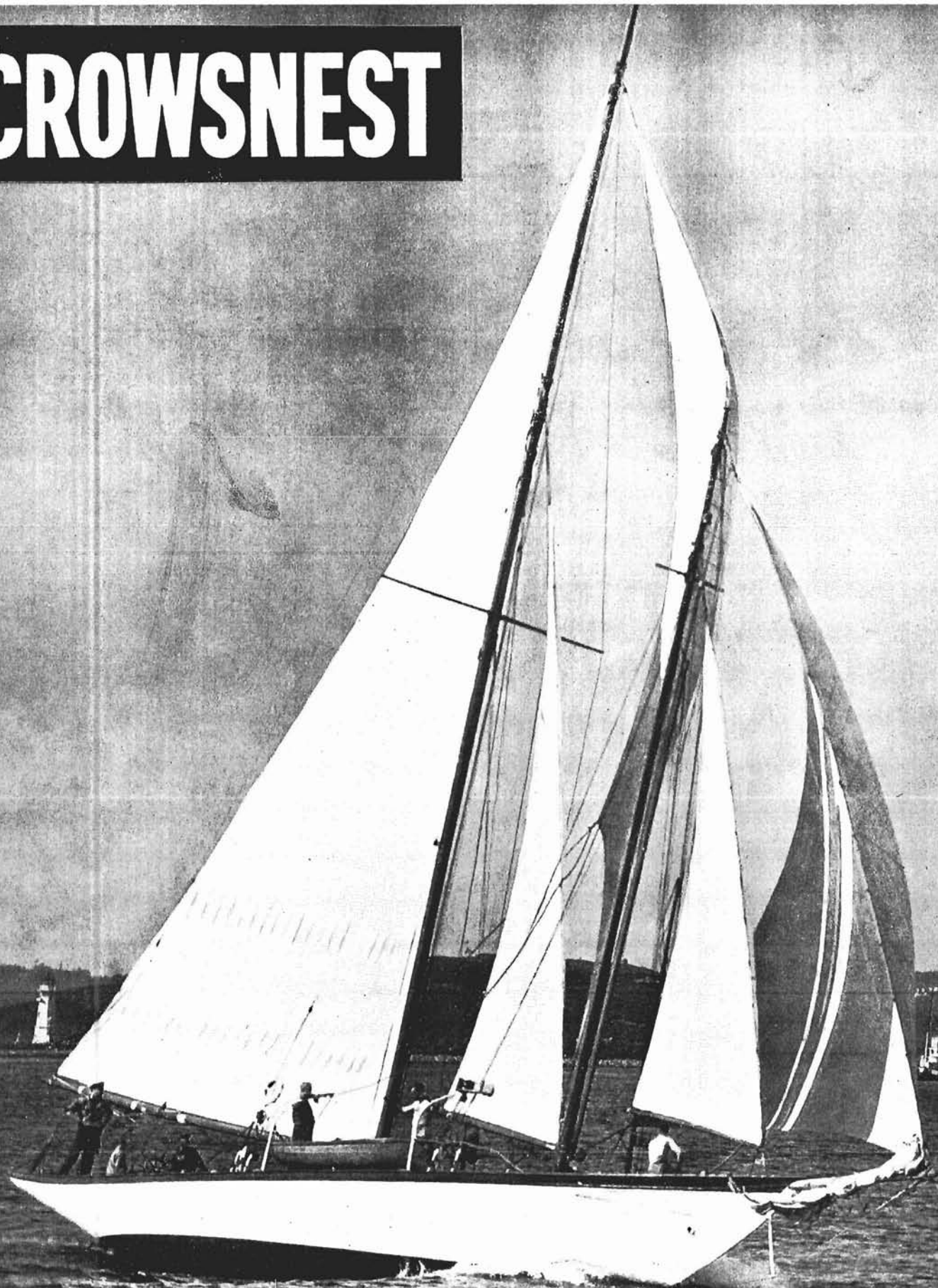
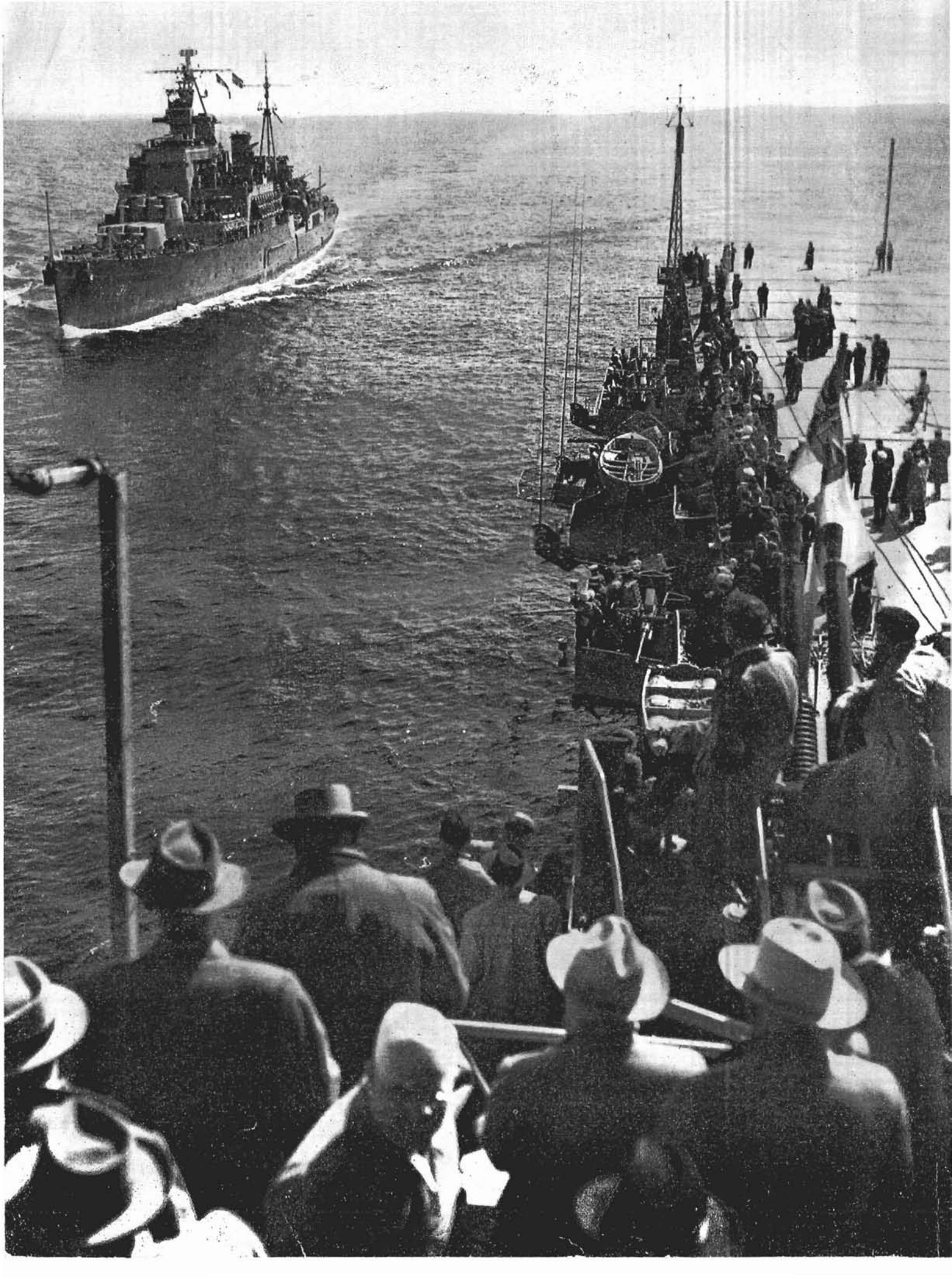


The CROWSNEST



Vol. 4 No. 9

July, 1952



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THE ROYAL CANADIAN NAVY'S MAGAZINE

JULY, 1952

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The photo on the opposite page gives the impression, almost, that a civilian crew has taken over HMCS Magnificent. However, the gentlemen in the fedoras and topcoats are only guests—members of the Canadian Industrial Preparedness Association who spent a day at sea in the carrier, May 19, witnessing a naval demonstration off Halifax. In the party were more than 100 leading figures in Canadian industry. The photo shows them gathered on the flight deck, island and gun sponsons to watch as HMCS Quebec comes alongside to transfer stores. (See also page 4). (Photo HS-19673).

★ ★ ★

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This they may do by sending an order to the Superintendent of Photography (Navy), National 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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4 x 5 glossy finish only	\$.05
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75 ST. PATRICK STREET,
OTTAWA, ONT.

Cover Photo—The Royal Canadian Navy was represented for the first time this year in one of the top international yachting events—the annual 630-mile race between Newport, R.I., and Bermuda. Flying the burgee of the newly-formed RCN Sailing Association, the staysail schooner Wanderer IX was the only Canadian entry among the 63 yachts which sailed from Newport June 21. The 31-year-old Wanderer IX is on loan to the Halifax Squadron of the RCNSA from the estate of the late D. R. Turnbull.

The yacht has a ten-man crew: Commander J. C. Reed is skipper, Lieut. (E/E) G. H. F. Poole-Warren is mate, and other members of the crew are Lieut. R. L. McKay, Lieut. (L) W. D. Hutchinson, Lieut. C. A. Prosser, Lieut. D. O. Campfield, PO J. W. Ayres, PO P. J. Quinlan, AB Robert Booth and Ord Sea. R. A. Woodhill. (HS-19951).

R.C.N. News Review

Magnificent Takes Part In Big NATO Exercise

The year's half-way mark found HMCS Magnificent in European waters where, for eight days in the latter part of June, she had taken part in Exercise Castanets, the largest international manoeuvres held since the war. The NATO exercise was designed to test the ability of the air and sea forces of North Atlantic Treaty countries to co-operate in protecting trade in the eastern Atlantic, English Channel and North Sea.

Ships and aircraft of nine NATO nations took part. These included a battleship, five aircraft carriers, three cruisers, three minelayers, 45 destroyers and escorts, over 70 minesweepers, numerous small craft and about 400 aircraft.

More than 100 warships and naval auxiliaries were provided by NATO countries to act as ships in convoy, and ship owners co-operated by flying special signals in suitable fast ships in the area to mark them as independently routed ships open to attack by the "enemy".



An ash tray made from the casing of the first shell fired by Canadian forces in the Korean war was presented to Prime Minister St. Laurent, May 19, by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, on behalf of the RCN. The shell from which the ash tray was made was fired August 15, 1950, by HMCS Cayuga. (O-2290).

Page two

The "enemy" was a formidable one, well supplied with all known weapons of attack against shipping — submarines and E-boats for torpedo attacks; surface ships, aircraft and submarines for minelaying; land and carrier-based strike aircraft, and surface raiders.

Following Exercise Castanets, the Magnificent sailed from Portsmouth July 1 for Malta, where she was to join the Royal Navy's Mediterranean Fleet for exercises lasting until August 20. She will return to U.K. waters for a month of further exercises before returning to Halifax about October 7.

The Magnificent was accompanied to Plymouth in June by HMCS Haida, the destroyer then returning to Halifax.

Nootka Has Close Call in Duel with Reds

Canadian destroyers in Korean waters were more than usually active in the latter part of May and first part of June.

HMCS Nootka had a particularly warm time of it. She had, in fact, the narrowest escape from battle scars of any of the Canadian ships that have operated in the war zone.

On May 30, while shooting up targets in the Chongjin area, far up the east coast of Korea, the Nootka and the USS Thomason (destroyer escort) came under heavy, accurate fire from shore batteries.

The Reds' first salvoes landed close by the Nootka and succeeding broadsides continued to bracket and straddle her as she turned to seaward to open the range. One salvo landed so close on the port side that water was thrown over the bridge and a lookout and two of "A" gun's loading numbers had their helmets blown off.

Within the time it took the Nootka to steam out of range, an estimated 150 shells landed in close vicinity to the ship, about 15 salvoes coming within 20 yards and 40 within 200. The upper deck was sprayed with shell fragments, some up to eight inches in length, but, fortunately, damage was negligible and there were no casualties.

Through all this, the Nootka's "X" gun had been answering the Reds with broadsides at the rate of one every four seconds. Then, after withdrawing and assessing the situation, the destroyer headed straight back in through a fog and rain bank and turned her full main armament on the batteries.

The ship's gunners saturated the battery positions with shellfire, this time without practically any opposition. Only three enemy rounds were fired in reply and all were short.

On this patrol, the Nootka carried out almost daily bombardments as she ranged from the "bomblines" almost to the far northern border of Korea. Industrial areas and communications, the latter including rail lines, bridges, truck convoys and water transport, were her principal targets.

On the west coast, the Athabaskan was equally active, shelling troop concentrations, gun positions, buildings and other targets. During the patrol, the Athabaskan worked with a variety of UN ships — British, American, New Zealand and South Korean — and with aircraft of the USN.



Just about every last item aboard was checked to make sure it was in top condition before HMCS Crusader departed for the war zone. Shown here replacing the breech on one of the ship's 4.5-inch guns are CPO Richard Williams and PO William Pinhos. (E-18957).

Iroquois, Crusader Arrive in Far East

Two Canadian destroyers arrived in the Far East in June. The first was HMCS Iroquois, taking the place of the Cayuga. She was followed a week later by HMCS Crusader, relieving the Athabaskan.

Both the Halifax-based Iroquois and Esquimalt-based Crusader are serving in the Far East for the first time.

Cayuga Comes Home with Proud Record

Just five days less than a year from the day she sailed, HMCS Cayuga returned to Esquimalt, June 14, from her second tour of operations in the Korean theatre. She was greeted at the jetty by some 500 friends and relatives of the destroyer's company.

The Cayuga's actual time in the war theatre lasted from July 1951 to May 1952. During that period her duties consisted mostly of carrier escort and inshore patrols, with the emphasis on the latter.

Statistically speaking, she steamed 53,045 miles and spent 233 days at sea in the operational area; fired 6,153 rounds at the enemy from her four-inch guns and 3,683 rounds from her Bofors; carried out 40 oiling operations at sea and made 40 sea transfers.

The Cayuga was fired on by shore batteries on three different occasions and by heavy machine guns several other times. Her motor cutter also came under machine gun and rifle fire. Several hundred rounds were fired at her but the Cayuga was never hit, although several near misses occurred.

On the Cayuga's arrival in Japan last July her captain, Commander James Plomer, took over the duties of Commander Canadian Destroyers Far East. The Cayuga was soon playing a leading part in the defence of UN-held islands off the west coast of North Korea and later was chosen to organize and head the defence of a number of islands against the threat of invasion.

Assistance was given by the Canadian sailors to refugees and others. During the bitterly cold winter, members of the ship's company supplied ill-clad islanders with clothing, some of which was charged to individual men and would eventually mean a fair sum of money out of their own pockets.



If we had a prize for unusual photographs, this one would take it, showing as it does a rare type of ship in an odd predicament. The Portuguese four-master, weighing anchor in St. John's harbor, has come up with a "foul anchor" caused by a complete turn around a derelict spar. The photo was taken at the instigation of Commander R. A. Webber, Canadian Naval Commander Newfoundland, who happened to be passing with a naval photographer at the time. Note the clothing hanging from the rigging. With no "vap" on board their ship, the Portuguese sailors have to wait until they reach port to get fresh water to wash their clothes. Then they have a mammoth wash-day.

After River Cruise Quebec goes to U.K.

HMCS Quebec for the first time visited the province whose name she bears when she made calls at Sorel, Quebec City and Montreal in June.

Her visit at Sorel coincided with a call there by the USS Samuel B. Roberts (destroyer) and both ships landed guards for the international gun presentation ceremonies held June 14 by Sorel Industries Ltd.

The Quebec was boarded at Halifax by the Cornwallis band, which took part, along with a guard from the Quebec, in ship-naming ceremonies for HMCS Labrador (Arctic patrol vessel) and HMCS Chignecto (coastal minesweeper), as well as other ceremonies during the day. The band remained with the cruiser for the visits to Quebec City and Montreal.

The stay at Quebec City lasted from June 15 to June 20 and the Quebec was in Montreal from the afternoon of June 20 to the morning of June 25. Band concerts and Sunset ceremonies were presented in both cities.

The St. Lawrence River cruise ended with a visit, June 26-29, to Cornerbrook, Nfld., where the stay was a day longer than originally planned so the Quebec could be present for Newfoundland Remembrance Day services. She arrived back in Halifax on June 30.

On July 4 the Quebec is due to sail on a three-week training cruise to the United Kingdom, putting in briefly at Portsmouth on July 10, and spending July 11-21 at Chatham before returning to Halifax.

A second summer training cruise for the Quebec, August 7-22, will include calls at Digby, N.S.; Bar Harbor, Maine, and Argentina, Nfld.

One 'Sweeper Launched, Keels of Two Laid

While HMCS Labrador and HMCS Chignecto were receiving their names in ceremonies at Sorel on June 14, the keel of another coastal minesweeper, the Quinte, was being laid at Port Arthur. A day earlier the keel of a coastal minesweeper, the

(Continued on page 32)

Naval Engagement Off Halifax

(From *THE BULLETIN*, official publication of the Canadian Industrial Preparedness Association)

OF the periodic armed services displays arranged for the benefit of the Canadian Industrial Preparedness Association during the past few years, the special functions staged by the Royal Canadian Navy at Halifax, highlighted by a day at sea on board the aircraft carrier *Magnificent*, will occupy a foremost place.

One hundred and ten industrialists, from many parts of Canada, were present at Halifax on May 19 and 20. They were afforded a particularly fine opportunity to familiarize themselves with many phases of the Navy's work, at sea, on land and in the air, and at the same time discuss problems peculiar to their particular business with the operational forces, and the persons who keep them operational.

With no routine association business on the program, the entire two days were devoted to seeing, fact finding and "talking shop", revolving around Navy, industrialists, and government officials in attendance. In all probability, no previous gathering of the CIPA has provided such an excellent opportunity to bring these groups together, and enable

them to hold discussions on their specialized subjects.

From the moment the group boarded the 694-foot, 17,770-ton aircraft carrier *Magnificent* (Captain K. L. Dyer) at 7:45 a.m. on the morning of May 19, until they trooped down the gangplank at 7:00 p.m., there was nothing but unflagging interest and enthusiasm for what they saw and heard. They were welcomed aboard, and duly briefed, by Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, before ascending to the flight deck, where they were afforded an excellent view of Halifax harbour and installations as the ship headed for the open sea.

Following astern, delegated to participate in the naval exercises, were the six-inch gun cruiser *HMCS Quebec*, which during the war years served with the Royal Navy and Royal Canadian Navy as the cruiser *Uganda*; the destroyer *HMCS Crescent*, and the frigate *HMCS La Hullose*. The Royal Navy submarine *Alcide*, which had been engaged in training exercises with the RCN, and was to continue to Bermuda, was

scheduled to participate later in the day, but fog concentration toward mid-day necessitated abandonment of her torpedo attacks.

Staged a "Shooting War"

Once clear of the Nova Scotian coastline, in calm and sunny weather, the Navy launched a series of spectacular manoeuvres, on sea and in the air, which kept the industrial group continuously interested. As a commentator on the public address system kept his audience informed as to what was transpiring, the *Crescent* inaugurated the program by demonstrating the "hedgehog" anti-submarine projector, firing a salvo which laid down a broad circular pattern and produced delayed underwater explosions. This was followed by dropping of depth charges astern.

In the meantime the 30th Air Carrier Group, under the command of Lieut.-Cdr. (P) R. A. B. Creery, based in the *Magnificent* and consisting of 881 Squadron (15 Avenger aircraft) and 871 Squadron (11 Sea Fury fighters), was being marshalled for take-off. The fighters were launched from the fore part of the deck by catapult, while the Avengers followed into the air via normal flight deck take-off.

On shore, at this time, at the naval air station at Dartmouth, the 31st Support Air Group, under Lieut.-Cdr. (P) J. B. Fotheringham and consisting of a squadron of Avengers and a squadron of Sea Furies, was standing at readiness. When the *La Hullose* dropped a drogue into the water, and towed it from safe distance, it was the signal for the airmen to swing into attack. In dive bombing runs, the Sea Furies and Avengers showed fine marksmanship as they nosed down towards the drogue at high speed, firing their rocket projectiles, cannon and machine guns with telling effect. Other Avengers followed up by laying sticks of depth charges across the target.

Lieut. Roger Harris made deck landings and take-offs look comparatively easy, as he carried out a series of circuits in an Avenger for the benefit of his audience and make four landings within a space of 15 minutes.



CIPA delegates watch from the flight deck as two Avengers "buzz" the *Magnificent* during a simulated air strike carried out as part of the naval demonstration staged for the benefit of the industrialists. (HS-19670).

His performance was followed by a remarkable exhibit of aerobatics by Lieut. Ron Heath in a Sea Fury, the fastest piston-engine aircraft in existence. Diving and climbing, making slow rolls, loops, flying upside down, and practically skimming the sea, he kept the onlookers spellbound with his ability to handle the fast fighter.

While fog banks closed in on the exercises, and curtailed a certain amount of activity, they in no way marred the demonstration. CIPA members, assembled in groups of ten, were conducted to various parts of the ship by the Magnificent's officers and were given a thorough glimpse of carrier operations.

"Beat Up" From the Air

During the afternoon, the naval fliers put on a spectacular demonstration, with four squadrons being in the air at one time. For a sustained period they staged dive bombing runs at the naval craft, singly and in formation, and wound up with a splendidly executed fly-past.

As a final manoeuvre, before pointing towards Halifax late in the day, the Quebec drew alongside the Magnificent, a line was passed, and a cross-water transfer of stores and personnel was carried out between the two vessels.

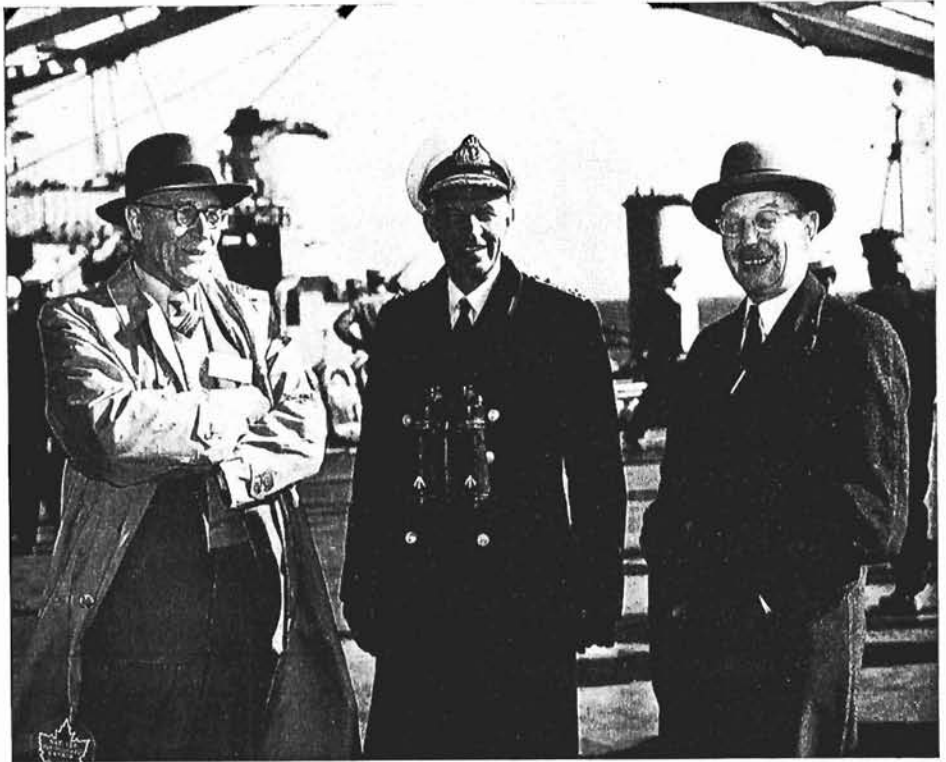
Following a day at sea, the delegates on the 20th were transported by bus around Bedford Basin to the Dartmouth side. First they visited the aircraft plant, at the water's edge, of Fairey Aviation, as guests of C. E. Hibbert. This was followed by a visit to HMCS Shearwater, the naval air station, where they were welcomed

Mail Arrangements For Magnificent

Mail for HMCS Magnificent will go to the same address throughout the entire period she is in European and Mediterranean waters. Mail for personnel serving in the carrier should be addressed as follows:

Rank, Name and official number,
HMCS Magnificent,
CNPO 5073,
Care of The Postmaster,
Montreal.

Postal rates are 15 cents per quarter ounce for air mail; five cents for armed forces letter, and four cents for first ounce and two cents for each additional ounce for surface mail. Parcels are limited to ten pounds at the rate of 15 cents per pound. The post office department recommends that the use of parcel post should be kept to a minimum.



More than 100 leading Canadian industrialists spent a day at sea in HMCS Magnificent, May 19, and saw a display of naval sea and air operations in which five RCN ships and 30 naval aircraft took part. Pictured on the flight deck of the carrier are, left to right, J. C. Armer, Toronto, president of the Canadian Industrial Preparedness Association; Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, and Major General G. B. Howard, Montreal, executive vice-president and general manager of the CIPA. (HS-19674).

and briefed by Captain D. L. Raymond, commanding officer. A tour of the base followed, training procedure on deck take-offs were demonstrated on the airfield, and the group witnessed a flying demonstration of a Sikorsky helicopter newly acquired by the RCN.

After lunch in the Shearwater officers' mess, the party moved on to HMCS Stadacona, where an inspection of the barracks and naval training schools was carried out. The tour ended with a visit to Halifax Shipyards Limited, on the invitation of R. J. R. Nelson, where the group inspected the shipbuilding, repairing and refitting facilities.

As a fitting close to two days well spent in inter-change of information and obtaining first-hand impressions of the Navy at work, the CIPA tendered a reception and dinner for naval officers and other guests at the Nova Scotian hotel. It was attended by 131 persons. Speeches were not on the agenda, but words of welcome were offered by President James C. Armer, of Toronto, who was in the chair. A toast to the Navy was proposed by T. Rodgie McLagan, Montreal, vice-president of the CIPA, which was replied to by Rear-Admiral

Bidwell. Those sitting at the head table, in addition to the above, were Captain P. D. Budge, commanding officer, HMCS Quebec; Brig. L. M. Chesley, Ottawa, Assistant Deputy Minister, Department of National Defence; A. P. Craig, Hamilton, vice-president Canadian Westinghouse Company Limited; Captain K. L. Dyer, commanding officer, HMCS Magnificent; Lionel A. Forsyth, Montreal, president, Dominion Steel and Coal Corporation Limited; Brig. G. M. Grant, Ottawa, Director, Electronics Division, Department of Defence Production; Rear-Admiral (E) J. G. Knowlton, Ottawa, Chief of Naval Technical Services; Major General J. H. MacQueen, Ottawa, president, Canadian Arsenals Limited; Ian F. McRae, Toronto, assistant to vice-president, Canadian General Electric Limited; Commodore (E) W. W. Porteous, Superintendent, HMC Dockyard, Halifax; Major General E. C. Plow, GOC, Eastern Command, Halifax; Captain D. L. Raymond, commanding officer, HMCS Shearwater; James I. Simpson, Toronto, president, Dunlop Tire and Rubber Goods Company Limited; Air Vice Marshal D. M. Smith, Ottawa, Air Member for Technical Services.

Benevolent Fund Makes Gain

President Warns Against Complacency, Urges Greater Support Still



THE Canadian Naval Service Benevolent Trust Fund came within \$460 of breaking even on its 1951 operations, thanks to increased revenue from investments and to donations from ships, establishments and individuals.

Engineer Rear-Admiral G. L. Stephens, RCN, Ret'd, who was elected president for a fifth term at the annual meeting held May 12 at Naval Headquarters, said this had been achieved without any change in the policy of the fund with respect to extending assistance.

Financial aid to serving and former naval personnel and their dependents totalled \$105,415, made up of \$47,409 in grants and \$58,006 in loans (1950 figures: \$57,263 and \$51,895). The audited balance sheet showed a surplus of \$5,173, but this did not take

into account grants of \$5,554 which had been authorized but not paid as of December 31.

"While the financial situation has so improved," Admiral Stephens said, "I must point out there is no room for complacency, but that the full co-operation of everyone is necessary, not only to continue this support but to increase it.

"We are still living in what may be considered fairly good times in Canada and any adverse change in that situation might create a very heavy drain on the fund. The executive committee will continue to do its best not only to administer the fund but to obtain increased donations from every possible source."

Admiral Stephens said donations were \$10,077 in 1951 as against \$5,706 in 1950, an encouraging increase.

"Nor do these figures present a picture of the increase, as donations from personal allotments by RCN personnel only came into effect in the latter part of the year and should have far greater effect on this year's donations."

The meeting was told that 719 applications for assistance had been received during 1951. Of these, 551 received financial aid, either in the form of grants or loans.

Many of the rest were assisted in finding employment or were advised on how to solve their own problems by proper budgeting of their incomes.

In other cases, the problems were such that they could be best handled

through governmental and social welfare agencies. Applicants, often unaware that help could be had from these sources, were put in touch with them by the fund.

The fund's invested capital at the end of the year was \$2,531,500, having been boosted to this figure by the receipt of \$1,379,710 in naval prize money.

Yearly interest on invested capital as of December 31 was \$66,670 but due to changes in investments since that date has been increased to \$70,625 as of June 1, 1952.

"I am sure I speak for all," said Admiral Stephens, "when I express our gratitude to those ships and establishments and officers and men who are contributing to the fund and when I express the hope that they will continue their interest and good work and that their actions will be an inspiration to others to do likewise."

He emphasized that the fund did not belong to the board of directors or executive members of the fund, but to every member and ex-member of the Navy.

"We are your elected representatives to administer the fund — voluntarily, freely and devotedly doing the best we know how to carry out the fund's policy.

"But it belongs to the individual who should feel, in honour bound, to be interested in it and support it to the best of his ability."

Admiral Stephens called attention to the increased support received from the naval divisions during the

CANADIAN NAVAL SERVICE BENEVOLENT TRUST FUND

Statement of Income and Expenditure for the year ended December 31, 1951

INCOME	EXPENDITURE
From investments.....\$61,368.55	Grants.....\$47,409.17
Donations.....10,077.06	Administrative Expenses (salaries, travelling office, fidelity bond).....9,799.77
Total income.....\$71,445.61	Provision to maintain reserve for conversion of loans.....9,063.62
Debit balance on year's work.....\$460.50	Grants authorized but not paid at December 31. 5,554.69
	Other amounts payable.....78.86
<u>\$71,906.11</u>	Total.....\$71,906.11



Officers of the Canadian Naval Service Benevolent Trust Fund and delegates to the annual meeting are shown above in the board room at Naval Headquarters. (0-2280-3).

year and expressed the confident hope that, as a result of recent correspondence and discussions with the divisions, there would be a material increase in this support this year.

He remarked that the fund was deeply indebted to all members of the three claims committees for their capable and faithful services.

"Your directors wish to record, with many thanks, their appreciation for the assistance given by Naval Service Headquarters, commanding officers of naval ships and establishments and the divisions, the members of their staffs, chaplains, members of the Department of Veterans Affairs, various social service and welfare

organizations, the Red Cross, Canadian Legion and the many provincial and municipal bureaus, whose assistance has been of the greatest possible help to the fund."

Admiral Stephens had a special word of appreciation for the fund's small headquarters staff.

"They have worked very hard for the fund," he said, "frequently expending much time and energy over normal requirements so that the work might be completed with the least possible delay."

Also recognized for their work on behalf of the fund were the Auditor General of Canada and his staff and those associated closely with Admiral Stephens in the work of the fund, particularly the members of the executive committee.

Vice-Admiral E. R. Mainguy, Chief of Naval Staff, was present at the meeting and spoke briefly of the fund's importance in alleviating hardship arising from sickness and other causes among past and present members of the Navy and their families.

The annual meeting paid honor to the memories of the late Admiral P. W. Nelles, former Chief of Naval Staff and a past president of the fund, and of the late Air Marshal A. Edwards, president of the Royal Canadian Air Force Benevolent Fund.

BENEVOLENT FUND OFFICERS FOR 1952

Officers and directors of the Canadian Naval Service Benevolent Trust Fund, elected or re-elected at the

annual meeting in Ottawa, are:

Engineer Rear-Admiral G. L. Stephens, RCN, Ret'd, Ottawa, president for the fifth term;

Commander K. S. MacLachlan, RCN(R), Ret'd, Toronto; A. B. Coulter, Ottawa; Willard MacKenzie, Halifax, and CPO D. H. Nelson, HMCS Cayuga, vice-presidents; Commander A. C. Bethune, RCN(R) Ret'd, Ottawa; Commodore Paul W. Earl, RCN(R), Montreal; Captain (S) J. Jeffrey, RCN(R), Ret'd, London, Ont., Griffith Jones, Victoria; R. C. Stevenson, Montreal; Lieut.-at-Arms Wilfred Pember, Esquimalt; Captain P. B. German, RCN, Ret'd, Ottawa; Commodore J. C. Hibbard, RCN, Ottawa; G. C. DeWolfe, Halifax; Lieut. (W) Margaret Ellis Beck, RCN(R), Ottawa, and Commander R. P. White, RCN(R), Ottawa.

Royal Patron

The patronage of Her Majesty the Queen has been granted to the Canadian Naval Service Benevolent Trust Fund—as it had been extended previously by her late father, His Majesty King George VI.

A letter received at Government House from the Keeper of the Privy Purse, Buckingham Palace, said:

"I am commanded by the Queen to inform you that Her Majesty has been graciously pleased to grant her Patronage to the Canadian Naval Service Benevolent Trust Fund."

This permits the use of the words "Patron—Her Majesty The Queen" under the name of the fund on all correspondence.

On the occasion of the death of the King, a message of sympathy was sent on behalf of the fund to Her Majesty, with a pledge of loyalty to her crown and person.

This was acknowledged on behalf of the Queen by her command.

Flown From Far East To Attend Meeting

The Canadian destroyers serving in the Far East were well represented at the annual meeting of the Canadian Naval Service Benevolent Trust Fund.

CPO D. H. Nelson, of HMCS Cayuga, attended in his capacity as a director of the fund and, at the meeting, was elected a vice-president.

PO J. E. Radley, also of the Cayuga, attended as official representative of the destroyer group, and CPO R. Whaley was on hand from HMCS Athabaskan.

All three were flown to Canada in order to be present at the meeting and report back on what took place.



OFFICERS *and* MEN



Three Supply Branch Men Are Promoted

Three former petty officer writers have been promoted to the rank of Acting Sub-Lieutenant (S), RCN.

They are Sub-Lieutenants (S) A. R. Mason, 24, of St. Margaret's Bay, N.S.; Norman A. O'Neill, 25, of Saint John, N.B., and Bruce G. Richards, 24, of Edmonton, Alta., and White Rock, B.C.

Sub-Lieut. Mason entered the RCN in June 1946 as a probationary writer. After taking his early training at Naden, he returned to the East Coast for duty in Stadacona. In September 1947 he was drafted to the Nootka and served in this ship until the following April, when he was drafted back to Stadacona. In October 1950 he returned to Naden, where he recently completed a course at the Supply School qualifying him for promotion.

Sub-Lieut. O'Neill entered the RCN in May 1946 as a probationary writer. Following new entry training at Esquimalt, he was drafted to Halifax. A year later he went to the United Kingdom to join the Magnificent on her commissioning. He came ashore in July 1949 for duty with the 18th Carrier Air Group at Shear-

water, and subsequently served at Cornwallis and Stadacona prior to commencing a course at the Supply School.

Sub-Lieut. Richards entered the RCN in December 1945 as a stoker and on completion of his new entry training transferred to the supply branch as a probationary writer. He went to HMCS Ontario in March 1947 for sea training and was drafted to Stadacona the following November. In January 1948 he went overseas for duty at HMCS Niobe. In January 1950 he was drafted to the Magnificent, where he served until October 1951, when he was drafted to the Supply School for an upper yardman's course.

PO J. J. Brothers Wins Recruiting Prize

Prizes were presented at HMCS Donnacona in mid-May to members of the ship's company who took a leading part in a recent recruiting campaign for RCN(R) personnel. Pierre Dessaulles, vice-president of the Montreal Branch of the Naval Officers Association, presented first prize to PO J. J. Brothers. Tied for second place were Ordinary Seamen B. W. Rice and R. J. Laws.

Ordinary Seaman Sets Record Examination Mark

A new record for the Communications School was set when Ord. Sea. Eugene Walczak of Communications Visual class 46 obtained the nearly perfect mark of 97.5 per cent in fleet tactics in the class's final examinations.

In the absence of Commander R. W. Murdoch, officer-in-charge of the school, Ord. Sea. Walczak was presented with his passing out certificate by the supply officer, Commander (S) B. F. Gorely.

Photographer Promoted to Commissioned Rank

Chief Petty Officer John M. Turner, 29, of Edmonton and Halifax, who has served as a naval photographer since June 1943, has been promoted to the rank of Acting Commissioned Officer (SB).

Born in Edmonton, Mr. Turner entered the RCN in June 1941 as an ordinary seaman and took his early training at Esquimalt. After two years in the seaman branch, he transferred to photographic duties while serving at Cornwallis.

In June 1944 he went overseas for training with the Royal Navy and



Pictured above are two officers and three men of the Royal Canadian Navy who recently received awards for service in the Korean theatre (Crownsnest, June 1952). Left to right are Commander E. T. Madgwick, who was awarded the Distinguished Service Cross; PO Edward H. Randall, British Empire Medal, and Commander A. B. Fraser-Harris, CPO Frederick Emmerson and CPO Reginald Winter, Mentioned in Despatches.

returned to Canada the following October. Two months later he was drafted to HMCS Uganda (now Quebec) and served in this cruiser in the Pacific in the final months of the war against Japan.

He was confirmed in the rank of petty officer photographer in April 1946 while serving at Naval Headquarters on the staff of the Superintendent of Photography. Drafted to Naden in August 1946, he was promoted to chief petty officer photographer in August 1948. For the past four years he has served for varying lengths of time in Stadacona, Cornwallis and HMCS Swansea. At present he is serving at HMCS Shearwater.

Ships in Far East Visited by CNP

Praise for the cheerful spirit and fighting efficiency of the Canadian forces serving in the Korean theatre was expressed by Commodore J. C. Hibbard, Chief of Naval Personnel, on his return to Ottawa from a visit to the Canadian destroyers in the war zone in May.

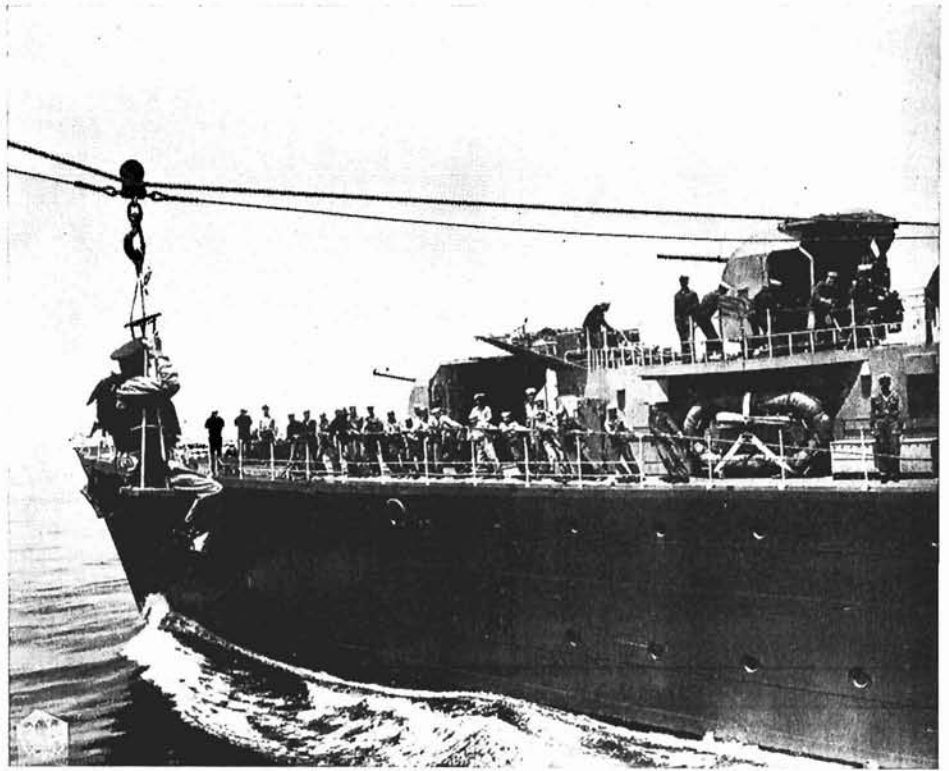
Commodore Hibbard was at sea in the Canadian ships as they carried out operations on the west coast of Korea; visited the 25th Canadian Infantry Brigade in the field and held conversations with United Nations authorities in Tokyo and Sasebo.

The purpose of his visit was to obtain first hand knowledge of the conditions under which the Canadian destroyers were operating. Accompanying him was his executive assistant, Commander (S) S. A. Clemens.

Commodore Hibbard found that the men were taking great pride in the work being done by their ships, which were frequently seeing action and coming under fire, were intercepting enemy shipping and were denying the use of fishing waters to the communists. Much of their time was spent in confined waters where navigational hazards were "very numerous and very real."

In between his visits aboard the ships, Commodore Hibbard flew from Inchon to 25th Brigade Headquarters, from where he was taken by the brigade commander, Brigadier P. M. Bogert, on a tour of the Canadians' front line sector.

Commodore Hibbard also went aboard a small patrol craft of the South Korean Navy which was working with the Cayuga. He met her captain, inspected her crew and was told how this and other ships of the South Korean Navy had teamed with



Commodore J. C. Hibbard, Chief of Naval Personnel, who visited the Canadian destroyers in the Korean theatre in May, is shown above being transferred by jackstay from the Nootka to the Cayuga at sea off the west coast of Korea. While on board the ships, Commodore Hibbard talked to a number of individual officers and men. In addition, he saw as many officers and men from the Ottawa area as possible, noting down messages which he delivered to their wives and families on his return to Naval Headquarters. In the photo at the right, Commodore Hibbard takes down a message from Ldg. Sea. Leonard Flanagan, of Hull, on board HMCS Nootka. (NK-1198 and 1192).

Canadians in operations against the communists.

Commodore Hibbard had high praise for the South Korean naval men, who, he said, were showing great skill and fighting qualities in spite of limited resources. He was impressed with the close co-operation between the South Korean Navy and the RCN destroyers.

Commission Awarded Medical Branch PO

Petty Officer Lawrence Raymond Oakley, 31, of Tuft's Cove and Halifax, has been promoted to the rank of Acting Commissioned Officer (Medical Technician).

Commissioned Officer Oakley has begun an officers' divisional course at Cornwallis, on completion of which he will be appointed for hygiene duties on the staff of the Pacific Command Medical Officer.

Commissioned Officer Oakley served



in the RCNVR from 1941 to 1946. He became a leading sick berth attendant in 1944 and re-entered the naval service in 1947 in that rank.

Since then he has served in the weather patrol ship St. Stephen and in the RCN Hospital at Halifax. He was promoted to petty officer in 1948.

Electrical Technicians Complete Advanced Course

Thirteen chief petty officers qualified as Electrical Technicians trade group four in a course which completed at the Electrical School, Hali-

fax, May 2. They were: Chief Petty Officers Donald Newman, William Lavis, Lennox Clark, Bernard L. McInnis, Arthur Gardner, William Norman, Kenneth Neal, Edward Swainsbury, George Halladay, Jean F. Brown, Robert Clemens, Claire Henderson and Gaston Thomasset.

Naval Secretary Presents Certificates

The Naval Secretary, Captain (S) H. A. McCandless, who was on an official visit in Esquimalt at the time, presented certificates to members of a graduating class of senior storemen at the Supply School, May 23.

Members of the class were CPOs R. G. Skinner, T. M. Worthington, D. W. Addison and A. B. Connolly, and POs H. A. Deneau, E. L. Kelly, C. J. Clarke and G. A. Stone.

Torpedo Detector Classes Graduate

Two classes of torpedo detectors completed courses at the Torpedo Anti-Submarine School in Halifax in May.

Members of TD2 "K" class who qualified for Torpedo Detector Second Class were: PO John Ward; Leading Seamen Stanley Skiba, Arthur Wilson, Frank Marsh, Thomas McCabe,



Pictured above are members of the 29th leadership course to be held at HMCS Cornwallis for chief and petty officers. Front row, left to right: PO A. Robb, PO F. Doolittle, CPO R. Baringer (instructor), Lieut. (E) J. F. MacKintosh (course officer), PO C. Lawson and PO C. Hancock. Centre row: POs R. Grentz, C. Reid, J. Broulette, C. Stone, J. Urquhart, L. Fredericks, D. Waring, D. Thompson, J. Boyd and D. Drake. Rear row: POs W. Crowthers, J. Jolin, F. Zeer, K. Brooking, N. Modin, R. Sevigny, N. Bearley and W. Nichols. (DB-1272).

Gilbert Ainsworth, Peter Wilkins, Edward Legere, William Stokes, and Eric Mason, and Able Seamen Thomas Douglas, William Beaumont, Robert Chalmers, Oakland Beck, Murray Long and Arthur Lovell.

The following members of TD3 "Y" class qualified as Torpedo Detector Third Class: Able Seamen Ernest Douris, Donald Kennedy, Thomas Lawrence, Laverne McLeod, Howard Saunders, Raymond Ruttaon, Barry Taylor, Victor MacFayden, Donald Huff and Arnold Brown.

CPO Hugh K. MacLean Receives Commission

Chief Petty Officer Hugh K. MacLean, 34, of Pugwash and Dartmouth, N.S., has been promoted to the rank of Acting Commissioned Ordnance Officer.

Formerly a machinist with Halifax Shipyards, Mr. MacLean entered the RCNVR in 1942 as an Acting Ordnance Artificer, fourth class.

During the Second World War, he served in Cornwallis, Stadacona and the destroyer Iroquois and received training with the Royal Navy.

In September 1945, Mr. MacLean transferred from the reserve to the RCN and has since served in HMC Ships Huron, Qu'Appelle, Haida, Nootka and La Hullose.

Prior to commencing an officers' divisional course at Cornwallis on June 6, he was attached to the Ordnance School at Esquimalt.

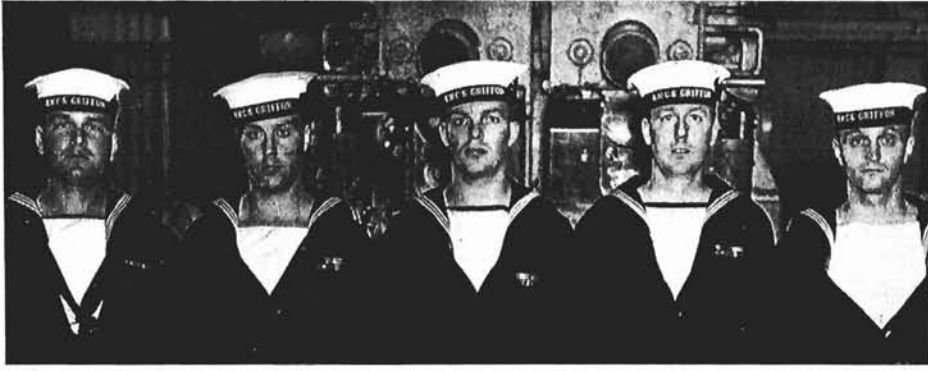


Eight junior officers of the RCN (Reserve) and one Sea Cadet officer attended the first officers' training course to be held at HMCS Prevost, the London naval division. Pictured here are, front row, left to right: A/Sub-Lieut. J. S. Langford, Lieut.-Cdr. W. H. Shuttleworth, training commander, and A/Sub-Lieuts. N. L. Currie and S. B. McEwen. Rear row: A/Sub-Lieut. Ed Lee, Lieut. D. G. Paradine, RCSC, and A/Sub-Lieuts. Charles Brown and William Poulton. Absent from the photo were A/Sub-Lieuts. Marks Lee and Larry Holmes.

Windsor Auxiliary Furnishes Room in San

The Ladies' Auxiliary to the Royal Canadian Navy (Reserve) in Windsor, Ont., recently completed its project of furnishing a room at the Essex County Sanatorium. The auxiliary also presented two cheques of \$50 each to the sanatorium for upkeep of the room.

The furniture and cheques were turned over to Dr. H. E. Robertson, superintendent of the sanatorium, by Mrs. Ellen Treanor, treasurer of the auxiliary, and Mrs. Ethel Gunnell of the auxiliary's sick committee. A navy veteran, William C. Desjarlais, was the first patient to occupy the newly furnished room.



Five reservists from HMCS Griffon who recently completed a course for layer rating 2nd class at the Gunnery Training Centre, Esquimalt, were termed by Lieut.-Cdr. C. E. Richardson as having formed one of the best classes that had come to his attention since his appointment as officer in charge of the centre. Left to right are Ldg. Sea. Len Martin and PO Rolf Tornblom, Fort William; Ldg. Sea. Thomas Gustafson, Port Arthur, and Leading Seamen Harold Gosling and John Bryant, Fort William.

Canadian Cadets Take U.S. Amphibious Course

Twenty-four cadets from Canadian University Naval Training Divisions participated in a two-week amphibious operations course held in Virginia last month for 920 midshipmen from the United States Naval Academy, Annapolis, and 680 cadets from the U.S. Military Academy, West Point.

The course was conducted June 9 to 21 at the Amphibious Training Command, Little Creek, Norfolk, Virginia.

The participation of the Canadians was arranged through the Naval Member of the Canadian Joint Staff, Washington, at the invitation of the United States Department of the Navy. The first eight days were taken up with shore training consisting of lectures, demonstrations, movies and drills.

Climax of the course was a realistic amphibious assault from sea, in which ships of the U.S. Navy and aircraft of the Navy, Marine Corps and Air Force assisted the cadets and midshipmen as they actually conducted the approach and assault.

Spends His Leave Taking Parachute Training

Ord. Sea. Harry Voth came up with a novel way to spend a leave period granted him on graduating from a communications radio course at the Communications School in May.

Though he had just finished 26 weeks of instruction, Ord. Sea. Voth applied for further training, this time as a parachutist at the Canadian Joint Air Training Centre, Rivers, Man. As parachute training was not part of his career curriculum, Voth took the course during his leave.

From Rivers he will go to the

West Coast to join two other graduates from CR class 46, Ordinary Seamen Stanley Blakey and Norman Eastwood.

Halifax port divisions members of the class went directly to sea, Ordinary Seamen J. C. Lamoureux and L. T. Luther to the Haida and Ord. Sea. William Stevens to the Portage.

Pay Writers, Cooks Complete Courses

Two classes, one of pay writers and one of cooks, graduated from the Supply School at HMCS Naden in

mid-May.

High man in Pay Writer class 22, with an average mark of 86 per cent, was Ldg. Sea. George Kalyn. An average of 80 per cent put Ldg. Sea. Arthur MacIntyre at the top of Cookery class 67.

Awards Presented at Prevost Closing

Proficiency and progress awards were presented at HMCS Prevost on the completion of the training schedule at the Kingston division.

Awards went to the following: PO James Truscott, captain's coxswain; Ord. Wren Margery Hall, Wren progress award; Ldg. Sea. Edward M. Baker, general proficiency; Ord. Sea. Stanley Broadfoot, new entry progress, and Acting Sub-Lieut. (L) S. B. McEwen, prize for top marks in the officer's training course.

Leading Wren Promoted to Commissioned Rank

Acting Sub-Lieut. (W) Winnifred M. Allen became the first member of the Wren division at HMCS Nonsuch, Edmonton, to be promoted from the lower deck when she received her commission April 22.

Sub-Lieut. Allen served in the WRCNS during the latter part of the Second World War, mostly at Stadacona.



Personnel at Naval Headquarters turned out in force for a two-day Red Cross blood clinic in May. The photo shows Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, left, making his 15th blood donation to the Red Cross and Ord. Sea. Harold Dolman making donation No. 2. The Red Cross nurses' aides are Miss Dawn Kingsland and Miss Gene Machum. (O-2281-4).

LOWER DECK PROMOTIONS

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

AINSWORTH, Gilbert..... LSTD1
 ALDHMELM-WHITE, Richard W. C2RC2
 AMODEO, Michael H..... LSAAS
 ATKIN, Gordon C..... LSQRS
 AYRES, John F..... P1SM2
 BARKER, Robert W..... LSCS2
 BARTEAUX, Frederick J..... C2TI3
 BASKERVILLE, Douglas C..... LSRC1
 BAUER, William H..... LSSM1
 BENNETT, Allan G..... P2CV2
 BERMAN, Sam..... LSEM1
 BIALY, Edward S..... LSCS2
 BINDER, Robert C..... LSCR1
 BIRD, Harold H..... P2CV2
 BLACK, Earl D..... LSAA1
 BLAKE, Ronald H..... LSCR1
 BOUGIE, Leo P..... P2SW1
 BOUTIN, Maurice F..... LSAAS
 BURKE, Addison W..... C2PI3
 BURKE, Edward A..... LSCS2
 CAIRNS, Lawrence K..... LSEM1
 CAREY, Eugene E..... P2CS2
 CHAPLIN, Lloyd P..... LSCR1
 CLARK, Jack..... LSSM1
 COLE, Eric R..... LSSM1
 COMBA, Gordon L..... LSCS2
 CONNOR, Robert V..... P2CR2
 COOK, Leonard A..... LSAAS
 CORKERY, Donley J..... LSCS2
 COSBY, Donald E..... P2CV2
 COTTON, Mervyn D..... LSPW1
 COYLE, Louis D..... P2CV2
 CRAYDEN, Allan M..... LSCR1
 DENAULT, Earl T..... LSCV1
 DOBSON, George E..... LSEM1
 DUGGAN, Hugh A..... LSCR1
 DUNCAN, Edward G..... P2CR2
 DUNCAN, Robert J..... LSSM1
 DUNNING, Harry E..... LSAAS
 EBURNE, Andrew..... LSRW3
 ECKSTEIN, Bryce C..... P2CS3
 EMERY, Walter E..... LSSM1
 FISHER, Harold F..... P2CV2
 FORBES, Barry E..... LSSM1
 GABEL, William J..... LSSM1
 GEMMELL, William A..... LSQRS
 GILLISS, James F..... LSAA1
 GODWIN, William G..... LSRPS
 GORONUK, William A..... LSCV1
 GRAY, Gerald D..... LSTD1
 GREENFIELD, Earl T..... LSCS2
 GUINTA, Frank J..... P2CV2
 HANSEN, Hjalmar O..... P1CS3
 HARDING, Norman L..... P1MA2
 HENSBEE, Delbert A..... LSCV1

Airmen 'Go Navy'

Ten RCAF officers and airmen from the Airforce station at Greenwood, N.S., had a sampling of navy life when they boarded HMCS Quebec May 30 for a trip to St. John's, Nfld.

It was all part of the scheme whereby the opportunity is taken, when possible, to acquaint personnel of one service with the operations of another.

HILL, Stanley W..... LSEM1
 HODGINS, William A..... LSSM1
 HOLLAND, William R..... LSRP1
 HORNCastle, James R..... LSCV1
 HOYLE, Harry G..... LSRP1
 HUBELI, Richard J..... LSSM1
 INGRAM, Richard N..... LSEM1
 IRVING, Archibald M..... LSAAS
 JAMIESON, James R..... P2CV2
 JENKINSON, Gerald W..... LSCR1
 JOHNSTON, Frank A..... LSCR1
 JONCAS, Joseph S..... LSSM1
 JOYNT, Irwin W..... LSRP1
 KEENE, Harold R..... LSCR1
 KELLY, David W..... LSSM1
 KELLY, Thomas L..... P2CS3
 KENNETT, Frederick G..... C2ET4
 KIRK, James M..... P2CR2
 KOSTUK, Daniel L..... LSCR1
 LATIMER, David J..... LSEM1
 LEGERE, Edward J..... LSTD1
 LEWIS, Philip J..... P2CR2
 LORY, Donald C..... LSCV1
 LOWE, Robert W..... LSLR1
 MALLETT, George H..... P2SM2
 MASON, Eric C..... LSTD1
 MAXWELL, Jack M..... LSAAS
 MAYNARD, Alfred R..... P1CR2
 MILKS, Charles L..... LSCR1
 MILLER, Stewart..... LSEM1
 MURPHY, Charles D..... LSSM1
 MacDONALD, Kenneth G..... LSCS2
 MacLEOD, Harry B..... LSSM1
 MacPHAIL, Parker G. D..... LSEM1
 McCALLUM, Robert D..... P2SM2
 McCELLAND, Charles S..... LSEM1
 McDOUGALL, Allan D..... P2SM2
 NELLES, Alvin M..... LSCR1
 NELSON, Walter R..... P1ET4
 OAKES, Carl S..... LSAA1
 OJA, Howard J..... P2CR2
 PARKER, Wallace B..... LSSM1
 PARTANEN, Vaino O..... P1ER4
 PENDLEBURY, Roger J..... P2CV2
 PENNEY, Edwin W..... LSCV1
 RENSRAW, Arnold R..... P2CV2
 RENTON, George M..... C2(NQ)
 RHODES, Phillip L..... P2MA2
 RISTAN, Herman..... LSSM1
 ROBERGE, Paul E..... LSCR1
 ROSENLUND, John..... LSCS2
 ROUSHORN, Charles D..... LSMO2
 SABOURIN, James T..... LSSM1
 SALFI, Vincent J..... LSCR1
 SARTISON, Harris G..... LSCS2
 SINDALL, John S..... P1ER4
 SMITH, Gordon J..... P2CR2
 SNAITH, Harry A..... LSCR1
 SOWCHUK, Alexander..... LSEM1
 SPENCER, Alan..... P2SM2
 STOKES, William M..... LSTD1
 SWAYZE, Donald F..... LSCV1
 SYMINGTON, Harvey L..... P2CR2
 THOMPSON, George F..... LSCR1
 TURNBULL, David T..... LSQRS
 VLIET, LeRoy M..... P2CR2
 WALKER, Albert S..... LSEM1
 WEBBER, Lynwood E..... LSCR1
 WHITE, Kenneth S..... LSAA1
 WILKINS, Peter J..... LSTD1
 WRIGHT, James A..... LSCS2
 YAKUBOWICH, Nicholas..... P2SM2

Weddings

Acting Sub-Lieut. C. H. Archibald, HMCS Carleton, to Miss Doris Mabel Eastman, of Ottawa.

Leading Seaman A. Boyle, HMCS Brockville, to Miss Edith Rowe, of Halifax.

Able Seaman Kenneth Driscoll, Albro Lake Naval Radio Station, to Miss Alice Christiansen, of Gunningsville, N.B.

Able Seaman S. Girvan, HMCS Brockville, to Miss Eleanor Miller, of Montreal.

Ordinary Seaman James Hughes, HMCS Cornwallis, to Ordinary Wren Frances Hanson, of Port Arthur, Ont.

Leading Seaman Barry Johnson, HMC Naval Radio Station Coverdale, to Ordinary Wren Phyllis Perry, of Coverdale.

Able Seaman Alexander Lecky, HMCS Portage, to Miss Evelyn M. MacCormack, of North St. Eleanor's, P.E.I.

Acting Sub-Lieut. (S) A. R. Mason, HMCS Cornwallis, to Miss Rita Bernice Wessel, of Halifax.

Able Seaman Gerald McLeod, HMCS Haida, to Miss Helen Works, of Truro, N.S.

Able Seaman F. Newman, HMCS Brockville, to Miss Laura Milligan, of Sydenham, N.S.

Able Seaman Gerald Purdy, Albro Lake Naval Radio Station, to Miss Verna MacKenzie, of Truro, N.S.

Able Seaman Ypres Thornton, HMCS Cornwallis, to Wren Patricia Allen, of Peterborough, Ont.

Leading Seaman G. E. Wiese, HMCS Shearwater, to Miss Beverley Ann Kniffen, of Eastern Passage, N.S.

Births

To Able Seaman Clifford Ashton, HMCS Haida, and Mrs. Ashton, a daughter.

To Able Seaman Joseph Belleville, HMC Naval Radio Station Coverdale, and Mrs. Belleville, a daughter.

To Leading Seaman Paul Beshely, HMCS Stadacona, and Mrs. Beshely, a son.

To Leading Seaman Robert Dufour, HMCS New Liskeard, and Mrs. Dufour, a son.

To Leading Seaman John Elliott, HMCS Haida, and Mrs. Elliott, a daughter.

To Leading Seaman George Fletcher, HMCS Prevost, and Mrs. Fletcher, a daughter.

To Chief Petty Officer John Fox, HMCS Cornwallis, and Mrs. Fox, a daughter.

To Able Seaman William Grant, Coverdale Naval Radio Station, and Mrs. Grant, a daughter.

To Petty Officer F. J. Gunn, HMCS Cornwallis, and Mrs. Gunn, a daughter.

To Petty Officer Jack Hannan, HMCS Haida, and Mrs. Hannan, a daughter.

To Petty Officer Norman Harding, HMCS Haida, and Mrs. Harding, a daughter.

To Lieut. D. D. Lee, Coverdale Naval Radio Station, and Mrs. Lee, a daughter.

To Lieutenant J. D. McRuer, HMCS Cornwallis, and Mrs. McRuer, a son.

To Chief Petty Officer W. J. Murray, HMCS Cornwallis, and Mrs. Murray, a son.

To Petty Officer John Shelton, HMCS Haida, and Mrs. Shelton, a daughter.

HE HAS THE ANSWERS

*CPO Walter Burch is Coxswain
and 'General Handy Man'
at HMCS Malahat*

THE name of a famous, almost legendary Indian chief is perpetuated by HMCS Malahat.

Serving in the Victoria naval division is another "chief" whose name has become almost synonymous with Malahat and its activities. He is Chief Petty Officer Walter Burch, who officially is coxswain of the division and unofficially is its jack-of-all-trades.

CPO Burch has been connected with the Navy for a long time. Born in Selkirk, Manitoba, December 11, 1911, he entered the RCNVR division at Winnipeg in December 1929. However, it might come as a surprise to his many friends to learn that he had worn the King's uniform before that—as a member of the Canadian Army.

In those days it was possible for members of school cadet corps to take training with army units, and this Burch did, first with the 10th Machine Gun Regiment, then with the Fort Garry Horse.

On reaching his 18th birthday, however, he switched to the Navy and joined the "VRs" as an ordinary seaman. He took his annual training at Esquimalt and in 1931 was promoted to able seaman and took his seaman torpedoman's course.

Burch got his first real taste of life at sea on board HMCS Vancouver, subsequently served in the Armentieres and Skeena and in 1938 was promoted to leading seaman.

With the outbreak of war, the reserves changed from part-time to full-time sailors and in the first draft of men to leave Winnipeg for active service, on September 3, 1939, was Ldg. Sea. Burch.

That was a memorable day for him in more ways than one, for not many hours earlier Ldg. Sea. Burch and Miss Evelyn Borland of Winnipeg exchanged marriage vows.

Burch served for a time in Naden, then in the examination vessel *Cancolin*, operating out of Prince Rupert.

When HMCS *Agassiz* became the second corvette to commission on the West Coast, in January 1941, Burch was one of her crew. He sailed in her to Halifax and thence to St. John's, Nfld., where she became one of the pioneer escort ships working out of

that port on the North Atlantic convoy run.

In August 1942 he left the *Agassiz*—having been promoted to petty officer in the meantime—and went back to the West Coast for instructional duties. Then came a draft to HMCS *Provider*, Fairmile depot ship. While serving on board her he was promoted to chief petty officer and was awarded the Long Service and Good Conduct Medal (the bar to which he has since received).

Leaving the *Provider* in September 1945, Burch was demobilized at Naden two months later.

But once a sailor, always a sailor, and in September 1947, shortly after Malahat was re-established on a peacetime basis, he entered the active reserve at the Victoria division.

Subsequently, the "chief" added to his sea-time with service aboard the *Charlottetown*, Ontario and *Sault Ste. Marie*. (The latter ship now serves as training tender for Malahat).

In November 1950 he resumed full-time service with the Navy, joining Malahat on continuous naval duty. There, besides serving as cox-

swain, he has helped out the recruiting staff and has called on his experience to assist practically every branch of the division.

His numerous undertakings include the job of official projectionist, captaincy of Malahat's rifle team and director of all activities on the small arms range.

A marksman of note, CPO Burch has taken top honors in Malahat's annual indoor rifle shoot for four consecutive years. His average for the contest just ended was 96.5.

It is he, too, who gets the ball rolling on practically every social event held by the division. Whether it's the children's Christmas party, a dance, a picnic or a film evening—you can be sure the "chief" is one of the busiest members of the organizing committee.

CPO Burch comes from a "service" family. His father was overseas with the 43rd Cameron Highlanders in the First World War and, during the Second, came out of retirement to work in the dockyard at Esquimalt. For many years the "chief's" mother has been an active member of the Red Cross and the Navy League in Winnipeg.

During the Second World War, an older brother, Harold, served overseas with the RCAF and a younger brother, Gerald, was in the navy. A third brother, John, was a member of the RCNVR in Winnipeg for some time prior to the war.

CPO and Mrs. Burch have two children—Patricia, ten, and Barry, five.

Early this year the Sunday magazine section of a Victoria newspaper carried a story dealing with CPO Burch. Its introduction would make an adequate conclusion to this account. It read as follows:

"It is said there are only two things of which we can be sure in this troubled world—death and taxes.

"But personnel of HMCS Malahat, Victoria's naval division, can be sure of something else—if you want any information about the unit, you will get it from Chief Petty Officer Walter Burch. If he doesn't know—and that is most unlikely—he will find out, and he will have the data gathered, or the job done, in a hurry."



CHIEF PETTY OFFICER
WALTER BURCH

HMCS BYTOWN

by H. M. C.

Our Headquarters Craft Is The Oddest Of All

WHEN the sailor swung down from the train at midnight, he hadn't the slightest idea where he would find his new ship. Another seaman, spotted in the waiting crowd, put him on the right course.

"She's out of port for the night," he said, "but, come morning, you'll find her tied up at the Slater Street jetty."

And the newcomer did. He found the good ship HMCS Bytown well and firmly moored in the Aylmer Building on Slater Street, in the heart of Ottawa. That was 1942. Since then Bytown has made several shifts, but all within a limited radius. Now she is berthed on the fourth floor of "A" building at National Defence Headquarters.

She's an odd craft, whatever way you look at her. Imagine a ship with a vice-admiral, four rear-admirals, commodores, captains and on down serving under the command of a lieutenant-commander; with some of her ship's company carrying out their duties hundreds or even thousands of miles away; with a complement of 400-odd but only about 30 of them — enough to sail a small mine-sweeper — working the ship. That's Bytown.

Of course, much of the foregoing is just theory. CO Bytown would be brash indeed if he tried to order around some of the people borne on his books for pay.

Some of Bytown's personnel are serving at the Canadian Joint Air Training Centre at Rivers, Man.; others at the aircraft winter experimental establishment at Edmonton. When an officer or man is on special duties that don't seem to fit into any other ship or establishment, he goes on Bytown's books.

Bytown has no boats or floats of her own. For "sea-time," Bytown's men go cruising on Dow's Lake in boats borrowed from HMCS Carleton, the Ottawa naval division.

The real Bytowners are the two officers and 30 men who carry out the routine duties of the establish-

ment. But Bytown has a flexible nominal list of men which may suddenly soar as high as 80 when, for example, the precision squad arrives in town for training or for duty.

Bytown is responsible for all naval stores at headquarters but these don't amount to very much. Her men point out, with loud moans, that the nearest "slops" is 1,200 miles away, with the result that keeping one's kit up to scratch is something of a problem.

One offshoot of this responsibility for naval stores is that Bytown has the odd sideline of ordering equipment to be used as pilot models by manufacturers filling contracts for the Royal Canadian Navy.

Bytown's pay office is a busy spot, but it handles no cash. Headquarters personnel are all paid by cheque.

The master-at-arms office bears up bravely under a barrage of demands from the directorates at headquarters. The men there look after requests for transportation, the drafting of men to and from Bytown and the enforcement of regulations concerning dress and deportment. They also help naval personnel to find suitable accommodation for themselves and families in Ottawa.

Among those who are on Bytown's books but are not connected with the "ship's" functions is a group of men on whom this magazine relies for much of its content. They are the photographers who, from negatives received from ships and stations, produce many of the pictures appearing in *The Crow'snest*.

That is only a small part of their job, however. Still shots, movies, lithographs and photostats are turned out in answer to a wide variety of requirements.

Nearest thing to sea-going sailors on Bytown's complement are the men who work for the Canadian Armed Forces Identification Bureau on Victoria Island in the Ottawa River. But even they cross the Ottawa by bus and bridge rather than boat.

Most widely travelled of the Bytowners are the members of the Electrical Engineer-in-Chief's maintenance team, who go from division to division keeping electrical and electronic training gear in working order.

Historically, the name Bytown stems from the original name of Ottawa which, in turn, honored Lieut.-Col. John By, who hacked the Rideau Canal through the wilderness from Kingston to the Ottawa River a century and a quarter ago.

Bytown's crest — a rudder *ancien* and maple leaf — well signifies her function, that of steering the Royal Canadian Navy.

Commanding officer of Bytown is Lieut.-Cdr. John M. Calver, while Lieut. (S) B. N. Stotesbury serves in the dual capacity of supply officer and executive officer. Others of her crew who are involved in the operation of this shore-bound ship are:

Chief Petty Officers Michael A. Barriault, Richard Morris, Floyd W. Noyes and Francis V. Smyth;

Petty Officers William E. Joy, Charles Laird, Arthur Robertson, Walter Rowan, Bruce Russell, Gordon Tough and James Watson;

Leading Seamen Claude Albert,





The Master at Arms in HMCS Bytown, Petty Officer James Watson, does everything from keeping a list of available accommodation to signing chits for medical supplies. Here he arranges for an identification card for newly-arrived Constructor Lieut.-Cdr. James Patrick, left. Looking on is PO William E. Joy. (O-2470).

Shannon H. Allison, James Edmunds, Hugh MacDonald, Allan J. Smith, John Baxter, Arthur Chisholm and Lauren J. Thibault and

Able Seamen Joseph A. Boutin, Garnet M. Bull, John Byrne, William Morris, Reginald Darwin, Ronald Norris and James E. McLay.

Korea Flying Record Follows 'Warm-Up' Sortie

Air squadrons of HMS Ocean, sister-ship of HMCS Magnificent, "warmed up" for Korean operations as the aircraft carrier proceeded from Singapore to Hong Kong earlier this year to relieve HMS Glory in the war theatre.

Thirteen Sea Fury aircraft and seven Fireflies, fully armed and carrying rockets, flew from the Ocean on anti-bandit operations in a region south-west of Johore, Malaya.

This was one of the few occasions on which carrier-borne aircraft had attacked the bandits in Malaya.

Shortly after relieving the Glory, the Ocean achieved a remarkable operational flying record. In one day her two squadrons, 802 and 826, flew 123 sorties against enemy positions. They destroyed three railway bridges, an oil fuel dump, coastal gun emplacements and 15 vehicles loaded with ammunition, and attacked numerous troop encampments and store dumps.

The previous one-day record was 105 sorties and was held by the Glory's carrier air group.

(HMCS Magnificent exercised in company with the Ocean during the former's Mediterranean cruise in the fall of 1951).

The "Steam Slingshot"

British Catapult Launches Carrier Planes Without Need of Wind

A new British aircraft catapult which is regarded as one of the most important developments for naval aviation since the Second World War will be adapted for use on U.S. aircraft carriers.

Nicknamed the "steam slingshot", the steam powered catapult proved in recent tests that it can hurl the U.S. Navy's jet fighters into the air even when the carrier is headed down wind or alongside a dock.

Tests of the catapult installed in the Royal Navy carrier, HMS Perseus, were conducted at the U.S. Naval Shipyard, Philadelphia, the Naval Operating Base, Norfolk, and at sea during January, February and March.

First installation will be made on board the USS Hancock, an Essex class carrier which is undergoing a complete modernization.

In adapting this experimental catapult for its own aircraft carriers, the USN will modify it as necessary for manufacture in the United States.

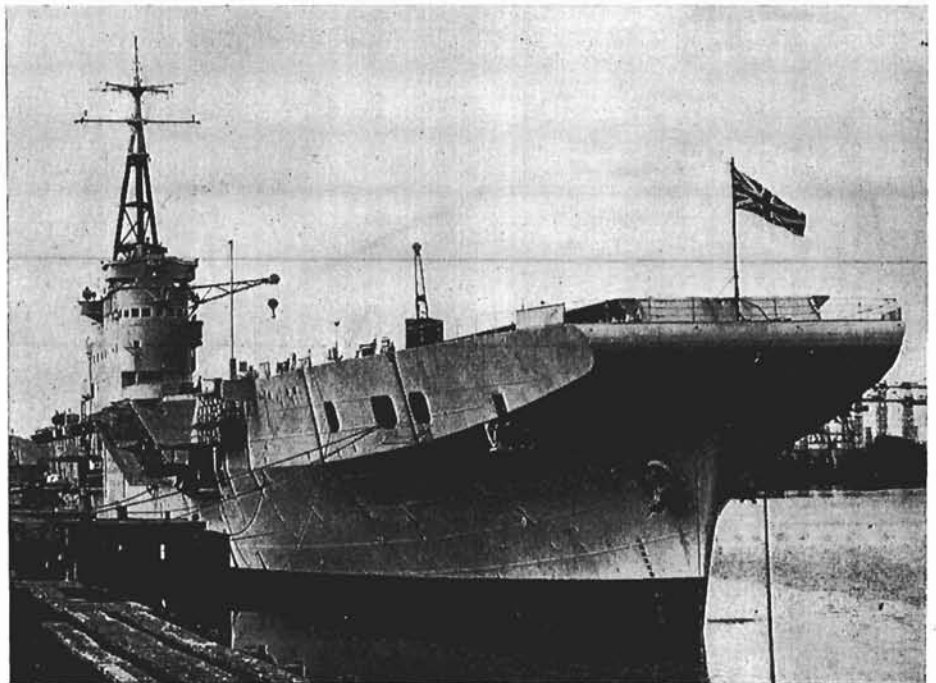
As installed for trials purposes in the Perseus, the catapult lies in a raised section of the flight deck, with compressors and other machinery on the hangar deck. Developed for the

Royal Navy by Messrs. Brown Brothers & Co., Ltd., Edinburgh, the catapult uses the principle of the slotted cylinder, and has no rams or purchase cables. A hook on the aircraft to be launched is connected directly to a piston which is driven along the cylinder by high pressure steam from the ship's boilers. A novel sealing device is used to keep the slotted cylinder steam tight.

While the amount of steam required for sustained operation is large, the tests have shown that the boilers can meet the demand without interfering with ship operations.

During the American tests, the USS Greene, a destroyer, supplied steam to the catapult at pressures higher than were available in HMS Perseus to see if the capacity of the catapult could be increased. It was found readily adaptable to the higher pressures.

In all, 140 test launchings were made using deadweights and the latest type carrier aircraft. Previously the British had fired 126 piloted aircraft and 1,000 deadweights over a 14-month period.



This photo of HMS Perseus shows the forward part of the raised flight deck which was built to meet the requirements of the revolutionary steam-operated aircraft catapult. The catapult reduces the need for a carrier to steam into the wind to fly off its aircraft and enables it to launch new and heavier types of planes. (United Kingdom Information Office Photo).

Humble Hero

*William Hall, Son of Slaves,
Brought Canada Her
First Naval VC*

YEARS before the Royal Canadian Navy was established, young Canadians, drawn by a love of the sea, had won a place for themselves and their homeland in the naval history of the British Empire.

One of the Royal Navy's outstanding heroes of the 19th Century was William Hall, a humble Negro who left a tiny hamlet in Nova Scotia to serve in the fleet, and who became, in the year 1857, one of the first three Canadians to win the Empire's highest award for bravery—the Victoria Cross.

It is somewhat paradoxical that the scene of Hall's valiant act was not the deck of one of the warships in which he served so long and well, but the plains of India during the mutiny of 1857. Hall was a member of a brigade sent from HMS Shannon* to assist in the campaign against the mutineers, and particularly in the relief of the British garrison at Lucknow.

At a critical stage in the assault on the mutineers' stronghold, when all the other members of his gun crew had fallen, Hall continued working the gun alone under a hail of bullets until he fired the charge that breached the wall and made possible the rescue of the garrison.

The man who performed this brave deed was born at Horton's Bluff, N.S., on April 28, 1827. His father had been one of a group of slaves being transported from the west coast of Africa to the United States when the ship bearing them was intercepted by a British frigate during the War of 1812. The slaves were brought to Halifax, where they were liberated and given assistance in finding jobs and settling down in Nova Scotia.

His father adopted the name of Hall from a benefactor and found work with a farmer in Hants County. He married a girl who had also escaped slavery by fleeing to one of the ships in the British fleet which captured Washington in 1812.

Little is known of William Hall's boyhood. He attended school at Horton's Bluff, and even at an early age showed a keen interest in the

*This was not the Shannon of Shannon-Chesapeake fame but a later, iron-hulled ship.

Navy. In this he was no doubt encouraged by his father and mother, who owed their freedom to the ships of the Royal Navy. It was a natural step, therefore, when young Hall joined HMS Rodney at Halifax as an able seaman.

He remained in this ship until January 30, 1856, serving through the Crimean War, and was awarded British and Turkish medals, the former with the Sebastopol and Inkerman clasps. After a short time in HMS Victory, he went to HMS



WILLIAM HALL, VC

(from a photograph taken in the late years of his retirement)

Shannon, where he served as captain of the foretop.

The Shannon was escorting troops to China, in readiness for expected trouble there, when the Indian Mutiny broke out in Meerut on Sunday, May 10, 1857. Lord Elgin, former Governor General of Upper Canada, was on board one of the ships in the convoy. He had been appointed Envoy Extraordinary to China to try to effect a settlement of difficulties with the Peking government.

When the ships arrived at Singapore, they learned of the desperate situation in India. Mutiny had broken out and, stimulated by early successes, had spread rapidly. The rebel Sepoys, part of the native army, had taken Delhi and Cawnpore, where they had killed all white women and children, and were besieging Lucknow, where only a small garrison still held out.

The expeditionary forces were sailed to Calcutta to swell the relief army assembling there. The warships continued on to Hong Kong but, after Lord Elgin had been urged to send back as many men as possible, two naval brigades, from HMS Shannon and HMS Pearl, were organized. Able Seaman Hall set out with the Shannon brigade under the command of Captain William Peel, VC, a Crimean hero who was later to recommend him for the Victoria Cross.

The brigade, composed of 450 men with six eight-inch guns, two 24-pound howitzers and two field pieces, arrived in Calcutta in August 1857. They proceeded 800 miles up the Ganges, towed by the steamer Chunar, to Allahabad. Here a prolonged halt was made while arrangements to take the guns across the country were attempted. This proved difficult and the heavy guns were left behind.

On October 28 they pushed on with the 24-pound howitzers, fighting their way to Cawnpore, which had already been recaptured by the British. There they joined up with reinforcements from Britain preparing to go to the relief of Lucknow. Commanding officer of the relief forces was Sir Colin Campbell, later to become Lieutenant Governor of Nova Scotia. On November 28, 1857, the historic march began. At Lucknow, an army of 50,000 Sepoys surrounded the residency, where the remnants of the British garrison, under Sir John Inglis, still held out. As a result of the long siege, the garrison had been reduced to a handful of men, supplies were running short and the residency was in ruins.

The relief forces numbered only 5,000 men. They marched under the burning Indian sun to face a well situated and far stronger enemy.

The key to Lucknow was the Shah Nujiff, a walled mosque; but first a walled enclosure, the Sekandarhagh, had to be taken. The attack was launched from the southeast. Initial progress was slow but in mid-afternoon the 93rd Highlanders and Sikhs attacked the Sekandarhagh and carried it with the bayonet.

The troops moved on to the Shah Nujiff, a half mile to the west. The

mosque was surrounded by loop-holed walls several feet thick, and was garrisoned by 30,000 Sepoys. It was a strategic position and the centre of resistance.

The Shannon brigade dragged its guns to within 400 yards of the walls to lay down the preliminary bombardment. The crew of a 24-pound howitzer was one man short and Hall, who had been in charge of a gun aboard ship, volunteered to replace him.

At 4 o'clock the order was given to attack the mosque. The Shannon crew laid down a heavy cannonade, sending shot after shot crashing into the mosque, but the walls were so thick that the projectiles had no effect. Meanwhile, the mutineers, from their protected position, were inflicting heavy casualties on the attackers.

"The men were falling thick and fast," reads an eye-witness account. "Even Peel's usually bright face became grave and anxious. Sir Colin Campbell sat on his white horse exposed to the whole storm of shot looking intently on the Shah Nujiff. It was wreathed in volumes of smoke from the burning buildings and sparked all over with bright flashes of small arms. It was now apparent that the crisis of the battle had been reached."

A breach had to be made in the walls without delay. The Shannon guns went forward with the field artillery, taking up a position a few hundred yards from the walls.

They poured a steady stream of fire against the walls, still without visible effect. The guns went forward again.

Then Sir Colin Campbell ordered the 93rd Highlanders to attack with bayonet. But the walls were still unbreached and, having no scaling ladders, they came to a halt in the enclosure surrounding the mosque. A torrent of musketry dropped them by the score and they were forced to retire.

Peel ordered two guns nearer to the walls. The sailors strained at the ropes and brought the guns to within 20 yards of the enclosure. The enemy concentrated its fire on the naval gun crews until one crew was completely annihilated. Of the Shannon crew, only Hall and one officer, Lieut. Young, were left, the latter badly wounded.

Hall, a fine, powerful man and steady as a rock under fire, calmly worked his gun under the murderous storm. He methodically sponged and reloaded and continued pounding away at the defences. Finally he fired the charge that opened the walls.

A number of the 93rd Highlanders then advanced, entered the mosque through the hole in the walls and opened the gates. They found the mosque deserted. The moment the breach was made in the walls, the enemy, though still possessing the advantage in numbers and position, turned and fled.

A historian says of the victory: "They fled from the place without a

struggle just when victory seemed secure. Never had there been a harder fought day."

The city of Lucknow now lay open to the British. Its relief marked the end of large scale resistance in India and the beginning of restoration of British prestige, not only there but elsewhere in the world.

That old soldier, Sir Colin Campbell, referred to the relief of Lucknow as an action "unexampled in war."

For his signal courage and devotion, Hall was recommended for and received the Victoria Cross.

The citation read, in part, "*Finally, in one of the most supreme moments in all the age-long story of human courage, Hall fired the charge which opened the walls and enabled the British to push through to the relief of the garrison and ultimately to the quelling of the mutiny and the restoration of peace and order in India.*"

Hall continued to serve in the Navy in various ratings, including that of quartermaster, until he retired as a petty officer first class on July 4, 1876. Following the mutiny he served in HM Ships Donegal, Bellerophon, Impregnable, Petrel and, finally, HMS Royal Adelaide.

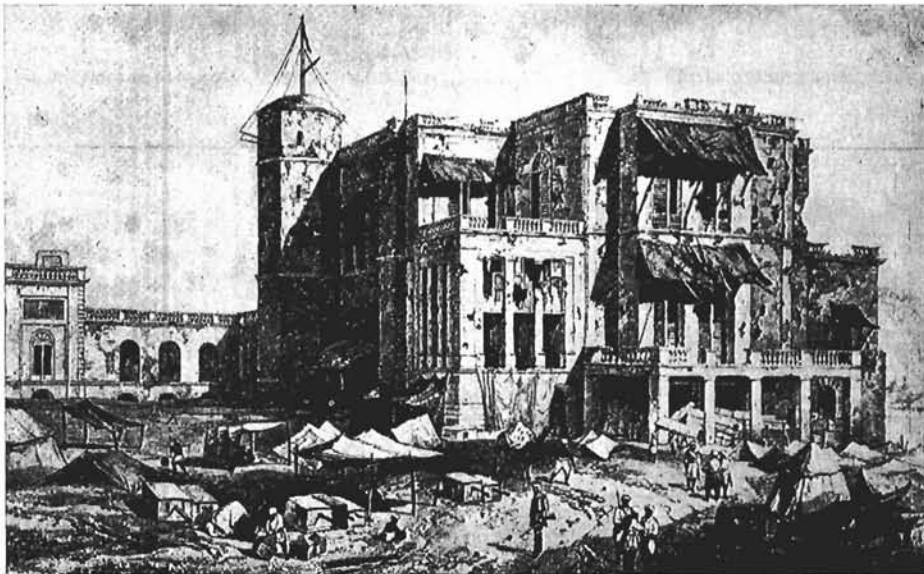
Hall returned to Nova Scotia to live. He never married but dwelt with two sisters, Mrs. Robinson and Miss Rachel Hall. His chief recreation was hunting.

His last public appearance was at Halifax on October 19, 1901, when he took part in a parade of British veterans during the visit of the Duke of York (later King George V). Hall was honored by being given a carriage in the procession. In addition to the Victoria Cross he wore Mutiny, Crimean and other service medals. This impressive array attracted the attention of the Sailor Duke, who stopped to shake hands with Hall and to inquire about his service.

Three years later, in 1904, Hall died in Hantsport of paralysis, in his 80th year. He was buried in what was, until comparatively recently, an unmarked grave. In 1937 the Hantsport branch of the Canadian Legion started a drive to have Hall's valor recognized in permanent form. Ten years later a memorial was erected in his honor at Hantsport.

The memorial is in the form of a cairn bearing a bronze replica of the Victoria Cross. Beneath the cross is a plaque telling of Hall's courage and devotion at the relief of Lucknow.

The ground on which the memorial
(Continued on page 32)



The Residency at Lucknow is shown above in its ruined condition at the end of the siege. Here the British garrison held out, short of supplies and reduced to a handful of men, until Able Seaman William Hall breached the wall of a nearby stronghold, allowing the relief forces to enter the city and free the defenders. (Print republished by courtesy of the Institution of Royal Engineers, Chatham).

Afloat and Ashore

PACIFIC COAST

HMCS Crusader

Officers and men of the Crusader were hosts to their relatives and friends at "open house" aboard the ship a few days before she sailed May 25 for the Far East.

For the children there were tours throughout the ship, from engine room to bridge, motorboat rides in the harbor, movies, soft drinks and ice cream. Three clowns, in appropriate costume, roamed about the ship distributing balloons and other favors.

HMCS Antigonish

The Antigonish completed refit in mid-April and, after a week of trials, sailed for Bedwell Harbor for work-ups and to clean and paint ship.

Returning to Esquimalt on May 8, the Antigonish embarked the band of HMCS Naden and a guard from the RCN Barracks and sailed for

Bellingham, Washington, to take part in that city's Blossomtime Festival.

Officers and men thoroughly enjoyed their three-day stay at Bellingham and were loud in their praise of the hospitality they encountered. Naden's guard and band created a very favorable impression, with the local newspaper terming the band's performance "the hit of the Blossom Festival Grand Pageant."

In an official letter to Lieut.-Cdr. Raymond Phillips, commanding officer of the Antigonish, Bellingham's mayor said, "I can confidently tell you that the entire group was a very excellent representation of our good neighbors to the North, and all those involved in organizing this presentation for Canada are in line for the highest compliments."

On May 13 the Antigonish embarked 46 cadets and six days later proceeded to Bedwell Harbor in company with HMCS Sioux to officially start the summer sea training program.

Ordnance School

The school was pleasantly surprised to receive a call from CPO Bert Nelson, who was passing through from HMCS Cayuga, then in the Far East, on his way to attend the annual meeting of the Benevolent Fund in Ottawa.

Two officers who were in the school for a few weeks have joined the Ontario for training. They are Ordnance Sub-Lieutenants Laurence Arthurs and J. V. Germain, both former UNTD cadets.

PO William Still has gone to the Ontario to relieve PO Edward C. Alexander, who left for a leadership course at Cornwallis.

CPO Harry Leggett, who has been with the service for 22 years, has started his retirement leave. He has spent nearly all his career in the underwater weapon world, first in the old torpedo branch, then in the ordnance branch as a chief armourer (torpedo). CPO Leggett survived two sinkings during the war, those of the Fraser and the Margaree.

ND Training Centre

Five classes are under instruction in the Navigation Direction Training Centre, two for RP3, one for RP2, one for QMI and a cadet class.

Two classes of RP3s, and three officers' classes, recently completed.

Among the new arrivals at the school are PO Frank L. McKay, recently qualified as a plot radar instructor; PO Leonard J. Paget from the Ontario and Ldg. Sea. George R. Robillard from the Antigonish.

