs Memorial School. Left to right are S. F. Pelan, H. V. Stevens, C. E. Brown, J. E. Plastow, Mrs. K. B. Guthrie, secretary; Hugh Dunbar, town manager; Arthur Cownden, deputy manager; Mrs. W. Crystal, treasurer; Mrs. G. R. Freeman, Mrs. J. L. Pringle, Mrs. J. A. Philpott, J. D. Cragg and R. Robertson. (E-18638).

THE HYPNOTIC ATTRACTION OF GUNNERY

or: NO BRANCH IS SAFE

by P. L. S. McC.

ONE night during the month of March, HMCS Athabaskan lay at anchor in waters that separated a group of friendly islands from the enemy mainland. Her duty was to give early warning of the approach of Communist invasion craft, illuminate any suspicious vessels under way, and investigate them with the assistance of USN landing craft. At first light in the morning it was usual to carry out a bombardment on the known enemy gun positions and villages, the latter long since evacuated by civilians and at this stage in the war serving solely as billets for Communist troops.

The ship was darkened, it was after "pipe down" and all was silent. Below in the boiler rooms and engine room, they were keeping her at 10 minutes notice for steam. Up on deck, the watch at night cruising stations manned "B" gun and the twin Bofors. The officer of the watch and lookouts were on the bridge, keeping their eyes on that dark strip along the horizon that was the enemy coast. In the distant sky could be seen the flashes of bombs and the sparkle of flak as UN bombers braved Communist anti-aircraft fire to attack

The Athabaskan's angry officers' gun crew obtained results something like this in the midnight shoot at enemy targets. The photo shows a star-shell from HMCS Nootka illuminating the horizon during a night patrol and bombardment on the west coast of Korea. (NK-894).

the inland cities.

In the ship, the radar sets were operating as airguard, seaguard and anti-junk watch; the ACR crew was carrying out an all-round sweep for hydrophone effect. In other words, every man in the Athabaskan had settled down for a typical night's work on inshore patrol off the west coast of Korea.

In the wardroom, it had been the officers' night for a movie. Normally, unless the Communists decided to attack, the night would have remained peaceful until the early morning bombardment. But the movie shown was, "I Was a Communist for the FBI," and it painted such a vivid picture of the ruthlessness and cruelty of the Communist party that the officers were roused to fighting pitch. Unanimously they agreed that their anger would not cool until they had had a shot at the Reds.

The captain, Commander D. G. King, was approached for permission to man "B" gun with an officers' crew and fire a few rounds at the nearer known enemy targets. It was unfortunate for these bloodthirsty offi-

cers that the captain at that moment was just turning in, and made a reply to this effect, "Certainly, but you must fire at least a 50-round shoot!" This was a little more work than the aspiring gunners had anticipated.

The gun's crew of the cruising watch was more than mildly surprised when the officers' crew arrived; and when the captain of the mounting, Able Seaman Charles F. Greengrass, discovered that the officers were actually going to fire, he hovered nervously around while this new crew took up position.

The supply officer, Lieut. (S) Fred Fowlow, was layer; the engineer officer, Lieut. (E) John W. Hamilton, sat in the trainer's seat, and Sub-Lieut. John F. Watson (most recently from Whale Island) was breechworker. However, shortly after the first few rounds had been fired, for the sake, shall we say, of efficiency, the captain of the mounting took over as breechworker. The remainder of the officers were load numbers, while generally supervising matters was Lieut. (G) William W. Bowditch. On the bridge, the captain and the gunnery officer, Lieut. R. A. Evans, controlled the shoot.

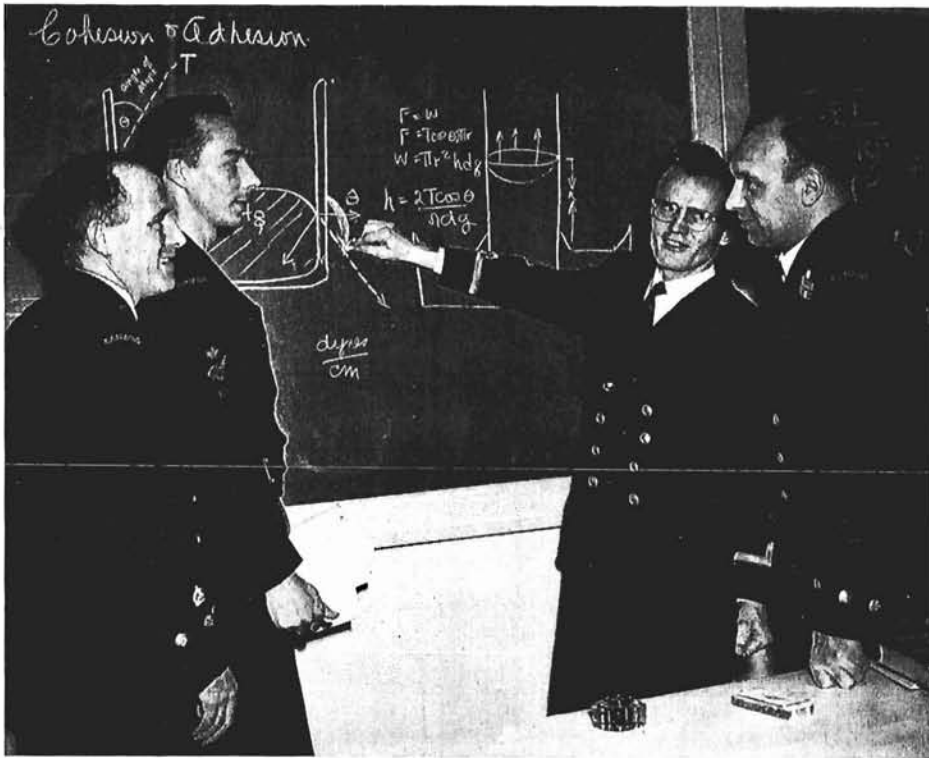
It may seem incredible, but the bombardment went very smoothly. The spread of starshell fired to illuminate a lone junk off the enemy coast was, all the officers agreed, the best they had ever seen!

When the last ten rounds had been fired at target number five, the gold-braided gunners slapped their hands together, heaved a sigh of accomplishment, and prepared to push off, as it was getting late (one o'clock in the morning, in fact).

They were halted by the Armament Broadcast, saying: "Officers' gun's crew sponge out and return all empties!"

So their initiation into the gunnery world was on the whole a little more complicated than expected. Apart from how to sponge out, they learnt a bit of the more delicate arts of gunnery — for example, how to snarl back at the Armament Broadcast.





Instructor Sub-Lieut. Henry Derynck, of Tillsonburg, Ont., a member of the Prep School staff, clears up a physics query for CPO Charles Strand, Watrous, Sask., and Victoria; PO William Driega, Cadomin, Alta., and CPO William Byatt, Saint John, N.B. (E-18336).

Concentrated Study

by L. W. T.

THE men sat silent and attentive, their eyes glued to the front of the room. The only sound, save for the chirping of the larks outside the open window, was the faint squeak of chalk on a blackboard. Suddenly a bell shrilled, and a few minutes later 22 sailor students — chief petty officers, petty officers and able seamen intermixed — filed out of the room. Though it was 1700, several hours of study still faced these pupils of the Royal Canadian Navy's Preparatory School at HMCS Naden.

The RCN Prep School commenced operations in the fall of 1949, its chief aim being "to provide an avenue of advancement to commissioned rank for every ambitious sailor, regardless of rating." It does so by giving selected men the academic courses they need to qualify educationally for promotion from the lower deck. The success of the venture is vouched for by the fact that 22 men who graduated from the first and second classes have been promoted to commissioned rank or are undergoing university or technical courses prior to promotion.

Part and parcel of the Central School at HMCS Naden, the Prep School consists of three classrooms, a large theatre room, a projection room, a well-equipped laboratory and administration and education offices. A comfortable lounge has been installed for use by the students.

A wide range of subjects is covered in the curriculum. These include mathematics (geometry, trigonometry, algebra and calculus) physics, chemistry, naval history, English grammar, composition and literature, French, navigation, accounting, mechanics, heat and electricity. Bureau of Current Affairs studies are also stressed.

Students attending Prep School are men with a purpose and they "slug it out" in the battle for education. From 0800 until 1700 would seem sufficient time in which to pound the books in any one day, but to complete the course in the allotted time of nine months a further two hours of supervised study is required each evening. "Free" at 2100, most of the pupils then settle down to homework. It is no easy task re-learning

the "three Rs" on a university entrance level.