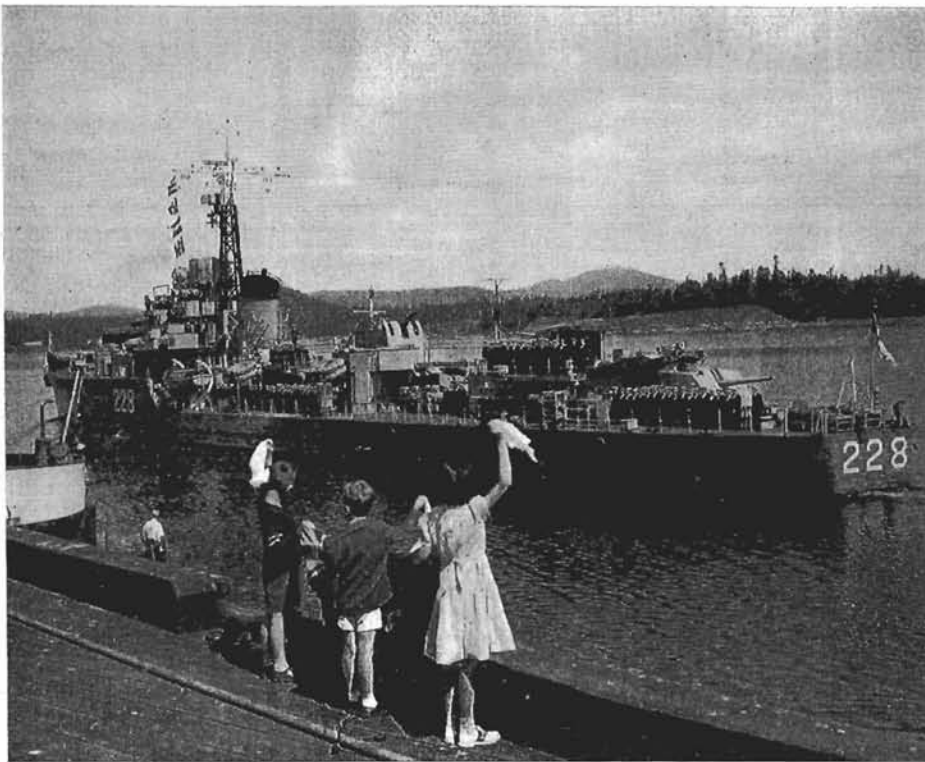
Recent departures from the centre were PO Norman B. Hill and Ldg. Sea. Ronald Hooper to the Ontario.

A recent social evening held by the staff was so successful it was decided to make this a monthly event.

Supply School

A supply course for cadets (S) got under way in the school annex May 19, with 36 cadets from universities across Canada enrolled. The course is of six weeks' duration.

The administrative and instructional staffs were increased in May. Sub-Lieut. (S) E. W. Van Allen took



Waving farewell to their father as HMCS Crusader sets sail from Esquimalt for the Korean theatre are Richard, left, and Carroll, son and daughter of CPO Richard Williams. With them and helping them to hold the Canadian flag is a cousin, Larry Williams. (E-18983).

over the duties of sports officer and, in addition, is giving bookkeeping instruction to the cadet course.

POs Vernon Judson and Geoffrey Clarke have joined the staff to assist with the training of RCN(R) men. Cadet (S) J. Penner has taken over from Cadet (S) B. W. Robertson as assistant to the senior instructional officer.

Lieut. (S) G. H. Smith has left the school and has been succeeded by Commissioned Writer Officer Mark Preston.

Naden Petty Officers' Mess

The mess made a special occasion of Mother's Day, happily surprising the 104 residents of the Aged Women's Home in Victoria by sending them a huge cake and bouquets of flowers for their tables.

Jerry Gosley's Smile Show provided the entertainment at a social held in the mess May 24. The same show is trying to make arrangements to travel to the Far East and entertain the Canadian Forces serving there. — J.A.B.

Aldergrove Radio Station

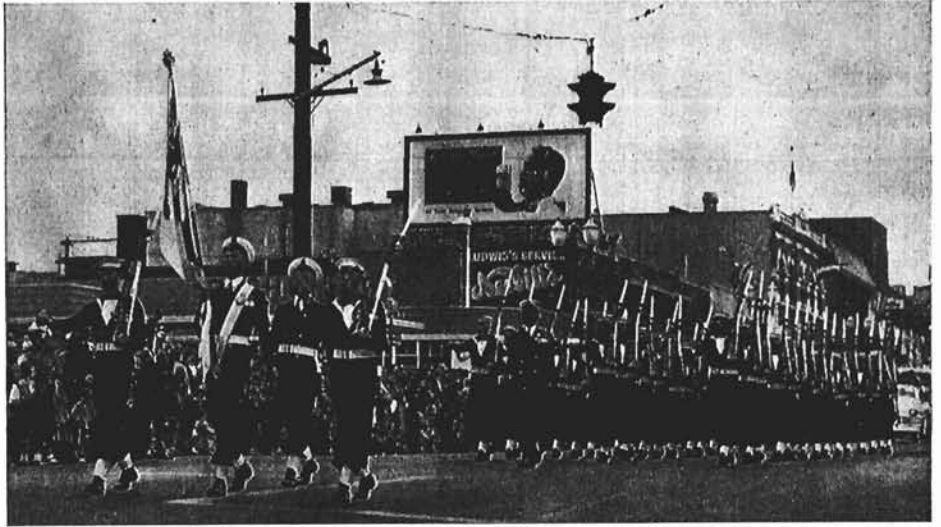
A number of personnel changes have taken place at Aldergrove. POs Kenneth Potter and Ernest Sargeant are now on course at the Communications School at HMCS Cornwallis, while CPO Henry Abercrombie has arrived as a replacement. AB Richard Lister has gone to HMCS Sioux, exchanging places with AB Frank Tyler, who recently saw service in Korean waters. Ldg. Sea. Marcel Bernier has arrived at the station to take over from PO Stanley Matychuk, who has gone to HMCS Naden. Lack of business has resulted in Petty Officer (Regulating) William Ramsdale being drafted to Naden.

Air Station Holds Father-Son Night

A Father and Son Night held recently at HMCS Shearwater proved so successful that plans are being made for a repeat performance — but bigger and better — in the near future.

Some 75 fathers and their sons enjoyed a program featuring such events as sabre swinging, movies, clown acts and stunts of one kind and another. The fact that there was plenty to eat for both seniors and juniors also contributed to the success of the evening.

Chiefly responsible for organizing and staging the affair was the physical and recreational training staff at the naval air station.



High praise was accorded the band and a guard from HMCS Naden which marched in the armed forces section of a parade which opened the annual Blossomtime Festival at Bellingham, Wash. Band and guard were transported to Bellingham in the training frigate Antigonish and, during the stay in Bellingham, the ship was visited by Festival Queen Nadean Dunkin and her attendants.

ATLANTIC COAST

Albro Lake Radio Station

The annual inspection of Albro Lake Radio Station by the Flag Officer Atlantic Coast took place on May 2 following an intensive "spring cleaning" program in which all hands took part.

Outgoing drafts during the month of May included PO John Layton to the Haida, PO Leonard Murray to the Crescent and PO Herbert Cooper to Cornwallis for a C2CR qualifying course. New arrivals to Albro Lake are Leading Seamen Keith Wilson, Reginald Mann, Warren Huff and Edward Leppard.

HMCS Swansea

The early part of May saw the completion of refit at Halifax Shipyards and of the ship's working up trials, both in record time.

Ammunitioning was carried out during three periods of intensive dog watch effort, the seaman, supply and stoker branches vying with one another on successive evenings.

Refit completed, the Swansea moved across to the dockyard and, with trials personnel and the ship's company co-operating perfectly, finished all pre-cruise trials in an unprecedented three days.

On May 19 the Swansea began what promised to be an interesting and successful summer, with 120 cadets to be trained in three short months, accompanying ships to be vanquished in various inter-ship competitions, and a number of interesting overseas ports to be visited.

During refit a ship's basketball team was organized and, although only two games were played, the nucleus of a fairly strong team for the future was formed.

Other sports activities included the participation by two ship's teams in the Command volleyball tournament. Though most of the players were new to the game, the First Team managed to win three games before going down to defeat. — A.J.M.

Coverdale Radio Station

The first class of Wrens qualifying for communications duties completed the course at Coverdale and graduated May 10. Three weeks later a second Wren group was graduated.

Coverdale personnel joined with naval veterans of the Moncton area in parading to St. Georges Anglican and St. Bernard's Catholic churches in Moncton on Battle of the Atlantic Sunday.

Following the services, the parade marched to the City Hall, where the salute was taken by His Worship, Mayor A. E. Stone.

HMCS La Hullose

After embarking her quota of 40 cadets, the La Hullose sailed from Halifax May 19 in company with HMC Ships Crescent and Swansea for the Mediterranean.

The week-end before sailing was a busy one as the cadets joined and were fitted into their quarters for the five-week trip.

Earlier in the month the task group visited Pictou while carrying out work-ups. During the two nights



One of two United States Navy blimps which operated out of HMCS Shearwater for a week in May is shown making a practice landing on the flight deck of HMCS Magnificent. The blimps, normally based at Lakehurst, N.J., carried out test flights from the RCN air station. (0-2489).

there "The Lady" took on the semblance of a lobster boat as the ship's company bought large quantities and rushed back to boil them.

No. 1 lobster eater was the navigator, Lieut. Gerry Hill, of Montreal, who consumed six at one sitting.

Lieut. (E) Jim Millen has gone to Stadacona for an education course and Lieut. Joe Mahan has been appointed to HMCS Star, in Hamilton.

HMCS Cornwallis

A service in memory of the late Lieut. (P) William J. Spencer was held in St. George's Church, Cornwallis, on the afternoon of April 28. A large number of officers and men attended the service, which was conducted by Chaplain (P) Harry Pike and Chaplain F. H. Godfrey.

Lieut. Spencer was killed when an Avenger aircraft he was piloting crashed while flying out of the Naval Air Station at Dartmouth, N.S. Lieut. Spencer served at Cornwallis for more than two years prior to returning to flying duties shortly before the accident took place.

On Sunday, May 11, 70 members of the Cornwallis Choir, under the direction of Commander R. W. Murdoch, travelled to Liverpool, N.S., where they sang in the United Baptist Church.

HMCS Brockville

The Brockville has been undergoing a short refit at Liverpool, N.S., prior to commencing her summer training program. Before entering refit, the ship made a seven-day trip to Bermuda in company with HMCS Wallaceburg. JOTLC classes were embarked, as well as few reserve personnel from HMCS Scotian. Seamanship training in the form of boatwork and evolutions was carried out. In addition, the JOTLC officers were busily engaged in taking star sights, sun sights and performing other navigational training.

Communications School

Having read so much in *The Crowsnest* about large schools (empires), we would like to draw attention to the fact that at present the Communications School has more than 280 souls on board and is steadily increasing in strength.

Lieut.-Cdr. A. W. Brown and CPO A.P. Howard recently completed a tour of eastern naval divisions, during which they acquainted division staff with the latest communication publications and advised recruiting officers on requirements for communications personnel.

Lieut. P. W. Dolphin, RN, has joined the school on an exchange

arrangement with the Royal Navy. He comes from HMS Battleaxe, where he was staff communications officer to Captain D6.

CPO Edward S. Pratt has arrived from the Crescent, while CPO Cornelius Nast and POs Donald K. Hayward and Adam H. Christie are expected to join from the West Coast.

The electrical staff has a new departmental head, CPO Clarence A. Redden, who relieved CPO William J. Murray. PO Elmer H. Childerhouse recently joined the electrical staff from the Iroquois.

The Comschool got off to a good start in the inter-part softball league at Cornwallis, three of the four teams entered from the school having won their opening games by wide margins.

HMCS Portage

The Portage spent the months of April and May in refit at Saint John, N.B.

The refit period saw numerous changes in the ship's company, with many of the older hands being drafted to Stadacona for higher courses.

The wardroom was not without its changes, either. Lieut. R. F. Gladman and Sub-Lieut. J. P. Morton left to join the staff of the Reserve Training Establishment for the summer, the former as a sea training officer in HMCS La Hulloise and the latter as a term lieutenant for UNTD cadets in Stadacona.

Lieut. (E) Frank Hindle has been appointed to Stadacona after two years in the Portage and Commissioned Engineer Owen Jones has relieved him. Lieut. G. R. Ferguson has joined from the Search and Rescue unit in HMCS Shearwater.

Scholarship Instituted by Victoria NOAC

The Naval Officers Association of Victoria has instituted an annual scholarship of \$300 to assist the children of ex-personnel of the Commonwealth Naval Forces, resident in the province of B.C., and expressing a desire to join any university naval training scheme, to enter the first year of university at the University of British Columbia or at Victoria College. The recipient of the award will be selected by the Joint Faculty Committee on Prizes, Scholarships and Bursaries of the University of B.C. and the selection will be based on scholarship, character, leadership and financial need.

Application forms are obtainable from the office of the Dean of Administrative and Inter-Faculty Affairs, University of B.C., Vancouver, and must be filed by June 15 preceding commencement of the university year.

Mechanical Training Establishment

Four petty officers successfully passed a post-entry ERA class at the MTE and were drafted to sea late in May. They were Petty Officers Gerald MacKenzie, Clifford Ross, Andre Debaeremaker and Albert Lup-ton.

Faces reappearing around the shops and classrooms lately include those of Chief Petty Officers Arthur Cawley and Cameron Miller from Naden, Thomas Evans from Halifax Dockyard, James Dean from the Magnificent and Jack Quinn from the Iroquois, and PO George Crosman from the Magnificent.

TAS School

After a temporary lull, the TAS School got back in full swing, with several miscellaneous classes being added to the regular groups under instruction. Among the former were divers qualifying in demolitions; radar plotters first class taking a two-day course in the TAS aspect of plotting, and one officer, one CPO and an able seaman of the Uruguayan Navy who spent two weeks with CPO Fred Purnell for instruction in depth charges and hedgehog. CPO Purnell also benefited from this course, acquiring an acceptable understanding of Spanish.

The destroyer command examinations held during May had some of the staff working additional hours, a large number of officers having chosen to sit for the TAS section of the exams.

Lieut. T. J. C. Thomas and CPO T. Elstone have left for Key West, Fla., and a special course with the USN. AB J. Santomero has joined HMCS Haida.

NAVAL DIVISIONS

HMCS Discovery

(Vancouver)

About 300 students from nine Vancouver high schools toured Discovery when the division held the first of what it hopes will be a series of semi-annual "High School Nights".

Transported to the Stanley Park naval establishment in specially chartered busses, the students, boys and girls 17 and over, were taken on special tours in small groups. They inspected the communications set-up and saw reserve operators transmitting messages by teletype and morse; saw asdic in operation; inspected weapons; were guests at a "dummy run" in the TAS school; witnessed the kitting out of new entries; saw the rifle range and toured the division's tender, PTC 124.

The evening, lasting about three



Wilfred Moss, Dockyard Naval Stores Officer at Esquimalt, was honored, May 16, on completion of 40 years of service in naval stores. Captain (E) B. R. Spencer, Superintendent of the Dockyard, presented Mr. Moss with a framed picture of HMS Cormorant, first warship to enter the dockyard officially when it was opened in 1887. (E-18942).

hours, ended with the presentation of two naval films, one showing the progress and life of a naval recruit, the other depicting the operations of Canadian ships in Korean waters.

Vice-Admiral E. R. Mainguy made his first inspection of Discovery since assuming the appointment of Chief of the Naval Staff. Admiral Mainguy toured the establishment, met the officers and also spent some time with the Chiefs and POs. While in Vancouver, Admiral Mainguy addressed a luncheon meeting held in his honor by the Canadian Club.

The Ladies' Auxiliary of Discovery sponsored a dog show for the B.C. Kennel Club and had a record entry of 189. The proceeds will go toward supplying comforts for the sailors in Korea.

PTC 124, commanded by Lieut. Jack Stephenson, made a tour of Gulf Island ports during the May 24 week-end. — W.J.H.

HMCS Nonsuch

(Edmonton)

Personnel from Nonsuch and of RCSCC Warrior turned out more than 250 strong for Battle of the Atlantic Sunday services on May 18.

Protestant personnel attended a special service at Central United Church and Roman Catholics attended mass at Sacred Heart Church.

Following the services, the two groups formed up and marched to Nonsuch, led by the division's band.



Sea cadets of RCSCC Nelson form a guard of honor for Captain D. L. Raymond, commanding officer of HMCS Shearwater, at the annual inspection of the Halifax corps. With Captain Raymond are Lieut.-Cdr. P. K. Wilton, left, sea cadet area officer, and Lieut.-Cdr. G. V. Guy, RCSC, right background, commanding officer of RCSCC Nelson (HS-19377).

En route the parade passed a saluting base at which Commander G. P. Manning, commanding officer of Non-such, took the salute. — *E.W.H.*

HMCS Prevost (London, Ont.)

The ship's company of Prevost, ex-naval officers and sea cadets paraded to St. George's Anglican Church May 18 to observe Battle of the Atlantic Sunday.

Three members of the permanent staff attached to Prevost recently were presented with Korean campaign medals by Commander F. R. K. Naftel, the commanding officer. The United Nations and Korean Commonwealth medals were presented to AB Lorne Barton, of Listowel, Ont.; AB Donald Davies, of Calgary, and AB Laurie Parkin, St. Mary's, Ont.

Some 40 UNTD cadets from the University of Western Ontario held closing exercises at Prevost before writing final exams at university. Upon completion of their studies they proceeded to the coasts for training.

The chief and petty officers' mess held a mess dinner recently, the first of its kind at Prevost. Guests were Lieut.-Cdr. Gordon Brighton and Lieut.-Cdr. N. J. Russell.

Ten acting sub-lieutenants and one sea cadet officer recently completed the first officers' training course at the

London naval division. Three of the officers went to HMCS Stadacona for summer training following completion of the course. They were Acting Sub-Lieutenants David Pope, S. B. McEwen and N. L. Currie.— *N.L.C.*

HMCS Catarqui (Kingston)

PTC 704 arrived at Kingston from Hamilton, May 1, after a smooth passage across Lake Ontario. The Fairmile was put to good use providing training for personnel of Catarqui prior to transferring to the Great Lakes Training Command.

A firing party from the division attended the funeral at Trenton of Lieut. (P) W. J. Spencer, who was killed in a flying accident at HMCS Shearwater April 24.

The ship's company of Catarqui, along with the band and sea cadets from RCSCC St. Lawrence, marked Battle of Atlantic Sunday with a church parade.

The Kingston naval division had a change of executive officers in May, with Lieut. P. H. Skelton succeeding Lieut. P. M. Cornell.

Two members of the permanent staff, Leading Seamen William O. Gibbs and Roy P. Dolihan, have been promoted to petty officer second class.

Naval Air Helps Steward in Distress

Naval aviation has an especially staunch supporter in Petty Officer Robert Barnes, a steward serving in HMCS Portage.

At Saint John, N.B., where his ship was refitting, PO Barnes received a telegram from Halifax informing him of serious injury to his wife.

As there was no commercial flight scheduled to Halifax until some time later, a telephone call was put through to Captain D. L. Raymond, commanding officer of HMCS Shearwater.

An Avenger, piloted by Lieut. G. D. Westwood, was dispatched immediately from the air station, landed at Saint John airport, embarked PO Barnes and flew him to Dartmouth. Soon after getting the telegram he was home.

HMCS Brunswick (Saint John)

Brunswick played host to teachers and senior students of four Saint John and district high schools on May 14 with scores of inquisitive youths being taken on a tour of the establishment.

The "High School Night" was designed to give the students an opportunity to see for themselves the role played by the naval division in the community. During the nearly three hours the students were at Brunswick, they saw personnel under training and witnessed demonstrations of anti-submarine weapons, communications and seamanship. Later in the evening they were shown a color movie of the navy in action and were addressed briefly by the commanding officer, Commander J. A. MacKinnon.

Commander MacKinnon was an honor guest of the University of New Brunswick at the annual graduation exercises May 15. Among the graduates were four RCN cadets who received the degree of bachelor of science in electrical engineering. All graduated with high academic standing.

On May 18, personnel of Brunswick observed Battle of the Atlantic Sunday with a church parade and march past. Accompanied by the division's pipe and drum band; Rodney Corps, Royal Canadian Sea Cadets; the corps' drum and bugle band and the Wrenettes, the ship's company paraded to St. James Church and St. John the Baptist Church for morning services. Commander MacKinnon read the lesson at the St. James Church service.

Following the services, the units paraded through the central area of the city. The march past was held at the Cenotaph in King Square,



Seafaring names — Helms, Piers and Skipper — are possessed by three naval officers serving on the staff of the Supreme Allied Commander Atlantic at Norfolk, Va. Left to right are Commander H. J. Skipper, USN, Captain D. W. Piers, RCN, and Captain Adam Helms, Royal Danish Navy. (Official SACLANT Photo).

Toronto IODE Donates \$200 to Magnificent

Thanks to the IODE in Toronto, HMCS Magnificent began her current training cruise well stocked with amenities. Not long ago the "Maggie" received instructions from the IODE to buy \$200 worth of whatever the ship might want and send along the bill.

After careful consideration, the carrier's personnel decided to use the fund for recreational purposes. Additional phonograph records were purchased for the ship's broadcasting station, MAGI, and playing cards, cribbage boards, chessmen and similar amusement gear were obtained.

The generous gift was acknowledged by Captain Kenneth L. Dyer on behalf of a grateful ship's company.

where the salute was taken by Capt. C. H. Bonnycastle, RCN(R), Ret'd, former commanding officer of Brunswicker.

On the afternoon of May 18, which is observed annually in Saint John as Loyalist Day, two detachments of Brunswicker personnel and the division's pipe and drum band participated in the observances. — R.S.M.

HMCS Scotian

(Halifax)

Captain A. G. Boulton, Director of Naval Reserves, carried out an inspection of the ship's company and facilities at Scotian in mid-May during his annual tour of naval divisions in Eastern Canada.

Addressing the ship's company, Captain Boulton declared that a strong reserve was essential to a really effective naval effort. He outlined the changes in the reserve training program and complimented officers and men on their showing throughout the year and at the inspection.

Captain Boulton later visited the minesweeper Brockville, training tender for the division.

HMCS York

(Toronto)

Mayor Allan Lamport of Toronto and several members of his council paid a visit May 7 to HMCS York. The group witnessed the regular Wednesday night training in the various classrooms and the departments.

Personnel of York paid last respects April 28 to CPO Harold Hart, who was fatally injured in an automobile accident on the Queen Elizabeth Highway. He had been a member of the ship's company of York for a considerable time.

A radar set installed in the division's radar room performed operationally for the first time early in May. Believed to be the only one functioning in any of the naval divisions in Canada, the set has a range of five miles and easily picks up the Fairway Buoy and other navigational aids in Toronto harbor. The set was loaned to York by Canadian Arsenals, Limited, and will be used for training and navigation direction practice with the division's Fairmile and tug.

Wrens at York have started to learn the art of sailing under the instruction of PO A. J. Edwards.

HMCS Hunter

(Windsor)

The ship's company of HMCS Hunter, led by the division's brass band, paraded through downtown Windsor May 18 for special services at All Saints' Anglican Church to commemorate the Battle of the Atlantic. The church services were conducted by Rev. Carl Swan, a wartime naval chaplain.

Training afloat on the Detroit river stepped up with the return of PTC 762 from winter storage at Erieau. The training craft has taken Hunter personnel and sea cadets on a number of short training cruises.

Captain F. H. Gardner, United States Naval Attache at Ottawa, visited Hunter in May while in the Windsor-Detroit area. He inspected training facilities and took

the salute as the ship's company marched past during divisions.

AB William Scatterty has organized a softball team which will play home-and-home games with neighboring divisions in the Western Ontario area. — R.M.P.

HMCS Montcalm

(Quebec City)

The ship's company paraded to divine service on Battle of the Atlantic Sunday, May 18. After the service, the parade proceeded to the Cenotaph, where a wreath was laid by Commander M. J. Jette, commanding officer of Montcalm, on behalf of the ship's company.

Lieut. Pierre Simard was in charge of the parade. Assisting were Instr. Lieut. L. W. Maundcote-Carter, Instr. Lieut. R. J. Leclair and Sub-Lieut. (S) J. B. Carisse. The band, under the direction of Lieut. (SB) Will Brodrique, was in attendance.

At a recent informal gathering in the wardroom, the officers said "au revoir" to Lieut.-Cdr. D. I. McGill, executive officer of the division, prior to his departure to take up residence and employment in Montreal.

The latest division to commence courses in the Basic Training School has been given the name "Louisburg", in memory of the corvette lost by enemy action in the Mediterranean during the war.

Recent arrivals at Montcalm in-



Mayor Allan Lamport and several members of the Toronto city council visited HMCS York on a recent Wednesday training night and witnessed the instruction and routine carried out on board the Toronto naval division. Present on the same night were Captain F. H. Gardner, United States Naval Attache at Ottawa, and Captain A. G. Boulton, Director of Naval Reserves. Left to right are Alderman W. R. Allen and E. Bogart, Captain Gardner, Captain Boulton, Mayor Lamport, Captain R. I. Hendy, commanding officer of York, and Alderman E. A. Phillips and John Knchereps.

This Changing World

Although the navy is traditionally "a man's life", a leading marine paint manufacturing company in the United States admits having had to make a concession to the fact that the allegedly "weaker sex" has infiltrated the seagoing service.

The firm has re-named its paint, and has come out with a color chart listing such shades as "robin's egg blue," "powder puff yellow", "sea nymph green" and "flannel gray", the last being a fancy new title for old-fashioned battleship gray.

clude Instr. Lieut. Maundcote-Carter and two supply officers, Lieut. (S) N. W. Denney and Sub-Lieut. Carisse.

Able Seaman Kenneth L. Hicks, a quartermaster on the staff at HMCS Montcalm, picked up a perfect hand during a recent cribbage game. AB Hicks held three fives and the jack of clubs and turned the five of clubs. — R.J.L.

HMCS Donnacona

(Montreal)

As the reserve training season came to a close in Montreal, all branches at Donnacona concentrated on studying and writing exams prior to departure for summer training at the coast.

The British cruiser Sheffield, wearing the flag of Vice-Admiral Sir William Andrewes, arrived at Montreal May 16 for a ten-day visit. Social and sports activities were arranged for the the entire ship's company during their stay. The cruiser was open to public inspection and Wrens from Donnacona were taken on a conducted tour of the ship.

Personnel from Donnacona and the Sheffield joined forces May 18 for a church parade in observance of Battle of the Atlantic Sunday. The parade was led by the Royal Marine band and during the march past Captain Michael Everard, commanding officer of the Sheffield, took the salute. — R.F.D.S.

QUALIFYING COURSE FOR TAS BRANCH OFFICERS

A three-and-one-half month TAS qualifying course for lieutenants of the Regular Force who were originally TAS branch officers will be conducted at the Torpedo Anti-Submarine School, Halifax, the anticipated date of commencement of the first course being October 1952.

The course is designed to provide

lieutenants (ex-TAS branch officers) with the tactical knowledge required

for lieutenants (TAS) of the Regular Force.

LETTER TO THE EDITOR

Dear Sir:

During the war I spent more than two years in HMCS St. Croix and although living conditions were not of the best, we had a lot of fun. Most of my shipmates are gone with the old ship, but many of the things that happened are well remembered. I think we are all inclined to forget the bad or unpleasant incidents and best remember the others. It is one of these I would like to tell you about.

I guess everyone in the service gripes a certain amount at some time, and I know the St. Croix was no exception. In our crowded stokers' mess we had a man named Paul McDonald. Paul was from Montreal and before his entry into the Navy had worked at the YMCA.

McDonald had two pet themes, or gripes, as we called them: "When this damn war is over I'm going back to

work at the 'Y' in Montreal", and, "I hate doing dishes!"

One day whilst the ship was on convoy duty in the Atlantic, Paul was dishing up in the mess and (so he said) forgot the silverware was in the dishwasher and dumped the lot over the side. We all thought it a joke and had a great laugh at Paul's expense — until we went to draw more cutlery and found there was none to be had. Well, you haven't seen meals eaten by hungry men under greater difficulty than we had with three spoons and two knives between the lot of us.

It was too much for one of the boys, Reg Lees. He was a bit of a poet and he wrote the following verse. I thought it might be of interest to others, hence this little article. I came across it while searching through my trunk and looking at souvenirs gathered over the past years.

J. W. PEARSON, C1SM3.

PAUL McDONALD — JUNIOR CHEMIST

HMCS ST. CROIX

*Mrs. McDonald had a son named Paul,
He worked at the "Y" in Montreal.
When the war broke out — Paul said one day:
'Ma, pack my bags, I'm going away.
I think the Navy is the place for me
So I'm going to join, and sail the sea.'*

*Then he boarded a train for Halifax town
With his neck washed clean and his hair slicked down.
Like most of the boys he'd heard the old story
And figured that he was fighting for Glory,
And thought that he was a fortunate boy
When they gave him a draft aboard the St. Croix.*

*'Twas then he learnt, against his wishes,
That part of his work was washing dishes.
But at last one day, our hero, Paul,
Thought of a way to get rid of them all.*

*This day we had dinner — I think it was hash —
And McDonald was ordered to clean up the gash.
He gathered the scraps and he tidied the place,
With a gleam in his eye and a smile on his face.
Then he picked up the dishpan, without commotion —
And dumped all our silverware into the Ocean!*

*"It couldn't be helped! 'Twas a mishap!" he cried,
Then crawled in his bunk and contentedly sighed,
While the rest of us figured we'd spend all our lives
Eating our hash without forks or knives.*

They Aim to Satisfy

*Cookery School is Lab
for Testing, Fixing
Unpopular Recipes*

APPLE PIE with "built-in" cheese is one of the recent innovations on the menu at HMCS Stadacona, the RCN barracks and training establishment at Halifax.

This and a number of other changes have been made in Navy recipes since a cookery school was opened on the East Coast a few months ago.

When cooks at the main galley in Stadacona reported that the men were not eating the issue cheese along with their apple pie, the chief cook at the school, CPO Lloyd MacArthur, built the cheese right into the pie crusts.

It is CPO MacArthur's job to test and recommend changes in recipes when it is found that they are not being received well in the messes. And, if any of the cooks who use an issue recipe book find that the book doesn't produce the best results, or if they come up with a new wrinkle of their own, they pass it along to the Chief for a trial. If it proves more satisfactory than the existing recipe, it goes to Ottawa recommended as a replacement.

CPO MacArthur presides over a gleaming galley in the basement of the Stadacona administration building.

"It's a very tidy little galley and we didn't think it should be going to waste," said Commander (S) R. V. Bowditch, Supply Officer at Stadacona, at whose suggestion the school was started, in explaining why he proposed opening the cookery school.

Its most important function, as far as the supply branch is concerned, is the instruction it gives to all cooks in the command in the baking of bread.

As Commander Bowditch puts it: "It is extremely important that every Navy cook know how to bake bread. He may be in a ship at sea which runs out of bread before it reaches its base. Then it's up to him to produce bread for the crew, for bread is one of the staples of their diet."

Every day of the week finds a Navy cook busily baking a ten-pound batch of bread in the galley. He reports early in the morning and, under the watchful eye of CPO MacArthur, goes through the whole bread making routine, from the setting of the yeast to the slicing of the finished loaf.

If the bread isn't up to standard, he's headed for more instruction.

There have been several instances in which the school has proved its "trouble shooting" ability.

The most unusual concerned the apple pie and cheese. The school tried several experiments. First, the cheese was grated into the pastry mix. But it was found that the cheese contained so much salt that, when it was combined with the salt already in the pastry, it made the mixture unpalatable. The salt was dropped from the pastry mix recipe and the result was a good pie crust with "built in" cheese.

"The case of the pale pie crust" was also solved by the school. Because they were afraid the pie crusts, especially for steak and kidney pie, were being made tough, the cooks had stopped using an egg or milk wash in their preparation. This wash gives the crust a rich, golden color and its omission left the crusts looking pale and unappetizing.

After some testing with greater and lesser amounts of shortening, CPO MacArthur proved that the wash had little or nothing to do with the quality of the pastry. He did find that an egg wash does a better job. Now all steak and kidney pies look just like the ones mother used to make.

Another important function the cookery school fulfills is the testing of cooks for promotion.

These men come from the various ships and establishments in the command. They are required to prepare a five-course meal, from the ordering of their supplies to dishing it up ready to serve. These meals are cooked by a different man twice a day for two weeks.

The testing staff, which includes Commander Bowditch and the deputy supply officer, Lieut.-Cdr. (S) Leo Neveu, finds this job the hardest. A five-course dinner at 11 a.m. and 4 p.m. every day for two weeks is a little more than the average constitution can stand.



Commander (S) R. V. Bowditch, Supply Officer of Stadacona, tests a muffin baked in the cookery school at the East Cook training establishment. Awaiting the verdict is CPO Lloyd MacArthur, chief cook in the school. (HS-17466).



The Navy Plays



Three-Department Team Tops Naden Competition

A combined Medical, Communications and Navigation Direction team finished in first place in the competition for the winter Cock of the Barracks trophy at HMCS Naden.

The competitions consisted of volleyball, basketball, hockey, .22 rifle shooting, bowling, badminton and swimming.

Medical, Comm. and ND compiled 105 points, 13 more than second-place Supply Naden. Other teams in order of finish were: Supply School "A", TAS and Electrical, MTE "A", Band, Supply School "B", MTE "B" and Ordnance.

The week following the end of the winter sports, the softball schedule — the first of the summer sports — got under way. After two weeks of play, Supply Naden and TAS and Electrical shared the top spot with two wins in as many starts.

Many familiar names are appearing on the score sheets, a few of which are: for Supply, CPO Lester Noon, Ldg. Sea. Norman Richardson and PO Andy George; for TAS and

Electrical, PO Dennis Mann, CPO Dave Ingram and PO Jack Strachan; for Medical, Comm. and ND, Commissioned Communications Officer A. Shirley, PO Ken Guthrie and PO Fred Kelly; for Ordnance, CPO Chester Padget and PO Joseph Horne, and for the Band, AB Lorne Knox and PO David Fisher.

The two Supply School teams and the MTE have a number of new players but show promise of being in the thick of the battle for honors. Other sports scheduled for the summer are tabloid track and field and medley marathons.

Wren Baseball Team Enters Moncton League

Wrens from HMC Naval Radio Station Coverdale have entered a team in the Moncton City and District Baseball League and, on the basis of the skill they have shown at practice sessions, have been picked as likely pace-setters.

In an exhibition basketball game played at the Moncton Garrison, HMCS Stadacona defeated Coverdale 78-61.

Softball, Soccer Start at Cornwallis

Inter-part and inter-divisional softball leagues at HMCS Cornwallis got under way early in May with 12 teams entered in each circuit. Similarly organized soccer leagues were slated to begin play at the end of the month.

Champions were decided in volleyball and deck hockey as the indoor sports season ended at Cornwallis. Saguenay Division won the inter-divisional volleyball championship in a sudden-death knockout tournament in which all new entry divisions took part.

In deck hockey Crusader Division defeated Columbia Division in the final of a similar tournament.

Cornwallis played a not too gracious host to Shearwater in a challenge boxing meet, the Annapolis Valley mittmen winning five of the six bouts.

The Cornwallis chief and petty officers visited Dartmouth to take on the chiefs and POs of Shearwater in a challenge hockey match that ended in a 3-3 tie.

Another exhibition hockey game found the East beating the West by a 15-1 score at Cornwallis. The "Bluenosers" had too much class for the "Indians."

Shearwater Gridders Hold Spring Practice

There was a lull in sports activities at HMCS Shearwater as winter schedules ended and preparations were under way for the summer competitions.

The soccer team donned playing togs earlier than expected in order to play host to the visiting team from HMS Sheffield in an exhibition game. The Sheffield scored a 2-1 win, with all goals being scored in the second half and the winning marker coming with only five minutes remaining in the game.

Candidates turned out for a representative team which has entered in the Dartmouth Suburban Softball League. While they took over one part of the playing field, the Shearwater football team was getting in some spring training on another.



For the fourth consecutive year, HMCS Naden won the port soccer championship at Esquimalt. This year Naden defeated HMCS Ontario in the final. Members of the winning team were, front row, left to right: Lieut. (S) P. J. Sands, AB N. Standley, CPO Thomas Reading, PO Charles Hall and PO David Sadler (referee). Rear row, Instructor Lieut. David MacKenzie (captain), Commissioned Communications Officer Albert Shirley, Instructor Lieut.-Cdr. H. V. Irving, Instructor Lieut. D. A. Robertson, PO George Kinch, PO George Buckingham, PO Jack Strachan and Lieut. (SB) W. A. Northey. (E-18801).

No-Hitter Twirled as Airmen Triumph

HMCS Shearwater's entry in the Dartmouth Suburban Softball League opened the schedule by trouncing Fairey Aviation 17-0. CPO Dick Dupchak, Shearwater pitcher, tossed a no-hitter in the five-inning contest.

The league, now in its third year of operation, includes ten teams from Dartmouth and vicinity, with Shearwater the only service team entered.

Montcalm Enters Team in City Ball League

A representative team has been entered by HMCS Montcalm in the Quebec City Intermediate Softball League. Coached by Lieut.-Cdr. R. D. Campbell, the team has shown early indications of being a strong contender.

An inter-part softball league is in full swing in the Quebec City division.

The Montcalm hockey team finally packed up its gear to terminate a season in which it did a splendid good-will job on behalf of the division.

Variety of Sports for RN Visitors

An elaborate sports schedule was arranged as part of the entertainment program for the ship's company of HMS Sheffield during the cruiser's visit to Halifax May 8-13. Athletic events included soccer, rugger, basketball, golf, cricket, swimming and diving, water polo and squash, with teams from Shearwater, Cornwallis and Stadacona providing the competition in all but rugger. RCN teams won six out of ten events and in the rugger match the RN cruiser's team played to a 6-6 tie with Halifax Wanderers.

Aldergrove Competing in Local Ball Loop

Aldergrove Naval Radio Station has entered a team in the Abbotsford and District Softball League for the current season. Members include CPO Charlie Moser, PO Bob Connor, AB John Jewell, Ldg. Sea. Lloyd Milton, PO Earl Beatty, Ldg. Sea. Harry Haines, PO Dave Bruce, Ldg. Sea. John Genik, PO Jim Gibson, Ldg. Sea. Bud Stephens, Ldg. Sea. Art Dieroff and PO Norval Giles.

Although the team got off to a poor start, the players were showing favorable improvement by mid-June.

Swimming, fishing, boating and horseshoes have also been on the go at Aldergrove, with the weatherman obliging with perfect weather.



Shown above are members of the new entry team which won the inter-divisional bowling championship at HMCS Cornwallis. Seated are Ordinary Seamen Rene Pepin, Montreal, left, and Donald Churchill, Toronto. Standing are Ordinary Seamen James Duncan, Parry Sound, Ont., Don Reisenburg, Montreal, and Bill Bromell, Toronto. (DB-1329).

Stadacona Competing in Softball Circuit

HMCS Stadacona has entered a team in the Halifax Senior Softball League, a revamped version of the old commercial league in which Stad played a couple of years ago.

The Navy nine is coached by CPO Bernie Gordon and managed by Commander (S) Raymond Bowditch. Four teams are entered in the league, which plays night games on the North Commons. They are Army, Shipyards, Dockyard and Stadacona.

'Jolts' Take Inter-part Basketball Honors

Junior Officers' Technical and Leadership Course "E" scored a 25-17 win over Electrical Mates in the deciding game of a best of three series for the Stadacona inter-part basketball championship. The Electricians won the first game 24-22, only to have the "Jolts" come back to record a 24-10 win in the second.

Commissioned Bos'n Jim Arnott and Lieut. Sheldon Rowell paced the winners in the final game, each notching six points.

Members of the JOTLC team were Lieut. S. M. Rowell, Lieut. Fred Lubin, Lieut.-Cdr. R. M. Greene, Lieut. D. H. McNichol, Lieut. J. O. Murray, Lieut.-Cdr. M. H. Page, Commissioned Bos'n James Arnott, Lieut. W. C. Wheeler and Lieut. Norman Eversfield.

Marksmanship Trophy Presented at Cataraqi

Ldg. Sea. Preston Conley, with an average of 92, became the first winner of the Coleman marksmanship trophy at HMCS Cataraqi. The trophy was presented to Ldg. Sea. Conley by Commander G. M. Coleman, former commanding officer of Cataraqi and donor of the trophy.

Three Rifle Teams Compete at Prevost

Three rifle teams have entered the monthly inter-divisional shoot at HMCS Prevost. Captains of the teams are Sub-Lieut. Charles Brown, CPO William Christiani and AB T. E. Nunns.

Prevost's Wrens have also taken up rifle and pistol shooting. Twenty-four Wrens make up four teams which turn out one night a week, in addition to the regular training night, for competition.

Shearwater Officers Are Volleyball Champs

A tournament to decide the Atlantic Command volleyball championship was held at HMCS Stadacona the night of May 5 with 16 teams from the Halifax and Dartmouth area and from HMCS Cornwallis playing a total of 30 games.

Shearwater officers took the title, edging the P&RT Staff of Stadacona in a best of three final series. Scores were 14-15, 15-10 and 15-1.

The play began at 4:30 p.m. and the final game ended at 11:30. Games were played in the form of double knockout series on three courts in the Stadacona gymnasium.

Radio Station Staff Goes in for Fishing

Fishing has become the main avocation at Albro Lake, with quite a large number of trout being taken from waters within the radio station's boundaries.

Honors for the largest fish caught are currently held by CPO Cassam (Slim) Marlin, who recently landed a speckled trout weighing two pounds 9½ ounces and measuring 17½ inches from bow to stern. Lieut. George Hoyte, officer-in-charge, is running a close second with a fish measuring 17 inches. PO John Layton, Ldg. Sea. Peter Craft and Able Seamen John Milligan and Leonard Sullivan are busily trying to top these figures.

A softball team is again representing the station in the Halifax North-end Softball League. Ldg. Sea. Harvey

Pare has attended to the many details concerning league membership and the team has high hopes of winning the championship it came so close to capturing last year.

Stadacona Tops Truro in Cricket Exhibition

HMCS Stadacona scored a 124-35 victory in the second annual exhibition cricket match with the St. John's Cricket Club of Truro. The game was played on the Stadacona playing field.

The Stadacona team, playing its first game of the season, was led by Lieut. (L) Frank Turner, with 26 runs, and Lieut. Lloyd Jones and Lieut. (L) Ron Baker with 25 each.

Stadacona Captures Fraser-Harris Trophy

HMCS Stadacona captured the Fraser-Harris Sailing Trophy in the annual regatta at HMCS Shearwater May 10.

Commissioned Bos'n Wallace Carey piloted the Stadacona whaler entry to victory over 12 others and CPO Charles Church came second in the dinghy race to win the regatta for Stadacona on total points. A dinghy from HMS Sheffield placed first.

Entries represented the Sheffield, RCN ships and establishments, Cadets, RCMP, the Royal Nova Scotia Yacht Squadron and the Armdale Yacht Club. It was the first sailing regatta out of Shearwater this year.

The trophy has been won in successive years by Shearwater, the Armdale Yacht Club and, now, by Stadacona.

Bowling League Playoff Won by Clothing Stores

Clothing Stores, pace-setter during the regular schedule, won the Stadacona inter-part bowling championship, defeating Central Stores by 337 pins in a six-string, total pinfall final.

Twelve teams were entered in the playoffs, with first-place Clothing Stores and seventh-place Central Stores surviving the preliminary eliminations.

Outstanding for Clothing Stores in the final was AB William Hamilton with a triple of 793 and a single 322 in the first three strings.

MTE Bowlers Capture Mixed League Playoff

Mechanical Training Establishment, leader of "A" Section, won the Stadacona Mixed Bowling League Championship in a round robin playoff with TAS School and Naval Research Establishment, leaders of "B" and "C" Sections, respectively.

PO George Fry of the TAS team cornered the individual honors. He had the high average (211), high single (338) and high triple (864). In the ladies division, high average went to Mrs. Myrtle Moulton of Depot "B" team with 189, while Mrs. Marion Sproule of MTE rolled the high single (310) and the high triple (698).

Members of the winning team were Mrs. Mary Hutchings, Mrs. Marion Sproule, Mrs. Helen Sample, Mrs. M. K. Larson, PO William Pollard, CPO Bob Semple, PO John Wright and PO John Duffy. Mrs. Sproule also

won individual prizes for high single and high three in league competition.

CPO Marcel Bolduc Tops Stad Bowlers

Five bowlers recorded season averages of 200 or over in the Stadacona inter-part bowling league.

Topping the list was CPO Marcel Bolduc of Central Stores with a 218 mark. In second place was Ldg. Sea. John MacCormack of Electrical "B" with 215. Others to reach the charmed circle were PO George Fry, TAS School (205); AB Bruce Davis, Clothing Stores (205) and CPO William C. Conrad, Clothing Stores (200).

Two trundlers wound up with averages of 199. They were PO John Wright, MTE "A", and CPO Alvin Underhill, Regulating Staff.

Sports Events Arranged For Visiting Cruiser

A varied sports program was arranged by HMCS Donnacona for the ship's company of HMS Sheffield during the cruiser's visit to Montreal. It included soccer, cricket and rugby matches and a swimming meet.

A sports week-end held on the drill deck of Donnacona resulted in a victory for the RCAF, St. John, Que. Donnacona placed second, followed by RCAF, St. Hubert, and the Black Watch. Badminton, volleyball and basketball were played.

The Montreal division will field two softball teams this year, one in the Westmount Inter-Service League and the other in the Montreal City League.

Soccer practices have begun and,



Pictured above are some of the craft that competed in the annual Fraser-Harris Sailing Regatta at HMCS Shearwater. HMCS Stadacona came first in the whaler and second in the dinghy events to win the meet on combined points. The regatta was the first of the year at Shearwater (HS-19404).

after a series of summer exhibition games, the Donnacona eleven will be entered in regular league play in the fall.

Hockey Trophy Presented to Magnificent's Squad

Topping a highly successful sports season, HMCS Magnificent's hockey team, champion of the inter-ship league, was presented with the Hiram Walker trophy by Rear-Admiral R. E. S. Bidwell May 5. The team finished the regular schedule with only one loss in a dozen games and swept through the semi-finals and final without a defeat.

'Maggie' Beats Quebec in Sports Tabloid

HMCS Magnificent and HMCS Quebec squared off in a sports tabloid on board the carrier, May 11, with the "Maggie" retaining the "Shrink-lined Carrier vs Plane Guard Cup" by totalling 16 points to the Quebec's 12.

Teams from various departments in the two ships met in volleyball, deck hockey and target shooting competitions.

'Y' Volleyballers Win Brunswick Trophy

A trophy donated by HMCS Brunswick, to be emblematic of the Saint John and district volleyball championship, was put up for competition for the first time on May 10 when seven teams competed in an elimination tournament at the Saint John armory.

Winner of the trophy was the YMCA 21 Club team. Three entries from Brunswick, the Squids, Barracudas and Mantas, participated in the event. The trophy was presented to the captain of the winning team by Lieut.-Cdr. (S) W. A. Brown, on behalf of Commander J. A. MacKinnon, commanding officer of Brunswick.

PT Instructors Cop Volleyball Title

The staff of the Physical and Recreational Training School won the Stadacona inter-part volleyball championship May 20, edging out Electrical "A" three games to two in a see-saw best of five series.

The Electricians won the first game 15-10, only to have the PTI's come back in the second with a 15-0 shut-out. Electrical "A" again went one up winning the third game 15-11, but the club-swingers again knotted the series with a 17-15 overtime victory. Then the PTI's



There is no shortage of musical talent on board HMCS Nootka, as witness this sing-song session in the after upper messdeck. Lined up on the lockers are, left to right: Ldg. Sea. Lloyd Kay, PO Arthur (Steamer) Smith, AB H. A. Smith, PO Howard Bailey, AB Earl McWhinney, AB Alfred Buckle and AB Ronald Lowry. (NK-1140).

won the hard-fought fifth game 15-12 to take the championship.

Members of the winning team were PO "Ginger" O'Brien, Ldg. Sea. Rowan Carroll, CPO John Hancock, AB Jack Carruthers, CPO Neil Lumley and CPO Alex Burns.

Children Take Spotlight in Cornwallis Carnival

The skating season was closed at HMCS Cornwallis with the holding of a costume carnival in the rink on the evening of April 18. The affair was organized by Chaplain (P) Harry Pike and Mrs. Ian Pannabaker, who had been assisting and schooling the children of the Cornwallis community in figure skating during the winter. The Cornwallis band provided the music.

PO Victor Dougherty looked after the races, while Lieut.-Cdr. Wilf Inman was master of ceremonies and Commander R. W. Murdoch served as chairman of the judges committee. Captain A. P. Musgrave presented prizes for the best costumes and to the winners of the various races. He also presented each skater with a small special prize.

Solo skating numbers were given by Mrs. Pannabaker and by two guest skaters from Halifax, Joyce Bagnall and Donald Verge. The

ten-step, waltz, swing dance and Dutch waltz were demonstrated by the Halifax guests and Mrs. Pannabaker, Padre Pike, Sue Ross and Dorothy Dunnington. Highlight of the evening for the large crowd of spectators was the skating display by the younger children dressed in their beautiful costumes.

AUSTIN FORD HEADS CALGARY NOAC

Austin H. Ford was elected president of the Calgary Branch of the Naval Officers' Association of Canada at the annual meeting in May.

Other officers are: Vice-president, Reginald Jackson; secretary, William McRoberts; treasurer, C. N. Mawer; directors, William Moreland, Donald McDiarmid, D. MacGregor, Gerald Law and Donald Clarke.

OFFICERS ELECTED BY KINGSTON NOAC

B. W. Trumpour was elected president of the Kingston branch of the Naval Officers' Associations of Canada at the annual meeting on board HMCS Catarauqui.

Other officers elected were: Vice-president, William J. Bosworth; secretary-treasurer, R. M. Bruce, and executive member, John M. Ferguson

CORPORAL WHALE, A.B.

*Have I told ye my yarn of the great Pacific?
(Which is evilly named, for it's quite terrific,
With waves that is frequently most titanic
And half of the ocean's bed's volcanic.)*

*We was steamin' South, toward Singapore,
When the ocean riz, with a frightful roar,
And it's clear writ down in our frigate's log
That the steam was as thick as a Fundy fog.
While a rock ('bout the size of Vancouver Isle)
Reared itself skyward for half a mile,
And before our skipper could signal "Stop!"
Our frigate was perched — on the very top.*

*Now lava is hot, as the whole world knows,
And it singed to khaki our nice blue clothes.
Officers, men, the whole dam' crew,
Looked just the same as the soldiers do.
Now a thing like THAT makes a shellback sore,
So the Old Man muttered; the ratin's swore.*

*There was stranded to for'r'd a nice, big whale,
Fannin' our bows with his ten-foot tail,
Sez he, "Lash my fluke to your starboard hook,
"And I'll tow ye to shoreline, afore I cook."*



*So the Captain yells, "Pick a route that's smooth,
Or our surgeon'll pull out each wisdom tooth,
And 'ware all rocks that is rough or jaggy,
We ain't got plates like they giv' the 'Maggie'!"
And he placed a man at the frigate's rudder,
Who steered a course through the meltin' blubber.*

*We both hit the sea with a deal o' splashin'
And the crew made speed to unhook the lashin',
Sez the whale, "It's that hot I am like to bake."
(Then he scratched his back on our garboard-strake)*

Page thirty

*Now it's all set down in the frigate's log,
How they served hot blubber, in lieu of grog,
And presented each man with a pound o' baccy,
And new blue outfits, replacin' khaki.*

*We knew that Ottawa would be wrath
If we wasted an inch of their khaki cloth,
So we bent the old suits to a mildewed sail,
And made a fine greatcoat — for Mister Whale.*

*We piped him back to the frigate's side,
And half of our ratin's then slipped astride,
And lashed the coat to his blistered skin,
And tucked an Ensign beneath his chin.
He was hawser-galled where his big tail tapers
(So we giv' him his Natirilization Papers).
Sez the whale, "Thanks, boys, I can hardly wait
To try out the cold of the Bering Strait."*

*Our whale is an ally in any man's fight,
He's our forces' latest hermaphrodite.
He's a Navy man in a soldier's suit
And Ottawa rates him a full salute.*

HERMAN LORDLY

No Whale!

New Westminster, B.C. June 1 (CP) — A man who claims he saw the birth of an island thinks someone should place a flag on it "before the Russians claim it."

Neil S. Jamieson, 21, third officer aboard the 7,500-ton British freighter Queen Anne, now berthed here, told the story on Saturday.

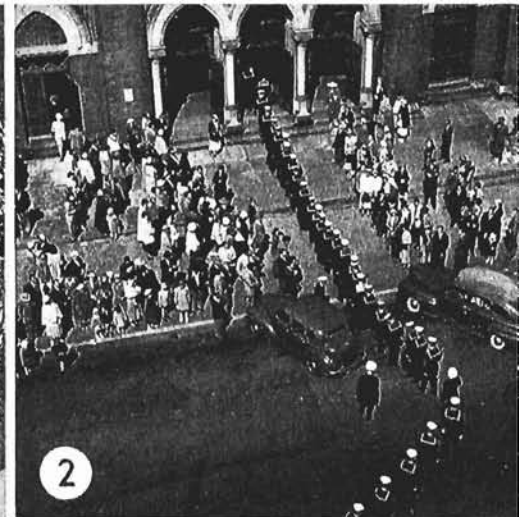
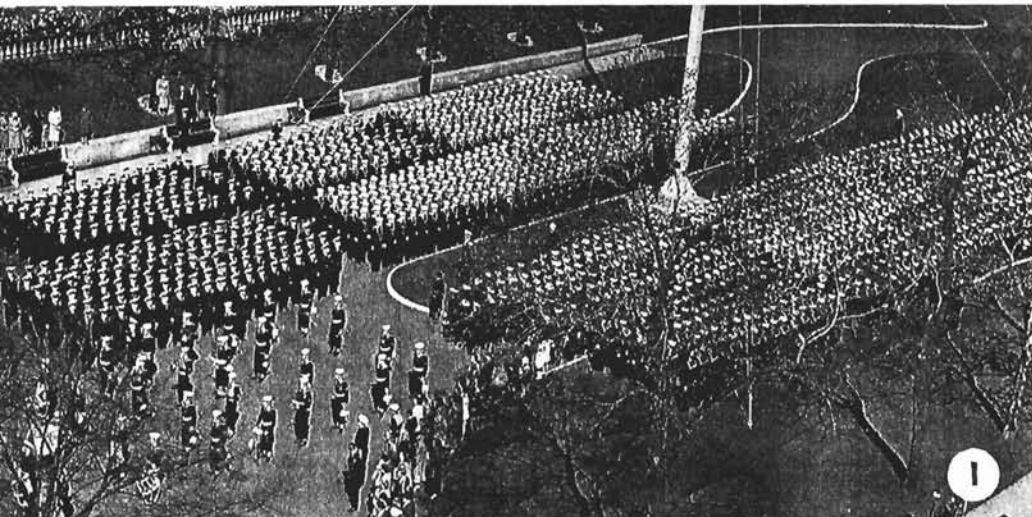
He, and all other officers and crew of the freighter, said they saw the volcanic island emerge from the ocean floor the afternoon of May 8 about 200 miles northwest of Cape Engano, at the northern tip of Luzon in the Philippines.

"It was an awe-inspiring sight, to see the eruption with its pall of black smoke and steam and millions of gallons of water being thrown up," Jamieson said.

"My first reaction was disbelief and we were all rather skeptical of what was taking place. At first I thought it was a storm in the distance because of the black cloud."

From a distance of five miles the ship's company said they saw the 1,000-foot high rock emerge from the sea. Jamieson estimated it to be three-quarters of a mile wide.

Officers found the volcano lies in the path of a fault which runs all the way from Siberia through the Japanese islands and the Philippines. Islands have been known to appear and sometimes disappear again in this area of the north Pacific. — (Canadian Press dispatch).



BATTLE OF THE ATLANTIC SUNDAY

1. At Halifax, more than 3,000 naval personnel marched, May 18, to services commemorating the Battle of the Atlantic. The photo shows a general view of the service in the Grand Parade with personnel of the RCN and RCN(R), Sea Cadets and naval veterans in attendance. Other services were held at the Convent of the Sacred Heart and, for more than 750 Shearwater personnel, at churches in Dartmouth.

2. Similar observances were carried out on the West Coast. Here sailors from ships and shore establishments file into St. Andrews Church, Victoria.

3. Senior officers of the Atlantic Command are shown in front of the war memorial in the Grand Parade at Halifax.

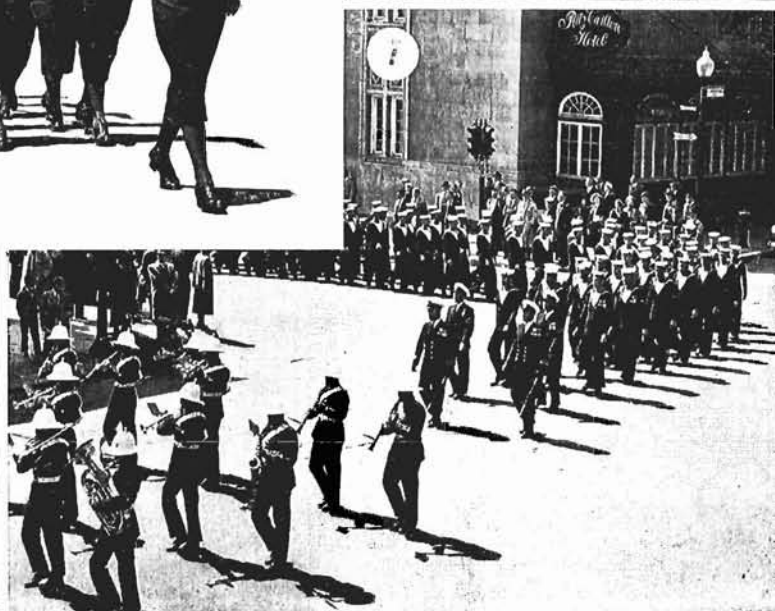
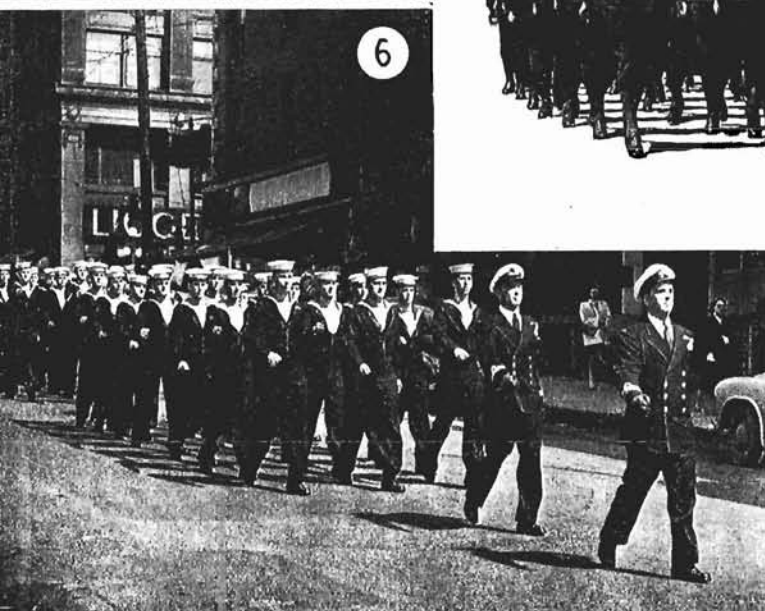
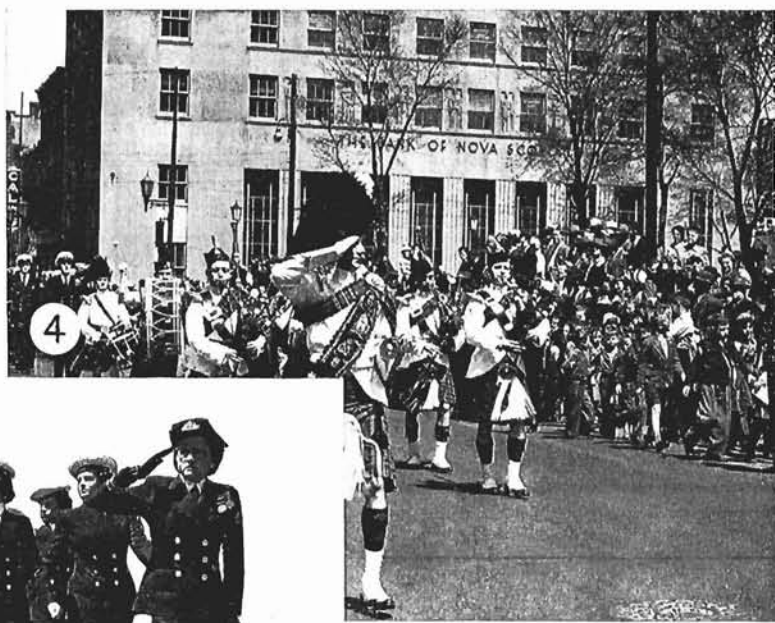
4. At Saint John, Captain C. H. Bonnycastle, RCN(R), Ret'd, extreme right, took the salute at a march past of officers and men from HMCS Brunswick. Members of the Naval Officers Association, the Main Brace Naval Veterans' Association

and sea cadets from RCSCC Rodney participated in the parade, which was headed by Brunswick's pipe band.

5. Wrens were in evidence in many of the parades. Here a group of Wrens from Coverdale Radio Station gives an eyes right during the march past the saluting base at the Moncton city hall. They are led by Lieut. (W) Audrey B. Worden.

6. In Ottawa, naval personnel from HMCS Carleton, Naval Headquarters and Gloucester Radio Station and sea cadets of RCSCC Falkland combined forces to form the largest naval parade in the Canadian capital since the war. A portion of the Ottawa parade is shown on Metcalfe street proceeding to Dominion United Church.

7. In Montreal, ships' companies of HMCS Donnacona and HMS Sheffield, led by the Royal Marine band from the latter, paraded to city churches for Battle of the Atlantic services.





Petty Officer Kenneth Wilson, manager of the Naden Petty Officers' Mess, chats with 94-year-old Mrs. Sarah Walton during the Mother's Day visit paid by representatives of the mess to the Aged Women's Home in Victoria. Bouquets of flowers and a two-tiered cake were presented to the residents of the home by PO Stan Birch, president; PO Douglas Anderson, secretary, and PO Wilson, on behalf of the members of the mess. (E-18908).

HUMBLE HERO

(Continued from page 17)

stands was donated by the Baptist Church and the town of Hantsport has undertaken its perpetual care.

On November 9, 1947, Rear-Admiral C. R. H. Taylor, then Commanding Officer Atlantic Coast, unveiled the memorial in a simple but moving ceremony.

Hall's name and heroism were further perpetuated by the naming after him of the colored branch of the Canadian Legion in Halifax.—F.M.P.

RCN NEWS REVIEW

(Continued from page 3)

Miramichi, was laid at Saint John, N.B.

On June 21 a ship of the same class, HMCS Chaleur, was launched at Port Arthur.

Ontario Performs Mercy Mission During Cruise

Another mercy mission was added early in June to the list of those performed by HMCS Ontario.

The Ontario was proceeding on a

training cruise to San Diego, California, when the weather ship, CGS (formerly HMCS) Stonetown, 800 miles away, sent out a call for medical assistance for a 17-year-old crew member who had fallen against a fire extinguisher and was suffering agonizing abdominal pains. He had undergone an appendix operation only three weeks before.

The two ships made rendezvous and the injured man was transferred to the Ontario. Once under medical care in the cruiser's sick bay, the patient was found to be in no immediate danger and the ship resumed her course for San Diego.

On her return to Canadian waters, the Ontario paid her first visit in two years to Vancouver. The latter part of June and most of July were set aside as a leave period, but training cruises to West Coast ports were to be resumed in August.

Cadet Training Groups Complete First Cruises

The first of the summer training cruises for UNTD cadets were completed in June.

Ports of call for ships taking part in the first of three West Coast cruises were Bedwell Harbor, in the Gulf of Georgia; Prince Rupert, B.C., and Juneau, Alaska. Three-day calls were made at each of the two latter ports.

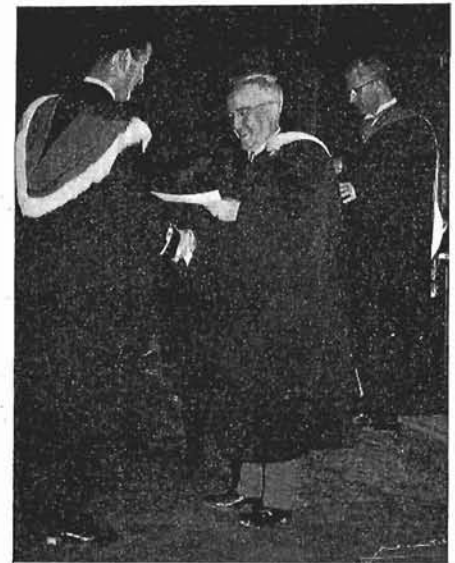
By the end of the month the training group, made of HMC Ships Sioux, Beacon Hill and Antigonish, had begun its second cruise, which will include a visit to Long Beach, California. San Diego will be visited during the third and final cruise.

Tanned by the Riviera sun, UNTD cadets who took part in the first of three trans-Atlantic summer cruises returned to Halifax June 20.

The East Coast training group, composed of HMC Ships Crescent, La Hullose and Swansea, called at the Azores and visited Gibraltar and the French Mediterranean naval base of Toulon. Each stay was marked by outstanding hospitality.

From Toulon, the group proceeded to Villefranche, only a few miles from Cannes and Nice on the Riviera, for a regatta, then began the journey back to Canada.

Subsequent training cruises this summer will take the group to ports in the United Kingdom and France.

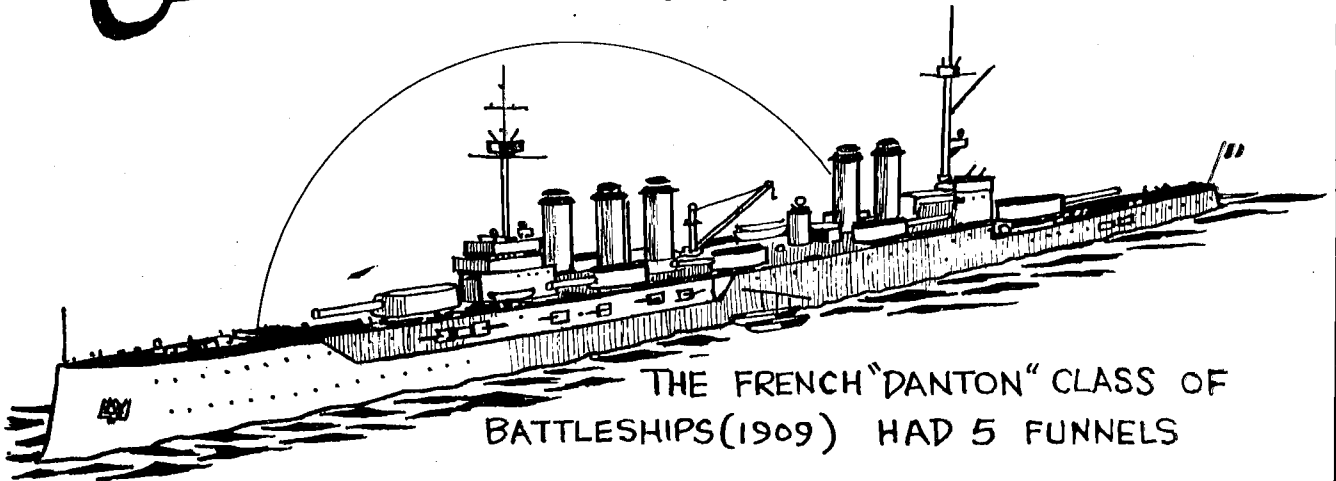


A/Sub-Lieut. (L) Colin D. di Cenzo, of Hamilton, receives the Brydon-Jack Memorial Prize for highest standing in final year electrical engineering at the University of New Brunswick, during graduation exercises May 15. Making the presentation is J. G. Blaine Pugh, Fredericton, president of the university's associated alumni. Standing at the right is Dr. A. W. Trueman, president of UNB. Sub-Lieut. di Cenzo, one of four RCN cadets who graduated from UNB, all with high academic standing, also won an Athlone Fellowship.

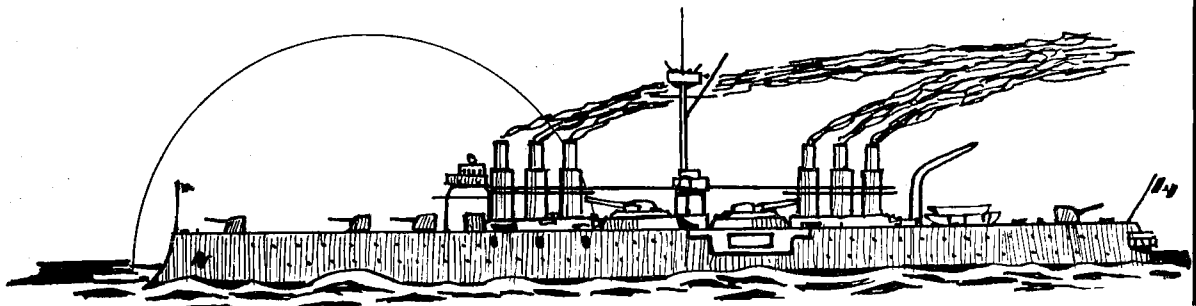
NAVAL LORE CORNER

NO. 5

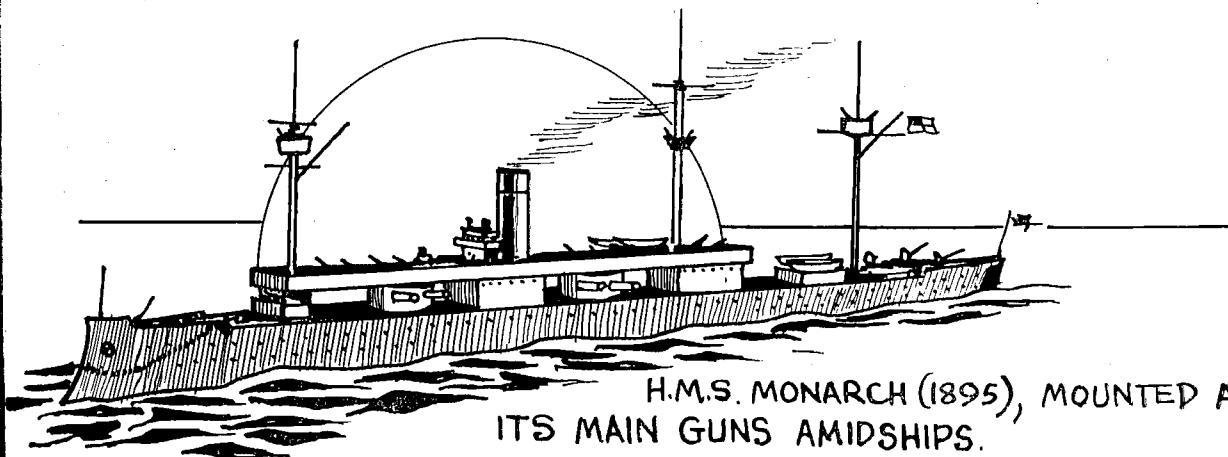
EARLY FREAKS of the
BATTLE-LINE!



THE FRENCH "DANTON" CLASS OF
BATTLESHIPS (1909) HAD 5 FUNNELS



THE ITALIAN BATTLESHIP 'ITALIA' (1880) SPORTED 6 FUNNELS!



H.M.S. MONARCH (1895), MOUNTED ALL
ITS MAIN GUNS AMIDSHIPS.



The CROWSNEST



Vol. 4 No. 10

August, 1952



NAT. DEF. PHOTOGRAPH

The CROWSNEST

Vol. 4 No. 10

THE ROYAL CANADIAN NAVY'S MAGAZINE

AUGUST, 1952

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Twice during July the 45,000-ton aircraft carrier USS Midway was a visitor to Halifax. She was there from the 3rd to the 7th and returned for another call later in the month. The photo on the opposite page shows the giant carrier being eased into her berth at Halifax. (HS-20599).

★ ★ ★

In a recent issue, Saturday Night laments, editorially, "the disappearance of the ornamental side of military life." One hundred years ago, it says, "the armed forces provided in Canada a great deal of the spectacular entertainment for which we now resort to the theatre, the cinema and the grandstand shows of such institutions as the Canadian National Exhibition . . . The Changing of the Guard at Buckingham Palace, and the Musical Ride in Canada, seem to be among the few survivors of those happy days. . ."

Saturday Night finds a reason for this: "The techniques of modern warfare have become so enormously complicated that it takes the fighting man all his time to perfect his skill in whatever small specialty happens to be his particular assignment. We do not therefore ask him to entertain us with wholly useless accomplishments."

We agree, but only up to a point. What Saturday Night fails to take into account is the fact that before he begins acquiring professional skills the serviceman has certain fundamental things to learn.

He learns drill, for instance, not because drill itself will stand him in good stead in the future, but because it provides a means of teaching him very essential things—alertness, prompt obedience to commands, co-ordination, smartness of bearing.

And if the performance of drill reaches such a standard of perfection that it merits public display, all to the good. On public display it should go. (Here it occurs to us that it is not merely by accident that the exponents of the Changing of the Guard and the Musical Ride stand at the top in their particular fields professionally).

Apropos of this, we were pleased and proud to hear the ceremony of Parading and Showing the Queen's Colour had been instituted by the Navy as an annual event in Halifax, and that Beating Retreat and Sunset were being performed by naval guards and bands in Montreal, Quebec and other cities.

Most of what the Navy does is enacted far from the sight and hearing of the Canadian public. Spectacles such as these, though they may have no direct relationship to battle practice, provide a means whereby Canadian citizens may get a close-up view of their country's sailors and assess their Navy's spirit and efficiency.

We feel that both participant and spectator benefit from such displays and we sincerely hope, for more than tradition's sake alone, that they do not become victims of "modern warfare."

Page one

Cover Photo—"Korean Twilight" was the title Petty Officer Donald Stitt, of Montreal, photographer serving on board HMCS Nootka, gave this picture taken on the destroyer's bridge as the watch settled down for the night's patrol. Scanning the enemy-held coastline is Chief Petty Officer Joseph Leary, of Abbotsford, B.C., and Halifax, Second Officer of the Watch. (NK-1279).

R.C.N. News Review

'Maggie' Exercising With Med Fleet

There was no Dominion Day holiday for the Magnificent this year.

The aircraft carrier sailed that day from Portsmouth, England, for more than a month of exercises with the Royal Navy's Mediterranean Fleet. Assigned to the Magnificent as plane guard was HMS Savage (destroyer).

The Magnificent will leave the Mediterranean in the latter part of August and will sail to Belfast, Northern Ireland, where she will spend six days before taking part in anti-submarine exercises off Londonderry.

Iroquois Fires First Shots on Korea Patrol

News of Canadian ships in Korean waters was relatively scarce in the past month. After her hectic patrol on the northeast coast of Korea, the Nootka enjoyed a well-earned rest period in Hong Kong before returning to duty about the middle of July.

HMCS Iroquois, replacement for the Cayuga, fired her first angry shots

against communist positions and the more recent arrival, HMCS Crusader, was just beginning operations after relieving the Athabaskan.

Both the Iroquois and the Crusader are newcomers to the Korean scene of action.

The Iroquois teamed with HM Ships Ceylon and Amethyst in attacks on the southern tip of Ongjin Peninsula, off the west coast of Korea, late in June.

Air spotters directed fire on the coastal defences in the approaches to Haeju and also called for fire on troops digging in behind the coast.

Enemy guns attempting to return the fire were quickly silenced by the concerted attack of the three warships.

Athabaskan Returns From Second Tour

On July 9, HMCS Athabaskan returned to Esquimalt from her second tour in the Korean war theatre to a tumultuous welcome accorded her by 1,000 relatives and friends of the ship's company.

The Athabaskan had been away for

11 months and seven days and had steamed 68,445 miles. She had fired 7,323 rounds from her four-inch guns and 13,211 from her 40 mm batteries.

Quebec Makes Cruise To United Kingdom

A month-long cruise to the United Kingdom was begun early in July by HMCS Quebec, with Portsmouth and Chatham her ports of call.

On board the cruiser for the eastward crossing were six sea cadets going to Sweden to attend a summer training camp. The cadets were Chief Petty Officers Ivor Jones, of Brantford, Ont.; David Gallant, Charlottetown; Kenneth Ingalls, New Westminster; Blair Ledger, Winnipeg; Robert Parks, Lunenburg, N.S.; and Nicholas Powell, Lakefield, Ont.

Leaving England, the Quebec joined in the English Channel with the three ships of the East Coast Training Group, the Crescent, Swansea and La Hullose, for the return trip to Halifax.

Five days after her return, the Quebec was off again on a training cruise which included calls at Digby, N.S., Bar Harbor, Maine, and Argentina, American base in Newfoundland.

Training Group Participates In Ceremony at Dieppe

Officers, cadets and men from HMC Ships Crescent, Swansea and La Hullose marched through the streets of Dieppe, France, on Bastille Day, July 15, and held a wreath-laying ceremony at the Victory Memorial in that city.

As the East Coast Training Group steamed into the French port for a five-day visit, cheering crowds lined the breakwater and harbor sides and later formed such a crush about the ships that it was a problem to get ashore.

Dieppe was the scene 10 years ago this month of the "reconnaissance in force" in which hundreds of Canadian soldiers fought a bloody skirmish in the streets of the town to test the enemy's defences. It was mainly an "army show", but the RCN had 15 officers and 55 men in the British landing craft.

The wreath was laid by Commander J. C. Littler, group commander, who



Identification of RCN aircraft, once a problem for all but the initiated, is going to be easy from now on. Like the Sea Fury pictured above, all aircraft of the RCN will have NAVY printed in large letters on the fuselage, leaving no doubt as to whose family they belong. This will be particularly useful on flights to centres where naval planes are rarely seen and when RCN aircraft are engaged in joint and combined exercises. (Fairrey Aviation photo).

was accompanied by Lieut.-Cdr. J. R. Coulter and Lieut.-Cdr. A. H. McDonald, commanding officers of the frigates. Cadet Pierre Coulombe played "The Flowers of the Forest" on the pipes and "Reveille" was sounded. After the ceremony officers and men were entertained at a reception in the town hall.

The Dieppe visit was preceded by a four-day stay at Dartmouth, England, where cadets visited with the Royal Naval College and vied with the British cadets in sports. All the visiting Canadians were given an opportunity to tour the English countryside.

On the West Coast the July cruise of the training group, made up of the destroyer Sioux and frigates Beacon Hill and Antigonish, took UNTD cadets south to visit the southern California port of Long Beach. Before and after the cruise, training was carried out at Bedwell Harbour, B.C.

HMCS Sault Ste. Marie (Algerine minesweeper), tender to HMCS Malahat, the Victoria division, cruised south, too. She visited Santa Barbara, Santa Catalina and San Francisco.

Broadened Officer Entry Scheme is Announced

New opportunities for commissions and assisted education for UNTD and Canadian Services College cadets were announced recently. First details of the plan were given in the House of Commons by Minister of Defence Brooke Claxton. Full information is contained in General Message 170/1952, which has been dispatched to all RCN ships and shore establishments.

Naval Chief Unhurt In Aircraft Mishap

HMCS Wallaceburg spent a fortnight in the month of July taking the Lieutenant Governor of Newfoundland on his annual tour of the south-west coast of the island in July.

Sir Leonard Outerbridge and his official party were embarked in the Wallaceburg at Port aux Basques and during the next 16 days called at 20 Newfoundland ports.

Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, boarded the ship for part of the cruise and left it at Pushthrough to fly to Halifax in a U.S. amphibious aircraft. The plane cracked up on take-off and Admiral Mainguy and the crew of seven climbed aboard a life raft as the amphibian sank, its hull split open. Nobody was hurt and admiral and aircrew were taken aboard the Wallaceburg. Admiral Mainguy was subsequently flown in another amphibian



The performance of HMCS Nootka's "X" gun during the engagement with enemy shore batteries at Chongjin in late May won high praise from the destroyer's commanding officer, Commander R. M. Steele. Pictured here are members of the gun's crew.

Front row: AB Gilbert Melanson, Springhaven, N.S.; Ldg. Sea. Richard Russell, Halifax and Victoria; AB George Armstrong, Simcoe, Ont.; AB Gabriel Fortier, St. Evariste, Frontenac Co., P.Q., and Ord. Sea. Gerard Olivier, Ottawa. Rear row: AB John T. J. Brown, Toronto; Ord. Sea. Henry Birch, Verdun, P.Q.; Ord. Sea. J. E. DePottie, Niagara Falls, Ont.; AB H. A. Smith, Andover, N.B.; AB Reginald Cullen, Charlottetown; AB S. F. Brown, Parrsboro, N.S.; Ord. Sea. Fred Laplante, Peterborough, Ont.; and Ord. Sea. Melvin Sinclair, Alma, N.B. (NK-1334).

to nearby Argentia, later returning to Ottawa by air.

RCN Entry Captures Bermuda—Halifax Race

Wanderer IX, entered by the Halifax Squadron of the RCN Sailing Association, won the first sailing of the 750-mile Bermuda-Halifax yacht race July 7 on handicap time against three United States craft.

The 64-foot staysail schooner, skippered by Commander John C. Reed, was across the finish line at Halifax two hours, 18 minutes and 28 seconds astern of the leading yacht, the 72-foot ketch Ticonderoga out of the Miami Yacht Club.

However, the Wanderer's elapsed time of 147 hours, 48 minutes and 58 seconds was cut down by her handicap to a corrected time of 138 hours, 27 minutes and five seconds.

The race was instituted this year by the RCN Sailing Association as a natural sequel to the bi-annual Newport to Bermuda International Racing Classic in which the Wanderer IX placed 44th out of 58 entries and 19th in Class "B".

Halifax Plays Host To American Warships

The proud old seaport city of

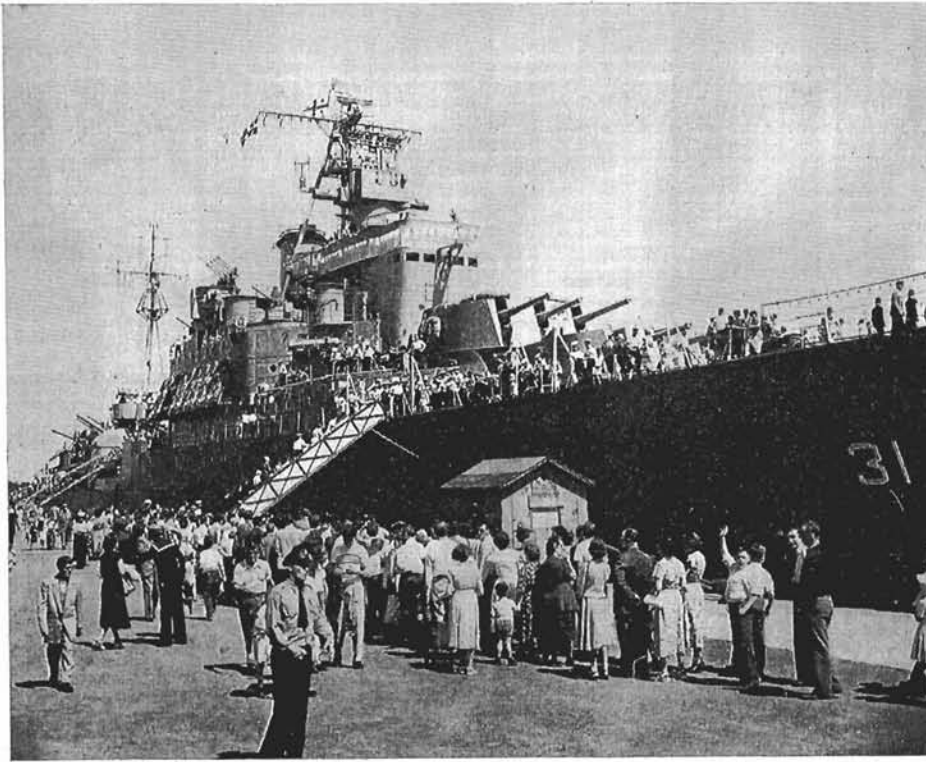
Halifax took on a distinctly American flavor in July, when two U.S. aircraft carriers and their attendant destroyers visited the port.

At Halifax from July 3 to 7 were the 45,000-ton USS Midway and four destroyers, carrying a total of 6,000 officers and men. Independence Day, July 4, fell during their visit and the five ships dressed over-all for the occasion. Warships of the Royal Canadian Navy also dressed with flags as a courtesy to the visitors.

An even greater incursion of Americans occurred on July 24 when the Midway returned, accompanied by the carrier Leyte and four other destroyers, with a total complement of about 8,700.

The group, with 900 midshipmen in the carriers for training, was in harbor for four days, their numbers being augmented on July 25 by the arrival of two destroyers and a sub-chaser with an additional 500 officers and men.

Three smaller U.S. warships had visited Halifax on July 1 and 2, after visiting Yarmouth, Nova Scotia for the previous four days. They carried a total of about 160 officers and enlisted men.



An estimated 15,000 persons visited on board the Quebec when the ship held open house on three afternoons in Montreal. Most of them came on a Sunday, when more than 10,000 crossed the gangway to get their first look at the ship named after their home province. (Photo courtesy the Montreal Daily Star).

River Cruise

HMCS Quebec Gets Warm
Welcome on First Trip
Up St. Lawrence

HMCS Quebec made double history when she called at St. Lawrence ports in June.

It was the first visit of the 8,500-ton cruiser to the province after which she was named, and it was also the first time that a flag officer of the RCN had sailed the St. Lawrence in a Canadian warship, Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, having embarked in the ship for the cruise.

The three-week cruise got under way on June 11. First port of call was Sorel. The Quebec arrived on June 13 and the next day took part in mammoth celebrations marking the christening of two RCN ships and the delivery to the RCN, USN and US Army of the first 3-inch 50 calibre and 120 mm. guns built in Canada.

An armed guard from the Quebec, commanded by Lieut. Herbert Addison, was inspected by Prime Minister Louis St. Laurent, while the band of HMCS Cornwallis, which was

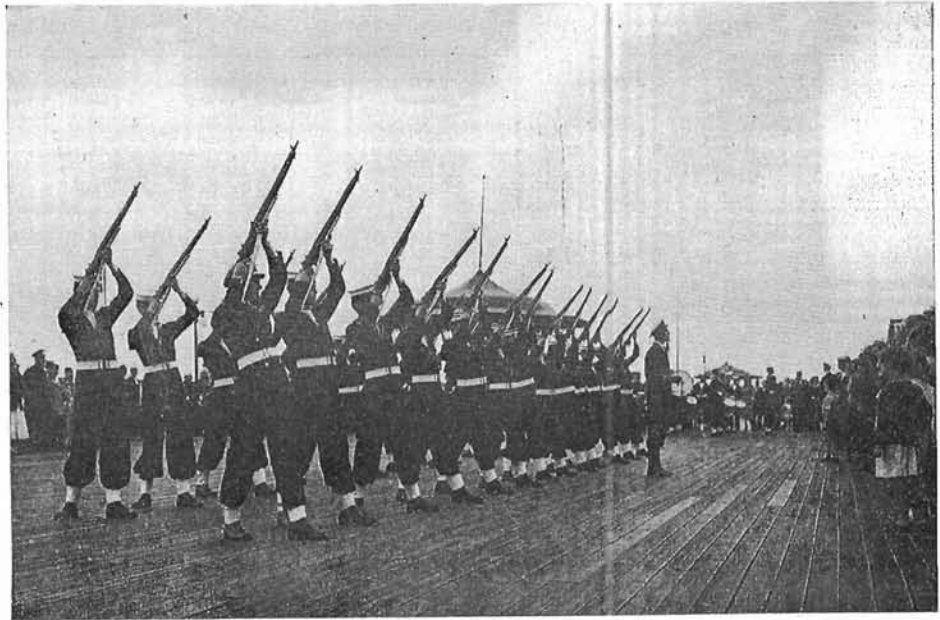
embarked in the Quebec, also took part in the official ceremonies and played a concert during the luncheon. The ship herself was dressed over-all and formed a colorful backdrop for the ceremonies.

On June 15, the Quebec proceeded to Quebec City for a five-day visit in the picturesque capital. The ship was berthed at Wolfe's Cove, below the famous Plains of Abraham.

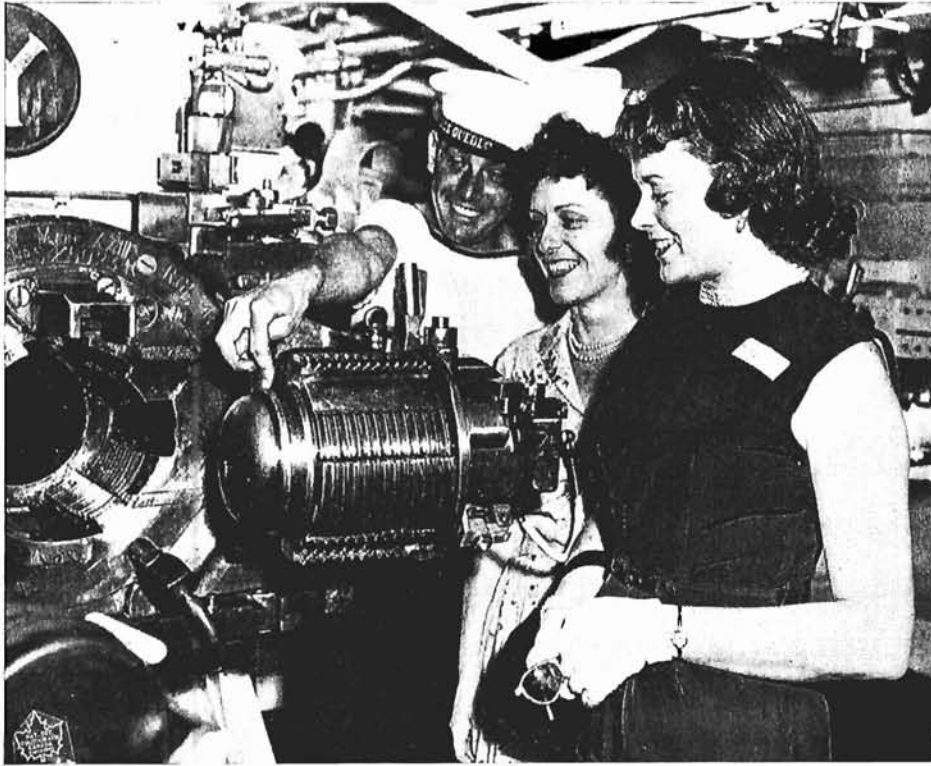
There were sightseeing tours around the city and to the shrine of Ste. Anne de Beaupre. The ship was open to visitors for three afternoons and thousands of Quebecers accepted the invitation to "come aboard". A 24-man guard and the 23-piece band staged the colorful ceremonies of Beating Retreat and Sunset on the boardwalk below the Chateau Frontenac, as an estimated 2,000 persons ringed the walk and upper road, and still others got birds' eye views from their rooms in the Chateau.

At a civic luncheon, the City of Quebec and HMCS Quebec exchanged plaques. Mayor Lucien Borne presented a plaque bearing the city's coat of arms to Rear-Admiral Bidwell, while Captain P. D. Budge, on behalf of HMCS Quebec, presented a plaque bearing the ship's badge to the city.

On Friday morning, June 20, the Quebec slipped from her berth and began the trip to Montreal, where she arrived at five o'clock in the afternoon. The trip up-river was made in bright sunshine and many of the officers and men off watch found vantage points



On the boardwalk at Quebec City, a guard from HMCS Quebec and the band from HMCS Cornwallis, the latter embarked in the Quebec for her St. Lawrence cruise, performed the Sunset ceremony. Here the guard prepares to fire a volley during the ceremony. (QB-358).



During the Quebec's visit to Montreal, a group of 40 civil servants, employed with the Navy at National Defence Headquarters, travelled from Ottawa to pay a visit aboard the ship. Here PO Richard Ball shows the breech of a six-inch gun to Miss Marion Lawrence, left, and Miss Marjorie Connett. (QB-365).

on the upper deck from which to take in the scenery. Often as the Quebec passed close by settlements along the river banks, the ship's crew returned the waves of welcome from the people ashore.



The Hon. Gaspard Fauteux, Lieutenant Governor of Quebec, receives from Rear-Admiral R. E. S. Bidwell a plaque bearing the badge of HMCS Quebec. Holding the plaque are the two shipwrights who made it, PO Thomas Bottomley and PO Donald Sweete. At the right is Commander R. L. Hennessy, executive officer of the Quebec. (QB-350).

At Montreal, the Quebec joined two other warships which had arrived earlier in the day. They were the USN destroyers Johnnie Hutchins and Cross, which were visiting for three days. The Quebec was open to visitors on Saturday, Sunday and Monday afternoons and more than 15,000 persons came aboard, among them a group of 40 civil servants who made the trip from Ottawa. Biggest attendance day was Sunday as some 10,000 people swarmed over the Quebec, coming in a steady stream during the entire two-and-a-half hours the ship was open.

On Sunday evening, June 22, the guard and band carried out the ceremonies of Beating Retreat and Sunset on the west campus of McGill University.

The five days in Montreal passed swiftly and soon it was time to shape course for the next port of call, Cornerbrook, Nfld., where the Quebec spent three days.

The Quebec arrived at Cornerbrook on June 26 for a three-day stay. At the busy little Newfoundland industrial city, officers and men engaged in sports contests, attended a ship's company dance and took part in a church parade and cenotaph service on the province's Memorial Day. Ordnance Lieut.-Cdr. M. T. Beardmore was commanding officer of the

church parade, while Lieut.-Cdr. J. O. Rose led the United Church party and Ordnance Lieut. G. J. Giroux the Roman Catholic. Lieut. Addison was officer of the guard at the cenotaph service.

The Quebec arrived in Halifax on June 30 to prepare for cruise "George" to the United Kingdom — another in the series of training trips that is keeping the ship busy this summer.

ALL VERY CONFUSING!

On board HMCS Quebec it is not, "Tell it to the padre," but "Tell it to a MacL(1)ean."

For Roman Catholics, the man to see is Father James A. MacLean; for Protestants he is Chaplain Charles H. Maclean. It's a confusing state of affairs, alleviated but slightly by the fact that the chaplains' initials and surname spellings are different.

Both padres are from Nova Scotia, Charles H. from Oxford and James A. from Bay St. Lawrence, a small town in Cape Breton. And since Father MacLean, the Johnny-come-lately, entered the Navy last September, fate, in the form of CW lists, has made them shipmates in one place after another.

One of the first chaplains Father MacLean met when he reported at Stadacona last fall was his namesake with the small "l". Shortly afterward MacLean went to HMCS Cornwallis for a divisional course; two months later Maclean followed him. Then MacLean was appointed, in February, to Shearwater. He was hardly settled when Maclean came



MACLEAN

MACLEAN

along again to rekindle the confusion.

Maclean made the next move, joining the Quebec when she arrived at Halifax in mid-April, but by the end of the month the situation was back to normal as MacLean reported on board as Roman Catholic chaplain.

HISTORIC CEREMONY

THE Queen's Colour was paraded and shown for the first time in the history of the Royal Canadian Navy on June 9, the day of official celebration of the birthday of Queen Elizabeth II, before a crowd of more than 3,000 at the Garrison Grounds, Halifax.

Nearly 200 officers and men from Stadacona, Shearwater and Cornwallis, together with the Stadacona and Cornwallis bands, took part in the history making ceremony, which will become an annual observance. The parading and showing of the Queen's Colour took place at 1100 and was the first of two ceremonials performed by the RCN on June 9. In the evening, the ceremonies of Beating Retreat and Sunset were carried out, also at the Garrison Grounds.

The parading and showing of the Queen's Colour had never before been carried out by the RCN, though the King's Colour was paraded during the Royal Visits to Canada in 1939 and 1951. It was during the 1939 visit of King George VI and Queen Elizabeth that the Colour was presented to the RCN by his late Majesty.

The Hon. John Doull, Justice of the Supreme Court of Nova Scotia, represented the Queen at the ceremony in Halifax. Also attending were Rear-Admiral Roger E. S. Bidwell, Flag Officer Atlantic Coast, and senior officers of the Army, RCAF and RCMP.

The Colour guard was composed of new entries from Cornwallis, while Stadacona provided the Colour party and the Colour escort, and Shearwater and Stadacona each contributed an escort company. Parade Commander was Captain Duncan L. Raymond, commanding officer of Shearwater. A group of 200 UNTD cadets ringed the Garrison Grounds.

Units taking part in the ceremony mustered at Stadacona and the Colour party and escort drew the Queen's Colour from Admiralty House. Colour-bearer was Lieut. Ian MacPherson, of Halifax. The entire parade marched through the streets of the city on a two-and-a-half-mile route to the Garrison Grounds.

The showing of the Queen's Colour took place between 1050 and 1058. At 1100 the 49th Coast Artillery began firing the Royal Salute from

Citadel Hill. After the first seven rounds, the 96-man guard fired the first ripple volley of the Feu de Joie, followed by another seven guns, another ripple volley and the final seven guns and ripple volley. After the playing of the National Anthem, Captain Raymond led the parade in three cheers for Her Majesty.

The evening ceremonies of Beating the Retreat and Sunset began at 1940 with the bands, the Sunset ceremonial platoon and two escort companies taking part. The ceremony of Beating Retreat, one of the oldest in British military tradition, perpetuates the ancient practice of recalling the inhabitants to the safety of their towns and villages at nightfall and the posting of the guard. Beating Retreat was followed by the Sunset ceremony at which Rear-Admiral Bidwell took the salute.

The Queen's birthday ceremonies were arranged by Commander George M. Wadds, officer in charge of the Gunnery School, and his staff, with the kind permission of Commodore Hugh F. Pullen, Commodore of the RCN Barracks.

* * *

So impressed was a Halifax citizen with the two ceremonies that he wrote the following letter to Vice-Admiral E. R. Mainguy, Chief of the Naval Staff:

HALIFAX, N.S.,
June 14, 1952.

Dear Admiral Mainguy:—

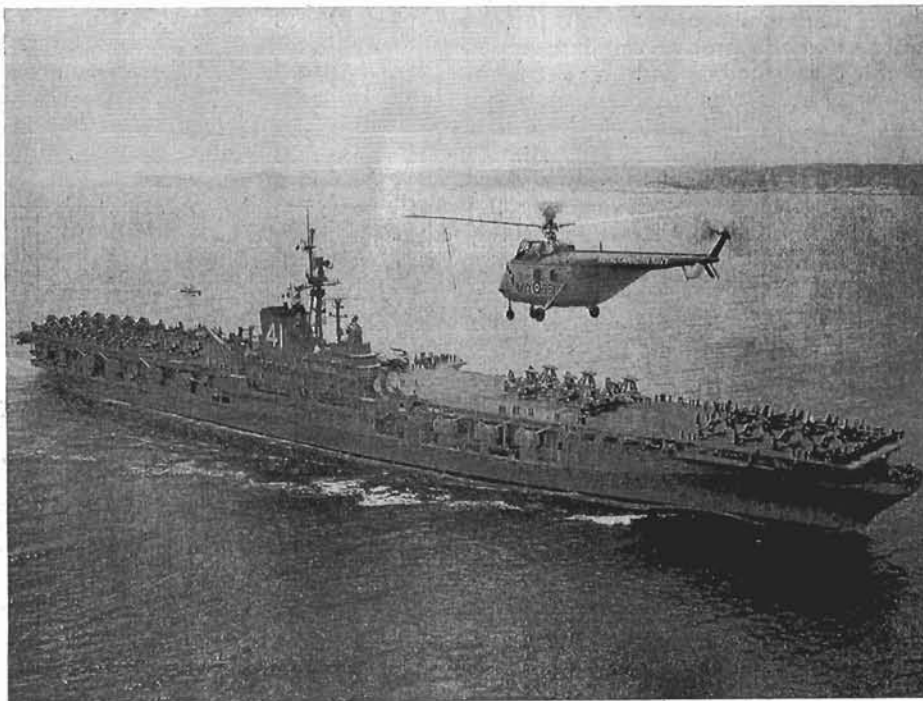
On Monday last the RCN put on a display on the Garrison Grounds here which in my opinion was the finest the citizens of this city have ever had the privilege of witnessing.

I have thought so much about it since seeing it that I feel it is not out of place for me to write you and congratulate the Navy for a swell job and commend the officers and men taking part.

In the morning when they "showed the Queen's Colour" and in the evening at "Beating the Retreat" everything was outstanding, and I know from the remarks of the people around where I was standing on the slopes of Citadel Hill that they were of the same opinion as myself.

Again congratulating the Royal Canadian Navy, I remain

Respectfully yours,
Bev Piers.

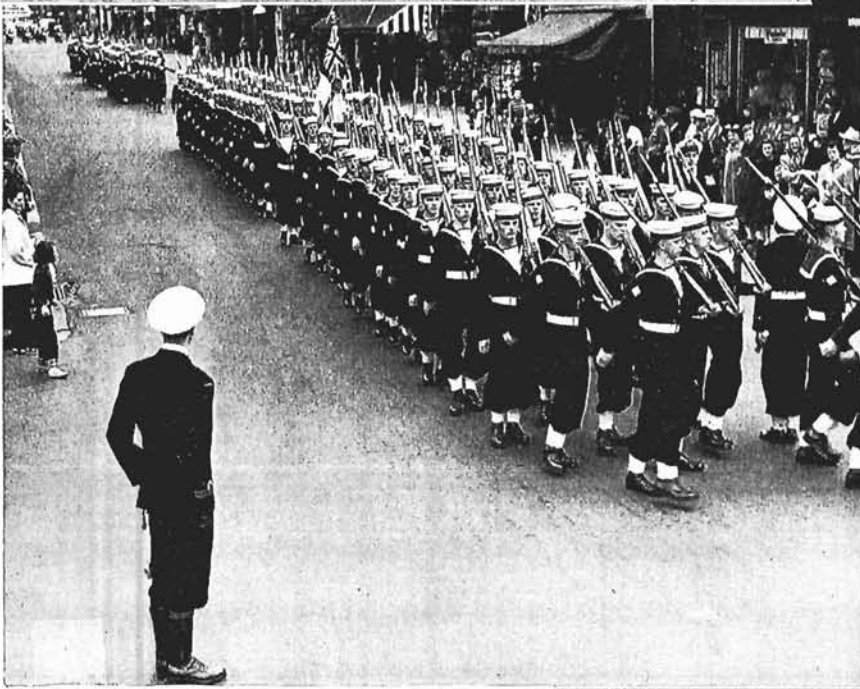


The RCN's newly acquired twelve-place Sikorsky helicopter drops down for a landing on the USS Midway as the 45,000-ton aircraft carrier enters the Halifax harbor approaches. The Midway was one of five American warships which visited Halifax in a group early in July. Piloting the helicopter is Lieut.-Cdr. John D. Lowe, of Red Deer, Alta., commanding officer of Number One Helicopter Flight at HMCS Shearwater. (DNS-9075).

SHOWING THE COLOUR

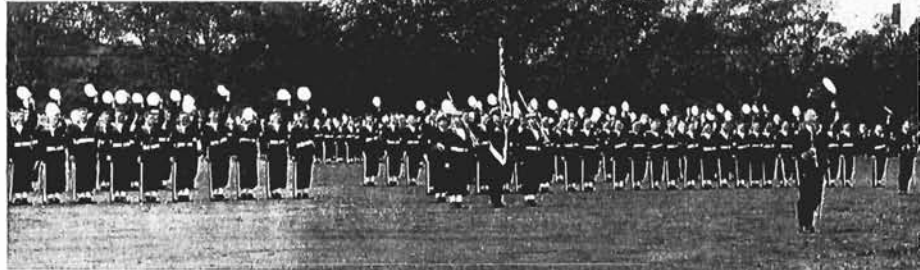
For the first time in the history of the RCN, the Queen's Colour was paraded June 9 at Halifax on the occasion of the official birthday of Queen Elizabeth II.

The Queen's Colour was taken from Admiralty House and turned over to the Colour bearer, Lieut. Ian MacPherson (opposite). Escorts are Petty Officers Bernard Brinen, left, and Michael Chihrin. From Stadacona the parade proceeded to the Garrison Grounds. The Colour guard, composed of men from Cornwallis, is shown, left centre, parading up Gottingen Street.



At the Garrison Grounds Lieut. MacPherson, above, shows the Queen's Colour. More than 3,000 Haligonians witnessed the ceremony from the slopes of Citadel Hill.

Captain Duncan L. Raymond, commanding officer of HMCS Shearwater and parade commander for the ceremony, leads the Colour guard and escorting companies, right, in giving three cheers for Her Majesty, following the firing of the *feu de joie*.



In the evening, the ceremonies of Beating the Retreat and Sunset were carried out, also at the Garrison Grounds. These, too, were witnessed by a large crowd, a portion of which is shown in the photo at the left. — (Negative numbers: HS-20076, 20080, 20085, 20083, 20090).





OFFICERS *and* MEN



Captain Musgrave Retires, Captain Plomer New C.O.

Officers and men of HMCS Cornwallis held a series of functions in honor of Captain A. P. Musgrave prior to his leaving the establishment May 31 to commence retirement leave.

As Captain and Mrs. Musgrave took their departure of Cornwallis, chief petty officers of the establishment hauled their car to the main gate with drag ropes. Then, as a final farewell gesture, CPO H. B. Cartier presented Mrs. Musgrave with a bouquet of roses.

Captain Musgrave began his retirement leave in Victoria, the same city in which he was living when accepted for entry in the Royal Naval College of Canada in 1914. On graduating from the college, he saw First World War service with the Royal Navy in HM Ships Roxborough and Minotaur. He retired from the RCN in 1920 but returned to active duty with the outbreak of war in September 1939.

When the wartime signal school, HMCS St. Hyacinthe, was commissioned in October 1941, Captain

Musgrave took command of the establishment and held that appointment during the more than four years the school was in operation. In recognition of his services in this capacity he was awarded the OBE in January 1945.

Following the war, he was Director of Sea Cadets at Naval Headquarters, then was appointed in command of Cornwallis on its re-opening in May 1949 as a new entry training establishment.

Captain Musgrave's successor in command of Cornwallis is Captain James Plomer, who came ashore in June after commanding HMCS Cayuga throughout her second tour of operations in Korean waters.

A pre-war member of the RCNVR, Captain Plomer went on active service in September 1939. He proceeded overseas seven months later and for more than three years served continuously on loan to the Royal Navy.

Among his appointments was that of commanding officer of HMS Sunflower (corvette) attached to B-7 Escort Group. In the 14 months he

commanded the Sunflower the ship was credited with sinking three U-boats, Captain Plomer receiving the DSC, followed by the Bar.

Following the war, Captain Plomer served successively as first lieutenant-commander of HMCS Warrior, Commander of the Dockyard at Halifax and Chief of Staff to the Commodore Newfoundland. He took command of the Cayuga in August 1951, after completing the staff course at the Royal Naval Staff College.

PO A. J. Edwards 'Man of the Year'

Petty Officer A. J. Edwards was chosen by the Ladies' Auxiliary to HMCS York as Man of the Year in the Toronto naval division and was formally presented with a pair of bronze book-ends.

The experience was not entirely a new one for PO Edwards, he having been honored as York's Man of the Month in the January 1951 issue of The Crowsnest.

Communicators Complete Visual Training Course

Communications Visual class 47 completed a qualifying course for ABCV1 at the Communications School May 30. East Coast members went directly to their ships, AB William Dempster joining the Wallaceburg, AB William Keen the Swansea, AB Robert Purdy the Quebec and AB Bernard St. John the Crescent.

The West Coasters, ABs Norman Clarkson, Kenneth Mayberry and Frederick Custaloe, proceeded on leave prior to reporting to Naden for disposal.

Cook Classes Graduate From Supply School

A class of leading seaman cooks, qualifying for advancement to the rank of petty officer second class, graduated from the Supply School June 13. The following men comprised the class: Leading Seamen Kenneth Brooks, Joseph Edison, Joseph Lajoie,



Scorning the microphone, Captain A. P. Musgrave addresses the ship's company of Cornwallis after his final inspection of divisions before going on retirement leave. (DB-1548).

Maurice McGraw, Robert McCann and Clarence Christian. High man in the class was Ldg. Sea. Brooks.

Eleven men completed new entry cooks course 68 on the same date. Ord. Sea. Robert Morrison topped the class with an average mark of 79.5 per cent.

**Lieut.-Cdr. A. G. Whalley
Commands HMCS Catarauqui**

Lieut.-Cdr. A. G. C. Whalley, a professor of English at Queens University, has taken up the appointment of commanding officer of HMCS Catarauqui, Kingston. He succeeds Commander Gerald M. Coleman, who entered the retired list of the RCN(R) on being transferred to Ottawa in his civilian employment.

Prior to entering the RCNVR as an acting sub-lieutenant at Halifax in July 1940, Lieut.-Cdr. Whalley was a schoolmaster at Rothesay Collegiate School, Rothesay, N.B. He took his early training in ships and establishments of the Royal Navy and while serving in HMS Tartar was awarded the Bronze Medal of the Royal Humane Society for the rescue of three men from the sea in May 1941.

He subsequently was attached to the Admiralty for special duty and saw service in North Africa, Italy and Northern Europe. He returned to Canada in January 1945, was executive officer of HMCS Chaudiere for a brief period, then became executive officer of HMCS Saskatchewan. In



Pictured above are members of the 30th leadership course for chief and petty officers to be held at HMCS Cornwallis. Front row: PO Benjamin Grant, PO Eric Brimble, CPO Curtis Johnson, Lieut. (S) Colin White (Course Officer), CPO Edward Rigby (instructor), PO James Russell, CPO Ralph Courtney and PO James Telenko. Centre row: CPO Robert Hughes, CPO Charles Moran, CPO Bevan Woodacre, PO Charles Pacaud, PO Arthur Gardner, CPO Roger Curtis, CPO Donovan Thorndick and PO Edward Alexander. Rear row: PO Ronald Sutherland, PO Anthony Stipkala, PO Gordon Noble, PO William Swain, PO Frank Pickell, PO James Maze and PO Frank Andrews. (DB-1456).

August 1945 he went to HMCS Cornwallis for demobilization.

He entered the active list of the RCN(R) a year ago at Catarauqui and became commanding officer of the division May 5.

**Communications Class
Goes to Sea in Body**

CPO Frank Fenn, a member of the instructional staff at the Communications School, had a "brain wave" that paid off in handsome style in late May.

CPO Fenn had a fine class of new signalmen under his charge and it occurred to him that if they carried out the sea-going phase of their training as a body, in a ship handling a heavy volume of communications traffic, both the men and the service would benefit.

He therefore put forward a request that the whole class, himself included, be drafted to the Magnificent for three months of the period in which she would be working with British and other NATO units in European and Mediterranean waters.

The request was approved and the class joined the ship in Halifax prior to her departure for the U.K. They are due to return in the Quebec in August.

Members of the class are Ordinary Seamen Jack Lilly, Edward Cruddas, Gerald Belleau, James Duncan, Reginald Peach, Donald Sullivan, Robert McLean, Harold Stratton and William Mushing.

**Ldg. Sea. G. Marshall
Tops Stewards Class**

The first stewards' qualifying course for petty officer 2nd class was completed at the Supply School HMCS Naden, May 30. Ldg. Sea. Gordon Marshall headed the class with an average of 86.4 per cent. Others taking the course were Leading Seamen Robert Holms, Robert Smart, John Elliot and Donald White.



Two former shipmates talk about old times. They are Rear-Admiral H. G. DeWolf, Vice Chief of the Naval Staff, and CPO C. L. Benjamin, a senior cook on board HMCS Magnificent, who was a cook in HMCS Warrior when Admiral DeWolf was her commanding officer. They met when the latter was a guest aboard the Magnificent during a recent visit to Halifax. (MAG-3765).

**It's The Boneyard
For 'Old Bones'**

The hulk of HMCS Assiniboine, which has been aground off Prince Edward Island since the autumn of 1945, is destined for the scrap heap.

The Guard and Salvage Wrecking Company of Halifax will break up the one-time destroyer and the steel salvaged from her will be sold to Canadian mills. Scows laden with cranes, pumps, acetylene cutters and other equipment are doing the job on the spot.

The Assiniboine, formerly HMS Kempenfelt, was commissioned in the RCN in November 1939. She served hard and faithfully throughout the Second World War and earned particular distinction when, in August 1942, she rammed and sank a U-boat after a heated surface action. Paid off and turned over to War Assets Corporation for disposal in August 1945, the "Bones," as she was affectionately known, was being towed to Sorel, Que., when the towlines parted and she went aground near South Lake, P.E.I.

New Appointments Are Announced

The following officer appointment changes of interest have taken place recently or will take place in the near future:

Commodore H. N. Lay, to Naval Headquarters as Assistant Chief of the Naval Staff. Formerly Naval Member Canadian Joint Staff, Washington, Canadian Naval Attache and commanding officer, HMCS Niagara.

Captain M. A. Medland to HMCS Niagara in command and as Naval Member Canadian Joint Staff and Canadian Naval Attache, Washington, with the acting rank of commodore. Formerly at Headquarters as Director of Weapons and Tactics.

Captain (S) R. A. Wright to Headquarters as Naval Secretary and Secretary to the Naval Board. Formerly at Stadacona as Command Supply Officer.

Captain (S) C. J. Dillon, to Stadacona as Command Supply Officer. Formerly at Naden as Command Supply Officer, Manager Supply Department and Officer in Charge, Naval Supply Depot.

Acting Captain (S) H. A. McCandless, to Naden as Command Supply Officer, Manager Supply Department and Officer in Charge, Naval Supply Depot. Formerly at Headquarters as Naval Secretary and Secretary to the Naval Board.

Commander (S) J. R. Anderson, to HMCS Donnacona as Officer in Charge, Naval Supply Depot, Montreal. Formerly at Headquarters on the staff of Director General of Supply and Fleet Accounting.

Captain H. L. Quinn, to National Defence College, Kingston, for course. Formerly in HMCS Magnificent as executive officer.

Commander C. P. Nixon, to HMCS Magnificent as Executive Officer. Formerly at Headquarters as Naval Member of the Joint Planning Staff.

Commander J. C. Smyth, to Headquarters as Naval Member of the Joint Planning Staff. Formerly at HMCS Niobe for joint services staff course.

Ordnance Commander M. H. Walker, to Naval Headquarters as Deputy Director General of Naval Ordnance. Formerly in Naden as Command Ordnance Officer and officer in charge, Ordnance School.

Ordnance Commander J. F. Cosgrove, to Naden as Command Ordnance Officer and officer in charge, Ordnance School. Formerly at Niagara.

Ordnance Commander E. H. H.

Russell to Stadacona as Command Ordnance Officer and Superintendent Naval Armament Depot, Dartmouth. Formerly at Headquarters on the staff of DGNO.

Commander (L) L. A. Bown, to Naval Headquarters as staff officer electrical Personnel. Formerly at Naden as Manager Electrical Engineering and Command Electrical Officer.

Commander (L) S. E. Paddon, to HMCS Ontario as electrical officer. Formerly at Headquarters as staff officer electrical personnel.

Commander (L) H. D. McCormick, to Naden as Manager Electrical Engineering and Command Electrical Officer. Formerly in Ontario as electrical officer.

Lieut.-Cdr. (O) J. A. Stokes, to HMCS Shearwater as officer in charge Observer School. Formerly at Headquarters as naval assistant to ACNS (Air).

Lieut.-Cdr. A. B. Cosh, to Niagara on attachment to the Supreme Allied Commander Atlantic. Formerly in HMCS Cayuga as executive officer.

Lieut.-Cdr. (E) R. L. Lane to HMCS Niagara on attachment to Supreme Allied Commander Atlantic. Formerly at Headquarters on the staff of A/CNTS (Ships).

Lieut.-Cdr. A. A. Turner to HMCS Bytown in command. Formerly at Naval Headquarters.

Lieut.-Cdr. J. M. Calver to HMCS Cedarwood in command. Formerly



Chief Petty Officer Horace Swonnell, of Winnipeg, is the newly elected mayor of Shannon Park, the naval housing development across the harbor from Halifax. (HS-20288).

commanding officer HMCS Bytown.

Chaplain (P) G. L. Gillard, to Stadacona as Command Chaplain (P). Formerly in Naden as Command Chaplain (P).

Chaplain (P) Harry Ploughman, to Naden as Command Chaplain (P). Formerly in Stadacona as Command Chaplain (P).

Graduating PTIs Hold Mock Court

Poetic justice was the function of a mock court held by survivors of a gruelling three-month course in the Physical and Recreational Training School in Stadacona when they graduated as qualified PT instructors in May.

Defendants were the PTIs who conducted the course. All, of course, were convicted and were sentenced to pie facials and other innocent tortures. One had to remove his teeth and recite poetry, and all were made to "walk the plank" on the three-metre board of the swimming pool.

Court officials were Ldg. Sea. William (Rt. Hon. Unsmiling) Rowan, judge; Ldg. Sea. Lewis (Sir Lou-Lou) Moro, prosecutor; Ldg. Sea. Cecil (Rocky) Duncan, guard, and AB John (Hang Happy) Carruthers, AB Paul (Foster Hewitt) Potvin and AB Roger (Body Beautiful) Carrier, jurymen.

On trial were CPO Reginald (Lofty) Pitt, Lieut.-Cdr. F. Clem (Tee-off) Pettit, PO Larry (Rubbish) O'Brien, CPO John (No Whys or Buts) Hancock, PO Richard (Curly) Evans, Ldg. Sea. Rowan (Turtleneck) Carroll, CPO Tom (Traitor) Mottershead, Commissioned Bos'n James L. (Razor) Blades and CPO Mel (Chomp-a-long) Lumley.

Miss Clarissa Petrie, the school stenographer, was presented with a gift by the class for her assistance during the course.

Discovery Chiefs, POs, Hold Annual Dinner

Two former commanding officers of HMCS Discovery, Captain W. R. Stacey and Commander Kenneth McRae, were guests of honor at the annual dinner of the chief and petty officers of the Vancouver division.

Representatives of the Army and Air Force sat at the head table and the City of Vancouver was represented by Alderman Jack Cornett. Captain Stacey presented a gold engraved Past President pin to CPO Charles Hartney and Commander McRae made a similar presentation to CPO A. W. Lindsay.

HALF-YEARLY PROMOTIONS

The Royal Canadian Navy's half-yearly promotion list, issued on June 30, announced the promotion of 26 senior officers.

The RCN was represented by 21 officers and the Royal Canadian Navy (Reserve) by five.

Following is the list of promotions:

ROYAL CANADIAN NAVY

To be Captain

Commander James Plomer, DSC and Bar, CD, commanding officer, HMCS Cornwallis.

Commander Dudley G. King, CD, commanding officer, HMCS Athabaskan.

Commander Howard L. Quinn, DSC, executive officer, HMCS Magnificent.

Commander Paul D. Taylor, on staff of Naval Member Canadian Joint Staff, Washington, D.C., as Chief of Staff, Assistant Naval Attache and executive officer, HMCS Niagara.

To be Commander

Lieutenant-Commander John R. Doull, first lieutenant-commander, RCN Barracks, Esquimalt.

Lieutenant-Commander Philip S. Booth, CD, director of Maritime Warfare School, Halifax.

Lieutenant-Commander William S. T. McCully, CD, officer-in-charge, Torpedo Anti-Submarine School, Halifax.

Lieutenant-Commander Patrick C. Benson, CD, staff officer seamen personnel, Naval Headquarters, Ottawa.

Lieutenant-Commander Arthur D. McPhee, CD, on staff of Director of Weapons and Tactics, Naval Headquarters.

Lieutenant-Commander Edgar S. MacDermid, on staff of the Naval Member of the Canadian Joint Staff, Washington.

Lieutenant-Commander Robert W. Timbrell, DSC, CD, vice-commandant, Canadian Services College, Royal Roads.

Lieutenant-Commander Raiffe D. Barrett, staff officer (trade) on staff of Flag Officer Pacific Coast, Esquimalt.

To be Acting Captain (E)

Commander (E) Charles M. O'Leary, OBE, assistant to Superintendent, HMC Dockyard, Halifax.

To be Commander (E)

Lieutenant-Commander (E) John C. Chauvin, engineer overseer on

staff of Principal Naval Overseer, Montreal.

Lieutenant-Commander (E) Arthur C. Bridgman, senior engineer, HMCS Ontario.

To be Acting Captain (L)

Commander (L) Richard R. Teasdale, OBE, Principal Naval Overseer, Sorel, Que.

To be Commander (L)

Lieutenant-Commander (L) John B. Hall, electrical officer, HMCS Athabaskan.

Lieutenant-Commander (L) John A. M. Lynch, CD, on staff of Electrical Engineer-in-Chief, Naval Headquarters.

To be Acting Ordnance Commander

Ordnance Lieutenant-Commander Arthur G. Freeman, CD, Director of Fire Control on staff of Director-General of Naval Ordnance, Naval Headquarters.

To be Surgeon Commander

Surgeon Lieutenant-Commander

James C. Gray, DSC, principal medical officer, RCN Hospital, Esquimalt.

To be Chaplain Class IV

Chaplain Ivan R. Edwards, Protestant Chaplain, Canadian Services College, Royal Roads.

ROYAL CANADIAN NAVY (RESERVE)

To be Captain (L)

Commander (L) Archibald G. Hodge, HMCS Donnacona, Montreal.

To be Captain (S)

Commander (S) Rowland W. Tyner, HMCS Donnacona.

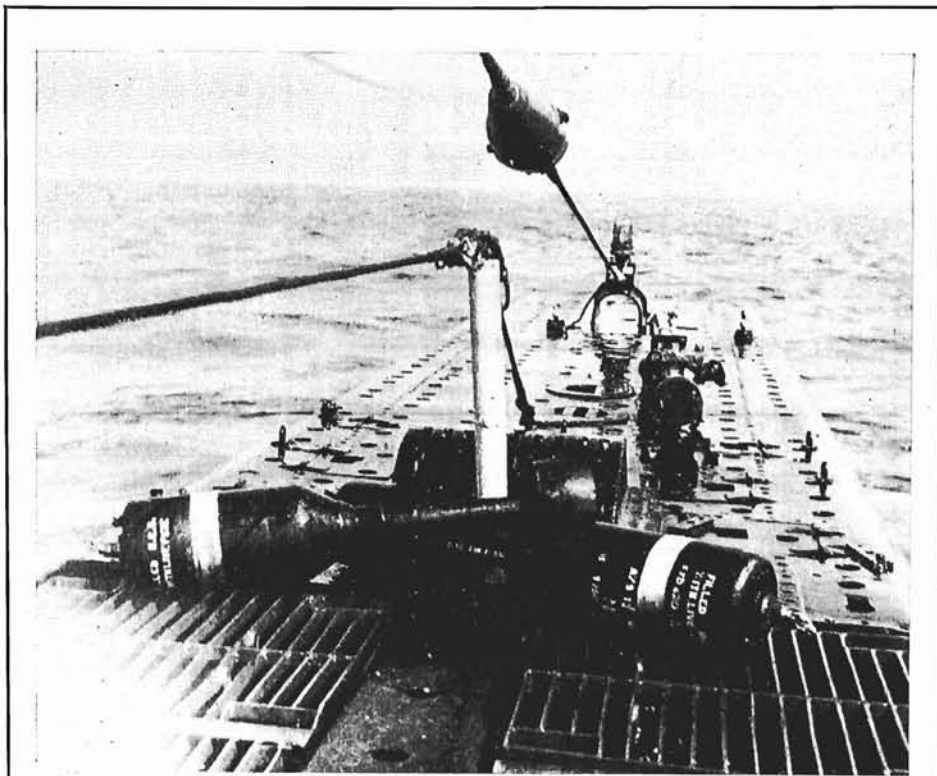
To be Acting Commander

Lieutenant-Commander Daniel F. Clark, commanding officer, HMCS Queen, Regina.

To be Surgeon Commander

Acting Surgeon Commander E. A. Sellars, HMCS York, Toronto.

Acting Surgeon Commander C. M. Harlow, HMCS Scotian, Halifax.



Two dummy hedgehog projectiles, found on the casing of HMS Alcide when the submarine surfaced after a practice period with HMCS Wallaceburg, offer conclusive evidence of the accuracy of the minesweeper's attacks. Later, while the two were alongside in Bermuda on the eve of the Alcide's departure for England, the submarine's officers bestowed on Lieut.-Cdr. I. A. MacPhee, commanding officer of the Wallaceburg, a charter membership in the "Order of the Crossed Hedgehogs." (HS-20186).

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.

ALDERSON, Clifford H. LSVS1
 AMES, Albert E. P2CK2
 AMEY, John H. P2NS2
 ARNOLD, Donald G. LSMA2
 ARNOLD, Robert G. LSNS1
 ARSENAULT, Ernest J. LSNS1
 AUCOIN, George G. LSCK1

BABCOCK, Frank W. LSCK1
 BAILEY, James O. LSMA1
 BALL, William R. P2NS2
 BARAN, Peter LSAW1
 BARTON, George LSCK1
 BAXTER, John R. LSNS1
 BEDARD, Guy J. LSVS1
 BEDARD, Paul C. C1PW3
 BELLEY, Claude J. LSSWS
 BERNIER, Benoit P2CK2
 BERNIER, Yvan J. LSNS1
 BIDNOCK, Michael P1CK2
 BIRD, John P2NS2
 BLACKWELL, James S. P2SM2
 BOND, Jacques P2AW2
 BONNER, Andrew R. LSQR1
 BOOTH, Arthur LSAAS
 BOOTSMAN, Bram A. LSEM2
 BOULTON, Arthur P. LSCK1
 BOX, Allan B. LSNS1
 BRADY, Michael L. LSNS1
 BRAMLEY, George P1AA1
 BRIGGS, Gerald W. LSVS1
 BROWN, Robert P2SW1
 BROWN, Robert W. LSNS1
 BURBINE, Robert J. P1SW1

CAMPBELL, George G. C2SH4
 CARROLL, Albert W. P1SM2
 CARROLL, George W. LSSWS
 CARTER, Bernard T. LSVS1
 CASTER, Raymond S. LSVS1
 CHAMBERLAIN, Arthur R. C1VS3
 CHANDLER, Stanley H. LSSM1
 CHARLEBOIS, Maurice J. LSAAS
 CHARRIER, Joseph E. LSNS1
 CHISHOLM, Wayne A. LSPW2
 CLAVET, Marcel J. LSCK1
 CLEMENTS, Douglas L. LSRPS
 CODE, Ronald W. LSAW1
 COLEMAN, Joseph P. LSSWS
 COOPER, Thomas H. C2ET4
 CORNECT, Eugene LSSWS
 CRAWFORD, Morley R. LSEM2
 CROSBY, Walter R. P2PH2
 CROWLEY, Michael J. LSEM2

DALGLEISH, Edward T. LSMA1
 DARWIN, Reginald G. LSAW1
 DAVIES, Cyril G. LSNS1
 DAVIES, Donald E. LSVS1
 DAVIS, Frederick W. P2AW2
 DEGEN, William E. P2CV2
 DERYCK, Armand J. LSEM2
 DESGAGNE, Joseph G. LSRPS
 DEVINE, Ian C. LSVS1
 DEWLING, Francis W. C1VS3
 DIBBLE, Jack A. LSSWS
 DOHERTY, Douglas G. LSPW1
 DOHERTY, James C. LSCK1
 DOLIHAN, Roy P. P2NS2
 DONNELLY, William F. LSCR1
 DOUCETTE, Joseph B. P2VS2
 DROLET, Robert A. LSAW1
 DUMONT, Paul L. P2NS2

EBERTS, Leo S. LSNS1
 EDWARDS, George A. P1CK2

EDWARDS, Gordon C. LSEM2
 ELIAS, Gotfred P. LSCK1
 ELSTON, Edwin A. LSAW1
 ERB, Wendell B. P2VS2
 EULER, Ted M. LSSWS

FARMER, William L. LSTD1
 FAULKNER, George F. LSQR1
 FAUST, Frank G. LSVS1
 FAVRON, Philippe C. LSAAS
 FERRELL, John D. P2SW1
 FINITER, Frederick G. LSVS1
 FITCH, Curtin D. LSCV1
 FORTIEN, Raymond J. LSSWS
 FOX, Clifford A. LSAW1
 FREEMAN, George F. LSCR1

GAGNON, Alfred J. LSPW1
 GARDINER, Joseph R. LSSWS
 GARRIOCH, Robert M. LSEM1
 GASPE, Laurent M. LSMA1
 GAUTHIER, Leopold J. LSCK1
 GAUTHIER, Robert H. LSNS1
 GAVIN, Raymond LSVS1
 GEORGE, Herbert E. P1AW2
 GERRIOR, Leroy M. LSSWS
 GIBBS, William O. P2NS2
 GILBERT, William L. P2PW2
 GILL, Stanley LSNS1
 GLAZIER, Joseph A. P2SW1
 GODDEN, Ronald R. LSAW2
 GRAY, Edward W. LSNS1

HAMANN, John H. LSCK1
 HARRISON, Valere S. LSVS1
 HASKELL, Norman L. LSNS1
 HASLER, David C. LSVS1
 HAWKINS, Gordon G. LSCK1
 HAWKINS, James G. P2SM2
 HAYWARD, Ivan D. LSPW1
 HEALEY, Vincent J. LSAW1
 HIGHAM, Nelson H. C2CK3
 HINDLE, Frederick J. LSRP1
 HORNER, Donald T. LSCK1
 HORTH, Arthur V. C1SH4
 HUDSON, Gordon H. P2CK2

INKSTER, Raymond LSPW1

JANES, Howard M. LSAW1
 JENKINS, Robert C. P1OR3
 JESSOP, Charles J. LSAW2

KEARNS, Donald J. LSCK1
 KEAST, Gordon B. LSMA2
 KEATING, Ronald P. LSCK1
 KERR, Allen LSSWS
 KILBY, John O. LSPW3
 KINCH, John F. P2SW1

KITCHEN, James LSEM2
 KOWK, William R. P2CK2
 KRAMP, Lloyd J. LSPW3
 KROTZ, Kenneth G. LSNS1
 KUFFNER, Engleburt LSTD5

L'ABBE, Leo R. LSSWS
 LAJOIE, Andre J. LSSWS
 LAMONTAGNE, Marcel J. LSVS1
 LARIVIERE, Paul S. P2CK2
 LARKIN, Ernest B. LSAW1
 LAW, Ernest W. LSCV1
 LECKIE, Ronald P2VS2
 LEE, Trevor E. P2AW2
 LEEMING, Richard D. LSPW2
 LEGG, Donald A. LSCK1
 LLOYD, Arthur L. LSEM2
 LOVE, Max I. LSVS1
 LOVELL, Arthur F. LSTD1

McCARRON, Francis J. LSMA2
 McDONALD, Ralph S. LSCR1
 McINTYRE, Arthur W. P2VS2
 McKINNON, Vernon E. LSTD1
 McLAUGHLIN, Russel P. LSCK1
 McLENNAN, Reginald K. LSAW1
 MacDONALD, Harold W. LSSWS
 MacGREGOR, Glenn E. LSVS1
 MacKENZIE, Robert H. LSAW1
 MacLEOD, Angus M. P2VS2
 MacNICHOL, Paul R. LSPW1
 MACKIE, Lyons J. LSVS1
 MADORE, Marcel J. LSSWS
 MASON, Howard LSNS1
 MASSE, Romeo H. LSAA1
 MAW, Arnold F. P2VS2
 MELANSON, Vernon N. LSLR1
 MILLER, Gordon F. LSVS1
 MILLS, Eldon C. C1LA3
 MOENCH, Carl E. P1CK3
 MOONEY, Arthur W. P1CK2
 MOORE, Rex LSSWS
 MORRISON, William W. C2PW3
 MOULD, Alfred E. P2NS2

NIBLETT, James A. LSAW1
 NOEL, Gerard P. LSNS1

O'BALL, Andrew P. LSVS1
 ORMAN, Lloyd E. LSSWS

PALMERSTON, Douglas L. P1CR2
 PARADIS, Emilien J. LSNS1
 PARENTEAU, Paul J. LSSWS
 PARKS, Jack R. LSCV1
 PASK, Benedict W. LSTD5
 PATENAUDE, Joseph F. LSCK2
 PATTENDEN, Joseph R. LSLRS
 PATTERSON, Murray W. LSCK1
 PEARSE, Floyd D. LSSWS
 PERRY, Paul R. LSNS1
 PHILLIPS, Leo A. P2AW2
 POTTS, Dennis A. LSNS1
 PRICHARD, William J. P1MA2

RAMBO, Charles W. LSVS1
 RAMSAY, Donald R. LSEM1
 RAYNHAM, Stanley P2AW2
 RICHARD, Yvon J. LSNS3
 ROBERT, Paul E. LSAW1
 RODRIQUE, Anicet J. LSPW1
 ROGERS, John E. LSEM2
 ROGERS, Wallace H. LSPW1
 ROSS, Harold E. P2CK2
 ROWAN, Walter C2SW2
 RYAN, Philip G. LSAW1

SACKFIELD, Clifford S. LSAAS
 SALTER, Morgan L. LSNS1
 SEAGER, Kenneth R. LSEM2
 SCATTERTY, William A. LSAW1
 SCHREURER, Joseph M. P2PH2
 SHAW, Oliver C. LSNS1
 SHERWOOD, Graham H. LSAW1
 SHYMKOWICH, Michael LSPW1

Father's Day In Reverse

On Mother's Day the Petty Officers' Mess at HMCS Naden sent bouquets of flowers and a cake to the Aged Women's Home in Victoria.

On Father's Day the mess came up with another pleasant gesture—a Father's Day in reverse.

This time, bachelor members of the mess and those with families elsewhere played hosts to 17 boys and girls from the Protestant Orphanage in Victoria. The youngsters, ranging in age from two to 12, were guests at dinner in the mess, then were taken on a bus tour of the city. For the older ones, especially, a highlight was a visit on board HMCS Cayuga, which had returned only two days before from Korea.

SKINNER, John R.....	LSCK2
SMITH, John L.....	LSAA1
SOMMERVILLE, James Q.....	LSCK1
SPENCER, Ross M.....	C1SH4
STEVENS, Roland N.....	P2PH2
STEWART, John C.....	LSAW1
STOBBS, Charles V.....	LSRC1
STRANGE, Bob.....	LSNS1
STRINGER, Arthur J.....	LSAW1
STRINGER, Lewis J.....	LSNS1
STUBINSKI, Thomas J.....	LSCK1
STUBBS, Walter A.....	LSNS1
SUTHERLAND, Kenton R.....	LSEM2
SUTHERLAND, Neil M.....	P2SM2
TABOR, Weldon C.....	LSVS2
TAYLOR, James H.....	LSNS2
TCHIRE, John.....	LSSWS
TERPENNING, Robert A.....	LSMA1
THEORIN, Everett L.....	P1NS2
THIBAUT, Laurent J.....	LSI-W3
THIBODEAU, Francis N.....	LSVS1
THOMAS, John C.....	LSAAS
THOMPSON, Robert C.....	LSPW1
THRELFALL, Joseph H.....	P1MA2
TRUDEL, Rene J.....	LSAW1
WALSER, Leonard L.....	P2CK2
WALSH, Gordon J.....	LSAW1
WASHINGTON, Howard E.....	LSNS2
WATKIS, Charles W.....	LSVS1
WELLS, Leonard R.....	LSCV1
WENTZELL, Eric D.....	LSAW1
WHALEN, Reginald J.....	P1CK2
WEST, Norman L.....	LSMA1
WHETMORE, Roy H.....	LSMA1
WHILLANS, Charles K.....	LSSWS
WHITEHEAD, Gordon E.....	LSCR1
WITTCHEN, Edwin.....	LSTD1



The first course for anti-aircraft gunners to be held in HMCS Chippawa was completed recently at the Winnipeg division. The class was instructed by PO J. Borthwick and examined by CPO G. Sewell. Front row, left to right: AB R. Dunsmore, Commander L. B. McIlhagga, commanding officer of Chippawa, PO Borthwick and AB T. Nevin. Rear row: AB J. Hilash, AB G. Drummond, Ldg. Sea. F. Rogers, AB R. Barbour and AB R. Barber.

CROW'S NEST CLUB WELCOMES QUEBEC OFFICERS

The visit of HMCS Quebec to St. John's in June was accompanied by a busy round of training, sports and Newfoundland hospitality.

The cruiser was moored in mid-stream, but well-filled duty boats and liberty boats plied back and forth between the ship and King's Wharf as officers and men were landed for football, rifle shooting, training and shore leave.

The Crow's Nest, the famed wartime naval officers' club and now an inter-service club for officers and ex-officers, was the scene of a luncheon for Captain Patrick D. Budge, commanding officer, and other officers of the Quebec.

Another visitor to St. John's during the month was the French frigate L'Aventure.

'Maginews' Resumes Publication

Back in business is the "Maginews", ship's newspaper of HMCS Magnificent. Under the editorship of Lieut. (S) A. C. Tassie and AB Ernest F. Paquin, the carrier's paper has been revived after a period of suspension and is bigger and better than ever.

Packed with humour, literature, and useful information concerning the ship and her movements, the "Maginews" is well to the forefront among the many papers being produced in ships and establishment of the RCN.

Weddings

Lieut. (S) Robert R. Buchanan, Naval Headquarters, to Miss Lorna M. Mick, of Ottawa.

Leading Seaman William Doggart, HMCS Naden, to Miss Patricia F. Norton, of Victoria.

Petty Officer Frederick Dubinski, HMCS Queen, to Miss Hazel Mitchell, of Regina.

Lieut. (P) Douglas J. Fisher, HMCS Iroquois, to Miss Marion L. Cameron, of Halifax.

Petty Officer Louis Fortier, HMCS Queen, to Mrs. Marion Johnson of Regina.

Able Seaman James Gill, HMCS Stadacona, to Miss Joyce M. Flemming of Halifax.

Leading Seaman Harold Howard, Aldergrove Radio Station, to Miss Lillian C. Wilson, of Edmonton.

Able Seaman J. C. McClinton, HMCS Stadacona, to Miss Marion M. MacKinley, of Halifax.

Lieut. (SB) H. G. Oliver, HMCS Discovery, to Miss Shirley M. Smith, of Calgary.

Able Seaman H. R. Robinson, HMCS Naden, to Miss Margaret I. Keir, of Victoria.

Sub.-Lieut. F. W. N. Ross, HMCS Donnacona, to Miss Lillian Robertson, of Montreal.

Leading Seaman "Link" Tyson, HMCS Discovery, to Miss Dorothy Hake, of Vancouver.

Lieut. (SB) Howard C. Wallace, HMCS Stadacona, to Sub.-Lieut. (MN) Caroline French, of HMCS Stadacona.

Births

To Lieut. John Ardenne, HMCS Stadacona, and Mrs. Ardenne, a son.

To Leading Seaman Donald Bruce, Albro Lake Radio Station, and Mrs. Bruce, a son.

To Lieut.-Cdr. (E) L. H. Clark, HMCS Stadacona, and Mrs. Clark, a son.

To Able Seaman John E. Craig, HMCS Brunswicker, and Mrs. Craig, a son.

To Lieut. (S) N. W. Denney, HMCS Montcalm, and Mrs. Denney, a son.

To Able Seaman Franklin Emmett, Albro Lake Radio Station, and Mrs. Emmett, a son.

To Petty Officer Charles Fish, Albro Lake Radio Station, and Mrs. Fish, a son.

To Chief Petty Officer W. A. L. Hughes, HMCS Cornwallis, and Mrs. Hughes, a son.

To Lieut. S. A. Ladigen, HMCS Griffon, and Mrs. Ladigen, a daughter.

To Able Seaman J. P. Laviolette, HMCS Montcalm, and Mrs. Laviolette, a son.

To Lieut. T. C. Luck, HMCS Griffon, and Mrs. Luck, a son.

To Able Seaman W. A. Paterson, HMCS Griffon, and Mrs. Paterson, a son.

To Able Seaman George Sutherland, Aldergrove Radio Station, and Mrs. Sutherland, a daughter.

Naval Community Keeps Stork Busy

The 30-dwelling married quarters community at Albro Lake Naval Radio Station, near Dartmouth, N.S., is seriously thinking of challenging the claim of Deep River, Ontario, to having the record birth rate in Canada.

Between May 27 and June 9, three children, all boys, were born to families residing at Albro Lake. That raised the number of births so far this year to six—and at least four more are expected to take place before 1953.

Morale Booster

*Sioux Shipmates Elect
Leading Seaman
'Joe' Bell*

HIS irrepressible spirit and constant good humor — qualities highly rated in the messdecks of a warship — earned for Ldg. Sea. Joseph Arthur Bell the choice of his shipmates in HMCS Sioux as Man of the Month for August.

As they marked their ballots, crew members of the Sioux recalled the long, and often tedious, tour of duty from which their ship had returned not long before. In doing so, they thought of — and voted for — a man who had contributed much toward keeping morale at a high level throughout the Sioux's second session in the Korean theatre.

Joe Bell was born and raised on the prairies but in one respect, at least, he was schooled for the naval career which he ultimately took up: He learned to travel.

Bell was born June 20, 1922, in Balcarres, Sask. His father, a sergeant in the RCMP, kept the family moving from post to post, so that son Joseph received his early education in Gravelbourg and Swift Current, Sask., and spent his later public and high school days in Regina. In June 1940 he moved with his parents to Victoria, and a year later he joined the Royal Canadian Navy.

After completing his basic training in Naden, Bell found himself helping to interne Japanese-Canadian fishermen at Dawson Landing on Vancouver Island. However, as with most sailors in those days, the call soon came to go to the East Coast.

While in Halifax Bell made new friendships, including a highly important and durable one with a member of the WRCNS, which was to be continued in another chapter of the war.

After a brief stay in Stadacona, he joined his first ship, HMCS Columbia (town class destroyer), escorting convoys on the triangle run between Boston, St. John's, Nfld., and Halifax. While aboard the Columbia he was promoted to able seaman. After a year at sea, he went to Cornwallis, then in Halifax, where he qualified as an anti-aircraft rating third class in February 1943.

That spring, Bell crossed the Atlantic to join HMCS Athabaskan and,

as he soon found, to meet the war at close quarters. In August 1943, while on patrol in the Bay of Biscay, the Athabaskan was hit by a German glider-bomb released by one of a flight of six Dorniers.

The bomb passed through the hull below the bridge, taking the lives of five crew members and wounding 12, and inflicting heavy damage. Only by dint of fine seamanship did the Athabaskan make her way to Plymouth.

Repairs completed, the Athabaskan again joined the battle. But her luck had run out. While on night patrol off the coast of Normandy, she was torpedoed and sunk by German E-boats. HMCS Haida rescued as many as she could, but Bell was among those picked up by E-boats and made prisoners of war. It was more than a year before the defeat of Germany brought him his freedom.

As he looks back over this trying period in his naval career, Bell feels that he is lucky indeed to be alive. He credits his survival to the firm but friendly toe of an unidentified officer who kicked him over the side at the order to abandon ship.

His stay as a prisoner of war in

Germany was hardly pleasant, but freedom and the sequel to that Halifax friendship of four years before made the world a sunny place indeed.

He returned to England after VE-Day and a month later was married to Leading Wren Beatrice A. Blenus at Newcastle-on-Tyne. Bell was still an AB and says his "I do" came as the result of a direct order from the senior member of the firm. The newlyweds arrived in Canada on July 2 and Bell went west to Naden in September. Apart from a short stay in HMCS Uganda, the next year saw Bell serving in small craft.

New experience came when he joined HMCS Warrior on February 3, 1947, while the aircraft carrier was based briefly on the West Coast. He returned in the Warrior to Halifax, there to join the Nootka, at that time employed in training new entries and UNTD cadets. The memorable event of this commission was a voyage to Hudson Bay, the first venture of the Canadian Navy into those waters.

On Dominion Day, 1948, while still serving in the Nootka, Bell caught up to his wife substantively and became a leading seaman.

He returned to Naden in August 1950 and after a brief seven months ashore joined the Sioux for her second tour of duty in the Far East.

Ldg. Sea. Bell's career in the service fits the family pattern. His father, now retired, spent 28 years in the RCMP; his brother, Chief Petty Officer J. W. Bell, is master-at-arms in HMCS Ontario and has 14 years' service in the RCN to his credit.

His wife has given up her naval career and is now content to remain as "buffer" of "HMCS Bell", at 424 Langford Street, Victoria, and train a new entry, Gary Foster Bell, aged five.

Ldg. Sea. Bell's hobby is woodworking and he spends much of his spare time at it. Cribbage boards are his specialty.

As has happened before in this series, Ldg. Sea. Bell is a "Man of the Month" in retrospect. While this article was awaiting publication, he was drafted to Naden to await a second class gunnery course.



LEADING SEAMAN JOSEPH A. BELL

NAVAL ENGAGEMENT

*from Naval Chronicles, Vol. V,
January to July, 1801*

OUR readers should be informed, that the loyal Province of Nova Scotia (America), having suffered most severely in the early part of the war, from the cruisers of the enemy, fitted out a number of privateers, in order to retaliate on, and to extort compensation from the foe. Within these four years, twelve or fifteen private ships of war have been fitted out by the Nova Scotians, and of this number one half are owned by the little village of Liverpool, which boasts the honour of having launched the brig Rover, the hero of our present relation.

We have been favoured with the following extract of a letter, dated Liverpool, October 17 (1800), from Captain Godfrey, of the armed brig Rover, which contains a very modest relation of a gallant action, that reflects the highest honour on Captain Godfrey, and the brave men under his command.

"The brig Rover, mounting 14 four pounders, was the present year built and fitted for war at Liverpool in this province; she sailed under my command the 4th of June last on a cruise against the enemies of Great Britain, being commissioned by his Excellency Sir John Wentworth, Bart. Our crew consisted of 55 men and boys, including myself and officers, and was principally composed of fishermen.

"On the 17th of the same month, in the latitude of 23 N. and longitude 54 W. we fell in with six sail of vessels, whom we soon discovered to be enemies, one being a ship with four brigs and a schooner; the schooner showed 16 guns, one of the brigs 16 guns, and another six guns; these six vessels drew up close together, apparently with an intention of engaging us.

"On consulting with my ship's company, we determined to bear down and attack them, but so soon as the enemy perceived our intentions, they by signal from the schooner dispersed, each taking a different course, before we got within gun-shot of them. After a few hours chase, we took possession of the ship and one of the brigs; the ship proved an American bound from the South Seas,

laden with oil, and the brig an American, laden with wine, from Madeira; from them we learned that they had been captured some short time before by a French privateer, which was the schooner in company; that she mounted sixteen guns, two of which were nine-pounders, and the rest sixes, and carried 155 men; and that the other three were American vessels which she had taken, one of which was from the East Indies. Night coming on we were prevented from taking any more of them.

"On the 10th of September, being cruising near to Cape Blanco on the Spanish Main, we chased a Spanish schooner on shore, and destroyed her. Being close in with the land and becalmed, we discovered a schooner and three gun-boats under Spanish colours making for us; a light breeze springing up we were enabled to get clear of the land, when it fell calm, which enabled the schooner and gun-boats, by the help of a number of oars, to gain fast upon us, keeping up at the same time a constant fire from their bow guns, which we returned with two guns pointed from our stern; one of the gun-boats did not advance to attack us.

"As the enemy drew near we engaged them with musquets and pistols, keeping with oars the stern of the Rover towards them, and having all our guns well loaded with great and small shot, ready against we should come to close quarters.

"When we heard the Commander of the schooner give orders to the two gun-boats to board us, I waited to see how they meant to attack us, and finding the schooner intended to board us on our larboard bow, and the other on our larboard waist, I suffered them to advance in that position until they came within about fifteen yards, still firing on them with small arms and the stern guns; I then manned the oars on the larboard side, and pulled the Rover round so as to bring her starboard broadside to bear athwart the schooner's bow, and poured into her a whole broadside of great and small shot, which raked her deck fore and aft, while it was full of men ready

for boarding. I instantly shifted over on the other side and raked both gun boats in the same manner, which must have killed and wounded a great number of those on board of them, and done great damage to their boats.

"I then commenced a close action with the schooner which lasted three glasses, and having disabled her sails and rigging much, and finding her fire grew slack, I took advantage of a light air of wind to back my head sails, which brought my stern on board of the schooner, by which we were enabled to board her and carry her, at which time the gun-boats sheered off, apparently in a very shattered condition.

We found her to be the Santa Ritta, mounting ten six pounders and two twelve pound carronades; with 125 men. She was fitted out the day before, by the Governor of Porto Cavallo, with the gun-boats, for the express purpose of taking us; every Officer on board of her was killed except the Officers who commanded a party of twenty-five soldiers; there were fourteen men dead on her deck when we boarded her, and seventeen wounded; the prisoners, including the wounded, amounted to seventy-one.

"My ship's company, including Officers and boys, was only 45 in number, and behaved with that courage and spirit which British seamen always shew when fighting the enemies of their country. It is with infinite pleasure I add, that I had not a man hurt; from the best account I could obtain, the enemy lost 54 men. The prisoners being too numerous to be kept on board, on the 14th ult. I landed them all except eight, taking an obligation from them not to serve against his Majesty until regularly exchanged.

"I arrived with my ship's company in safety this day at Liverpool, having taken during my cruise the before mentioned vessels, together with a sloop under American colours bound to Curacoa, a Spanish schooner bound to Porto Cavallo, which have all arrived in this province, besides which I destroyed some Spanish launches on the coast."

Far East Sports Meet

by D. C. L.

Canadians, British, Dutch, Vie for Athletic Honors

WAR has never yet completely overruled the natural desire of military men to enjoy relaxation. No matter how serious things may seem, the sailors, soldiers and airmen manage to make the best of their opportunities to forget the grimmer side of life and have some fun.

Two Canadian destroyers, the Athabaskan and Nootka, demonstrated this fact when, early this summer, they vied for athletic and other honors in the greatest single recreational spree since the arrival of Canadian warships in the Far East two years ago.

While the accent was on sports, the sailors enjoyed an A to Z program. The closely-packed timetable included a question and answer period; movies conducted by four well-known Canadian sportscasters; a boat trip to Miya Jima, a sacred Japanese island; a wide variety of track and field events; sailing, hiking and swimming, and a special showing of the Canadian

Army's stage production, "Anything Goes".

Old Sol was blessing Southern Japan with a welcome dose of natural vitamins when the Athabaskan and Nootka arrived at a United Nations naval base together, a circumstance that resulted in the immediate issue of challenges requiring sports field settlement. Representatives of the two Canadian ships set about planning a sports program, to which an international flavor was added with the arrival of the British destroyer Cossack and the Dutch destroyer Piet Hein.

The day after the Athabaskan berthed, about 30 crew members ventured by boat to the sacred island of Miya Jima, about halfway between Iwakuni and the atom-bomb city of Hiroshima.

The shrine of Itsukushima Jinsha, built in 811 AD, and its connected subsidiary shrines, received special

attention from the camera-wielding Canadians. Senjokaku — the hall of the thousand mats — was also on the tour. This ancient edifice contains thousands of rice scoops (symbol of plenty), given as offerings, as well as a collection of ancient paintings hanging in the rafters. A five-storey, 15th century pagoda, close by the age-old shrine of Senjokaku, was also inspected during the nine-hour trip.

Meanwhile, a four-cornered UN athletic program moved into gear as the crews of the four ships prepared to take the kinks out of their sea-legs. Team sports such as basketball, football and softball served only as preliminary events to an even broader athletic agenda. Sports officers representing each of the four warships met aboard HMS Cossack to draft plans for a meet that would test the skills of all the sea-going athletes.

The Athabaskan made an early bid for sports recognition as she won six, tied one and lost two of a total of nine basketball, softball and soccer games. Tasting real victory for the first time since they held the UN softball championship during their first tour in the Far East, the Athabaskans aimed high and challenged the Canadian Army's 25th Reinforcement Group to a diamond show.

With only two immediately previous games for experience, the destroyer's team rang up a 5-3 victory over the Army to add an inter-service tang to the naval sports session. While this game was in progress, the Athabaskan's officers tangled with officers of the Army Group, and were drubbed 12-0 for the only softball loss suffered by the ship in the whole meet. Two exhibition games between the Athabaskans and Nootkas resulted in 11-6 and 22-8 victories for the Athabees.

In the Athabaskan's inter-part softball league, Ldg. Sea. Russell Denney, of Victoria, led the Stokers' team to the championship. The Stokers scored a 15-10 victory over the second-place Electrical team to bring the series to an end. Other teams in the league were Wardroom Officers, Gunners, Communicators, Seamen, Supply and Chief and Petty Officers.



In the swimming events, four out of six races were won by members of the Nootka's team. Front row: Ord. Sea. John Hillier, Eurette, Ont.; Ord. Sea. Donald Findlay, Beaurepaire, Que., and Ldg. Sea. Richard Russell, Dartmouth and Victoria. Rear row: AB James Anger, Welland, Ont.; AB Joseph Pattenden, Halifax and Windsor, Ont.; Lieut. David Pearce, Toronto, sports officer and PO Gordon Rushton, Montreal and Halifax. (NK-1228).



The Athabaskan's basketball team scored two victories in three games played during the sports meet at Kure. Pictured here are: Front row, AB Loren Woolven, Edmonton; AB David Marsh, Calgary, and AB Jim Beech, Port Arthur. Rear row, AB Nick Malysh, Vernon, B.C.; AB Ian Anderson, White Rock, B.C.; AB Harry Ruppell, Summerland, B.C., and AB Alfred Egerton, Oliver, B.C. (O-2420).

Three basketball games, played against HMCS Nootka, brought the Athabaskan another defeat. She won the first two 35-16 and 41-30 but lost the other to Nootka, 54-40. Athabaskan's top scorers were Able B.C., Harry Ruppel, of Summerland, Seamen Alfred Egerton, of Oliver, B.C.; and Nick Malysh, of Vernon, B.C.

The high point for the Athabaskan's soccer team came when it held HMS Cossack's highly-favored XI to a 2-2 tie. In the other soccer game, the Athabaskan beat the Nootka 10-1.

The Athabaskan's hopes for the over-all title were dashed, however, by the Piet Hein's track squad. The Dutch sailors walked away with top honors in many individual events, as well as the final track championship. They ended up with 37 points, Cossack was in second place with 30 and the Athabaskan had to be content with 17. The Nootka was unable to compete.

Outstanding Canadian entry was Athabaskan's navigating officer, Lieut. P. L. S. McCulloch, of Victoria, who outdistanced the opposition in the 1500 metre and 5000 metre events and then added weight to the ship's relay team. Ldg. Sea. Jerry Gray, of Vancouver, took high jump honors with a leap of 5 feet 3 inches and the

Athabaskan's heavers won the tug-o-war.

Aching untrained muscles were temporarily forgotten when, at the completion of the sports, the Canadian Army's celebrated revue, "Anything Goes," was staged for the benefit of the Navy. The soldiers played to a

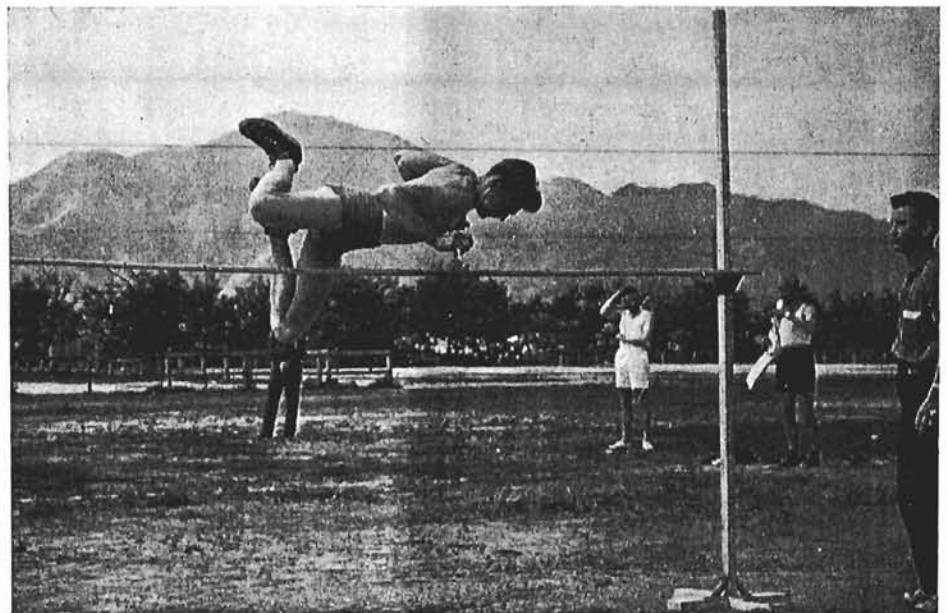


Coasting home an easy victor in the 3,000-metre race is Lieut. P. L. S. McCulloch, of HMCS Athabaskan. (O-2424).

receptive crowd of Canadian, British and Dutch sailors right in the sailors' own backyard. Proving their ability to perform almost anywhere, the soldiers rigged a stage on the destroyers' jetty and went through their zany routines in view of the ships.

Top tunes of the day, a four-piece musical group, mad comedy skits and splashes of color made "Anything Goes" a solid hit. Some of the Albertans, in particular, "went native" in response to cowboy ballads, western music and rangeland costumes which were featured in the hour-and-a-half show.

(Continued on page 32)



Ldg. Sea. Gerald Gray, of Vancouver, added to the Athabaskan's point score when he triumphed in the high jump in the track and field meet. (O-2421).

Afloat and Ashore

ATLANTIC COAST

Albro Lake Radio Station

Albro Lake, always a busy centre in the communication world, was busier than ever in the month of May — so much so that the station rolled up the highest amount of commercial telegraph traffic since its commissioning. In all, 64,946 message groups were handled.

With the advent of summer, sports have come to the fore at Albro Lake.

The "Izaak Waltons" are once more among us, loud and long in their anguish over the "big one that got away". The lakes at Albro do not teem with fish but, for the enthusiast, they are there to be had. One of the lakes, incidentally, was stocked by station personnel, and results have proven the effort was well worthwhile.

Albro has once again entered a team in the Halifax North End Softball League. Inclement weather prevented much practice and the team made a rather inauspicious start, winning two and losing two.

The re-opening of the beach has provided a pleasant place for relaxation. Now a project to provide sand boxes for children of station personnel is under consideration. — C.M.M.

HMCS Swansea

Cruise Able commenced with a five-and-a-half-day crossing from Halifax to Ponta Delgada in the Azores. During this time the Swansea worked hard to overcome the lead taken by the Crescent and La Hullose in their pre-cruise work-ups together. Sea training exercises were conducted daily and each dog watch saw competitive pulling races by various

departmental crews in the three ships of the task group.

After the Azores came a four-day stay at Gibraltar, where tours of the "Rock" were arranged and three softball games were played by ship's company and cadet teams.

On departure from Gibraltar, course was shaped for Toulon via the Spanish coastal route. On the first evening out a night exercise was held, with the Swansea and La Hullose deploying to intercept the enemy force (Crescent), and firing starshell and rockets in the closing stages of the attack.

The Balearic Islands were passed close by the following day and at sunset, as Minorca faded on the skyline, course was set for Toulon.

The arrival next morning in brilliant sunshine was somewhat dampened by the news that a communist-inspired strike had resulted in all leave being curtailed. The disturbance was short-lived, however, and normal leave was granted the next afternoon.

The same day the French battleship Richelieu, flying the flag of Rear-Admiral Champion, arrived in port and berthed a half cable away from the Swansea's mooring. Tours of the flagship were arranged for all the cadets on board and the Admiral was guest of honour at a reception given the same evening on the quarter deck.

A tour of the nearby coastline was organized for members of the ship's company and many more took full advantage of the numerous beaches to the eastward, some going as far as Nice, Cannes and Monte Carlo.

The cruise regatta was held in the sheltered reaches of Ville Franche harbor, under a blazing sun. HMCS La Hullose was the victor but the Swansea's stokers had the satisfaction of winning the day's most vital race, a grand finale contest in which each ship entered its fastest crew.

Following the five-day visit to the Riviera, a strenuous program of daily exercises was launched on the return journey. Competition grew increasingly keen as the days passed and the final standing for possession of the "Cock of the Walk" was in doubt until the last morning's exercises had



The 139th anniversary of the epic sea fight between the Shannon and the Chesapeake was observed, June 1, with a service in the old naval cemetery at HMCS Stadacona, Halifax. Here Commodore H. F. Pullen, Commodore of the RCN Barracks, lays a wreath on the Shannon memorial in memory of the officers and men who lost their lives in the short but bloody engagement in which the Shannon took the Chesapeake, off Boston, and towed her to Halifax as a prize. (HS-19937).

been completed. With a whirlwind finish the Swansea overtook the Crescent in the final two evolutions but had to be content with the runner-up position behind the strong La Hullose crew. — A.M.

Communications School

There was a time when there were so few West Coasters on the Com-school staff that they regarded themselves as the school's displaced persons. However, so many have been joining in recent months that the ratio of West to East threatens to swing in their favor.

Latest arrivals from "paradise" are POs Hugh Christie and James Wilks.

The supplementary branch, which can call neither coast its own, has welcomed CPO Edward Pratt, PO Roy Marsaw and Ldg. Sea. Charles Lamb and has said au revoir to CPO Arthur Little. CPO Pratt is making his second tour in the school, having served on the staff in 1946 and '47.

AB Roderick Chandler, hard-working member of the hard-working electrical staff, has been drafted to Stadacona. His replacement is AB John Sanford.

As of June 21, there were 286 officers and men in the school, of whom 209 were under training. Forty-one Wrens were taking communications courses.

Joint Maritime Warfare School

RCAF Maritime Operational Training Unit Course No. 10, consisting of 28 officers and men, completed two weeks' instruction at the school in May. Similar lectures and demonstrations were presented to this course as to previous RCAF courses to prepare the aircrew for their eventual duty in Maritime squadrons.

Junior Officers Technical and Leadership Course (E) was given an abbreviated junior officers' tactical course lasting five days.

The Maritime Warfare School's cosmopolitan entry in the Stadacona volleyball championship finally bowed out to the Electrical School. This closely contested match concluded the indoor sports activity for the instructional staff.

HMCS Quebec

The trip up the St. Lawrence in June was the second cruise made by the Quebec since her arrival on the East Coast. On her first cruise, she sailed to Bermuda, then spent ten days as plane guard for the Magnificent.



These South Korean sailors display curiosity, if nothing else, when shown a copy of the Royal Canadian Navy's magazine by AB George Forester, of Calgary, on board a ROK patrol craft. Forester, a crew member of the Cayuga, was on board the ROK ship with a liaison team from the Canadian ship. (SO-344).

The period in company with the carrier proved of great value, since every opportunity was taken to carry out such evolutions as transferring stores, towing, etc.

While in Bermuda, the Quebec engaged in various sports activities with HMS Sheffield. A tug of war match was won by the Sheffield, two pulls to one. A pint relay race ended in a tie, the Canadian sailors showing more fleetness of foot but the Britishers excelling at disposing of their pints.

The results of cricket and softball games are still a matter of conjecture.

TAS School

The month of June brought UNTD and Reserve classes to swell the numbers already under instruction in the TAS School.

A class of RCN(R) officers from HMCS Scotian qualified after an extensive course of night instruction which commenced in November 1951.

The TAS School was well represented by TD3 "A" class in the guard required for parading the Queen's colour.

Commissioned Gunner A. A. Butchart, CPO Gordon White and members of TD3 "Z" class returned from A/S exercises in the Bermuda area, all of them sporting splendid tans.

Lieut. T. J. C. Thomas and CPO Tom Elstone are back in the school after a month in various American training centres.

Lieut.-Cdr. Bruce Carnall took over as executive officer of the school on his return from a series of courses with the USN.

Commissioned Gunner D. B. Babineau has been appointed to the TAS School and is employed as divisional officer. This appointment was gleefully greeted by the softball team, Mr. Babineau being a softball player of note.

PACIFIC COAST

HMCS Sioux

May and June brought new problems as the ship changed from operational to training duties. With the echoes of refit still ringing and the questions of newly-joined first year cadets filling the air, the ship sailed for Bedwell Harbor on the first training cruise of the summer.

A week in Bedwell saw the ship cleared of that "refit look" and ready for her northern trip in company with the Beacon Hill and Antigonish. On this trip, solid weeks of general drills, exercises and instruction were punctuated with visits to Prince Rupert and Juneau, Alaska.

This first cruise served notice that an interesting summer lay ahead for the three ships of the training force, with much keen competition before the "Cock of the Walk" finally came to roost.

Mechanical Training Establishment

With HMCS Cayuga returning from Korean waters, a good many reliefs were required to enable members of the ship's company to proceed on a well-earned leave. In the case of engine room personnel, most of the replacements were provided by the MTE.

Stokers' technical classes, numbering 12 on the average, have been completing their courses weekly, then going to sea for experience.

A class of 11 leading seamen (stoker mechanics) recently completed the eighth week of the first P2SM course to be held in Esquimalt for a considerable period of time. A second class was due to commence July 21.

The MTE has been taking an active part in inter-part sports, with PO Dave Sadler spurring his men on to greater endeavor.

The MTE shops worked overtime preparing the establishment's entries in the Navy Day celebrations which this year took place on July 25. Everything was in a state of highest secrecy as each department tried to outdo the other in design and appeal to the public interest.

Of interest to many serving and former personnel is the fact that four pensioners have been added to the staff of instructors. They are Vic Jones, ex-commissioned mechanic, Chris Wilkins, Bert Gadsby and Chuck Gordon — *E.A.P.*

Ordnance School

The school said farewell recently to its former Crowsnest correspondent, Ordnance Lieut. Richard Donni-thorne, who is going to London as assistant staff officer (ordnance) to the commanding officer, HMCS Niobe.

POs William Wood, Donald Jackson and E. J. MacDonald have joined from the Sioux, while CPOs Richard Polly and T. D. Angus have gone to the Sioux and Ontario, respectively. CPO Herbert Thomas is due to arrive from the Quebec, via leave, and CPOs Floyd Johnston and John Pinkney are expected back in the fold shortly. It would appear that for the time being, at least, CPO Norman Tapping and POs Arthur Burns and Albert Simons will continue serving in the Quebec.

The staff is looking forward to the return of the streamlined version of CPO Arnold Parkinson, who is at present convalescing after a recent operation.

ND Training Centre

This year has been one of the busiest the centre has experienced,

142 officers and 66 men having completed courses since January 1.

During the month of June, four classes of first year cadets, three classes of second year cadets, one class of QM1s and two classes of RP3s completed their instruction in the school. Another RP3 class commenced on June 30 with 12 candidates enrolled.

NAVAL DIVISIONS

HMCS Brunswick

(Saint John)

The wardroom of Brunswick was host on Saturday, June 14, to the New Brunswick Men's Press Club. Guest speaker was Lieut.-Cdr. W. S. T. McCully, officer-in-charge of the Torpedo Anti-Submarine School, Halifax, who gave a brief history of the RCN as an introduction to describing its role as an anti-submarine force. An informal question and answer period followed.

Following the meeting, the members of the club made a tour of the division and Commander J. A. MacKinnon, commanding officer, was host at a reception. Among the guests was the Lieutenant Governor of New Brunswick, D. L. McLaren.

HMS Burghead Bay, of the America and West Indies Squadron, was in Saint John for a short docking inspection. During her stay, the officers were guests at a dance in the wardroom.

HMCS Portage, having completed her annual refit in Saint John, sailed for Halifax on June 9.

HMCS Queen

(Regina)

The training program at Queen wound up June 23 with the last drill of the season. Closing social events included the annual ship's company dance and the wardroom's annual mess dinner, both of which proved to be highly successful affairs.

During the year the ladies' auxiliary to the chief and petty officers' mess was kept busy arranging for various social functions held by the division. For its part, the newly-formed wardroom ladies' auxiliary sponsored a series of square dances which were very well attended.

Facilities and equipment at Queen were inspected by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, during his tour through Western Canada. During his stay, Admiral Mainguy spoke to the Regina United Services Institute.

IN MEMORIAM

On Wednesday, June 11, 1952, on Bonilla Island, 90 miles from Prince Rupert, a naval officer died violently while in the service of his country.

Ordnance Lieut.-Cdr. Edward Borradaile, RCN, "Ted" to his brother officers, was fatally injured when a beached mine which he was endeavouring to destroy exploded. This tragedy deprived us not only of an expert famous for his work in the field of explosives demolition, but of a man admired and esteemed by all who knew him.

The regard in which he was held was well demonstrated by the numbers who attended his funeral. Lieut.-Cdr. Borradaile was escorted to his rest by 400 officers and men of the navy. We will not soon forget that occasion; its sadness and the feeling of deep loss felt by us all.

This death was not in vain. In the way of his dying, Lieut.-Cdr. Borradaile set us an excellent example. Calmly, precisely and carefully he faced great danger, as he had faced it so many times. None knew better than he the risk he ran, but he did his full duty in spite of it. May his example of calmness and fortitude inspire and strengthen us all.

THE STAFF, HMC ORDNANCE SCHOOL.

Editor's Note:

Ordnance Lieut.-Cdr. Edward L. Borradaile was born October 30, 1908, at Ganges Harbour, Salt Spring Island, B.C.

He entered the RCNVR in September 1940 as an acting lieutenant and trained in the United Kingdom, remaining there for the next two years on mine disposal duties.

He returned to Naden in 1942 as bomb disposal officer and later that year went to Chilliwack, B.C., for duty with the Bomb Disposal School.

He served at Naval Headquarters from 1943 to the end of the war and was demobilized in 1945. He kept up his connections with the Navy after the war, training annually at HMCS Naden.

He transferred to the RCN in June, 1951, and was appointed to the Ordnance School at Naden.

He leaves his wife, Mrs. Doris Borradaile, 1013 Tillicum Road, Victoria.

CPO E. L. Hall, formerly in HMCS Ontario, was drafted recently to Queen for training duties. He replaced the late CPO Les Paige.

PO Louis Fortier, who had been in Regina for the past year-and-a-half, was drafted to HMCS Star in Hamilton. He was relieved in Queen by PO W. A. Colter of Victoria.

Despite rainy weather a good turnout from Queen marched in Decoration Day ceremonies. — C.E.B.

HMCS Montcalm (Quebec City)

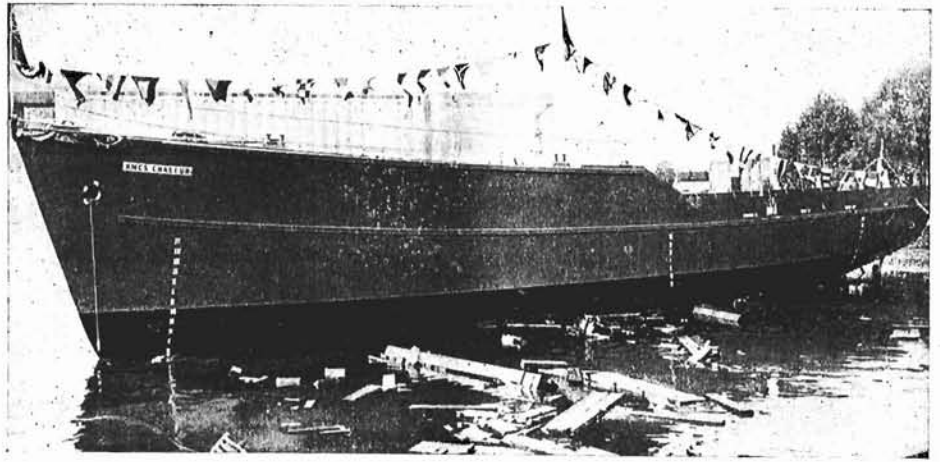
A gun's crew from Montcalm fired a royal salute in Quebec City June 10 on the occasion of the birthday of His Royal Highness the Duke of Edinburgh. It was the first time a naval gun's crew had fired a royal salute in Quebec, traditionally an army city.

Montcalm's entry in the Maison-neuve Softball League got off to a slow start but is hopeful of improving its record as the season progresses.

The following are members of the bowling team which represented the division in the provincial bowling tournament in Quebec City: PO Paul Foy, AB Maurice Lalonde and Ordinary Seamen F. L. Gaudet, P. L. Neron, N. J. Paquette, Marcel J. Tessier, J. H. Ruest and Armand Bergeron.

HMCS Griffon (Port Arthur)

The minesweeper HMCS Chaleur was launched in Port Arthur June 21 with Mrs. J. G. Knowlton, wife of



The first naval craft to be built at Port Arthur since the war was launched June 21. A minesweeper, the ship was christened (right) HMCS Chaleur by Mrs. J. G. Knowlton, wife of Rear-Admiral J. G. Knowlton, Chief of Naval Technical Services. (Photos by Bill Snelgrove).

Rear-Admiral Knowlton, Chief of Naval Technical Services, acting as sponsor. Chaplain W. C. Mercer of HMCS Griffon blessed the vessel prior to the launching.

Following the christening ceremony, guests numbering close to 150 were entertained by the Port Arthur Shipbuilding Company at a reception and luncheon at the Prince Arthur Hotel. Admiral Knowlton and Richard Lowery, of Montreal, president of Shipbuilding and Engineering Limited, were the principal speakers at the luncheon.

One week earlier the keel of the Quinte, another minesweeper, was laid at the yards of the Port Arthur Shipbuilding Company.



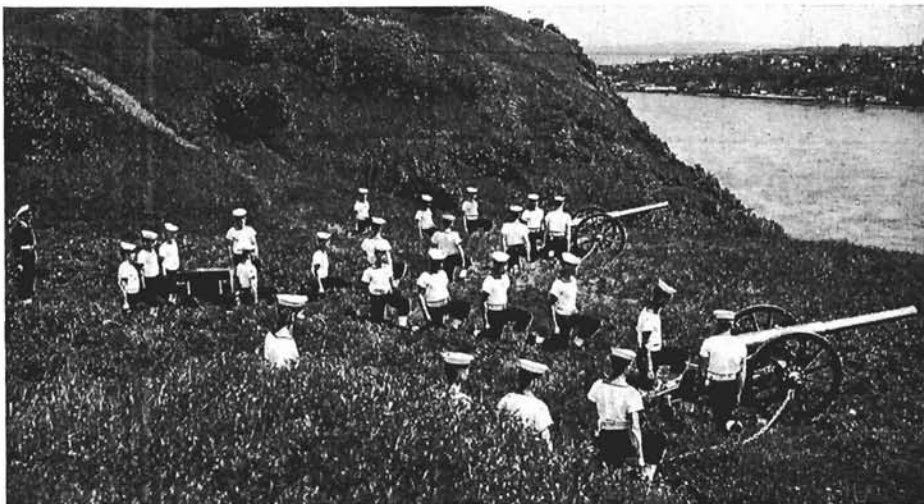
HMCS Chatham (Prince Rupert)

Opening of the summer training season brought HMC Ships Sioux, Antigonish and Beacon Hill to Prince Rupert for a busy and enjoyable weekend.

First arrival was the Sioux, and her captain, Commander P. E. Haddon, inspected the recently-formed RCSCC Captain Cook. He was high in his praise of the standards of efficiency and training attained by the Sea Cadet corps in the short time it had been in existence.

Once the Antigonish and the Beacon Hill had steamed into port, a full program of activities was laid on. The Beacon Hill was absent from the Sunday events, having been called out of harbor to investigate a reported floating mine. The "mine" proved to be a drifting buoy.

On Saturday evening officers of the three visiting ships were hosts at a reception aboard the Sioux at which Mayor H. Whalen, other civic officials and prominent citizens were guests. Church parades to the United Anglican and Presbyterian churches were held on Sunday morning.



Naval gun crews from HMCS Montcalm prepare to fire a royal salute in honor of the Duke of Edinburgh on the occasion of his birthday. It was the first time a royal salute had been fired in Quebec City, traditionally an army centre, by the navy.



While HMCS Ontario was at Pearl Harbor in the course of a training cruise this spring, the ship's band made a guest appearance on the well-known radio program, "Hawaii Calls," playing from the verandah of the Moana Hotel, overlooking Waikiki Beach. Among those offering congratulations was movie actress Ann Blythe, an old friend of the RCN (see Crowsnest, October, 1951), who is shown here chatting with the bandmaster, CPO Edmond Jones. (OT-1090).

Annual inspection of Chatham by Captain A. G. Boulton, Director of Naval Reserves, was held on June 18. He commented on the smart appearance of the ship's company and the general neatness of the establishment. One of his acts was to sign a founding charter for the Wrens' division, containing the signatures of all the Wrens who formed the division in December 1951.

HMCS Malahat (Victoria)

First annual inspection of Malahat since the division moved to Moresby House, wartime Wren barracks, was made in June by Captain A. G. Boulton, Director of Naval Reserves.

Also present for the inspection were members of the ship's company of Malahat's tender, HMCS Sault Ste. Marie. An inspection of the minesweeper followed.

The Naden band was in attendance on the parade square and Chaplain J. W. Carter conducted prayers at divisions.

The previous day the Sault Ste. Marie, commanded by Lieut.-Cdr. B. T. R. Russell, returned from a week-end training cruise with members of the division and of RCSCC Rainbow aboard. Three Wren officers and five Wrens were embarked for the first two hours of the cruise, then were landed at Sidney. The minesweeper continued on to Anacortes, Washington.

On the same week-end, Sea Cadets of RCSCC Rainbow held their annual fair in Victoria. CPO Walter Burch and Ldg. Sea. James Nicholson, from Malahat, helped out, operating a booth and showing films.

Malahat was represented at the July 1 celebrations at Duncan, B.C., by a large display booth manned by Wren Joyce K. Villeneuve and Ldg. Sea. Ellis W. Hillyer.

Early preparations were made by the division for Navy Day in Victoria, with Malahat devising a three-vehicle float. The central motif was to be a replica of Moresby House, with civilian life portrayed on one vehicle and Navy life and training on another.

Lieut.-Cdr. Harry C. Ferne, first lieutenant, has begun a three-year stint as staff officer.

Lieut. A. J. Collins, information officer of Malahat and radio announcer for CJVI, represented the RCN(R) at and was master-of-ceremonies for a Naden band concert in connection with "I Am a Canadian" Day ceremonies in Beacon Hill Park, Victoria. — A.J.C.

HMCS Unicorn (Saskatoon)

A safety boom has been strung across the South Saskatchewan river to enable boats to operate safely above the dam that is located on the river within the city limits. Two diesel cutters and other craft from the division are being kept busy on

Monday and Thursday evenings providing practice for Unicorn personnel.

On Thursday, June 19, a party of sea cadets and new entry Wrens was taken on a river cruise by Lieutenants D. M. Keith and C. W. O'Connor, Sub-Lieut. A. M. Swain and PO Ernest Friesen.

A familiar face turned up in Unicorn when CPO Wilfred Surline called at the division while home on leave from HMCS Naden. CPO Surline is on continuous naval duty and is attached to the diving tender at Naden.

PO Kenneth Hurl, who has been in charge of naval stores in Unicorn for the past 20 months, has been drafted to Naden.

Installation of additional office space is near completion and the division will have a greatly improved organizational set-up when the fall training season begins. — C. L. McL.

HMCS Donnacona (Montreal)

Although the regular training season at HMCS Donnacona has completed, officers attached to the Montreal division are attending weekly training classes throughout the summer months.