In this unusual institution, chief petty officers study alongside able seamen, for all partake of the same educational fare. Not only does the system obviate the necessity for duplication of instructors and instructions but it also saves classroom space.

Of more than passing interest is the manner in which the chief petty officers, mostly in their early thirties, vie for scholastic honors with the able seamen, ten or more years their juniors and not long graduated from formal school. A direct outcrop of this friendly rivalry is the tremendous esprit-de-corps which abounds throughout the entire class.

This co-operation among the students manifests itself, too, in the internal organization, where the onus for the men's disciplinary and scholastic action has been placed directly on themselves. The senior chief of the term, CPO Jack Keating, is the class leader and through him requests and other matters are funnelled to the "front office" for appropriate action. Assisting him are class leaders, students who take a weekly turn on a rotation basis. Their duties include maintaining order and checking the daily attendance.

At the helm of this unique "Lower Deck College" is the guiding hand of Instructor Commander R. S. Martin, Command Education Officer. The faculty includes Instructor Lieutenant-Commanders H. V. Irving and W. G. Kelly; Instructor Lieutenants J. D. Harbron, J. L. P. Bernatchez and D. A. Robinson, and Instructor Sub-Lieut. H. M. Derynck.

Enrolled for the 1951-1952 semester are Chief Petty Officers Jack Keating, Charles Stroud, James Ellerton, William Byatt, Frank Dewling, George Harvey, Percy Boyd, Edward Percival, Keith McIntyre, Robert Smith, William Wilkinson, Ensley Anderson, John Fleming and Lloyd Turner; Petty Officers G. L'Italien, William Ower and William Driega; Leading Seaman Elmer J. Hodgson and Able Seamen Richard Bowden, Percy Mulholland and John A. Sinclair.

While all agree that it is a tough grind, they also insist it is interesting and of infinite benefit. In the words of Commander Martin, "Though the hours are long and the study hard and often tedious, these men will be enriched by the experience, both materially and mentally."



The Navy Plays



Comschool Takes Two Titles at Cornwallis

The Communications School came out on top of both the inter-part hockey and bowling leagues at HMCS Cornwallis.

The Communicators scored a narrow victory over the Cornwallis Chief and Petty Officers in the hockey final, the fifth and deciding game of the series going into overtime before the champion was declared.

Captain of the hockey team was AB Joseph St. John, who, along with Ordinary Seamen Robert Purdy, R. J. Ferbey and John Dunham, played the full season on the Cornwallis entry in the Annapolis Valley League. Other members of the Comschool squad were Ordinary Seamen William Keen, Blair Sullivan, Raymond Cadotte, Bud Harris, Andrew Barber, Robert Taylor, Ronald Cunningham and Lloyd Johnston.

The Communications "B" bowling team overcame a late start and an 18-point handicap to reach the play-offs, and from there went on to victory. The team gained other honors. Ord. Sea. Donald Churchill's 217 topped the individual averages and the team's 3077 was good for high pinfall.

Team captain was Ord. Sea. Rene Pepin and other members were Ordinary Seamen William Bromell, Charles Reisenburg and James Duncan.

A member of the Comschool "A" team, CPO F. Fenn, was runner-up for high average with 208.

Combines Hold Lead in Naden Tourney

With one competition remaining on the schedule, the combined Medical, Communications and Navigation Direction team held a 15-point lead in the race for the winter Cock of the Barracks trophy at HMCS Naden.

The nearest challenger was Naden Supply, which picked up points by winning the inter-part badminton tournament. CPO's Les Noon and Peter Loverick starred for the supply men.

MTE "A" finished second in the badminton scoring and Medical, Comm. and ND third.

In the over-all point total, Supply

School "A" was third and TAS and Electrical fourth. MTE "A", MTE "B", Band, Supply School "B" and Ordnance followed in that order. — J.S.

AB Joseph Perron Stars in Stadacona Victory

HMCS Stadacona won the Atlantic Command hockey championship by scoring two goals in overtime to defeat HMCS Shearwater 9-7 in the sudden-death final.

AB Joseph Perron notched five goals, including the two overtime tallies, to pace the Stadacona attack.

The Shearwater team gave a great display considering it had only four regulars in its lineup. The naval airmen appeared to have the game sewed up, as they led 7-5 with only five minutes remaining in regulation time, but Stadacona overtook the tiring birdmen and tied the score. AB Perron fired the equalizer at 18.29 on a pass from CPO Ed McSweeney.



Lieutenant-General Charles Foulkes presents the HRH the Prince of Wales Cup to Cadet Squadron Leader Palle Kiar at the RMC closing ceremonies. The cup is awarded to the best-all-round athlete throughout the four-year course. Cadet Kiar also received the Militia Staff Course (1929) Cup for proficiency in boxing, 50-yard swim, rifle and track.

Perron continued his spree in the overtime period, notching the winning goal on a solo effort at the 34-second mark and adding an insurance tally eight minutes later.

Outstanding for Shearwater were AB John Bechtold and AB Fred Trigg, each of whom scored two goals, and Ldg. Sea. Lester Shatford, who scored once and assisted in three others.

Air Department Cops Shearwater Hoop Crown

Air Department won the Shearwater inter-part basketball championship in a hard-fought final series with Carrier Air Group.

Air Department won the first, third and fifth games. Scores in the first four were close but Air Department went on a scoring spree in the final game to rack up a 73-27 victory.

AB David Leclair, 6-foot 4-inch Air Department captain, notched 26 points in the deciding contest, while AB John Leduc got 17 and AB Gordon Gillies 13. For the CAG, Ldg. Sea. Denny Duggan, captain, scored 16 points and AB Donald Sutherland netted seven.

Chippawa Retains Service Hockey Trophy

HMCS Chippawa retained the Basil Baker Memorial Trophy, emblem of the Winnipeg inter-service hockey championship, with a 6-3 victory over Army in a sudden-death final. AB Dick Guinan, captain of the Chippawa team, scored three goals for the winners. After the game he was presented with the trophy by Major-General N. E. Rodger, officer commanding Prairie Command.

Queen Charlotte Tops League, Loses Playoff

HMCS Queen Charlotte's "A" team wound up in first place by a comfortable margin in the Charlottetown Garrison Rifle League senior division but did not fare so well in the shoot-off for the challenge trophy, losing out by 12 points to the RCMP.

With a 98.2 average, CPO S. G. Bowles was top marksman in the "A" division over the regular schedule.

Sailors Take Victoria Hockey League Title

A team from the RCN's Pacific Command won the Victoria Commercial Hockey League championship, defeating Victoria Merchants four games to one in a best of seven final series.

The sailors took the first three games of the final, then lost out in overtime, 6-5, in the fourth. In the fifth and what proved to be the last game, Navy ran wild to score 14 goals while yielding only six to the Merchants.

Iroquois, Micmac Divisions Triumph at Cornwallis

Iroquois division copped the inter-divisional hockey trophy and Micmac division defeated Crusader to win the the inter-divisional basketball title as the winter sports season closed at Cornwallis.

Softball, baseball, soccer and badminton leagues got under way the first week in May.

Cornwallis reached the semi-finals in the Atlantic Command hockey playoffs by defeating Magnificent in a sudden-death game, but fell 11-3 before the powerful Stadacona team, which went on to win the title.

'Docs' Win West Coast Bowling Championship

Medical won the grand championship of the Pacific Command Bowling League in bowl-offs held at the Strathcona alleys in Victoria.

The "docs" rolled 5,188 points, 278 more than Communications and ND. Royal Roads was third and Ordnance fourth.

In the consolation championship, Supply School was first, followed by Regulating, MTE and Writers. Damage Control took the prize in a further consolation event. Civil Service, Cooks and Nursing Officers trailed in that order.

CPO Harold H. Booth, of Royal Roads, topped the individual averages with 222. High among the ladies was Mrs. G. Pumphrey's 163. Other individual winners were: Men's high single, Commissioned Stores Officer Frank Bentley, 353; ladies' high single, Miss M. Crawford, 308; men's high three, PO Bruce L. Timmons, 823; ladies' high three, Miss Verna Bonnell, 586.