The port of Montreal played host



D. W. Clark, right, past president of the Calgary branch of the Naval Officers Associations, presents a custom built radio phonograph and silver plaque to Lieut.-Cdr. Keith Whynot, executive officer of HMCS Tecumseh and president of the wardroom officers' mess. The presentation took place at the NOA annual dinner at which Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, was guest speaker.



Ldg. Sea. George Caunce, of HMCS York, seems to take a dim view of the Army taking over the engines of PTC 716, but it was all part of a week-end training trip from Toronto to Kingston for which Army personnel were embarked and assigned to department similar to their own. The soldier is Cpl. J. McAugley, RCASC.

to a number of visiting warships during the month of June. On June 11 the destroyer USS Samuel B. Roberts arrived in port prior to going to Sorel for the gun presentation ceremonies on the 14th. HMCS Quebec arrived June 20 for her first visit to this city. The same day saw the destroyers USS Cross and USS Johnnie Hutchins tie up in Montreal. — *R.F.D.S.*

HMCS Chippawa

(Winnipeg)

The month of June saw the completion of the winter and spring training program in Chippawa, with more than 100 new entries writing mass examinations in an endeavor to qualify for more advanced instruction next year.

Practically all members of the Wren division proceeded on naval training in June and increasingly large numbers of officers and men took off for the coasts for their annual sessions in RCN ships and schools.

The division was visited by Rear-Admiral H. G. DeWolf, Vice Chief of the Naval Staff, and many of his fellow members of the Permanent Joint Defence Board during a one-day stop-over in Winnipeg. Another visitor was Captain G. E. Fardell, Naval Advisor to the United Kingdom High Commissioner.

General policies for the fall training season were laid down at two meetings held after the conclusion of regular drills. Continuation of the system of having separate training nights for new entries and re-entries was approved. The division plans to carry out a large-scale recruiting drive in September to ensure the success of the two parade night system.

HMCS Discovery

(Vancouver)

The first visit in two years was paid to Vancouver by HMCS Ontario toward the end of June.

Captain E. P. Tisdall was accompanied by Lieut.-Cdr. William Davidson, executive officer of Discovery, on his formal calls to Mayor Fred Hume and senior officers of the armed services.

Members of the ship's company were taken on tours of industrial establishments. Discovery's wardroom officers were hosts to officers of the Ontario at a reception and the visiting sailors were made welcome in other Discovery messes during the five-day stay.

Captain G. E. Fardell, Naval Advisor to the U.K. High Commissioner in Ottawa, paid an informal visit to the division and was taken on a cruise of Vancouver harbor in PTC 124.

PO Alex Stanners has won praise for the assistance he gave RCMP in an attempt to save a young girl who was swept down river in Lynn Canyon Park. The swift stream carried the girl out of reach of the rescuers and PO Stanners later recovered the body with a line rigged from shore.

Mr. and Mrs. J. ("Dad" and "Ma") McEwan were laden with gifts on

their retirement as wardroom stewards.

PO Bill Langley, from the University of British Columbia, is on special duty and is learning how to run a ship's office. Ldg. Sea. Ken Murray has been appointed to serve for a year under PO Charles McQueen in the TD division.

PO James D. (Doc) Alexander, veteran medical assistant, is back on civvy street after a tour of special duty, but is still with the reserves. AB Paul Severny has joined from HMCS Ontario.

Captain A. G. Boulton, Director of Naval Reserves, accompanied by Commander (S) C. G. King, made his annual inspection of the base. There was a good turnout for the special inspection parade, despite the fact it fell on B.C.'s election night.

CPO Charles Hartney, on special duty, paid a surprise visit to the division while his new ship, the Ontario, was in Vancouver.

Regular training was suspended for the summer, July 8, but a leadership course for chiefs and petty officers began July 15 and was to be followed by a special course to qualify seaman petty officers for CPO.

Hundreds of children and adults took part in the all-day annual picnic held at Discovery.

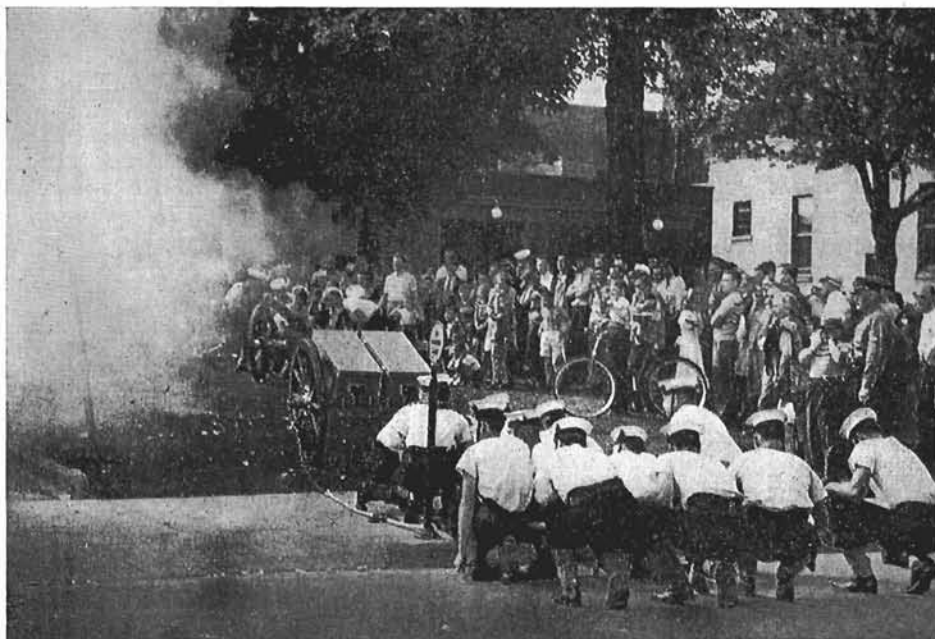
HMCS Hunter

(Windsor, Ont.)

A parade through downtown Windsor wound up activities at Hunter for the summer months. Following the parade and a march past at which the salute was taken by the commanding officer, Commander W. G. Curry, social evenings were held in the messes, with wives of members of the ship's company attending.



Though ten of their number were away on training, Wrens of HMCS Chippawa still managed to make a smart showing in the annual Decoration Day parade in Winnipeg. (Photo by Maurice Oliver, Harold White Studio).



A performance by HMCS York's gun run team featured Navy Days at Kitchener, Ont. This photo shows the Toronto division's team in action. (Photo courtesy the Kitchener-Waterloo Record).

Arrangements have been made for berthing the boats for the summer months and sailing on Lake St. Clair was to get under way at the end of June.

Hunter was host this year to the annual dinner and dance of the Windsor Garrison NCOs. B. C. Butler, Canadian consul in Detroit, was the guest speaker. Representatives of army and navy messes in the city attended. The Hunter dance orchestra, drawn from members of the Hunter band, played for the dancing. — R.M.P.

HMCS York (Toronto)

Featuring York's 30-piece trumpet band and 18-man field gun team, 75 reservists from the Toronto divi-

Toronto Division Has Fair Visitors

Eyes popped and duties were dropped when ten Canadian beauties — finalists in a Sweater Queen contest sponsored by a knitting company — invaded HMCS York on a recent afternoon.

Amid a certain amount of chaos and confusion (as York sailors stumbled over each other to give a hand), the girls boarded the Toronto division's Fairmile and movie cameras cranked out 15 or 20 minutes of sailor-meets-sweater-girl film. Prominent in the pictures was Petty Officer R. O. Dunham, sporting a full growth of beard.

sion staged a display and demonstration at Kitchener, Ont., June 7.

The demonstration was the high point of Navy Days being observed in Kitchener and Waterloo in conjunction with the visit of a naval mobile recruiting team.

A parade in which sea cadets of RCSCC Warspite also took part was followed by a demonstration of the Bickford Gun Run, under the charge of CPO Leonard Rutherford and CPO Mortimer L. Mowry. Using a ceremonial 12-pounder field gun, the team went through the various phases of the drill in rapid order.

Commanding the detachment was Sub-Lieut. J. S. Kerr.

More than 200 couples attended a recent ship's company dance, first social event to be held on board York since the end of the mourning period. The drill deck was decorated for the occasion by members of the permanent staff.

York was visited recently by Rear-Admiral H. G. DeWolf, Vice Chief of the Naval Staff, while he was in Toronto to attend a Canadian Legion function. Admiral DeWolf walked around the division and inspected a number of departments.

York's Wrens spent an interesting afternoon aboard the division's Fairmile, PTC 716. During a cruise on Lake Ontario, they were given instruction in compass and helm, bends and hitches, communications, gunnery and boatwork.

The next day the Wrens turned out in full force for the Garrison

Trumpet Band Formed At York

HMCS York, the Toronto naval division, is proud of its newest addition — a fully trained trumpet band.

With new uniforms, shiny trumpets, drums and bell lyras, the band adds a finishing touch to parades in which the navy participates in and around Toronto. Numbering 30 members, of which 13 are ex-sea cadets, the band is the first York has had since the war.

Since its first public appearance, marching to the Toronto Trumpet Band Festival at East York Memorial Stadium on May 3, the group has had a full schedule. It led the Garrison church parade in Toronto recently and took part shortly afterward in a recruiting demonstration at Kitchener, Ontario. Then came a Dominion Day appearance, following which the band proceeded to Rochester, N.Y., on the invitation of the U.S. Naval Reserve in that city.

church parade. When volunteers were asked to stand special duty at the Cenotaph at the conclusion of the parade, every Wren stepped forward. — A.C.T.

SHEARWATER H&S ELECTS OFFICERS

The following officers for 1952-53 were elected at a recent meeting of the Shearwater Home and School Association: President, Mrs. Yvonne McGregor; vice-president, Chaplain A. J. Mowatt; secretary, Miss Mona Williams; treasurer, Mrs. Frances Jackson; membership, Mrs. R. H. Swansburg; program, Mr. R. C. Garver; ways and means, Mr. E. Webber; publicity, Mrs. A. J. Mowatt; social conveners, Mrs. R. Heath and Mrs. J. Magill.

New Scheme Helps Train Radiomen

A new and interesting scheme has been added to the syllabus of junior radiomen under training in the Communications School at Cornwallis.

Every Wednesday afternoon a radio field day is held. Two groups of men from the school's junior classes go into the country and set up emergency radio stations, while other members of the same classes man a control station in the Communications School.

On the first trial run, carried out by CR class 49, both field stations travelled a distance of four miles and were in communication with the school and with each other in 45 minutes.

It is hoped that combined visual and radio exercises can be undertaken in the near future, thus giving both signalmen and radiomen experience in this important side of the communications field.



Off on another photograph mission, Ldg. Sea. Robert Blakeley hoists his 120-pound frame and 60-pound camera into a Harvard aircraft at the RCN air station. (DNS-6862).

SKY-HIGH PHOTOGRAPHY

*Naval Cameraman
Has Unusual
Job*

PICTURE yourself hanging out of a Dakota, 3,000 feet above the ocean, with nothing holding you back but a set of straps.

It's an unpleasant thought, all right, but for Ldg. Sea. Bob Blakeley, of HMCS Shearwater, it is all part of the day's work. What is more, 120-pound Blakeley does his sky-high dangling while juggling a 60-pound aerial camera.

Blakeley holds the unique and probably unenviable distinction of being the only aerial photographer at the naval air station. As such, he spends an average of eight and a half hours a month in Navy and RCAF planes with his cameras.

Aerial photography plays a highly important part in modern warfare. It provides detailed information on

important defence locations and installations, and geographical data of military interest.

Ldg. Sea. Blakeley's job the day he was hanging from the Dakota was to photograph a section of Newfoundland coastline. However, in most of the planes from which he takes pictures there is provision for a photographer. A bomb bay or a seat in an Avenger do just fine.

His favorites are the Navy's helicopters. With the egg-beater hovering in mid-air, he can get his subject in the view-finder and shoot as he pleases. In conventional aircraft he must trigger the shutter in a hurry if he wants to get the subject on his negative before the plane leaves it trailing far astern.

Blakeley uses a variety of cameras

— a 60-pound aerial camera using super 7x7 negatives, a K-20 aerial job, a 4x5 Speed Graphic and a 16-millimetre machine for movies. Sometimes he has to lug several around at once.

One of his most hectic days involved four hours aloft in three different aircraft, with hardly a breather between flights. He didn't even have time for lunch. His first chore that April morning was to shoot some waterfront scenes from an Anson trainer. Next he was away in an Avenger snapping formations of Sea Furies on special exercise. Then he was up again in a helicopter to take progress pictures of naval housing developments in the Halifax area.

Though he has been in the Navy for more than nine years, Ldg. Sea. Blakeley took up photography professionally only three years ago. Entering the RCNVR in October 1942, he served in minesweepers, frigates and various shore establishments until his demobilization in September 1945. One of his ships was HMCS St. Pierre, which took part in the round-up of 15 Nazi U-boats in the North Sea after the surrender of Germany.

After a year on "civvy street" he entered the RCN. Specializing as a torpedo detector, he served in a number of ships, among them the Nootka, Warrior, New Liskeard, Magnificent and Swansea. After transferring to the photographic branch in April 1949, he was drafted to Shearwater and has served there ever since.

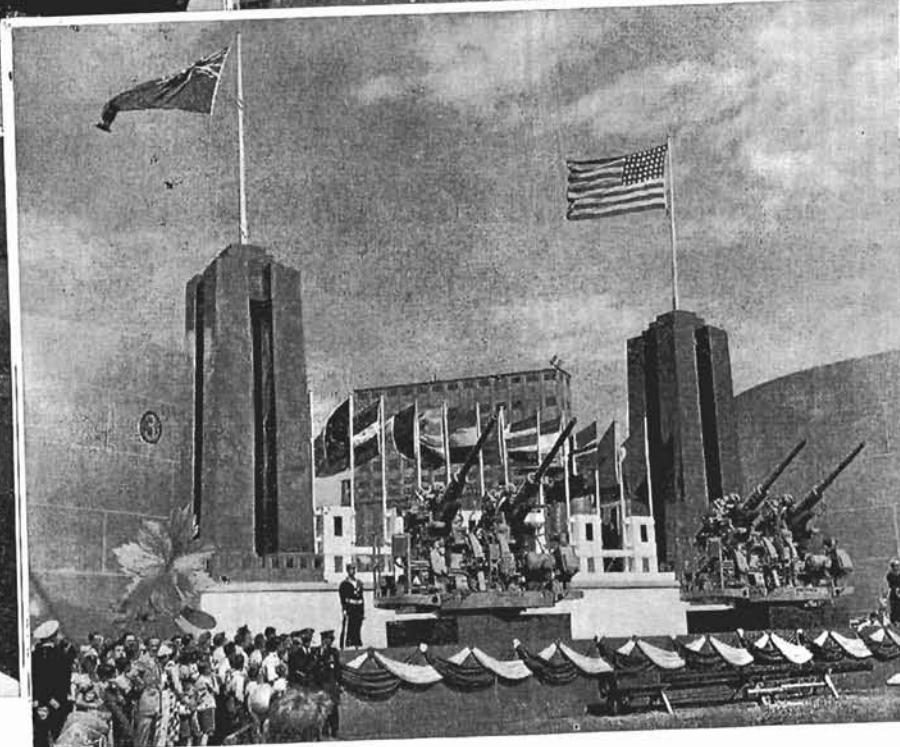
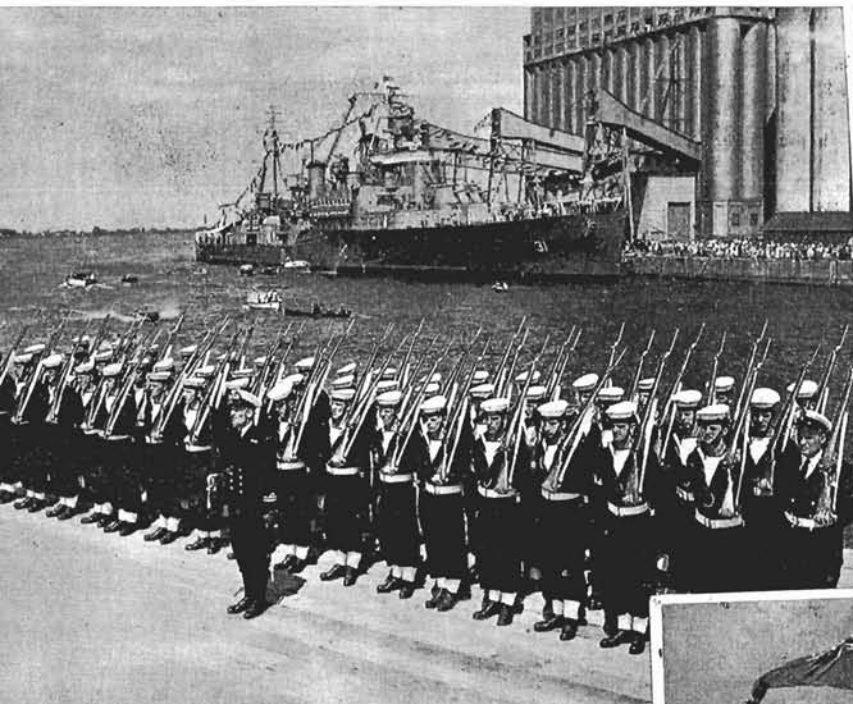
Playgrounds Opened For Shearwater Children

Two playgrounds for the use of children of personnel serving in HMCS Shearwater were opened in July. The playgrounds were set up under the direction of the physical and recreational training staff at the naval air station and are supervised by Ldg. Sea. John Pike and Ldg. Sea. Joe Savoy.

The playgrounds are located at Clarence Park and at the station married quarters developments. They are open daily, Monday through Friday, from 9 to 11.30 a.m. and 1.30 to 4.30 p.m. for Shearwater children up to the age of 12. Teen-agers have the use of the station sports field.

There are sand boxes, swings, teeter-totters and tables at which the children can indulge in small handicrafts such as finger painting or cut-outs.

In addition, Lieut. Jack Dean, the P&RT officer at Shearwater, has planned Sunday swimming excursions for the children and their parents to beaches along the Eastern Shore.



NEW SHIPS,
NEW GUNS
for
CANADA'S
NAVY

HMCS Quebec paid her first call to a port in the province whose name she bears when she tied up at Sorel for five-fold ceremonies held there on June 14. The occasion was the naming of two RCN ships and the presentation of the first 3-inch-50 guns produced by Sorel Industries Ltd. to the Canadian and U.S. Navies and of a 120 mm gun to the U.S. Army.

Upper left is the guard landed from the Quebec with the cruiser in the background across the Richelieu River. Officer of the guard is Lieut. Herbert Addjson.

Upper right, Mrs. Brooke Claxton, wife of the Minister of National Defence, christens the coastal minesweeper HMCS Chignecto. She is at the lower right, wearing a dark hat and directly in front of Msgr. A. Douville, Bishop of St. Hyacinthe, who blessed the ships. Mr. Claxton is shown centre with Mrs. Mainguy, and Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, is at the far right with his flag lieutenant, Lieut. J. J. Brooks.

Lower left, Mrs. Louis St. Laurent, wife of the Prime Minister, christens the Arctic patrol vessel HMCS Labrador. The ships are under construction in the yards of Marine Industries Ltd. at Sorel.

Lower right, flanked by sailors from the Quebec and the U.S. destroyer Samuel B. Roberts, are the 3-inch-50 guns, while in front of the stand is the 120 mm U.S. Army gun.



The Navy Plays



Donnacona Officer On Olympic Team

An officer of the RCN (Reserve), Lieut. (E) Andrew Hugessen, of Montreal, is a member of the Canadian team competing in the Olympic Games at Helsinki, Finland.

Lieut. Hugessen is crew for Doug Woodward in the Star-class sailing events. Representing the Royal St. Lawrence Yacht Club, they qualified for the Olympics in Star-class trials held at Toronto.

Lieut. Hugessen is well known in naval sailing circles. In 1949, while taking training at Halifax, he competed with success in several sailing races. Last year, with Lieut. Hugessen as skipper and Lieut. R. F. D. Savage as crew, a dinghy representing Donnacona won both the officers' and the open events at the Great Lakes Naval Regatta.

Lieut. Hugessen entered the RCNVR in 1944 as an ordinary seaman and took training at Discovery, Cornwallis and St. Hyacinthe. Demobilized in 1945, he entered the McGill UNTD the following year. On graduating in 1949 he was commissioned as a sub-lieutenant (E).

Reserve Petty Officer on Bisley Team

Petty Officer Ken S. Fox, RCN(R), of Montreal and Verdun, is a member of this year's Canadian Bisley rifle team. Petty Officer Fox, a member of HMCS Donnacona's ship's company, is on continuous naval duty until the completion of the Bisley meet and subsequent requalifying trials.

Petty Officer Fox has had a long service career. He joined the Victoria Rifles reserve regiment in 1929, transferred to the Black Watch of Canada in 1932 and joined the Canadian Army Active Force in 1940. After serving with the Army for 15 months, he transferred to the RCNVR as an engine room artificer. In more than three years at sea, he saw service on the North Atlantic, in the English Channel and in the Mediterranean.

Following the war, Petty Officer Fox rejoined his old reserve regiment, the Black Watch. In May 1950 he

entered the RCN (Reserve) with the rank of petty officer first class.

He has long been a small arms enthusiast and has participated in many Dominion and provincial matches. He was a member of the Canadian Bisley team in 1949 and last year entered the Dominion of Canada Rifle Association shoot at Ottawa.

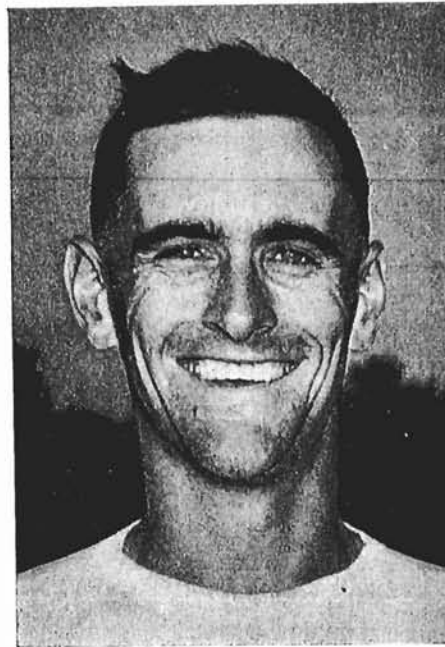
Navy Man's Son Olympic Oarsman

The Navy has in its midst the proud father of an Olympic contestant.

The father is CPO Angus Russell, whose son, Jack, is a member of the Argonaut eight rowing crew which won the honor of representing Canada at the Olympics in Helsinki.

The qualifying race was held in June at St. Catharines, Ont., and father and mother were there to see the crowning achievement of their son's rowing career.

Jack Russell, 22, is employed in Toronto and has rowed for the Argos for three years. He was a member of the Canadian championship team of 1951.



Lieut. (E) Andrew Hugessen, RCN(R), of HMCS Donnacona, who is a member of Canada's Olympic sailing team.

CPO Russell, an electrical technician, is attached to the naval over-seeing staff at Burrard Drydock Co., North Vancouver.

Airmen Start Well In Soccer, Softball

Teams from HMCS Shearwater have been posting good records in soccer and softball leagues.

The naval airmen won two and tied one of their first three soccer games, defeating Stadacona 7-0 and Cornwallis 3-1 and tying with Fairey Aviation 1-1.

In softball, the Shearwater entry in the Dartmouth Suburban League scored four wins in its first five games, the lone loss coming at the hands of Notting Park by a 7-4 score. The team competing in the Nova Scotia Armed Forces Softball League Shearwater won its first two games, 14-12 over Stadacona and 7-2 over Cornwallis.

The naval airmen continued their winning ways in three exhibition games, beating the visiting USN Blimp team 15-7, Candy Bowl of the Halifax City league 10-7, and Dartmouth Rangers 11-10.

Cadet Team Captures Supply School Meet

A team of ten second-year cadets (S) won a tabloid sports meet held by the Supply School on the lower playing field at HMCS Naden on June 5. The cadets amassed a total of 89 points out of a possible 100. Administrative Writer Class 24 was runner-up.

The Powell Challenge trophy was awarded to the winning team and cakes were presented to the three squads with the highest scores, compliments of the Cookery School.

La Hullose Hoists Cock of the Walk

HMCS La Hullose scored an overwhelming victory in a regatta held by the East Coast Training Group at Ville Franche, during the first cadet training cruise to Europe.

"The Lady" made almost a clean sweep of the regatta events, winning all 14 whaler races and three out of four dinghy races.

The much coveted "Cock of the Walk" was competed for on the return voyage and, after a closely fought battle, the La Hullose managed to win out over the Swansea and Crescent.

It was a very jaunty ship that entered Halifax on June 21 with the "Cock of the Walk" proudly mounted on her foremast and a new broom on her yard.

This year, for the first time, cups were awarded to winners of each individual regatta event and these were exhibited on the ship's quarter-deck as added evidence of her prowess.

To the stokers went the La Hullose trophy for the best whaler's crew. Supply was a close second. — P.E.R.

TAS and Electrical Team Wins Marathon

TAS and Electrical won the first medley marathon relay race to be held this season at HMCS Naden.

This year two marathons and two tabloid track and field meets are included in the inter-part Cock of the Barracks competition.

The course for the first marathon was the "brain child" of PO J. Jack and gave ample proof that a PTI has imagination. The race started on the lower recreation field with a half-mile run and went on to include a stilt race, throwing a heaving line 60 feet, dribbling a tennis ball with a hockey stick; crossing the boat jetty cove on a jack stay; shooting a bullseye at the .22 range, climbing a rope to the top of the gym; swimming two lengths of the pool on the back in a white duck suit, running from the pool to the parade ground, and a piggy back race across the parade ground to the finish line.

Other teams placed in the following order: MTE, Supply School "A", Supply Naden, Band, Medical Comm. and ND, and Supply School "B".

Naden Supplymen Lead Barracks Ball League

Supply Naden was setting the pace in the inter-part softball league at the west coast barracks, having won all of its first five games.

Scores were: 11-5 over Medical, Communications and ND, 11-5 over Band, 11-2 over Supply School "B", 18-2 over Band and 5-4 over Supply School "A".

Ldg. Sea. Norman Richardson was on the mound and PO Andy George behind the plate in all five games. Petty Officer Walter Yager manages the team, which is made up mainly from Naden ship's office personnel.

Medical, Comm. and ND held down second place, having been defeated only by the Supply team. Since that one loss, the Combines have acquired the able pitching ser-

vices of PO "Cy" Henderson and indications are that they will make a real bid for first place.

TAS and Electrical were in third place, with Ordnance fourth.



Pictured above are members of the TAS and Electrical team which won the inter-part medley marathon relay at HMCS Naden. Front row: Ord. Sea. Raymond Thompson, PO Dennis Mann and Ord. Sea. Edward Henderson. Rear row: Ord. Sea. Robert Wilson, Ord. Sea. Archibald Purgavie, Ldg. Sea. William Lord and Ord. Sea. William Develin (E-19209).



One of the more testing events of the marathon required competitors to cross the boat cove jetty on a jackstay. (E-19205).

Donnacona Fielding Two Softball Teams

The softball season is well under way at HMCS Donnacona with two representative teams, the "Blues" and "Whites", entered in city leagues.

Coached by Sub-Lieut. Bill Coping, the Blues went to the top of the Westmount Inter-Service Softball League standing by winning all of their first four games. The Whites, piloted by Sub.-Lieut. Juan Sheridan, did not fare so well in the Montreal Commercial League, gathering only two points in six contests.

HMCS Quebec defeated Donnacona 22-4 and the USS Cross 14-3, while the USS Johnnie Hutchins defeated Donnacona 6-5 in softball games played during the ships' visits to Montreal.

On the soccer field, Donnacona defeated the Quebec's team 2-1. The cruiser's eleven also bowed to a team from Canadair, 3-2, but scored a 2-1 victory over the Longue Pointe Ordnance Depot.

Tri-Service Soccer Team Formed in St. John's

The opening game of the soccer season in St. John's, Newfoundland, saw the inter-service softball team, on which the Navy is represented, go down to a 9-1 defeat at the hands of the Holy Cross Athletic Association eleven.

During the visit of HMCS Quebec early in June, a team from the cruiser trounced the inter-service softball team 15-2.

Preparations began in June for Regatta Day, one of Newfoundland's most important holidays. One of the highlights of the program is the Joint Services Race in which Royal Canadian Navy, Canadian Army and United States Air Force personnel participate.

CPO M. L. Mowry Wins Crib Prize

More than 500 army and navy personnel and their guests attended a dance held aboard HMCS York following the wind-up of a cribbage tournament in which York, the 48th Highlanders, Toronto Scottish and the Royal Canadian Artillery all competed.

During the evening, CPO M.L. Mowry was presented with an engraved cribbage board for having been top navy man in the tournament.

The Queen's Own dance band provided music for dancing and a pipe band led the grand march.

GLACE BAY CORPS WINS SEA CADET SHOOT

For the third consecutive year, RCSCC Dreadnought, of Glace Bay, N.S., won the national small bore rifle competition for Sea Cadet Corps. To the Cape Breton Corps went the Hunt Memorial Trophy and the medals awarded in connection with this annual competition.

In winning, Dreadnought surpassed its last year's score of 94.29. The Dominion of Canada Rifle Association, which conducted the competition, reported Dreadnought an easy victor with the outstanding score of 94.583.

Sea Cadet N. Rudnick, of RCSCC John Travers Cornwell VC, of Winnipeg, proved to be the champion Sea Cadet marksman with a score of 292. Sea Cadet W. Latinsky and Sea Cadet B. Donovan, both of RCSCC Daerwood, Selkirk, Manitoba, tied for second place with scores of 285.

Daerwood, one of the newer Sea Cadet Corps, turned in an outstanding performance. Its rifle team placed second in the national competition with a score of 91.707 and Cadets Latinsky and Donovan won second honors as individual marksmen.

TAS School Undertakes Active Sports Program

The Torpedo Anti-Submarine School at HMCS Stadacona has plunged into a heavy program of summer sports.

In a tabloid sports meet, the TAS school placed eighth in a field of 12, getting 89½ points out of a possible 144.

The soccer team got off to a promising start by shutting out the Gunnery School 2-0.

Two boat crews went into strenuous training for a regatta scheduled for the latter part of June, while softball teams began catching up on their schedules after being hampered by bad weather early in the season.

Toronto Division Backs Two Baseball Entries

Baseball holds the spotlight in HMCS York, with the Toronto division supporting entries in two leagues.

The permanent staff is competing in an inter-division league which includes Star, Prevost and Hunter, while RCN(R) personnel have a strong team entered in the Dominion Civil Service League. York was victorious in three of its first five games and held down second place.

Wrens Help Chatham Out-shoot Sioux

The hometown boys made good when HMCS Chatham was host to HMC Ships Sioux, Beacon Hill and Antigonish on their visit to Prince Rupert.

Rupert All-Stars defeated a soccer eleven from the Sioux 5-2, with the Hanson Trophy at stake.

In a .22 rifle shoot, Chatham roundly trounced the Sioux team by posting 493 out of a possible 500 to the Sioux's 475. Wrens Eileen Trapp and Nancy Hopkins, with 100 and 98, respectively, had a major hand in the victory. Lieut. Noel Langham, Lieut. Edward McLeod and AB Lewis Hagen came through with scores of 99, 97 and 98.

Visiting officers were introduced to fishing up-country and came back empty-handed, despite the good intentions of their guide, Sub-Lieut. Charles Wright.

Chatham's summer program has included boating, picnics, crabbing, fishing and sailing.

York Boxers Training for Regatta Bouts

HMCS York has begun organizing a boxing team to compete in the Great Lakes Naval Regatta at Hamilton in late August. Regular training periods are held on Tuesday evenings, with Mike Rankin, civil service fireman, acting as instructor.

Among those turning out to don the gloves are Leading Seamen Carl Benn, Vincent Healey and Charles Gailer and AB Dennis Popa. Gailer won the 1950 Maritime lightweight championship while serving at HMCS Shearwater. — D.P.

Queen Softball Team Shines in City League

Second place in the Regina Independent Softball League has been taken over by HMCS Queen, the naval entry having won five of seven games played. The league has five strong teams and faces a tough schedule. The navy team is managed by PO E. Dunnison.

Shearwater Leagues Draw Record Entry

Inter-part softball and soccer began play at HMCS Shearwater in June with a record number of teams entered in both leagues. Eighteen teams, 16 composed of naval personnel and the other two of civilians employed at the air station, are competing for softball honors. Eight teams are entered in the soccer league.

THE BIRTHPLACE OF A SHIP

by B. J. G.

*In This One Office Are Prepared
All The Plans for Canada's
New Escort Vessels*

OUT of earshot of the clang and clamour of the shipyard at Canadian Vickers Limited, Montreal, is an obscure office where some 60 highly-skilled experts work side by side in hushed silence.

There, in the Naval Central Drawing Office, much of the detailed thinking is done for the shipyards concerned with the Royal Canadian Navy's multi-million dollar shipbuilding program.

Supervising this vital operation on behalf of the navy is an officer who has spent half a lifetime in the shipbuilding industry. He is Constructor Captain Frank Freeborn, of Halifax and Amherst, N.S., Principal Naval Overseer; Montreal.

Manning the drafting boards and drawing tables are hull, machinery and electrical draftsmen, most of whom are new Canadian citizens or in the process of becoming so. They, too, have spent most of their lives building ships — some on the Clyde, others at Tyneside, others at Belfast. Two years ago they came to Canada, attracted by the opportunity to apply their skills to a brand new shipbuilding technique.

The RCN's new anti-submarine escort vessel is the drawing office's number one project. The basic design of this ship was worked out by the technical branches at Naval Headquarters and approved by the Naval Board. Then the information was passed on to the Naval Central Drawing Office, where draftsmen convert the ideas into drawings.

The initial drawing is made in pencil. This is checked by a checker or an experienced draftsman before being submitted to Headquarters for approval. If modifications are indicated by the technical officers concerned, the draftsman makes the necessary changes when the drawing is returned. It is then traced on linen tracing cloth, from which blueprints are made in sufficient quantity to supply all shipyards involved in the escort building program simultaneously.

This system whereby one source provides all yards with the identical pattern ensures that vessels of the same class will be sister ships in all respects, irrespective of the shipbuilder.

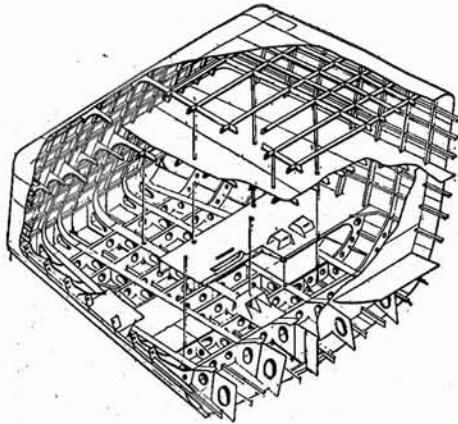
The drawing themselves leave no room for guesswork on the part of the shipbuilder. Each unit of the new escort vessel is the subject of many detailed drawings, each of which contains complete details of materials to be used and instructions on how to fit it into the monstrous jig-saw puzzle. The wealth of detail accompanying the individual drawings facilitates mass production, making possible the widespread manufacture of the various units and, in turn, their assembly at any shipyard.

Captain Freeborn estimates that close to 3,000 drawings will go into the development of the new escort. Every one of these drawings represents many hours of calculated thought.

Each draftsman is assigned one particular drawing and he stays with his assignment until it is finished. The drawings themselves vary in length from six to 15 feet and a unit drawing may take as long as eight weeks to complete. The escort vessel consists of 83 units.

The Naval Central Drawing Office has other jobs besides the development of the destroyer escort. All requisitions for purchase orders are prepared here. These requisitions carry in detail the requirements and specifications for the article required.

The current frigate conversion and minesweeper refit program is also



An estimated 3,000 drawings, one sample of which is shown above, will go into the development of the new escort vessel. Each of these drawings represents many hours of detailed work on the part of the Naval Central Drawing Office staff. The drawings vary in size from six to 15 feet. (O-2156-1)

channelled through the Central Drawing Office. As is the case in the DE program, the prototype of the converted frigates is being handled at Vickers, enabling the drawing office to make a first-hand, step-by-step check of the work being done.

Another efficiency feature of the Central Drawing Office is that hull, machinery and electrical draftsmen work side by side, rather than each department operating a separate drawing office, as is the practice elsewhere. Duplication of effort is avoided and ideas are more easily dovetailed.

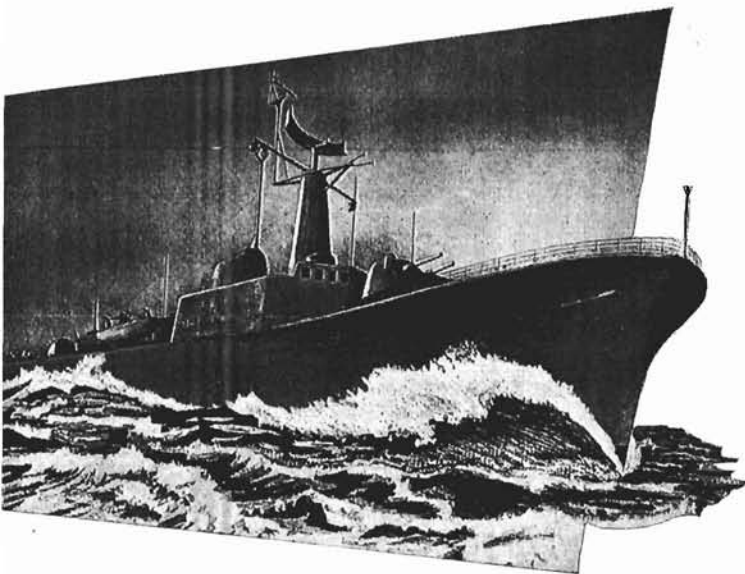
Original drawings are filed in a large vault in one corner of the drawing office. It is anticipated that it will contain enough material, information and records, after the prototype escort vessel commissions, for the RCN to compile its own instructions, rules and regulations with respect to new construction.

For security reasons all employees of the Central Drawing Office are thoroughly screened. Security is so controlled that it would be impossible to gather enough information from any one source to enable the ship to be duplicated.

Naval personnel on Captain Freeborn's staff include Lieut.-Cdr. (E) John C. Chauvin, Engineer Overseer; Lieut.-Cdr. (L) S. H. Galloway, Lieut. (E) G. K. Inglis, Shipwright-Lieut. Horace Williams, Commissioned Electrical Officer W. M. M. Alexander, CPO John Butters and CPO John Moore.

Civilian draftsmen in charge of the drafting departments of the drawing office are: Charles Brassington, Chief Hull Draftsman, assisted by James Clark; Edward Jones, Chief Engineering Draftsman, assisted by Adam Stevenson, and Reginald Hesketh, Chief Electrical Draftsman, assisted by Edmund Cairns.

When the first escort vessel commissions, the ceremony will be a milestone in the annals of Canadian shipbuilding, for it will be the first major warship, from design to commissioning to be produced in Canada. It will also be an occasion to break silence in the Naval Central Drawing Office and give three cheers for a "dream ship" come true.



FROM the ideas conceived and the blueprints produced in the Naval Central Drawing Office will come the ship pictured above. It is the anti-submarine destroyer escort, of which 14 are building or on order in Canadian shipyards. The other photographs on this page illustrate the operations of the Central Drawing Office, located in the shipyards of Canadian Vickers, Limited, Montreal. In this office are prepared complete specifications both as to design and materials for all shipyards involved in the escort building program. Clockwise, they show:

1. Captain Frank Freeborn, Naval Overseer, Montreal Area, discusses a finished drawing with draftsman Zygmunt Ksiezopolski, one of 60 draftsmen attached to the drawing office. Like most of his colleagues, this former Polish naval officer came to Canada to apply his skills to a brand new shipbuilding technique. (O-2156-14)

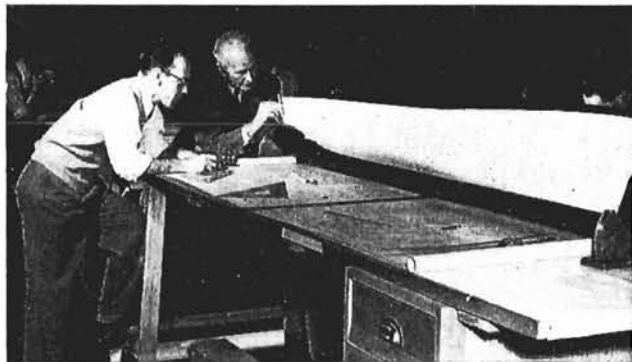
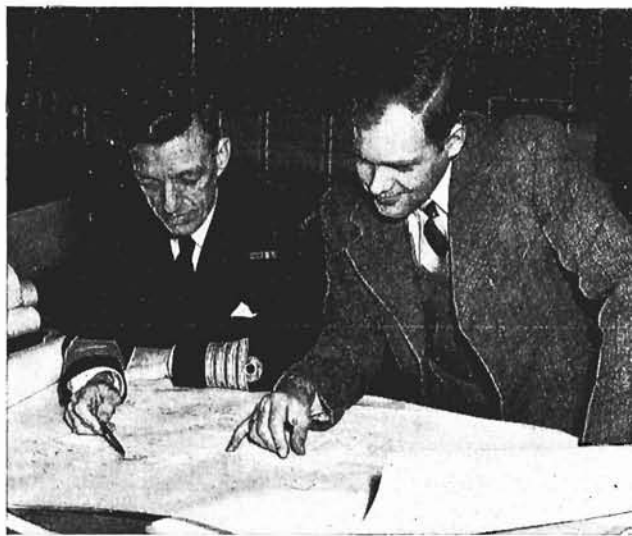
2. Frank Smyth, left, and John McCracken examine a wooden model of escort's hull to decide which plates are to be rolled and which are to be furnaced. In placing orders for steel, drawings are made listing exact specifications. (O-2156-4)

3. An interior view of the one large room of the Naval Central Drawing Office where hull, machinery and electrical draftsmen work side by side. The system of having one office provide all shipyards with identical patterns ensures that vessels of the same class will be sister ships in all respects. (O-2156-19)

4. Dorothy Balsler of Longueuil, P.Q., is in charge of the drawing office records and the vault. It is estimated that close to 3,000 drawings will go into the development of the escort. (O-2156-18)

5. Barbara Clark, Montreal, is employed in the drawing office as a tracer. Here she is shown making a line tracing from a draftsman's drawing. (O-2156-3)

6. CPO John Butters and draftman Robert Roll compile a list of gear required in the frigate re-conditioning program. All requisitions for purchase orders are also prepared by the central drawing office. (O-2156-17)



SHIP OF THE AIR

by H. S. McC.

Travel by ship is "old hat" to practically any RCN sailor, but substitute "air-ship" for "ship" and it can be quite a different story, as many of the officers and men of HMCS Shearwater could attest after the visit to the air station in May by ZP3 Squadron of the United States Navy.

It is hard to find a more apt term than "airship" for these lighter-than-aircraft. They are held at their moorings by lines, towed into position for launching and berthing by tractors (shore-going tugs), can drift without power, can be manoeuvred astern, and in fair weather move with the gentle roll and pitch of a ship.

The comparison stops, however, when the blimp, with both engines roaring, tucks down her stern and climbs upward at a 45-degree angle.

In an exercise laid on to test logistics and mobility, the USN squadron set up its masts at Shearwater and proceeded to work with RCN elements in the Halifax area. Climaxing the exercises were three deck landings on HMCS Magnificent at sea.

With a passenger capacity of five, exclusive of crew, the blimps provided a large number of Shearwater personnel with novel and enjoyable trips of up to two hours' duration, cruising over the immediate Halifax area and ranging up to Truro. Although very pleasant for the passengers, this no doubt placed some

strain on the crews of the craft, who flew as much as 12 hours a day.

Two portable "stick" masts, which serve to move the craft on the ground as well as provide moorings, were shipped to the air station by rail for assembly by an advance party. In actual service, or in emergency, the masts could be flown to a selected site, as could the tractors and other heavy supporting equipment. The squadron is supported by a Beechcraft Expediter and a Dakota.

The blimps are identical to those employed during the Second World War on convoy work along the eastern seaboard of the United States, where they were credited with the sinking of 11 submarines and with having materially reduced ship losses in that area. Only one of the craft was lost due to enemy action.

The squadron's visit gave Halifaxians their first glimpse of lighter-than-air craft since 1938, when the German Zeppelin Hindenburg flew over the district on its way to Lakehurst, N.J., home of ZP3 Squadron.

DRAMA GROUP CLOSES SEASON WITH FARCE

The Shearwater Players ended the drama season with a three-night stand of the farce, "See How They Run". It was the first time the group had attempted this type of play and it proved to be a distinct hit.

Critics particularly noted the efforts of AB Harold Reeves, in the role of a naive clergyman bewildered by strange goings-on in an English vicarage.

Other roles were filled by CPO Irvine Benoy, as the Bishop of Lux; CPO Douglas Cooke, as the Rev. Lionel Troop; Mrs. Sybil Cooke, as Ida the maid; Mrs. Dianne Harrington, as Miss Skillon; AB Peter Atkins, as Cpl. Clive Winton, USAF; Ldg. Sea. Johnnie Pike, as Sergeant Towers of the British Army, and Anne Cribby, as the Rev. Troop's wife.

The farce was directed by CPO Cooke and Donald Radford. Off-stage were CPO Robert Dalley, stage manager and electrician, Chaplain Andrew Mowatt, house manager, and Donna Radford, Paul Christensen, Lieut. John Harrington, Norman Murray, Elizabeth Roberts and Ruth Britton, production assistants.

SPORTS MEET

(Continued from page 17)

The arrival of the two Canadian destroyers in port happily coincided with the arrival of four top-flight Canadian sportcasters — Doug Smith of Montreal, Henry Viney of Calgary, Bill Good of Vancouver and Tom Foley of Ottawa. The four radio commentators gave a complete round-up of Canadian sports for the past several months and showed movies of some of Canada's major sporting events. After showing films of the Stanley Cup playoffs, the Allan Cup finals and some of the World Series, the sports experts answered questions from the audience.

Relaxation was packed into those few days in large quantities, and for the Canadian sailors it was a welcome break from the tedium of Korean operations.



Three officers and 30 cadets of the Royal Canadian Sea Cadets, bound for summer training in England and Sweden, form up before the trans-Atlantic aircraft which carried 24 of them from Montreal to London. The smaller group travelled via HMCS Quebec to England, thence by sea and rail to Sweden.

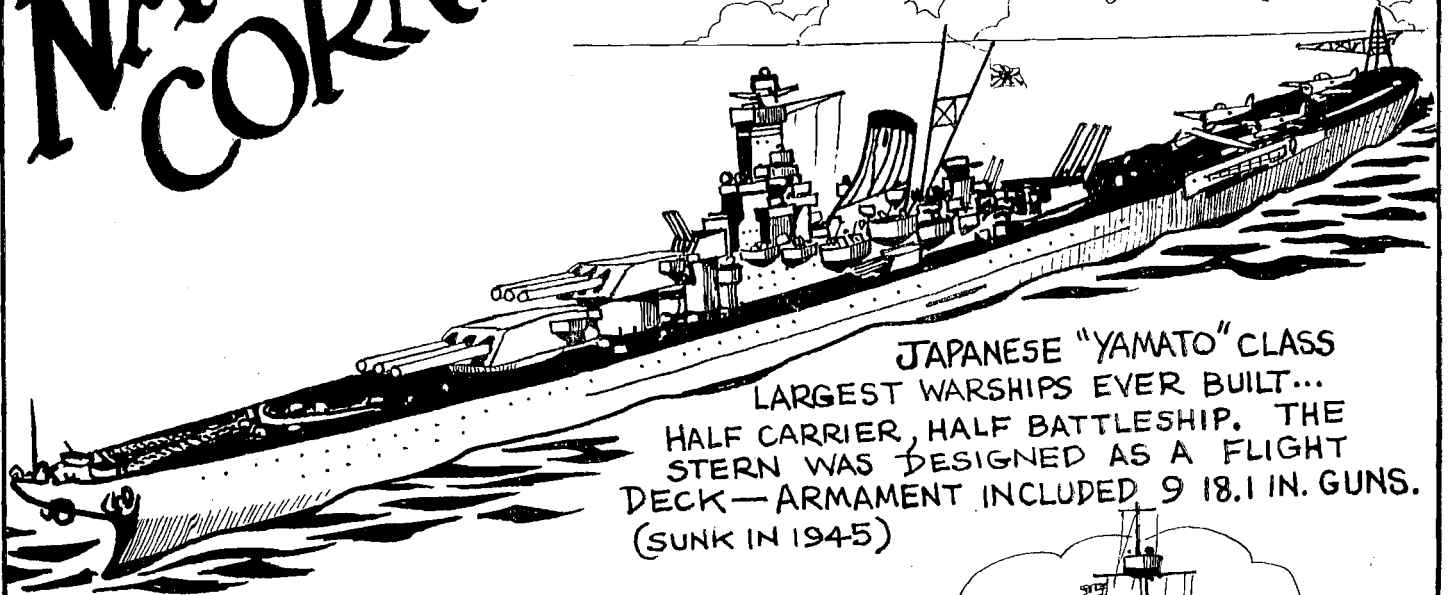
Left to right, foreground are: Lieut. Edmund Colchester, RCSC, Vancouver, executive officer of the party, Lieut. J. M. Roxburgh, RCSC, Saskatoon, officer in charge, and Lieut. (S) R. W. Wilcox, RCSC, Toronto, supply officer. Front row: PO Robert Calder, Montreal; PO Richard Switzer, Kingston, Ont.; PO Leonard R. Rodenhiser, Bridgewater, N.S.; PO Robert Parks, Lunenburg, N.S.; PO James Crossen, Edmonton; PO Donald McNutt, Digby, N.S.; PO L. M. Haddad, Sudbury, Ont.; PO Norman Goldberg, Trenton, Ont.; PO Neil Murray, Brandon, Man.; PO Henry Krech, Windsor, Ont.

Middle row: CPO Ernest Boychuck, Saskatoon; PO Colin Carter, Wainwright, Alta.; CPO James McCaffrey, Halifax; PO J. T. Savela, Timmins, Ont.; PO John Hopkinson, Toronto; PO Ivor Jones, Brantford, Ont.; PO David Gallant, Charlottetown; CPO Richard Chaloner, Burlington, Ont.; PO Robert Milligan, Fort William.

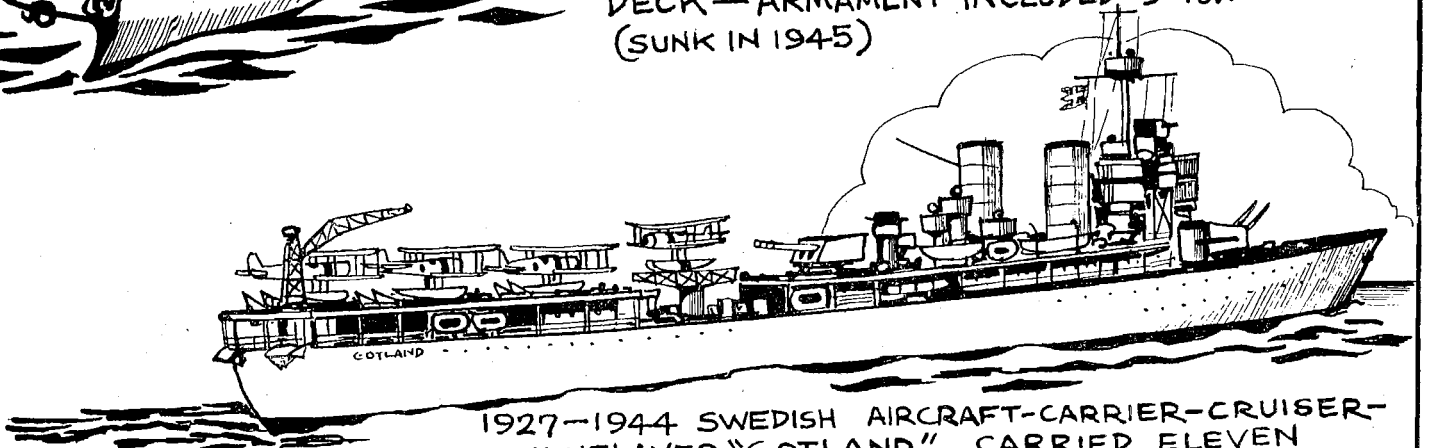
Back row: PO Linden Nash, Jr., Hamilton, Ont.; PO Louis Rutledge, Sydney, N.S.; PO Gordon K. Petri, Port Alberni, B.C.; CPO Alen Hazell, London, Ont.; CPO Nicholas Powell, Lakefield, Ont.; PO Blair Ledger, Winnipeg; PO Robert Mitchell, Regina; PO Arthur Baxter, Ottawa and North Gower, Ont.; PO James Dunphy, St. John's, Nfld.; PO Kenneth Ingalls, New Westminster, B.C.; PO L. G. Temple, Victoria. (O-2681).

NAVAL LORE CORNER

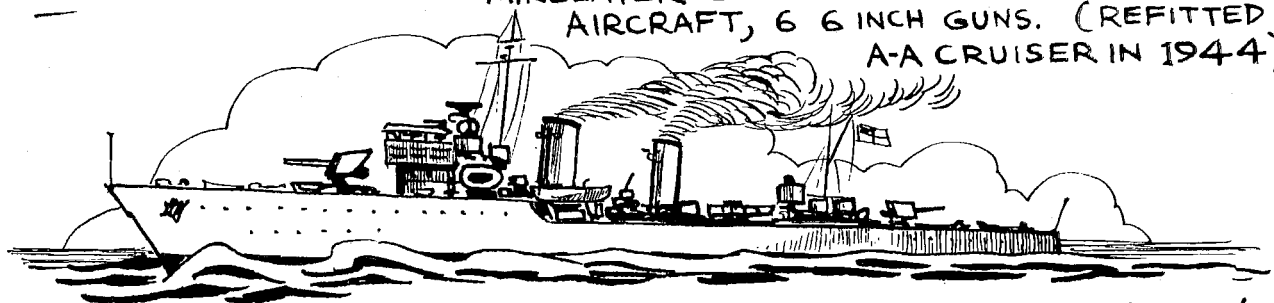
NO. 6
NAVAL HYBRIDS



JAPANESE "YAMATO" CLASS
LARGEST WARSHIPS EVER BUILT...
HALF CARRIER, HALF BATTLESHIP. THE
STERN WAS DESIGNED AS A FLIGHT
DECK—ARMAMENT INCLUDED 9 18.1 IN. GUNS.
(SUNK IN 1945)



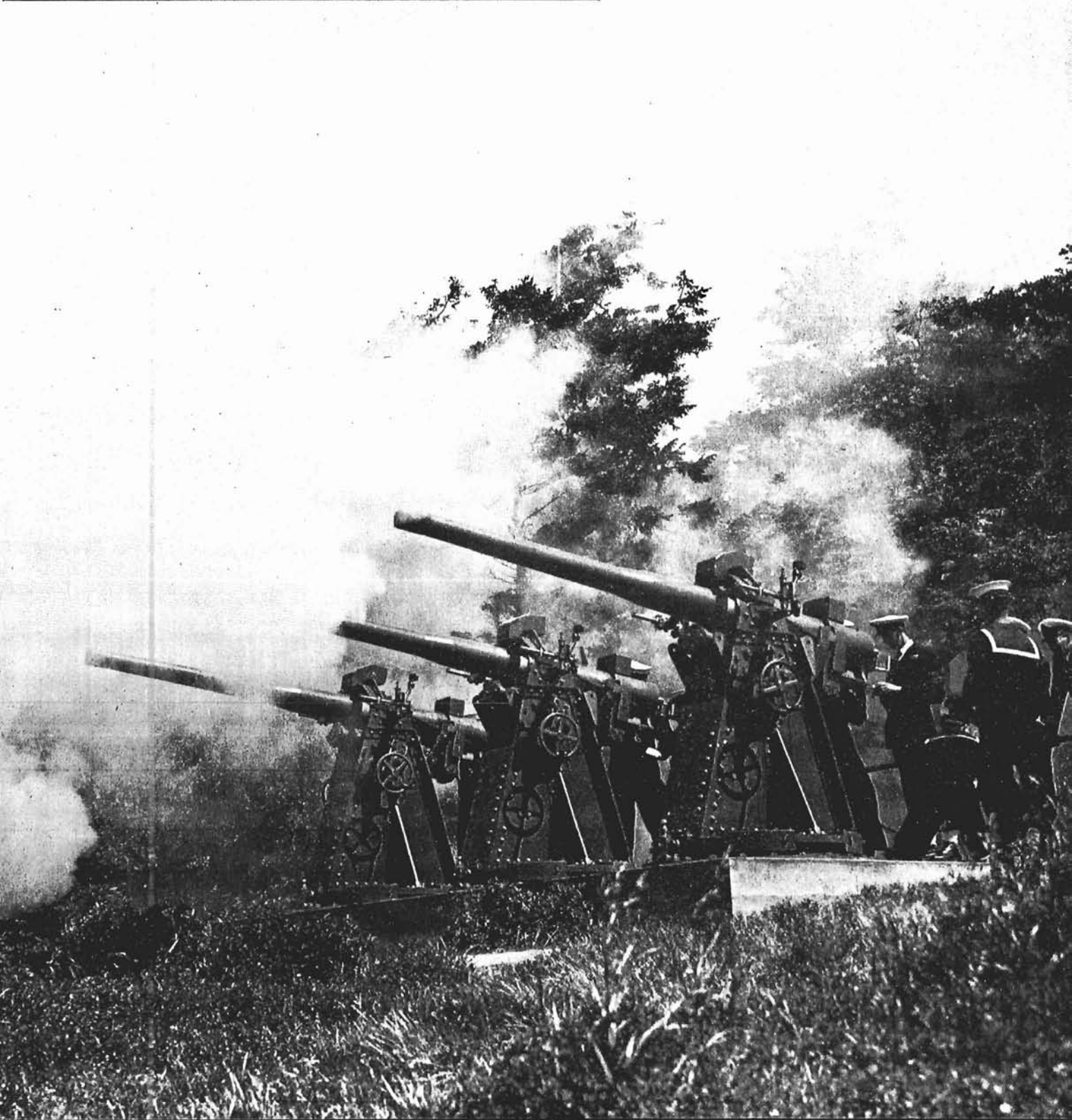
1927-1944 SWEDISH AIRCRAFT-CARRIER-CRUISER-
MINELAYER "GOTLAND." CARRIED ELEVEN
AIRCRAFT, 6 6 INCH GUNS. (REFITTED AS
A-A CRUISER IN 1944)



IN WORLD WAR I THE BRITISH DESTROYER 'ZULU' HAD
ITS STERN BLOWN OFF. ITS SISTER-SHIP THE 'NUBIAN' HAD ITS
BOW BLOWN OFF. THE RESPECTIVE REMAINING PORTIONS
WERE JOINED TOGETHER, AND THE RESULT NAMED 'ZUBIAN'

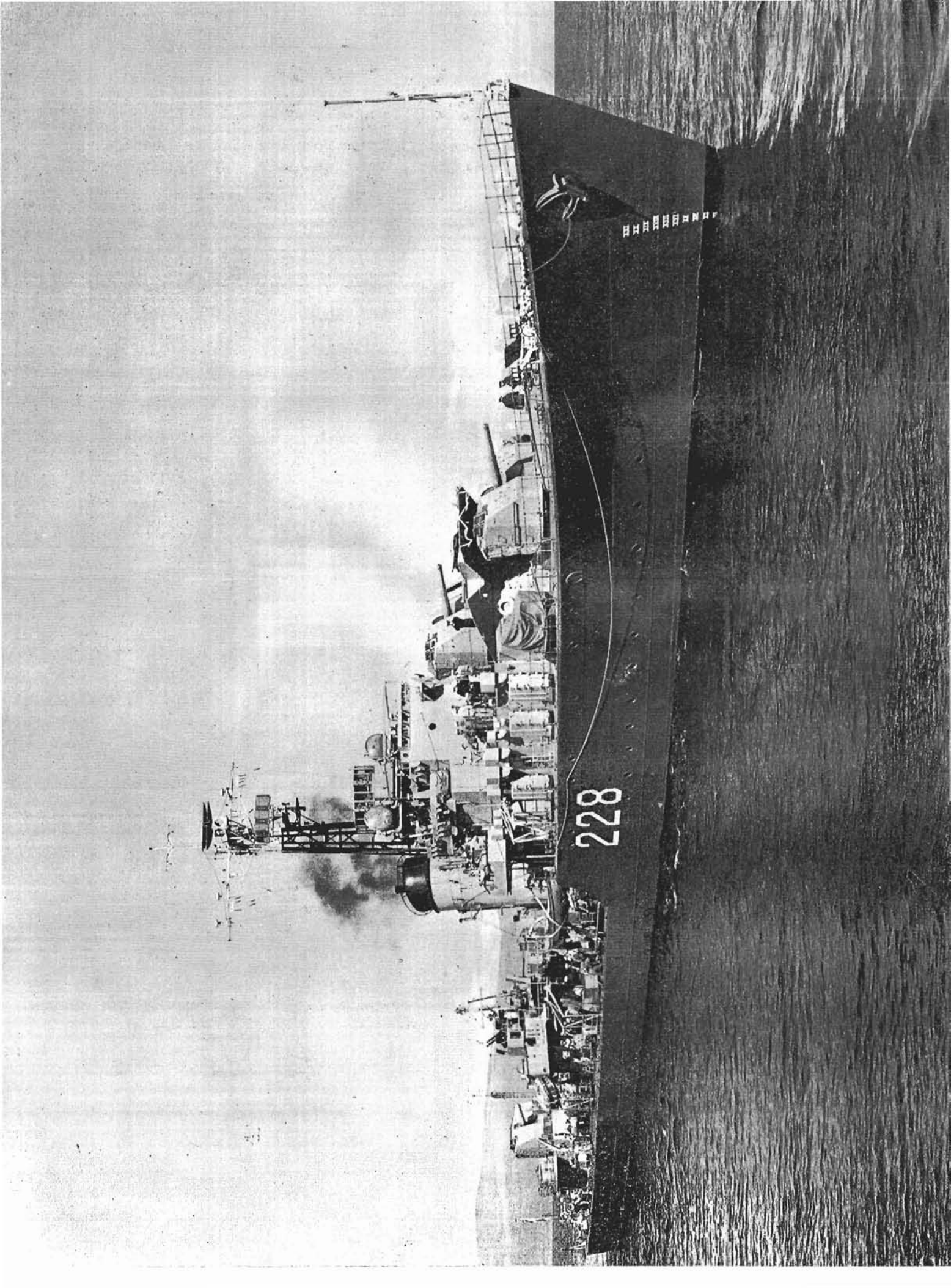


The CROWSNEST



Vol. 4 No. 11

September, 1952



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The CROWSNEST

Vol. 4 No. 11

THE ROYAL CANADIAN NAVY'S MAGAZINE

SEPTEMBER, 1952

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LADY OF THE MONTH

Commissioned too late for active service in the Second World War, HMCS Crusader (Lieut.-Cdr. J. H. G. Bovey) has tasted action off the coast of Korea. Pictured on the opposite page, the sister ship of HMCS Crescent sailed from Esquimalt for the Far East on June 14.

The photo was taken from HMCS Ontario during work-ups carried out by the Crusader shortly before her departure for the war theatre. (OT-1113).

★ ★ ★

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Cover Photo— This is what it looked like when the guns at the permanent saluting base on Black Rock at HMC Dockyard, Esquimalt, B.C., let go with a 21-gun salute for the French ambassador, His Excellency Hubert Guerin. What it sounded like was described by Ldg. Sea. Robert Flack, naval photographer who said his ears rang for three days after he took the picture. (E-18989).

R.C.N. News Review

Quebec, Magnificent In Big NATO Exercise

A major NATO exercise, Exercise Main Brace, is scheduled to begin in northern European waters on September 13, with HMC Ships Magnificent and Quebec among the more than 150 warships participating.

The 12-day exercise assumes an attack by a theoretical "enemy" on Europe's northern flank to be repelled by NATO naval, air and land forces.

For the Magnificent, this will be the second NATO exercise of the year. She took part in Exercise Castanets in United Kingdom waters in June.

Following the June exercise the Magnificent went to the Mediterranean, where she was based on Malta. In company with units of the Royal Navy's Mediterranean Fleet, the Magnificent paid a four-day visit to Athens, Greece, and called at Istanbul, Turkey.

On leaving the Mediterranean, she was accompanied by HMCS Crescent for five days en route to the United Kingdom. Anti-submarine exercises off Londonderry, Northern Ireland, precede her participation in Exercise Main Brace.

HMCS Quebec, leaving Halifax August 29 to take part in Main Brace, carried a distinguished passenger for the first stage of her journey — His Excellency, Governor-General Vincent Massey, who left the ship at St. John's, Newfoundland.

His Excellency boarded the Quebec at Halifax and disembarked the following day for his first official visit to Newfoundland.

Plans for the return journey from Main Brace by the Magnificent and the Quebec include participation in an air-sea exercise with U.S. warships. The carrier and cruiser are scheduled to reach Halifax about October 12.

HMCS Ontario to Make South American Cruise

An 18,500-mile training cruise, completely around continental South America, is scheduled for HMCS Ontario between September 8 and December 16.

The training and goodwill aspects of the cruise will involve visits to im-

portant South American cities and British colonies. The ship will pass through waters in which were fought important naval engagements of the First and Second World Wars. For many on board the trip will mean subjection to the traditional ceremony of Crossing the Line.

On August 1, the Ontario was a unit of the largest naval and marine force ever to assemble in the Pacific Northwest in peacetime, when 16 ships paraded along Seattle's waterfront. The occasion was the annual Seattle regatta.

On her arrival the previous day the Ontario was greeted by a 21-gun salute. The Canadian consul-general at San Francisco, C. N. Senior, came on board to welcome the commanding officer, Captain E. P. Tisdall.

Second HMCS Skeena Launched at Vancouver

The second destroyer escort in the Royal Canadian Navy's current new construction program slid down the ways of the Burrard Drydock Company, North Vancouver, August 19, bearing the name Her Majesty's Canadian Ship Skeena.

The christening was performed by



Refugees taken on board HMCS Iroquois during a patrol on the west coast of Korea await their turns to be taken ashore at a port in South Korea. (IR-53).

Mrs. Clarence Wallace, wife of the Lieutenant-Governor of British Columbia. Col. Wallace is also president of the shipbuilding company.

The ceremony coincided with the visit of the Royal Navy cruiser HMS Sheffield to Vancouver, and among those present was Vice-Admiral Sir William G. Andrewes, Commander-in-Chief America and West Indies.

Admiral Andrewes is remembered by the ships' companies of Canadian destroyers as Commonwealth fleet commander in the early stages of the Korean war. Now, in addition to being C-in-C AWI, he is deputy Supreme Allied Commander Atlantic.

The Skeena, succeeding to the name originally borne by a Canadian River class destroyer which served through five years of the Battle of the Atlantic, is the second ship of her class to be launched. HMCS St Laurent was christened earlier this year.

C.-in-C. Far East Sees Naval Might

The destroyer HMCS Nootka was in the powerful formation of Commonwealth and U.S. fighting strength which Vice-Admiral the Hon. Sir Guy Russell, Commander-in-Chief of the Far East Station, witnessed steaming off North Korea in July.

The striking force included the carriers HM Ships Ocean and Unicorn, the cruiser HMS Belfast and the destroyers HMAS Bataan, USS Marsh and HMCS Nootka. The British Commander-in-Chief was accompanied by Rear Admiral A. K. Scott Moncrieff, who commands the Commonwealth and Allied ships off the west coast of Korea.

HMCS Crusader took part in a patrol which fired on the island of Smacho Do on July 21.

The Seventh Fleet was particularly active on July 23 when naval guns and planes did heavy damage to warehouses, gun positions, railroad and highway bridges, radar stations and other objectives. HMCS Iroquois helped screen the carrier Ocean on this occasion and, in the northern reaches of the Yellow Sea, the Crusader laid harassing fire on the Red-held islands of the Cholsan Peninsula.

The next day, aircraft from the Ocean spotted for the Iroquois while she hammered troop and artillery positions on Ongjin Peninsula. The attack was tied in with the concentrated offensive of carrier-based aircraft on communist power plants.

The destructive attacks continued on July 25, with the Nootka participating in minor actions in the Yellow Sea.

Four days later the Nootka exchanged fire with Red guns in the Haeju approaches. She was joined in the attack by aircraft, but no assessment of the damage was reported.

All three Canadian destroyers were in action during early August.

The Nootka opened the month by laying 135 rounds on gun positions south of Haeju.

The following day, August 2, the Iroquois joined with HMAS Bataan to pound enemy gun positions.

Skirting the western coast of North Korea on August 14, the Crusader fired on an enemy troop concentration and intercepted an armed junk.

Third Training Cruise for UNTDs

The third and final East Coast cadet training cruise of the summer got underway August 11 when HMCS Crescent and HMCS La Hullose sailed from Halifax for European waters.

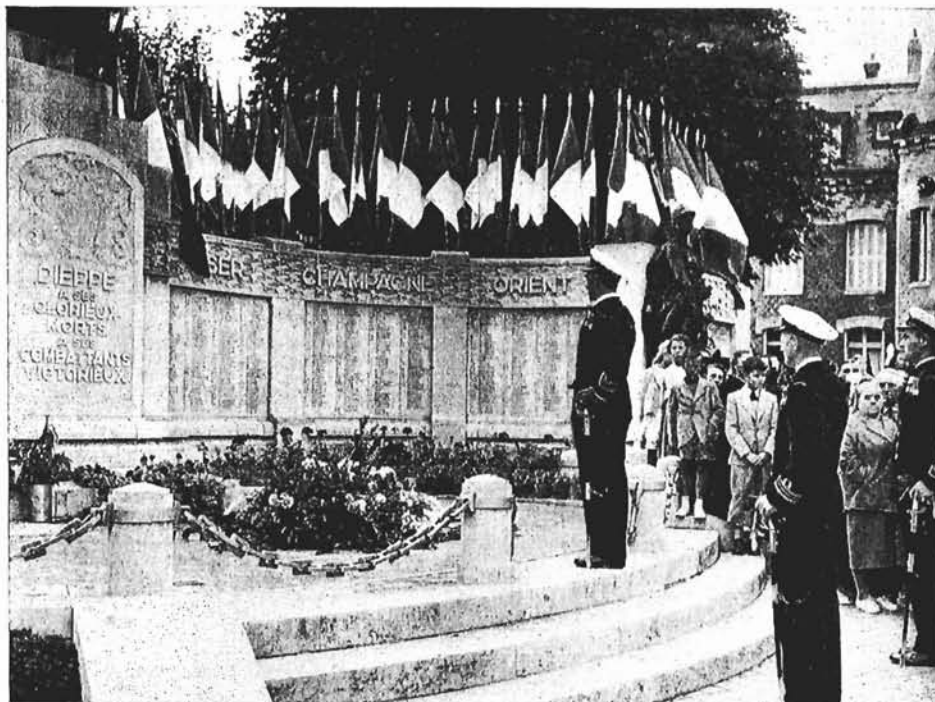
On the fourth day at sea, however, an acute appendix case, Ord. Sea. Daniel Ward of Ottawa, was transferred from the La Hullose to the Crescent for a hurried diversion to St. John's, Nfld. He underwent a successful operation in St. John's General Hospital.

The interruption of the cruise by the visit to St. John's resulted in the Crescent establishing what is believed to be a record for the crossing between Canada and Gibraltar.

The destroyer made the passage from Newfoundland in four days and 22 hours, despite taking time out for a competitive boat race after meeting the La Hullose in mid-ocean. The Crescent won the race by a narrow margin.

The Crescent acted as plane guard for HMCS Magnificent for some five days during the carrier's exercises in European waters and called at Gibraltar before carrying out informal visits to Dover, Flushing and Antwerp, Belgium.

Meanwhile the La Hullose visited Whitby and Chatham before re-joining the destroyer at Flushing, August



Among the many European ports visited this summer by the East Coast Training Group was one particularly close to Canada's heart: Dieppe, where the Canadian Second Division suffered heavy casualties in the historic assault of August 19, 1942. In the above photograph Commander J. C. Littler, commanding officer of HMCS Crescent and senior officer of the group, has just laid a wreath in honor of the Canadian dead on the Dieppe Memorial during French National Day ceremonies. Behind him are Lieut.-Cdr. A. H. McDonald, commanding officer of HMCS La Hullose, and Lieut.-Cdr. J. R. Coulter, commanding officer of HMCS Swansea. (CR-79).

28. The two ships are scheduled to return to Halifax September 13.

Tender Allotted to HMCS Discovery

A minesweeper that saw duty off the shores of Okinawa in the closing months of the war against Japan has become tender to HMCS Discovery. She sailed for Vancouver on August 9 after completion of refit at Esquimalt.

Formerly the U.S. Navy's YMS 240, the 136-foot ship has been renamed HMCS Cordova. She had been sold to a civilian after the Second World War and it was from this source she was purchased by the RCN.

The Cordova replaces ML 124 which has returned to Esquimalt. The roomier Cordova is expected greatly to increase the opportunities for sea training for reservists of the Vancouver area.

Helicopter Helps Forest Fire Battle

Some 400 officers and men from HMCS Cornwallis and a Sikorsky helicopter from HMCS Shearwater joined volunteer fire fighters the end of July in fighting a 100-acre forest blaze which for a time threatened the farming community of Landsdowne, ten miles from Digby, N.S.

The fire started from a lightning bolt and was finally subdued five days later by an unexpected down-pour and the continuing efforts of the more than 1,000 firefighters.

On the first day of the fire Shearwater's helicopter logged 11 hours and ten minutes in the air while flying pumps, food and men into the combat areas.

By the time it was extinguished the fire had burned within a mile of Landsdowne, a community of 40 homes.

Haida to Relieve Nootka in Far East

HMCS Haida sails from Halifax on September 27 for her first tour of duty in the Korean war theatre.

The Haida, under the command of Commander Dunn Lantier, will relieve HMCS Nootka (Commander R. M. Steele), which has been in the war zone since February. Christmas in Canada is in prospect for the ship's company of the Nootka.

The Haida won renown during the Second World War for her exploits in the English Channel. She was then commanded by the present Vice Chief of Naval Staff, Rear-Admiral H. G. DeWolf.

Athabaskan's Record

by P. L. McC.

*In Two Years She Has Steamed
136,046 Miles, Spent
528 Days At Sea*

HMCS ATHABASKAN (Captain Dudley G. King) completed her second tour of operations in the Far East on July 9, steaming home to Esquimalt with the distinction of being the destroyer with the greatest length of service with the United Nations Fleet in the Korean theatre.

Looking back, it seems a long time since the Ops Room tote-board registered "HOME IN 340 DAYS". From that day, August 2, 1951, when the Athabaskan sailed from Esquimalt, until she returned, she steamed 68,445 miles, spent 282 days at sea and used 17,956 tons of oil fuel.

For those of the ship's company completing their second trip it meant a total of 136,046 miles steamed and 528 days at sea in just over two years. On both the first and second trips, those on board spent more than 80 per cent of their time at sea as members of the RCN Special Force. Communist targets in North Korea received 7,323 rounds of 4-inch and 13,211 rounds of Bofors ammunition.

There is bound to be many a tall tale told of the ship's adventures on her second tour of operations, so before any of them become too colorful, here are some of the facts:

The Athabaskan spent about half her time with the Aircraft Carrier Element and half with the Inshore Blockade Element. The carrier patrols, during which the ship had occasion to screen British, American and Australian carriers, were usually uneventful.

The duties were to provide an anti-submarine screen and anti-aircraft defence—and the communists have not yet used submarines, nor have their aircraft attacked ships during the last year and a half. However, the TAS department maintained a high standard of interest and efficiency and never ceased to listen for that one echo that could always be there, while the A/A gunners manned their weapons day and night in all weathers. The latter were more fortunate than the TAS men, however, making a name for

themselves in close range shore bombardments by rendering enemy gun positions and trenches untenable, and by starting even better fires in the coastal villages than the 4-inch.

The duties of the Inshore Blockade Elements—apart from the interdiction of the enemy's coastal sea lines of communication—are to protect friendly islands which lie short distances off the enemy coast, and also to harass the communists where they are attempting to rebuild port installations, harbor defences and coastal gun positions.

All this creates a veritable gunner's paradise, but at the same time a navigator's nightmare. The bays and river estuaries look most attractive to the "goofer" on the upper deck. But the navigating officer knows that just under the surface are many rocks and shifting sandbars. More than once the Athabaskan performed some unusual feats of navigation at night using radar, through places so unpleasant that one might hesitate to attempt it in daytime when the dangers would be so clearly visible. In spite of these risks, may it be said with pride that the Athabaskan never once touched the bottom.

Nor was the ship ever hit by enemy gunfire, although fired on by everything from machine guns to weapons in the 105mm class. On three occasions large calibre type guns opened up on the ship. On two of these a good number of rounds were on for line but were inaccurate for range and the guns were silenced by the Athabaskan's 4-inch before further corrections could be applied.

The third occasion is of interest because it took place at night during the middle watch, while the ship was assisting in the defence of a friendly island actually under attack. The asdic operator, carrying out an all-round sweep for hydrophone effect, reported, "Underwater explosion to port!" followed a few seconds later by, "Underwater explosion to starboard!"

At last the A/S team had justified its existence! These reports were the first indication the ship had that the enemy might have found the range and bearing. As the Athabaskan was



The Athabaskan's medical officer, Surgeon Lieut. Chris West, of Mimico, Ontario, examines a wounded South Korean in a makeshift hospital during one of his frequent trips ashore to friendly islands. With him is the ship's medical assistant, PO Marc Lavoie, of Victoria. (AN-85).

already hotly engaging the guns flashing in the dark on the coast opposite the friendly island, it appears they must have been taking a bead on our "flashless cordite".

Though never hit herself, the Athabec, for her part, can claim an impressive list of tangible structures destroyed. Principle among them were railway trestles, warehouses, troops billets and gun positions.

The Korean campaign was not always so full of blood and thunder. There were often moments of humanity and sympathy for the people whose country is taking the brunt of this war. Our best missionary was the medical officer, Surgeon Lieut. Chris A. West, of Mimico, Ont., who made more landings on Korean soil than any other man in the ship. He can remember treating at least 80 Korean men, women and children for ills varying from shrapnel and bullet wounds to dysentery and toothache. In addition to medical aid, the ship made her other facilities available, particularly those for electrical and engine repair. This involved repairing everything from modern refrigerator units to antiquated motor junk engines. South Korean naval craft were often supplied with diesel and lubricating oil and fresh water, sometimes at the sacrifice of the ship's reserves.

The Supply branch played a generous part in helping our South Korean allies to keep their ships operating efficiently and their crews well fed. They looked after the Athabaskans very well, too. Apart from excellent meals, capably prepared by the galley staff, the supply officer, Lieut. (S) F. R. Fowlow, of Victoria, paid the ship's company over \$200,000 during the last 11 months and exchanged about 16,700,000 yen.

The Athabaskan reckoned herself to be an efficient and a happy ship and, as more than one senior officer remarked, one of the cleanest ships on the Far East Station. Acknowledgment of the ship's achievements was voiced by a senior United Nations naval commander, Rear-Admiral A. K. Scott-Moncrieff, when he despatched the following message to the departing Athabaskan:

"I am very sorry you are leaving us. Your excellent work will long be remembered by me. I was always quite happy when I knew Athabaskan was on the job. Good fortune and my most grateful thanks for all your hard work. A happy homecoming to you all."



The Athabaskan's final shot, as the ship wound up her second tour of duty, was fired by the gun whose crew is pictured above. Front row: Lieut. R. A. Evans, London, Ont., gunnery officer; AB Jim Beech, Mimico, Ont.; CPO Howard Oliver, Vancouver; "Guns", the gunners' mascot; AB Marvin Robertson, Toronto; PO Harry Stainsby, Victoria; AB Merle Tarrabain, Edmonton; and AB Harry Coote, Biggar, Sask. Rear row: Able Seamen Hubert Whelan, Petries, Nfld.; Charlie Cue, Victoria; Clifford Guy, Corner Brook, Nfld.; Michael Anderson, Winnipeg; Stanley Cook, Wainwright, Alberta; Garnet Gurr, Spruce Lake, Sask., and Abraham Hildebrand, Plum Coulee, Man. (AN-95).



In this photo, AB Beech loads round number 7,322 while AB Robertson stands by with number 7,323 — the last shell to be fired by the "Athabec". (AN-94. All photos by Ldg. Sea. G. J. Brown).

Motto Proposed By NOAC

H. W. Balfour, Saskatoon,
Elected President at
Annual Meeting

A MOTTO, *Fiduciam et Fidem*, to accompany the crest of the Royal Canadian Navy, has been recommended by the Dominion Council of the Naval Officers' Associations of Canada.

The motto was submitted by the Windsor branch of the NOAC to the annual meeting of the Council held June 5 to 7 at HMCS Griffon, naval division for the lakehead cities of Fort William and Port Arthur. It was considered the motto, which means "Through Faith and Loyalty", would epitomize the spirit which enabled the RCN to survive its early vicissitudes, establish itself as an efficient fighting unit and advance to its present position in Canada's defence framework.

In the election of officers, Victor G. Brodeur, Vancouver, was re-elected honorary president and H. W. Balfour, Saskatoon, was named president, succeeding F. C. Aggett, Toronto.

Other officers are:

Vice-presidents: G. W. Greathed, Victoria, West Coast; D. W. Clark, Calgary, for the Prairies; J. A. McAvity, Toronto, Ontario; F. A. Price, Quebec City, Quebec, and W. J. McIsaac, Halifax, Maritimes.

Honorary counsel is Z. R. B. Lash, Toronto. Harry McClymont, Ottawa, was re-appointed secretary-treasurer.

The Council was informed that the Toronto branch of the NOAC had created an honorary life membership for Vice-Admiral H. T. W. Grant, RCN, Ret'd, former Chief of the Naval Staff.

As an alternative to a "post exchange" system, such as is operated by the U.S. armed forces, the Council suggested higher allowances for personnel serving in areas where retail prices are above average.

A brief on the training of naval officers, under study by the Council for approximately two years, was adopted and will be presented to the Minister of National Defence and the Naval Board.

The council praised the work of the Navy League of Canada in fostering interest in all matters pertaining to the Royal Canadian Navy.

The meeting was held at HMCS Griffon through the courtesy of the commanding officer, Commander E. O. Ormsby. Social events included the

Dominion Council dinner at the Port Arthur Golf and Country Club and a reception at Griffon for delegates and members of the Lakehead branch, NOAC, and their wives.

Delegates attending the meeting were: H. R. Payson, Quebec City; John Stairs and R. A. Judges, Montreal; R. Payson, Sillery, Que; D. W. Best, W. Tennent, G. A. Rotherham, T. D. Kelly and F. C. Aggett, Toronto; A. T. Hall, Regina; P. V. Ross, Saskatoon; D. W. Clark, Calgary; F. G. Hart, Victoria; J. R. H. Kirkpatrick, Kitchener; J. Simpson, Port Arthur; R. McKenna, Ottawa; W. J. McIsaac, Halifax; J. G. Farmer, Windsor, Ont.; J. J. Donahue, Saint John, N.B.; Croft Brook, New Westminster; J. C. Beveridge, Hamilton; E. Phipps-Walker, Kingston, and B. D. L. Johnson, Vancouver.

The resolution urging the adoption of a motto for the RCN arose from a memorandum prepared by the Windsor branch outlining the long and often discouraging struggle which finally led to the establishment of the Navy on a firm footing.

The memorandum said, in part:

To any of the naval officers who took part in the early attempts at implementing the unanimously accepted resolution presented to Parliament by Sir Wilfrid Laurier in 1909 to the effect that Canada should take a greater share in the defence of her expanding maritime interests by the creation of a Canadian Navy, the subsequent political wranglings, the press ridicule of the embryo force, and the misfortunes it suffered were, to say the least of it, discouraging in the extreme, however plausible — or reasonable — the shifting government policies might have been.

It is unnecessary to go into details of all the disheartening uncertainties of naval policy for the first decade after the passing of the Naval Service Act in 1910, but from then on a clear picture is needed if the critical situation which arose in 1922-23, and the part played in it by the young Canadian officers of that day, are to be appreciated.

By 1920 demobilization of the naval forces which had maintained Canada's Atlantic Coast patrols during the war was completed, and exactly nothing remained of any

active Canadian navy except the Naval College and some 40 officers, with a few senior in rank to lieutenant, who were then serving with the Royal Navy.

A fresh start was then made to create a new naval force and a comparatively modern light cruiser and two destroyers were accepted from the Royal Navy. These had perforce to be manned by ratings from the Royal Navy to start with but, except for a few senior ranks, the officers were drawn from those Canadians previously mentioned.

With the appropriation then accorded to the Naval Service this small squadron operated efficiently as a training squadron for the moderate number of recruits volunteering for service, and it was hoped that the youths who were receiving an exceptionally fine training of three years at the Royal Naval College of Canada would now be attracted to service in the navy instead of passing out into civil life after graduating, which the previous uncertainties had undoubtedly induced them to do.

It is of importance to note that for two years previous to the period under review only four of the cadets annually passing out of the college had continued in the Canadian Navy, and the college was absorbing \$125,000 a year out of the Naval appropriation.

For just over a year the little navy operated with enthusiasm, but it was not to escape the fate which has practically invariably fallen on military organizations throughout history after a wartime period, however modest they may be.

The blow fell in the spring of 1922 when the example of large scale scrapping set by the Great Powers at Washington enhanced the popular demand for retrenchment after the extraordinary national expenditures entailed by the so-called "war to end war", and all round reductions of Canadian defence appropriations resulted.

Our hardly known and little regarded navy was the chief sufferer and its estimates were slashed by nearly 50 per cent — from 2½ million dollars to 1½ million.

The problem then was — What was the best naval defence value which

the taxpayers could possibly receive for one and a half million dollars?

Before stating the policy eventually recommended, and which was accepted by the Minister, it is as well to indicate the ground for advocating what amounted to a revolutionary change.

First, it was not feasible to maintain the existing naval establishments and services efficiently with the funds allotted.

Second, the lack of interest shown in the navy both in government circles and by the country at large for the preceding ten years made it plain that it would be rash to expect any increase in appropriations for the navy until the interior centres of population realized their dependence on the secure flow of their goods on the high seas and the part which could only be played by a navy in securing this.

This was bound to be a long-term proposition and the visits of one light cruiser and two destroyers to the coastal ports of the country, and the maintenance of the naval college at Esquimalt, could do little, if anything, toward achieving the object desired.

A navy cannot be conjured up by any government just by power of a parliamentary majority. History has always shown that to have a healthy growth and to operate efficiently, a navy must have the interest and support of the people.

The navy had to be brought into the interior.

This could only be done in one way, viz., the raising of a naval volunteer reserve with units in populous cities throughout the Dominion.

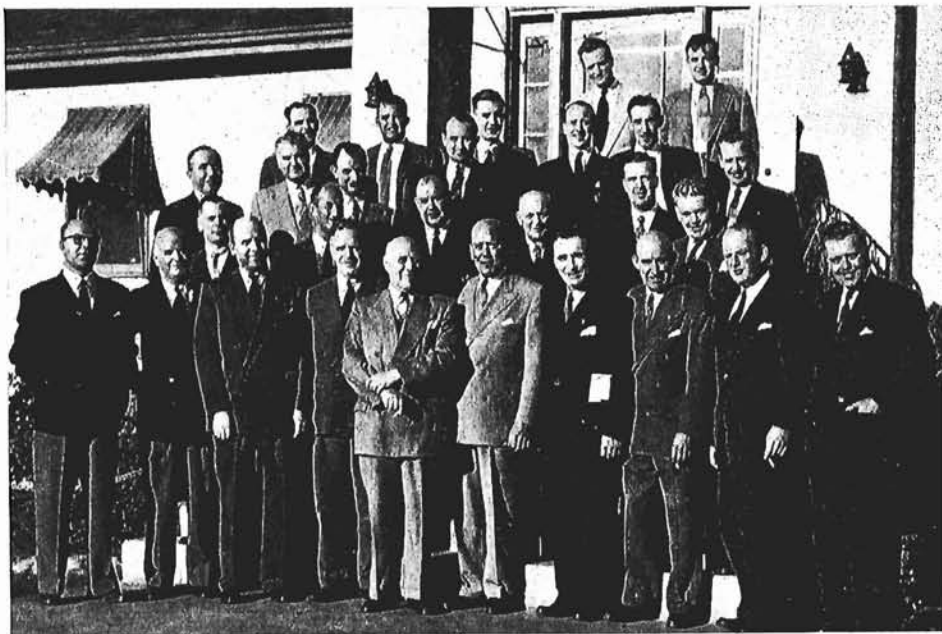
With the appropriation granted by parliament a very fair start on such a scheme could be made only if the light cruiser was paid off and the naval college closed.

This, then, was the policy recommended to the Minister of National Defence and approved by him, and it was put into effect early in 1923.

In more detail, the Aurora (light cruiser) was paid off and the naval college closed. The destroyers were retained in commission for training of the reserves, and two trawler minesweepers on each coast were commissioned for the same purpose.

In place of the naval college the British Admiralty were requested to accept suitable cadets for training in England under what was known then as the Special Entry System. This they consented to do provided the youths sent from Canada had the requisite educational qualifications.

Incidentally, young men of very



Delegates to the annual meeting of the Dominion Council of the Naval Officers' Association of Canada are shown here with hosts, guests and visitors who attended the dinner at the Port Arthur Golf and Country Club. From left to right they are:

Front row — H. R. Payson, Quebec; B. D. L. Johnson, Vancouver; Alderman R. Robinson, Port Arthur; Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services, Ottawa; George Wardrope, MLA, Port Arthur; F. C. Aggett, past president, Toronto; Mayor Hubert Badanai, Fort William; F. G. Hart, Victoria; E. Phipps-Walker, Kingston, and Croft Brook, New Westminster.

Second row — D. W. Clark, Calgary; Commander E. O. Ormsby, commanding officer, HMCS Griffon; W. Tennent, Toronto; A. T. Hall, Regina, and W. J. McIsaac, Halifax.

Third row — T. D. Kelly, Toronto; P. V. Ross, Saskatoon; John Stairs, Montreal; G. A. Rotherham, Toronto; Robert McKenna, Ottawa, and Carl Hindle, Port Arthur.

Fourth row — Harry McClymont, secretary-treasurer, Ottawa; J. Farmer, Windsor; J. Simpson, Port Arthur; D. W. Best, Toronto, and J. J. Donahue, Saint John.

Fifth row — R. A. Judges, Montreal, and J. S. Beveridge, Hamilton.

high standard were sent over and have proved first class officers who have served with considerable distinction and are now reaching the senior ranks of the service.

The financial saving to this country in their training was very considerable.

Royal Canadian Naval Volunteer Reserve units were established in 16 cities from coast to coast, where instructors were appointed to give them the prescribed drills, and periods of training were arranged at the naval stations at Halifax and Esquimalt. Besides sea-going training in the ships of the RCN, cruises were taken, with the permission of the Admiralty, on board the ships of the Royal Navy on the North American station.

The RCN was given to understand that its main role was to foster, encourage, and train the RCNVR.

It was realized that many of the young officers in the RCN would feel grievously disappointed at the breaking up of the little squadron in which they took pride and that they would also very much regret the closing of the college where they had all received their initial training.

The new policy would need to have the whole-hearted support of the

officers whose duty it would be to carry it through; consequently, after it had been fully explained, all those officers who wished to leave the service and go into civil life were given permission to do so.

Several took advantage of this and retired, but many conquered their initial disappointment, maintained their faith in the future of the navy, and loyally carried out the new policy which was to bring thousands of Canadians from inland cities to train for service with the navy should the need arise.

Had all the officers, or even a large proportion, given way to feelings of frustration and lack of belief in the new policy, and gone ashore, the whole service would have suffered complete collapse with little chance of revival, at least for many years.

As it was, however, their faith and loyalty resulted in the success of the policy, and they themselves eventually led the officers and men of the volunteer reserve force they had trained, to play a vital part in winning the victory of the hard fought Battle of the Atlantic and in operations covering many other theatres of the war at sea from 1939 to 1945.

COMMODORE McCALLUM TO RETIRE

MDG Closing Career After
35 Years in Regular
Force and Reserve

IN the early years of this century a British naval party under Admiral Prince Louis of Battenberg, then Commander-in-Chief, North America and West Indies, visited Ottawa and bivouacked on Cartier Square, present home of Naval Headquarters.

One of the goggled-eyed spectators was 'teen-aged Archie McCallum, whose trophy of the day was a gunner from HMS Drake, whom he took home to supper.

That was the first encounter of Surgeon Commodore Archie McCallum, OBE, VRD, CD, with the Navy. This month he retires from the post of Medical Director General of the Royal Canadian Navy after 35 years of service in the regular force and the reserve.

Commodore McCallum was born on April 17, 1890, in a log cabin at Cartier, in Northern Ontario, where his father, Robert, was employed by the Canadian Pacific Railway. The future MDG was the second white child born in the community.

When he was three years old his parents moved to Ottawa and he lived there until he was 18, attending Waller Street Public School and Lisgar Collegiate. The Waller Street school is gone, but its principal of half a century ago, A. E. Atwood, is still living in Ottawa. As for Lisgar Collegiate, for the past decade Commodore McCallum had only to look from his office window to see students flocking to the same classrooms he once knew well in the grey stone building backing on Cartier Square.

From Ottawa Commodore McCallum went to the University of Toronto to pursue medical studies. He wasn't born with a silver spoon in his mouth and he had to work every available moment and at every available job to finance his college education.

One summer he helped to run the "roller-boller coaster" at Scarborough Beach. Another summer he was a fire ranger in the Nipigon forest reserve.

And then there was a grim period of employment as a coffin trimmer.

He graduated in medicine in 1916. He interned at the Royal Muskoka Hospital at Gravenhurst, Ont., then as now devoted to the treatment of tuberculosis. One of his first patients there was a classmate, Dr. Ernest Stirrett, who had entered the Royal Canadian Navy and served with the Royal Navy on loan. Stirrett died and young Dr. McCallum determined to take his place in the Navy.

In 1917 he joined the Royal Navy in Ottawa as a "straight-striper" on temporary duty as a surgeon-lieutenant. One month later he was on duty in the naval hospital at Portsmouth, England. There all the chest cases in the 2,000-bed institution were turned over to him.

His next appointment was aboard the mine-clearance sloop HMS Daffodil, engaged in convoy duty in the Atlantic and North Sea. Within 10 days he saw two large ships torpedoed. In one case, the torpedoing of the *Eatonia*, the sloop stood by in brilliant moonlight to pick up survivors and the *Daffodil's* crew fully expected their turn had come, but the naval surgeon was too busy below decks caring for the wounded to give much thought to the peril.

A treasured memento of those days is the King's Badge, awarded for mine-clearance duties. Throughout his years at Naval Headquarters it stood mounted on a stand on the Medical Director General's desk.

The *Daffodil* was equipped later with hydrophone and took up anti-submarine duties. This was the first submarine detection device "and," says Commodore McCallum, "a crude one it was."

With the end of the war, Commodore McCallum volunteered to remain with the minesweepers which were continuing the task of clearing the minefields from the English Channel and British shores. While with the postwar Royal Navy he also served in the battleship *Malaya* and the pioneer aircraft carrier *Argus* and visited the Mediterranean and West Indies.

He was transferred in 1921 to the Royal Canadian Navy as Fleet Medical Officer. With the termination of his three-year appointment in 1924,



Surgeon Commodore Archie McCallum retires this month as Medical Director General after 35 years in the reserve and regular force. His wife, Dr. Arrabelle McCallum, retired at the end of June as head of the Ottawa High School Dental Clinic. The McCallum family became a trio of doctors when daughter Barbara graduated in medicine from the University of Toronto in 1948. The picture was taken at Barbara's graduation. (Photo courtesy of the *Toronto Daily Star*).

Commodore McCallum found himself out of the Navy. He took up private practice in Toronto. A few weeks later he joined the RCNVR division there and during the succeeding years divided his interests between his medical practice and the Navy.

On September 3, 1939, he returned to his office to find a telegram calling him to active service. He wound up his practice, packed his bags and the next morning was aboard the train for Halifax to take up duties as Principal Medical Officer at that base. By then he was wearing the wavy stripes of a surgeon commander, RCNVR.

The RCN was without a regular medical service at that time and any doctors who joined came in via the Royal Canadian Naval Volunteer Reserve. There were six in the active reserve at the outbreak of war.

Commodore McCallum was called to headquarters in February, 1940, as Senior Naval Medical Officer. He transferred to the RCN on October 26, 1944, the date a permanent medical service was established in the Navy.

When VJ-Day came there were 407 doctors, 325 nursing sisters and some 1,500 sick berth attendants in the naval service. Nine doctors, one nursing sister and 16 SBAs lost their lives on active service and two doctors were taken prisoner-of-war.

Silver-haired but youthful, calm but ready to take up a cudgel for any cause he believes is right, describes Commodore McCallum.

During the war he went to bat for the youth of Canada when some writers suggested that military rejection figures showed the young people to be a generation of misfits. He pointed out that a man could be a perfectly normal, useful and healthy citizen despite some physical defect which might make him unfit for service in the Navy, Army or Air Force.

Commodore McCallum's retirement has also meant the retirement of someone with whom he has been closely associated for many years—his wife, Dr. Arrabelle C. M. McCallum, DDS, LDS, DDC. She relinquished her duties as head of the Ottawa High School Dental Clinic at the end of June.

Dr. Arrabelle McCallum, who received her degree from Dalhousie University, Halifax, in 1919, was the first woman dentist to graduate from that institution. She and Commodore McCallum were married in Halifax in 1922. They have a daughter, Barbara,

a graduate in medicine from the University of Toronto in 1948. Two years ago Barbara married Dr. Desmond Blake and both are practicing medicine at Burin, Newfoundland.

Retirement plans of Surgeon Commodore and Mrs. McCallum call for a winter in Florida and spring and summer at their summer home at Shanty Bay on Lake Simcoe before returning in November, 1953, to their former home in Toronto.

NAVAL AIRCRAFT VISIT MANY POINTS

Aircraft of the RCN have been ranging far this summer.

Besides their regular commitments—such as flying from the Magnificent and out of HMCS Shearwater—naval aircraft have taken on additional assignments which have helped to sharpen public interest in the navy's aviation effort.

Eight naval aircraft—six Sea Furies and two Avengers—flew from HMCS Shearwater to Hamilton, Ont., on a cross-country training flight, June 8.

Hamilton was chosen as destination of the flight principally because the Hamilton naval division, HMCS Star, is specializing in naval aviation training. During the two-day visit, the opportunity was taken to acquaint naval air classes from Star with the two types of aircraft in operational use in the RCN.

The planes also were placed on public display, flew a combat air patrol over Hamilton and carried out fly-pasts over Kitchener, Guelph, Galt and Brantford.

The aircraft were drawn from the 31st Support Air Group, based at Shearwater.

Later in the month two Sea Furies and an Avenger took part in the Armed Forces Day program at Rivers, Manitoba, where a crowd of more than 6,000 watched flying, ground strafing and parachute demonstrations. The naval planes were placed on public display and, in the mock warfare demonstrations, provided aerial support for paratroops, strafing and bombing the "defenders".

On the Dominion Day week-end, 16 aircraft flew to Saint John, N.B., from Shearwater to participate in a July 1 air show opening the city's new municipal airport. The Navy's contribution was made up of four

Sea Furies, eight Avengers and four Harvard trainers.

The planes put on a show that included demonstrations of carrier take-offs and landings, formation flying, mock aerial attacks and aerobatics. The aircraft were under the command of Lieut.-Cdr. John Wright, while Lieut.-Cdr. J. N. Donaldson gave a running commentary on the show over the public address system.

Late in July a naval flying unit was set up at Patricia Bay airport, near Victoria, to provide air training for western Canadian UNTD cadets specializing in naval aviation.

The unit, known as the No. 1 Cadet Flying Unit, is equipped with two Harvard trainers and is commanded by Lieut. (P) A. M. Davidson. The Harvards were flown to Victoria from Shearwater, while two Avengers air-lifted supplies and additional personnel for the unit to "Pat Bay."

The cadet flying unit will remain on Vancouver Island until the end of September.

The Avengers flew back to the East Coast on completion of their mission. En route they stopped at a number of cities in which naval divisions are located, giving RCN(R) personnel at those points an opportunity to inspect the type of aircraft the RCN has adopted for anti-submarine duties.

In August the 31st Support Air Group, under the command of Lieut.-Cdr. J. B. Fotheringham, flew from Shearwater to Malton airport for a three-week stand at the Canadian National Exhibition. The daily naval air demonstration was brief but spectacular. It consisted of Sea Furies and Avengers carrying out rocket attacks on a dummy submarine in Lake Ontario some 600 yards off the breakwater. Record crowds of spectators thronged the waterfront each evening to witness the submarine attacks, and invariably they saw the target demolished in swift order.

In addition, one Avenger, loaded with bombs, rockets and depth charges, flew within close view of the exhibition area daily in order to demonstrate her armament carrying capacity.

The recently acquired Sikorsky helicopter, piloted by Lieut.-Cdr. J. D. Lowe and Lieut. G. H. Marlow, also performed at the CNE. The helicopter each day carried out a rescue display and frequently provided officials and the press with services which well illustrated the aircraft's usefulness and versatility.

'The Corner Brook Navy'

Newfoundland Town Had Its Own Little Force for a Year of the War

THE announcement by Defence Minister Brooke Claxton that a naval division, to be known as HMCS Caribou, is to be established at Corner Brook, Newfoundland, in the near future recalls the period during the Second World War when Corner Brook had its own private navy.

The Bay of Islands Patrol Force (that was its official title, although it was more generally known on the East Coast as the Corner Brook Navy) was formed in 1942 on the initiative of H. M. Spencer Lewin, vice-president and general manager of Bowater's Newfoundland Pulp and Paper Mills Limited.

The plan met with the approval of the Newfoundland Minister of Defence, the Flag Officer Newfoundland Force and Naval Headquarters at Ottawa. The company was to bear all expenses other than armament and munitions.

As a result, there came into being a force of eight officers, serving as honorary unpaid members of the RCNVR, and 24 men, drawn from active service personnel. The company provided three patrol craft, one of them a speedboat capable of 45 knots.

There was one little hitch. After the tiny fleet was formed it was discovered that, although it flew the White Ensign, it was, under International Law, a pirate force. The Navy got around the technicality by chartering the vessels at \$1 a year.

The patrol craft—re-christened HMCS Gertrude, HMCS Blarney II and HMCS Hornet—had as their armament a deck gun, rifles, revolvers, snowflake rockets and depth charges. The Hornet, rated at 45 knots against 8½ and ten knots for the others, did not carry depth charges, but had them stowed near her berth so they could be loaded quickly in an emergency.

The arrangements gave the patrol force two ships for continuous patrol and a speedy light craft for prompt attack.

The senior naval officer at Corner Brook was Commander V. L. A. Campbell, a retired Royal Navy officer on wartime duty with the RCN. The volunteer officers attached to the patrol were: Lieut.-Cdr. H. M. S. Lewin, commanding officer; Lieut. E. Geary, Lieut. C. A. Crosbie,

Lieut. L. L. Reid, Lieut. H. Batten, Lieut. L. Lang, Lieut. F. P. Silver and Sub-Lieut. A. R. Stansfield.

Arrangements were made through the Flag Officer Newfoundland Force for all officers of the patrol to take passage for experience in Canadian warships escorting North Atlantic convoy.

Mr. Lewin recalled recently that he had sailed in the frigate Nene and that the return voyage from Londonderry to Argentina required 21 days, during eight of which the ship was in action with a wolf pack composed of a dozen or more German U-boats.



The Corner Brook patrol was regarded as an urgent necessity in 1942, when German submarines were active in the St. Lawrence River and Belle Isle and Cabot straits. By the following year, however, submarine activity had tapered off and the Bowater company totted up its accounts to find the patrol had cost it about \$40,000. The Newfoundland government was asked to accept financial responsibility for operation of the force but it declined.

It was therefore decided to disband the courageous little force, retaining only the services of Commander Campbell as NOIC, Corner Brook, and the signal station which had been set up at Frenchman's Cove, 12 miles from Corner Brook at the entrance to the Humber Arm.

Mr. Lewin was awarded the CBE (Civil Division) for services to Western Newfoundland and all officers were given the Canadian Volunteer Service Medal.

A memento of the brief history of the Bay of Islands Patrol Force is a crest presented to it by a Canadian destroyer. Veterans of the patrol hope the crest will find an honored place in the wardroom of HMCS Caribou or the training ship attached to the division.

HMCS Caribou will be the 22nd naval division in Canada and the second in Newfoundland, the other being HMCS Cabot in St. John's.

The name Caribou was chosen because of its close association with Newfoundland. The caribou is the provincial emblem and the name also recalls that of the Newfoundland Government vessel SS Caribou, torpedoed and sunk with heavy loss of life in Cabot Strait in October 1942.

Quarters have been made available for the new division in a portion of a warehouse belonging to Bowaters. As with the old Corner Brook Patrol, Mr. Lewin has been one of the main driving forces in forming and providing quarters for the new naval establishment.

Naval Officer Author's Book To Be Published

A novel by Lieut.-Cdr. (S) Jean Paul Jordan, who is serving on the staff of the Flag Officer, Atlantic Coast at Halifax, has been accepted for publication by Pageant Press of New York.

Entitled "The Younger Ones", it is a first novel and will be published simultaneously in early October in Canada and the United States and will be distributed in Canada by McLelland and Stewart, Toronto.

The story is set in the Eastern Townships of Quebec and deals with the French-English question. The hero, a young French-Canadian, rebels against the isolationism of his stern father and seeks to find greater understanding of national and world issues.

The author was born in Grand-Mere, Que., and was educated at Three Rivers. He entered the Navy in April 1942 and has served in ships and establishments on both coasts.

THREE CAREERS IN ONE

by W. J. H.

Now a Storesman, PO Bernard Silver, Has Also Served as Steward, Stoker

STEWARD, stoker, storesman — Petty Officer Bernard Lloyd Silver, late of HMCS Discovery and now of HMCS Naden, has been all three in the course of a sea-going career he began 15 years ago.

Silver first went to sea — in the hydrographic survey ship William J. Stewart — as a steward; in 1939 he entered the navy as a stoker; ten years later he transferred to the supply branch as a storesman.

Thirty-four-year-old Silver was born and educated in Victoria. He recalls that when he was a boy a retired Royal Navy Regulating PO used to visit his home and spin him tall tales of the sea. He decided then he was going to be a sailor, and this youthful ambition was sharpened when, from the heights of Beacon Hill Park, he watched ships on their way to and from the far corners of the world.

At 16 he decided to join the navy, but his parents decreed otherwise and Silver continued his schooling at St. Louis College in Victoria. That only put off the inevitable and from the college Silver went to his first sea job — steward aboard the William J. Stewart. After his initiation, he moved on to a Canadian Pacific steamer plying the coastal run from Victoria to Skagway, Alaska.

In July 1939 Silver acquired a new employer and a new trade, entering the RCN as a stoker second class. He remembers being one of the "commissioning" crew that opened the red brick dockyard building known as the "Stone Frigate" and working in the boiler rooms of HMS Caradoc when the cruiser put into Esquimalt for refit in the early days of the war.

Stoker Silver did not stay on the West Coast for long. In December 1939 he was drafted to Halifax and, after four months in Stadacona, he joined his first naval ship, HMCS Ottawa.

The destroyer was employed on convoy duty out of Halifax, then proceeded overseas in the summer of 1940 to assist in the protection of shipping in the approaches to the British Isles.

The U-boats were taking a serious toll and Silver recalls several occasions

when the Ottawa picked up survivors of torpedoed ships. One of these furnished a human interest story of the first magnitude.

A mother, father and infant child, separated when their ship was torpedoed, were rescued by the Ottawa from different lifeboats, without any of the three knowing the others had survived. The baby was placed under the care of one of the ship's officers, the mother sat dejectedly in the



PO BERNARD L. SILVER

torpedo flat and the father, with head in hands, huddled in a quiet corner up forward.

When the makeshift baby-sitter learned there was a woman on board, he turned to her for help. On seeing the child, the woman burst into tears. The baby was hers.

The story of this dramatic reunion spread to the messdecks and reached the ears of the father.

"He shot out of there like he'd been fired from a torpedo tube," Silver recalls. "Sure enough, they were the wife and baby he thought he had lost. They had quite a reunion."

After two years in the Ottawa, Silver left her in May 1942 for a course in Cornwallis, then at Halifax. Four months later, just after he had been drafted to Stadacona for duty ashore, he learned of the sinking of his old ship.

As a stoker petty officer, Silver returned to sea in HMCS St. Laurent in February 1943. Four months later he shifted to the Kootenay, then went back to Stadacona for two months before joining the Shediac (corvette). A year in the Shediac was culminated in a voyage to the West Coast via the Panama Canal.

The anti-aircraft cruiser Prince Robert was being fitted out at Vancouver for service in the Pacific campaign and Silver became one of her crew.

The Robert sailed for Sydney, Australia, by way of San Francisco. The war's sudden end came before she saw action but the ship was pressed into service as part of a British task force dispatched to accept the surrender of the Japanese at Hong Kong and keep order on the island.

Silver, to his surprise, was named platoon leader of a landing party that became the second to go ashore. Their job was to patrol the restless waterfront section in the immediate dockyard area at Kowloon. While doing so, Petty Officer Silver accepted personally the surrender of several ranking Japanese officers.

"If you don't believe me, look in the newsreels," comments Silver, when skeptics question this story.

Back ashore in December 1945, PO Silver became personal chauffeur to Rear-Admiral V. G. Brodeur, Flag Officer Pacific Coast, and his successor, Rear-Admiral E. R. Main-guy.

Silver's next draft took him back to sea in the Uganda (now Quebec), and when she went into reserve he transferred to the Ontario.

For some time Silver had been taking an interest in and studying the workings of the naval stores department. In fact, he had become so adept in this trade that for a time he was loaned to the supply department in the Ontario.

(Continued on Page 32)



OFFICERS *and* MEN



Communications Classes Graduate from School

One class of communicators visual and one of communicators radio graduated from the Communications School in July.

AB John W. Budris, high man in CV48 class with an average of 92.5 per cent, was drafted to Naden for disposal. The other five members of the class went to the East Coast — Ordinary Seamen William S. Stockman and John W. Carnahan being drafted to the Haida, and Ordinary Seamen Leonard G. Sculthrop, Ronald J. Tate and Harold Walsh to Stadacona for disposal.

Graduating members of CR47 class proceeded on leave, after which Ordinary Seamen Gordon D. Evans and Raymond A. Dean went to the

Quebec, James R. Knox to the Haida, Lloyd C. Johnston to the La Hulloise and Edward C. Fetter and James E. Burchell to Naden for disposal.

Quick Action Saves Seaman from Injury

An official commendation from Naval Headquarters has been given CPO L. Rutherford of HMCS York for his action in forestalling a serious accident to Ord. Sea. M. Murray during "gun run" training for the Canadian National Exhibition grandstand show.

The commendation was announced at evening quarters by Captain R. I. Hendy, commanding officer of York.

During the "Retiring with Disabled Gun" drill, the 800-pound gun barrel

slipped from the bottom of the limber, where it was being carried, causing the pole and crossbar to pin Murray's foot to the ground. The 700-pound trail and wheels on the limber took charge and slid toward Murray, who would have been badly crushed had CPO Rutherford not thrown himself bodily against the seaman and pushed him clear.

Murray escaped with only a slight injury to his ankle.

York Recruiting Officer Signs 1,000th man

When Ord. Sea. R. W. Edmeads was attested in the RCN at HMCS York this summer, he became the 1,000th new entry enrolled by the Toronto division's recruiting officer, Lieut. (E). W. H. Lang, during his present appointment. Re-entries, officers and reserve enrolments probably bring Lieut. Lang's grand total to around 1,500, or an average of about 45 a month, all ranks. He has been assisted in his duties, which have involved the processing of more than 4,000 inquiries, by PO Ralph Eades, CPO Grenville Sutcliffe, CPO John E. F. Parké, PO Alfred Edwards and Miss L. D. Worsley, who is a reserve Wren.

French-Speaking Cadets Mark St.-Jean Baptiste Day

In Canada's navy, "the heart knows no geography and the language holds no prejudice." So said Cadet Marc de Goumois, who was in charge of St. Jean-Baptiste Day celebrations observed by French-speaking UNTD cadets under training at HMCS Stadacona.

The celebration, consisting of a reception and social evening in the Stadacona gunroom, was attended by Robert Picard, French consul in Halifax, Instructor-Commander C. H. Little and Lieut.-Cdr. John B. Bugden, Reserve Training Commander, East Coast.

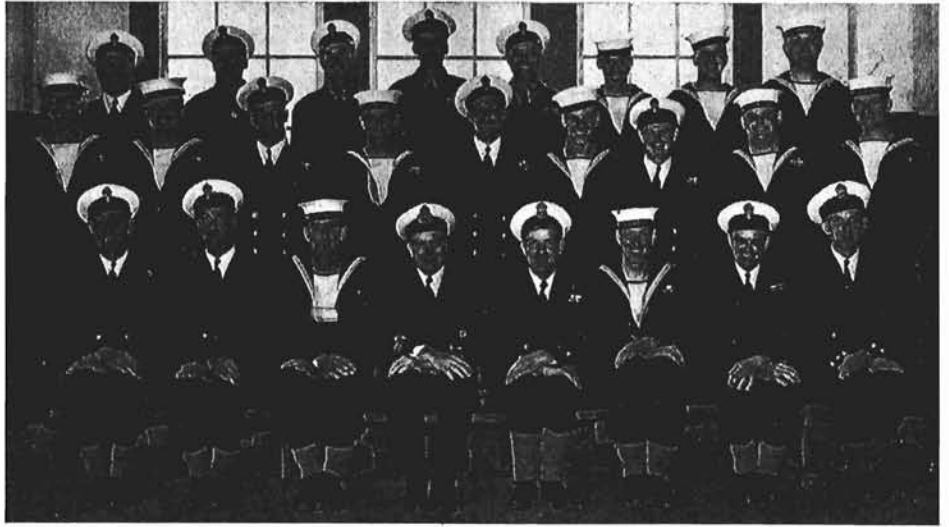
French-speaking cadets comprise one-third of the UNTD Cadets under training at Stadacona this summer.



"The Black Gang" — seven of HMCS Nootka's stokers photographed when they came up for air during a boiler cleaning. In front, left to right, are AB Robert Styles, Toronto; AB John Hillier, Eurette, Ont., and PO Alan Morash, Chester, N.S. Rear row: Able Seamen William Pentney, Sudbury; AB Herbert Morton, Galt, Ont.; AB Gordon McHug, Hespeler, Ont., and AB Fernando Bouchard, Quebec City. (NK-1353).

Branch Officers Complete Educational Course

Members of the fifth Branch Officers' Educational Course completed their studies July 25 at HMCS Stadacona. Those graduating included Lieut. (E) I. C. Martin, Lieut. (E) H. F. Hindle, Lieut. (E) J. F. Millen, Lieut. (MAD) E. C. Harbord, Ordnance Lieut. G. W. Clarke, Ordnance Lieut. G. Y. Moyes, Commissioned Gunners J. C. H. Evans and L. J. Parry, Commissioned Ordnance Officer L. G. Copley, Commissioned Stores Officer M. B. Young, Commissioned Officer (MT) S. P. Ford, Commissioned Engineer Officers F. E. Shea, M. M. Locke and M. M. Woodward, Commissioned Communications Officer D. R. White, Commissioned Gunner (TAS) L. Gibson and Commissioned Writer Officer D. E. Wigmore.



Pictured above are members of the 31st leadership course to be held at HMCS Cornwallis for chief and petty officers of the RCN. Front row, left to right: POs Claude Graves, Roger Masse and John Finlayson; Lieut. Keith Lewis, course officer; CPO Raymond Barringer, instructor, and POs Victor Whitmore, Stanley Escott and Arthur Buss.

Centre row: POs Donald Bath, Garnet Wales, Jack King, William Baxter, Goldie Trumbull, Albert Rowe, Alfred Calder, Cleo Call and Keith Sawyer.

Rear row: POs Kenneth Moyes, Kenneth Guthrie, Austin Green, Gerald McGinnis, James Murray, Lucien Morin, John Feather and Pierre Pelletier. (DB-1554).

Recent Staff Changes in Communications School

A number of changes have taken place recently in the staff of the Communications School at Cornwallis.

CPO Geoffrey Bate left the school to join HMCS Haida via leave. He will be in charge of the visual department on board the ship, while PO Robert Walker will head the radio section.

Ldg. Sea. Edward Pritchard has been drafted back to his home port division on the West Coast and Ldg. Sea. R. MacPherson went to HMCS Brockville for three weeks of temporary duty.

A new arrival at the school is PO Cyril Kent, who recently transferred to the RCN after 16 years of service in the Royal Navy.

in the Sea Cadet movement. He was succeeded by Lieut. J. E. Monaghan, RCSC, formerly executive officer and a member of the Corps for nine years.

Lieut.-Cdr. Guy was honored at a ceremony in the Sea Gull Club by the Sea Cadet Committee of the Navy League of Canada in token of his Sea Cadet work.

Six Men Finish TAS Course at Esquimalt

Six men recently completed a TD2 qualifying course at the Torpedo and Anti-Submarine Training Centre, Esquimalt. Members of the class included Petty Officers Frank Pramberg and Roger Twiss, Leading Seamen David Brooks and Robert Spragge, and Able Seamen William Krieger and Engelbert Kuffner.

TAS Course Held for RCN(R) Officers

Five RCN(R) officers recently attended a course conducted at the Torpedo and Anti-Submarine Training Centre at HMCS Naden. They were Lieut.-Cdr. Joseph Roberts, Lieut. William Kinlock, Lieut. Ernest Higgs, Lieut. J. M. Powell and Acting Sub-Lieut. D. S. Johnston.

Halifax Sea Cadet Commander Retires

Lieut.-Cdr. George V. Guy, RCSC, for three years commanding officer of Nelson Sea Cadet Corps in Halifax, retired this summer after ten years



A visit to Hong Kong by HMCS Nootka enabled one of the ship's officers, Lieut. (P) J. M. Burns, to practice his specialty, the commanding officer of RAF Station Kai-Tak providing him with an opportunity to log some flying time. Here Lieut. Burns is shown, left, after completing a flight with Flt. Lieut. Henry Horth, RAF. (NK-1402).



Lieut.-Cdr.-At-Arms Wilfred Pember became, with his promotion on July 1, the first officer to hold that rank in the Royal Canadian Navy. Lieut.-Cdr. Pember has 34 years' service to his credit, having entered the Royal Navy in October 1918 and transferred to the RCN in 1931. (E-19374).

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

ALEXANDER, Stanley G. P1ER4
ANDERSON, Malcolm R. P2BD3

BACON, Robert V. C2GA4
BALDWIN, Robert G. P1SM2
BANNISTER, Frank A. LSQRS
BARTER, Derek R. LSSM1
BEDELL, Russell B. LSSM1
BYERLEY, Bernard P. LSPW1
BIRCHAM, Philip K. LSVS1
BOOTSMAN, Herbert A. LSB2
BROUSSEAU, William A. LSB2
BROWN, John T. J. LSC2
BROWN, Roy J. LSB2
BURRELL, James W. LSB2

CALFAT, Louis J. LSB2
CALLEBERT, Bernard P. LSVS1
CAMERON, Donald H. P2BD3
CAMPBELL, James J. P2BD3
CAMPBELL, Robert H. LSSM1
CAMPBELL, William J. LSSM1
CANNON, Harry J. C2ER4
CARROLL, George P. P2BD3
CASSIVI, Louis A. C1ER4
CATO, Robert A. P2SM2
CHARTRAND, Dennis J. LSSM1
CHOUINARD, Paul. LSSM1
COFFIN, George W. LSVS1
COLE, Clifford D. P1NS2
COOKE, Harvey B. P1SM2
COOPER, Douglas A. LSSM1
COVEY, Fred D. P2BD3
CRUMMELL, Walter. LSSM1
CUNNINGHAM, Frederick G. C2ER4
CURRIE, Robert R. LNS1

DANLYSHYN, Ernest. LSMA1
DAUNHAUER, Joseph A. LSSWS
DEKKEO, Floyd T. P1SM2
DIBNAH, Cyril R. P2BD3
DUBUC, Paul A. LSB2
DUFF, Lloyd D. LSB2
DUGGAN, John J. LSB2
DYER, Victor J. P1ER4
DYSON, George F. C2SH4

FEATHERBY, David F. C2ER4
FISHER, Roger E. P2BD3
FLAHERTY, Stanley F. LSC1
FORSYTH, James W. LSRN3
FRES, William K. C1SM3

GAFFNEY, Leonard M. LSSM1
GALPEAU, Richard L. LSSM1
GORDON, William E. LSC1

HALDANE, Frederick E. LSSM1
HASLAM, Clifford. LSB2
HASTIE, Joseph A. LSSM1
HAWBOLDT, Charlie N. LSVS1
HEIBEIN, William C. LNS1
HENRY, Boyd F. LSSM1
HEWITT, Gordon. C1ER4
HILLIS, David S. LSSM1
HOLMES, William H. LSSM1
HOWARD, James J. LSEM2
HOWE, Gordon R. C2SM3

HUPPE, Edmond N. P1QR1
JOHNSON, Maynard V. P2SM2
JOHNSON, Robert A. LNS1
JETKO, Rudolph R. LSPW1

KEREIFF, Mike. P1SM2
KERR, Ronald H. P2SM2
KINSMAN, Donald G. LSSM1
KNIGHT, Richard C. LSB2
KUNITZ, John. LSSM1

LANGLOIS, Lucien E. P2SM2
LA CROIX, Rheel G. P2SM2
LA VALLEE, Rodrique J. P2SM2
LINCOLN, George F. C1SH4
LORTIE, Aurele J. LSC1

MacISAAC, Angus J. LSSWS
MacKENZIE, Ian D. C1ER4
MacLELLAN, Allan F. LSVS1
MacRAE, Stewart E. P1SM2
McBRIDE, Richard T. LSSM1
McCARTHY, Percy W. P2BD3
McCULLOCH, Bruce L. P2SM2
McCULLOCH, David J. LSSM1
McDONALD, Donald R. P1SM2
McGILVERY, John J. LSC1
McINTYRE, Alan F. LNS1
McKEARNEY, Gerald M. LNS2
McLAREN, James I. LSSM1
McPHADEN, Gordon H. LSSM1
McPHERSON, Glenn A. LSC1
MILLER, Douglas O. C2G13
MONCUR, Barrington I. LSB2

NORTH, Lawrence W. C2SM3

OAKLEY, Gordon R. LSSM1
OSBOURN, Harry W. P2BD3

PELLETIER, Adjutor J. LSB2
PEMWARM, Bertram G. P1ER4
PROVINCE, Kenneth J. C1CA4

RENAUD, Edmond G. LSEM1
ROSCOE, William A. LSSM1

SEGUIN, Lyle P. LSC1
SHEA, John W. LSSM1
SHERIDAN, Charles E. LSSM1
SILVERSON, John R. P2SM2
SKINNER, Harold J. LSC1
SMITH, Walter P. LSSM1
STEIN, Edward A. P2SM2
STEVENS, David S. LSRN3
STEWART, Hugh R. LSAW1

TAYLOR, Arthur J. C1SW2
TESSIER, Joseph H. LSSM1

WALLS, Bertram. C2SM3
WEATHERBEE, Jack L. LSSWS
WHITNEY, Frank B. LSSM1
WHITTAKER, Allen B. P1SM2
WILLIAMS, Howard L. C2SH4
WOOD, Archibald C. P2NS2
WOOD, Lewis A. C2SM3

RCN(RESERVE)

ANKROM, D. J. LSRPS
CORDY, A. C1QR1
CRAGG, R. T. ABSMS
DUNNISON, E. A. P2(NQ)
EMBERLEY, D. C. C1MA3

FAULKNER, D. W. P1MA2
FISHER, I. H. C2NS3

GAMELIN, D. E. LSAF1(NQ)
GOURLEY, G. J. LSRP3

HANSON, J. A. LSAF1(NQ)
HARKNESS, D. C1PB3
HARRIS, J. D. LSRPS
HERON, P. B. P1QR1
HILL, K. A. LSLAS
HILTON, J. E. LSSM1

JARRETT, J. W. LSPCS
JARRETT, R. H. LSLRS

LEVESQUE, A. J. P1AAS

MANSON, T. W. P2RPS
McGILLIURAY, A. A. P1ER4
MERCIER, G. W. P1MM2

NICHOLS, C. M. LSTDS

PENSTON, R. P1QR1
POLSON, J. L. C2SH4
PORTER, J. H. P2SM2
POWELL, A. H. LSEM1

SANDHAM, W. C1MR3
SEELEY, V. E. LSC1
SIDDONS, J. N. C2CR3
SHEANE, H. B. LSSM1
SHIELDS, A. P2MM2
SPILLET, J. LS(NQ)
STEWART, V. V. ABCRS
STILL, D. C. LSAF1(NQ)

WOOLCOCK, J. A. C1QR1
WOOLWOCK, J. A. CLQR1

SHANNON PARK FAMILIES HOLD MAMMOTH PICNIC

More than 800 parents and children attended an all-day picnic held June 21 at Silver Sands on the Eastern Shore of Halifax County. The outing was sponsored by the Shannon Park Home and School Association.

Five buses were busy all day providing transport for families from the naval married quarters. Ice cream, soft drinks and other picnic fare were served the children, whose appetites were sharpened by races, swimming and other sports. The adults got in on the fun, too.

Money for the picnic came from the Stadacona ship's fund and chief and petty officers' mess and from parents whose children attended. CPO John F. Lipton, president of the Shannon Park Home and School Association, was assisted in the organization of the 9:15 a.m. to 5 p.m. holiday by his executive and by block representatives of the Shannon Park married quarters.

NAVY DAYS

At Halifax

More than 15,000 persons entered the gates of the naval dockyard in Halifax, August 2, to witness Navy Day celebrations involving units and personnel of three navies. Ships and aircraft of the Royal Canadian Navy and ships of the United States Navy and the Royal Navy took part in the action-packed program.

In addition to those in the dockyard, many more spectators watched from cars parked along Barrington Street, and others gathered on Citadel Hill for a long-range view of the activities.

The Navy Day program began Saturday morning with a float, depicting the old and new in naval gunnery, going through the streets of the city. The guns, of 1750 and 1952 vintage, were manned by sailors dressed in the uniforms of the 18th century and the present day. At 12:30 eight Avenger, four Sea Fury and four Harvard trainer aircraft carried out a fly-past over the city to launch the afternoon program.

At 1:30 ships and establishments were opened to visitors, and an hour later the demonstrations got under way with a spectacular anti-submarine display involving HM Submarine Alderney, HMCS Crescent and 12 aircraft from Shearwater.

While the sound and the fury of the mock battle were going on, a Sikorsky helicopter from Shearwater was picking up a man adrift on a Carley float, simulating a rescue at sea.

The action shifted at 3:00 p.m. to the parade square, where 100 men from HMCS Cornwallis provided the crowd with an applause-provoking demonstration of mass physical training. They wound up their 15-minute performance by spelling out the letters RCN and NAVY.

A field gun display by UNTD Cadets from Stadacona followed. Then a Bell helicopter from the RCN Air Station demonstrated its manoeuvrability as it landed and took off in confined quarters and hovered over the water.

Diving demonstrations by the members of the Explosive Disposal Unit drew crowds all afternoon; the RCN band held forth on Jetty Five; a six-piece combo from the USS Columbus provided popular music on Jetty Four, and an Avenger and a Sea Fury aircraft were displayed in the dockyard together with a 3-inch 50 gun.

Many people took the opportunity to visit the American warships in port on a four-day call. The cruiser USS Columbus reported that nearly 6,000 persons had come aboard during the afternoon.

In the evening, the navies attracted more attention as more than 400 Canadian and American sailors and sea cadets carried out mass physical training, a field gun display and ceremonials at the Garrison Grounds. The parade arrived at the grounds at 8:00 p.m. and Rear-Admiral Roger E. S. Bidwell, Flag Officer Atlantic Coast, took the salute at the march past, with Captain Gordon Campbell Jr., senior officer of the USN group, also on the dais.

Men from Cornwallis repeated their gymnastic display, and the UNTD Cadets their field gun drill. At sunset a field gun roared and the USN sailors and marines under arms presented arms while the band played the national anthems of Canada and the United States to bring to a close the colorful Navy Day celebrations.

Newspaperman Lauds Halifax Navy Display

The successful and spectacular Navy Day program in Halifax prompted a well known Haligonian to write a letter of appreciation. The writer, Frank Power, is racing correspondent and Broadway feature man of the Halifax Chronicle-Herald and an official of the Halifax branch of the Canadian Author's Association.

Rear-Admiral R. E. S. Bidwell,
Flag Officer, Atlantic Coast.
Dear Sir:

I shall always remember the recent Navy Day show.

I have seen many colorful and thrilling spectacles — sports, theatrical and marine — but last Saturday's performance, at and near the Dockyard, I feel, topped them all.

This is only the humble opinion of a landsman, a civilian, but I have told others that if they had witnessed such a thrilling sight elsewhere, they would have hastened to tell the folks back home about it. It will always be a vivid picture in my memories.

You and all others who were responsible for the show can feel proud of your efforts. You gave us something memorable to see, something that thrilled us and will often be recalled by the fortunate ones, like myself, who witnessed it.

Yours sincerely,
FRANK POWER

At Esquimalt

Thousands of Victoria citizens and visitors turned out Saturday, July 26, to witness the Navy Day program of the Pacific Command of the Royal Canadian Navy.

The all-day show was opened officially with the reading of a proclamation, signed by Colonel the Hon. Clarence B. Wallace, Lieutenant Governor of British Columbia, declaring July 26, 1952, as Navy Day in Victoria.

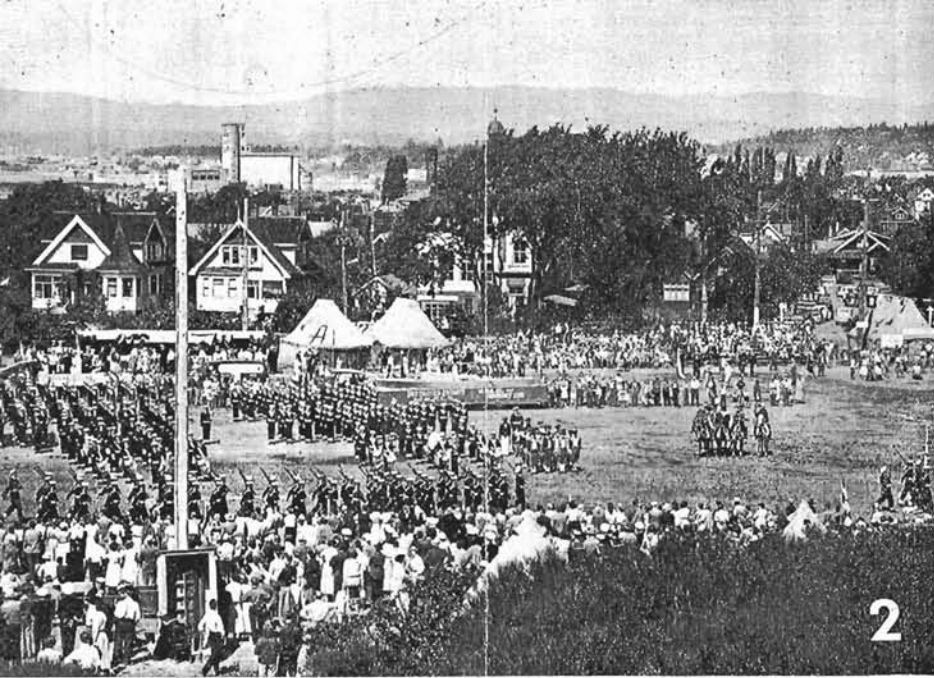
After the reading of the proclamation, four bands — those from Naden, the Ontario, Naval Cadets and Rainbow Sea Cadets, contingents of men from ships and shore establishments and numerous floats depicting many aspects of naval life paraded through streets of the city.

Spaced throughout the afternoon and evening in Victoria's Beacon Hill Park was a variety of naval displays. One of these was a demonstration in which the navy's smoke-eaters snuffed out blazing oil fires in a minimum of time. A 54-man precision squad carried out its drill to perfection and fired two volleys, one of them ripple fire, without a word of command. The traditional "Crossing-the-Line Ceremony" was enacted by crew members of the Ontario.

At 4 p.m. HMC Ships Ontario, Sioux, Beacon Hill, Antigonish and Sault Ste. Marie and two American destroyer escorts, the USS Charles E. Brannon and the USS Romback, sailed in line ahead past Beacon Hill and took part in anti-aircraft firings. At the same time, the navy's famed "frogmen" made a landing on the beach and showed the thousands of watchers a brief part of their hazardous work.

The last item of the day was the Sunset ceremony, performed by the combined bands of HMCS Naden, HMCS Ontario and Naval Cadets, a guard and colour party from Naden and field gun crews from Naden and Royal Roads.

The purpose of Navy Day was to afford an opportunity for the people of Victoria and surrounding districts to see at close hand how the Royal Canadian Navy is manned and equipped, and to provide an occasion whereby relations between officers and men of the Navy and the citizens of Victoria could be further cemented.



The Royal Canadian

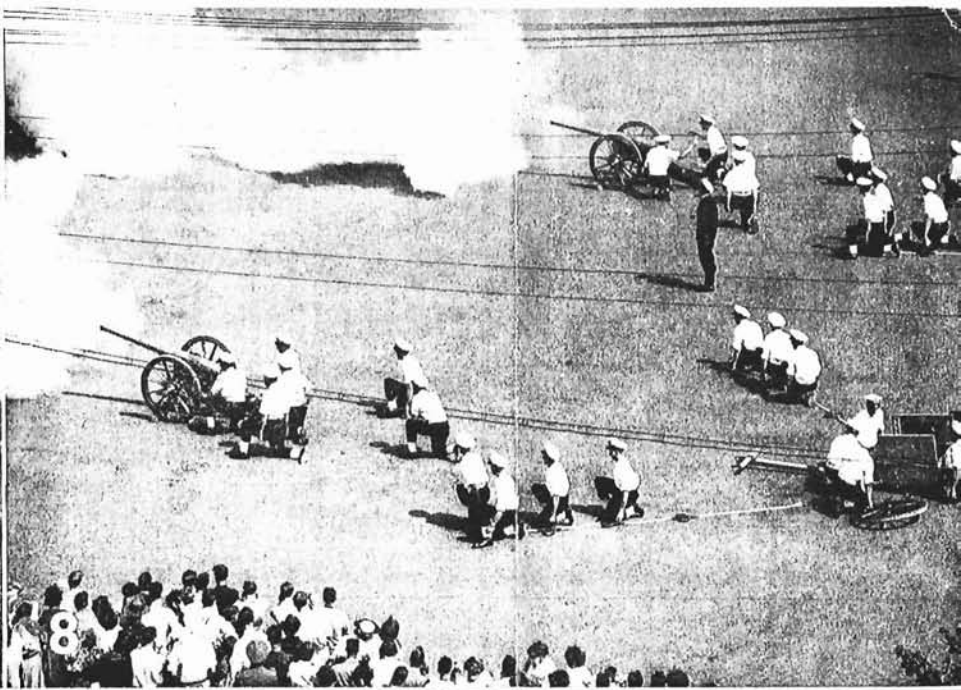
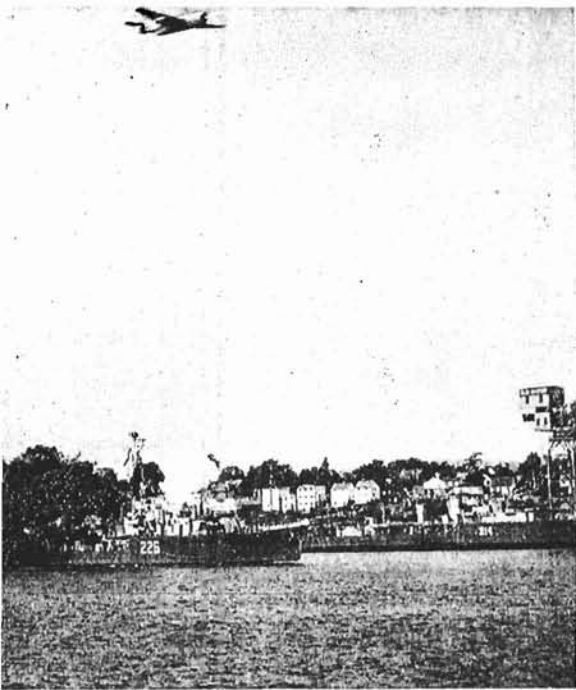
Thousands of Canadians and summer visitors to Canada were onlookers at spectacular, entertaining and instructive displays put on at Halifax and Victoria as Navy Day was observed at Canada's east and west coast naval bases.

1. HMCS Crescent lays down a smoke screen in Halifax harbor as two Avenger aircraft simulate a bombing attack and a naval fire tug sends up a fountain of spray. (HS-20957).

2. A general view of the grounds at Beacon Hill Park, Victoria, where sailors in the garb of the Elizabethan Era mingled with those in modern uniform to give a broad picture of naval life. (E-19637).

3. Commissioned Gunner E. A. MacFayden does his best to make friends with the horse he was to ride in the Navy Day parade at Victoria in his role of an Elizabethan herald. (E-19522).





Navy on Display

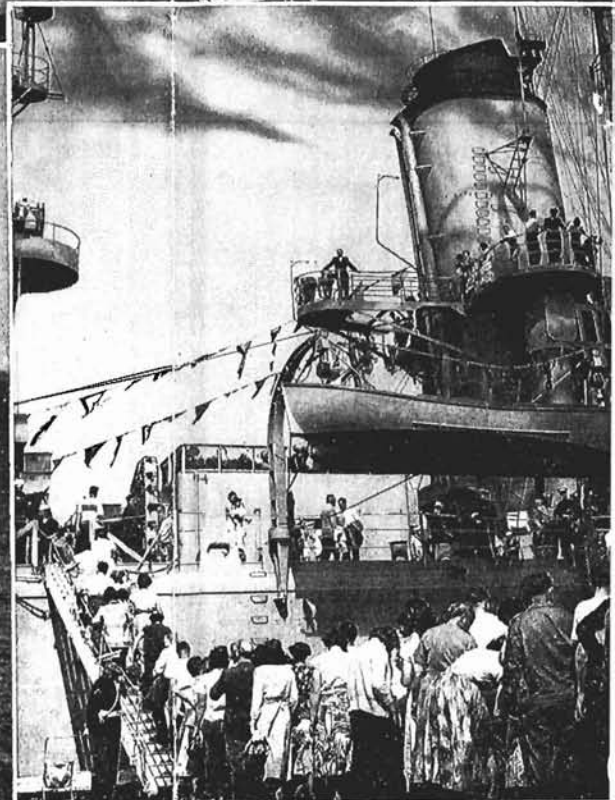
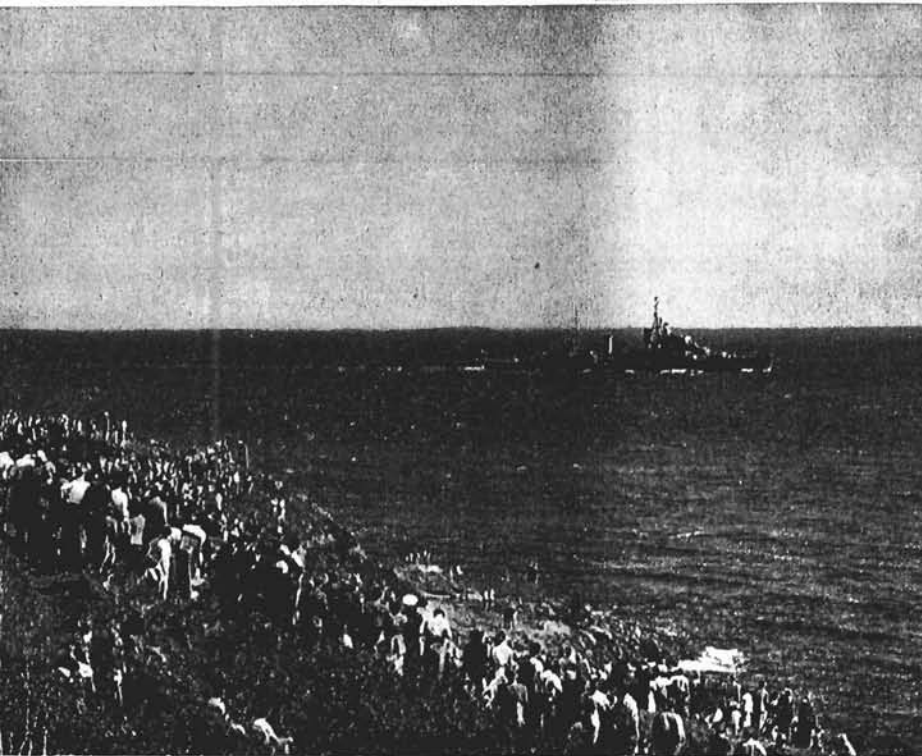
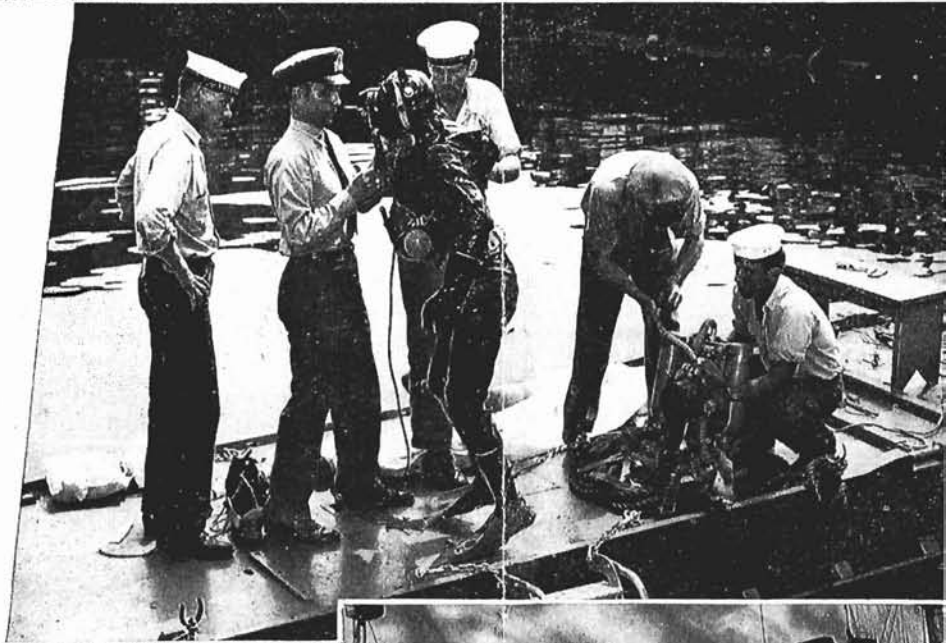
4. The West Coast Navy Day opened with this parade down Douglas Street through the heart of Victoria. (E-19636).

5. Thousands of Victorians gathered on Beacon Hill to watch as ships of the Pacific Command and two visiting U.S. destroyer escorts steamed past in formation. (E-19639)

6. Nearly 6,000 persons streamed on board the visiting cruiser USS Columbus on the afternoon of Navy Day in Halifax. (HS-20919).

7. Frogman Sub-Lieut. John Sweeney emerges from Halifax harbor after a plunge. Shallow water diving was one of the navy displays staged on both coasts. (HS-20976).

8. Two field gun crews formed by UNTD cadets from HMCS Stadacona carried out simultaneous gun runs on the Halifax Dockyard parade square. They are shown at the moment the guns were fired. (HS-20962).



Afloat and Ashore

PACIFIC COAST

Mechanical Training Establishment

One of the floats entered in the Navy Day parade, July 26, displayed a large crown originally conceived by CPO Peter Toll of the MTE and brought to completion by the painters and shipwrights of HMCS Naden. It was a replica of the crown to be used at the coronation of Her Majesty, Queen Elizabeth II. The design was of such proportion that every detail regarding jewels, etc., could be seen by the thousands of spectators and gave them an insight into the pageantry to which the people of our Commonwealth will be looking forward in Coronation Year.

The static display staged by the MTE at Beacon Hill Park showed clearly that naval personnel are not lacking a sense of humor. "The Machine that Forges Men for the RCN", completed by the chiefs and petty officers of the MTE, created much interest and provoked many laughs. It consisted mainly of a large "steam operated" hammer and

belched white smoke and escaping "steam" at appropriate intervals. Three huge wheels were set in operation, with accompanying rattles, explosions, etc., as a "volunteer" was "compressed" by the hammer, and later emerged as a fully-dressed Ordinary Seaman Stoker Mechanic.

The machine did not guarantee 100 per cent results; consequently, the odd "reject", appropriately tagged, was returned to add to the amusement of the spectators.

CPOs Stan Ratcliffe and Jack Peakman were responsible for the operation of the MTE's entry.

Ordnance School

The staff was very pleased to see PO Don Ross come in the other day, even if it was on crutches. Don had been recovering in Prince Rupert hospital from injuries received in the accident which claimed the life of Ordnance Lieut.-Cdr. E. L. Borradaile. Unfortunately, he has had a slight setback which has put him back in RCNH but we hope it will not be for long. Don's smiling face

and ready wit have been missed around the school and we all wish him a speedy recovery and the best of leaves when he finally convalesces. Our thanks go to the chief and petty officers of HMCS Chatham for their kindness to our colleague during his stay in Prince Rupert.

On the incoming side of the ledger we had Ordnance Lieut. Don Loney, who joined the staff temporarily in place of the late Lieut.-Cdr. Borradaile. Lieut. Loney is one of the Ottawa Rough Riders and his athletic talents helped stack up points for the Ordnance School in the inter-departmental sports.

A popular cog in the ordnance machinery, in the person of CPO Jack Anslow, has left to join HMCS Athabaskan. Jack was one of those responsible for building the Ordnance School to its present efficient status from its original state of three empty buildings and a dearth of instructional equipment. In addition, he always found time to help organize any extra-curricular activities of the department.

An enjoyable picnic was held by the Ordnance Department at Beaver Lake on July 17. It was attended by ordnance personnel from the school, ships in port, and in the armament depot, together with their families, and the wives and children of personnel in ships away from home. Soft drinks and ice cream were provided and races and sports were held for the kiddies. Arrangements for the picnic were handled by CPOs Arnold Parkinson, Jack Anslow and Norman Langton. Ordnance Sub-Lieut. John Russell organized the sports.

The Ordnance Department provided gunnery, fire control and underwater weapon exhibits for Navy Day, but the highlight of the day was provided by the Explosive Disposal Unit Section, whose "frogmen" gave various displays of underwater warfare technique.

Naden Petty Officers' Mess

PO William Herbert has taken over the position of mess manager, the former manager, PO Ken Wilson,



On the return of HMCS Cayuga from almost a year of service in Korean waters the ship's company held a gay homecoming dance in the Crystal Gardens, Victoria. Here PO John E. Radley, who made the arrangements for the dance, is shown introducing Mrs. Plomer, the wife of the Cayuga's commanding officer, Captain James Plomer, left. (SO-368).

aving been drafted aboard HMCS Athabaskan.

PO Peter Meek has left the mess and is now on the staff of HMCS Cornwallis. PO John Fairhurst has arrived back on the West Coast, after having completed a first class radar plot course at Stadacona.

The Sunday evening movies in the mess have caught on in fine style, due to the efforts of PO W. John, who has been instrumental in procuring first-class pictures.

TAS Training Centre

Lieut. Ian Sunderland and CPO John Bing recently returned from a four-week course with the USN at Key West, Florida. Lieut. J. R. Addison, CPO George Bowditch and CPO John Cariou have joined the staff, while CPO George Freeman and PO Frank Andrews have both been drafted, the former to HMCS Antigonish and the latter to the Ontario.

ATLANTIC COAST

Communications School

During the serious forest fire in Digby County in July, the Communications school undertook responsibility for communications between Cornwallis and the scene of the fire.

In the initial stages, the radio equipment was located in a fixed position in the vicinity of the fire, about ten miles from Cornwallis. It was manned by PO Granville B. Nickerson and four men.

As the fire spread it was found necessary to make the equipment mobile, so a half-ton truck, manned by Lieut. D. O. Campfield, Commissioned Communications Officer C. J. Scott, PO William Kitchin and four men, was sent to the area to relieve PO Nickerson and his crew.

For the ensuing 17 hours this mobile radio unit moved over rough country roads from one fire party to another, handling communications traffic and making situation reports. As a side-line, it also provided the hard-working crews of fire-fighters with much-needed sustenance in the form of sandwiches, coffee, milk, soft drinks and cigarettes.

The truck's employment and a combination of names resulted in the unit being dubbed "Camp Kitchen Radio".

The Cornwallis end of the radio circuit was ably manned by CPO R. W. Thompson, PO A. D. Ireland and Leading Seaman E. G. Pritchard and Charles E. Lamb.



Well soaked but otherwise none the worse for his experience, Vice-Admiral E. R. Mainguy climbs aboard HMCS Wallaceburg at Pushtrough, Nfld., following the crack-up of amphibious aircraft in which he was a passenger. The plane crashed on take-off but the CNS and the seven crew members were able to make their escape. The lower photo shows the aircraft just before it sank. (HS-20719 and 20718.)

HMCS Portage

On June 24 "C" class of the Basic Training Course was embarked for navigation and seamanship training during the Portage's shake-down cruise to Bermuda.

Due to bad weather, opportunities for celestial observations were few and far between on the run south,

so the accent was on seamanship. However, on the return voyage the weather co-operated perfectly and the trainees were kept busy shooting sun, moon and stars.

On the northward trip the Portage also acted as watchdog for the contesting yachts in the Bermuda-Halifax race.



Seen from the air is the Shannon Park housing development at Tufts Cove, across the harbor from Halifax. Landscaping of the 521-apartment project has begun and some of the curbing has been completed. Shannon School can be seen at the extreme upper left of the picture. (DNS-9130).

After a week in port, the ship embarked eight officers of JOTLC "G" class and six men qualifying for TD2 and proceeded on anti-submarine exercises with HMCS Haida and the United States submarine Angler.

The Portage softball team has been working under a handicap, sea time and shipboard duties having cut deeply into the available hours for practice and contests. However, on July 8 the Portage nine succeeded in handing a strong Haida team a 17-10 defeat.

HMCS Cornwallis

As in past years, Cornwallis was busy this summer with ceremonial guards. The Sunset guard, training under CPO J. G. Ross, was drawn from Haida division. Commander of the guard was Lieut. (SB) J. M. Bond, and second officer of the guard was Instructor Lieut. Alexander Sharrow.

Haida set something of a record this year, performing before the critical eye of the Flag Officer Atlantic Coast in the division's eighth week of training. The ceremony was fully up to the standards of former years.

A guard composed of Kootenay and Haida divisions had the honor of parading the Queen's Colour in Halifax on the occasion of the Queen's Birthday celebration. The officers of the guard again were Lieut. Bond and Lieut. Sharrow. In the evening of the same day, Cornwallis formed

an escort company, under the command of Lieut.-Cdr. E. P. Earnshaw, to attend the Sunset ceremony carried out by the guard and band of HMCS Stadacona.

The band and a guard of 30 men from Haida division represented the Navy July 6 at a memorial service at the Riverside Cemetery in Bridge-

town, N.S. Officer of the guard was Lieut. (E) J. F. Mackintosh.

Units from the Canadian Army and the RCAF, as well as cadets, were in attendance. Chaplain L. W. Mould of the RCAF gave the memorial service address, following which graves of war veterans were decorated.

Later in the day a band concert was given at Bridgetown by the Cornwallis band, under the direction of CPO Michael H. Nold.

On the evening of June 19, personnel of Cornwallis were delightfully entertained by Max Ferguson—"Rawhide" of radio fame—and by the Acadian Male Quartet.

Reserve Wrens from all across Canada have added a touch of glamour to Cornwallis this summer. The two weeks of intensive training for the part-time sailor girls hits hardest at the feet and hair, say the Wrens.

Wren Ann Watson was selected by ballot to represent Cornwallis at the Annapolis Natal Day celebration. —J.M.B.

HMCS Revelstoke

HMCS Revelstoke underwent a few hours of anxiety on June 23. The wooden minesweeper was en route to St. John's, Nfld., for her second summer as tender to HMCS Cabot, when she experienced a series of mechanical difficulties.

These were dealt with but real



The ice cream and soft drink counters were busy places at the first annual picnic sponsored by the Shannon Park Home and School Association. More than 600 parents and children from the naval married quarters project attended the affair. (HS-20461).

Aerobatics Without Wings

Ordinary Seamen Ted Weeks, a naval reservist attached to HMCS York, Toronto, had a narrow escape from fatal injury June 6.

A steeplejack by trade, Ord. Sea. Weeks fell 40 feet from the spire of a church when a rope slipped as he began lowering himself to the ground.

He suffered a broken heel and fractures of the collarbone, left wrist and left shoulder blade, but felt his injuries might have been much worse had he not managed to make a complete turn in the air which enabled him to land on his side.

Weeks has been a steeplejack for four years. The accident was his first.



Different types of uniforms worn in the Navy were shown at a recruiting booth set up by a unit from HMCS Chippawa at the Red River Exhibition in Winnipeg. Left to right in the photo are Ldg. Sea. A. Watts, Ldg. Sea. M. Salter, Ldg. Wren M. Sproule, Lieut.-Cdr. W. E. Mason, CPO G. Sewell, Ord. Wren P. Hay, PO R. Millian and PO T. Bennett.

trouble began when the engine room reported serious flooding was taking place. Pumps were in operation but were unable to keep up with the flooding and it appeared that the ship would have to be abandoned. Course was set for Branch Cove, Nfld., with the intention of beaching her, if necessary. An SOS was sent out and the naval tug Riverton was despatched to aid the ship. Meanwhile, the Swedish vessel SS Ella-Seln, 25 miles to eastward, acknowledged the signal and said she would stand by.

Half an hour later the flooding stopped and the Revelstoke dropped

anchor in the cove to investigate the cause. At 2100 she weighed anchor and set sail for St. John's. The flooding recurred twice during the remainder of the trip but both times the pumps held the upper hand. The ship finally made port and secured alongside at 0833 on June 24. There

it was discovered that a valve of the main engine bilge pump was loose. This was soon tightened and there has been no flooding since.

In reporting the incident, Lieut.-Cdr. C. A. Binmore, commanding officer of the ship, made special mention of CPO Richard Power for his efforts to keep the engines operating throughout the eventful voyage.



At ease with distinguished visitors is the bearded quartermaster on duty outside the wardroom of HMCS York. Discussing naval life ashore with Leading Seaman Frank J. Micallef are Frank Pace, Jr., U.S. Secretary of the Army, left, and Defence Minister Brooke Claxton.

NAVAL DIVISIONS

HMCS York

(Toronto)

Older hands were told of the importance of leading new recruits in the right direction when Captain E. W. Finch-Noyes, Deputy Chief of Naval Personnel, paid a recent visit to York.

Captain Finch-Noyes complimented the ship's company on the excellent turnout on a summer drill night and spoke of the important role reservists played in the naval organization.

Captain Finch-Noyes was in Toronto as chairman of an examining board for the Canadian Services Colleges.

Naval fare was presented to 50 members of the ship's company of York when they were guests at a promenade concert of the Toronto Philharmonic Orchestra. Featured were Alan and Blanche Lund, ballroom dancers who starred with the wartime Navy Show, and the Commodores, vocal quartet, who sang several sea chanties.

Participation of York's band in Dominion Day celebrations in Riverdale Park brought, via letter, the comment:

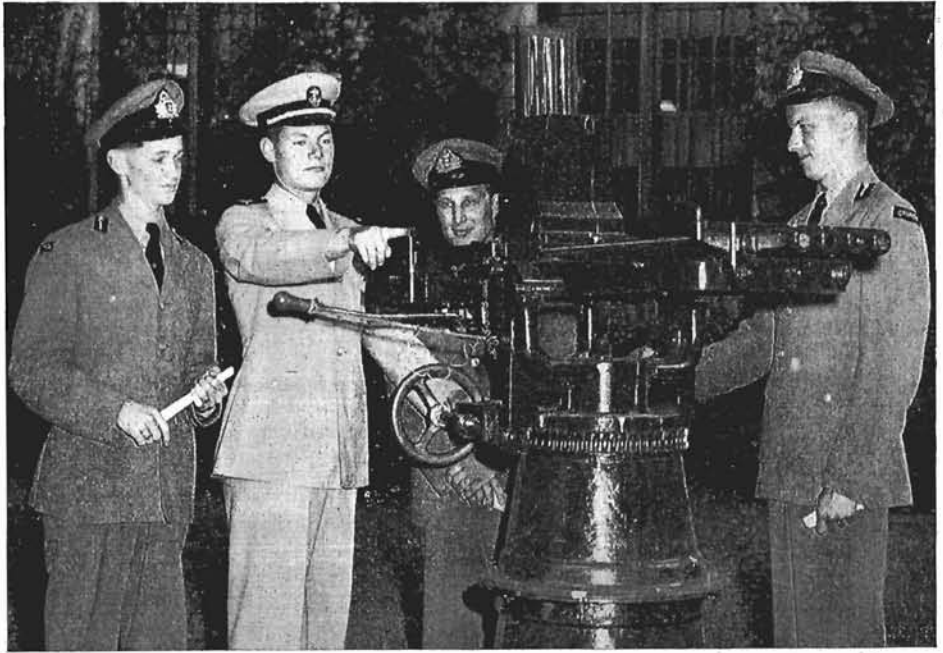
"The Navy always presents a proud appearance and their contribution to the success of this event was noteworthy."

More than 100,000 persons are estimated to have seen the program, which included displays by the Artillery and Queen's York Rangers, low-flying RCAF planes and Army and Navy bands.—A.C.T.

HMCS Hunter (Windsor, Ont.)

Training for the Great Lakes Naval Regatta, to be held at HMCS Star on the Labor Day week-end, was begun July 20 at Hunter. Lieut. T. A. Tarleton was again appointed team captain and an aggregation composed of about 50 per cent "regatta veterans" and 50 per cent "green hands" was being whipped into shape.

Lieut. P. J. Ryall was named sub-captain for tug-o'-war and officers' whaler sailing and pulling; Petty Officer William Bear trained the men's whaler pulling crew; Sub-Lieut. Ed Lee coached the officers dinghy crew and AB. R. G. Bondy was at the helm of the men's dinghy.



A forerunner of the modern machine gun, this four-barreled small-bore rapid fire gun, developed by the Royal Swedish Navy, comes under the scrutiny of three RCN(R) cadets and their host, Midshipman Second Class William H. Nicholls Jr., of Louisville, Ky. The three Canadians were among a group of 24 who toured the U.S. Naval Academy at Annapolis while on their way back to Canada after participating in amphibious training exercises held by the U.S. Naval and Military Academies off Little Creek, Va. Left to right, are; Cadet Ronald C. Hurly of Blissfield, N.B.; Midshipman Nicholls, Cadet Nicola Fantacci, Montreal, and Cadet William M. Sutland, Halifax. (Official U. S. Navy Photo).

Lieut. (SB) R. M. Pearson captained the rifle and revolver teams.

On the July 4 week-end Hunter

entertained 100 officers and men from the U.S. navy training vessel PCE 880, which was on a cruise of the Great Lakes from her home port in Cheboygan, Mich. The ship docked in Windsor Friday, July 4, and stayed over the week-end.

The American sailors were entertained Friday evening at a ship's company dance on board Hunter, with the music provided by the division's band. Members of the girls' clubs of several Windsor industrial firms acted as hostesses. The officers were entertained at a reception in the wardroom.

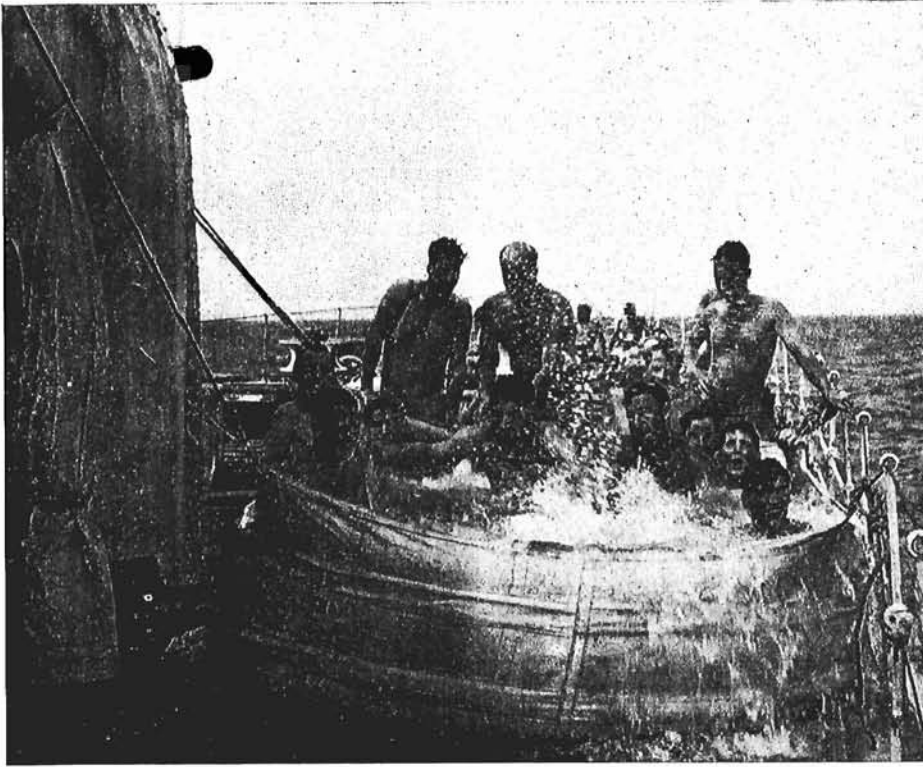
On Saturday the U.S. visitors attended the Detroit Tigers - St. Louis Browns ball game at Briggs stadium in Detroit and the stock car races at Dayus stadium in Windsor. On Sunday many took a Detroit River cruise. On Sunday afternoon there was a reception for officers at the home of Robert J. Cavanaugh, U.S. Consul in Windsor.

HMCS Prevost (London, Ont.)

HMCS Prevost's Fairmile, PTC 799, joined the Great Lakes Training Flotilla after undergoing a six-month refit at Erieau. The refit included the installation of new "luxury" plumbing complete with showers and hot and cold-running water.



PO David Martin, of HMCS Hunter, explains the various ranks and badges of the RCN to Engineman First Class Gilles Kaat, of the U.S. Navy training vessel PCE 880, which visited Windsor during a cruise from Cheboygan, Mich.



During HMCS Nootka's trip to Hong Kong for a rest period, a bathing tank rigged on the forecastle gave the crew a chance to get relief from the heat, which was a hot and humid 90 degrees. (NK-1355).

Prevost's former staff officer, Lieut.-Cdr. N. J. Russell, has gone to Stadacona for the JOTL course. His successor is Lieut.-Cdr. Gordon J. Brighton.

Prevost Wrens formed a rifle team to compete with other Wrens from the Great Lakes area during the regatta at HMCS Star on the Labor Day week-end.—N.L.C.

HMCS Queen Charlotte (Charlottetown)

Ninety-five per cent of the permanent staff at HMCS Queen Char-

lotte donated blood to the Red Cross when a clinic was held at the local

Navy, RCAF Combine In Mercy Mission

The Navy and Air Force combined July 7 to rush a seriously ill infant from her home in Dartmouth to Toronto for an emergency operation in the Sick Children's Hospital.

Nine-months-old Beverley McGilvery and her parents, Ldg. Sea. John J. McGilvery and Mrs. McGilvery, were flown in a RCN helicopter from Dartmouth to Greenwood, N.S. There they were transferred to an Air Force plane which took off for Rockcliffe airport, Ottawa, whence another aircraft flew them to Toronto.

Also accompanying the child on the flight was CPO Tim Snow, a medical assistant from the RCN Hospital at Stadacona.

Ldg. Sea. McGilvery is a cook in the naval hospital at Halifax.



Ldg. Sea. John J. McGilvery, a cook at the RCN Hospital in HMCS Stadacona, and his wife are shown with their nine-month-old daughter Beverley just prior to the RCN-RCAF mercy flight which took Beverley to Toronto for an emergency operation. An RCN Sikorsky helicopter lifted the family to Greenwood, N.S., and from there the RCAF flew them to Toronto. (DNS-9088).

Red Cross headquarters.

CPO S. G. Bowles, the top marksman at Queen Charlotte, has re-engaged for another two-and-a-half years to complete 25 years service.

The men's mess held its annual smoker on June 5 with the mess president, Ldg. Sea. Malcolm Judson, in charge of the affair.

HMCS Cabot (St. John's, Nfld.)

A rowing team from Cabot took part in the St. John's Annual Regatta on August 6. Members of the team included PO W. Murphy, Leading Seamen H. Hibbs and J. Newell, and Able Seamen H. Haynes, F. Hammond and E. Morris.

Two members of Cabot's permanent staff — Petty Officers Jacques Bond and J. F. Stevens — were recently promoted, as were two reserve men on naval training and special duty — Able Seamen Charles Bursey and Frederick Hammond.

During HMCS Brockville's visit to St. John's in July a football game was arranged with a team from Cabot, and ended in a tie.

PO H. M. Anderson left the division recently on draft to HMCS Haida. He will be going to Korea for the second time, having served in the Far East in HMCS Huron.



In Hong Kong the place to eat is "Pop" Gingle's restaurant. "Pop" likes Canadians and when HMCS Nootka was in Hong Kong he played host to 12 of her crew. Reading clockwise from the left are: PO Arnold Renshaw, PO James Dyson, PO John Schumacher, PO Walter Fall, PO Rene Rollins, Pop Gingle the host, Ldg. Sea. Don McCoy, PO Don Slatter, AB James Scrimgeour, AB Arthur Griffith, PO James Jamieson and AB Donald Ayers. On the operating end of the camera is PO Don Stitt.

DINNER AT GINGLE'S

*12 Nootka Men are Guests
of Famed 'Fat Man'
in Hong Kong*

One of Hong Kong's best known characters is Edward (Pop) Gingle, a 350-pound retired CPO of the U.S. Navy who runs a chain of restaurants in Hong Kong and Kowloon. During HMCS Nootka's visit to the city, 12 of her men met "Pop" and discovered, to their great pleasure, what hospitality really means.

Nobody quite knows how it came about, but a few of the men had drifted into Gingle's in Hong Kong and struck up an acquaintance with the famous fat man. It turned out that he had been interned with the Canadian prisoners after the fall of Hong Kong and had developed a great affection for Canucks in general.

Eventually, Pop invited a round dozen of the Nootka's men to his place for a "quiet evening". The lads arrived with healthy appetites and were treated to a truly lavish feast. They had soup and fish, T-bone steak with mushrooms, three vegetables, salad, a chocolate sundae and all the right trimmings to go with each course.

The lucky dozen were Petty Officers Arnold Renshaw of Toronto, James

Dyson of Edmonton, John Schumacher of Victoria, Walter Fall of Hamilton, Rene Rollins of Verdun, Don Stitt of Montreal, James Jamie-



"Pop" Gingle presents AB Donald Ayers with the "Seafarer's License" he awards all good customers. (NK-1414).

Naval Personnel Perform Water Rescues

Two seamen from HMCS Queen Charlotte, the Charlottetown naval division, were credited with saving the life of a seven-year-old boy June 3. The child had been playing on a wharf with a group his own age when he tumbled into the water. AB Donald Crandall and Ldg. Sea. Winston Judson, pulling away from a nearby wharf in a harbor craft, saw the boy fall and AB Crandall dived in after him. Ldg. Sea. Judson followed close behind and they soon had the boy safely back on the dock.

PO Edwin Ablett and AB Peter Buchan, both of HMCS York, recently completed a rescue begun by a civilian. The civilian had gone to the aid of a 39-year-old woman in difficulties in Lake Ontario and was able to hold her up until Ablett and Buchan rowed a dinghy the 200 yards from shore and picked up the woman and her rescuer.

Officers and men at York learned only the other day of an act of heroism performed last March by PO Fred Holmes, mate of the Toronto Transportation Commission tug Ned Hanlan.

PO Holmes was collecting tickets March 3 from passengers boarding the tug when three-year-old Susan O'Donnell slipped past her father and fell into the water between the ship and the jetty. Risking being crushed, PO Holmes leaped into the icy water and rescued the child.

Two leading seamen serving in the minesweeper HMCS Revelstoke rescued a drowning man from the waters of St. John's harbor in the early hours of July 30. It was the third time in less than two years that crew members of the Revelstoke had figured in a rescue of this kind at St. John's.

Leading Seamen Hubert Hibbs, of Portugal Cove, Nfld., and Gus Windsor, of St. John's, were awakened at 4 a.m. by someone shouting for help. They went on deck and saw a man frantically clinging to oil slicked pillars. The two seamen threw a rope to the distressed man, who was nearly exhausted by the time they pulled him to safety. An ambulance transferred the man to the General Hospital in St. John's.

son of Dartmouth and Don Slatter of Arden, Delaware; Ldg. Sea. Don McCoy, of Saint John, and Able Seamen Donald Ayers of St. Williams, Ont., Arthur Griffith of Toronto and James Scrimgeour of Montreal.

PO Stitt, the Nootka's photographer, shot a few pictures for Pop's hall of fame collection and the Nootkas promised him one thing.

Pop asked them to put his name on the next 4-inch brick they threw at the enemy in Korea. The Canadian sailors assured their generous and genial host that this indeed would be done.

The Bulletin Board

The Korea Medal

Approval was given by His late Majesty King George VI for the institution of The Korea Medal in general recognition of service by Commonwealth Forces on behalf of the United Nations in repelling aggression in Korea.

The commencing date for qualifying service insofar as the Canadian Armed Forces are concerned is July 2, 1950. While present conditions exist, service will continue to be a qualification to a date to be fixed in due course. The qualifying conditions for the navy are:

(a) *Naval Service Afloat*—The qualifying service will be 28 days since July 2, 1950, inclusive, in ships or craft engaged in operations off the Korean coast.

(b) *Naval Service Ashore*—The qualifying period will be service of one day or more on duty ashore in Korea, since July 2, 1950.

(c) *Visits and Inspections*—Official visits, inspections, etc., on duty in Korea or in ships or craft engaged in operations off the Korean coast will be a qualification provided that they amount to 30 days either continuous or aggregated.

It is not known when the medal will be available and no applications will be submitted until further instructions in this regard are promulgated.

United Nations Service Medal

The United Nations Service Medal is established pursuant to resolution 483 (V) of the General Assembly adopted on December 12, 1950.

The qualifying date shall be for periods between June 27, 1950, and a terminal date to be announced by the Secretary-General of the United Nations.

The medal will be granted to officers and men of the Canadian Forces whose units are published as eligible in General Orders issued by the United Nations Commander-in-Chief.

The qualifying conditions will be:

(a) *Canadian Forces*—Members of sea, land and air forces despatched to Korea or adjacent areas for service

on behalf of the United Nations. The qualifying period is one day.

(b) *Visits and Inspections*—Service on duty of 30 days, either continuous or aggregated, while inspecting or visiting units designated in (a) of this paragraph.

It is not known when the medal will be available and applications will not be submitted until further instructions in this regard are promulgated.

Language Training Grants to Reserves

Officers and men of the Reserves who successfully pass an annual proficiency examination in a foreign language are entitled to receive grants as follows:

(1) Upon successful completion of 1st year of study — \$150.00

(2) Upon successful completion of 2nd year of study — \$200.00

(3) Upon successful completion of 3rd year of study — \$250.00

(4) Upon annual re-qualification thereafter — \$100.00

Civilian Clothing Allowance

The Governor in Council has approved a civilian clothing allowance of \$100 for officers and men who have performed not less than 183 days

service in a theatre of operations on the strength of the Special Force. The effective date of the order is January 1951.

Members of the Reserves will receive this allowance on termination of employment with the Regular Force.

Members of the Regular Force will receive the allowance only if released on medical grounds as a result of service in a theatre of operations.

The allowance will not be paid to an officer and man whose engagement is terminated as a result of a sentence that includes punishment for two years or more, or for the purpose of immediate enrolment in the Regular Force.

CHET Credits in Music for Bandsmen

The educational requirements for promotion of bandsmen to the rank of commissioned bandmaster are any three CHET subjects.

A CHET standard in music is now established which will be applicable to bandsmen only.

Diplomas or certificates in respect of certain courses offered by recognized schools of music will be accepted in lieu of a naval test. These diplomas or certificates in music will be assessed by Naval Headquarters.

Sunk By Navy At Halifax, Munitions Ship To Be Salvaged

A munitions ship which was sent to the bottom of Halifax harbor by naval gunfire more than 10 years ago is going to be salvaged by the Margaree Shipping Company of Sydney, N.S.

The vessel is the SS Trongate, which caught fire in April 1942, while carrying 600 tons of toluol and small arms ammunition in her holds. Now she lies in 11 fathoms of water off the Dartmouth side of the harbor.

HMCS Chedabucto, Bangor minesweeper, had just returned from a patrol which had included a skirmish with a U-boat. It was night and half her crew had gone ashore when word came that an ammunition ship was on fire and adrift. The Chedabucto was ordered to sink her.

The minesweeper slipped her lines and, steaming close to the burning ship, trained her four-inch gun on the engineroom and fired point-blank at the water line with non-explosive shells.

The ship was quickly sunk and Halifax, still haunted by memories of the disastrous munitions ship explosion of 1917, was spared another serious blast.

Preliminary examination of the sunken ship began in July and headquarters for salvage operations have been set up in the tug Grenadier from Sydney. Three divers have been engaged by the firm and it is expected the ship will be cut into sections rather than lifted from the bottom in one piece.

A year and half after the Halifax harbor episode, the Chedabucto was sunk in a collision with the cable ship Lord Kelvin, which the minesweeper was screening. The Chedabucto's engineer officer was killed.



The Navy Plays

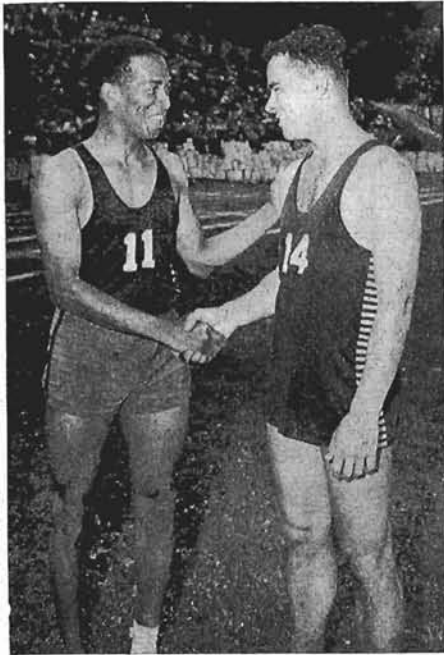


Stadacona Captures Command Track Title

Two UNTD cadets sparked the Stadacona team to victory in the Annual Atlantic Command Track and Field Meet held on the Stadacona playing field July 25. Stadacona compiled 91 points to take the East Coast Sports Day Aggregate Trophy by a wide margin. Cornwallis and Shearwater trailed with 25 and nine points, respectively.

Cadet Clifford Taylor, of Stadacona, won the 220-yard dash and the broad jump, came second in the 100-yard dash and ran as anchor man in the relay race. Cadet J. E. McSweeney, also of Stadacona, came first in both the 880-yard run and the mile.

AB Fred Eggleton, physical training instructor from Cornwallis, won the high jump, came second in the broad jump and the 880, then placed third in the javelin throw, to account for most of his team's points.



Cadet Clifford Taylor, left, of Jamaica and Mount Allison University, was captain and star performer of the Stadacona team which won the Atlantic Command Track and Field Meet. Cadet Taylor won two events, placed second in a third and was anchor man of the victorious Stadacona relay team. Here he receives congratulations from teammate Cadet A. Selby, of Toronto and U. of T.

Rear-Admiral R. E. S. Bidwell presented the team trophy and the individual awards after the meet.

Winners and their marks were at follows:

100 yards — AB Boyd B. Bishop, Stadacona, 10.4 seconds.

220 yards — Cadet Clifford Taylor, Stadacona, 26 seconds.

High jump — AB Fred Eggleton, Cornwallis, 5 feet 2 inches.

Mile run — Cadet J. E. McSweeney, Stadacona, 5 min., 11 sec.

Shot put — PO Ronald Darby, Stadacona, 36 feet, 11 in.

Broad jump — Cadet Taylor, Stadacona, 19 ft., 4½ in.

880-yard run — Cadet McSweeney, Stadacona, 31.8 sec.

Discus — PO Dick Evans, Stadacona, 108 feet.

Hop, step and jump — PO Walter Warner, Stadacona, 37 ft., 5½ in.

Javelin — AB William Cheetham, Stadacona.

440-Yard Run — Cadet C. A. Lynch, Stadacona.

880-Yard Relay — Stadacona.

Veterans' race — CPO Cyril Preece, Shearwater.

Pole vault — AB Gil Lundihn, Stadacona.

Medley relay — Stadacona.

Officials included Rear Admiral R. E. S. Bidwell as honorary referee and Lieut.-Cdr. F. C. Pettit as referee. Judges were Lieutenants Ian McPherson and George H. Emerson, Instr. Lieut. C. W. Montgomery, Lieut. John Charters, Instr. Lieut.-Cdr. A. B. Young, Lieut. (L) J. Fawley, Lieut. Harry Rusk and Commissioned Bos'n G. A. Carroll.

Other officers were: Meet Director, CPO Jim Wardell; starter, Lieut. Andrew L. Collier; timekeepers, Lieut. (MT) Margaret Ball, Sub-Lieut. (MN) Joy Eckford and Sub-Lieut. (MN) Betty Ballantyne; clerk of course, CPO Reg Pitt; chief steward, CPO Bob Coe; assistant stewards, PO Jim Fraser and Ldg. Sea. Rowan Carroll; announcer, CPO Tom Mottershead; recorder, Lieut. (W) Nan McPhee.

Navy Team Captures Service Track Trophy

The Royal Canadian Navy track and field team scored a decisive victory in the Pacific Command tri-service meet held July 23 at the Victoria High School Gyro Track.

The sailors racked up a total of 76 points. The Canadian Army, with entries from Chilliwack and Work Point Barracks, came second with 35 points, and the RCAF from the Sea Island base was third with 22.