In the bowl-off, individual awards went to PO Frederick B. Kelly, Lieut. V. H. Skinner, Mr. Bentley, Miss J. Tanner, Mrs. Pumphrey and AB S. Martin.



This is the Navy team that swept through the playoffs to win the Victoria Commercial Hockey League championship after finishing third in the league standings.

Front row, left to right: PO Russell MacKay, AB Ivan Woods, Ldg. Sea. Doug Johnson, Ord. Sea. Lloyd Milne, Ord. Sea. Stan Spark, PO Ray Shedlowski (captain), AB Arthur Standley and Ord. Sea. John Bond.

Rear Row: Commander (L.) H. G. Burchell, coach; AB Roy Derry, Lieut.-Cdr. H. V. Irving, AB Del Brown, Ord. Sea. Arnold Riches, AB Paul Wannamaker, Ord. Sea. Orville Coulter, Ord. Sea. Paul La Pointe, AB Dave Hill, AB Bert Booth, Ldg. Sea. Don Laverne and CPO Vic Smith.

PO Shedlowski, a crew member of HMCS Quebec, brought further honors to the team when he was awarded the league's most valuable player trophy. (E-18570).

Shearwater Puck Title Won by Air Groups

Air Groups defeated SNAM in two straight games to win the Shearwater inter-part hockey championship. Air Groups had defeated CAG 11-5 in a sudden-death semi-final while SNAM edged Supply 7-5 in the other bracket.

Shearwater lost out in the finals of the Halifax Metropolitan Hockey League, bowing to Dartmouth Royals by a margin of three games to one in the best-of-five final.

Officers' Team Scores in Scotian Shooting

For the third successive year the officers' team won the inter-part shooting championship of HMCS Scotian.

Members of the team were Lieut.-Cdr. (SB) J. T. Burns and Lieutenants D. I. Darling, D. J. Williams and F. E. Turner.

Three-Time Winner in Shuttle Tournament

Lieut. (SB) W. D. MacAuley was a triple winner in the annual badminton tournament held by HMCS Brunswicker, the Saint John naval division. Lieut. MacAuley defeated Lieut.-Cdr. Wilbur Brown in the men's singles final and teamed with Ord. Sea. Garnett Ferris to win the men's doubles and with Wren Dorothy

Fraser to take the mixed doubles. Wren Carole Smith won the ladies' singles.

The tournament was directed by PO Al Riley.

A volleyball team from Brunswicker again defeated the Army Garrison volleyball squad in three matches played at the Saint John Vocational School gymnasium. The Brunswicker team included CPO W. Johnson, PO A. J. Riley, PO David Saunders, Leading Seaman James Feehan and Ubald Lafortune and Ord. Sea. Garnett Ferris.

Petty Paces Stad to Swim Meet Win

HMCS Stadacona amassed a total of 39 points to take top honors in the Atlantic Command swimming and diving championships April 25 in the Stadacona pool. HMC Ships placed second with 31 points and Shearwater trailed with 14.

The Stadacona team took most of the firsts in the swimming events and placed second in the diving competitions.

Able Seaman Rod. H. Petty, of the Explosive Disposal Unit, turned in the outstanding performance in the swimming events, placing first in the 30-yard free style, 30-yard breast stroke and 60-yard breast stroke and leading the Stadacona team to victory in the 90-yard medley relay. AB Joe

Perron and PO Mike Bidnock brought first and third diving honors to HMC Ships, while AB Clifford Near gave Stadacona second place.

In the 120-yard free style relay, Ships posted a win over Stadacona, with PO Bidnock leading the way.

Winnipeg Division Takes up Curling

With CPO Hugh McCaw doing the organizing, curling was taken up in the Winnipeg division, HMCS Chip-pawa, during the past winter. Six rinks were formed from the ship's company and had a highly enjoyable season.

In inter-division competition, Lieut.-Cdr. J. Dangerfield's rink came out on top, while in an inter-service bonspiel, the rink of Sub-Lieut. Gordon Livingston got the consolation prize.

SAG Officers Capture Air Station Volleyball

Support Air Group, officers' league champions, defeated Carrier Air Group, inter-part titlists, to win the station volleyball title at HMCS Shearwater.

CAG started out by winning the first two games of the final but the SAG officers got rolling in the third and went on to score three straight victories and win the championship.



Shown above is the Navy swimming team that competed in the Nova Scotia swimming meet and took first place in the men's division. Front row, left to right: PO Albert Trepanier, Ottawa, coach; AB Harold Perry, Guelph, Ont.; Eileen O'Neil, Halifax; Betty McDonald, Dartmouth; Ord. Sea. Joe Perron, Montreal, and AB Les Franks, Toronto.

Headquarters Bowlers Hold Annual Banquet

The Naval Headquarters Bowling League wound up a highly successful season with a banquet, prize-giving and dance in the Coliseum Convention Hall at Lansdowne Park, Ottawa, April 30.

The premier award, the McCallum trophy, was presented by Surgeon Commodore Archie McCallum to Lieut.-Cdr. Doug Waring, whose Rockcliffe team won the championship of the 24-team league.

Rockcliffe stepped forward again, this time to receive from Lieut.-Cdr. William Simpkin, league president, the prizes for winning the "A" section of the playoffs. Other members of Lieut.-Cdr. Waring's team were Les Boucher, Connie Fitzgerald, Marie Potvin and Chriss McGrath.

The "B" section playoff award went to Brockville, captained by Gerry Tessier. Others on the team were Dave Castleman, Jean Murphy, Dot Derouin and Miss N. Hartnett.

Runner-up prizes in the two sections were won by Crescent, captained by Henry Dallaire, and Algonquin, skippered by Jim Defayette.

High average awards were presented to George Berniquez, whose 216.83 topped the men, and Connie Gratton, whose 198.82 was best among the ladies. Runners-up were Gerry Tessier, 197.58, and Thelma Saunders, 189.82.

Other prize-winners were:

Men's high cross—Hugh Robertson,

859; runner-up, Tony Lecompte, 795.

Ladies' high cross—Olive Gorman, 789; runner-up, Joan Barlow, 758.

Men's high single—Lieut. Walter Huculak, 341; runner-up, Jim Defayette, 329.

Ladies' high single—Edith Fraser, 390; runner-up, Chriss McGrath, 313.

Naden Badminton Club Ends Successful Season

The Naden Badminton Club wound up a highly successful season with two tournaments in April. The first was an American tournament open to all members and associate members. The second was a return match with Royal Roads which ended in a 7-3 triumph for Naden. In an earlier match with Royal Roads, Naden won by a 7-2 margin.

The club president, Lieut. (SB) William Northey, announced following a meeting with the Greater Victoria Badminton Association that arrangements had been made for tournament play with eight Greater Victoria clubs in the 1952-53 season.

Malahat Rifle Trophy Goes to CPO Burch

CPO Walter C. Burch won the Malahat Cup for having the highest average, 95.6, at the end of the rifle shooting season at the Victoria naval division.

Other high averages were posted by PO A. A. Loverock, 94; Ord. Wren E. Paterson, 93; Ord. Wren D. Smith, 92, and PO R. Riguse, 92.

Malahat's rifle team was the only naval entry to finish in the money in this year's DCRA shoot.

Turning to summer sports, Malahat has entered a team in an inter-service softball league composed additionally of two Army, an Air Force and another Navy team.

Tournament Closes East Coast Badminton

Lieut. (L) E. M. Gummer won the men's singles championship by defeating Mr. J. McNeil 15-17, 15-12, 15-10 in a closely fought match that featured the season closing tournament of the Atlantic Command Badminton Club.

Mrs. M. Korning won the ladies' singles and paired with Mrs. L. MacAlpine to take the doubles. Mr. McNeil paired with CPO H. Jackson to win the men's doubles and with Mrs. MacAlpine to capture the mixed doubles.

Mr. J. Drouin and Miss T. Jones won the consolation singles events.



Two opposing players "bury the hatchet" at the conclusion of an exhibition hockey game between York and Hunter, the Toronto and Windsor naval divisions. Hunter won 9-1. Lieut. W. A. Walden is the Windsorite and Ldg. Sea. Morley Scott the Torontonians (Photo courtesy the Windsor Daily Star).

Mrs. C. Ivany and Mrs. K. Greene copped the ladies' doubles and Mr. J. Zwicker and Mrs. Greene the mixed doubles.