Rear-Admiral W. B. Creery, Flag Officer Pacific Coast, presented the Pacific Command championship cup to Instr. Lieut. D. D. MacKenzie, captain of the navy team, and also presented awards to the individual winners.

Softball, Soccer Tournaments Held at Cornwallis

Algonquin division was setting the pace on the completion of the first part of a round-robin tournament held by the inter-division softball league at Cornwallis. Iroquois, Sa-



Commodore H. F. Pullen, Commodore of the RCN Barracks, presents the winners' trophies to Lieut. (L) Dennis Pratt, coxswain of the Electrical School crews which triumphed in the war canoe and all-comers' races during a four-day boat-pulling regatta held at Halifax. (HS-20547).



When touring TCA officials visited the RCN Air Station at Dartmouth, June 26, they were guests of Captain D. L. Raymond, commanding officer of HMCS Shearwater, at a luncheon, then were challenged by Shearwater officers to a softball game. The visitors won 26-20. The competitors are shown above, TCA seated and Navy standing. Front row, left to right: T. F. K. Edmison, Ernest R. McFarland, President of Flying Clubs of Canada; A. J. Sutherland, G. W. Thoms, W. F. English, vice-president, TCA operations Montreal, T. A. McMann, Charles Gibson, Austin Candy, Flight Officer R. McDonald and E. E. Jokinen. Rear row: Robert Swanburg, officer in charge Shearwater Meteorological Section; Leo J. MacDonald, resident engineer; Lieut.-Cdr. Donald Knox, Lieut. (S) Francis Wade, Captain Raymond, Commander G. C. Edwards, Lieut.-Cdr. (L) R. J. Legeer, Commander A. F. Fickard, Lieut.-Cdr. (S) Hugh McGregor and Commander (E) C. G. H. Daniel. (DNS-9063).

guenay and Huron divisions were close astern, with the other eight teams strung out further behind.

In the 12-team inter-part softball league at the training establishment, the Chief and Petty Officers, Midshipmen and Communications "B" were leading the field.

Another round-robin tournament was also under way at Cornwallis, this one in the 12-team inter-division soccer league. Front-runners were Huron, Sioux, Haida and Niagara divisions.

Navy Team Places Third in Antigonish Games

Though they didn't get a chance to train for the event, naval athletes from Stadacona and Cornwallis managed to place third in the annual Highland Games in Antigonish, N.S., July 16.

Halifax Wanderers Amateur Athletic Club and the Antigonish Highland Society won the senior and junior sections with 55 and 43 points, respectively.

AB Arthur Duerksen, a physical training instructor from Cornwallis, took the caber throw honors away from Antigonish for the first time with a heave of 37 feet 7 inches.

AB Gil Lundihn from Stadacona battled with Gerald MacDonald of Antigonish in the pole vault for over an hour and a quarter. They both failed to clear the bar at 11 feet 2 inches. Finally Lundihn, who had the least number of jumps, won at 10 feet 11½ inches.

Cadet Jud E. McSweeney, of Stadacona, won the junior 880-yard race and placed second in the senior 880. Midshipman Ned Hutt, of Stadacona, placed second in the senior high jump. Naval runners showed in other races and their relay team placed second to Wanderers in the mile run.

Wren Lillian Ross, a communicator



Two navy athletes are pictured at opposite ends of two large sticks, in the manipulation of which they earned top marks in sports meets this summer. AB Gilbert Lundihn, left, of HMCS Stadacona, won the pole vault at the Antigonish, N.S., Highland Games and also in the Atlantic Command Track and Field Meet at Halifax. Competing in the event for the first time, AB Art Duerksen,

Tyro Caber Tosser Astounds Scots

Scotsmen in Nova Scotia are still scratching their heads in bewilderment over the feat of a husky young sailor from HMCS Cornwallis who won the caber toss and thereby took one of the most coveted prizes at the Highland Games held at Antigonish in July.

AB Arthur Duerksen, a physical training instructor at Cornwallis, decided to have a go at "throwing that telephone pole." He had never tossed the caber before and on his first two tries he fouled out. However, on his third effort he tossed the caber 37 feet seven inches to beat the best heaves of the seasoned Highland Games competitors.

AB Duerksen was a member of the RCN team which placed third in the senior competitions.

from Coverdale naval radio station, won the senior Highland Fling Competition at the Games.

Wren Softball Team Shows Winning Record

A softball team formed by Wrens under training at HMCS Cornwallis has been making quite a name for itself, having lost only one out of eleven games played up to the end of July. The sole defeat was at the hands of the strong Halifax Ladies' Arcade team.



of HMCS Cornwallis, created a sensation when he won the caber toss at the Antigonish games. (Photos by Maurice Slaunwhite, Halifax Chronicle-Herald).

Queen Charlotte Sweeps Rifle Meet

HMCS Queen Charlotte, the naval division in Charlottetown, made a clean sweep of the island capital's Festive Week rifle meet June 30.

The winning team was the Navy "A" squad, consisting of CPO S. G. Bowles (88), CPO A. Costello (86), Captain J. J. Connolly (73) and CPO E. V. Pineau (56), to make a total aggregate of 303.

Navy "C" team was second with 280 and Navy "B" fifth with 215.

The Navy took all the individual prizes, too, as follows: High aggregate, CPO Bowles with 88; high score 200 yard range, CPO L. Llewellyn, 31; high scores 300 and 500 yard ranges, CPO Costello with 31 and 35 points. The shoot was under the supervision of CPO Bowles.

Cornwallis Ball Teams have Successful Season

The Cornwallis senior baseball team has been enjoying a successful season, the naval nine having led the Tri-Service league for much of the schedule and held the runner-up spot in the Western Valley League. The team is coached by CPO Michael Semenick and PO Joseph LePage.

The senior softball team, under the guidance of CPO "Stormy" Ross, has been taking on all comers and up to August 1 had gone down to defeat only three times.

Cornwallis recently was host to the baseball team from the USS Midway and the softball team from the USS Roan. The visitors did not fare too well, the baseball team losing a well-played game, 1-0, and the softball nine bowing by a 15-0 score.

Pins Awarded Successful Trainees

New entries at HMCS York are now receiving lapel pins for wear with civilian clothes in recognition of their having successfully completed their initial training. The pin is a miniature silver and enamel replica of the Toronto division's badge.

The pins serve a two-fold purpose: They make an attractive reward for successful application to training and serve as a means of recognition for reserve personnel while in civilian clothing.

Those who have received the new pins so far are Ordinary Seamen M. R. O'Leary, William Squires and P. F. Spofford and Ord. Wrens Beverley Morrison and D. Bell.

SEA-GOING CHORISTERS

HMCS Quebec is Only
Ship in RCN to
Have Choir

AN idea born at Cornwallis has gone to sea, with the result that HMCS Quebec is the first warship in the RCN with a regularly organized choir.

The songsters range in rank from ordinary seamen under training to the commanding officer, Captain Patrick D. Budge, who founded the choir and is an active participant. He directs both the Protestant group and the choir as a whole, and shows up for practice sessions of the Roman Catholic choristers "just because I like to sing." The leader of the Catholic group is Commander (S) Martin Doyle, supply commander of the Quebec.

Captain Budge started the choir shortly after the Quebec was commissioned at Esquimalt in January 1952. The idea grew logically from the success of the choir he had established earlier when he was executive officer of Cornwallis.

The Cornwallis choir became well known throughout the province, singing in numerous Nova Scotia churches and taking part in civic and naval programs.

When he came aboard the Quebec, Captain Budge acquired an organ and

found in the ship's company an organist who plays for both Roman Catholic and Protestant practices. The repertoire consists largely of sacred music, with the Catholic group able to undertake a full Mass in three-part harmony.

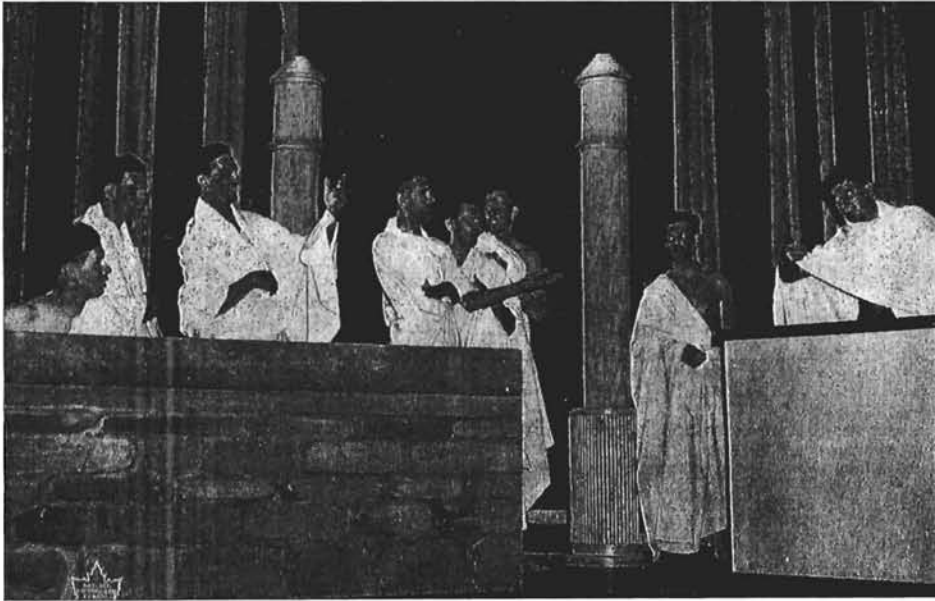
Lately Captain Budge has set them to singing sea chanties. He doffs his gold-braided hat and his coat with the four gold rings and gets down to work in his shirt sleeves. He can't read music, but he has a good ear for it and he carries the choir along with him by pantomiming the chanties.

Practices are held once a week, if circumstances permit. It's a real chore at sea to get everybody together, as many of the men are on watch. Commander Doyle says he has about 30 voices in his section but has never seen more than 20 gathered at one time. Captain Budge has the same trouble with his 40-voice group.

In the face of these difficulties, the leaders aren't too critical of vocal quality. Anyone standing around listening to the practices may have a hymn book shoved into his hands, as two visiting newspapermen learned when they suddenly found themselves bolstering the baritone section.



Commander (S) Martin Doyle leads a portion of his Roman Catholic choir in a practice session on the Quebec's quarterdeck. Though the Catholic choir has a strength of 30 voices and the Protestant has 40, neither ever has a full turnout, shipboard duties invariably causing some members to be absent. (DB-352).



An amusing take-off of Shakespeare's Julius Caesar highlighted a variety show presented by cadets at HMCS Stadacona. Here Julius (Cadet Blandford Kay, seated extreme left) watches with some consternation a verbal exchange between Mark Antony (Cadet Dino Narizano, extreme right) and the mob. Mobsters, left to right, are Cadets Malcolm Drover, Tom Cahill, Jens Gotthardt, Andre Potvin, John Wilkie and Tony Duggan. (HS-20571).

EAST COAST CADETS STAGE VARIETY SHOW

Cadets at HMCS Stadacona forgot about navigation, gunnery and other naval subjects on the week-end of July 28 as they took a fling at show business and staged the "Cadet Revue of '52".

Not to be outdone by their counterparts on the West Coast, who had staged variety shows during the past two summers, the Stadacona cadets got started on their first show when Lieut.-Cdr. H. A. Crilly, cadet term officer, organized a glee club in early June. Later, third-year Supply Cadets Tom Cahill and Blandford Kay got their hands on the script of a skit of Shakespeare's Julius Caesar. Several solo acts, easily found among the talented residents of "F" and "G" Blocks, helped to complete the program.

The show was in rehearsal for two weeks, with the cadets practicing after training classes were over. When the curtain went up on Sunday, July 29, the Stadacona auditorium was filled to capacity.

The Glee Club presented several selections under the direction of Cadet Marc Degoumois, while Cadets Murray Cain and Ted Cleland sang solos. Cadet Art Pennington performed a skit on Mozart's 24th Concerto for Flute, accompanied by Cadet Degoumois at the piano. The highlight of the show, however, was

"Julius Caesar," which received a warm reception from the audience. Mark Antony, played by Cadet Dino Narizano, wept freely (with the aid of soaked sponges) over the body of an extremely active Caesar (Blandford Kay) to ring down the curtain on the amusing show.

Other members of the cast included Cadets Andre Potvin, Tom Cahill, Malcolm Drover, Jens Gotthardt, Leo Sands, John Wilkie, John Copeman, Ted Langstroth, Bob Godson and Tony Duggan.

Lieut.-Cdr. John Bugden, Reserve Training Commander at Stadacona, complimented the cadets on the show and said he would like to see the Cadet Revue become an annual event.

LETTER TO THE EDITOR

In Defence of the Cap

Dear Sir:

After reading an article in my local newspaper (June 19) regarding headgear, written by Bill Boss and accompanied by a portrait of AB Charlie Cue, I could not help but pick up my pen and write you a few lines to express my own feelings.

Because I no longer wear this type of cap, many may think I am not in a position to be critical. However, I wore this cap for four years, during which time I travelled to many foreign countries. At no time was I anything but proud of my cap and what it represented.

I would like to point out that the present cap is one of the smartest worn by any of the services and, when properly taken care of, is very neat.

This cap is meant to be worn flat on the head and not on the back of the head like many want to wear it. For a while it may cause slight discomfort; however, when one gets used to it, it is like anything else — one hardly knows that it is on.

As far as becoming "bald" is concerned, well, any headgear will do this, including none at all.

As far as distinction goes, the cap tally should suffice except for those people who are misinformed. Then a little explanation can be added for clarification. In any case, surely the "Canada" badges we wear on our shoulders are sufficient to distinguish us as Canadians.

I am not one of the "die-hard" squad, but I do think that if we must have something new, one of the last things we should consider changing is our cap. Least of all should we copy other services or other countries.

In closing, may I point out that those who don't like our service, or its uniform, can always apply for transfer to another.

Yours truly,
Ernest B. Young, C2ET4,
HMC Electrical School,
Halifax.

(Editor's Note: The article in question, written by Bill Boss, Canadian Press staff writer, quoted members of HMCS Athabaskan's ship's company as objecting to the discomfort of the sailor's cap and complaining that it was not distinctively Canadian.)

Cornwallis Soil Yields Old Coin

A penny dated 1826 and bearing the profile of King George IV was found at HMCS Cornwallis recently by Ord. Sea. Claude Herties, a communicator under training in the Communications School. The penny turned up in a pile of topsoil that had been moved to the vicinity of the Comschool from near the Main (Kentville to Yarmouth) Highway. It is thought the coin may have been lost on the old Post Road more than 100 years ago.

KILL THE UMPIRE!

by L. W. T.

ABLE Seaman Mickey McGuire leaned back against the lockers, aboard the destroyer HMCS Hursioutkayugaskan, and basked in the flowery praises being heaped on him by his messmates for his latest culinary efforts. That is, he basked in the glowing tributes until the quartermaster stepped in to mention casually that McGuire was urgently required topside by the First Lieutenant.

Arriving in the after-canopy, Mickey perceived that the "Jimmy" was dangerously calm and decided he had better be extremely cautious in his choice of words.

"Yes, sir", McGuire saluted smartly, "You wished to see me, sir?"

"Able Seaman McGuire, the thing I least desire in this world is to see your face," bit out the Executive Officer. "If it weren't for the fact that the crew seems to think your cooking is probably the best in the Fleet, I would not have to look at your face because you wouldn't be here. I can tell you that without hesitancy, because your insufferable ego could not possibly become more inflated."

Mickey McGuire glowed with unconcealed pride. "Yes, sir," he conceded modestly, "I am extremely proficient in the culinary arts. But really, sir, you should taste my French pastries. The wardroom was indeed unfortunate in being unable to obtain my services."

The First Lieutenant's face reddened, then became tinged with purple. His fists clenched and unclenched at his sides as he struggled to retain his composure.

"Able Seaman McGuire," he hissed, "you will accompany the baseball team ashore to the island and participate in the game. Understand. Participate in the game, not loaf or sleep under the trees. I have never seen a lazier man, when it comes to anything but cooking, than you. **NOW GET OUT OF MY SIGHT.**"

"Thank you, sir. I am sure your confidence in my ability as a baseball player is not misplaced." Saluting smartly again, McGuire quit the after-canopy and the near-erupting XO.

On the shoreline of the small island the baseball team drew the whalers up on the beach, set up the field and commenced the game. McGuire was playing second base for one of the teams.

For all his laziness, Mickey soon proved to be the best player on the field and with an outstanding triple play retired the opposition and brought his team to bat. During that half of the inning, Mickey espied a shaded foxhole beside a tree and crawled in for a few minutes' sleep while awaiting his turn at the plate.

He never had his turn.

Unexpectedly the walkie-talkie, their contact with the ship, sputtered.

"Return to the ship at once," it crackled. "Return to the ship at once. Enemy position being established on the island."

Gathering up their materials, the men raced for the boats. In the rush the walkie-talkie was knocked out of the communicator's hand and ended up behind a fallen log, while its erstwhile bearer was swept along by the crush. The portable transceiver rolled down into the fox-hole and came to rest beside Able Seaman McGuire.

The whalers slid into position beneath the falls, were hooked on and hoisted and the men sped away to their action stations. Only then did someone cry out, "Where's McGuire, the cook?"

On the island, the enemy, creeping through the trees, gained positions near the erstwhile ball field just as the Hursioutkayugaskan opened up with her first salvo. There was no way to judge the fall-of-shot accurately from the destroyer and the Captain decided to blanket the island and hope for the best.

Mickey McGuire, in his fox-hole, opened his eyes and raised his head for a look-around. The sound of gunfire impinged on his eardrums and strange men with field pieces flitted past his line of vision. "Strange", he muttered to himself. And then came the light. His hand encountered the walkie-talkie fate had placed beside him. Grasping it, he slithered out of the fox-hole and, by alternately crawling and creeping, managed to obtain a position from where he could see but remain unobserved. Then he set about acquainting himself with the intricacies of the radio-transmitter he held.

Aboard the destroyer, the Captain was about to give up the bombardment and write McGuire off as a loss when suddenly the bridge extension

of the operation room radio came alive.

"Batter up, Corby. Lambaste it into left field, Corby."

The astounded party on the bridge gaped helplessly at the radio blaring forth baseball during action stations. Abruptly one of the look-outs shouted, "Sir, Captain, sir. Corby is the captain of 'A' gun and I'm sure that's McGuire's voice on the radio."

The Captain didn't hesitate. "Quarters firing, Guns."

"Bridge to 'A' gun," roared the gunnery officer, "bridge to TS and all guns. Quarters Firing. 'A' gun, left 50, up 200, shoot."

"A" gun boomed forth a salvo and seconds later the radio blared out, "Base hit. One on, one out, two to go. Batter up, Jamieson. Low grounder along the third base line. The infield is playing up close. Play ball."

"B" gun," directed the bridge, "down 100, left 10, shoot." Another salvo rolled across the stretch of water and cheers from spotters indicated something had been hit.

"Home run. Score two to nothing. Two hits, no errors, no one left on. Batter up, MacDonald, put the pill right out in centre field, but not over the wall. On deck, Wallace."

"Y" gun, right 20, up 400, shoot," from the bridge. "X gun stand by."

"Their outfield is strong, Wallace, at centre field, so knock the cover off and put it right into the stands," came the radio again.

A salvo roared out from "Y" gun, closely followed by two from "X" gun. A loud roar was heard over the radio and then a few minutes of silence while the bridge waited tensely. Suddenly, "Kill the umpire, the blind old bat! Where are your eyes, in the back of your head? That was a bean-ball! Kill the umpire!"

The commanding officer's face suffused with colour and he appeared on the verge of apoplexy. He even considered, for a moment, breaking radio silence to tell the young whelp just who was in command of the ship.

He was spared the decision by the crackle of the radio.

"Corby to bat, Macdonald on deck, Wallace and Jamieson coach at first and third. Score ten for Ashcans, nothing for Goons, first of the ninth.

Strong outfield has moved up. Pitcher is winding up . . . here's the pitch . . . the batter connects and the ball goes sailing . . . **RIGHT INTO THE MIDDLE OF THE OUTFIELD.**"

The destroyer reeled as her guns echoed in unison. Then word from the radio announced that the game was over and the last hit had been a home run, bringing in all players but McGuire. "The opposing team," intoned the radio, "is thoroughly defeated and may now be picked up."

Boats were despatched with all haste to the island. At the beach they found, to their utter amazement, Able Seaman McGuire sadly swinging a baseball bat at two figures on the ground. Whenever one attempted to arise he was persuaded to desist. At the same time Mickey appeared to be carrying on a conversation with the ship over his talk-box.

"Sir," Mickey addressed himself to the Executive Officer, who had come ashore with the boats, "all the enemy have either expired or retired, except these two skinny specimens. One is a General and the other a Colonel."

"Get in the boat, Able Seaman McGuire. You will be dealt with later."

"Not without my prisoners," pleaded McGuire with a hurt look.

Realizing the futility of argument, the "Jimmy" allowed Mickey to shepherd his charges into one of the whalers. After mopping up operations were completed, the party returned to the destroyer to be greeted by thunderous cheers from the entire crew. "Yea, McGuire!" was heard over and over.

With an honest attempt at modesty, the chef herded his prisoners up

the accommodation ladder, following closely with the bat and still talking over his radio.

When the elated crew had settled down, McGuire found himself before the commanding officer. Also present was the XO.

"Able Seaman McGuire," said the Captain quietly, "yours is a familiar face to me. I am also well aware of the colour of your hair. What you have just done, McGuire, is deserving of recognition and higher reward. It was carried out in the best traditions of the Royal Canadian Navy, in such a manner that the enemy, although tuned to you, never tumbled to the trick. For this I am going to recommend you for the Distinguished Service Medal." The CO paused for a moment, then continued, "Able Seaman McGuire, what you have done was magnificent, but, **McGUIRE, WHAT WERE YOU DOING ON THAT ISLAND IN THE FIRST PLACE?**"

"Why, sir, I thought you knew. I was ordered ashore by the First Lieutenant to play baseball. After making my triple play, I came in from the infield and heard the recall over the radio. I knew, sir, that you would require a spotter of the highest calibre ashore, and that yourself or the First Lieutenant would be unable to undertake such a task because of your important duties aboard the ship. Therefore, sir, since I was the only man available to carry out the duty I remained at the island. With this in mind, I grabbed the walkie-talkie and hid in a fox-hole, knowing I wouldn't be missed in the confusion, sir."

Small explosions seemed to be taking place within the two officers, but nothing but sputters came out.

"Many times, sir, while I was, in

my own small way, trying to contribute something useful to the bombardment, I wished for the vastly superior knowledge of yourself or the First Lieutenant. Then I would say to myself, 'McGuire, those men are depending on you for direction to quell this band of despicable characters. I found strength, too, sir, in thinking about our democratic way of life in the Service, and about how we are innocent until proven guilty . . . And, sir, I knew I couldn't fail yourself or the First Lieutenant.' McGuire's voice had fallen to an awed whisper and he stood stiffly at attention with a hint of tears in his eyes.

The commanding officer shuddered slightly and cast a baffled glance at No. 1. "Case dismissed," he growled and left the quarterdeck.

"Able Seaman McGuire," rasped the First Lieutenant, "you may go to your mess and take the rest of today and all tomorrow off!"

"Thank you, sir," said McGuire, softly, and padded away in his bedroom slippers. At the edge of the quarterdeck his hands went to his pockets as he sauntered, whistling, along the iron deck. Then he turned and entered the galley.

The First Lieutenant slowly followed the cook to the galley door.

"McGuire," he called over the half-door of the galley, "I said you could take the day off. What are you doing here?"

"Well, gee, sir," replied Mickey apologetically, "I've got to turn in my prisoners when we get in, and, well, holy cow, unless I fatten them up a little I don't think they'll last the trip."

Then sadly he turned to whipping up one of his more delectable culinary treats.



MAN OF THE MONTH

(Continued from Page 11)

"I decided that here was a job I really liked," says Silver. So he applied for a transfer, was accepted and took a formal course for naval storesman.

He went back to the Ontario for a few months, then was drafted to Discovery in May 1950. He stayed in the Vancouver division until July of this year, when he was transferred to Naden.

PO Silver's hobby is gardening. While in Vancouver, he devoted most of his spare time to a flower garden he had cultivated at a home he rented there. But when his turn came for weekend leave, he went across to Victoria, where he owns a home, and worked on his permanent vegetable and flower garden.

Back to Vancouver he would go with a load of home-grown vegetables to ease the family budgeting—a fair-sized item when there are three healthy youngsters to be fed. The three are Anne, nine, Roy, seven, and Wayne, five. Mrs. Silver is the former Hazel Holding, of Victoria.

Weddings

Able Seaman David Farrington, HMCS Catarqui, to Miss Norma Davy of Kingston.

Lieut. William G. Hunt, HMCS Niobe, to Miss Louise Miles, of Westmount, P.Q.

Lieut. John C. Lamontagne, HMCS Stadacona, to Miss Jean Cunningham, of Victoria.

Lieut. (SB) A. J. MacAdam, HMCS Queen Charlotte, to Miss Ethel L. Kelly, of Charlottetown.

Lieut. (E) K. M. Meikle, Naval Headquarters, to Miss Margaret R. Martin, of Ottawa.

Lieut. R. C. O'Neil, Naval Headquarters, to Miss Joyce Gladish, of Ottawa.

Able Seaman J. V. Skoropada, HMCS Crescent, to Miss Dorothy McConnachie, of Aberdeen, Scotland.

Births

To Lieut. Walter S. Blandy, HMCS Stadacona, and Mrs. Blandy, a son.

To Able Seaman Michael J. Connolly, HMCS Queen Charlotte, and Mrs. Connolly, a son.

To Petty Officer Ronald F. Darby, HMCS Stadacona, and Mrs. Darby, a son.

To Ordinary Seaman Gordon Godfrey, HMCS Queen Charlotte, and Mrs. Godfrey, a daughter.

To Lieut.-Cdr. (S) S. R. Hanright, HMCS Quebec, and Mrs. Hanright, a son.

To Lieut. G. S. Hilliard, HMCS Magnificent, and Mrs. Hilliard, a son.

To Captain (SB) P. R. Hurcomb, Naval Headquarters, and Mrs. Hurcomb, a son.

To Petty Officer Lucien LeBlanc, HMCS Stadacona, and Mrs. LeBlanc, a son.



The Wanderer IX, a 64-foot staysail schooner from the Royal Canadian Sailing Association, Halifax Squadron, won the inaugural of the 750-mile Bermuda to Halifax ocean race in early July. The race was sponsored by the RCNSA. Skipper of the craft was Commander John C. Reed (in blazer behind wheel). Other members of the crew were, reading clockwise: Lieut. (L) J. G. R. Hutcheson, PO John Ayres, Lieut. (P) Robert L. MacKay, AB Ronald Booth, Lieut. A. C. Prosser, Lieut. (E) G. H. F. Poole-Warren, and Ord. Sea. Ron Woodhill. Missing from the photograph are Lieut. Derek O. Campfield and PO Peter Quinlan.

In the photo at the right, Commander Reed receives the RCN Sailing Association Trophy from Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, at a presentation of prizes at the Royal Nova Scotia Yacht Squadron. (HS-20253, HS-20638).



To Leading Seaman R. P. MacNichol, HMCS Portage, and Mrs. MacNichol, a daughter.

To Lieut. J. D. McRuer, HMCS Cornwallis, and Mrs. McRuer, a son.

To Lieut. (S) Stanley F. Mitchell, HMCS Magnificent, and Mrs. Mitchell, a son.

To Surgeon Commander L. E. Prowse, HMCS Queen Charlotte, and Mrs. Prowse, a son.

To Lieut.-Cdr. R. H. Sylvester, Naval Headquarters, and Mrs. Sylvester, a son.

To Ordinary Seaman Kenneth Taylor, HMCS Griffon, and Mrs. Taylor, a son.

Retirement

CHIEF PETTY OFFICER
HARRY FURNESS LEGGETT

Rate: C1TA4
Age: 39.
Length of Service: 21 years, 9 months.

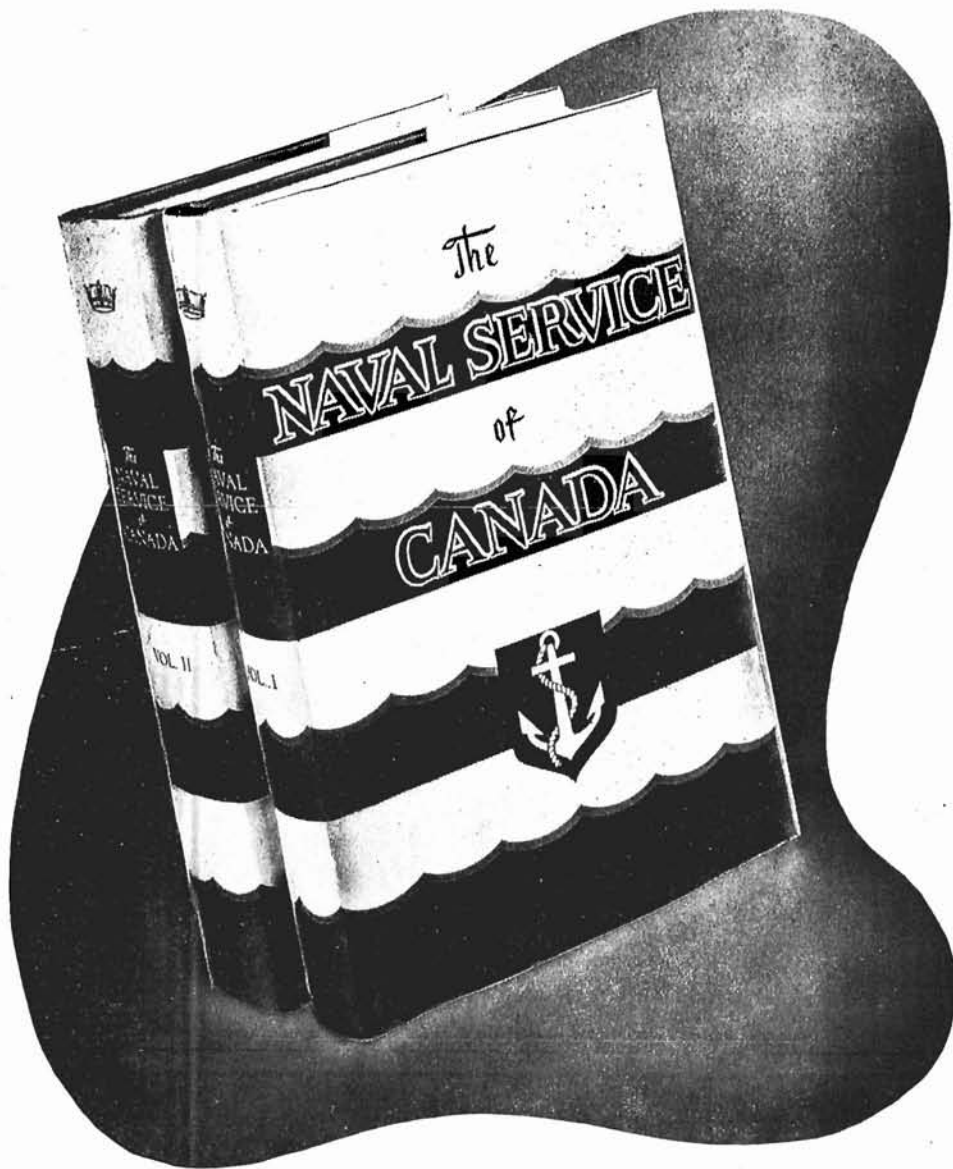
Hometowns: Regina and Victoria.

Joined: September 4, 1930, as a Boy Seaman.

Served in: HM Ships Vernon, Neptune, Victory, Drake, Defiance; HMC Ships Naden, Skeena, Armentieres, Vancouver, Fraser, Margaree, Stadacona, Prince Henry, Cornwallis, Givenchy, Chatham, Gatineau, Sioux, Ontario, Athabaskan and Crusader.

Awards: Mention in Despatches, October 18, 1940; Long Service and Good Conduct Medal June 7, 1946.

Retired: June 16, 1952.



THE OFFICIAL HISTORY OF THE NAVY

IN TWO VOLUMES

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The Book . . .

The story of the growth of the Canadian Navy from its early origins to the present day is told in detail for the first time. Volume One of this work recounts the history of the Navy in its origins and early years. Although the naval defence of Canada was for a long time primarily carried out by the Royal Navy, its forces, particularly on the Great Lakes, included many Canadians. The Royal Navy provided an example and historical background which became part of the tradition of the Canadian Navy when the latter was formed in 1910. In writing this narrative the author has succeeded in capturing the flavour of events as they happened. He has made his material alive and exciting.

Volume Two tells of the operations on shore during the Second World War. The many problems of policy, training, supply, etc., are well documented and lucidly explained. Dr. Tucker has taken great pains to make this history accurate and complete. His careful sifting of departmental records, upon which much of the book is based, has resulted in a highly authentic account. His wide knowledge of modern history has enabled him, not only to present accurate facts, but also to interpret the international significance of historical events.

Without compromising his responsibility to produce a reliable history, the author has written in a clear forceful style. Full colour reproductions of dramatic paintings by Canadian War Artists appear throughout the book.

The Author . . .

Dr. Gilbert Norman Tucker, noted scholar and historian, was born in Vancouver and has lived many years at various points in the East. At present Dr. Tucker is a professor in the Department of History of the University of British Columbia. He received his undergraduate training at the University of Western Ontario and earned his Ph.D. in History at Cambridge. He has taught at the Universities of Western Ontario, Minnesota and Yale. During the First World War he served as a Lieutenant with the Army.

In May 1941 Dr. Tucker was appointed Director of the Historical Section of the Royal Canadian Navy, and undertook the collection and preparation of the material incorporated in this book. All pertinent records were made available to him, and very little censorship was necessary. While serving with the Navy, he made several trips to sea.

Dr. Tucker is at present engaged in fostering the study of French Canadian culture on the West Coast, and in writing a book about French Canadian historians.

For prompt delivery please use Order Blank on the insert in this magazine.

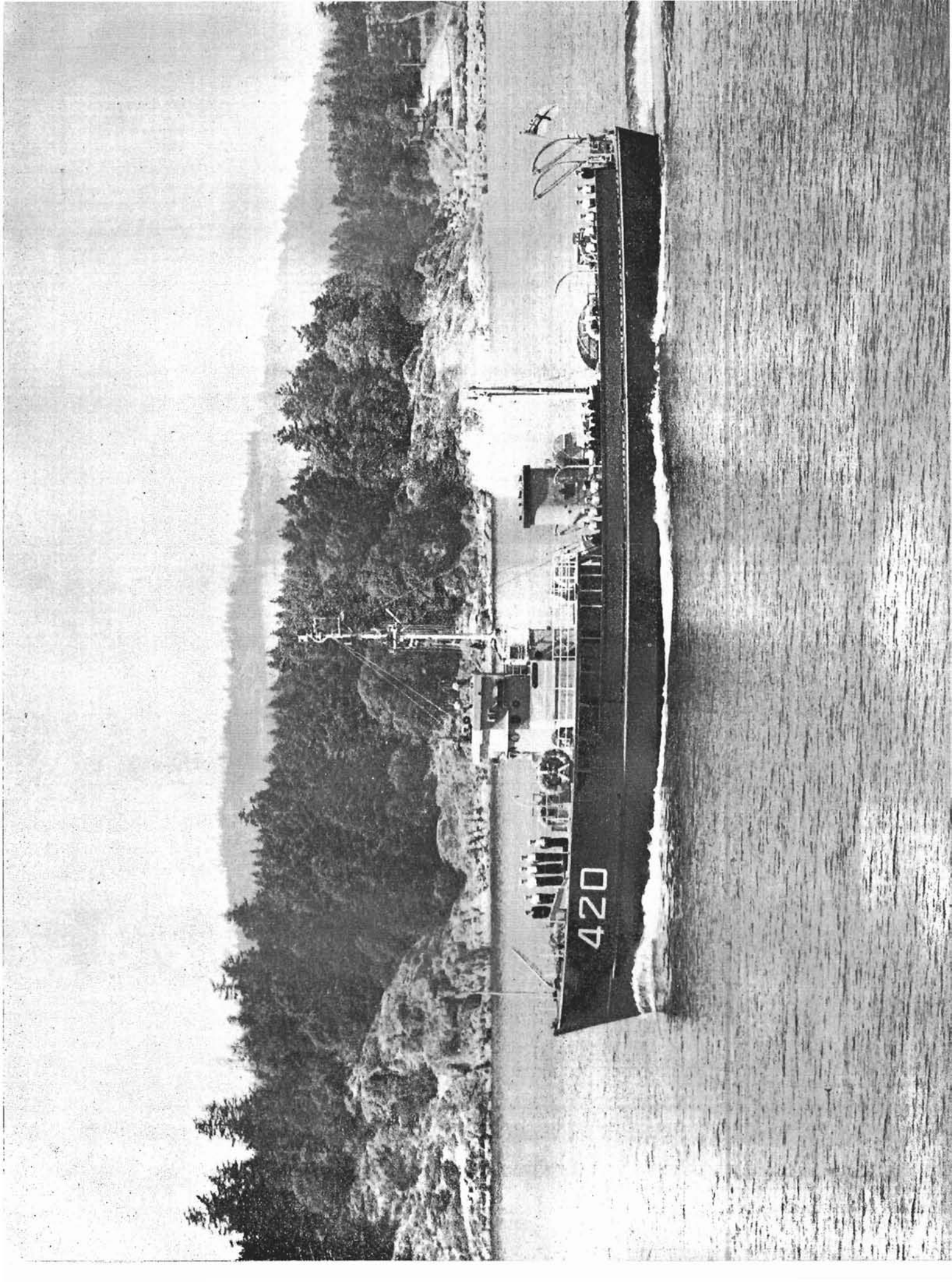


The CROWSNEST



Vol. 4 No. 12

October, 1952



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The CROWSNEST

Vol. 4 No. 12

THE ROYAL CANADIAN NAVY'S MAGAZINE

OCTOBER, 1952

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Cover Photo — "Give it to 'em, boys!" At least that's what these Nootka gunners seem to be saying as they watch carrier-based planes move in to attack communist coastal positions in North Korea. The Nootka had her turn just before this, shooting up shore installations and trading shots with enemy batteries. Smoke from several fires indicates that the destroyer's shells and the aircraft bombs have found their mark. (NK-1597).

LADY OF THE MONTH

This is one place where the small fellows occupy as much room as the big ones. In the same spot that has featured such ships as the *Magnificent*, *Ontario* and *Quebec* appears the 136-foot wooden minesweeper *HMCS Cordova*, training tender to *HMCS Discovery*, the Vancouver naval division. The *Cordova* is the former *YMS-420* of the United States Navy and saw service off Okinawa in the late stages of the Second World War. She was purchased by the RCN last year and towed to Esquimalt (see *Crowsnest*, April 1952). After being refitted, the ship was commissioned in August as *HMCS Cordova* and sailed proudly, as pictured, to Vancouver. (E-19930).



Each year, in closing the cover on one volume of *The Crowsnest* and starting to work on the next, we have observed the occasion by paying our respects and voicing our thanks to those who have been chiefly responsible for the continuing existence of this magazine.

It is a pleasant duty, one we would perform much more often, except for the fear that in repetition we might seem to lose sincerity.

And most sincere is our salute to the authors, artists, photographers and others whose combined contributions have enabled us to put together each of the 12 issues which have gone into the making of this latest, fourth volume of *The Crowsnest*.

For the bulk of its material *The Crowsnest* depends on correspondents in ships and establishments and on officers and men who, from time to time, take it upon themselves to compose articles for the magazine. All of them do these chores voluntarily. They receive no pay and, outside of a form letter of acknowledgement and this annual bouquet, precious little in the way of recognition.

We must admit that now and then we grumble to ourselves over misspelled names, the absence of initials, omission of pertinent facts and other editorial headaches. However, those are things that can be remedied by a little extra work on the part of the editors, and are unimportant. The important fact is that each month, from an amazing number and variety of sources, comes the material wherewith to put together a magazine.

To all those sources—in ships and on shore, in the service and on civvy street—go our thanks. We frankly feel that enough nice things cannot be said about them.

The Editors.

Page one

R.C.N. News Review

Magnificent's Airmen Score Mainbrace Successes

One hundred and seventy warships of the NATO countries ranged from north of the Arctic Circle, along the coasts of Norway and Denmark and into the western Baltic for nearly two weeks in September.

They were the forces participating in Exercise Mainbrace, in which ships and aircraft, on a realistic operational footing, explored the requirements of the defence of Europe's northwestern bastions.

Canada's contribution to Mainbrace included HMCS Quebec and HMCS Magnificent, with No. 881 Squadron of Avenger anti-submarine aircraft and No. 871 Squadron of Sea Fury fighters embarked in the latter.

The Quebec slipped from the harbor of Narvik in Norway's Land of the Midnight Sun on the second day of the exercise and took up the role of a lone enemy raider of the Orange force. She was to attempt to slip by a heavy carrier striking force including the carriers HMS Eagle, US Ships Midway and Franklin D. Roosevelt and the battleships USS Wisconsin and HMS Vanguard.

Two days later the Quebec changed over to the Blue side to join the carrier striking force and steam south to Denmark for a strike against the Kiel Canal.

The Magnificent's participation in the exercise early earned her a "Well done" from Rear-Admiral W. G. A. Robson, commander of the carrier support force of which she was a part.

The message came at the end of the first day of Mainbrace and followed night landings by four Avengers.

The "enemy" was not the only worry of the forces engaged in Mainbrace. The weather deteriorated on the third day and, by the fourth, gales of 40 knots, rain squalls and 30-foot waves had forced cancellation of the flying program.

The storm had blown itself out sufficiently by the following day to allow the Magnificent's planes to take to the air and rack up an impressive record. Pilots claimed one submarine destroyed — the first of the exercise

to be bagged by an aircraft — and three "enemy" aircraft shot down, in addition to attacks on another submarine and aircraft.

Three days later the Magnificent's flyers bagged another submarine. The two "kills" were the only ones made by aircraft of Task Force 171, the carrier support force which was made up of British, American and Canadian flattops.

The final phase of the exercise took place in the Skagerrak, where the warships supported a landing by marines on the Danish coast.

A dramatic moment came on the night of Tuesday, September 23, when, to mark the end of exercise the vast fleet turned on its lights and presented the appearance of a city on the waves. Side by side, refuelling or awaiting the signal to disperse, rode the warships of eight NATO countries.

The Quebec steamed for the Firth of Forth and the Magnificent for the Clyde. After a breather in port the two ships set sail for their home port of Halifax, where they were due October 12.

HMCS Ontario Enters Southern Hemisphere

HMCS Ontario is heading south with the sun on her long cruise around South America and will reach the southernmost point of her journey about the middle of this month.

Her visits to San Diego, California,

and Balboa, Canal Zone, behind her, the Ontario was the scene of busy preparations for the reception on board of certain nautical notables, including King Neptune and Davy Jones. The occasion: Crossing the Line and the initiation of landlubbers into the mysteries of the sea.

Continuing south, with a full program of naval training laid on for the days at sea, the Ontario was scheduled to arrive in Valparaiso, Chile, for a busy round of official calls, ceremonies and entertainment.

The five-day round of events in Valparaiso and nearby Santiago ended, the Ontario was to put to sea on October 9 on her way to the southern tip of the continent.

With her she carried a wreath which was to be dropped on the ocean at the scene of the Battle of Coronel where four Canadian midshipmen — the first Royal Canadian Navy casualties — lost their lives in 1914 in the action which was a prelude to the Battle of the Falkland Islands.

Mail Arrangements For Ontario Cruise

Mailing arrangements for the Ontario's cruise call for letters and addressed as follows:

Rank, Name, Official Number
HMCS Ontario,
CNPO 5073,
Care Postmaster, Montreal

The postal rates are ten cents a quarter ounce for air mail or five cents for Armed Forces letter. Parcels are limited to 10 pounds at 15 cents a pound. The post office has asked that the use of parcel post be kept to a minimum.

Iroquois Plasters Targets, Scatters Troops

Sharply intensified air warfare in which bombing raids were pressed home right to the borders of Manchuria and Siberia took the spotlight in the Korean war theatre during September. There was increased ground activity, too, with Chinese Reds putting up stiff battles in their efforts to gain control of ridges held by UN troops.

Nor was there any slackening...in

Athabaskan Going Back For Third Tour

HMCS Athabaskan, already possessing one of the longest records of Korean service of any United Nations destroyer, goes back late this month for a third term of duty in the war theatre.

The Athabaskan, under the command of Commander J. C. Reed, is scheduled to sail from Esquimalt October 29. She has been designated as relieving ship for HMCS Iroquois.

Since July 5, 1950, the busy "Athabee" has spent 22 months on Special Force duty. Now, after refitting, she will return to Korean waters and add to that record.

patrol and bombardment activities of UN warships, except at the first of the month when carriers had to lash their aircraft to their decks and erect barriers against the 50-knot winds accompanying Typhoon Mary.

On September 3, while the typhoon was sweeping across Korea, HMCS Iroquois used shore fire control spotting to fire at gun positions, troops and bunkers south of Haeju on the west coast. Direct hits were reported by the fire control party, but the extent of the damage was not determined.

UN headquarters reported that HMCS Crusader fired 15 rounds at a gun position near Chinnampo on September 12.

Again using shore fire control, the Iroquois fired 111 rounds of four-inch shells at troops, bunkers and houses on September 13. Six of the houses were destroyed and troops south of Haeju were scattered.

Separate Command To Administer Reserve

The establishment early in 1953 of a new naval command to direct the activities of the Royal Canadian Navy (Reserve) has been authorized by Defence Minister Brooke Claxton.

The new command will be established at a site to be announced later and will be under a senior naval officer to be known as the Commanding Officer Naval Divisions.

It will be recalled that administrative headquarters for the Reserve were located in Toronto during the Second World War, at which time Commodore E. R. Brock held the appointment of COND.

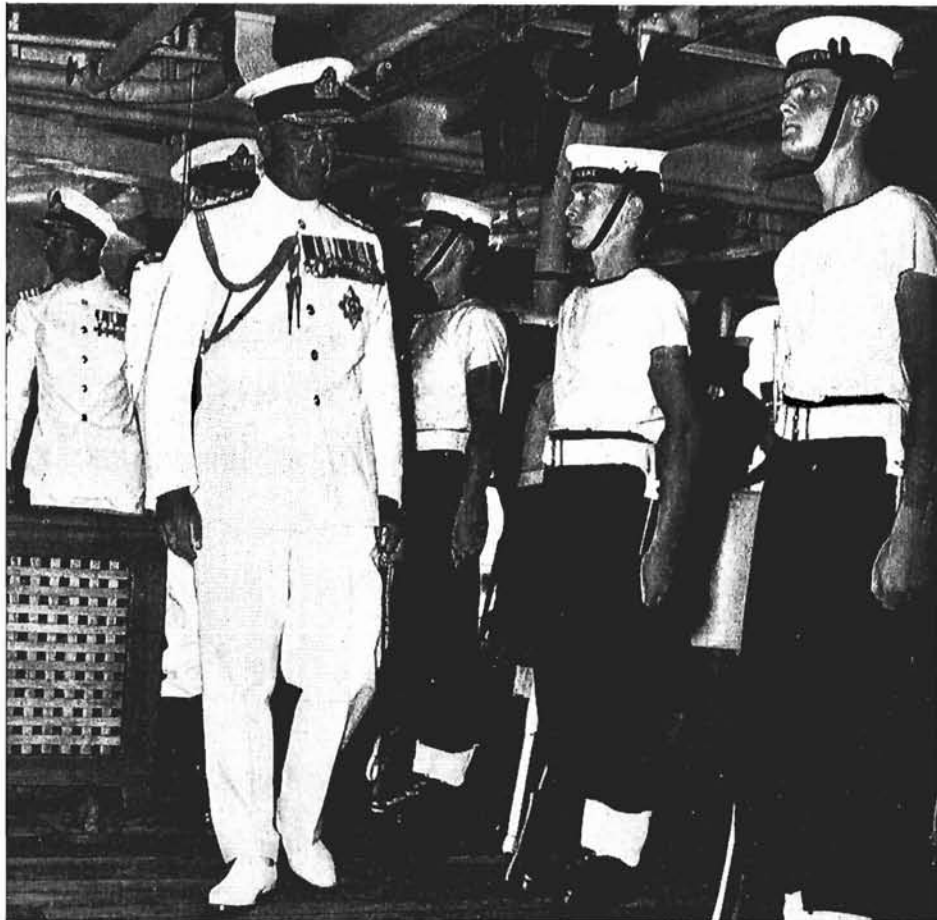
Antwerp Visited On Last Cadet Cruise

Wartime footsteps of the Canadian Army were retraced in peacetime through the Low Countries during the third and final East Coast cadet training cruise of the summer.

In their tour of Belgium and Holland late in August, officers, cadets and men of HMC Ships Crescent and La Hullose visited, among other places, Brussels, Bruges, Ghent, Ostend, Zeebrugge, Rotterdam, Amsterdam and The Hague.

The Canadian visitors were impressed by the recovery made by Belgium and Holland, their industry, their spotless towns and their tidy countryside. Impressive, too, was the immensity of the mercantile traffic on the River Scheldte.

A reception was held for the ships' companies in the beautiful 16th



Admiral Lord Louis Mountbatten, Commander-in-Chief, Mediterranean Station, inspects a guard of honor on the quarterdeck of HMCS Magnificent. Admiral Mountbatten twice visited the Magnificent during the month she was in the Mediterranean. He walked around the ship, met the officers and spoke to the ship's company on the flight deck. At the extreme left, rear, in the photo is Captain K. L. Dyer, commanding officer of the carrier (MAG-4007).

Century town hall in Antwerp, where the burgomaster spoke his praise of Canada and was replied to by the task group commander, Commander J. C. Littler.

On Saturday, August 30, six platoons of cadets and men, led by a Belgian army band, paraded through the streets of Antwerp to the applause of thousands of spectators. Commander Littler placed a wreath on the Cenotaph and a march past then took place in the main square of the city.

The two ships sailed from Antwerp on September 1, returning to Halifax via the Azores.

Submarine Artemis Back for Second Time

HM Submarine Artemis arrived in Halifax September 10 from the United Kingdom to carry out anti-submarine training exercises with East Coast ships of the RCN.

Scheduled anti-submarine exercises of HMC Ships Wallaceburg and Portage in the Bermuda area were cut short when HM Submarine

Alderney developed a mechanical defect and was obliged to return to the United Kingdom.

HMS Artemis, sent as a replacement, is of the same class as the Alderney and the Alcide, which worked with RCN ships previously this year. This is the second time the Artemis has been loaned to the RCN for training purposes.

Navy Commissions Second Gate Vessel

Second of the Navy's new trawler-type gate vessels, HMCS Porte Saint Louis arrived in Halifax on September 7 after a down-river journey from Quebec City where she was commissioned on August 29.

The first of the gate vessels to be completed was the Porte Saint Jean, now based at Halifax. Two others, the Porte Quebec and the Porte de la Reine, have been undergoing acceptance trials at the West Coast, and the fifth of the class, the Porte Dauphine, under construction at Pictou, N.S., is due for trials shortly.

School For Reserves

*In Its First Summer, RTEGL
Trained 300-odd RCN(R)
Ordinary Seamen*

*"At the order, change direction
right, right form, the right hand
man of the front rank . . ."*

*"The thing to remember about the
magnetic compass is that the lubber line
moves around. . ."*

*"All right now, everyone follow me
with his flags. For exercise, Able,
Baker, Charlie, Dog. . ."*

The parade deck and classrooms of HMCS Star echoed and re-echoed with these and similar chants all summer long. The streets of Hamilton were alive with white singlets and unfamiliar cap tallies. The towns bordering Lake Ontario and Lake Erie became aware of the White Ensign as never before.

What was the reason for this flurry of activity and appearance of the Navy in strength a thousand miles from the ocean?—The Navy's Reserve Training Establishment, Great Lakes (RTEGL) had taken up residence in this inland city.

On June 2 of this year, the first draft of new entries arrived at RTEGL from all parts of the country to begin what proved to be the most extensive training scheme yet undertaken for the Reserve. Commander F. R. K. Naftel, of London, Ont., Reserve Training Commander, and his staff of instructors faced a rather frightening prospect on that day. Here were groups of salesmen, high school students, mechanics, everything in fact except sailors, who, in the space of two short weeks, were to

be turned into ordinary seamen marked "Trained".

There was a galley which hadn't been used since the war, a couple of dormitories which were small, poorly ventilated and sadly in need of paint, and a couple of Fairmiles which had been laid up all winter. Add to this the difficulties that a newly formed organization is bound to run up against, and you have a pretty bleak picture.

Soon, however, the picture began to change. The galley was scrubbed and polished until it shone. Cooks became familiar with the idiosyncracies of the equipment. The barracks block was scrubbed and painted. Four 12-man tents were set up to supplement the sleeping accommodation, and with stokers in some instances doubling as seamen the Fairmiles began to look operational.

On the training side of the picture, a suitable syllabus was set up as the first class went along. By improvising on the instruction, last-minute changes, and a good deal of luck, this first class passed its examinations with flying colors. The RTEGL had been transferred from the draughting board to a working organization and was a success.

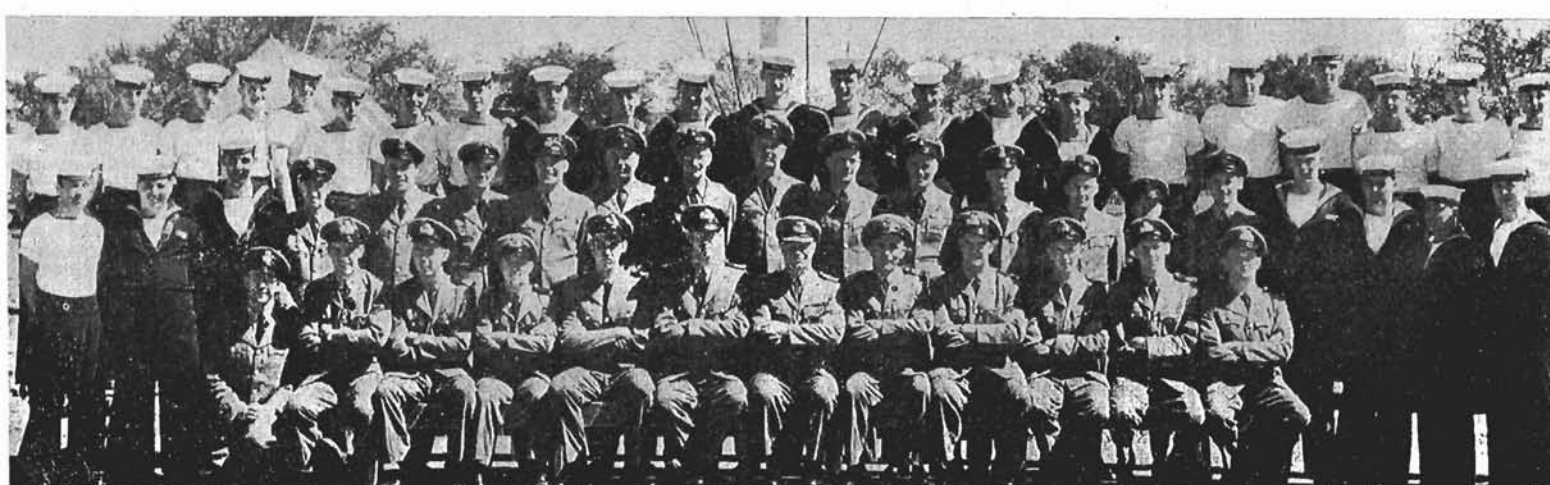
The establishment was set up with the idea of training new entry reserves who had not yet been marked "Trained" at their home divisions. They arrived at Hamilton every Saturday and Sunday. Upon arrival

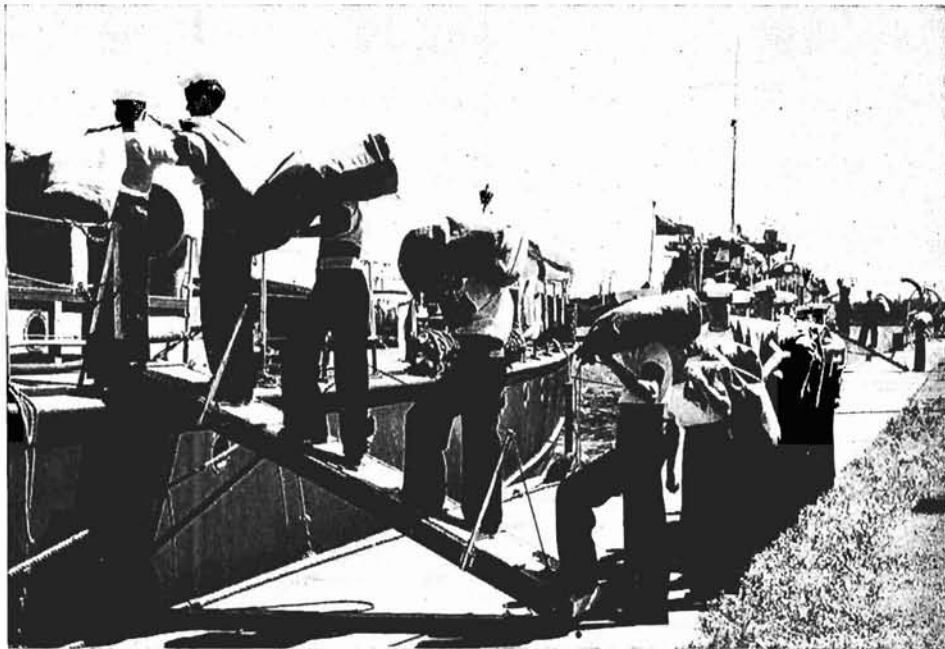
they were given bedding and a cot and met the divisional officers and petty officers. On Mondays the training began in earnest at 0600 with a light PT workout and continued until 1730 with classes in Seamanship, Organization of the Navy, Communications, Boatwork, Parade Training, Fire Fighting and so forth. The City of Hamilton pitched in and helped by offering the nearby Civic Swimming Pool for noontime swimming.

After Evening Quarters, there was many a sigh of relief as trainees flaked out on their cots. This gruelling schedule occupied the first half of the two-week program. On the second week, they took practical "sea" training in Fairmiles on the lakes. While they were "at sea" another class would take their place ashore. The Friday of the second week was taken up with examinations and the all-important "Request to be marked Trained". On Saturday they were drafted back to their home divisions, or else to the coasts for further non-substantive training.

In three months of operation, the training program as worked out by the training officer, Lieut. J. W. (Shady) Lane, and his assistant, CPO "Pat" Morrow, turned out more than 300 trained ordinary seamen, plus 17 men for Petty Officer's Squadron Board. Sharing the credit for this achievement were such men as CPO Fred Derrick and CPO Len

Pictured below are the officers and men who were attached to the Great Lakes Training Centre, Hamilton, during the past summer. Front row, left to right: CPO E. Somerleigh, Cadet (S) R. Brown, Sub-Lieut. (S) J. Campbell, Sub-Lieut. (S) E. L'Heureux, Sub-Lieut. D. Charters, Lieut. H. Thomas, Commander F. R. K. Naftel, Lieut. J. W. Lane, Sub-Lieut. R. Bennett, Lieut. W. Ogden, Sub-Lieut. D. Cooper and Sub-Lieut. G. Woodall. Centre row: POs L. P. Fortier, L. Stagg and E. Avery-Jones, CPOs W. Cotter, J. Siddons, R. Donaldson, W. Morrow and J. Watt, POs B. Stevens, J. Tremblay, J. Hermiston, K. Astles and R. Blaikie, CPOs D. Galloway, L. Seager and F. Derrick, PO R. Gray, PO G. Arsenault, Ldg. Sea. J. Crete and AB H. Nuttall. Rear row: Ldg. Sea. L. Thibault, Ldg. Sea. A. Booth, AB K. Stewart, Ord. Sea. William Bokla, AB, K. Gilbert, Ldg. Sea. L. Mackey, ABs L. Lamontagne, J. Hastie, L. Parkin, A. Lavoie and J. R. Ryan, Ord. Sea. J. H. Doige, Ldg. Sea. C. Oakes, ABs R. Cairns, K. Mitchell, R. Parkes, H. Holmes, D. Davies, E. Tothe, W. Hamilton, S. Hewson and V. Maxwell.





Reserve ordinary seamen go aboard two Fairmiles at Hamilton for the sea-going phase of their two-week training period at the Reserve Training Establishment, Great Lakes.

Seager, whose leathery lungs put the trainees through their paces on the parade deck, and PO Bernard Stevens of Stadacona fame, under whose able direction the galley staff performed culinary wonders with ancient and temperamental equipment.

The chief medical assistant, CPO E. R. Somerleigh, did a great deal for public relations by arranging for more than 185 blood donations from among the staff and trainees for the Red Cross, every one of them completely voluntary.

Cruises on the lakes were usually of three days' duration, and included visits to Erieau, Port Colborne, Welland, Kingston, Cobourg and many other Lake Erie and Lake Ontario towns. Not soon to be forgotten by these embryo sailors was the trip to Picton, Ontario, where the entire RTEGL training staff and trainees marched in a parade celebrating Picton's hundredth anniversary. One platoon was made up of men who had never marched together before and who had been in the Navy for an average of one month. Even so, it is to the credit of the gunnery instructors that they acquitted themselves admirably, and earned the highest praise of the local dignitaries.

Aboard the Fairmiles, the new entries received training in seamanship and general experience in watch-keeping duties. It is to be regretted that the Fairmiles didn't afford as complete a sea training program as could be desired, but it is hoped that in future larger ships will be allocated

to RTEGL to bring the training afloat up to the standard of the training ashore.

Successful as the training scheme was this year, the executive officer, Lieut. Herbert Thomas, has already begun making a list of ways and means to better it. These include improved eating and sleeping conditions and "souped up" courses in every phase of training.

Now that summer is over, it might be supposed that the Navy has heard the last of RTEGL for a while. However, if the spirit and enthusiasm of the trainees is an indication of anything, it will be a topic of conversation in messes across the country for months to come.—G.P.W.

SAILORS TURN FIRE FIGHTERS

Cornwallis trainees went to the assistance of civilian fire fighters when a forest fire raged out of control near Digby in July.

On the morning of July 18, 70 men, under Lieut.-Cdr. J. W. Golby and CPO Reginald Player, armed themselves with axes, saws, shovels and other fire fighting equipment and left for the fire area.

At the scene the men separated into two parties: Lieut.-Cdr. Golby and 50 men attacked one leg of the fire while CPO Player and the other 20 tackled the other.

Ex-Navy Man Is Crack Pilot

An ex-Navy stoker and writer fulfilled a private ambition in August by winning the R. J. Logue Trophy for being the best amateur pilot in the Maritime provinces.

He is Ralph Frank Lord, of Moncton, N.B., a member of the Moncton Flying Club and part time employee with Maritime Central Airways. In a five-year term with the RCN, Lord spent three years as a stoker and the remaining two as a writer. While in the service he took private flying lessons and now has his license for flying in both Canada and the U.S.A.

The nearest source of water was two miles away and two small pumps were all the fighters had to force the water through the two miles of hose. For drinking purposes water had to be humped through the brush in milk cans.

The Communications School set up a portable transmitter behind the fire to relay information to Cornwallis. It was later moved to the front where the fire was threatening to overrun the community of Lansdowne.

About 1700 the fire jumped the break and threatened to cut off the main source of water. By skilful management POs C. S. Smylie and H. W. Foreman controlled the outbreak with the loss of only seven sections of hose. An hour later fresh reliefs from Cornwallis arrived and the tired men, less a few volunteers who remained, returned to the base for rest and food. At 2130 another relief party arrived to find the situation in hand.

For the night operations, in addition to the new arrivals, were CPO Player, POs Smylie and Foreman and three seamen from the original group, indispensable not only for their fire fighting ability but also for the outstanding example they set the remainder. They were Ldg. Sea. Duncan Morrison, Ord. Sea. Gerald Blais and Ord. Sea. Lloyd D. Griffon.

CPO Player set up a watchkeeping system to maintain a constant patrol of the area and yet enable the men to gain a little rest. A small fire was built, coffee was brewed and in turns the weary men took naps on the grass around the fire.

At 0800 the following day the civilian crews, fresh after rest and food, joined the trainees and, when they had the situation in hand, took complete charge while the Navy loaded its equipment and returned to Cornwallis.—R.P.



OFFICERS *and* MEN



Five Senior Officers Receive Promotions

Promotion of five senior officers, effective September 1, was announced in a promotion list supplementing the Royal Canadian Navy's half-yearly list issued June 30.

The list follows:

To be Acting Rear-Admiral

Commodore James C. Hibbard, DSC and Bar, CD, Chief of Naval Personnel, Naval Headquarters.

To be Commodore (S)

Captain (S) Rupert A. Wright, OBE, CD, Director General of Supply and Fleet Accounting, Naval Headquarters.

To be Acting Commodore (E)

Captain (E) Brian R. Spencer, CD, Superintendent of the Dockyard, Command Technical Officer and Command Engineer Officer, Esquimalt.

To be Acting Commodore (L)

Captain (L) William H. G. Roger, OBE, Electrical Engineer-in-Chief, Naval Headquarters.

To be Acting Constructor Commodore

Constructor Captain Rowland Baker, OBE, Naval Constructor-in-Chief, Naval Headquarters.

Admiral Presents Awards At Royal Roads Parade

"You have entered the finest profession in the world, that of serving your country in her Armed Services," Rear-Admiral W. B. Creery, Flag Officer Pacific Coast, told members of the graduating class at the Canadian Services College, Royal Roads, on August 15.

Admiral Creery took the salute as the cadet parade, including 22 graduates, marched past, and later presented prizes to outstanding cadets. With the flag officer in the inspecting party were Lieut.-Cdr. G. H. Hayes, Reserve Training Commander, West Coast, and Lieut.-Cdr. I. B. B. Morrow, executive officer of the college.

Award winners were: Cadet W. H. Evans, of Winnipeg, Queen's Canadian Dirk, awarded to the best all-round cadet completing his final professional training period; Cadet W. R. Vallevand, Demaine, Sask., Nixon Memorial Sword of Honour, presented annually to the cadet obtaining the highest "officer-like-quality" mark on completion of the professional training period; Cadet A. F. Griffin, Toronto, Department of National Defence Officer of the Watch Telescope, awarded to the cadet attaining the highest place among those entering the RCN, and Cadet P. H. Watson, Toronto, Stubbs Memorial Shield, for outstanding athletic ability and sportsmanship.

UNTD Cadets B. C. Hoffley, Winnipeg, and K. R. Murray, Toronto, were awarded the Department of National Defence Sword and the Department of National Defence Telescope as the best all-round cadets of the UNTD completing their third year of summer training.



There was a near record response when the Red Cross mobile blood clinic set up shop in the gymnasium at HMCS Naden in August. Here Commodore K. F. Adams, commodore of the barracks, makes his donation. Standing beside him is Miss Jeannine Jerome, of Vancouver. (E-19936).

Governor General Invests Winners of Korea Awards

Two RCN officers and one petty officer who were awarded decorations for service in the Korean war were invested at Province House, Halifax, August 27 by the Rt. Hon. Vincent Massey, Governor General of Canada. It was the first investiture to be conducted by Mr. Massey since he became Governor General.

Commander R. P. Welland received the Bar to the Distinguished Service Cross, Lieutenant Andrew L. Collier received the Distinguished Service Cross and Petty Officer E. H. Randall the British Empire Medal.

Basic Training School Inspected by CNS

"In the Naval Service there is only one kind of Canadian, and that is the Canadian who desires to serve his country regardless of what may be his racial origin or his mother tongue."

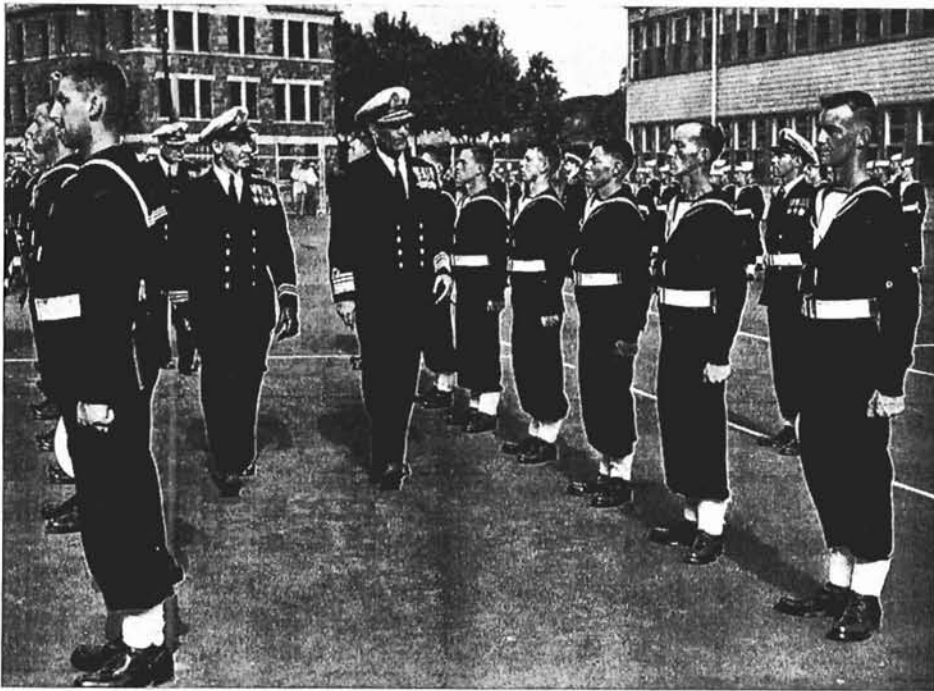
These words were spoken by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, during an inspection of the Basic Training School at HMCS Montcalm, Quebec City, on Tuesday, September 2.

Admiral Mainguy was accompanied by Rear-Admiral J. C. Hibbard, Chief of Naval Personnel, and Commodore Paul W. Earl, Naval Officer-in-Charge, Montreal Area.

The Basic Training School was opened in February of this year with the object of assuring that French-speaking Canadians are placed in a position to take full advantage of the opportunities that lie in a naval career.

Since the school's opening 93 men have completed their courses there and have been drafted to HMCS Cornwallis for the balance of their new entry training. Another 169 men are currently under training.

Admiral Mainguy inspected a guard of 48 new entries, commanded by Instructor Lieut. L. W. Maundcote-Carter. Later he inspected the ship's company and addressed them in French. He then took the salute during



The Chief of the Naval Staff, Vice-Admiral E. R. Mainguy, made his first official inspection September 2 of HMCS Montcalm and the New Entry Basic Training School for French-speaking Canadians. Admiral Mainguy is shown above as he inspects some of the 130 men under training at Montcalm. With him is Lieut.-Cdr. R. P. Lemay, one of the divisional officers on the school's training staff. (O-2988).

a march past and, accompanied by the other visiting officers and Commander Marcel J. A. T. Jette, commanding officer of Montcalm, inspected the barracks.

A point emphasized by Admiral Mainguy in his remarks to the new entries was that French-Canadians have had a long and honorable history of association with the sea.

"This is the heritage which belongs to every French-speaking Canadian," he said, "and it is the heritage which you, through having joined the Royal Canadian Navy, have undertaken to uphold."

Medical Assistants Graduate from School

Nine men graduated from the Medical School in HMCS Naden on completion of a medical assistant's course in July. They were Able Seamen Ian MacKenzie, Urban Achacker, Gilbert Birks, Leonard Beaton, Frank Knight, Robert Palmer, Yves Savoie, Vernon Zieffle and Donald Taylor.

New Commanding Officer of Winnipeg Division

Acting Commander F. H. Pinfold assumed command of HMCS Chippawa on August 10, succeeding Acting Commander L. B. McIlhagga, who was granted a year's leave of absence

in order to attend the National Defence College at Kingston.

Born in Montreal, Commander Pinfold joined the RCNVR as a probationary sub-lieutenant in 1940. For two years of the Second World War he was executive officer of HMCS Westmount (Bangor minesweeper) and subsequently commanded the corvettes Lethbridge and Owen Sound.

He was appointed executive officer of the Winnipeg naval division in January 1946 and was in command of Chippawa for several weeks before taking up the appointment of staff officer, which he held until his demobilization in February 1947.

On December 31, 1950, he was appointed honorary aide-de-camp to the Lieutenant-Governor of Manitoba.

Navy League Scholarship Winners Announced

The scholarship committee of the Navy League of Canada announced on August 22 the award of five scholarships to students entering the Canadian Services Colleges as naval cadets.

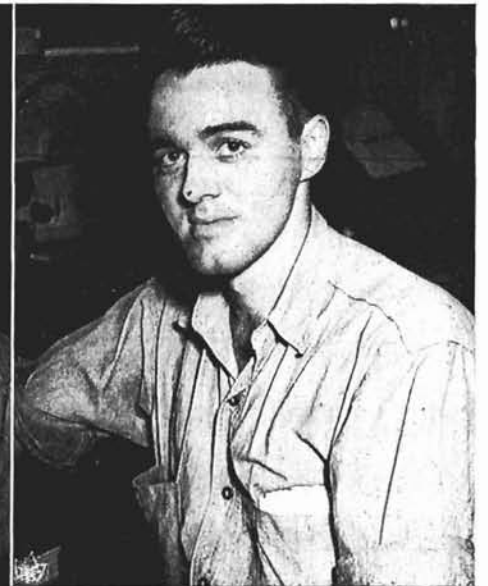
The scholarships, awarded annually by the Navy League, are valued at approximately \$600 each and cover the first year's tuition fees, uniform, etc.

Four of this year's scholarship winners will attend Royal Roads. The fifth, Gerald Freill, of RCSCC Victory, Montreal, will go to Royal Military College.

The Royal Roads entrants are: Hugh F. K. Pullen, formerly of RCSCC St. George, Lakefield, Ont.; Michael Townsend, RCSCC Falkland, Ottawa, and St. George, Lakefield; Michael Gruenwell, RCSCC Warspite, Kitchener, and A. K. Beare, RCSCC Warrior, Edmonton.

The Navy League also awards UNTD scholarships annually to Sea Cadets and former Sea Cadets.

Two other Sea Cadets, R. G. Capern, St. Thomas, Ont., and R. T. Mace, Victoria, were among those winning Dominion scholarships to the Canadian Services Colleges this year.



Before and After is the natural title for these photos taken 15 minutes apart. They show PO Edward Duncan, of Stavely, Alberta, a communicator serving aboard the Nootka, before and after shaving the beard he cultivated when his ship proceeded to the Far East. (NK-1214, 1215).

Reserve Officers Take Summer TAS Course

The following RCN(R) officers completed a torpedo anti-submarine course in July at the TAS Training Centre, HMCS Naden: Lieut.-Cdr. H. G. Baty, Lieut. G. S. Levey, Lieut. R. C. Hesketh, A/Lieut. A. R. Marchment, Sub-Lieut. K. I. McIntyre, Sub-Lieut. B. F. Wolff, Sub-Lieut. W. J. McConnell, Sub-Lieut. B. A. Langley, A/Sub-Lieut. C. L. Wright, A/Sub-Lieut. D. S. Johnston and A/Cd. Bos'n G. M. McLeod.

Three Montrealers Win Cadet Awards

Montreal provided three of the five cadets who this year won top awards among the UNTDs under training at HMCS Stadacona during the summer months. The other two cadets were from Fredericton, N.B., and Winnipeg.

The Naval Headquarters sword for best third-year cadet went to Cadet Robert Charbonneau of the University of Montreal. Second-best third-year cadet was Cadet Captain Thomas C. Arkell, of Winnipeg and the University of Manitoba, who received a telescope awarded by Naval Headquarters. Commodore H. F. Pullen, commanding officer of Stadacona, presented the sword and telescope.

Best second-year cadet was Cadet Captain W. L. Verrier, of Montreal, and McGill University. He received the Reserve Training Commander's Staff prize.

Sharing the Reserve Training Commander's Shield for best first-year cadet were Cadet M. J. B. Lansdown, of Montreal and McGill, and Cadet J. U. Graham, of Fredericton and the University of New Brunswick. The two cadets also received copies of "Sailor's Odyssey", Admiral Andrew Cunningham's biography.

Presentation of the awards to the first and second year cadets was made by Commander A. B. F. Fraser-Harris, executive officer of Stadacona.

Ord. Sea. K. L. Redman Tops Radio Course

Members of Communications Radio Class 48 completed their able seamen's qualifying course at the Communications School, HMCS Cornwallis, in August. Certificates for all men and an engraved lighter for Ord. Sea. K. L. Redman, who attained highest marks in the class, were presented by Captain E. W. Finch-Noyes, Deputy Chief of Naval Personnel.

The East Coast members of the class were drafted to HMCS Quebec in time to go overseas for Exercise Mainbrace.

Quiz Broadens Sailors' Knowledge

A "quiz show" has become a regular part of the routine at HMCS Stadacona, and sailors get a chance to pick up a fast buck if they're sharp on naval history, customs and traditions, and Canadian affairs.

Monday through Friday each week the Executive Officer's Daily Memorandum carries questions such as:

"Which were the four provinces which joined Confederation on Dominion Day, 1867?" "What is the name of the patron saint of sailors?" "What is a mess-deck court martial?"

The sailors have until 11 a.m. Friday to find the answers. Then the Commodore of the Barracks draws the name of a man from the pay lists of Stadacona. He appears before the Executive Officer an hour later.

He is given 20 seconds to answer each of the five questions that were published during the week and wins a dollar for each correct answer. If he misses a question, the money is put into a jackpot. All five questions must be answered before anyone can have a go at the jackpot. If they are not answered, the jackpot is held until somebody can.

Money for the quiz comes from the ship's fund.

They included Ordinary Seamen P. L. Haynes, J. H. Doucett, K. L. Redman, D. J. Lauder, J. E. Kean, and Maurice Cornect.

The lone west coaster in the class, Ord. Sea. William Cholodylo, is taking a parachutist's course at Rivers, Manitoba, following the footsteps of Ord. Sea. Harry Voth, of CR 46.

Technical Branch Cadets Receive Cruiser Training

Fifteen electrical and 12 engineering cadets were embarked in HMCS Quebec for her midsummer cruise to the United Kingdom. The cadets were all in their second or third years in the UNTD and the object was to give them technical instruction and on-the-job training, in addition to adding to their general sea-going experience.

Although the Quebec is geared primarily for the training of ordinary seamen, the variety of her machinery and equipment and the size of her technical departments enabled the cadets to get the most out of their time on board.

The engineers got a good taste of watchkeeping. Boiler water levels, throttles, 'vaps and turbo-generators were subjected to their tender care. The old game of "chase the pipe line" occupied many an hour, and instruction on various aspects of the ship's machinery was given by Lieut.-Cdr. (E) H. U. Ross, who was borne for



Cadet Robert Charbonneau, of Montreal, receives the Naval Headquarters Sword, awarded to the best third-year UNTD cadet to take summer training in HMCS Stadacona, from Commodore H. F. Pullen, commodore of the barracks. (HS-21547).

technical training duties, and by the ship's officers.

In the "L" world the cadets were rotated between the high and low power and electronics sections and carried out many of the maintenance jobs associated with the ship's electrical equipment.

All cadets were worked into the ship's damage control organization and drills carried out daily at sea gave them an appreciation of the problems faced in this field.

Training in general naval routine, duties of officers and armament was not neglected; and, naturally enough, each day started with an "eye-opener" in the form of early morning P.T., flashing or boat pulling.

The cruise took the Quebec to Portsmouth, Chatham and Tor Bay, thence back to Halifax by way of the Azores. She was alongside in Chatham for ten days and the opportunity was taken to show the cadets the Royal Naval College, Greenwich; the National Maritime Museum and the Houses of Parliament.

There was also a long week-end which gave all hands time for an independent look around London and the English countryside.

The homeward leg of the cruise saw the Quebec in company with the Crescent, Swansea and La Hullose — a fine opportunity for the technical cadets to look down their noses at the strange upper deck capers going on in the smaller ships. — L.S.

Reserves Take Training At Communications School

A course for senior RCN(R) communicators ended at the Communication School August 22. Six CPOs and POs took the course and all passed with flying colors. Members

'The Pause That . . .'

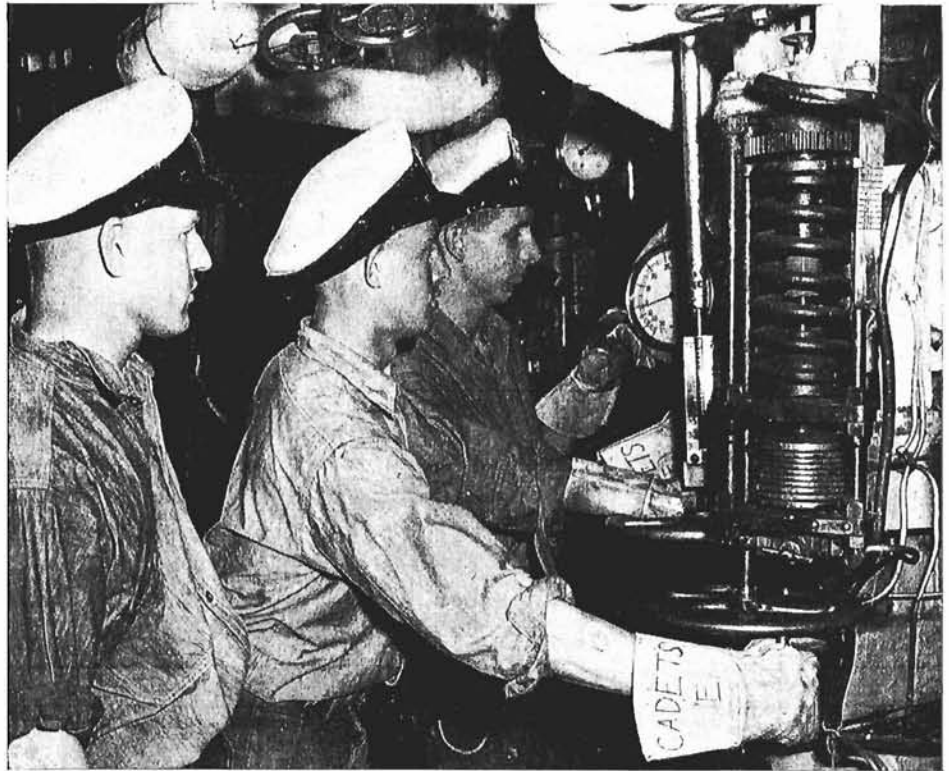
In the petty officers' mess at HMCS Naden they've put a mark on the wall for the way one of the members went collegiate and brought 'em back alive.

When PO Clifford Stephenson arrived for the Salmon Derby at Brentwood, B.C., on August 24, he found his bait can was missing, so he filled a pop bottle with sea water and placed his minnows in it instead.

As the hours went by several bottles of pop were consumed and, after an exciting tussle with a hooked fish, PO Stephenson reached behind him in the boat for his partly finished drink.

For the next few minutes he was busily spouting minnows, salt water and scales.

PO Stephenson, blushing becomingly over the mixup in bottles, can now step up and accept membership in the Goldfish Club.



Three of the 12 engineering cadets who joined HMCS Quebec for technical training are pictured in the cruiser's engine room. Left to right are Cadets Richard Hollaman, Douglas Carnahan and Ernest Willis, all of Toronto. Fifteen electrical and 12 engineering cadets were embarked in the Quebec for her midsummer cruise to the U.K. (QB-389).

of the class were: CPO H. R. Haywood, HMCS Carleton; Petty Officers William Clews and William Rees, HMCS York; PO Edward Eaton, HMCS Chippawa; PO James Brothers, HMCS Donnacona, and PO William B. Irwin, HMCS Star.

Two men attended a P2CR reserve qualifying course held two weeks earlier. They were Leading Seamen Robert K. Duncan, HMCS York, and R. M. Carpenter, HMCS Carleton.

Nine Men Qualify As Radar Plotters

Nine men qualified as radar plotters 3rd class at the Navigation Direction Training Centre, HMCS Naden in July. They were Able Seamen Albert Flood, Keith Fleming, John Dabayashi, James Feddema, Keray Jones, Harold Lenz and John McDonnell, and Ordinary Seamen Joe Rustulka and Ronald Ford.

Supply School Holds Course for Reserves

Among the courses held at the Supply School, HMCS Naden, last summer was one for administrative writers of the RCN(R). Reservists who attended the course were: Ord. Sea. Robert Gagnon, AB John Paul Burant, Ord. Sea. Roger J. Gravelle,

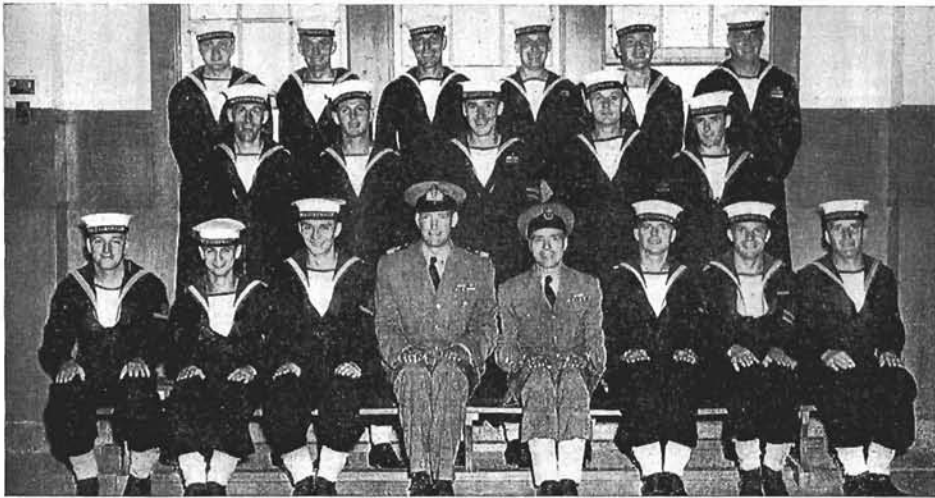
Ord. Sea. Eugene Burden, Ord. Sea. Earl Moscovitch, Ord. Sea. Ethelbert Rowsell, Ord. Sea. Jean Pierre Viau, Ord. Sea. Louis Rene Cantin, Ord. Sea. Peter Mielke and Ord. Sea. Calvin Ayers.

Class Completes Course In A/A Gunnery

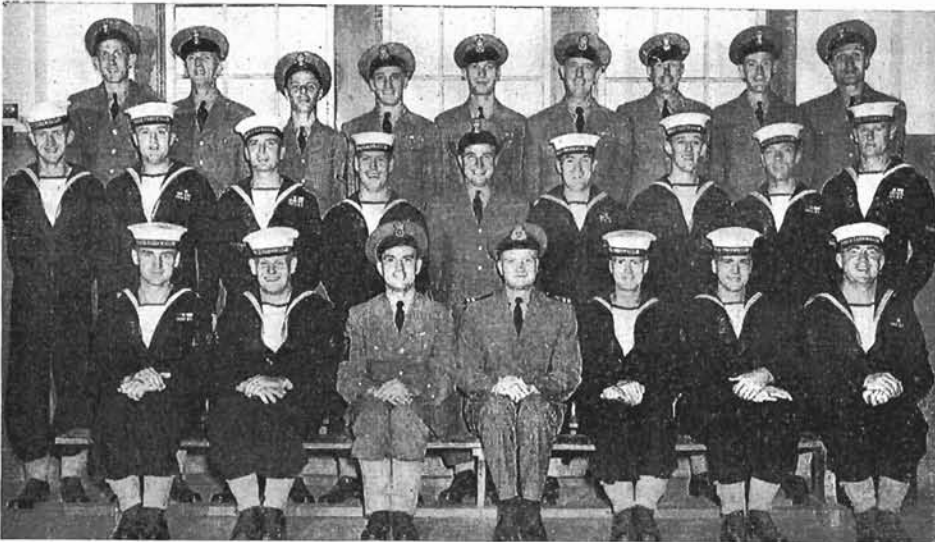
Thirteen men graduated recently as anti-aircraft gunners third class from the Gunnery Training Centre, Esquimalt. Members of the class were Able Seamen George E. Sears, Donald F. Hunt, Raymond G. Klein, John E. McDonnell, Byron M. Wilson, J. C. McPhail and William Moore, and Ordinary Seamen W. N. Aller, N. N. Cherwoniak, J. P. Balfour, C. E. Knipstrom, H. T. Tupper and L. R. Kullman.

Stoker Mechs Finish Course at Esquimalt

Eleven men recently completed a stoker mechanic course at the Mechanical Training Establishment, HMCS Naden. Members of the class were Ordinary Seamen Donald Wright, Roy McClymont, Charles Boldon, Edward Burton, David Sewers, Donald Wort, James Noble, James McCelvey, Edward Collins, Lorn Matthews and Harold O'Sullivan.



Pictured above are members of the 32nd leadership course to be held at HMCS Cornwallis for chief and petty officers. Front Row: POs Ronald Knapman, Thomas Reynolds and Peter Britton; Lieut. (S) Colin White, course officer; CPO Edward Rigby, instructor; POs Edward Gayda, Lorne Little and Ernest Ridley. Centre row: POs Thomas Miller, Gene Irwin, James Russell, William Ball and Robert King. Rear row: POs Francis MacDonald, Roland Zeitz, George Roemer, Bertrund Bemister, James White and Bernard Wilkinson. (DB-1733).



Members of the 33rd leadership course for chief and petty officers to be held at HMCS Cornwallis are pictured above. Front row: PO D. Swan, PO W. Patterson, CPO R. Barringer, instructor; Lieut. K. D. Lewis, course officer; POs A. Sandilands, E. Hamilton and J. Wilson. Centre row: POs A. Bainbridge, I. Gaskin, R. Forcier, R. Konrad, W. Webster, D. MacKay, C. Sinclair, B. Hewitt and A. Loveridge. Rear row: POs A. Kirk, H. Morris and P. Moran; CPOs C. Parkinson, G. Puttock and C. Colinson; POs A. Cosgrove, S. Webber and G. Bartlett. (DB-1776).

Officer Appointment Changes of Interest

The following officer appointments of interest have taken place recently or will take place in the near future: Commodore (S) R. A. Wright, Naval Headquarters as Director General of Supply and Fleet Accounting. Formerly Naval Secretary.

Captain (S) Murray A. Davidson, Naval Headquarters as Naval Secretary. Formerly Director General of Supply and Fleet Accounting.

Captain D. G. King to Headquarters as Deputy Director of Naval Plans and Operations. Formerly in command of HMCS Athabaskan.

Commander J. C. Reed to HMCS Athabaskan in command. Formerly Chief of Staff to the Flag Officer Atlantic Coast.

Captain H. L. Quinn to National Defence College, Kingston, for course. Formerly in HMCS Magnificent as Executive Officer.

Commander C. P. Nixon to HMCS Magnificent as Executive Officer. Formerly in HMCS Niobe.

Commander J. C. Littler to the staff of the Flag Officer Atlantic Coast as Chief of Staff, with the acting rank of captain. Formerly in command of HMCS Crescent.

Surgeon Captain Eric H. Lee to

Headquarters as Medical Director General. Formerly on the staff of the Flag Officer Atlantic Coast as Command Medical Officer.

Surgeon Commander T. Blair McLean to Naval Headquarters as Deputy Medical Director General. Formerly at the U.S. Naval Hospital, San Diego, for course.

Surgeon Commander W. J. Elliott to the U.S. Naval Hospital Philadelphia, for course. Formerly at Headquarters as Deputy Medical Director General.

Surgeon Commander F. G. W. MacHattie to the Staff of the Flag Officer Atlantic Coast as Command Medical Officer. Formerly in RCN Hospital, Halifax, as Hygiene Officer.

Surgeon Commander R. A. G. Lane to the University of Pennsylvania for course. Formerly at Headquarters.

Surgeon Commander J. W. Rogers to RCN Hospital, Esquimalt, and on the staff of the Command Medical Officer as Staff Officer Hygiene. Formerly in HMCS Ontario as Principal Medical Officer.

Surgeon Commander R. H. Roberts to HMCS Stadacona as Principal Medical Officer, RCN Hospital.

Commander (E) Frank Harley, Naval Headquarters as Staff Officer Engineering personnel. Formerly at Headquarters on the staff of The Chief of Naval Personnel.

Ordnance Commander J. A. M. Arcand to Headquarters as Director of Underwater Weapons. Formerly Ordnance Overseer at Sorel, Que.

Commander (SB) J. P. Dewis to National Defence College, Kingston, for course. Formerly at Headquarters as Deputy Judge Advocate General.

Commander (L) H. L. Crawford to Stadacona as Manager Electrical Engineering and Command Electrical Officer. Formerly at Shearwater as Electrical Officer.

Commander (L) E. J. Apps to Shearwater as Electrical Officer. Formerly at Headquarters.

Wren Strength Doubled

There will be twice as many Wrens in the RCN(R) in the near future as the result of a recent headquarters decision.

The new complement is 948—double the previous one—and, in addition, approval has been given for the employment of a greater number of Wrens on continuous naval duty in naval divisions and other shore establishments.

Basic training classes are held at HMCS Cornwallis, for Wrens accepted for continuous naval duty.

Combined Ops Reunion November 8

The first national reunion of naval veterans who served in Combined Operations during the Second World War will be held on board HMCS Donnacona, Montreal, on Saturday, November 8.

The role of host will be played by the Montreal Branch of the Combined Operations-Naval Service Association. A full program has been organized and will include a dinner, entertainment and other items. Plans are being made to billet out-of-town guests in the homes of Montrealers.

The date, November 8, was purposely selected. On that day, ten years ago, the Allies made their historic landings in North Africa, and for most of the Canadians who manned landing craft on that occasion it was the "baptism of fire."

On that date, too, was forged a comradeship that became strengthened with each succeeding operation—Sicily, Italy, Normandy, the South of France and Greece. Next month, at the gathering in Montreal, those wartime friendships will be renewed.

Commander (L) John Deane to Sorel, Que., as Principal Naval Overseer. Formerly at Stadacona as Manager Electrical Engineering and Command Electrical Officer.

Commander (E) G. F. Webb to Naden as Manager Engineering Department. Formerly at HMCS Niagara as Staff Officer (Engineering).

Commander J. R. Doull to Niagara on attachment to Saclant. Formerly at Naden as First Lieutenant Commander.

Lieut.-Cdr. W. H. M. Mowat to Niagara on attachment to Saclant. Formerly at Shearwater as Direction Officer.

Lieut.-Cdr. J. E. Korning to Naden as First Lieutenant-Commander. Formerly in HMCS Crescent as Sea Training Commander.

Lieut.-Cdr. H. A. Porter to HMCS La Hullose in command. Formerly in HMCS Magnificent.

Lieut.-Cdr. A. H. McDonald to Headquarters on staff of the Director of Naval Plans and Operations. Formerly in command of HMCS La Hullose.

Lieut.-Cdr. H. R. Beck to HMCS Antigonish in command. Formerly at Naden as Officer-in-Charge, RCN Depot.

Captain (L) R. R. Teasdale, PNO at Sorel, Dies

The death of Acting Captain (L) Richard Robinson Teasdale, OBE, occurred in a Montreal hospital on

August 28. He had been ill since early June.

Captain Teasdale was the Principal Naval Overseer at Sorel, Quebec. He was taken ill only a few days before the christening of HMCS Labrador by Mrs. Louis St. Laurent, wife of the Prime Minister, and of HMCS Chignecto by Mrs. Brooke Claxton, wife of the Minister of National Defence, at Sorel on June 14. Both ships were constructed under the supervision of Captain Teasdale.

Born at Gateshead, England, on November 19, 1899, Captain Teasdale served in his 'teens in the First World War. He received his electrical engineering education at Berwick-on-Tweed, Scotland, and entered the Merchant Navy in 1926.

For the next five years he served aboard merchant ships in the Far Eastern service. In 1931 he became chief electrician in the Monarch of Bermuda, continuing to serve in that ship for a year after she began troop transport duties on the outbreak of the Second World War.

In 1940, Captain Teasdale was commissioned as an acting lieutenant (E), RCNR, and was appointed to headquarters at Ottawa for duty, transferring to the RCN in 1945. He

was awarded the OBE in the King's Birthday list in 1946.

In 1947 he was appointed to HMC Dockyard at Halifax as Manager, Electrical Engineering, a post he held until his appointment two years later to supervise construction of the Labrador and other ships under construction at Sorel.

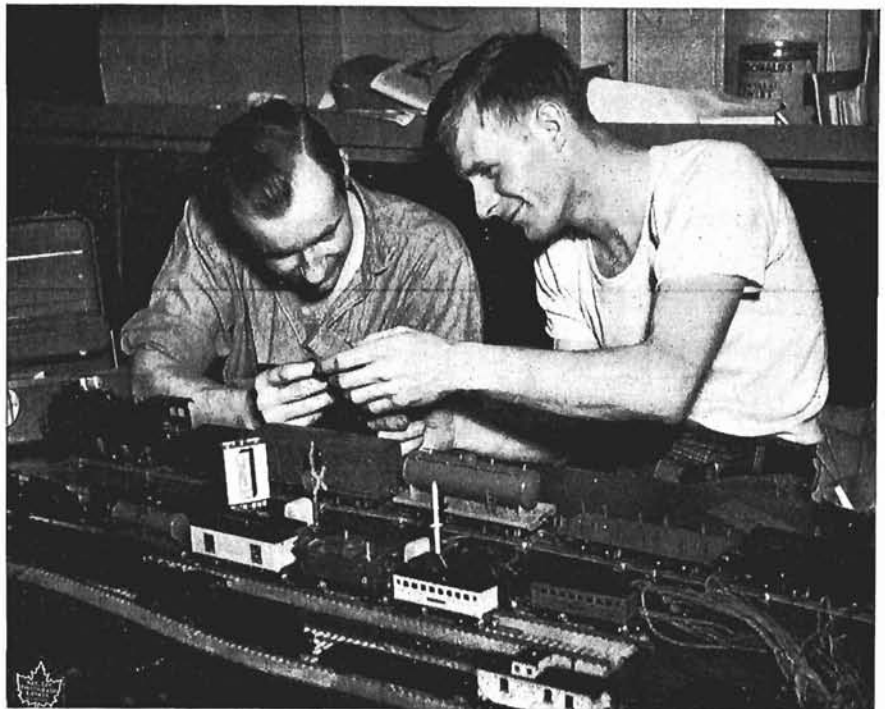
He was promoted to the rank of Acting Captain (L) in this year's mid-year promotion list.

Captain Teasdale leaves his wife, Mrs. Mary Teasdale, and a daughter, Mrs. Wellington Brown.

Funeral services were held from St. Matthews Anglican Church, Ottawa, with burial in Pine Crest Cemetery, Ottawa.

Armourers Graduate From Ordnance School

The second armourers' qualifying class to be held in the Ordnance School at Esquimalt recently completed training. Members of the class were: Petty Officers Rod McIntyre, John Orr and Arthur Hackett, torpedo armourers; Petty Officers Ron Caught, Robert Rogers and Jack Bell, control armourers, and Petty Officers Albert Hughes, Alex Mitchell, Jack Roche, Clint Thorne, Ernest Partridge and George Tatton, gunnery armourers.



Perhaps the only sea-going railroad in existence is that operated by Petty Officers Robert Honour, of Peterborough, Ont., and Ernest Seeley, of Oshawa, Ont., and Spryfield, N.S., on board HMCS Nootka. The two practice their hobby in periods when the Nootka is not engaged in operational duty in the Korean theatre. (NK-1348).

HUNTER COPS COCK-O'-THE WALK

*Windsor Division Scores
Third Regatta Win
In Four Years*

FOR the third time in the four occasions on which the event has been held and for the second year in a row, the Windsor naval division, HMCS Hunter, captured Cock-o'-the-Walk honors at the Great Lakes Naval Regatta.

The regatta, held in Hamilton over the Labor Day week-end, saw teams from ten divisions and the Reserve Training Establishment, Great Lakes, engage in keen competition afloat and ashore.

An added filip was given by the presence Saturday and Sunday of aircraft of the 31st Support Air Group and No. 1 Helicopter Flight. The former carried out attacks on a dummy submarine and the whirlybird performed air-sea rescues. The Avengers, Sea Furies and 12-place Sikorski helicopter were flown from Toronto, where they had been performing before crowds attending the Canadian National Exhibition.

The message "Welcome to the Regatta", spelled out in signal flags flying from the Sun Life Building in downtown Hamilton, welcomed the more than 200 competitors. The regatta teams consisted of 20 officers and men, plus up to five Wrens. Most of the men stayed in Fairmiles, tents or barracks at the Hamilton naval division, HMCS Star, while the Wrens were quartered at the YWCA's Winston Hall.

The first event of the three-day program was the officers' whaler sailing event Saturday morning. The formal opening coincided with the arrival of the RCN aircraft from Toronto in the early afternoon.

The band from Hunter, conducted by PO Frank White, played during the regatta events, at divisions and divine service on Sunday, and for the huge regatta dance Saturday night.

Divisions at Star on Sunday saw

Commander T. S. R. Peacock, Deputy Director of Naval Reserves, inspect the parade of more than 200 officers, men and Wrens. Divine service was conducted by Chaplain (P) Callum Thompson, padre of Star. Catholics paraded to St. Lawrence's Church.

Padre Thompson praised the spirit of competition and fair play shown in the regatta and said that such events led men to become good citizens and respect each other. Rear-Admiral Walter Hose, RCN, Ret'd, former Chief of the Naval Staff, read the lesson.

Announcer for the regatta events was Lieut.-Cdr. Robert Pearce, former world's sculling champion and Hamilton resident, who is now serving at Naval Headquarters, Ottawa. Starters and judges were Chaplain Thompson, Lieut.-Cdr. F. O. Martin, Lieut. J. P. Wright, Lieut. J. C. Beveridge, Lieut.-Cdr. A. G. Beardmore, Commander Colin Glassco, Commander St. Clair Balfour, Jr., Commander F. R. K. Naftel, Great Lakes Training Commander, Lieut. Thomas Leith and Frank Chambers. Commander W. A. Childs, Assistant Director of Naval Reserves, was head of the complaints committee.

Among interested guests at the regatta were officers and men of PC 1208, of Rochester, N.Y., headed by Commander John Darrow, staff officer, Rochester.

Prizes to winning teams were presented by Admiral Hose and winners and the regatta committee were congratulated in brief addresses by Captain A. G. Boulton, Director of Naval Reserves, Ottawa, and Commander G. H. Parke, commanding officer of Star.

Visiting commanding officers of divisions included Captain R. I. Henty, of York; Commander E. O. Ormsby, of Griffon, and Commander W. G. Curry, of Hunter. Wing Commander G. C. Frosthead, officer commanding No. 424 Hamilton Fighter Squadron, was among the guests of honor.

Organization of the regatta was directed by a committee made up of: Lieut.-Cdr. (SB) G. T. Munn, coordinator and director; Lieut.-Cdr.



A cup emblematic of Cock-o'-the-Walk honors at the Great Lakes Naval Regatta is presented to Wren Lida Kapuciak, youngest member of the team from HMCS Hunter, Windsor, by Rear-Admiral Walter Hose, RCN, Ret'd, former Chief of the Naval Staff. Also shown is Lieut. R. A. Lyons, staff officer at HMCS Star, the host naval division. (DL-101).

J. H. Curtis, regatta director; Sub-Lt. (W) Dorothy Tozer, publicity and program; Lieut. (P) R. A. Lyons, director; Lieut. (S) H. D. Evans, accommodation and victualling; Commander (S) M. J. Doll, finance; Lieut. (S) H. L. Kennedy, entertainment; Sub-Lieut. John Campbell, staff. Their duties were carried out under the general supervision of the commanding officer and Lieut.-Cdr. J. W. Swackhamer, executive officer of Star.

Results of the various events, on the basis of final point totals, were as follows:

- Whaler Pulling (officers)—1 Star; 2 Hunter; 3 Prevost.
- War Canoe—1 Star; 2 Griffon; 3 York.
- Whaler Pulling (men)—1 Griffon; 2 Hunter; 3 York.
- Whaler Sailing (officers)—1 Cataraqui; 2 York; 3 Hunter.
- Whaler Sailing (men)—1 York; 2 Carleton; 3 Montcalm.
- Whaler Sailing (Wrens)—1 Hunter; 2 Prevost; 3 Chippawa.
- Dinghy Sailing (officers)—1 Hunter; 2 Montcalm; 3 York.
- Dinghy Sailing (men)—1 Griffon; 2 Montcalm; 3 Great Lakes Training Establishment.
- Dinghy Sailing (Wrens)—1 Hunter; 2 York; 3 Cataraqui.
- Rifle Shooting—1 Chippawa; 2 Hunter; 3 Star.
- Revolver Firing—1 Hunter; 2 Star; 3 Chippawa.
- Tug-of-War—1 Hunter; 2 Griffon.



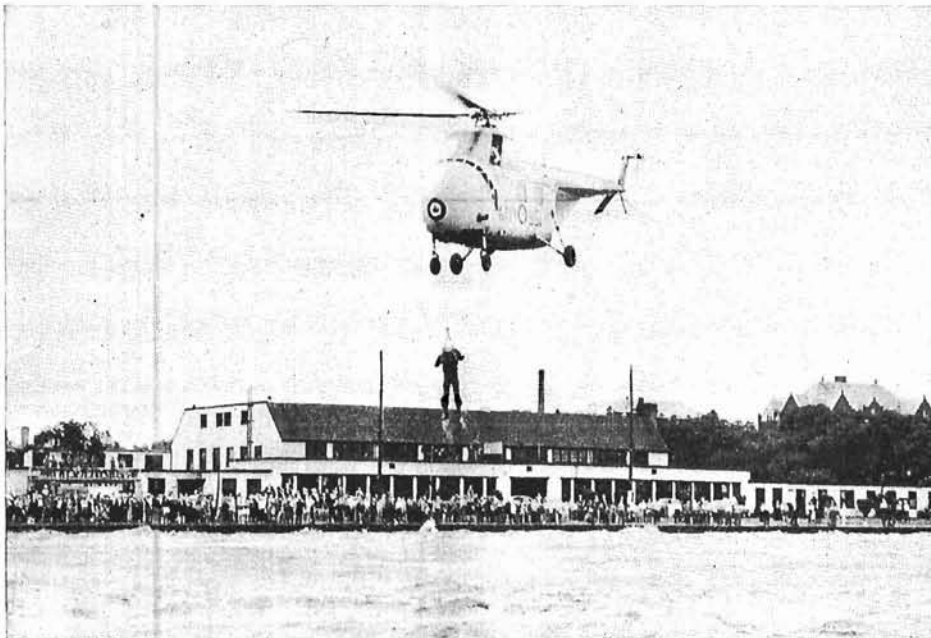
Befathered and painted Indians from the Wild West, namely HMCS Chippawa, Winnipeg, are shown in their war canoe at the Great Lakes Naval Regatta. Somewhat less colorful easterners from HMCS Star, Hamilton, won the war canoe event. (DL-125).

The Inter-Ship Softball League final was won by Hunter.

Final Standing Great Lakes Regatta

1. HMCS Hunter, Windsor.....68
2. HMCS Griffon, Port Arthur ..36

3. HMCS York, Toronto.....33
4. HMCS Star, Hamilton.....29
5. HMCS Cataraqui, Kingston ..22
6. HMCS Chippawa, Winnipeg . 20
7. HMCS Montcalm, Quebec.....17
8. HMCS Prevost, London.....12
9. HMCS Carleton, Ottawa..... 8
10. Reserve Training Establishment, Great Lakes..... 5
11. HMCS Donnacona, Montreal 5



The RCN's 12-place Sikorski helicopter, flown by Lieut.-Cdr. John D. Lowe, with Lieut. George Marlow as co-pilot, plucks a sailor from the water before crowds attending the Great Lakes Naval Regatta. In addition, Avengers and Sea Furies of the 31st Support Air Group carried out mock anti-submarine attacks. (DL-118).

Navy Helps Dartmouth Observe Anniversary

The Navy was prominent in 202nd birthday celebrations held by the town of Dartmouth, N.S., August 6.

Birthday observances began with warships in Halifax harbor sounding sirens and whistles at 8 a.m. Later in the morning 100 men from Shearwater, 24 from HM Submarine Alderney, a float entered by RCSCC Magnificent and the band of RCSCC Nelson took part in a parade through the town.

Dartmouth's natal day was observed as a holiday at Shearwater and officers and men from there took part in a track and field meet. Senior and junior teams from Stadacona competed in swimming events at Lake Banook.

The Alderney was berthed at the North Dartmouth pier and opened to the public in the afternoon. In the evening, at the completion of the aquatic events, two helicopters from Shearwater performed over Lake Banook.

A Memorable Occasion

24 Canadian Sea Cadets
Inspected by Queen
While in U.K.

AMID the welter of sights and sounds recalled by 24 Canadian Sea Cadets who visited Great Britain this summer, one recollection stands out with crystal clarity.

That is the memory of the moments when they stood at stiff attention at the Garden Entrance of Buckingham Palace and were inspected by Her Majesty the Queen.

On June 24, three officers and 24 cadets left by air for England to attend the Empire Camp at HMS Osprey, Portland, along with sea cadets from the United Kingdom, Australia and New Zealand. Before settling down at the camp, however, the Canadian boys had an opportunity to visit historical spots from London as far north as Edinburgh.

The day after their return from Scotland was the highlight of the trip. The 52 cadets from overseas were drawn up in single line in front of the Garden Entrance of Bucking-

ham Palace. Six officers—one Australian, three Canadian and two New Zealand—stood before the parade.

Fifteen minutes later, Her Majesty the Queen appeared at the Garden Entrance. The parade came to attention and, as she reached the top of the steps, the officers saluted.

She came slowly down the steps and the officers were presented by Admiral Sir Louis Hamilton, chairman of the Navy League. Her Majesty then inspected the cadets, accompanied by the officer in charge of each unit. She walked slowly down the line, stopping at about every fifth boy to ask him questions.

She returned to the top of the steps and received three rousing cheers with the famous wave and shy smile, stood talking to Admiral Hamilton for a few minutes and turned and went into the palace.

On July 5, the Empire course began at HMS Osprey under the

command of Lieut.-Cdr. J. R. Bolton, RNVR.

The course was built on a five divisional system, with each division undertaking one of the following activities each day:

1. A day at sea in a frigate.
2. A day at sea in submarines (six cadets to a submarine).
3. A day at a naval air station, with examination of recent types of aircraft, demonstrations of jet and gas-turbine engines and flights.
4. Ship handling in Portland harbor, with cadets taking turns at OOW, handling the wheel, standing by telegraphs and keeping the log.
5. A day in Osprey, with classes in the forenoon and rifle shooting in the afternoon.

Day and night exercises were fitted into this program.

Exercise Ability was one of attack and defence over broken ground in the old stone quarries of Portland Bill. Defence parties took up positions to represent close range, mobile, medium and heavy guns and the attackers had to organize appropriate strength to overcome them.

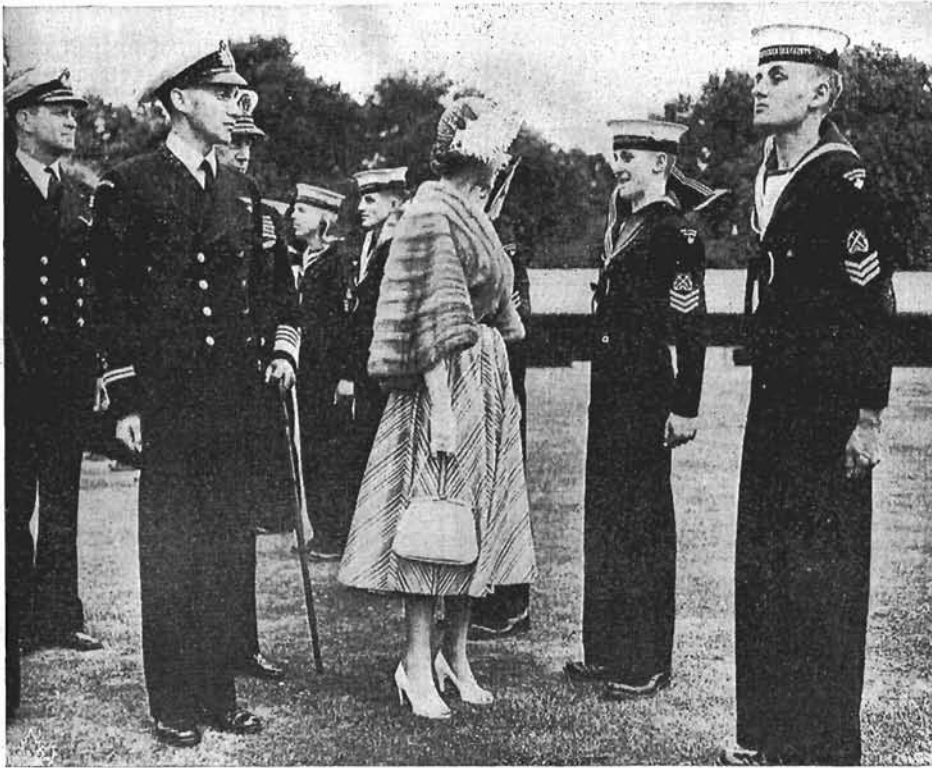
Landing Stores Exercise was conducted from whalers with each team collecting cases or boxes from the ships in harbor and delivering them to a jetty. The cases were to be considered highly dangerous and treated with respect.

Exercise Tip and Run called for stealth, observation and initiative. Its substance was escaped prisoners fleeing their jailers. Two Canadians, whether this should be a matter of pride or not, won the event.

Smugglers and Coastguards required the smugglers to land contraband, make contact with agents and get the stores to hideouts known only to the agents. The coastguards had to find the hideouts and round up the contraband and smugglers. The smugglers, operating mostly after dark, were about 90 per cent successful.

Operation Top Line, the most exacting and ambitious of the exercises, took place by dark.

Cadets were landed at about 2000 in Lulworth Cove by whaler from a



An unforgettable highlight of the visit of 24 Canadian Sea Cadets to the United Kingdom this summer was their inspection by Her Majesty the Queen at Buckingham Palace. In the left foreground is Lieut. L. M. Roxburgh, RCSC, of Saskatoon, with Commander St. J. W. Ainslie, RN, training commander of the U.K. Sea Cadet Corps, and Admiral Sir Louis Hamilton, chairman of the Navy League Council. Her Majesty has stopped to speak to PO James Crosson, of RCSCC Warrior, Edmonton. At his left is PO Donald McNutt, of RCSCC Cornwallis, Digby, N.S.

ship. They were required to make a map of the cove showing a suitable anchorage for small boats, area for landing stores, landing place for troops and area for a hutted camp for 200 men.

Next they were sent off with a rough map of the coast between Lulworth and Weymouth with instructions to describe four objects or positions, pass through a check point and receive a message to be passed on to the quartermaster at Osprey when they reached the collection point.

The exercise took them over 15 or 20 miles of ground, depending on how successful they had been in their map reading, and the last stragglers did not reach Osprey until 0430.

The cadets supplied the guard for ceremonial divisions with the ship's company of Osprey on July 10. That afternoon the course was inspected by the First Lord of the Admiralty, Rt. Hon. J. P. L. Thomas, who was accompanied by Admiral Hamilton, Vice-Admiral Sir Gilbert Stephenson, commodore of the Sea Cadet Corps, the High Commissioners of the Dominions, General Wilson of the King's Jubilee Trust, Captain E. Bush of the Navy League and other notables.

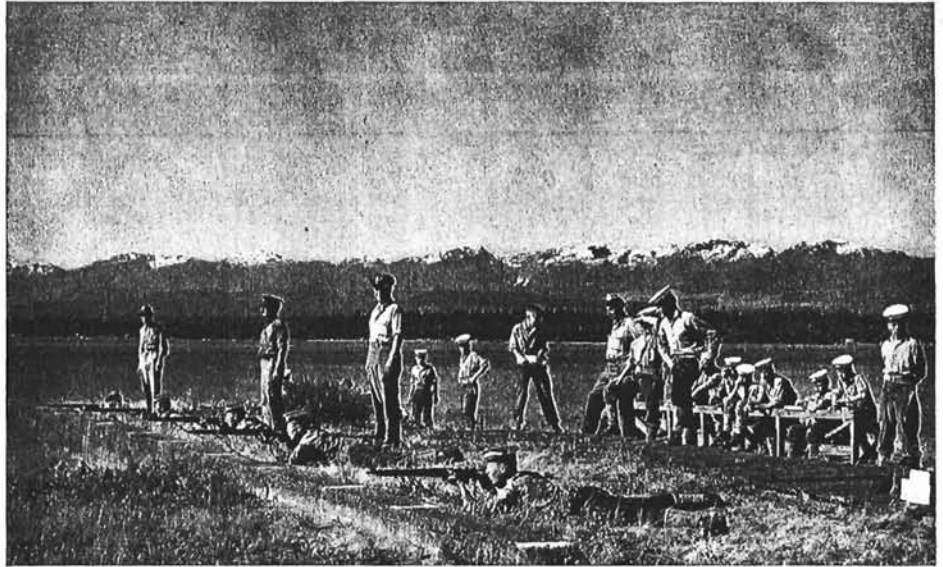
Following the march past, the cadets carried out evolutions in seamanship, signals, P&RT, and squad and rifle drill.

Six days later the whole course was taken by sea to Portsmouth to see HMS Victory, the dockyard and the Naval Museum. On another occasion, the U.S. Atlantic Training Squadron was in port and cadets visited on board USS Missouri.

The last day of the course saw a swimming and boat pulling regatta in the presence of Admiral J. A. S. Eccles, Admiral Commanding Reserves and in charge of Sea Cadet training. In the inter-country whaler pulling event, Canada took second place to New Zealand.

That night, after a rousing concert, Admiral Eccles presented regatta and course prizes. Canada won her fair share of medals, topped by the award for the best class leader to Cadet CPO Ernest Boychuk, of RCSCC Jervis Bay, Saskatoon. Mementoes were presented to all officers and cadets.

The trip home to Canada was on board HMCS Quebec, but was hardly a rest cure. Ship's duties and exercises kept the cadets busy most of the way. The journey ended with a reception by the Halifax branch of the Navy League.



WARTIME TRAINING SITE NOW CADET CAMP

A wartime naval training establishment served this year as the summer camp for 700 sea cadets from the four western provinces.

This was the first summer of operation for RCSC Camp Comox, near Comox, B.C. Where sailors once had trained in combined operations, sea cadets practiced boatwork, sailing, communications, musketry and other subjects at a series of four two-week camps.

A feature was the introduction of a proper musketry course, facilities at Comox permitting the use of .303 rifles at a sea cadet training establishment for the first time. The course was conducted by Captain W. Brown, a retired Imperial Army officer and a graduate of the Royal Musketry School. Captain Brown, 72, is a volunteer instructor at RCSCC Rainbow, Victoria, and undertook to supervise the course at Comox.

Pictured, above and below, are the rifle butts and boat jetty at Camp Comox. Captain Brown stands at the extreme left in the upper photo.

The camp at Comox was one of two held for sea cadets during the summer. The other, at Choisy, Que., was attended by 900 cadets from points east of Winnipeg.

In addition, a leadership course for 128 senior sea cadets and a course for sea cadet officers were conducted at HMCS Cornwallis.



Afloat and Ashore

ATLANTIC COAST

HMCS Crescent

The visit to Dieppe, France, by the East Coast Training Group in mid-July was an occasion which will not soon be forgotten by the officers, cadets and men who were on board the three ships.

As the Crescent, Swansea and La Hullose steamed into Dieppe July 14, they received a great welcome from the crowds lining the waterfronts. The breakwaters and other points of vantage were a solid mass of cheering people, who, keeping pace with the Canadian ships, jammed by the thousands around the berths where the visitors secured.

Immediately on arrival, a cadet guard and three platoons of men, led by a French band, marched through the streets to the Cenotaph. Again

the streets were thickly lined and the cheers were almost deafening.

In a simple ceremony, Commander J. C. Littler, commanding officer of the Crescent and senior officer of the group, laid a wreath at the Cenotaph. Accompanying him were Lieut.-Cdr. J. R. Coulter and Lieut.-Cdr. A. H. McDonald, commanding officers of the Swansea and La Hullose.

At a reception which followed in the City Hall, the mayor of Dieppe welcomed the Canadians and spoke of the special bond between his city and Canada. Commander Littler replied in a similar vein and mentioned also the many brave Dieppe citizens who risked their lives by hiding Canadian soldiers from the Germans during the 1942 raid.

Three days later, in Paris, Commander Littler and Lieutenant-Commanders Coulter and McDonald placed

a wreath at the tomb of the Unknown Soldier.

Before going to Dieppe the group visited Dartmouth, England, arriving just as the town's annual festival got under way. All personnel from the ships were invited to participate. The Royal Naval College, HMS Britannia, was visited and British and Canadian cadets held a competitive sports meet.

HMCS Wallaceburg

A three-week tour of the coast of Newfoundland was made aboard HMCS Wallaceburg by the province's Lieutenant Governor, Sir Leonard Outerbridge, during the summer.

The cruise was marked by considerable entertainment both aboard ship and ashore at the small fishing villages visited. Included were fishing tournaments, inter-part football and bingo, and impromptu dances. Personnel from the Wallaceburg often provided the music for these.

The ship had the honor of playing soccer against the Newfoundland runner-up champions, the Burin Ramps, with the Wallaceburg team coming out at the short end of the 7-0 score.

Later the Wallaceburg spent a week with the U.S. submarine Angler in the Gulf Stream, carrying out anti-submarine exercises in company with HMCS Haida. As the ship hove to each evening, many interesting but fruitless hours were spent by the ship's company in trying to jig for the many sharks which moved about the ship's hull.

A further two weeks was spent in the Gulf Stream during August in company with HMCS Portage and the U.S. Submarine Runner, and this exercise was topped off with a week-end visit to St. Georges, Bermuda.

HMCS Swansea

Cruise Baker to Europe marked the final activity of HMCS Swansea in her latest commission, which ended at Halifax August 15.

During the cruise, the Crescent, La Hullose and Swansea spent four days moored fore and aft in the picturesque River Dart. For three



Midshipman Second Class Clyde D. Dean of Little Rock, Ark., shows Vice-Admiral Harry W. Hill, USN, superintendent of the U.S. Naval Academy the silver punch bowl sent to HMCS Stadacona by the Academy's Second (junior) Class. The bowl was a token of gratitude for the hospitality shown the midshipmen when they visited Halifax in the carrier USS Midway this summer. (USN Photo).

days, the cadets were busy with such sports as basketball, water polo, sailing, swimming and tennis, competing with naval cadets from HMS Britannia and emerging victorious in more than half the events, although they were defeated by the English lads in water polo and tennis.

Voyaging across the Channel, the Canadian vessels called at Dieppe, where the welcome exceeded any they had yet experienced. Cheering townspeople lined more than half a mile of the harbor entrance to welcome the three ships.

Later the Canadians took part in Bastille Day observances, providing an armed guard of 24 cadets under Lieut. S. G. Machan as officer of the guard and an unarmed platoon of 24 men under Lieut. Robert L. Wales. The parade went to the city Cenotaph which commemorates Dieppe's dead of the two World Wars.

Following the parade, the ship's companies went sight-seeing, some going to Paris, others staying to extend their Dieppe visit. In Dieppe, a visit was paid to the Hotel Dieu, whose memorial chapel contains a number of windows commemorating Canada's early ties with France and the Dieppe raid of August 19, 1942. Several of the Canadian sailors made pilgrimages to the Canadian Military Cemetery five kilometres south of the town and overlooking the highway to Rouen.

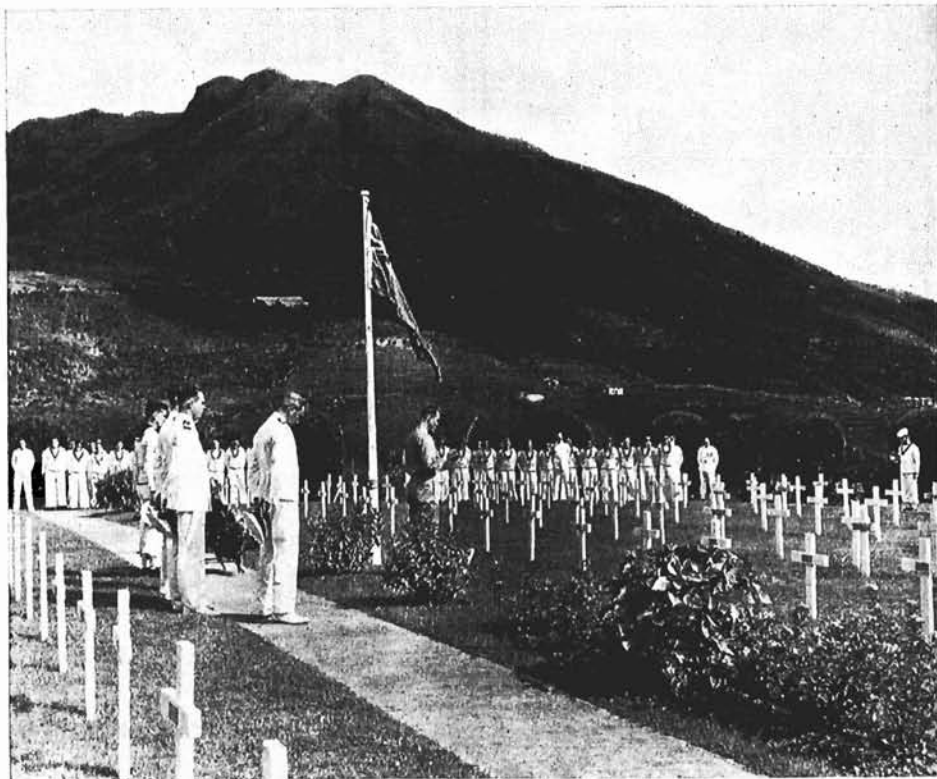
HMCS Brockville

A busy schedule of training cruises was carried out by the Brockville during July and August.

Reserve training classes were embarked for a cruise to Shediac, N.B., to take part in the famous Lobster Festival there and during the five-day stay the ship played host to more than 1,000 visitors. In return, the ship's company and training classes were well-entertained by officials and residents of the port, who provided a lobster dinner, tours of the area, including a trip to Moncton, and a dance on the eve of the Brockville's sailing.

During that same week, a party of Wrens from Coverdale radio station, under Lieut. (W) Betty Crowther, was taken for a morning cruise.

Following a few days in Halifax, the Brockville proceeded in continuing fine weather on a cruise to St. John's, Nfld.; Sydney, Cape Breton, and Charlottetown, P.E.I. In St. John's, the ship's soccer team tied the tri-service XI, in spite of the handicap of gym shoes and "pusser" boots.



Officers and men from HMCS Nootka hold a memorial service at Saiwan Military Cemetery, Hong Kong, in honour of Canadian soldiers killed in the defence of the island colony during the Second World War. Father George Hart, Roman Catholic chaplain in the Nootka, is shown above reading a prayer during the ceremony. The Nootka visited Hong Kong for a two-week rest period during her current tour of duty with the United Nations fleet. (NK-1378).

Sydney provided an interesting bus tour and swimming party, and an equally warm welcome was proffered by Charlottetown.

Rounding off the cruise and training season, the Brockville sailed for Bermuda with a class of 16 reserve officers. En route, an excursion was made up the Le Have River to join in the annual Aquatic Festival at Bridgewater.

HMCS Quebec

The Quebec, in July, made her first crossing of the Atlantic since re-commissioning. The voyage proved to be uneventful but the journey up the Channel, past the beautiful Isle of Wight and Cowes, with its myriad of yachts riding gracefully at their buoys, brought back pleasant and nostalgic memories to many of the older personnel.

The ship anchored at Spithead and fired a 17-gun salute to the Commander-in-Chief, Admiral Sir Arthur Power. Six sea cadets bound for Sweden were then disembarked.

The Canadian sailors displayed a good deal of interest in units of the Home Fleet anchored at Spithead. These included HMS Eagle, Britain's newest and largest aircraft carrier,

and HM Ships Indomitable and Vanguard. A notable event of the stay was the appearance of the Atlantic blue riband liner United States. She is a beautiful vessel with pronounced streamlining and her electrically operated foghorns emitted a thunderous roar as she steamed majestically by at about 200 yards distance.

The Quebec weighed anchor and proceeded down channel for the Thames, Medway and Chatham. There was a heavy fog and near the Goodwin Light Vessel the normal orderliness of the traffic appeared to have vanished. There were vessels coming from all directions, some of which required a bit of nimble footwork to dodge. However the navigational, radar and plotting team did a yeoman job and morning saw the Quebec proceeding up the Thames and by 1500 she was berthed in Chatham dockyard.

Official calls were made by Captain Budge on the local dignitaries, among them the mayors of Chatham, Gillingham and Rochester, the three Medway boroughs.

It was interesting to watch the return calls of the three mayors wearing their traditional robes of office and accompanied by their mace



To provide air experience for naval cadets undergoing training in the Pacific Command, two Harvard aircraft were based this summer at Patricia Bay airport, near Victoria. The planes were flown to the West Coast from HMCS Shearwater. Here one of the Harvards moves onto the runway preparatory to take-off. In the rear seat is Cadet John D. Norman, of Birch River, Man., and the University of Manitoba. (E-19848).

bearers and clerks. The mayor of Rochester, traditionally an Admiral of Medway, is entitled to be piped over the side. He was accompanied by his Mace Bearer and Water Bailiff, the bearer of the Silver Oar. The Mace Bearer is charged with protecting the mayor on land and the Water Bailiff on water. The Silver Oar referred to is some four feet in length.

The Royal Navy left no stone unturned in making the Quebec's stay an enjoyable one. There was dancing every night for the men in the beautiful new NAAFI club; parties were held in the chiefs' and petty officers' messes ashore; free tickets and transportation to London shows were provided, and the ship's company had a further choice of sailing races, invitations to play at tennis and golf clubs, all-day bus tours of London and the surrounding countryside and various other conducted tours to places of interest.

Long week-end leave was granted each watch to enable the ship's company to visit relatives and friends during the stay.

The Quebec weighed anchor on July 21 and proceeded to Tor Bay to rendezvous with the Crescent, Swansea and La Hullose on the following day. A regatta was held, at the completion of which the Quebec turned westward once more for

Halifax, in company with the three vessels of the UNTD training group. —L.S.

HMCS Haida

The Haida spent most of July in carrying out anti-submarine exercises with USS Angler.

The exercises proved both beneficial and enjoyable and it was with regret that the ship said adieu to the U.S. submarine when the latter left on July 31 for her home base at New London, Conn.

August and early September were largely given over to leave and to preparations for the Haida's departure for the Korean war theatre on September 27.

The following poem was presented to the Haida by JOTL Class "G" which went to sea in the destroyer for a week's anti-submarine exercises with the Angler and HMCS Portage:

SONAR AND YET SO FAR

JOLT Class 'G' went out to sea to catch themselves a sub,
 But nary an echo was obtained that didn't prove a dub,
 One Love, one Able, one Easy two or nine
 Blatted out to Portage, surely sounded fine.
 The range was closed, the echo held right up
 to firing time,
 Then the question always 'rose:
 "Whose wake? Yours or mine?"
 "Oh, plot, what is position now?"

Slug's on my starboard beam."
 "Suggest you alter round to port," was all the plot could scream.
 "That puts the sub right in my wake," the Captain CALMLY sighed,
 "You'll lose the echo," plot came back, "if you use the other side."
 "What echo?" asked the Captain, a tiny bit surprised.
 No answer from the plot . . . they have suddenly realized.
 From day to day it went this way, and even some at night.
 The gear was working, the sub was there, but something wasn't right.
 What could it be—the wind? the sea?
 No fear, my son, you know that it was you . . . (or ME).

Communications School

CPO Frank Fenn's experiment of taking his visual class aboard HMCS Magnificent during her recent cruise to the Mediterranean proved successful, the Magnificent reporting that the class benefited greatly from the experience. Following CPO Fenn's lead, CPO Earl Stong took CV 51 aboard HMCS Quebec prior to the ship's departure to take part in Exercise Mainbrace. It was expected that the exercise would provide an opportunity for the class to gain valuable practical training.

Navigation Direction School

The Navigation Direction School at HMCS Stadacona carried out a busy training program during the summer. Graduating classes included one junior officers' training class; one basic training class of 13 officers; two meteorology classes; two radar

New Officers' Block For Stadacona

Contract for the construction of a 250-room officers' block at HMCS Stadacona, which tendered at \$1,261,396, has been let to the E. G. M. Cape Company Limited, of Montreal, the same firm which constructed the 800-man "A" block at Stadacona.

Officials of Central Mortgage and Housing Corporation announced that work would begin on the site almost immediately. The three-storey building will face on Lorne Terrace and extend west toward Gottingen Street, paralleling North Street.

This is the fourth large housing construction job the Navy has ordered recently in the Halifax area. The Stadacona block was completed last winter, a similar block is under construction at Shearwater and the Shannon Park married quarters are being completed.

aids classes; one navigational class; 12 navigation part one classes of 300 UNTD cadets; four navigation part two classes of 97 cadets; one RP2 class and one RP3 class.

PACIFIC COAST

In addition to sports events, a variety of other entertainment was laid on for officers and men from HMS Sheffield when the flagship of the American and West Indies Squadron called at Esquimalt in August.

On Friday, August 8, 48 men were guests of the Victoria Tyees at a Western International Baseball League game with the Wenatchee Chiefs.

On Saturday, 70 ordinary and boy seamen were guests of the Navy League of Canada at a beach party at Cordova Bay, while leading seamen and below and Royal Marines of equivalent rank attended a smoker in the Naden gymnasium.

The next day, 70 ordinary and boy seamen were conducted on a sight-seeing tour of Victoria and district and finished with a swim in Thetis Lake.

On Tuesday, the 12th, 70 men were conducted on a tour of the Dominion Observatory at Little Saanich Mountain and smokers were held in Naden for chiefs and petty officers and Royal Marine warrant officers and sergeants.

Forty-eight men were guests the

next day of Victoria Shamrocks at a lacrosse match with the Nanaimo Native Sons; 50 others made a tour of B.C. Forest Product mills and 70 more were given free passes to an evening show at the Atlas theatre.— G.I.

HMCS Crusader

The Crusader's first month in the Korean theatre was spent partly on the carrier screen and partly with the inshore anti-invasion patrol. The first patrol saw the ship in support of a carrier and, although we were silent partners in the deal, it was satisfying to know that "our" planes were pummelling the enemy supply lines and dug-in positions.

The monotony of constant carrier screening was periodically broken by night patrols inshore, during which time enemy junks were captured.

After a short stay in harbor, the ship joined other ships of the United Nations in inshore patrols north of the 38th parallel and bombarded fuel dumps and troop installations, as well as enemy islands further north.

An enemy junk was sighted on one such patrol and was ordered to come alongside with the added persuasion of an accurate burst of gunfire from the Bofors captained by AB Vernon Briskham of Vancouver. Although the junk was small, 11 little men poured out of it like so many cockroaches.

? ? Published On Board Crusader

The latest addition to the RCN's collection of belles lettres and ship's magazines was published with a question mark at its masthead.

HMCS Crusader, at present the only West Coast destroyer serving with UN forces in Korea, recently started a weekly sheet published Sundays when the ship is at sea. The first two editions carried two large question marks in place of a name for the paper. A contest is being sponsored by the ship's entertainment committee to find a suitable name, the winner to get \$10 from the entertainment fund.

Editor-in-chief is PO W. E. (Bud) Cole of Saskatoon and Victoria. In charge of printing, and writing a column to boot, is AB Ernie Mueller of Vancouver. Lieut. F. L. P. Ross of Ottawa is advisory editor. PO R. R. (Duke) Dawson of Regina is sports editor. PO Bill Reid of Halifax and Toronto writes a column on photography and cameras and Ldg. Sea. Yeiji (Lanky) Inouye supplies material on Japan and short reference lists of handy Japanese phrases which are useful to the men ashore. Also on the reporting staff is AB John Crodde of Hamilton, Ont.

The editor-in-chief was pretty pleased with one item in the first edition. It reported that on July 16 a son was born to PO W. E. Cole and Mrs. Cole.

The boarding party went on board to investigate for contraband and CPO John Blenkinsopp, of Hamilton and Victoria was surprised, on searching among the bags and boxes, to find one much warmer and softer than the rest. Upon closer investigation he found a young Korean woman on hands and knees and with her head buried like an ostrich. The prisoners were brought on board and later turned over to the boss man of a South Korean guerrilla detachment.

HMCS Beacon Hill

"Beacon Hill Bags Bird" might do very well as a heading to describe the second cadet cruise carried out by the West Coast frigate between June 23 and July 26. From eager beginning to fiercely contested finish, the cruise was dominated by thoughts of the "Cock of the Walk".

Nor was the air of contest lessened by the close standings of the three ships of the Pacific Training Force—Sioux, Beacon Hill and Antigonish—right up until the last day. The Sioux edged a lead in the pulling regatta, but it remained for the Beacon Hill's ball team, sparked by the pitching of Ldg. Sea. Norm Haskell of Vancouver, to secure victory for "Leaky Bill". After that it was merely a case of totalling



PO Arthur Cownden, deputy manager of Belmont Park naval married quarters, delivers the first edition of the Belmont Gazette to the paper's editor, Mrs. K. S. McAdam. The four-page Gazette, containing news of interest to residents of the naval community, made its debut in August. Centre is Lieut.-Cdr. I. H. MacDonald, married quarters officer. (E-20040).

points and of reminiscing at the cadets' "Banyan Party", held on the beach at Bedwell Harbor later the same evening.

Also heard at the "Banyan" were varied and colorful tales of five busy days spent in Long Beach and nearby Los Angeles—tales of things seen and done ashore as well as of those witnessed during the extensive and well-planned tours of the local United States Navy installations. Another topic of conversation, although not such a pleasant one, was the heavy weather encountered on the return trip. However, apart from a slight loss of time and appetites, the effects of the storm were negligible.

Fitting climax to the cruise was participation in the Pacific Command Navy Day celebrations. Steaming in company with units of the Royal Canadian and United States Navies, the Beacon Hill carried out manoeuvres before a large civilian audience and later took many of these same people for a brief sight-seeing cruise. During the evening of Navy Day, the "Beacon Hill"—adopted ship of the City of Victoria—remained open to play host to the citizens in Victoria's inner harbor. Then, the festivities over, she returned to her berth at Esquimalt to prepare for further commitments of a busy training season.—*J.J.M.*

Aldergrove Radio Station

Lieut. W. H. Waters returned to resume duties of officer-in-charge after completing a communication course at HMCS Cornwallis. Lieut. A. M. Cupples, who had held the appointment during Lieut. Waters' absence, left to join HMCS Magnificent in Europe.

The final softball game for the station team was played September 2, when the Abbotsford Canadian Legion eliminated Aldergrove in the playoff semi-finals, 7-3, 6-9, 11-6.

There have been many changes in personnel recently, with four men leaving the station and seven joining. AB L. D. Kirkaldy and PO Charles Miller went to the Athabaskan and Sault Ste Marie; Ldg. Sea. L. H. Glassford was drafted to Cornwallis via Naden for the next P2's course and Ldg. Sea. J. P. Corneau left for Stadacona after completing a tour of relief cook duty. CPO R. E. Davies, Leading Seamen A. M. Nelles, W. D. Hogg and R. S. McDonald, and Able Seamen James Moore, Robert Koons and J. S. Doyle have all recently joined.

Ordnance School

The Ordnance School said au revoir to Ordnance Commander M. H. Walker and welcomed his successor as officer-in-charge, Ordnance Com-

mander J. F. Cosgrove, in late August.

Commissioned Ordnance Officer N. Bryon has joined the school staff from the Naval Armament Depot in Esquimalt. It is hoped he may be induced to take up his old job as Crowsnest correspondent.

Other newcomers include CPOs Norm Tapping, Lloyd Johnston and Herb Thomas and PO Arthur Burns, all from the Quebec; CPOs Bert Nelson and Jack Grahame and POs Ed Parham, Norm Jones, Walt Bell and Alf Porter, all from the Cayuga, and CPO James Vincent from the Ontario.

CPO Norm Langton picked up a "pierhead jump" when he was flown to the Far East to join HMCS Crusader.

HMCS Sault Ste. Marie

The ship's company of the Sault Ste. Marie was complimented by Santa Barbara Police Chief R. E. Noonan on the exemplary conduct of all hands during a visit to the California port.

In a letter to Rear-Admiral W. B. Creery, Flag Officer Pacific Coast, Chief Noonan stated:

"This city was indeed fortunate to have as guests such a fine complement of men and we of the Police Department are grateful for the courtesies extended to us. We are looking forward to another visit of HMCS Sault Ste. Marie, and may we again congratulate you on the exemplary appearance and behavior of officers and crew."

NAVAL DIVISIONS

HMCS York

(Toronto)

Reservists from HMCS York paid their biennial visit to Rochester, N.Y., over the Civic Holiday weekend in August. Their hosts were U.S. naval reservists of Organized Surface Battalion 3-9.

Most of the York reservists arrived in Rochester aboard York's PTC 716 and HMCS Star's PTC 706 on Saturday morning after an all-night cruise across the lake. Other sailors, together with 15 Wrens, two Wren officers and two nursing officers arrived by bus Saturday afternoon.

Three months' practice off the York jetty paid off in the whaler race Saturday afternoon when the Toronto sailors scored a five-length victory over the Rochester reserves along the half-mile course.

The Canadians also took tug-o'-war laurels in two straight pulls, but



Members of the Winnipeg Ballet Company enjoyed an afternoon at sea last summer aboard HMCS Sault Ste. Marie as guests of the Navy. Pictured above chatting with some of the crew of the "Soo" are, left to right, Marilyn Young, Sheila Henderson and Kay Bird. (E-19044)



Commander Kenneth D. Callinger, USNR, welcomes Captain Robert I. Hendy, commanding officer of HMCS York, on the occasion of the week-end good-will visit paid by personnel from the Toronto division to Rochester, N.Y. Sub-Lieutenants Barbara Lee and Margaret McEachern look on.

Rochester's four-man rifle team out-pointed York 491 to 476.

York's famous 18-man field gun run was put on twice during the visit—before the rowing race Saturday afternoon and before the Rochester public at Red Wing stadium on Sunday just before the Rochester-Springfield baseball game. The team's precision and dexterity won enthusiastic applause on both occasions.

A neighborly gesture was the presentation by Captain Robert I. Hendy, on behalf of York, of a trophy for annual competition in the boat pulling contest. The trophy was left with the Rochester unit for the first year. The Chief Petty Officers' Club at Rochester reciprocated by presenting a brass plaque, punch bowl, tray and glasses to the chief and petty officers of York.

Social events included buffet suppers and dances at the Summerville Armory, Rochester Hotel and Chief Petty Officers' Club.

Church services were attended by the two units on Sunday morning, Catholics attending St. George's Church and Protestants North Presbyterian Church.—A.C.T.

HMCS Griffon

(Port Arthur)

Griffon played host this summer to 400 officers and men in three USN ships that chose the twin cities as their liberty ports.

The ship's company of Griffon went all out to entertain the American seamen with a program of sports, parties, dances, dinners, etc. Both lakehead cities held civic luncheons and extended formal welcomes.

Commander Frederick Faavor, commander of the small task group, sent the following message by hand to Commander E. O. Ormsby, commanding officer of the Griffon, just before the ship sailed:

"We sailed to a foreign strand, yet we never left home."

The Captain's reply by naval communications was equally apt: *"... for whither thou goest, I will go; and where thou lodgest, I will lodge; thy people shall be my people, and thy God my God."* (Ruth, Chapter 1, Verse 16) — S.A.L.

HMCS Brunswicker

(Saint John)

Officers and men of the US Ships Tills, McClelland and Earle K. Olsen were entertained during a visit to Saint John in August in the course of a summer training cruise.

A reception for the officers was held in the wardroom of Brunswicker on the evening of August 7 and there was a dance for the ships' companies the following evening.

A destroyer-escort, the Daniel A. Joy, and a PCE docked in Port Arthur while the third ship, another PCE, tied up at Fort William.



Civic officials of Port Arthur and Fort William joined with the ship's company of HMCS Griffon in welcoming the officers and men of three U.S. Navy ships which visited the lakehead ports during a training cruise. Left to right are—Alderman R. A. Morgan of Fort William; Commander Frederick Faavor, in command of the U.S. training group; Lieut.-Cdr. Joseph R. Antink, commanding officer of the destroyer escort Daniel A. Joy; Commander E. O. Ormsby, commanding officer of HMCS Griffon; Arthur Evans, Port Arthur city clerk; D. M. Martin, Fort William city clerk and Lieut. L. C. Riley, in command of PCE 899.

Five Fighting Months

Canadian Destroyers Shared In Series of 1944 Successes

THE French have a proverb: "Le plus ça change, le plus c'est la même chose." The English, slightly more pedantic, say: "History repeats itself."

Whether thumbing the daily newspaper in 1952 or reading the history of sea battles of the Second World War, the same names crop up, only now the ships are fighting half a world away from the scenes of conflict of eight years ago.

Brought to light recently at Naval Headquarters was a report of the activities in the English Channel and the Bay of Biscay of the 10th Destroyer Flotilla during five action-filled months in 1944.

The names of the four Canadian Tribal class destroyers in the group are familiar. There was the Haida, commanded at that time by the present Vice-Chief of the Naval Staff, Rear-Admiral H. G. DeWolf. Now the Haida is on her way to a new scene of battle in the Far East.

There was the Huron, under Commander H. S. Rayner, now a commodore and Secretary to the Chiefs of Staff. The Huron is at present undergoing conversion and modernization after having done a tour of duty off Korea.

There was the Iroquois, under the present Chief of Naval Personnel, Rear-Admiral J. C. Hibbard. The Iroquois is on her first tour of duty in Korean waters.

And there was the Athabaskan, commanded then by Lieut.-Cdr. J. H. Stubbs and sunk in a bitter fight which cost the Germans an Elbing destroyer. Her successor carried her name throughout two operational tours in the Korean war and is soon to begin a third.

Four cruisers of the Royal Navy—HM Ships Black Prince, Mauritius, Bellona and Diadem—operated at various times with the flotilla, which consisted, besides the Canadian ships, of five RN destroyers, the Onslow, Ursa, Tartar, Ashanti and Eskimo, and two Polish destroyers, the Piorun and Blyskawica.

The Germans at that time were desperately trying to maintain sea communications between the ports of occupied France. Some of the ships

pressed into service to guard the German convoys were re-armed tank landing craft, built to fulfill Hitler's dream of an invasion of England.

But, as the record shows, the Germans still had some formidable fighting ships at sea.

Apart from landing craft and E-boats, the German version of the motor torpedo boat, these included Elbing destroyers, classed by the

Germans as torpedo boats, but displacing 1,200 tons and having a main armament of four 4.1-inch guns, and Narvik destroyers, displacing 2,400 tons, with a speed of 36 knots and a main armament of five 5.9-inch HA/LA guns.

Saying a lot in a little, the report was submitted by Captain Basil Jones, RN, Captain (D) of the Tenth Destroyer Flotilla, to the Commodore (D) Home Fleet. It read as follows:

HMS "TARTAR",
15th September, 1944.

Sir,

I have the honour to submit for your information a revised list of results obtained by the 10th Destroyer Flotilla in the Channel and Bay of Biscay, during the five months' period from 15th April to 15th September, 1944.

All actions were at night with the exception of the sinking of U. 971, and the A.M.C. on August 12th.

Date	Ships Engaged	Enemy Losses	
		Sunk	Damaged
25-26 April	Haida, Huron, Ashanti, Athabaskan and Black Prince (S.O.)	1 Elbing	1 Elbing
27-28 April	Haida and Athabaskan (Athabaskan sunk).	1 Elbing	
8-9 June	Tartar (D. 10) and all ships of 10th D.F.	2 Narviks	1 Narvik 1 Elbing
13-14 June	Piorun and Ashanti	2 M Class Minesweepers	2 M Class Minesweepers
24 June	Haida and Eskimo	Submarine E. 971	
27-28 June	Huron and Eskimo	2 Trawlers	1 Trawler
5 July	Tartar (D. 10) and Ashanti		4 armed L.C.T.'s. (Retired over shoal water to Lannion River)
9 July	Tartar (D 10) and Huron	Not known	4 Trawlers (Retired into St. Malo)
15 July	Tartar (D. 10), Haida and Blyskawica	2 Merchant Ships, 1 Trawler.	1 B.P.T.
5-6 Aug.	Bellona (S.O.), Tartar (D. 10), Haida, Iroquois and Ashanti	4 Merchant Ships, 2 Minesweepers, 1 Trawler.	2 Minesweepers
12 Aug.	Piorun with Diadem (S.O.) and Onslow	1 Armed Medium Merchant Vessel.	
15 Aug.	Iroquois with Mauritius (S.O.) and Ursa	2 Minesweepers, 1 Flak Ship, 2 Medium M.V.'s., 1 Small M.V., 1 Small Tanker.	1 Narvik 1 Elbing (Both subsequently beached)
23 Aug.	Iroquois with Mauritius (S.O.) and Ursa	5 Armed Trawlers, 1 Sperrbrecher, 1 Coaster, 1 Flak Ship.	

Making a total of thirty-five surface ships and one submarine sunk and fourteen damaged.

I have the honour to be,

Sir,
Your obedient Servant,
Basil Jones, Captain, RN,
Tenth Destroyer Flotilla.

The Commodore (D) Home Fleet.
(Copy to:—The Commander-in-Chief Home Fleet.)

Last Of His Kind

*CPO Duncan Macfarlane Only
Visual Signalman First
Class Still Serving*

ONE of the best known members of his branch in the Navy has been selected to represent the Communications School at HMCS Cornwallis as October's Man of the Month.

The fact that Chief Petty Officer Duncan Macfarlane had just left the Comschool to take up a new job as president of the Chief and Petty Officers' Mess at Cornwallis did not sway the communicators from their choice; though the Chief himself was gone, the good work he had done, the impressions he had made and the example he had set while Regulating CPO in the school were well remembered.

CPO Macfarlane has two nicknames: Depending on the circumstances, he is known either as "Duncan Macfunnelcover" or "The Brow". The former is employed by his messmates, while the latter is the favorite of Comschool trainees whose transgressions have brought them face to face with the Chief.

"The Brow" doesn't say much, but what he says is worth listening to. What is more, it sticks. Any ordinary seaman who has had those eyebrows beamed in his direction will vouch for that. The same goes for the chief or petty officer who has been eased out of his mess at closing time and never realized until he reached the roadway that a strong verbal hammerlock had been applied.

CPO Macfarlane completed 20 years of service (this last June, thereby qualifying for the Degree of Old Salt. He possesses the further unique distinction of being the only visual signalman 1st class left in the service.

Macfarlane is Canadian born—he's a native of Verdun, P.Q.—but there is no mistaking his ancestry. Asked why he had no middle name, he showed true Scottish respect for economy in explaining that he considered it a waste of both voice procedure and typewriter ribbon.

Chief Petty Officer Macfarlane began his service career as a boy seaman in Naden in 1932. He saw the light at an early date and transferred as soon as possible to what was then known as the Signal Branch. He qualified ordinary signalman in Naden

and in 1933 carried out his initial sea training in the Home Fleet flagship, HMS Nelson. During the next three years he served at sea in HMCS Skeena and ashore in Naden and Stadacona, being promoted to signalman in 1934. In 1937 he went to Chatham, Kent, to commission HMCS Fraser but on the voyage back to Canada was transferred to the Skeena at Barbados and returned in her to the United Kingdom. It was a draft he did not regret, for the Skeena and Saguenay were to represent Canada at the Coronation Review at Spithead a few weeks later.

Macfarlane was drafted to HM Signal School in 1939 and qualified leading signalman in June of that year. He was in the Restigouche at the outbreak of war and sailed in her when she steamed from the West Coast to Halifax late in the year.

He qualified yeoman of signals in August 1941 and in this rank served for short periods in Newfoundland, again in the Skeena, and at St. Hyacinthe and Stadacona. He was promoted to chief yeoman of signals



CPO DUNCAN MACFARLANE

in "Stad", then served for six months in the Columbia, operating on the "Triangle Run". From her he proceeded to the United Kingdom and commissioned HMCS Sioux. Macfarlane was in the Sioux for more than a year, during which period the destroyer served on the Murmansk convoy run, operated with the Home Fleet in Norwegian waters and took part in the Normandy landings.

Leaving the Sioux, CPO Macfarlane spent short stints ashore in Stadacona, St. Hyacinthe and Scotian. In 1947 he began his first tour as Regulating Chief Petty Officer in the Communication School. After this he worked in the RCN Depot, Halifax. To round out his experience the Chief spent a year in the Communication Training Centre, at Naden, followed by a year in the RCN Depot, Esquimalt.

He then crossed the country again and rejoined the Communication School as Regulating Chief Petty Officer in April 1951. He held this position until August of this year.

The author had a great deal of difficulty pumping personal information out of the reticent Man Of The Month. When asked what was the most thrilling experience he had ever had, he replied, "Thrilling, Bah! Never did anything, never saw anything."

After a further period of prodding, the Chief finally broke down and allowed as how he would like to reminisce about one of the highlights in his naval career. He had quite a thrill as a young signalman when, at the Jubilee in 1936, he saw the Royal Yacht, Victoria and Albert, with His Majesty King George V on board, steam slowly through the anchored columns of practically the whole of the Royal Navy. The King's ships each paid their marks of respect to their Sovereign with bugle, guard and band. Our signalman went on to say, of course, that the ships were dressed overall and the efforts put forth by the Signal Branch did much to create the majestic panorama.

Another event at which CPO Macfarlane was present was the sinking of the ill-fated Fraser that dark night off the coast of France in June 1940.

Boy, Woman Saved by Sailors

A three-year-old Halifax boy owes his life to two members of the RCN. The boy, Jackie Oldham, was rescued from Halifax harbor by AB Robert Barclay, of Simcoe, Ont., and AB Colin Farrell, of Port-Aux-Basques, Newfoundland. Both are members of the crew of Diving Tender No. 5.

Initial move in the rescue was made by AB Barclay, who was returning to his ship about 5:30 p.m. when he heard cries coming from the vicinity of a wharf and saw a child's arm sticking out of the water.

Both AB Barclay and AB Farrell, who also was attracted by the cries, jumped into the harbor fully clothed to rescue the child.

The boy was examined at the Dockyard First Aid Station, where his only injuries were found to be marks on his stomach apparently received when he fell from the wharf. Otherwise he suffered no ill effects.

Jackie's mother earlier had reported to police that her son was missing.

* * *

While his mates were enjoying a Saturday night dance at HMCS Star during the Great Lakes Naval Regatta in Hamilton, AB Charles Bissett of HMCS Cataragui, Kingston, distinguished himself in saving the life of a drowning woman.

Bissett was walking near the waterfront when he saw Mrs. Joseph Stewart of Hamilton in difficulty in the bay. Bissett took off his shoes and trousers and went in after her.

He was later commended for his action by Captain A. G. Boulton, Director of Naval Reserves, who was attending the regatta.

These bring to six the number of rescues of this sort performed by naval personnel and reported in The Crow's-nest in the past two months.

Macfarlane was in the Restigouche, which picked up survivors from our first major war casualty.

CPO Macfarlane is married to the former Marion Jean Watson, of Saskatoon, who was a Wren Coder when Duncan swept her off her feet in Halifax in 1945. This was easy for they both spoke the universal language of communicators. They have two children, Jean Margaret, 3, and Douglas, 6 months, and they live in the Cornwallis married quarters, the "crouching colossus" across the road from the main gate.—*D.M.W.*

ANNUAL WREN BANQUET

The annual banquet of the Ex-Wrens' Association, Victoria Branch, was held in Terry's Dining Room, Victoria, on August 28. Guests of honor were Captain Ronald Jackson, retiring commanding officer of HMCS Malahat, and Rev. William Hills, well-known Victoria clergyman.

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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.

BARNABY, Eugene J. P1SM2
BEAUDRY, Frank. LSSM1
BELL, Victor E. P2AR2
BIELBY, Victor. P2AA1
BROWNELL, Albert H. P2AR2
BURNETT, John W. P1SH4
BUTTERWORTH, Clifford W. P2SM2

CHANDLER, Thomas H. C1SM3
CLELAND, John R. C2SM3
COLLINS, Donald J. LSBD2
CONKIE, David J. P2AO2
CONNOR, Stanley W. P2AR2
COOKE, Kenneth C. C2SH4
COOMBS, John W. LSSM1
CREIG, James L. LSCR1
CURRIE, John J. C1SM3

DIEBOLD, Servin M. LSQMS
DOUGLAS, Donald W. P2SM2
DOUGLAS, Thomas W. LSTD1
DOYLE, Peter M. P2QR1
DRIEMEL, Harry H. P1SM2

FITZMAURICE, Norman E. LSPH1
FRENCH, George J. LSSM1

GLOVER, Howard W. LSSM1
GROSVENOR, Albert E. P1SM2

HACKETT, Arthur. P1TA3
HAGGARTY, Fred H. P2SM2
HARMAN, Eric G. P2SM2
HERRON, Frederick L. P1SH4

JEANES, James G. P2SM2
JENKINSON, William L. P2AA1
JOHNSON, Douglas L. P2SM2

LAROCQUE, Hector J. LSSWS
LEWIS, Hillard C. P2TD1
LITTLE, Arthur F. C1CS3
LOVE, Thomas H. LSSM1
LOVETT, William A. P2AW2
LUINING, Arthur L. P1SM2
LYON, Howard D. LSSWS

McCLELLAN, Norman T. P2AA1
McCUNE, William N. LSTD5
McGLADE, Francis A. LSSM1
McLEAN, Forbes R. P2SM2
McNAIR, William H. LSSM1
MACKIE, John W. LSSM1
MARENGERE, Bernard J. P1SM2
MAYNARD, Thomas R. LSKK1
MOUNER, Gustave J. P1ER4

NICKOLSCHUK, Tom J. P2SM2
NOYES, Frank E. LSKK1

O'HEARN, Cecil J. C1MR3
ORR, John H. P1TA3

PARTRIDGE, Ernest J. P1GA3
PATTISON, Colin R. P1SH4

RING, Gordon R. LSSM1
ROCHE, John G. P1GA3
ROGERS, Robert N. P1CA3

SHORTRIDGE, Harold E. LSSM1
SIEMAN, Irwin H. LSSM1
SLOPAK, Kenneth L. LSBD2
SMITH, John E. LSRCS
STEVENS, James F. P1SM2

TAYLOR, Douglas C. LSRPS
THORNE, Clinton R. P1GA3
THORNE, Eric G. P2SM2

VINCENT, Raymonde O. LSVS1

WACHOWICZ, Albin. C2MR3
WARD, Joseph N. P1ER4
WARK, Ronald H. P1SM2
WEIGAND, Edwin V. P1SM2
WHYTE, James R. P1SM2

RCN(R)

ALLAN, R. LSAW1

BAILEY, H. H. P1MA2
BENETEAU, V. E. LSBD1
BOUCHARD, P. H. C2QR2
BOURDAGE, P. C2SW2
BRADFIELD, T. A. C2AA1
BUCHAN, P. P1(NQ)5

CASE, A. R. E. C1MR3
CONNOLLY, J. M. LSTD5
CORMACK, J. E. LSN51
CRAIG, K. A. LSRPS
CURTIS, C. G. LSAAS

DAMORE, A. J. LSBD1
DARROCH, J. S. LSBD1
DEWING, W. C2MA3
DROMBOLIS, T. C. C2WR1(NQ)

EDWARDS, W. L. P1SM2

FLOWER, D. B. LSBD1
FORNERI, J. B. LSAAS

GAW, K. E. C2ET4

HEWENS, R. L. C1QR1
HUGHES, J. LSBD1

LONGTHORP, B. L. P2GA3

MACINNES, M. M. P1SM2(NQ)
MAY, A. L. LSAA1
MURPHY, J. P. LSKK1

PHILLIPS, M. LSBD1

REES, W. R. P1CV2
ROGERS, N. W. C2QR1

SCANLON, R. E. LSAA1
SMITH, R. J. LSAAS

TRELEAVEN, A. L. LSBD1

VENNE, N. D. P1SM2

WALSH, W. J. LSAW1
WARREN, L. J. LSQR3
WILSON, C. E. LSBD1
WILSON, R. C. A. C2SM3

SHANNON SCHOOL PRINCIPAL

John W. Girdwood, former Supervisor of Westville Schools in Nova Scotia, has been appointed principal of Shannon School for naval dependents at Tufts' Cove, N.S. Mr. Girdwood, a native of New Brunswick, recently completed a post-graduate course in education at Columbia University, New York City.

VICE-REGAL PARTY SAILS TO NFLD. IN HMCS QUEBEC

The honor of being the first Canadian warship to have the Rt. Hon. Vincent Massey, Governor-General of Canada, on board for a sea journey fell to HMCS Quebec when His Excellency made the 28-hour journey from Halifax to St. John's, Nfld., in the cruiser.

In the course of his first official visit to the Maritimes, Mr. Massey arrived in Halifax on August 29 by RCAF plane from Charlottetown. He was met by Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, and Commodore Hugh F. Pullen, Commodore of the RCN Barracks, and the party boarded the Veraine, the admiral's barge, for the trip to the Quebec's anchorage.

The cruiser fired a 21-gun royal salute in honor of the Governor-General. When he arrived on board His Excellency inspected a guard of honor commanded by Instructor Lieut.-Cdr. G. H. Moore. He then accepted the invitation of Captain Patrick D. Budge to join him on the bridge and watch the ship leave harbor.

Accompanying His Excellency were his son and private secretary, Lionel Massey, and Mrs. Lionel Massey, and the aide-de-camp, Captain Nicholas Eden, son of Britain's foreign minister.

With Lieut.-Cdr. William Howe as guide, Mr. Massey later toured the ship. He expressed keen interest in the way the ship's company carried out the duties of securing for sea.

A heavy fog closed in during the afternoon and the rest of the voyage was made with radar teams closed up.

In the evening the members of the vice-regal party were guests at a mess dinner in the wardroom. They were welcomed in a brief address by Commander Ralph L. Hennessy, mess president.

His Excellency recalled pleasant associations with Canadian naval officers and men during the past war, when he was Canadian High Commissioner in London, and said he was happy that the trip gave him the opportunity of getting to know the Navy a little better.

On Saturday morning the Governor-General made rounds of the



The Governor General of Canada, the Rt. Hon. Vincent Massey, congratulates PO Stanley Lawrence on the appearance of the latter's messdeck on board HMCS Quebec. Accompanied by the executive officer, Commander R. L. Hennessy, Mr. Massey walked around the Quebec while taking passage in her to St. John's, Nfld., in late August. (QB-463).

messdecks and visited nearly every compartment of the ship, inspecting workshops, galleys and locker spaces. He congratulated PO William White, in charge of the officers' galley, on the excellent meal prepared for the previous night's mess dinner.

Sharp rain squalls whipped across the ship as she approached St. John's and His Excellency and other members of the party donned raincoats to go to the bridge.

"I wouldn't have missed this for anything," the Governor-General said, as the ship passed through the narrow harbor entrance below Signal Hill and entered the famous Newfoundland port.

At 2.30 p.m. Saturday, the Governor-General boarded the Quebec's freshly painted motor cutter. As the boat pulled away from the ship, the Quebec fired a 21-gun salute. She had hardly finished when an army battery ashore began booming out a salute of welcome to His Excellency

For the Quebec, the trip to Newfoundland was the beginning of a long cruise which took her to Scotland and then north to Narvik, Norway, to take part in NATO's Exercise Mainbrace. She was not due to return to her home port of Halifax until the middle of October.

LETTERS TO THE EDITOR

Dear Sir:

We hear so much of the bravery of our airmen and soldiers who die on duty, but we do not hear much of the brave fellows who face the perils of the deep so I have submitted a little poem for your kind consideration.

Although I am a member of the RCAF I have always had great respect for the Navy, so if you could find space in your Crowsnest I would greatly appreciate it.

Yours respectfully,
42500W AW1
Colleen Rose McCurdy,
Queen Mary Veterans Hospital,
Queen Mary Road,
Montreal, P.Q.

Son of the Sea

*No cross marks the grave of a sailor,
No eye sees his last resting place,
Softly shrouded in slumber,
Clasped in a deep embrace.
Softly, softly resting there
Son of my heart, so brave, so fair.
The earth gives not of her verdure,
The rose sheds not her perfume,
Only the sea's quiet murmur
Only the light of the moon.
Softly, softly slumbering there,
Son of my heart, so brave, so fair.*

* * *

Halifax,
August 15, 1952.

Dear Editor-in-Chief:

I wish to welcome you to the long list of confused officers and men who can't tell a MacLean from a Maclean. In the photo layout on page five of the August issue, Maclean is at the left, not the right, and the other fellow is MacLean.

I assure you that you have the sympathy and understanding of all the present and former shipmates of MacLean and Maclean. This is the kind of thing they—the MacL(e)ans and the shipmates—have been going through for months.

A.J.P.
Associate Editor.
(East Coast).

CORRECTION

Somewhere along the line a couple of extra bangs crept in—and the caption for the photo on the cover of the September Crowsnest gave a 21-gun salute to the French ambassador. It should have read 19.



The Navy Plays



Three Navy Teams In N.S. Grid League

Canadian football on the East Coast grows bit by bit each year. This fall five teams, three of them Navy, are competing in the new Nova Scotia Canadian Football League, formerly called the Halifax Canadian Football League.

Stadacona and Shearwater are entered and Cornwallis, which made a shaky debut last year, is hoping to make its second season a more successful one. Dalhousie University, last year's champions, and a new civilian team from Halifax are also in the loop.

Commander W. S. T. McCully is president of the Stadacona entry, and his slate of officers includes Lieut.-Cdr. (S) Evan Lloyd, vice-president; Surg. Lieut.-Cdr. Ralph Plumer, manager, and Commissioned Bos'n J. L. (Scoop) Blades, executive member. Bill Burkhart is coach.

At Shearwater, Commander (S) D. K. M. Graham is manager, Lieut.-Cdr. J. G. Wright is his assistant and Lieut. Jack Dean is coach.

The season opened with Stadacona and Shearwater playing the Mike Milovick Memorial Game September 13. Lieut. Milovick, quarterback and a star performer with Shearwater last year, was killed in a plane crash this spring.

The winner of the memorial game is to play Royal Military College October 11 at Kingston in what is hoped will be an annual fixture.

Supply School Team Tops Track Meet

Supply School "A" scored 61 points out of a possible 70 to take first place in a tabloid track and field meet held at HMCS Naden. Supply School "B" was close behind with 59 and MTE came third with 55. Ordnance, TAS

and Electrical, Medical, Communications and ND, and Supply Naden finished in that order.

Standards were set in seven events and teams of ten men each endeavored to have as many members as possible better them. The events were 100-yard dash, high jump, shot put, discus throw, javelin, running broad jump and standing broad jump. — G.I.

'Lady' Wins Regatta, Crescent Takes 'Bird'

HMCS La Hullose maintained her mastery over the other ships of the East Coast Training Group when she squeezed out a narrow victory in a regatta held in Tor Bay, England, during the second training cruise to the U.K.

The La Hullose was also victorious in the regatta held at Villefranche, France, during the summer's first cruise.

In the Tor Bay regatta, "The Lady" edged out the Swansea by half a point. The Crescent was a close third and HMCS Quebec, which had joined the group in time for the regatta, was fourth.

The "Cock of the Walk" changed hands, however, when, on the completion of competitive exercises held during the homeward voyage, the Crescent was declared winner by a half-point margin.

Armourers Score Softball Surprise

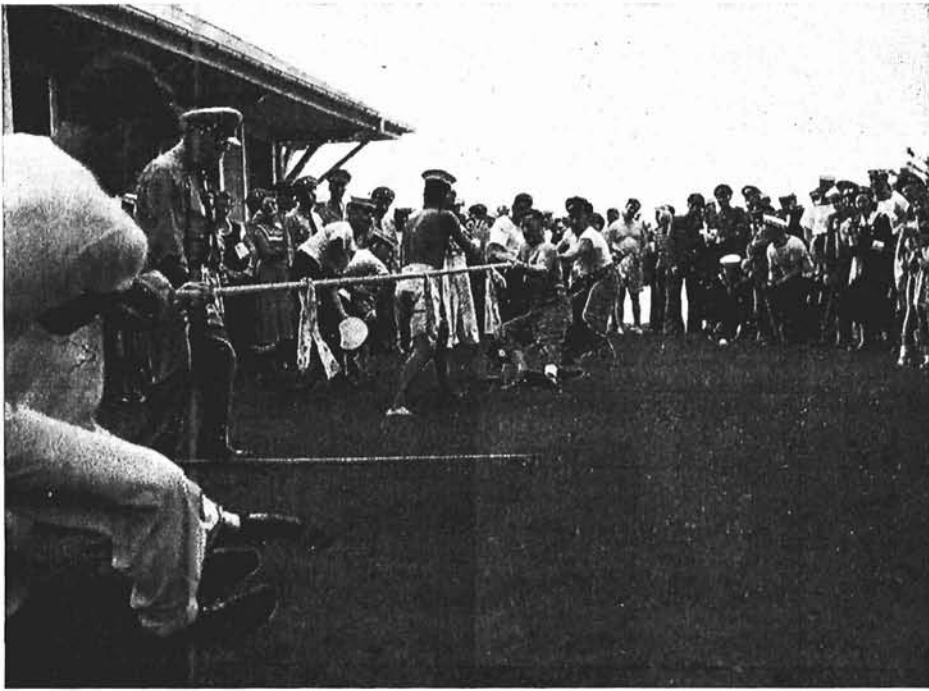
Ordnance sprang a major upset in defeating Supply Naden 6-2 and 5-1 in the playoffs of the Naden inter-part softball league. Ordnance had finished sixth in the regular league schedule with a record of two victories and five defeats, while Supply Naden had wound up in first place with seven victories in as many games.

Ordnance advanced into the semi-finals and, at press time, had opened up with a 9-7 triumph over Medical, Communications and ND. The winner will meet TAS and Electrical for the championship.

Medical, Comm. and ND won six of seven games in regular league play and reached the playoff semi-finals



More than 75 boats took part in the Royal Canadian Naval Sailing Association regatta held at HMCS Shearwater on August 16. Included were entries from the Royal Nova Scotia Yacht Squadron, the Armdale Yacht Club and ships and establishments of the Navy. Whaler crews from HMCS Stadacona are shown being towed over to Shearwater from the Dockyard to take part in the regatta.



A tug-of-war match was one of several competitive events held during the good-will visit made by personnel of HMCS York to the U.S. Naval Reserve establishment at Rochester, N.Y. The Toronto division's team won the match in two straight pulls.

when Band was called away on duty and had to default. TAS and Electrical ousted Supply School in the first round of the playoffs and drew a bye into the final. — G.I.

CPOs Finish First In Soccer League

The Chief Petty Officers finished on top of the Shearwater inter-part soccer league with an undefeated record. Opening up the playoffs, the CPOs then outscored the Officers in a two-game total-goal series, winning the first 4-1 and dropping the second 2-1. Other teams qualifying for the playoffs were Cadets, Tower and SNAM.

In the Armed Forces Soccer League, Shearwater went through the regular schedule without a loss, then defeated Stadacona 6-0 and 5-2 in a best of three semi-final. The naval airmen were to meet either Cornwallis or RCAF Greenwood for the championship.

Cornwallis Scores Over HMCS Quebec

Sea-going new entries under training in HMCS Quebec competed against new entries under training in HMCS Cornwallis in a tabloid sports meet held when the cruiser visited Digby, N.S., in August.

The host team was victorious, compiling 2,018 points as against 1,697 recorded by the Quebec. The

winning division was Iroquois division, from Cornwallis, with Skeena division placing second. Captain P. D. Budge, commanding officer of the Quebec, presented cakes to the top four teams.

The following day the Cornwallis softball team defeated the Quebec's 18-6 and the Cornwallis officers outscored the cruiser's 18-8. A soccer game also ended in favour of Cornwallis, 3-0, and the shore establishment triumphed at cricket, 126 to 30.

The Quebec's UNTD complement saved the ship from total defeat by scoring a brilliant basketball victory.

Softball and Soccer Conclude at Cornwallis

Both inter-part and inter-divisional softball and soccer leagues finished their schedules at HMCS Cornwallis in August, with the top six teams in each league entering the playoffs.

Canadian football training got under way during the month and the Cornwallis Cougars are hopeful of improving considerably on last year's record.

The Cornwallis' baseball team finished in third position in the Western Valley Baseball League.

Comschool Dominates Ball League Standings

The Communications School cornered three of the six playoff spots in the Cornwallis inter-part softball league. At the conclusion of the regular schedule the Comschool's "B", "A" and Chief and POs' teams



Instructor Lieut. D. D. MacKenzie receives from Commodore K. F. Adams, Commodore of the barracks, the high aggregate trophy won by the former in the Naden track and field championships. (E-19508).

held first, third and fourth places, respectively, in the standings.

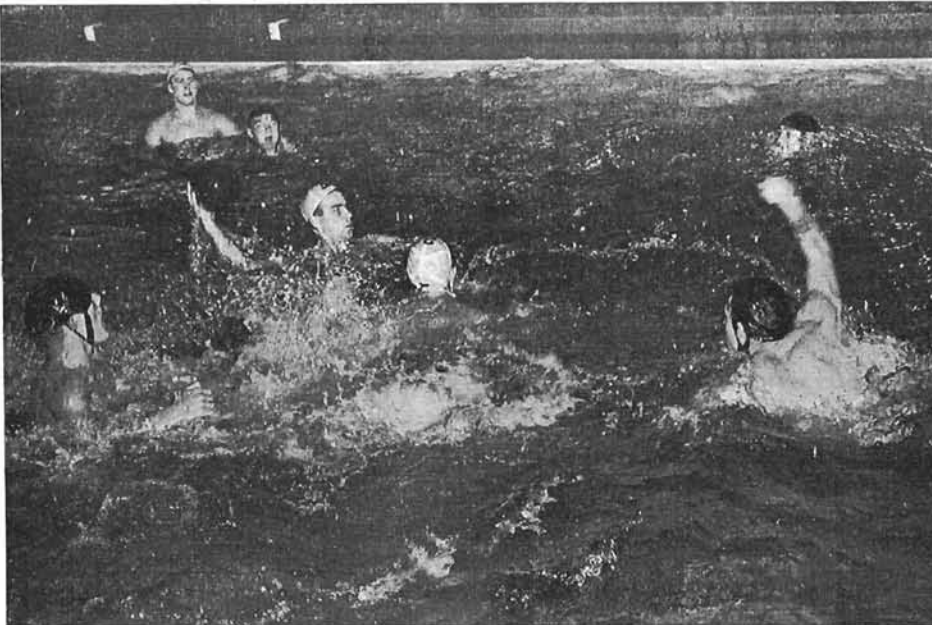
With less than five minutes warning, the Communications School was able to field a team of 20 men to augment HMCS Quebec's nine teams in a tabloid sports event August 8. Even with such short notice the school's team was able to come second among the Quebec teams in the meet and was only two points behind the "cake winners".

Shearwater Softballers Regain Winning Form

HMCS Shearwater was in first place in the ten-team Dartmouth Suburban Softball League as the schedule neared its close. The air station team had a losing spell during a period when several of the regulars were on leave but regained its winning ways with their return.

Shearwater was due to play off with Stadacona in the semi-finals of the Armed Forces Sports League, with Cornwallis and Greenwood meeting in the other bracket.

The inter-part softball schedule at the air station was divided into two sections to facilitate completion of the large number of games still to play. Tractor Section was setting the pace with nine wins in as many games. Chief Petty Officers and Works and Buildings each had been beaten only once.



A trophy held on board HMS Sheffield since 1948 was regained by the Pacific Command of the RCN when the British cruiser's water polo team was beaten 7-4 in a game played during the Sheffield's visit to Esquimalt in August. Here a Sheffield player gets set for a shot on goal.

Host Athletes Score Over HMS Sheffield

A full and varied program of sports was arranged for HMS Sheffield during the British cruiser's visit to Esquimalt August 8 to 15.

In competitions between the ship and the RCN, the hosts scored a 7-4 victory in water polo, a 3-1 win in golf, a 1-0 soccer triumph. A tennis tourney ended in a tie and the Sheffield defeated the RCN 3-1 in squash.

The water polo victory over the visitors brought back to the RCN a trophy which had been in the hands of the Sheffield since 1948. The RCN overcame a 4-2 half-time lead, scoring five times in the second half without a reply.

Personnel from the Sheffield also played two games of soccer and one of cricket with Victoria and Nanaimo teams. — G.I.

Stadacona Edged In Softball Playoffs

HMCS Stadacona bowed out of the Halifax senior softball playoffs by dropping a close 7-6 decision to Halifax Shipyards in the fifth game of a best of five semi-final series.

Shipyards took the first two games of the series, only to have Stadacona come back to win the next two and tie it up. In the final game, Stadacona jumped into a 5-0 lead at the end of three innings. Shipyards scored three



A bonnie navy lass, Wren Lillian Rogers, of Vancouver and HMC Naval Radio Station Coverdale, was winner of the senior Highland Fling competition at the annual Highland Games at Antigonish, N.S., in July. (Photo by Maurice Slawwhite, Halifax Chronicle-Herald).

in the fourth and then added four more when Allan Crook blasted a bases-loaded home run in the fifth. Stadacona threatened in the seventh but could get only one run, leaving the tying marker on base.

Stadacona finished the regular league schedule in fourth place.

Dockyard Group Encourages Sports

Formed last year among civilian employees of the dockyard at Esquimalt, HMC Dockyard Recreational Association is nearing the end of a busy season which has seen its rifle team notably successful on the ranges.

On its formation the association was granted the use of the recreational facilities of HMCS Naden by Rear-Admiral W. B. Creery, Flag Officer Pacific Coast, and Commodore K. F. Adams, Commodore RCN Barracks. These included facilities for tennis, bowling, softball, horseshoes, swimming and rifle shooting.

The rifle club, under Ed. Brown and M. Brain, took on the task of molding inexperienced men and women into marksmen. The club affiliated with the Dominion Rifle Association and



Formed in 1951, the Dockyard Recreational Association at Esquimalt has become a live-wire organization, conducting, with the aid of HMCS Naden, a variety of sports for its members. One of its most successful ventures has been a rifle club which has developed a number of medal winning marksmen. Here Mrs. Fredeline Huckin receives her DCRA gold medallion from Commodore (E) B. R. Spencer, Superintendent of the Dockyard. (E-19907).

entered the Dominion Marksman competitions.

The efforts of Mr. Brown and Mr. Brain during the relatively few months of training were rewarded when 15 of the club's members won gold, silver and bronze medallions for marksmanship.