York Conquers Star in Officers' Softball

Officers of HMCS York defeated their opposite numbers from HMCS Star in the annual softball game played this year in the Hamilton Armouries. The Toronto team took a 14-1 lead in the first five innings, then held off an exciting rally by the Hamiltonians to win 18-16. — *F.T.B.*

Montcalm Ends Season with Victory Margin

Under the coaching of CPO Joseph Carisse, HMCS Montcalm's hockey team finished the season with a record of five victories, four defeats and one tie.

The Quebec division's team defeated Quebec Bulldogs, 5-3 and 5-4, Canadian Army 8-2 and St. Damien 5-4 and 11-4.

The sailors lost to the Quebec Bulldogs, St. Gregoire, St. Jean Bosco and Ste. Anne de la Pocatiere.

A game with Sillery Aces ended in a 3-3 tie.

Sailors Defeat Airmen in Hoop Exhibitions

The basketball team of HMCS Chippawa, Winnipeg, chalked up a creditable exhibition game record during the recent season. The Navy

cagers scored eight wins over the RCAF team from Stevenson Field, Winnipeg, and five over the Air Force at Gimli, Man.

In an inter-service badminton tournament, Lieut.-Cdr. George Rooke won the men's singles and Audrey Freeman, of the Ex-Wrens' Association, took the ladies' singles. In the over-all scoring, Navy finished in second place.

A pistol and rifle shooting program has been launched at the Winnipeg division under the direction of Sub-Lieut. W. H. Wilson and CPO F. Bobbie.

Gains Final Round of Squash Tourney

The Navy had six representatives in the Pacific Northwest squash tournament held this year at the Victoria Squash Club.

Lieut.-Cdr. J. D. McCormick was the most successful, reaching the "B" class final before being eliminated. PO D. Barwis gained the semi-finals in "C" class and CPO J. Waldron, Lieut. Ean Sunderland, Lieut. W. E. Clayards and Lieut. (S) Kevin Power were eliminated in earlier stages of the same division.

A five-man RCN team travelled to Shawnigan Lake and scored a decisive victory over a team composed of staff members and students of Shawnigan Lake School.

CHIVALRY STILL EXISTS, WREN FINDS

by Wren G. A.

When their division recently became all of seven months old, Wrens of HMCS Discovery paused to indulge in a little retrospection. Unanimously the members of that first group agreed that none could have predicted the many interesting and varied events that occurred since the day she first stepped into the recruiting office and filled out an application.

After the initial stage of confusion with medicals, G-tests and sorting of the right foot from the left at divisions, there came lectures in bends and hitches, pilotage, boatwork and seamanship (just to mention a few of the topics) to confuse them more.

Then came uniforms and the complete kit. As Wren Norma Whiteside remarked, "I'll have to buy an extra wardrobe for all this — and with a lock and key!" Wren Whiteside

meant that, with her two sisters, Wrens Catherine and Beverly, also at Discovery, it might become a bit hectic trying to keep their uniforms separated.

Aside from keeping up with their lectures during the week, Wrens Peggy Egan, Pat McLaren, Margaret Irvine and Margaret McKenzie managed also to turn out on Thursday nights for badminton and rifle shooting.

The first parade in which the Wrens participated was the memorial service for His Late Majesty King George VI. In preparation for the occasion — at which they paraded with the officers and men of Discovery and members of the Army and Air Force — they put in many extra hours of drill.

Another eventful occasion came when the Chilean training ship Presidente Pinto arrived in Vancouver for a five-day visit. The ship's company extended an invitation to the Wrens to go aboard for a tour of inspection, on which they were escorted by an extremely courteous group of midshipmen. A dictionary came in handy once or twice but, with descriptive hand-waving and facial contortions, the Wrens and their escorts exchanged some interesting details of their respective lands and customs.

Wren Gay Christieson, representing the Wren division in the welcoming party from Discovery which greeted the ship on her arrival, caused quite a commotion. As she was being shown about the ship by a group of attentive sailors a sudden gust of wind caught her skimmer and carried it over the rail. Before she had time to so much as say "Oh", a swarm of eager young men made for the Jacob's ladder, each one intent upon the honor of retrieving it. Sailor Jose Salinas was first over the side and thereby became man of the hour.

More recently the Wrens have been doing a little extra studying for the last phase of their basic training.

Reserve Seamen, Wrens Learn Air Maintenance

Three reserve seamen and three Wrens from HMCS Scotian, the Halifax naval division, are attending training classes in naval air maintenance at HMCS Shearwater. Though they may eventually enter other specialized branches, it is felt that a basic course in tools and metalwork and general instruction in alloys and their components will provide the trainees with useful knowledge and experience.

LOWER DECK PROMOTIONS

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

ABBOTT, Woodrow A.....LSTD1
 ABLETT, Richard.....LSSE1
 ABS, Harold J.....LSRPS
 ADDY, Frederick E.....PIAA2
 ALMAAS, Gordon A.....LSTDS
 ANDERSON, Ross C.....LSQR1
 AUNGER, Raoul L.....LSTD1

BACKEWICH, William S.....P2SM2
 BAKER, Harold W.....LSAO1
 BARNSHAW, George A.....PIAF2
 BEATH, MacDonald M.....LSAR1
 BELL, James D.....PIRC2
 BELL, James G.....LSTD1
 BENTLEY, David L.....LSLRS
 BIELBY, John W.....PIQR2
 BISHOP, Donald H.....LSEM2
 BOUCHER, Adrien J.....LSAA1
 BOYCE, Roy G.....LSAC1
 BRAND, Victor R.....PIRA4
 BREEN, Gordon H.....PIAA2
 BRENNAN, James P.....LSSM1
 BRIDGES, Richard J.....PIRP1
 BROPHY, Joseph C.....LSSM1
 BRUNELLE, Rheal.....LSDV2
 BUCHANAN, John G.....LSRCS
 BUSCH, Frank K.....C2RA4

CARL, Robert E.....LSAF1
 CARROLL, Rowan J.....LSPT1
 CASTLE, Alexander G.....C2CS3
 CASTWELL, Jack A.....LSAAS
 CLEMENTS, Robert C.....LSAC1
 CLERGY, Roderick J.....LSSM1
 COADE, Vincent P.....LSEM1
 COCHRANE, Gordon P.....LSRPS
 COLE, Douglas N.....LSSM1
 COYLE, Terrence R.....LSSM1
 CRABB, John.....P1SW2
 CRANDELL, Donald F.....LSSM1
 CULLEN, Thomas J.....LSRPS

DAVIDSON, Desmond A.....LSAAS
 DAVIDSON, Everett H.....LSLRS
 DAWE, Norman G.....P1QM1
 DEVLIN, Frederick J.....PIRA4
 DINGLEY, Roy.....LSLRS
 DINNEY, Ronald C.....LSFM1
 DIXON, Leonard J.....LSCS2
 DIXON, Lloyd R.....LSLRS
 DOHERTY, Wilfred R.....LSAAS
 DOULL, Alexander J.....LSRCS
 DOYLE, James B.....C2QR2
 DRYSDALE, Roy B.....P2AA2
 DUNN, James H.....LSAF1
 DUTCHAK, William A.....LSEM1
 DYBLE, Lawrence W.....LSSM1
 DYSON, James A.....P2RW3

FAIRBANK, George E.....P1SM2
 FAVRON, Emile J.....LSRPS
 FREDERICK, John P.....P2EG3
 FRYMIRE, Walter J.....LSQRS

GAGNON, Emery J.....LSAR1
 GERVAIS, Clancy F.....C2RA4
 GERZANICH, Frank M.....LSRPS
 GILLESPIE, Douglas R.....LSQRS
 GORDON, Ray T.....LSSM1
 GORTON, Douglas L.....PIAF3
 GOURLIE, John B.....LSAF1
 GIBSON, John W.....LSAR1
 GRAHAM, Robert C.....LSAF1

GRANT, Frederick R.....LSAR1
 GREENLEES, Clive A.....LSAF1

HALL, Richard J.....LSAR1
 HALPIN, Lloyd J.....LSTD1
 HARVEY, Victor G.....LSQRS
 HAYWARD, Ernest E.....P2CS3
 HAZEN, James E.....LSAF1
 HEBGIN, John L.....LSMO1
 HEIDE, Norman E.....LSRPS
 HENDERSON, Kenneth F.....C2Q13
 HEPPELLE, Herman.....C2LR2
 HERTSLET, Reginald L.....LSAAS
 HEWENS, Clarence.....LSAN1
 HIGGINS, Wilfred R.....LSSM1
 HILL, Edwin B.....C2RA4
 HILL, Ian A.....P2AR2
 HOAR, Kenneth G.....LSTDS
 HOLT, George H.....LSAR1
 HUGHES, Victor W.....LSLRS

JENKINS, Everett M.....P2AR2
 JESSIMAN, Harold R.....LSSM1
 JONES, William G.....LSCS2

KIRKNESS, George L.....LSAAS
 KNEEBONE, Raymond C.....P1AL2
 KOSTEK, Michael.....LSAAS

LAKE, Keith J.....P1RT4
 LAMORIE, Norrie R.....LSCS2
 LANDRY, Roger G.....LSSM1
 LANGMAN, Donald G.....LSAF1
 LATIMER, Ivan C.....P2ET3
 LAW, James A.....LSAAS
 LEAVENS, David S.....C1AT4
 LECLERC, Robert M.....LSQRS
 LEGER, Norman J.....LSAAS
 LEMON, Shirley G.....C2RA4
 LEVECK, Stanley J.....LSAAS
 LOCK, Stanley W.....P1ER4

LORD, Albert W.....LSTDS
 LOWE, William A.....P1AL3
 LYNCH, William F.....PISM2

MALONE, Joseph B.....C2AT4
 MANSELL, William T.....C2PC3(NQ)
 MANZER, Ronald S.....LSRCS
 MARCUS, Robert C.....LSAAS
 MARKIEWITZ, William P.....P1AL3
 MARTENSON, John R.....PITD1
 MASON, Murray J.....C1AT4
 MENARD, Lionel J.....LSAR1
 MILLS, James.....LSRPS
 MITCHELL, John E.....LSAAS
 MONTGOMERY, John S.....LSCK1
 MORGAN, James A.....LSAAS
 MORGAN, Kenneth W.....LSSM1
 MORRISON, Harold S.....LSRP1
 MOSS, John R.....LSAR1
 MOTS, Raymond J.....LSSM1
 MUIR, William G.....LSAR1
 McARTHUR, William.....LSAAS
 McDONALD, MacAvoy A.....P2RP2
 McDOUGALL, Donald C.....LS(NQ)
 McGINNIS, Reuben G.....P2AA1
 McNABB, Bruce W.....LSAF1
 MacLEOD, Everett J.....LSLRS

NELSON, Norman R.....LSLRS
 NICKERSON, Douglas C.....LSSM1
 NORRAD, Donald C.....LSSM1

O'BRIEN, Allan R.....LSSM1
 OGILVIE, Neil A.....LSAC1
 OSBORNE, Roy.....P1ER4
 OVERALL, Clayton H.....LSEM1

PAPROSKI, John.....LSRPS
 PAQUETTE, Raymond J.....LSMO1
 PARKIN, George R.....LSAAS
 PARSONS, Robert A.....LSAAS
 PATTERSON, Robert M.....P1PC3
 PATTERSON, William T.....P2AA1
 PEARSON, Ronald.....PIET4
 PEARSON, William G.....LSSM1
 PELLETIER, Maurice R.....LSQRS
 PERCY, Norman C.....LSSM1
 PETERSEN, Jerry R.....LSRCS
 PHILPOTT, John A.....LSRPS
 PICHETTE, Jean P.....LSQRS
 PILGER, Charles V.....LSMO1
 PITT, John V.....C1AT4
 POST, Neal A.....LSSM1
 POZDNEKOFF, Peter.....LSEM2
 PUGH, Robert L.....LSLR1

QUINN, William J.....LSSM1

RAE, Donald W.....LSSM1
 RAE, Kenneth R.....C2LR2
 RANDALL, Edward H.....PIAAS
 RANDLE, Douglas M.....P1ER4
 REDFORD, William F.....PIET4
 REELEDER, Floyd H.....LSAC1
 REES, Michael A.....LSAC2
 REEVES, Wendell R.....LSAR1
 REVEGE, Harry J.....LSSM1
 REYNARD, William S.....LSAC1
 RHODES, Robert E.....LSQRS
 RICE, Lloyd W.....LSRP1
 RICHARD, Frederick J.....LSSM1
 RICHARDSON, Stewart S.....LSEM1
 RING, Donald E.....LSQMS
 RIVA, John E.....P2RT3
 ROBERTS, William J.....P2TD1
 ROSS, Maurice J.....LSSM1
 ROSTEK, Arthur H.....LSLRS

SALESKI, George J.....LSAC1
 SALKUS, Hilary T.....LSAF1
 SHEARD, Donald S.....LSAC1

Sea Cadet Pays \$1 For Personal Instruction

On board HMCS Quebec when she slipped from Esquimalt for her maiden cruise were 12 eager young sailors of the Royal Canadian Sea Cadet Corps. Chosen on a competitive basis, from Sea Cadet Corps across Canada, they demonstrated, by their bearing, appearance and ability that the selections were well made.

These young men, whose average age is 17 years, carried out the normal duties and training of ordinary seamen in the Quebec. They sailed whalers and dinghies, took part in the various evolutions and proved themselves to be capable young seamen.

During the ship's regatta in Magdalena Bay, the sea cadets pulled beautifully to win their heat in a closely contested whaler race.

One young lad achieved at least temporary fame when he appeared on the bridge with a boot polishing that failed to meet the captain's high standards. For \$1.00, payable to the ship's fund, he had the distinction of having the captain demonstrate, personally, how a pair of pusser's boots should be shined.

The sea cadets were under the supervision of Instr. Lieut. T. J. R. Cole and Ldg. Sea. Bernard Hughes, the ship's physical training instructor.

SHORTEN, William.....C2PC3
 SIMPSON, Donald F.....LSAR1
 SINGLETON, William A.....LSAAS
 SMITH, Norman W.....P1SE2
 SMITH, Raymond S.....LSMO1
 SMYLSKI, Mike.....LSRP1
 SPICER, Robert.....P1PC3
 SPIELMAN, Lloyd J.....LSRPS
 STARKEY, Thomas J.....C2AA2
 STEELE, George A.....C2SE3
 STUDLEY, Desmond A.....P1ER4
 SUTHERS, Roy F.....P2AF2

TAKACKS, Michael A.....LSAF1
 TAYLOR, Roy E.....LSSM1
 TEBBUTT, Douglas M.....LSSM1
 TEMPERTON, George A.....LSSM1
 TETLOCK, Donald B.....P1AL3
 TEVENDALE, Robert.....LSNS1
 THERRIEN, John F.....LSAF1
 THOM, John A.....LSRCS
 THOMPSON, Herbert.....LSRPS
 TOBIAS, Francis.....LSLRS
 TROTTER, Robert L.....LSRPS
 TUCKWOOD, Robert H.....LSOM1
 TURCOTTE, Joseph R.....C2RC2
 TURNER, Robert.....LSAO1

VANDERBERG, Allan R.....LSAC1

WALKER, Francis R.....P2AF2
 WALLS, Charles R.....LSSM1
 WATSON, Robert B.....C2ET4
 WAUGH, Gerald W.....LSEM1
 WEIR, Neil J.....P1RA4
 WELBURN, Roy V.....LSAAS
 WESTRAN, Byrne W.....LSCS2
 WHITE, Alfred.....P1ER4
 WHYTE, Edward A.....P1AR2
 WIESE, Glenn E.....LSAR1
 WILLIAMS, Clyde C.....LSRP1
 WILLIAMS, William E.....LSSM1
 WILLIAMSON, Thomas R.....P2AF2
 WILSON, Howard G.....LSEM2
 WILSON, John W.....LSEM2
 WISKER, Earl L.....LSAAS
 WOOD, Charles M.....P2AN2
 WOODALL, Ernest M.....C2AT4
 WRIGHT, Carroll F.....LSCS2

YOUNG, Harley A.....LSSM1
 YULE, Andrew C.....C2AT4

Retirements

CHIEF PETTY OFFICER LEONARD SIDNEY STONE

Rate: C1CS3
 Age: 43
 Length of Service: 25 years, seven months.
 Address: 239 Carling Avenue, Ottawa.
 Hometowns: Saskatoon and Victoria.
 Joined: September 1926, as a Boy Seaman.

Served in: HMS Victory and Nelson; HMCS Patrician, Armentieres, Skeena, Vancouver, Champlain, Fraser, Naden, Prince Robert, Prince David, Stadacona, Niobe, Huron, Scotian and Naval Radio Stations Gloucester, Coverdale and Churchill.

Awards: Long Service and Good Conduct Medal, December 6, 1943; Distinguished Service Medal, August 29, 1944.

Retired: April 30, 1952.

CHIEF PETTY OFFICER GEORGE QUINNEY IRVING

Rate: C1SM3
 Age: 44
 Length of Service: 20 years, six months.
 Address: Simcoe, Ontario.
 Hometowns: Edinburgh, Scotland and Simcoe, Ontario.

Joined: October 1931, as a Stoker 2nd class.

Served in: HMS Victory; HMCS Festubert, Saguenay, Champlain, Saint Laurent, Skeena, Stadacona, Cornwallis, Avalon, Iroquois, Huron, Qu'Appelle, Nootka, Prevost and Bytown.

Awards: Mention in Despatches, November 17, 1944; Long Service and Good Conduct Medal, October 29, 1946; King's Commendation, October 24, 1949.

Retired: April 4, 1952.

PETTY OFFICER JAMES ROWBOTTOM HALLAS

Rate: P1CR3
 Age: 46
 Length of Service: 20 years.
 Address: Bristol, England.
 Hometown: Peterborough, England.
 Joined: September 1928, as an Ordinary Seaman.

Served in: HMS Victory and Furious; HMCS Armentieres, Skeena, Naden, Ottawa, Restigouche, Stadacona, Saint Clair, Saguenay, Venture, St. Hyacinthe, York, Givenchy, Prince Robert and Niobe and HMC Naval Radio Station Aldergrove.

Awards: Long Service and Good Conduct Medal, April 17, 1947.

Retired: April 16, 1952.

PETTY OFFICER JAMES EARLE MACDONALD

Rating: P1LR1
 Age: 39
 Address: Green Street, Imperoyal, N.S.
 Hometown: Halifax and Dartmouth, N.S.
 Joined: March 24, 1931, as an Officers' Steward 3/c.

Served in: HMS Pembroke, Royal Sovereign and Comet; HMCS Stadacona, Champlain, Saguenay, St. Laurent, Restigouche, Ottawa, Naden, Skeena, Hamilton, St. Clair, Givenchy, Prince Robert, Middlesex, Scotian, Micmac, Nootka and Shearwater.

Retired: March 28, 1952.

ST. F. X. UNTD ENDS SUCCESSFUL SEASON

Highlighting the past year's program of cadet training at Saint Francis Xavier University, Antigonish, N.S., was a cruise to St. John's, Newfoundland, in HMCS Brockville, training tender to HMCS Scotian. This was the climax of a training season which featured several new aspects introduced by Lieut. R. C. Brown, RCN staff officer, and was one of the most successful since the inauguration of the UNTD at St. F.X.

Besides several week-end cruises in the Brockville, the program also featured inter-divisional quizzes, which provided keen competition among the three divisions—Frobisher, Drake and Hawkins—and resulted in victory for Frobisher, commanded by Sub-Lieut. Neil Cullens. Also inaugurated this year was a lounge room operated in conjunction with the COTC. The first function in the lounge was a reception for 15 Swedish naval cadets who visited the university while on a tour of the Maritimes.

Concluding the winter's activities was a dinner at which prizes and awards were presented.—*T.L.McG.*

\$1,091.96 Donated To Halifax Charities

A total of \$1,091.96 was distributed to 11 charitable organizations in Halifax by the Royal Canadian Navy Central Charities Fund recently.

The charities fund is made up of contributions from naval ships in commission and establishments in the Halifax area and money from it is donated to various causes.

Donations included: Salvation Army \$121.15, Rainbow Haven \$54.65, Halifax Community Chest \$327.89, Goodfellows Fund \$54.65, St. Joseph's Orphanage \$54.65, Nova Scotia Home for Colored Children \$54.65, Flying Angel Mission to Seamen \$54.65, Boy Scouts Association \$54.65, Canadian Cancer Society \$54.65, Canadian Red Cross Society \$163.94, and Walter Callow Veterans' and Invalids Welfare League \$86.43.

Meanwhile, civilian employees of the Dockyard in Halifax have collected more than \$2,000 to date in their current drive for charitable funds.

UBC Produces UNTD Magazine

Twice a year the UNTD produces a magazine. The White Twist, published in the early fall, covers the preceding summer training period. The UNTD Magazine, published in the spring, deals with the winter training term just past.

The latest edition of the latter, recently off the press, is a credit to the UNTD in general and the editors in particular. Besides reporting on activities in the various UNT divisions, it contains several interesting articles, a sprinkling of humor and some frank and honest opinions.

Responsible this year for producing the magazine was the UNTD of the University of British Columbia, with an editorial committee headed by Cadet P. R. Grantham doing the actual dog-work. The result is an instructive and interesting publication.

SPECIAL BROADCASTS WARMLY RECEIVED

Ed Farey, program director of Radio Station CKDA, Victoria, who prepared special recordings of his popular radio show, "Spinner Sanctum," for broadcast to the Cayuga, Athabaskan and Sioux while they were serving in the Far East, has received a letter of appreciation from Rear-Admiral W. B. Creery, Flag Officer Pacific Coast, on behalf of the three ships.

Mr. Farey made recordings of the voices of wives, relatives and friends, dedicating their favorite pieces of music to the individual men in the Canadian ships. The recordings then were shipped to Japan and broadcast over the Armed Forces Radio Station at Kyushu, Japan.

In a message to the Flag Officer Pacific Coast, Commander James Plomer, Commander Canadian Destroyers Far East, asked that the thanks and appreciation of all officers and men in the Athabaskan, Cayuga and Sioux be conveyed to Mr. Farey.

Subsequently, in his Report of Proceedings, Commander Plomer said the broadcast was an "unqualified success" and "cheered the ship's company (of the Cayuga) immensely. This was a very fine piece of work on the part of Mr. Farey . . . and could he have seen the faces of the listeners during the broadcast Mr. Farey would have been amply rewarded for all the trouble taken."

Hobby Shop Popular Even on Week-ends

The hobby shop which was opened at HMCS Cornwallis early in February (Crow'snest, April 1951) has proven even more popular than was anticipated. The original intention was that the shop provide a means of keeping idle hands busy during spare-time hours aboard. This it has done, and more, having had the additional, unexpected result of reducing the number of men going ashore on week-end leave periods.

The Cornwallis hobby shop is not an elaborate set-up. Large power-driven machines and other expensive equipment have been deliberately omitted. Instead, the shop serves more as a source of supply for the pursuit of relatively simple hobbies that can be continued with ease when the men go to sea.

TEN NATO COUNTRIES WAIVE PASSPORT REQUIREMENTS FOR CANADIAN SERVICEMEN

Effective immediately members of the Canadian Armed Forces may travel in the following NATO countries on duty or leave without passports:

Belgium, Denmark, France, Iceland, Italy, Luxembourg, Netherlands, United Kingdom, Norway and Portugal (excluding the Azores).

Personnel must be in possession of a service identity card and shall be issued with a new form DND 12 "CANADA—Armed Forces movement order."

Personnel travelling on leave in Switzerland do not require passports provided they are in uniform and are in possession of:

- (a) A service identity card
- (b) Form DND 12 and
- (c) A special form obtainable from Swiss legations in London and Cologne and the Swiss consulate in Hanover.

Personnel who have requested passports will be provided with form DND 12 by Naval Headquarters. In future, form DND 12 shall be issued by the commanding officer.

Supplies of form DND 12 are being distributed to Bytown, Stadacona, Naden, Niobe and Niagara immediately and to other ships and establishments in the near future.

Dependents still require passports.

Regulations regarding the wearing of uniform and civilian clothes in NATO countries will be promulgated in General Orders.

UNTD'S TAKE RIVERS COURSE

"Any Officer who aspires to hold high command in war must understand clearly certain principles regarding the use of air power. In addition, it is necessary for commanders and staffs at all levels to have a sound knowledge of the capacity and limitations of air support and a familiarity with the machinery and procedure."

This axiom, laid down by Field Marshal Viscount Montgomery, was underscored for second and third year UNTD cadets of the University of Manitoba at a two-day familiarization course at the Canadian Joint Air Training Centre, Rivers, Manitoba.

A thoroughly prepared program, assembled by Lieut.-Cdr. (P) H. J. G. Bird, Naval Liaison Officer, was

conducted under the supervision of Lieut. (P) S. C. Wood.

Highlight of the classroom lectures for many of the UNTD cadets was the photographic interpretation course, during which practical problems were set in observing battle photographs through stereoscopes.

At the Airborne School the cadets were given an insight into the training of the parachute soldier and the problem of landing troops from the air, and witnessed a display of supply dropping by a Dakota aircraft.

Cadets were airborne on the second day of the course. Each was given a short hop in an Army Auster air observation aircraft and a helicopter. Some also managed to work in flights in Harvards.



UNTD cadets from the University of Manitoba who attended the familiarization course at the Canadian Joint Air Training Centre, Rivers, are pictured above with officers of the CJATC staff.

CEREMONIES HONOR AIR CRASH VICTIMS

Memorial services were held in HMCS Shearwater, April 22, and on board HMCS Magnificent, April 24, for five officers and two men who lost their lives when two Avenger aircraft crashed into the sea off the southern coast of Nova Scotia on the night of April 17.

The Shearwater-based aircraft became missing during a search and strike exercise against HMCS Quebec, which was enroute to Halifax. Visibility suddenly decreased during the exercise and it is believed the two planes collided. No survivors were found in subsequent searches.

Missing were Lieut. (P) John S. Murphy, Lieut. (D) John K. H. Mason, Lieut. (P) William J. Hutchinson, Lieut. (O) John E. P. Anderson, Sub-Lieut. (S) Phillip J. A. Plotkins, Able Seaman William Hunter and Able Seaman Douglas Moffatt.

The Shearwater services were attended by senior officers of the Atlantic Command, officers and men of the air station and friends and relatives of the seven officers and men and of personnel serving at the air station.

Chaplain A. J. Mowatt, of Shearwater, officiated at the Protestant service, held in the gymnasium. Assisting were Chaplain Harry Ploughman, Command Protestant Chaplain, and Rev. James A. Fraser, of Imperoyal United Church.

Miss Audrey Farnell sang "The King of Love My Shepherd Is" and Captain Duncan L. Raymond, commanding officer of Shearwater, delivered a brief message and read the prayer. After the singing of "Abide With Me," the Last Post was sounded, two minutes silence was observed and the bugler sounded Reveille.

A requiem mass was celebrated in the Shearwater chapel by Chaplain of the Fleet (R.C.) M. P. MacIsaac, who was visiting naval establishments in the Atlantic Command at the time.

Two days later the Magnificent steamed to the area, 150 miles from Halifax, in which the accident occurred. In the late afternoon, a small group of relatives, the carrier's ship's company and other officers and men from the Command gathered on the windswept flight deck for the memorial service.



A mace commemorating the occasion when Her Majesty Queen Elizabeth and HRH the Duke of Edinburgh were embarked in the ship was presented to HMCS Ontario April 30. In a ceremony witnessed by the assembled ship's company, Dr. A. F. Mahaffey presented the mace, on behalf of the people of the Province of Ontario, to Captain E. P. Tisdall, commanding officer of the Ontario. Captain Tisdall then turned the mace over to Ldg. Sea. Robert Murray (above), drum major of the cruiser's band.

The mace (right) was hand-made by Maurice Carmichael, silversmiths, Victoria. It features a terrestrial globe, in sterling silver, mounted on an ebonized birch staff. Above the globe a silver bear, taken from the provincial coat of arms, is mounted on a platform supported by a naval crown. The globe itself bears the province's coat of arms on one side and on the other the inscription: *Presented by the People of Ontario on the occasion of the Embarkation of Their Royal Highnesses Princess Elizabeth and the Duke of Edinburgh. November 9th, 1951.*



Prayers were offered by Chaplain (P) Horatio Todd, Chaplain (RC) James Noonan and Rev. James Fraser. Captain K. L. Dyer, commanding officer of the Magnificent, read the scripture. Ten wreaths were dropped on the sea at the conclusion of the service.

The Last Post was sounded, followed by two minutes' silence and Reveille, then the Magnificent gathered speed and set course toward Halifax.

Earlier in the week, Father MacIsaac celebrated requiem high mass in the chapel on board the Magnificent.

Big Landscaping Job at Shannon Park

Shannon Park, the new naval married quarters across the harbor from Halifax, will be the site of one of the biggest landscaping jobs ever undertaken in Halifax County.

R. G. Lillie, assistant regional supervisor of Central Mortgage and Housing Corporation, said tenders would be called for the landscaping of the 521-apartment project and that it was hoped the work would be under way by the end of June.

Plans call for the laying of permanent streets and curbs, followed by the planting of lawns in front of the dwellings. The whole area will be planted with shrubs and trees.

MAN OF THE MONTH
(Continued from page 7)

He is happy to be back in ships again and finds the Wallaceburg to his liking. "I feel more at home and happier in smaller ships", is the way he explains it.

CPO Meredith is married to his childhood sweetheart, the former Velma Atkinson, of Liverpool, N.S., whom he met while going to school at Barrington Passage. They have two children, an eight-year-old son and a daughter, two. Recently they purchased a home in Dartmouth and CPO Meredith spends his spare time "tiddleying up the place". Part of the "tiddleying up" includes a flower garden, a plot 50 by 125 feet in which he grows flowers of all colors and variety.

CPO Meredith doesn't regret his choice of a naval career for a moment. He is convinced there is no finer life for a young man who wishes a good profession, with opportunities for advancement and an early pension.

**LETTER TO THE
EDITOR**

Flying Saucers

Sir:

The other day I picked up from a news stand a book called "The Flying Saucers Are Real", which gave numerous highly authenticated stories of the appearance and behaviour of these phenomena.

I suddenly remembered having seen, many years ago, something which might well have been a flying saucer (if these exist) and I not only saw it but made a record of it in my Midshipman's Log.

I was a Sub-Lieutenant at the time, but I continued to write up my log, though it was considerably more informal than in the days when it had to be inspected weekly by the "Snotties' Nurse." Here is the entry, verbatim, written in faded ink and dated:

H.M.C.S. Aurora
Dominica to Barbados
January 6th, 1922.

'We sailed in the evening and I kept the first watch (traded with H. for the morning). Extraordinary incident took place at 10 p.m. when we were just off the North West corner of Martinique. A brilliant green light appeared on port bow. Looked quite close and was moving

**Polio Victims Aided
in Stadacona Pool**

The swimming pool at HMCS Stadacona added further to its public service activities in April.

In co-operation with the March of Dimes and the Callow Veterans' and Invalids' Welfare League, a scheme was instituted whereby polio victims in Halifax would receive therapeutic treatment in the Stadacona pool. Arrangements were made for persons crippled by polio to have assisted swimming periods twice a week as a means of bringing strength and control back to weakened muscles.

For some time the facilities of the Stadacona pool have been made available to swimming classes from Halifax schools.

rapidly astern. It went out, came on again, and then finally went out. Its movement was quite even, *not* in a trajectory, but level. I can't explain it.'

I can well remember this incident. The green light in question looked to be the size of a soccer football and was about 500 feet up in the air, travelling very rapidly in level flight. My immediate reaction was that it must be a rocket or star shell (it looked far too close to be a shooting star) but I immediately realized that had it been either of these it would be moving in a trajectory.

I recollect turning to my Signalman, who had been watching this thing open-mouthed, and saying to him, "Do you think we should report this to the Captain?" He shook his head and said, "Better not, sir," and I did not, but contented myself with recording the incident in my Log.

Yours truly,

R. E. S. Bidwell,
REAR-ADMIRAL

Answers to ship recognition quiz

1. French battleship *Jean Bart*.
2. British "Weapon" class destroyer.
3. U.S. carrier, "Midway" class.

Weddings

Able Seaman John Barry, HMCS Quebec, to Miss Lillian Keating, of Chatham, N.B.

Able Seaman Hubert Bedard, HMCS Quebec, to Miss Stella Patterson, of Toronto.

Ordinary Seaman Allan Bennett, HMCS Quebec, to Miss Doreen Ayling, of Victoria.

Chief Petty Officer Charles W. Bourgeois, HMCS Quebec, to Miss Cecelia Clappier, of Midway, B.C.

Petty Officer Joseph T. Brown, HMCS Naden, to Miss Claire Lily Barnett, of Cumberland, Ont.

Ordinary Seaman Louis Carveth, HMCS Quebec, to Miss Marlene Anderson, of Victoria.

Lieut. R. F. Choat, HMCS Cornwallis, to Sub-Lieut. (MN) Frances A. Mitchell of HMCS Cornwallis and formerly of Toronto.

Able Seaman Harry Deyarmond, HMCS York, to Miss Margaret O'Brian, of Halifax.

Leading Seaman S. Ronald Dunn, HMCS New Liskeard, to Miss Muriel MacLean, of Halifax.

Leading Seaman Maurice Lacroix, HMCS Swansea, to Miss Bertha Cooper, of Halifax.

Sub-Lieut. (MN) Elizabeth McFarlane, HMCS Stadacona, to Captain Charles H. S. Barter of the Seaforth Highlanders.

Leading Seaman F. G. McKendry, HMCS Swansea, to Miss Alma Jones, of Osgoode, Ont.

Leading Seaman Cecil Morgan, Aldergrove Radio Station, to Miss Shirley Epp, of Aldergrove, B.C.

Births

To Petty Officer Marcel Corbeil, HMCS Montcalm, and Mrs. Corbeil, a son.

To Able Seaman Raymond Dean, HMCS York, and Mrs. Dean, a son.

To Ordinary Seaman David Dimarco, HMCS York, and Mrs. Dimarco, a son.

To Able Seaman R. A. Drolet, HMCS Montcalm, and Mrs. Drolet, a daughter.

To Able Seaman C. W. Duff, HMCS York, and Mrs. Duff, a daughter.

To Commander F. C. Frewer, HMCS Niobe, and Mrs. Frewer, a daughter.

To Commander (L) J. C. Gray, HMCS Niobe, and Mrs. Gray, a daughter.

To Able Seaman K. L. Hicks, HMCS Montcalm, and Mrs. Hicks, a daughter.

To Able Seaman J. Hillier, HMCS Catarqui, and Mrs. Hillier, a son.

To Commander J. A. MacKinnon, HMCS Brunswick, and Mrs. MacKinnon, a daughter.

To Able Seaman Jack Maxwell, HMCS Quebec, and Mrs. Maxwell, a son.

To Petty Officer Graham McKay, Aldergrove Radio Station, and Mrs. McKay, a daughter.

To Able Seaman John R. Murray, HMCS Catarqui, and Mrs. Murray, a son.

To Leading Seaman J. W. D. Pelchat, HMCS Montcalm, and Mrs. Pelchat, a son.

To Able Seaman F. J. Perrier, HMCS Quebec, and Mrs. Perrier, a daughter.

To Able Seaman Bertrand Pinard, HMCS Stadacona, and Mrs. Pinard, a daughter.

To Able Seaman W. Earl Preston, HMCS Catarqui, and Mrs. Preston, a daughter.

To Lieut. E. D. Robbins, HMCS Naden, and Mrs. Robbins, a daughter.

To Petty Officer Ernest Sargeant, Aldergrove Radio Station, and Mrs. Sargeant, a son.

To Commissioned Gunner D. A. Scott, HMCS Naden, and Mrs. Scott, a son.

To Petty Officer Norman Sellers, HMCS Haida, and Mrs. Sellers, a son.

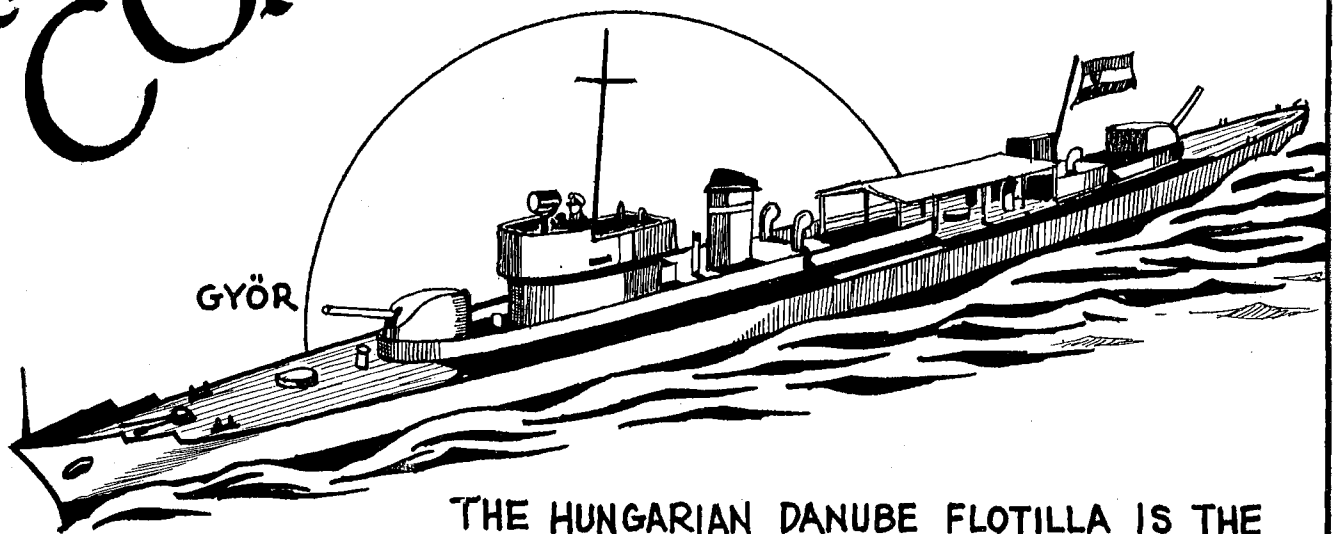
To Petty Officer Ernest Tuttle, HMCS Naden, and Mrs. Tuttle, a son.

To Lieut.-Cdr. T. A. Welch, HMCS York, and Mrs. Welch, a daughter.

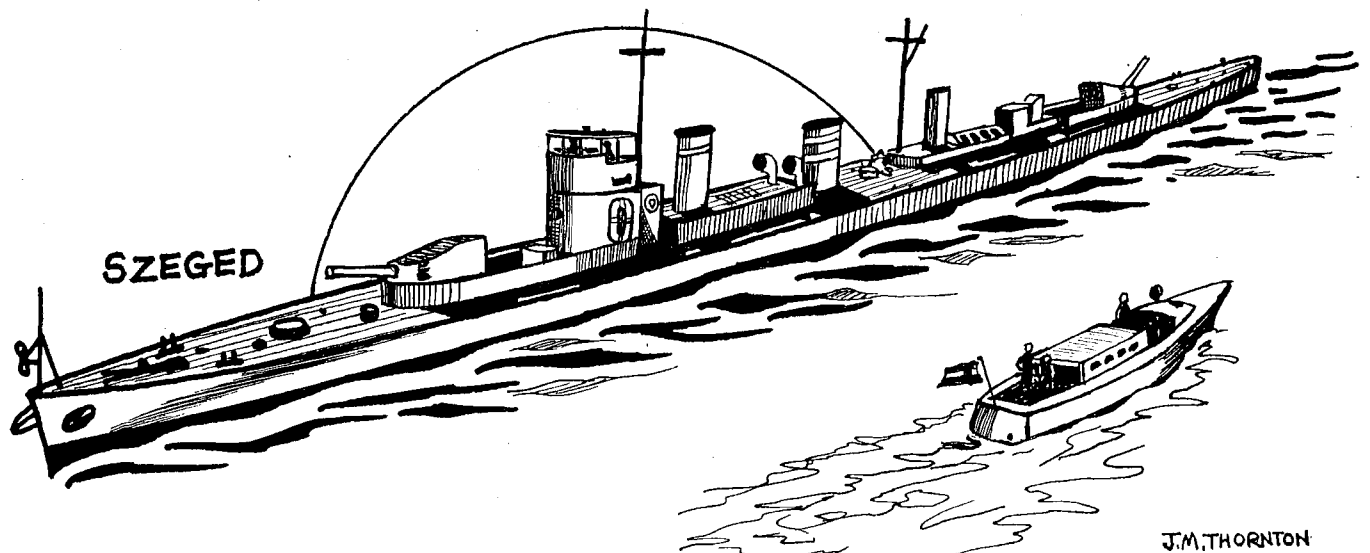
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NO. 4

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SAILS THE SEA"



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J.M. THORNTON