Association officers for the current year are: W. Daly, president; Miss O. Godfrey, secretary; J. E. Carey, treasurer, and Commodore (E) B. R. Spencer, Commander (L) H. G. Burchell, Lieut.-Cdr. J. D. McCormick and K. G. Slade, central committee.

Navy Marksmen Dominate Provincial Rifle Meet

It was "Navy Day" at the 1952 Nova Scotia Rifle Association meet July 21-22 at Bedford Range, HMCS Stadacona's sharpshooters carrying off the major share of the prizes in team competition. Among the trophies captured by them were the Laurie Bugle Trophy, the 66th Sergeants Trophy, the Irving Match Trophy, Members Cup Match Trophy and the Team Aggregate Trophy.

Not content with taking away the lion's share of first place silver, they went on to take second place in the Dennis Match and the Battalion Team Match.

Representing the Navy were CPO Frank Rushton, Lieut. (MN) Hazel

Mullin, CPO E. A. Moore, Commissioned Gunner J. E. Abraham, CPO Robert Middleton, PO George Lauder,



CPO FRANK RUSHTON



CPO DOUGLAS CLARKE

Two Navy marksmen hung up enviable records in rifle shoots this past summer. In the Nova Scotia Rifle Association meet, CPO Rushton won the Merchants Cup, the Governor-General's Silver Medal, the Herald and Mail Shield (grand aggregate), the Stanfield Match and the Corbin Challenge Medal and was second in the MacDonald Export Match. (Photo by Maurice Slaunwhite, Halifax Mail-Star).

CPO Clarke shot the top score in the inter-Maritime Rifle Meet at Charlottetown, scoring 102 out of a possible 105. CPOs Clarke and Rushton were the two Navy members of the eight-man Nova Scotia team that tied with P.E.I. on total score but won the title because of greater accuracy at the long distance marks. (HS-20469).

Cadet T. F. Baines, CPO D. R. Clarke and CPO E. Parker.

Brunswicker Teams Lead Local Leagues

HMCS Brunswicker's softball team held first place in the Saint John Class "C" Senior League as the schedule neared its final games. Ldg. Sea. John Goodin coached the naval division's entry.

The Class "C" league was formed through the efforts of Brunswicker's sports department.

Brunswicker's soccer eleven also enjoyed a successful season, finishing in first place in the three-team city league. The team qualified for the New Brunswick finals and, in the opener of a two-game total-goal series, bowed to Moncton by a 2-0 score.

Sailor Paces League With .480 Average

Ldg. Sea. Charles Schwab, short-stop of the HMCS Stadacona team, easily won the individual batting championship of the Halifax City Senior Softball League with a spectacular .480 average. He led his nearest rival by 83 points over the 18-game schedule.

Schwab also had the most hits, most singles, most runs and tied with



HMCS Queen won the Independent Softball League championship in Regina with the team pictured above. Front row: PO F. Dubinsky, Ord. Sea. P. Chaput, Ord. Sea. L. Rayment and Ord. Sea. K. Ross. Rear row: PO H. Morrison, Ldg. Sea. C. Wade, Ord. Sea. W. Stevenson, Ord. Sea. E. Walters, PO E. Dunnison and Ldg. Sea. E. Cameron. (Photo by Heenan, Regina).

teammate PO Frank Lowe for most doubles. Other Stadacona players among the first seven in the average were CPO Bernie Gordon with .388 and PO Lowe with .354. CPO Gordon, the team's manager and star pitcher, recorded the high mark in strikeouts, with 49, and had five wins in seven starts.

Sports Arranged For USN Visitors

A number of sports fixtures were arranged in Halifax early in August for the entertainment of officers and men of the heavy cruiser USS Columbus and a destroyer division visiting the city.

Three baseball games were played, with one ending in a tie and the visitors and homesters splitting the others. In softball the Columbus defeated Cornwallis but bowed to Shearwater and Stadacona. The Columbus was victorious in basketball and tennis but lost the golf competition.

Cruiser's Crew Enjoys Varied Sports Program

An enjoyable sports program featured a five-day visit made by HMCS Quebec to Bar Harbor, Maine, in August.

The use of the local sports field was extended to the ship and many baseball and softball games were

played. A cricket match between the officers and ship's company attracted a large number of curious spectators, who saw some of the finer points of bowling batting, and fielding demonstrated by such exponents as Captain P. D. Budge, Lieut.-Cdr. Evan Petley-Jones, CPO A. J. Irving and AB E. Jones.

The Bar Harbor Club's annual water show was held during the stay and the outstanding event proved to be a diving exhibition by PO Mike Bidnock, from the Quebec.

The ship's softball and baseball teams did well, defeating the USS Cross and a Bar Harbor nine. Cups were presented to the teams by Dr. Frank Ells, who headed the warship committee which did much to make the stay most pleasant.

WEST COAST NAVY DAY WINS PRAISE

The degree of success achieved by Navy Day, held in Victoria on July 26, was clearly indicated by the following letter, received by Rear-Admiral W. B. Creery, Flag Officer Pacific Coast, from the Mayor and Acting City Clerk, of Victoria:

I consider that the activities, in

Canadian Ranks Confuse Columnist

Personnel from HMCS York, visiting Rochester, N.Y., on an August weekend, learned some new things about the Royal Canadian Navy when they read what a Rochester columnist had to say about some of their number.

Two of York's nursing officers were referred to as "subleftenants", the gilt buttons of their uniforms were described as "very brass" and the journalist went on to say that "a couple of very sporty shoulder bands carry their rank".

The Rochester columnist had the impression that the nurses' "regular attire is the same as the men's except that a skirt is substituted for pants." Gubbins, my sword!

every detail, of the Royal Canadian Navy on Navy Day were the finest I have ever witnessed, and especially the display of the "frogmen" who risked, very actually, their lives to bring home to our citizens the work of our own "Silent Service", the Royal Canadian Navy.

I sincerely trust that Navy Day will become an annual event here in Victoria and one which we can look forward to with anticipation.

In closing, would you kindly convey my sentiments to all ranks of Pacific Command of the R.C.N., and to yourself and officers, my kindest personal regards.

Yours sincerely,
C. L. HARRISON
MAYOR.

With the Mayor's letter was this communication from the acting city clerk:

At its regular meeting held on the 14th August, the Victoria City Council placed on record its admiration of the excellent program and the highly efficient manner in which it was carried out on the occasion of "Royal Canadian Navy Day" held in Victoria on the 26th July.

I was instructed to convey to you and, through you, to all who contributed to the outstanding success of this ambitious and praiseworthy program the sincere thanks and congratulations of the Council, and its high commendation for the remarkably educational and extremely entertaining nature of every feature which won acclaim and appreciation of citizens and visitors alike.

Further, I was instructed to request that every effort be made by you through National Defence Headquarters to make this unique and impressive event an annual one in Victoria.

Yours faithfully,
W. P. WRIGHT,
ACTING CITY CLERK.

Weddings

Able Seaman Orville G. Berryere, HMCS Haida, to Miss Ellen V. Kelly, of Halifax.

Able Seaman Edward R. Bingham, HMCS Haida, to Miss Mary E. Cornelius, of Chester, N.S.

Able Seaman Jean G. Carpentier, HMCS Haida, to Miss Albertine Cloutier, of Rouyn, P.Q.

Commander J. S. Davis, RCAF Staff College, Toronto, to Miss Rhoda Stirling, of Victoria.

Leading Seaman H. Daye, HMCS Quebec, to Miss Joan Thornhan, of Dartmouth, N.S.

Leading Seaman John Genik, Aldergrove Radio Station, to Miss Erma Griffith, of Toronto.

Able Seaman E. N. Hancock, HMCS Wallaceburg, to Miss Dorothy L. Benteau, of Point May, Nfld.

Ordinary Seaman Beverley Kean, HMCS Cornwallis, to Wren Alice Jefferson, of Montreal.

Chief Petty Officer J. S. Lawrence, HMCS Quebec, to Miss Vandalla Foreman, of Westmount, P.Q.

Ordinary Seaman Owen MacLean, HMCS Cornwallis, to Miss Mildred Deveau, of Annapolis Royal, N.S.

Able Seaman Arthur McCutcheon, HMCS Haida, to Miss Eileen Herrill, of Charlotte-town.

Petty Officer George J. Mitchell, HMCS Haida, to Miss Mary King, of Glace Bay, N.S.

Sub-Lieut. Allan B. Roger, HMCS York, to Miss Gene E. F. MacHum, of Halifax.

Leading Seaman P. G. Rose, HMCS Stadacona, to Miss Florence Peck, of Sydney, N.S.

Able Seaman George D. Samways, HMCS Stadacona, to Miss Madeline Baker, of Halifax.

CPO Arthur Sexsmith, HMCS Stadacona, to Miss Mary Graham, of Saint John, N.B.

Able Seaman James Simpson, HMCS Stadacona, to Miss Una K. Steeves, of Pictou County, N.S.

Aldergrove Issues Stork Derby Challenge

Albro Lake Radio Station, reported in the August Crowsnest as being a competitor for the record per capita birth rate in Canada, is a piker, according to Aldergrove Radio Station, Albro's opposite number on the West Coast.

Halfway through 1952, there had been six births among the 30 families residing in the Albro Lake married quarters and the report said another four were expected before the end of the year.

Aldergrove, with a 19-dwelling married quarters, has seen the cigars passed around seven times this year, and is fully expecting the figure to be raised to 12 — and maybe 13 — before 1953 rolls around.

Leading Seaman Thomas Gustafson, HMCS Griffon, to Miss Barbara Greaves, of Port Arthur.

Lieutenant W. J. Watkins, HMCS Griffon, to Miss Denise Limbrick, of Fort William.

Ordinary Seaman Leonard Thomas, HMCS Shearwater, to Miss Lorraine Kenyon, of Hamilton, Ont.

Births

To Chief Petty Officer Roy Adams, Aldergrove Radio Station, and Mrs. Adams, a son.

To Able Seaman Leo Benoit, Aldergrove Radio Station, and Mrs. Benoit, a daughter.

To Chief Petty Officer A. J. Chartren, HMCS Cornwallis, and Mrs. Chartren, a son.

To Lieut. A. M. Cockeram, HMCS Stadacona, and Mrs. Cockeram, a son.

To Petty Officer W. E. Cole, HMCS Crusader, and Mrs. Cole, a son.

To Leading Seaman Gordon Davis, HMCS Stadacona, and Mrs. Davis, a daughter.

To Chief Petty Officer Douglas Dixon, HMCS Stadacona, and Mrs. Dixon, a daughter.

To Able Seaman J. M. Dupuis, HMCS Wallaceburg, and Mrs. Dupuis, a son.

To Able Seaman H. P. Grouch, HMCS Quebec, and Mrs. Grouch, a daughter.

To Petty Officer George M. Keery, HMCS Cornwallis, and Mrs. Keery, a daughter.

To Leading Seaman M. A. Long, HMCS Wallaceburg, and Mrs. Long, a daughter.

To Petty Officer Dennis Mann, HMCS Naden, and Mrs. Mann, a daughter.

To Petty Officer Raymond Marshall, HMCS Crusader, and Mrs. Marshall, a daughter.

To Leading Seaman E. C. Mason, HMCS Wallaceburg, and Mrs. Mason, a daughter.

To Lieut. Donald McDiarmid, HMCS Tecumseh, and Mrs. McDiarmid, a daughter.

To Commissioned Master-at-Arms Angus A. MacDonald, HMCS Griffon, and Mrs. MacDonald, a daughter.

To Petty Officer T. E. Moorecroft, HMCS Cornwallis, and Mrs. Moorecroft, a son.

To Lieut.-Cdr. G. L. Ollson, HMCS Cornwallis, and Mrs. Ollson, a daughter.

To Lieut. F. L. P. Ross, HMCS Crusader, and Mrs. Ross, a son.

To Leading Seaman V. J. Salfi, HMCS Quebec, and Mrs. Salfi, a daughter.

To Chief Petty Officer E. C. Shellnut, HMCS Cornwallis, and Mrs. Shellnut, twins—a son and a daughter.

To Petty Officer A. E. Simons, HMCS Quebec, and Mrs. Simons, a son.

To Chief Petty Officer Henry Snow, HMCS Stadacona, and Mrs. Snow, a son.

To Leading Seaman Wilbert Stephens, Aldergrove Radio Station, and Mrs. Stephens, a son.

To Lieut.-Cdr. A. J. Tanner, HMCS Crusader, and Mrs. Tanner, a daughter.

To Chief Petty Officer Reginald Vose, HMCS Stadacona, and Mrs. Vose, a daughter.

Papa's Nerves Survive Ten Trying Days

For about ten days this summer Lieut. F. L. P. Ross, of Ottawa and Victoria, gunnery control officer in HMCS Crusader, was the Navy's most confused daddy.

It happened like this:

On July 29, the day after the joyful event, Lieut. Ross received a telegram from Mrs. Charles Crothers, wife of the ship's supply officer, saying, "Congratulations. Mother and daughter doing well." He was very happy about the whole thing, although with a family of two daughters, he had been hoping for a son to keep Dorothy Anne, 6, and Dianne, 3, in line.

Later the same day, life began to get complicated. Chaplain Earl Sigston, of HMCS Naden, sent the happy father a wire which read, "Isaiah, Chapter 9, Verse 6". The quotation reads, "For unto us a child is born, unto us a son is given." Now the confusion commenced. Did he have a new daughter or a son?

To add to the uproar, the ship's commanding officer, Lieut.-Cdr. John H. G. Bovey, of Montreal and Victoria, reported to Lieut. Ross that he had heard the new member of the Ross family was a daughter.

The proud but harried father clenched his teeth and vowed to wait it out.

At long last — ten days later — the problem was cleared up by the one person who was best qualified to make an accurate report. Mrs. Ross wired, "It's a son. Hope you're not disappointed".



A white ensign autographed by his ship's company was presented to Lieut.-Cdr. J. R. Coulter, commanding officer of HMCS Swansea, when the frigate was paid off into reserve in August. Lieut.-Cdr. Coulter and Ldg. Sea. Maurice Lacroix hold the unique memento. (HS-21233).

\$12,404 DONATED IN SEVEN MONTHS

Donations to the Canadian Naval Service Benevolent Trust fund during the first seven months of this year totalled \$12,404.87.

Against this total, officials reported, the fund approved assistance of \$37,883.55 in grants and \$40,790.06 in loans, for aid totalling \$78,673.61. During the period 468 applications were received and dealt with.

Among the gifts was one from Mrs. M. G. MacDonald, at present residing in Sao Paulo, Brazil, who

lost her son in the Navy several years ago.

It has been her custom each year to forward money to a friend so flowers could be placed on her son's grave. This year she asked her friend to give the money to some RCN organization. The money was donated to the Canadian Naval Service Benevolent Trust Fund in memory of her son.

Following is a report of donations to the fund from January 1 to July 31, 1952:

Individual donations from officers and men.....	\$1,844.00
HMC NRS Aldergrove.....	24.25
Miscellaneous contributions.....	15.59
Anonymous.....	35.00
Anonymous.....	75.00
HMCS Athabaskan Communications Mess.....	15.00
HMCS Athabaskan Ship's Fund.....	150.00
HMCS Beacon Hill Ship's Fund.....	90.00
HMCS Bytown Officers' Mess.....	300.00
HMCS Carleton Ship's Fund.....	19.80
HMCS Cataragui Ship's Fund.....	30.00
HMCS Cayuga Ship's Fund.....	583.15
HMCS Cedarwood Ship's Fund.....	10.00
HMCS Cornwallis Columbia Division.....	35.77
HMCS Cornwallis Huron Division.....	55.77
HMCS Cornwallis Ship's Fund.....	3,303.07
HMCS Cornwallis Chief and POs' Mess.....	20.80
HMCS Cornwallis Wardroom Mess.....	60.00
H. J. Daly.....	2.00
HMCS Discovery Wardroom Mess.....	151.30
HMC NRS Gloucester.....	143.49
HMCS Griffon Seamen's Canteen.....	25.00
HMCS Griffon Wardroom Mess.....	10.07
HMCS Huron Ship's Fund.....	22.41
HMCS Hunter Ship's Fund.....	77.44
E. L. Klassen.....	25.00
M. G. MacDonald.....	15.00
HMCS Magnificent Wardroom Mess.....	300.00
HMC NRS Matsqui.....	15.00
HMCS Micmac Ship's Fund.....	265.34
HMCS Naden Ship's Fund.....	1,273.67
HMCS Naden Chief Petty Officers' Mess.....	272.84
HMCS Naden Petty Officers' Mess.....	163.50
HMCS Naden Wardroom Mess.....	22.43
Naval Officers' Association, Ottawa.....	25.00
Naval Officers' Association, Victoria.....	125.00
Naval Supply Depot, Halifax.....	29.78
HMCS Nonsuch Chief and POs' Mess.....	25.00
HMCS Ontario Ship's Fund.....	594.52
HMCS Prevost Chief and POs' Mess.....	20.38
HMCS Prevost Wardroom Mess.....	10.41
HMCS Shearwater Ship's Fund.....	488.66
HMCS Shearwater Petty Officers Mess.....	248.75
HMCS Shearwater Chief Petty Officers' Mess.....	129.25
HMCS Shearwater Wardroom Mess.....	199.87
HMCS Sioux Ship's Fund.....	190.53
HMCS Stadacona Ship's Fund.....	406.43
HMCS Stadacona Scran Locker.....	21.50
HMCS Unicorn.....	35.00
HMCS Wallaceburg Ship's Fund.....	153.10
WRCNS Association, Toronto.....	50.00
HMCS York Ship's Fund.....	200.00
	\$12,404.87

The amount of miscellaneous contributions is made up of small overpayments on loans which the applicants have requested be retained by the Fund.

WOMEN'S AUXILIARY FORMED AT LONDON

Wives of reserve and permanent force personnel at HMCS Prevost in London, Ont., recently formed an auxiliary to the division which is

known as the Naval Women's Auxiliary, HMCS Prevost.

Mrs. Richard Ball, wife of PO R. R. Ball, is president of the organization, while Mrs. F. R. K. Naftel, wife of the commanding

officer, Commander Naftel, is honorary president.

Others members of the executive include Mrs. Charles Roman, vice-president; Mrs. C. H. Aharan, secretary; Mrs. A. Bloch-Hansen, treasurer, and Mrs. Jack Richardson, social convener.

BALLOONS HELP SUSPEND PAYING-OFF PENDANT

HMCS Swansea followed an old custom when she steamed into Halifax August 2 to end her most recent commission.

From her mainmast streamed a 450-foot paying off pendant, suspended in the calm air over her wake by meteorological balloons.

The Swansea was due for temporary retirement later in the month and, since this was her last voyage after five post-war years devoted to providing sea training for RCN and reserve personnel, the ship observed the old tradition.

Lieut.-Cdr. J. R. Coulter, her commanding officer, decided that the pendant would be restricted to 450 feet in length since it would be impossible to show the measurement her continuous service entitled her to fly.

As a general rule, peacetime ships of the Royal Navy are commissioned and placed on station for two years before being reverted to reserve again. On paying off, they are entitled to fly a pendant the length of the ship. For every two months over the two years on station, one-twelfth the length is added to the pendant.

The custom originated early in the 19th century when ships heading for home port to pay off strung their cleaning cloths in the rigging to denote the fact the crew would no more be detailed to clean ship.

NAVY TAKES PART IN FISHERIES SHOW

Ships, aircraft and a band from the Royal Canadian Navy took part in the Nova Scotia Fisheries Exhibition at Lunenburg, N.S., September 10.

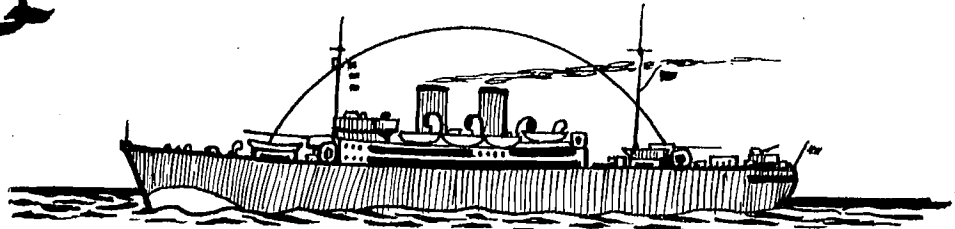
Four Harvard trainers from the Training Air Group at HMCS Shearwater and four Avengers of 743 Squadron put on a formation display over the exhibition and carried out a mock dive bomb attack on the town of Lunenburg. The Harvards also gave an aerobatic display.

The 35-piece band of HMCS Stadacona took part in a parade through the town, and the presence of HMCS Brockville and the ketch-rigged training tender, Oriole IV, added a further naval flavor to the exhibition.

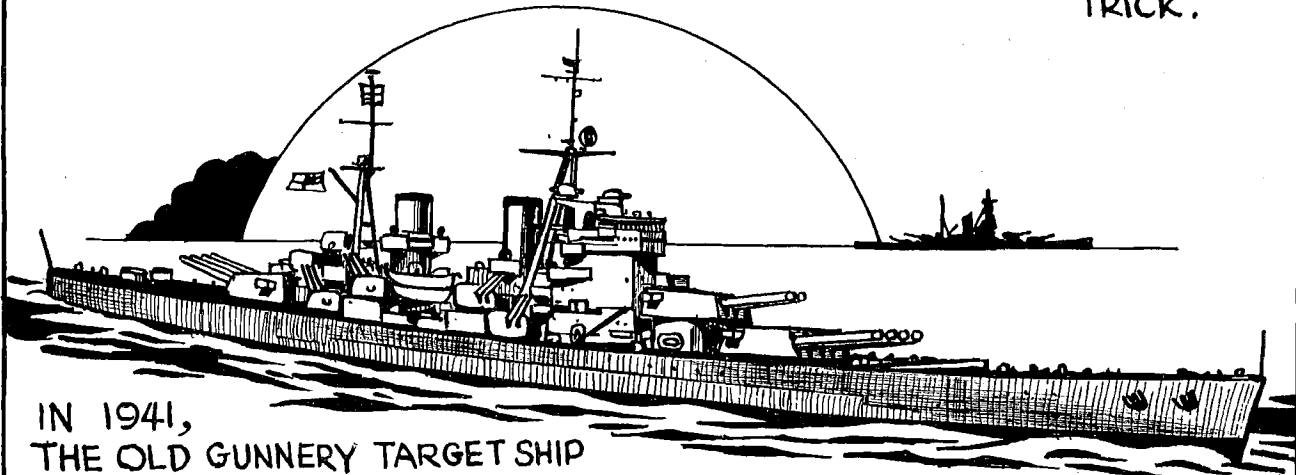
NAVAL LORE CORNER

NO. 7

CAMOUFLAGE
AT SEA!

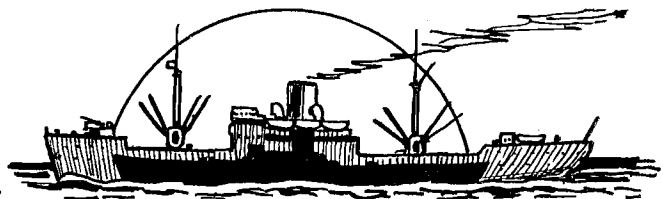
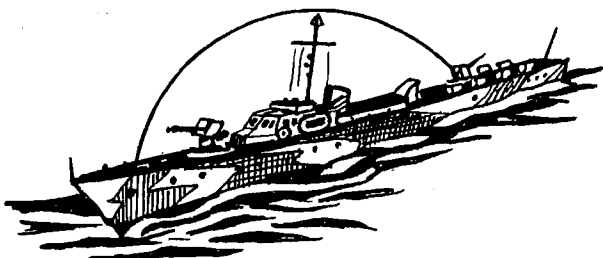


- FALSE BOW WAVE PAINTED ON BOW TO GIVE ILLUSION OF SPEED TO CONFUSE U-BOATS' AIM. A WORLD WAR I TRICK.



IN 1941, THE OLD GUNNERY TARGET SHIP H.M.S. 'CENTURION' WAS TRANSFORMED INTO A DUMMY REPLICA OF THE BATTLESHIP 'ANSON', AND WITH HER FAKE PLYWOOD SUPERSTRUCTURE TRICKED THE AXIS NAVIES UNTIL 1944. DURING THE LATE WAR, SEVERAL OTHER DUMMY WARSHIPS (MOSTLY DISGUISED MERCHANTMEN) TRICKED THE ENEMY HIGH COMMAND AS TO THE STRENGTH AND DEPLOYMENT OF THE ROYAL NAVY...

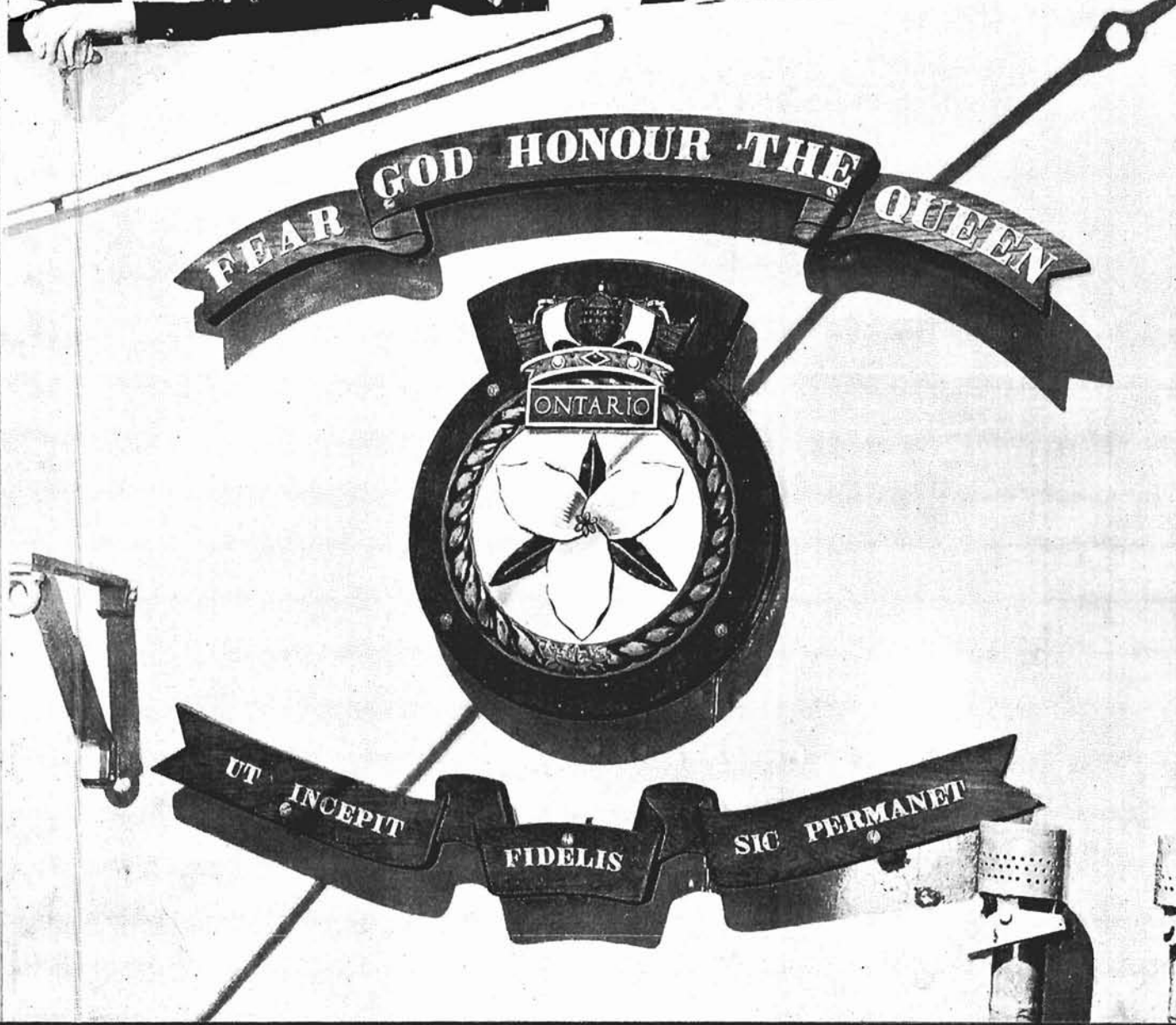
THE FAMOUS 'DAZZLE' PAINT TO CONFUSE DIRECTION

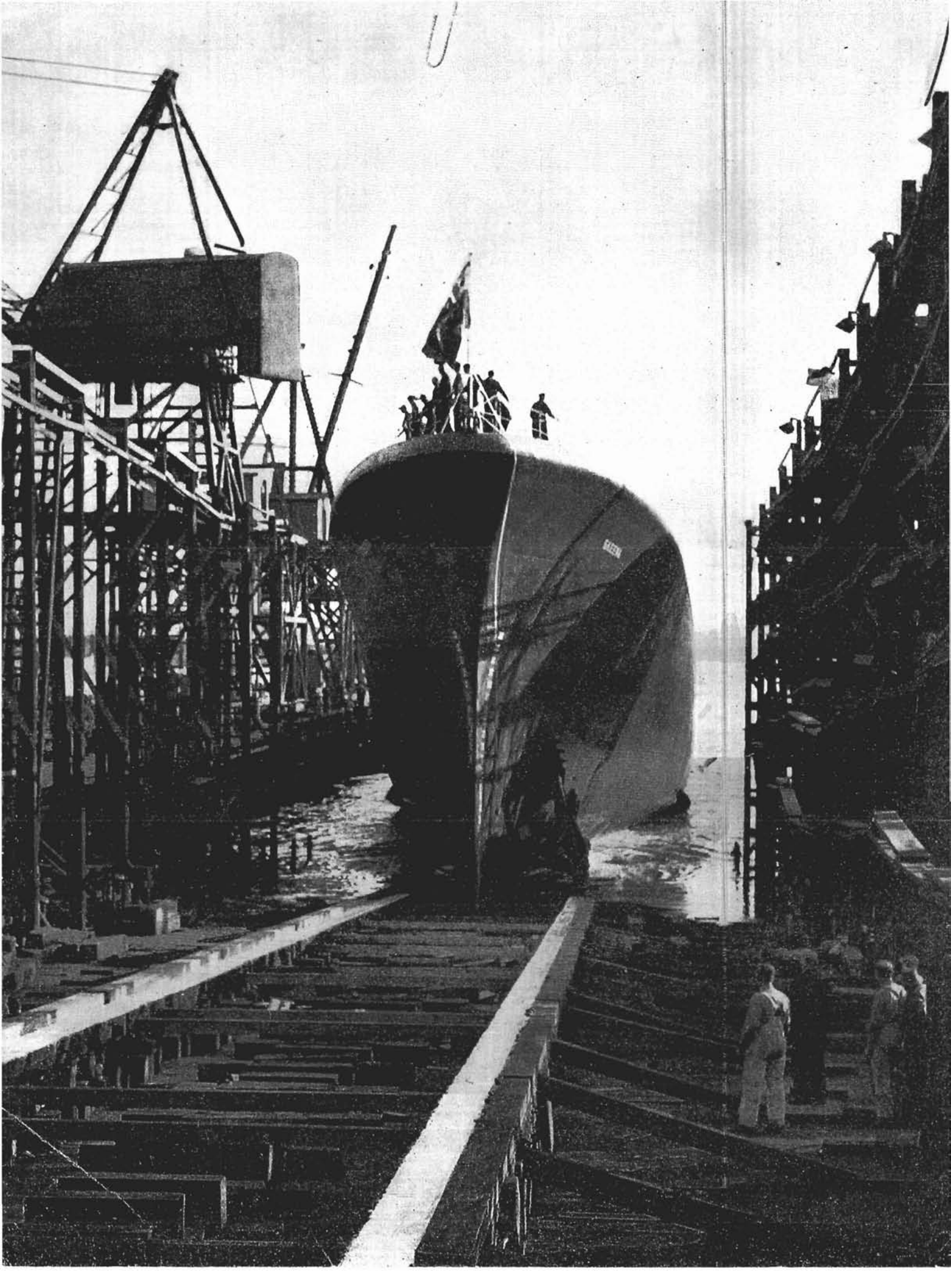


SMALL SILOUETTE PAINTED ON SHIP'S SIDE TO MAKE IT APPEAR A WORTHLESS TARGET FROM A DISTANCE



CROWSNEST





The CROWSNEST

Vol. 5 No. 1

THE ROYAL CANADIAN NAVY'S MAGAZINE

NOVEMBER, 1952

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LADY OF THE MONTH

Down the ways at the Burrard Drydock Company's North Vancouver yard goes Her Majesty's Canadian Ship SKEENA, the first major warship to be launched on the West Coast of Canada since the end of the Second World War. A destroyer escort, the SKEENA succeeds to a famous name. One of the six destroyers with which Canada entered the war, the first HMCS SKEENA served with distinction on the North Atlantic convoy routes, in the Western Approaches to the British Isles and in sea operations supporting the invasion of Europe.

The second SKEENA was christened by Mrs. Clarence Wallace, wife of the Lieutenant-Governor of British Columbia. As can be seen in the photo below, Mrs. Wallace made a perfect pitch in breaking the traditional bottle of champagne over the vessel's bow. (Photos E-20087, 2-0086).



Cover Photo — The photographer didn't have any trouble coaxing smiles from these sailors. Crew members of HMCS Ontario, they were happily looking forward to shore leave in the popular port of Seattle, Washington, when he snapped the picture. The Ontario visited Seattle during one of her summer training cruises. Now the ship is on an extended voyage around South America. Left to right in the photo are Petty Officer Peter Doyle, Ordinary Seamen George Glazier, William Goyman, Thomas McCauley, and Harvey MacPherson, and Able Seamen Robert Ramsey, Nick Schneider and Orval Coulter. (*Seattle Post-Intelligencer Photo by Ed Watson*).

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R.C.N. News Review

RCN Sustains First Korea Battle Casualties

On Thursday, October 2, the Royal Canadian Navy sustained its first battle casualties of the Korean war.

Killed when an enemy shell struck "B" gun turret of HMCS Iroquois were Lieut.-Cdr. John L. Quinn, Able Seaman Elburne A. Baikie and Able Seaman Wallace M. Burden. They were buried on October 8 with full naval honors in the British Commonwealth cemetery at Yokohama, Japan.

Several men suffered injuries, but only two cases required hospitalization ashore.

On October 2 the Iroquois and USS Marsh (destroyer escort) were bombarding a section of North Korean railway along the east coast shoreline. The exposed trackage had been pounded previously by UN warships and the communists were trying to restore it to service.

The Iroquois and the Marsh fired on the target for an hour. Working parties were scattered and the rail line took a heavy blasting.

The two ships ended their bombardment and turned to head out to sea. At this moment shore batteries opened fire on the Iroquois and almost at once a full salvo bracketed the ship.

The destroyer made smoke and took evasive action, but one enemy shell found its mark. Lieut.-Cdr. Quinn and AB Baikie were killed instantly. AB Burden was critically wounded and died a few hours later in the ship's sick bay. Three other men were wounded by shrapnel and shell splinters and seven received minor cuts.

As the two ships withdrew, the Iroquois poured steady fire from her main armament at the shore battery and silenced it.

Damage to the ship was slight and did not affect her fighting efficiency in any way. The Marsh was not fired upon.

The Canadian destroyers, on duty in the Korean war theatre for more than two years and often working within easy shelling distance off the shore, had previously experienced near misses, but the shell which hit

Iroquois was the first enemy fire to find its mark.

Not many days earlier the Iroquois had directed a sea, land and air raid on a west coast beach which cost the enemy more than 200 killed and wounded and which knocked out a score of gun emplacements, mortars and heavy machine guns.

The main attack on the beach at the southwestern end of Hwang-Hae province was made by a force of two companies of South Korean troops which sailed in junks to their rendezvous point.

A diversionary raid was made by a third company, with HMS Belfast (cruiser) providing covering fire.

The assault began about two o'clock in the morning. The Belfast and the Iroquois pounded gun, mortar and troop positions along the coast as the assault junks moved in.

When the land attack began at four o'clock the warships lifted their fire to blast roads leading to the peninsula and slow down any movement of enemy reinforcements. Fire from the Iroquois had completely

disorganized enemy resistance in the landing sector and South Korean troops accounted for about a third of the communists' more than 200 casualties. The only casualties suffered by the attackers were a handful of wounded.

The withdrawal began about six o'clock and the two warships laid down heavy fire behind the troops. Several companies of Chinese communist reinforcements were caught on the roads among the rice paddies, suffered heavy losses and never joined battle.

Naval aircraft from the carrier USS Sicily arrived over the area in the final stages of the operation and, taking their directions from the Iroquois, wiped up all last attempts at harassing fire on the withdrawing forces. The aircraft topped off their part in the raid by knocking out a dam and destroying several gun bunkers.

Later in the same patrol, the Iroquois captured an enemy junk and turned it over to shore authorities.

Canadian Destroyers Strike Enemy Targets

All three Canadian destroyers serving in the Korean theatre struck blows at the enemy during September and October.

Operating in the Yellow Sea, HMCS Crusader scored a hit on a beached sampan, south of Chinnampo, on September 19.

HMCS Nootka, operating along another section of the coast, engaged enemy guns on September 23 but made no claims. Three days later the Nootka laid 47 rounds on troops and gun positions west of Sogwanni, with undetermined results.

On September 27, the Nootka, continuing her west coast operations, fired seven rounds at a sampan. The next day she captured an armed sampan in the Chodo area.

In a west coast action on October 1, the Nootka and HMS Cossack (destroyer) fired at troops and gun positions near Sogwanni.

The Iroquois, in the meantime, had moved around to the east coast, and it was in an early October action



AB Arthur Wilkinson, of Victoria, communications number of "A" gun on board HMCS Nootka, has his supper at his action station during a brief lull between bombardments of North Korean coastal positions. Behind him is the gunlayer, Ldg. Sea. Joseph Pattenden, of Halifax. The Nootka is scheduled to be relieved early in November and to be back in Halifax before Christmas. (NK-1699).

there that she became the first Canadian destroyer to suffer battle casualties.

The Nootka continued her west coast operations and, on October 12, joined with HMS Mounts Bay (frigate) and PC 703 in firing at shore gun positions.

Defence Minister, Scientists Spend Day In "Maggie"

More than four months from the June day when she sailed for United Kingdom waters to take part in Exercise Castanets, HMCS Magnificent returned to her home port of Halifax.

In those four months, the Magnificent had taken part in three NATO exercises, penetrated the Mediterranean as far as Istanbul, Turkey, experienced some of the roughest weather in her history and stuck some bright new feathers in her hat for the performance of her airmen during the NATO manoeuvres.

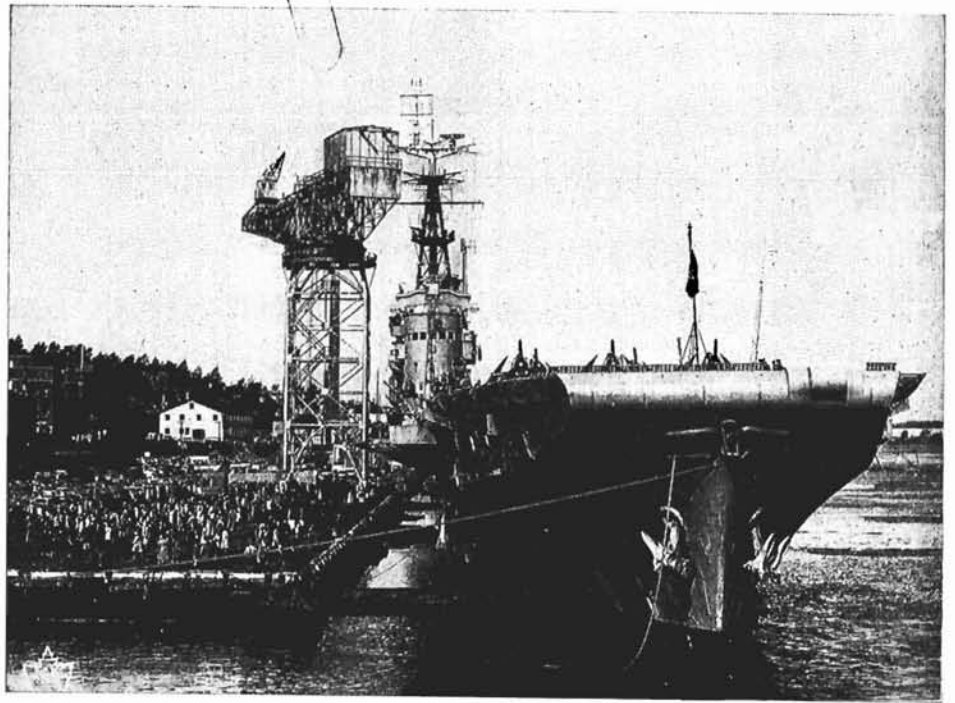
The latter two exercises in which she took part were Mainbrace, off northwest Europe, and Emigrant, on the homeward journey across the Atlantic. HMCS Quebec also played important roles in Mainbrace and Emigrant, returning home at the same time as the "Maggie".

Eight days after her return, the Magnificent put to sea for a one-day air-sea exercise, held especially for Defence Minister Brooke Claxton, members of the Defence Research Board and other distinguished Canadian, British and U.S. scientists. Also on board was a party of about 30 foreign service attaches and Commonwealth service advisers.

Mr. Claxton and the scientists, who included Dr. O. M. Solandt, chairman of the Defence Research Board, had gone to Halifax for the official opening on October 16 of the new laboratory building at Dartmouth to house the Naval Research Establishment.

The new two-storey, U-shaped laboratory building was the scene on the day of the opening ceremonies of a series of displays illustrating the work done in asdic, oceanography and other phases of research related to naval needs. The new establishment includes docking facilities for RCN ships on loan to the scientists to enable them to carry out their researches at sea.

The naval, military and air attaches and advisers who visited the Magnificent were in Halifax in the course of a seven-day tour of Quebec and the



Back from a four-month cruise to European waters and the Mediterranean, HMCS Magnificent berths at jetty four in the dockyard at Halifax. (HIS-22352).

Maritimes. During their three-day stay in Nova Scotia they visited HMCS Cornwallis, HMCS Stadacona and HMCS Shearwater.

Ontario Passes Halfway Mark on S.A. Cruise

Halfway mark of HMCS Ontario's South America cruise was reached in the course of her visit to the Argentine capital of Buenos Aires, late in October. It was the first visit of a Canadian warship to South America's largest city.

The Ontario subsequently called at Montevideo, Uruguay, and the latter portion of her training and goodwill cruise was to include stays of varying lengths at Rio de Janeiro, Trinidad, La Guaira, Venezuelan seaport, Cartagena, in Colombia, Balboa, Canal Zone, and Long Beach, California. The cruiser is due at Esquimalt on December 16.

Before her visit to Buenos Aires, the Ontario had called at Valparaiso, Chile, stopped briefly at Punta Arenas in the course of her transit of the Strait of Magellan, and visited the Falkland Islands.

Round-the-World For HMCS Nootka

When HMCS Nootka returns from the Far East to her home port of Halifax in mid-December, she will become the second Canadian warship to have sailed around the world.

On being relieved by the Haida early in November, the Nootka will make her way home via Singapore, the Suez Canal and Gibraltar, the first of the Canadian destroyers serving in the Korean war theatre to have returned by the east-west route.

The only other Canadian warship to have circumnavigated the globe is HMCS Quebec, which was also the first RCN ship to sail completely around the continent of South America and the only one to round The Horn.

The Nootka sailed from Halifax for her second tour of duty in the Far East on December 30, 1951.

RN Observers Begin Training with RCN

Ten midshipmen of the Royal Navy on October 6 began training as naval air observers in the Observer School at HMCS Shearwater as a contribution of the Royal Canadian Navy to the training in Canada of aviators from North Atlantic Treaty nations.

The course for the initial ten midshipmen will last about nine months and a second course, in which trainees of both the RN and RCN will be enrolled, will begin in February. It is hoped to train from 30 to 40 naval observers a year.

Air time, totalling 180 hours for the course, will be spent in Avenger aircraft.

HMCS NIAGARA

Duties and Responsibilities of Washington Staff Steadily Growing

EARLY in the Second World War, well before the United States became involved, it was recognized by the Canadian Government that there was a great need for naval representation in the Canadian Legation in Washington. This requirement was an outgrowth of the phenomenal expansion of the RCN and an accompanying demand for equipment and technical information from the United States Navy and American industry.

Therefore, on September 4, 1940, Commodore 1st Class Victor G. Brodeur, RCN, was appointed as Canadian Naval Attache, Washington, on the staff of the Canadian Minister.

The entry of the United States into the war called for a much closer, and broader, liaison between the armed forces of the two countries and on August 4, 1942, the Canadian Joint Staff was established at 1771 "N" street, N.W., Washington. Commodore Brodeur (by this time a Rear-Admiral) became the first Naval Member, Canadian Joint Staff, Washington, and his assistant, Commander H. G. Nares, RCNVR, became Canadian Naval Attache.

The original terms of reference of the Naval Member, Canadian Joint Staff, covered Operations, Intelligence, Supply, Trade, Reports on U.S. Training Centres, and other matters of joint interest to the Canadian and United States Navies.

The Canadian Naval Attache was, of course, the naval diplomatic representative. His field included routine matters, such as visits and movements by RCN ships and personnel in the United States, and courses of instruction for RCN officers and men at United States naval establishments.

On January 1, 1944, the Canadian Naval Attache, Commander E. C. Sherwood, was promoted to the rank of Acting Captain to coincide with the change in status of the Canadian establishment from that of a Legation to an Embassy.

On July 1, 1945, the then Naval Member, Rear-Admiral H. E. Reid,

had 17 officers on his staff. Following the cessation of hostilities on August 14, 1945, naval representation in Washington was progressively reduced until, in 1949, there were but seven naval officers serving on the Canadian Joint Staff. This condition did not long remain static and the importance of Canadian naval representation in Washington has grown steadily until today 18 officers, five men and 17 civilians are employed on the staff of the Naval Member.

Two factors have contributed more than any others to this growth since the war. First is the increasing use of United States type equipment by the RCN, and second, the establishment of the North Atlantic Treaty Organization.

During the Second World War, RCN experience indicated that it would be expedient, especially in time of war, to build up and maintain a North American source of supply for equipment. The logical outcome of such considerations was, of course, the increasing use of U.S. equipment in Canadian ships, some of which is purchased directly from U.S. manufacturers and some of which is made in Canadian factories to U.S. specifications. In addition, there is also another trend brought about by the closer co-operation in defence matters within the English-speaking world. For some years, tripartite standardization has been progressing between the United States, United Kingdom and Canadian Navies. The fields of standardization cover not only equipment, but tactics and communications as well.

This new equipment policy has resulted in the appointment of specialist officers, whose duties in their various fields require that they maintain contact with USN development, design and testing so that information thus obtained can help to guide Headquarters' decisions. Specialist branches particularly concerned are Ordnance, TAS, Gunnery, Communications, Engineering, Electronics, Navigation-Direction, Air and Air Engineering. The Staff Officer Procurement and the Naval Liaison Officer in the Washington office of the Department of Defence Production conclude the arrangements for such purchases as are made in the United States.

In addition to caring for the matter of actual procurement of equipment, or the designs and specifications for such items as may be chosen for manufacture in Canada, specialist staff officers must also keep in touch with the changes in procedure that may result from the adoption of United States equipment for use in the RCN.

Formation of the North Atlantic Treaty Organization in 1949 had a twofold effect on the staff of the Naval Member. It created a tremendous increase in paper work, mainly on the planning level, and a require-



SHIP'S BADGE—HMCS NIAGARA

Blazon:

Per pale azure and argent, a pale Barry wavy of six argent and azure (for Niagara Falls) issuing from which, on the dexter, a demi mullet argent (for the United States of America) and on the sinister, a demi maple leaf gules (for Canada).

Significance:

This design is intended to symbolize the peaceful relations that citizens of the United States of America and Canada have enjoyed, living for many years beside and within the sound of the "thundering waters" of Niagara, as elsewhere in these two countries.

Colors:

White and Scarlet (Red).

ment for naval representation at a large number of NATO meetings. It has also materially increased the volume of work of the specialist staff officers already mentioned.

The original organization formed by the community of North Atlantic nations consisted of a Council (the Defence Minister of each member nation), the Council of Deputies (representatives of the Council in permanent session in London), the Military Committee (representatives of the Chiefs of Staff of each member nation), the Standing Group (representatives of the Chiefs of Staff of France, the United Kingdom and the United States), and five Regional Planning Groups. The Regional Planning Groups were originally established to draw up plans for the defence of the particular area for which each Planning Group was responsible. The three European Planning Groups have now become one Command Area under the Supreme Allied Commander Europe. The North Atlantic Ocean Regional Planning Group has been dissolved in favor of the Supreme Allied Commander Atlantic, who has his headquarters in Norfolk, Virginia. Only the Canada-United States Regional Planning Group remains, there being no combined command organization to take its place.

The Planning Group in which the RCN had the greatest interest was, quite naturally, the North Atlantic Ocean Region. This group had its own Chiefs of Staff Committee, the Canadian representative to which was the Chief of the Naval Staff. In permanent session in Washington to deal with all current planning matters was the Co-ordinating Committee, and the Naval Member, Canadian Joint Staff, served as the Canadian representative on this committee. Functioning under the Co-ordinating Committee were a Working Group, seven sub-groups, and five sub-committees. An additional officer was appointed to the Naval Member's staff for NATO planning duties and several others of his staff officers were involved on a part-time basis. In addition, in 1950, a permanent Canada-United States Planning Team was established in Washington.

Since its inception, the NATO has undergone some important changes. The Council is now in permanent session in Paris, and the Council of Deputies has been dissolved. Greece and Turkey have joined the pact, and a Military Representatives Committee now sits in permanent session

in Washington to provide high level military guidance to the Standing Group and advice to the Council. This streamlining of the organization, and the formation of the two Supreme Commands, has somewhat altered the nature of the work of the Naval Member and his staff, but it has not decreased its volume. The planning activities of the Standing Group have increased very materially, and the Staff Officers Communications, Intelligence and Air, as well as the Staff Officer (Plans), are called upon to attend working level meetings from time to time. The planning activity of the Canada-United States Region is now on an ad hoc basis and naval representation, when required, is provided from the Washington staff.

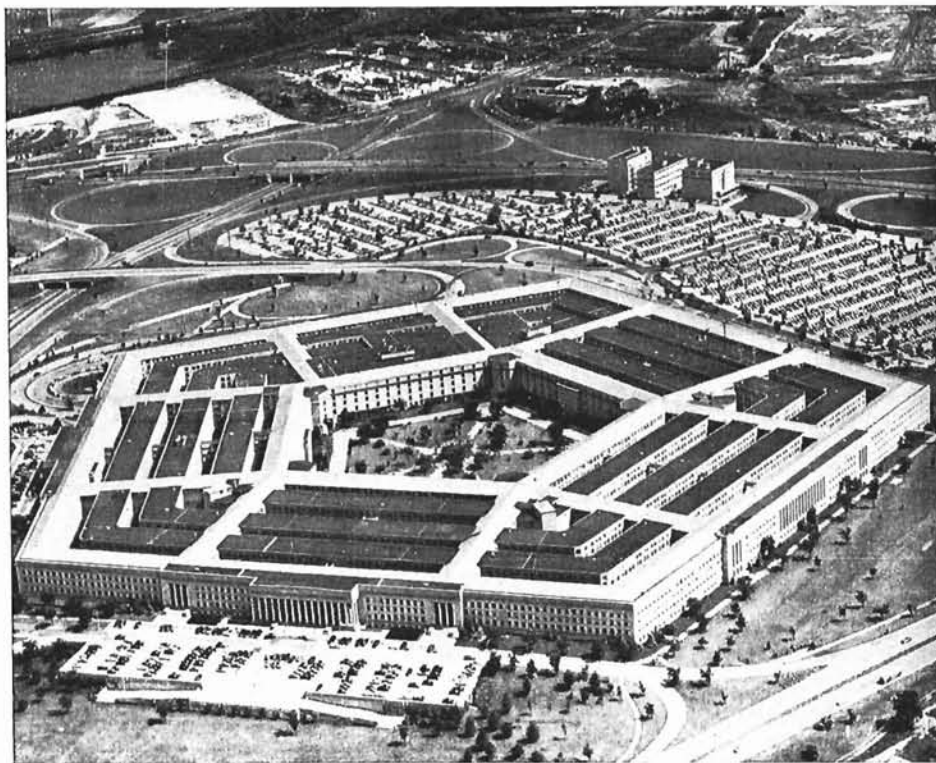
Liaison between the Supreme Allied Commander Atlantic and the Canadian Minister of National Defence is the responsibility of the Chairman of the Canadian Joint Staff, and a natural result of this is the involvement of the naval staff in day to day liaison with that of SACLANT, which is largely naval in character.

Since Canadian military representation in Washington has expanded, contracted and expanded again, accommodation has been a serious problem. The Canadian Joint Staff

moved from 1771 "N" Street to its present location at 1700 Massachusetts Avenue on December 20, 1948. It was not long, however, before the new building proved inadequate and the premises next door at 1708 Massachusetts Avenue were occupied in August 1951. Unfortunately, there is an air of impermanence about the place, for 1700 Massachusetts Avenue does not belong to Canada but to Australia, who wishes to re-occupy it in 1953. The Canadian Joint Staff must find new quarters and the search is on at present.

Many other officers and men, who are not directly connected with the Washington staff, are borne on the books of Niagara while they are taking courses or filling appointments as exchange or liaison officers. Courses being taken include familiarization with new types of aircraft, 3" 50 calibre guns, ordnance disposal, diving, electronics, TAS, communications and fleet accounting.

The growth of the Canadian naval strength in the United States, with its consequent increase in pay problems, was recognized, and on September 7, 1951, the establishment of the Naval Member, Canadian Joint Staff, was commissioned as HMCS Niagara, carrying its own books. Niagara's very close association with



An aerial view of the famous Pentagon. Staff officers at Niagara are said to claim there should be a special distinction for those who become fully conversant with the intricacies of this building, and its approaches, in the course of a normal appointment in Washington. (U.S. Army photo).

Well-Known Cruiser Completes Korean Tour

An old friend of the Canadian destroyers in the Korean war theatre has gone home.

HMS Belfast, a cruiser whose "fast firing" and "on the target gunnery" earned her the congratulations of at least two American admirals, has completed her second commission in the Korean war, during which she steamed over 80,000 miles and fired more than 8,000 six-inch shells at the enemy.

She spent 404 days at sea and was flagship of the Flag Officer Second-in-Command Far East Station.

the United States forces is aptly recognized in its badge (see cut).

Organization of staff recreation is extremely difficult, as Washington is not only a great city in population, but it is large in area, and the staff lives in widely scattered districts. Some members have joined the Canadian Club, which provides facilities for tennis in the summer and badminton in the winter. Many private and public golf courses exist in the District or in nearby Maryland and Virginia, and the devotee of the royal and ancient can find plenty of places in which to exercise his talents.

Even more than in Halifax and Esquimalt, or even Ottawa, the weather is the subject of continuous conversation and often derogatory remarks. Canadians, who have become accustomed to operating automobiles in the winter, should witness the effects of a minor snowfall upon Washington traffic, which is bad enough at the best of times. If one happens to be foolish enough to drive his own car to work when snow is in the offing, he may expect to take as much as three hours to make a journey that would normally require a scant 15 or 20 minutes.

Eternal vigilance may not exactly be the price of peace in Washington, but it is certainly the price of an unbent fender. Parking, which is becoming difficult in some Canadian cities, is a major problem in Washington. There is a most convenient alley behind the Staff building, which has proved to be a police trap for the unwary. There have been those who considered they had the routine of the gendarmes well taped, but about three parking tickets finally convinced them that something was wrong with their system.

All staff officers, sooner or later, must learn the intricacies of the Pentagon, which is reputed to be the

largest office building in the world. It is reached by a road system, which, to the uninitiated, appears to have been designed for the sole purpose of preventing anyone reaching the building. Staff officers have been missing for days and have finally been discovered within sight of the Pentagon, unable to move, having expended their entire gasoline supply trying to escape from this labyrinth.

However, not all the frightening stories about the Pentagon are true. The man who was found without soles to his shoes, after two weeks of unavailing effort to discover a certain office, must be a figment of the imagination for he could quite easily have had his shoes repaired in the building. He could also have obtained a haircut and dined sumptuously at one of the numerous cafeterias. He could even have borrowed money since banking facilities are provided.

Washington is not known as a seaport, but Alexandria, Virginia, about four miles down the Potomac River, is a port of call for cargo vessels of moderate size, some of which carry newsprint and paper products from Canada. Last December, HMCS Swansea became the first Canadian warship to visit Washington, and Royal Navy ships of her class have made occasional calls.

Altogether, an appointment in the Capital of the United States is one

that is filled with interesting and valuable experience, but there are few complaints when it is time to go home.

Rear-Admiral Brodeur, the first Naval Member, was succeeded by Captain Valentine S. Godfrey on August 10, 1943. Rear-Admiral Howard E. Reid held the appointment from December 1943 to March 1946. He was followed by Commodore Ronald I. Agnew, then Commodore Godfrey returned for a second term of office.

Commodore H. N. Lay became Naval Member on July 7, 1949, and held the appointment for more than three years, being succeeded by the present incumbent, Acting Commodore M. A. Medland, on September 6, 1952.

Shortly, the senior Canadian service post at Washington—that of Chairman of the Canadian Joint Staff—will be occupied for the first time by a naval officer. Rear-Admiral H. G. DeWolf succeeds Air Vice-Marshal H. L. Campbell as Chairman and assumes the additional appointments of Representative in Washington of the Chiefs of Staff; Canadian Representative on the Military Representatives Committee of the North Atlantic Treaty Organization, Canadian Liaison Representative to SAC-LANT and Principal Military Adviser to the Canadian Ambassador.



In a pelting rain, the Governor-General, the Rt. Hon. Vincent Massey, inspects a composite Navy-Army guard of honor at St. John's, Nfld. With His Excellency are Commander Harold Garrett, his Newfoundland aide-de-camp, and Major T. A. MacPherson, officer of the guard.

A Handy Man

*Crusader's 'Lanky' Inouye Is
Gun Captain, Interpreter,
Jeep Driver, Judoist*

ON BOARD HMCS CRUSADER—One of the most valuable men in the Crusader during her current commission with UN forces in the Far East is a gunnery branch man, Ldg. Sea. Yeiji Inouye, of New Westminster, B.C. Ldg. Sea. Inouye is the man who unsnarls language problems both ashore in Japan and at sea in the operational area off Korea.

The solidly-built Inouye, a judo expert in his spare time, is captain of "A" gun mounting at action stations, and does his interpreting job as a member of the ship's boarding party at sea and as jeep driver in harbor.

Before he joined the Navy in November 1948 at HMCS Star, the Hamilton naval division, Inouye had seen a large part of Canada, had worked at different times as a garage mechanic, machinist and head waiter in a Chinese restaurant and had played baseball in Ontario junior and senior leagues.

During the war his family was moved from Vancouver along with other West Coast Canadian Japanese to the Greenwood, B.C., camp under the B.C. Security Commission. While his father remained there, Ldg. Sea. Inouye, his mother, sister and brother moved east. Eventually the father joined them and they settled in Guelph, Ont.

After unsuccessfully applying for entry into the RCMP in 1948, Inouye joined the Navy with a friend "almost on the spur of the moment."

On completing his basic training at Naden and his sea training in the Ontario, he served for a couple of years in Stadacona. During his time there he became one of the best all-round athletes in the barracks. He played baseball, football, rigger, basketball and squash, and swam on teams Stadacona entered in various city and provincial competitions. On the side, he conducted judo classes for his shipmates in the barracks.

The burly 175-pound sailor is the RCN's top exponent of judo. Although his training has been interrupted for some time, he needs only a few months' study to win the black belt, emblem of instructor status in Canada and seventh up in the scale denoting proficiency in the

scientific unarmed defensive combat. His size (he's about five-foot-ten and creates quite a stir ashore in Japan) gives him a great advantage in the game. He plans to attend a few sessions at the Sasebo Police Station to brush up while the Crusader is in the UN naval base.

He has been in the Crusader since June 1951 and is a favorite among his messmates, who call him "Lanky". They claim his first name is too difficult to pronounce.

Ldg. Sea. Inouye says he is as confused by Japan as just about anyone else in the RCN who has been there. Although he talks the language fluently, he, as a native Canadian, is seeing the country for the first time.

When the Crusader arrived in Yokosuka after crossing the Pacific, he took a day off to visit the family of a great-uncle residing in Yokohama, a few miles way.

He says, "I was really embarrassed. The ladies of the family bowed and fussed as if I were the Emperor. I

asked them not to, but that's the way they live. For instance, they're not allowed to eat with the men of the family, or take part in a conversation unless they're spoken to. It's certainly hard to get used to their customs."

Ldg. Sea. Inouye married the former Miss Jessica Ito of Victoria last September. Their first child, Jeffery Stevens, was born when the Crusader was halfway between Midway and Yokosuka, on her way to join the Canadian destroyers serving with the UN fleet.

He has served as interpreter on many occasions since the ship arrived in the Far East in June. The Crusader captured four North Korean junks on various patrols and he assisted at the interrogations.

Ashore in Japan he is the ship's company's unofficial guide and is much in demand for his shipmates' shopping tours. He says he can generally get good prices, haggling with the merchants in their own language.—*J.L.W.*



Ldg. Sea. Yeiji (Lanky) Inouye, right, acts as interpreter as Lieut.-Cdr. John Bovey, commanding officer of the Crusader, questions a captive from a North Korean junk. (CU-150).



OFFICERS *and* MEN



Senior Appointment Changes Announced

The first naval officer to hold the appointment, Rear-Admiral H. G. DeWolf has been named Chairman of the Canadian Joint Staff at Washington, D.C., and will assume his new duties there in December.

Admiral DeWolf, at present Vice-Chief of the Naval Staff, will succeed Air Vice-Marshal Hugh Campbell, RCAF, at Washington.

Added duties to be assumed by Admiral DeWolf are those of Representative in Washington of the Chiefs of Staff, Canadian Representative on the Military Representatives Committee of the North Atlantic Treaty Organization, Canadian Liaison Representative to SACLANT and principal military adviser to the Canadian Ambassador in Washington.

Admiral DeWolf's appointment is one of ten announced by the Navy for early 1953.

Other officers named in the appointment list are:

Rear-Admiral Wallace B. Creery, Flag Officer Pacific Coast, to be Vice-Chief of the Naval Staff;

Acting Rear-Admiral James C. Hibbard, Chief of Naval Personnel, to be Flag Officer Pacific Coast;

Commodore Kenneth F. Adams, Commodore RCN Barracks, Esquimalt, and Officer-in-Charge of the RCN Depot, to be Commanding Officer Naval Divisions;

Commodore Hugh F. Pullen, Commodore RCN Barracks, Halifax, and Officer-in-Charge of the RCN Depot, to be Chief of Naval Personnel;

Commodore H. S. Rayner, Secretary to the Chiefs of Staff Committee, to command HMCS Magnificent;

Captain E. P. Tisdall, commanding officer, HMCS Ontario, to be Commodore RCN Barracks, Halifax, and Officer-in-Charge RCN Depot;

Captain Kenneth L. Dyer, commanding officer, HMCS Magnificent, to be Commodore RCN Barracks, Esquimalt, and Officer-in-Charge RCN Depot;

Captain A. H. G. Storrs, Director

of Naval Plans and Operations, to command HMCS Shearwater;

Captain D. L. Raymond, commanding officer, HMCS Shearwater, to command HMCS Ontario.

Seven Receive Awards For Korean Service

The Canada Gazette of September 27 announced that Her Majesty the Queen had been pleased to approve awards to seven officers and men of the Royal Canadian Navy for their services in Canadian destroyers in the Korean war theatre.

The awards were as follows:

ORDER OF THE BRITISH EMPIRE (MILITARY DIVISION)

Captain James Plomer, DSC and Bar, CD.

DISTINGUISHED SERVICE CROSS

Captain Dudley G. King, CD, and Captain Paul D. Taylor.



The Chief of the Naval Staff, Vice-Admiral E. R. Mainguy, chats with PO Pierre Gibeau, of Montreal, a member of the guard of honor paraded at HMCS Shearwater when Admiral Mainguy visited the air station in the course of his East Coast inspection in September. Also shown are Lieut. H. G. Holmes, officer of the guard, and Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast. (DNS-9433).

MENTION IN DESPATCHES

Surgeon Lieut. Chris Alfred West; Lieut. (L) Nelson Ralph Banfield; CPO Ralph Evans Davies, and PO Samuel Henry Shaw.

Captain (then Commander) Plomer was in command of HMCS Cayuga during her 1951-52 tour of operations in Korean waters and was senior officer of the Canadian destroyers serving there. He now commands HMCS Cornwallis. The citation to his OBE spoke of his great devotion to duty during long hours on patrol in Korean waters, on the carrier screen and under fire of coastal batteries and praised him for his great determination, dash and leadership.

Captain (then Commander) King, now at Naval Headquarters as Deputy Director of Naval Plans and Operations, was in command of HMCS Athabaskan during her 1951-52 tour of operations. With the award of his DSC was a citation which, in particular, spoke of his excellent work during the evacuation of the island of Taewha-do in the Yalu Gulf.

Captain (then Commander) Taylor served two tours of Korean duty in command of HMCS Sioux. He is now Assistant Canadian Naval Attache, Washington. The citation to his DSC spoke of his long service in the Korean war and said "he has proved himself a fearless leader among the islands and harbors of the west coast of Korea". He previously was mentioned in despatches.

Surgeon Lieut. West, former medical officer in HMCS Athabaskan, was mentioned in despatches for his "firm decisions and promptitude of action in dealing with critically wounded Koreans", factors which were credited with saving the lives of a number of casualties. He is now serving in the RCN Hospital at Esquimalt.

Lieut. Banfield, who completed two tours of duty as electrical officer in the Sioux, was mentioned in despatches for his hard work, cheerfulness, resourcefulness and ingenuity,

which combined to keep the electrical and electronic equipment in the Sioux in a high state of efficiency. He is now serving at Naval Headquarters.

CPO Davies, who was with the Cayuga during her 1951-52 tour of operations in Korea, is now on the staff of Aldergrove naval radio station. He was mentioned in despatches for his "particularly fine aptitude toward handling the complicated communications required of a destroyer on the west coast of Korea".

PO Shaw made two tours of duty in the Athabaskan in Korean waters. "His continued cheerfulness, loyalty and devotion to duty have been an inspiration to men working with him," said the citation with his mention in despatches. *PO Shaw* is serving now in HMCS Naden.

CPO E. L. Hall Named Queen Mess President

The Chief and Petty Officers' Mess of HMCS Queen has elected *CPO Edward L. Hall* mess president for the coming year.

Other officers include: *CPO James A. Brown*, first vice-president; *CPO Duncan Allen*, second vice-president; *PO Leslie G. Hibbs*, secretary; *PO Alford Morrison*, *PO Reg Beale* and *PO Edward G. Booth*, entertainment committee; *CPO Alfred Finner* and *CPO Albert Olander*, house committee. *Orville Herron* is representative of the honorary members.

Seaman Commended For Quick Action

Ord. Sea. James Miller of Pembroke, Ont., was commended in the Stadacona Daily Memorandum, October 1, for his quick action in preventing a damaged motor cutter from sinking in Halifax harbor. He is a stoker attached to the barracks manual party.

The memorandum said, in part: "Ordinary Seaman Miller was working in the boatshed with a party trying to hoist a motor cutter which was sinking rapidly owing to damage to the propeller shaft.

"Just before the slings could be hooked on, the cutter sank beneath the surface, going down slowly. Miller immediately jumped into the water, and diving down got the slings hooked on under water before the cutter could go deep.

"This prompt action undoubtedly saved a great deal of hard work that would have been involved in salvaging the cutter from the bottom, and in



The first six members of the University Naval Training Divisions to qualify as naval air observers received their wings during ceremonial divisions at HMCS Shearwater September 13. Commodore Hugh F. Pullen, Commodore of the RCN Barracks, inspects the newly qualified observers at the wings parade. Left to right in the photo are Cadets R. B. Evans, Montreal; R. W. Winter, Fredericton, and J. C. Dawson, Vancouver; Sub-Lieut. Roger King, St. Lambert, Que., Commodore Pullen, Cadet R. D. Reid, Shubenacadie, N.S.; Lieut. R. E. Quirt, divisional officer, and Commander A. F. Pickard, executive officer of Shearwater. (DNS-9349).

addition undoubtedly saved the cutter's engine from corrosion damage which would have been extensive in the event of prolonged immersion.

"Prompt action and initiative of this nature are the hallmark of a good seaman".

Six Members of UNTD Receive Observer Wings

Observer wings were pinned on six members of the UNTD by Commodore Hugh F. Pullen at HMCS Shearwater on September 13. Five of the six were UNTD cadets—the first to qualify for wings in the Navy. The wings parade took place during ceremonial divisions at the naval air station.

The recipients qualified as naval air observers after two summers of training in the Observer School at Shearwater. Their course included 160 hours flying time.

Cadet William J. O'Brien, of Westmount, Que., was awarded, in addition to wings, a bronze plaque as the best all-round cadet on the course. The others who received their wings were Acting Sub-Lt. Roger King, of St. Lambert, Que., and Cadets Rufus D. Reid, Shubenacadie, N.S.; Rhodes B. Evans, Montreal; Richard W.

Winter, Fredericton, N.B., and John C. Dawson, Vancouver.

The cadets, now that they have qualified, have been promoted to acting Sub-Lieutenant (O), RCN(R). Sub-Lt. King was promoted earlier this year.

Friends and relatives were present for the wings ceremony and hear Commodore Pullen speak of the rapidly-growing importance of naval aviation as one of the Navy's prime weapons against the submarine menace.

Two Torpedo Detector Classes Finish Training

Two torpedo detector 3rd class courses were recently completed at the TAS School at HMCS Stadacona. The following men have qualified:

"A" Class—Able Seamen Maurice Catherwood, Robert B. Clarke, Harry R. Findlay, R. H. Guichard, John King, George Lalonde, Michael J. O'Brien, Robert E. Priske, Deneen J. Rankin and Joseph E. Whitby.

"B" Class—Able Seamen Andrew J. Cairns, Fred J. Costello, Irwin L. Ferris, James B. McCulloch, Sherwood McQueen and Alter E. Nicker-son.



Pictured above are members of the 34th leadership course to be held at Cornwallis for chief and petty officers. Front row: PO Alexander Mitchell, PO Jack Turner, PO Harold McLay, Lieut. (S) Colin White, course officer; CPO Edward Rigby, instructor; PO John Winstanley, PO Jack Hesby and PO Basil Heath. Second row: PO James Young, PO Robert Walters, CPO Willard Carruthers, CPO Herbert Percy, PO Adam Christie, PO Gaston Cournoyer, PO Thomas Storer and PO Gordon Gooding. Rear row: PO John Riley, CPO James Dean, CPO Frederick Quin, PO Ernest Spiers, PO James Chambers, CPO Herbert Cuniff, PO John Norris and PO George Brown. (DB-1911).

New Commanding Officers In Three Naval Divisions

HMCS Prevost

An engraved ceremonial sword was presented to Commander F. R. K. Naftel, retiring commanding officer of HMCS Prevost, by officers and their wives at a recent wardroom gathering.

Chiefs', petty officers' and men's messes also honored Commander Naftel, who has received a short service appointment in the RCN and has taken up duties on the staff of the Flag Officer Atlantic Coast.

He has been succeeded in command of the London division by Lieut.-Cdr. E. Gordon Gilbride, former executive officer of Prevost.

Commander Naftel was skipper of the London division for the past two years and, for the past two summer training seasons, was Reserve Training Commander, Great Lakes.

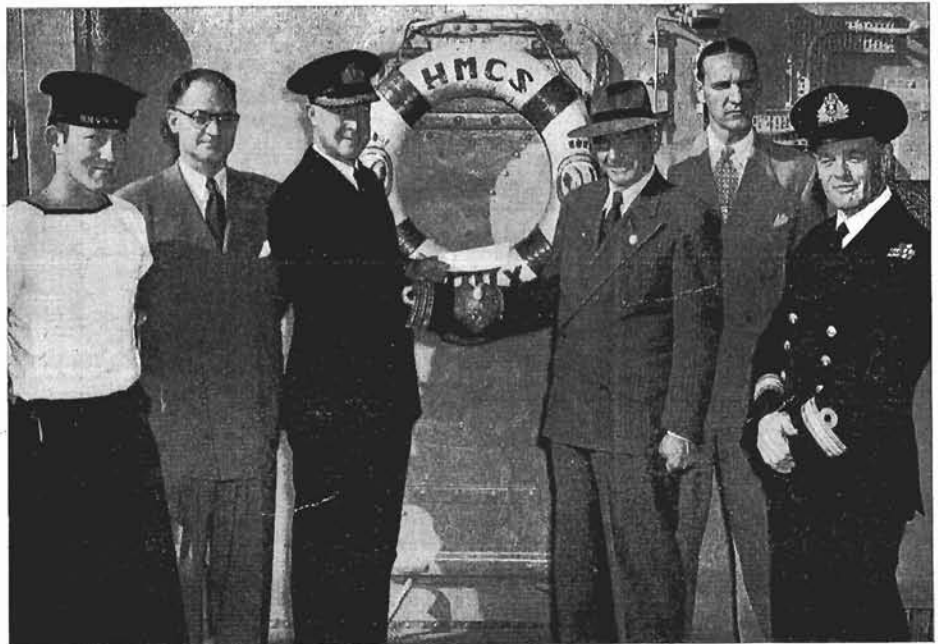
The new commanding officer, Lieut.-Cdr. Gilbride, was born in Westmount, Que., on October 22, 1919. He joined the RCNVR at Prevost in October 1941 and underwent officer's training at Halifax the following summer.

He was appointed to the Bangor minesweeper HMCS Ungava in November 1942 and became executive officer of the ship in April 1943.

He took a command course at Stadacona in the summer of 1944 and subsequently commanded the

Bangor 'sweeper Noranda from November 1944 until after the end of hostilities.

Demobilized at Prevost in October 1945, he rejoined the RCN(R) active list in 1949. Promoted to the rank of



HMCS Sioux fired the Navy's opening gun in the Victoria Community Chest drive, officers and men of the destroyer donating \$502.50 to open the campaign. Here Commander P. E. Haddon, the ship's commanding officer, presents a cheque for that amount to A. C. Wurtele, Reeve of Esquimalt Municipality and chairman of the Esquimalt division of the Community Chest. Left to right are Ldg. Sea. Reginald Hertslet, representing the ship's company; Ralph Matthews, co-chairman of the Red Feather campaign; Commander Haddon; Mr. Wurtele, Jack Craig, co-chairman of the drive, and Lieut.-Cdr. (S) Vincent Pihorn, Community Chest organizer for the Pacific Command. (E-20611).

lieutenant-commander on January 1, 1951, he became executive officer of the London division in November of that year.

HMCS Malahat

Commander G. A. Victor Thomson, executive officer of the division for more than two years, assumed command of HMCS Malahat on September 1, succeeding Captain Ronald Jackson, commanding officer of the Victoria naval division since April 1947.

Commander Thomson was born at Victoria on June 3, 1915, and taught school before joining the RCNVR in December 1940 as a probationary sub-lieutenant.

Following training at Royal Roads he was appointed to Saint John, N.B.; then joined the HMCS Rimouski (corvette) on December 29, 1941.

In June 1942 he went to HMCS Sorel (corvette) as executive officer and served in her for a year. A command course at Halifax was followed by his appointment in October 1943 to command HMCS Lindsay (corvette), nearing completion at Midland, Ont.

He commanded the Lindsay until after the end of the war in Europe, much of the ship's service being in the English Channel during the invasion. He was mentioned in des-

patches and was also awarded the Croix de Guerre by the French government.

Following his demobilization in December 1945, Commander Thomson was on the retired list until September 1949, when he was attached to Malahat on the active list, becoming executive officer on April 3, 1950.

HMCS Cabot

The commanding officer who two years ago commissioned HMCS Cabot, Commander Harold Garrett, has reverted to the retired list and his place has been taken by Lieut.-Cdr. Fabian A. O'Dea, previously executive officer of Cabot and commanding officer of Memorial University UNTD in St. John's, Nfld.

Commander Garrett was for 20 years an officer of the Royal Naval Volunteer Reserve and served with the RN throughout the Second World War. He became commanding officer of Cabot when the division was commissioned on September 20, 1949.

A native of St. John's, where he was born on January 20, 1918, Lieut.-Cdr. O'Dea joined the RCNVR at Halifax in September 1940 as an acting sub-lieutenant.

On completion of courses, he was appointed to HMCS Restigouche (destroyer) in August 1941 and served in her for nearly two years.

In June 1943 he entered HMS Vernon for a long torpedo course and later served in HMS Berwick (cruiser) and HMS Formidable (aircraft carrier).

He returned to Canada at the end of 1944 and early in the following year was appointed to the Torpedo School in Stadacona. He was demobilized in September 1945.



Three naval officers graduated recently from No. 1 Flying Training School, RCAF Station Centralia, with one of their number, Lieut. K. M. Meikle, carrying off the Sidley Trophy, awarded the graduate with the highest flying marks on the course. Left to right are Lieut.-Cdr. H. J. Hunter, Staff Officer Air Training, Naval Headquarters; Lieut. E. A. Myers, Naval Liaison Officer at Centralia; Lieut. R. C. O'Neil, Lieut. Meikle, Lieut. G. W. Noble and Lieut.-Cdr. F. W. H. Bradley, Staff Officer Air Personnel, Naval Headquarters. (RCAF Photo).

A university student when he entered the Navy, Lieut.-Cdr. O'Dea continued his studies after the war and is now a practising lawyer in St. John's.

High Marks Scored In Comschool Exams

Some new highs in examination results were set for the Communications School at HMCS Cornwallis with the graduation of Communications Radio Class 49.

Two members of the class averaged over 99 per cent in morse, receiving at 25 words a minute. Top man in

the class was Ord. Sea. Ronald K. Watts, with a percentage of 93.1. Class instructor was PO Gerald J. Dufour.

The class, with two exceptions, was drafted as a body to HMCS Magnificent.

Medical Officer Studying At Post-Graduate School

Until recently in charge of the Medical Branch School at Esquimalt and Principal Medical Officer in the RCN Hospital there, Surgeon Commander J. C. Gray has gone to the Post-Graduate Medical School in London, England, for post-graduate studies in internal medicine.

His duties at Esquimalt have been assumed by Surgeon Commander J. W. Rogers, formerly Principal Medical Officer in HMCS Ontario.

AB Ted Roach Elected Discovery Mess President

The annual meeting of the seamen's mess at HMCS Discovery elected AB Ted Roach as president, AB Bob Schroth as vice-president and AB Joe Woods as secretary.

Ord. Sea. Vic Stewart is ship's fund representative, while the new executive includes Ldg. Sea. Fred Holland, Ldg. Sea. Ken Murray, AB Charles Nichols, AB Richard McBride and Ldg. Sea. Charles Russell.



Members of the town council at Shannon Park naval married quarters, Halifax, are pictured above. Left to right are PO Gerald E. Guile, CPO Charles Emmerson, CPO John Rafter, deputy mayor; CPO Horace Swonnell, mayor; CPO Frank Rushton, secretary; Arthur G. Brown, housing administrator, and CPO Elmer Dauncey. (HS-20488).

Adds CD and Clasp To Long Service Medal

Thruppence a day must have looked like slim encouragement for a long naval career when John Pegg joined the Royal Navy as a Boy Second Class in 1913.

The other day, when Lieut. John Pegg added the Canadian Forces Decoration with Clasp, for 22 years service, to the Long Service and Good Conduct Medal given to him by the Royal Navy in 1929, he took a second look.

"I'll stay in the service as long as possible," said Lieut. Pegg. "... to die with my boots on, so to speak."

At a youthful 56, Lieut. Pegg is Staff Officer (Training) at HMCS Chippawa and it was at the Winnipeg naval division the CD and Clasp were presented to him.

He joined the RCN in 1937 after retiring from the Royal Navy as a chief petty officer. He has been training Winnipeg's naval personnel since he came to Canada.

Naval Athlete-Painter Killed in Accident

Murals which he painted for the entrance of the Gunnery School at HMCS Stadacona have become a memorial to PO Ronald F. Darby.

The small arms familiarization instructor and outstanding navy athlete was killed August 31 in a car accident while he was on his way with a naval track and field team to the Maritime Labor Day meet in Charlottetown, P.E.I.

His death came just after he had



Lieut. John Pegg receives the CD with Clasp—his second long service award—from his commanding officer, Commander F. H. Pinfold, at HMCS Chippawa.

placed the final brush strokes on paintings of a 1752 gun's crew in action and of a modern crew closed up at a 3-inch-50 mounting.

PO Darby was born October 31, 1919, in Toronto. He served in the RCNVR during the war and rose to the rate of Acting Chief Petty Officer in the Gunnery Branch.

He was demobilized at the end of the war and attended the Ontario College of Art in Toronto, where he was an honor diploma student. He re-entered the Navy as a Leading Seaman on April 28, 1949, at HMCS York.

He served in Naden, Stadacona, the Crescent, the La Hullose and

the Iroquois before being drafted again to the Gunnery School in January 1952. At the time of his death he was a Petty Officer First Class.

He leaves his parents, Mr. and Mrs. Frederick Darby, of Toronto; his wife, the former Lillian Hartlen; two sons, Thomas, six, and Michael, four months, and a daughter, Susan, two. A brother, Robert, lives in Toronto.

Advanced Course for Supply Officers

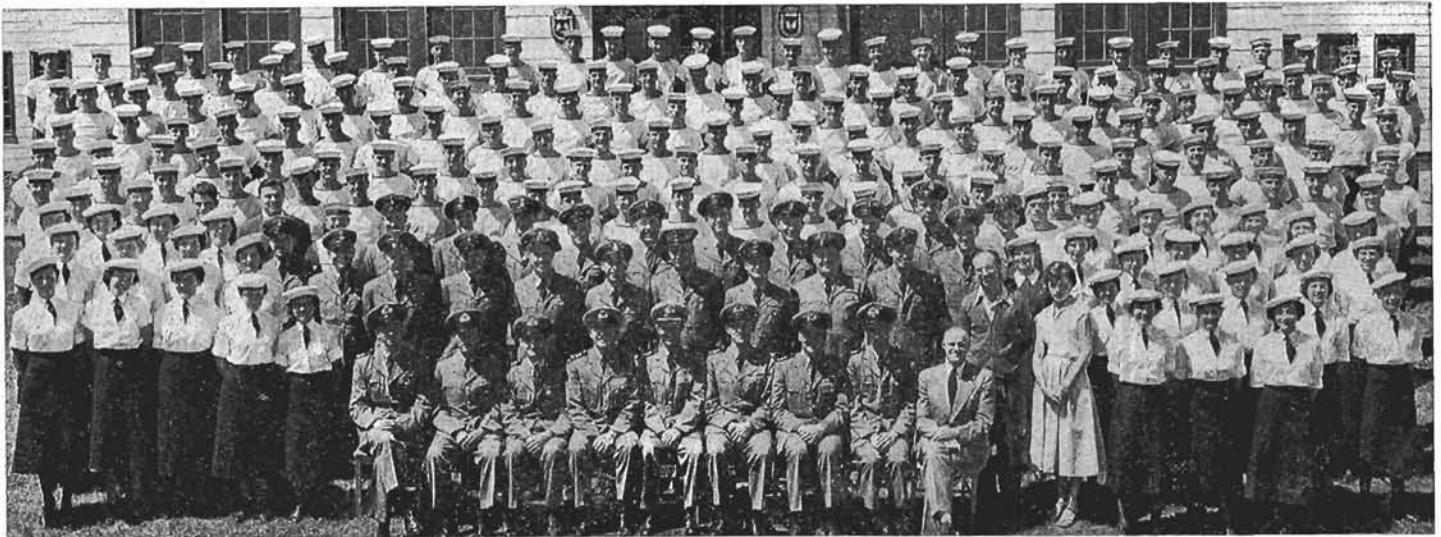
A Supply Officers' advanced course will be instituted in 1953 to afford training to supply officers in the fields of organization and management, intermediate accounting and auditing, logistics, national defence organization and personnel management.

Officers will normally be appointed to undergo the course from between the seniorities of six years as lieutenant (S) and two years as lieutenant-commander (S).

The syllabus for this course will be promulgated shortly in BRCN 3001(A).

Ordinary Seamen Finish MTE Course

Twelve ordinary seamen recently completed a stoker mechanic's course at the Mechanical Training Establishment in HMCS Naden. Members of the class were: Ordinary Seamen Raymond Goetz, M. J. LaFreniere, R. A. Hodge, D. B. Nickel, L. K. Buchanan, R. W. Harrison, A. M. Dahl, P. K. McArthur, D. F. Smith, N. G. Newbold, L. J. Trudeau and A. J. Trudeau.



To prove their claim that the Communications School is one of the Navy's biggest, staff and trainees of the Comschool formed up for this photo outside the school's portals. (DB-1740).

FATHER SETS A GOOD EXAMPLE

*Two Sons, Daughter Follow
Footsteps of CPO
'Pat' Pattison*

THE spirit which prompted him to throw in his lot with the Reserves, after completing a quarter of a century with the Royal Canadian Navy, more than justifies the choice of Chief Petty Officer Ralph Reginald Pattison as HMCS Scotian's Man of the Month.

As a further indication of his enthusiasm, his persuasiveness—and perhaps power of command—it may be cited that two of his sons, who also joined the Reserve, have now transferred to the RCN, while a daughter is serving on continuous naval duty as a Wren in HMC Naval Radio Station Coverdale.

"Pat's" interest in the Navy goes back a long way. Many of his relatives served in the Royal Navy during the First World War, and as a boy in Ancaster, Ontario, he took more than a casual interest in things naval. This, plus a naturally itchy foot, plus rather a skilful appeal that boys were required to man HMS Aurora, the cruiser newly acquired for the young Royal Canadian Navy, led "Pat" to volunteer for the Naval Service. On September 13, 1920, at 16½, he signed on through the Sea Cadet office in Toronto.

He was one of a draft which went to Quebec City and boarded the liner Empress of Britain for passage to Liverpool under the careful eye of Lieut. Pressy, who, according to "Pat", characterized it as the worst draft ever to cross the ocean up to that time. "Pat" and his messmates learned naval facts of life at the Youth Training Establishment in Devonport, where life was more than somewhat on the "pusser" side. He joined the Aurora on her commissioning and returned to Halifax in time for Christmas leave.

"Pat" was one of the mooring party on arrival, and remembers they had anything but a warm welcome. It was a cold, wintry day with a half-gale blowing, and the whalers, in which the berthing party worked, offered no shelter and less comfort. Guelph, then tender to the barracks, had to assist and by the time the whole thing was over the crew was thoroughly frozen.

Following an inspection by the Governor General, the Duke of

Devonshire, the Aurora sailed for the West Coast, via the Panama Canal, and "Pat" went with her. In 1922, after a return cruise to Montreal, the Aurora went to Halifax and paid off. "Pat" then found himself one of a "guard rail draft" to the "Patriot" (Lieut. Charles Taschereau Beard).

"Pat" was a boy telegraphist in 1921, an ordinary telegraphist in 1922 and for the next 18 years, he says, he never looked back—"well . . . hardly ever!"



CHIEF PETTY OFFICER RALPH R.
(PAT) PATTISON

For some time the routine was fairly regular, a stretch at sea followed by a stretch in barracks, then back to sea in the Patriot and Festubert, with breaks for communications training and a special break for cruiser training in HMS Capetown.

In 1927 "Pat" was one of the commissioning party for HMCS Champlain at Portsmouth and returned to Canada after a rough passage in which her sister ship, the Vancouver, was dismantled. In the same year he was promoted to leading telegraphist.

In 1933, he passed his provisional petty officer telegraphist's examination, after which he did a year in HMS Nelson and returned to the Signal School and qualified as Petty Officer Telegraphist.

The Saguenay and St. Laurent came next and "Pat" was in the latter when she had the distinction of being among the first Canadian warships to Cross the Line. The certificate marking that occasion is still proudly displayed in his home at 20 Compton Avenue, Halifax. The ceremonies were conducted in unusual cold, the ship being in the Humboldt Current and, instead of bathing suits, fur coats and ear muffs would have been more suitable.

"Pat" was in barracks at Stadacona when war broke out, but in December 1939 he joined the newly commissioned Assiniboine, then under the command of the present Chief of the Naval Staff.

During the war years, "Pat" saw many ships, many establishments, and many ports . . . Jamaica and the Caribbean, St. Hyacinthe, Niobe, Iroquois and so on. He mentions in passing the time when the Iroquois was in the close escort of the convoy which served as a decoy in the successful action of the Home Fleet against the battle cruiser Scharnhorst.

He was in the Iroquois, too, when the troopships California and Duchess of York were torpedoed in a combined U-boat and aircraft attack. The Iroquois still proudly wears the plaque given her by Canadian Pacific Steamships for her fine effort in rescuing 633 survivors of the Duchess of York, who were later landed at Casablanca.

With the war behind him, "Pat" began his rehabilitation leave in November 1945 and was discharged on February 28, 1946.

But complete divorcement from naval circles was more than he could stand and in October 1948 the Halifax naval division, HMCS Scotian, acquired the assistance of this experienced chief petty officer. The change from chief telegraphist to the new rate of Communications Radio caused some consternation, he admits, but only at first. And

since 1948 he has been a tower of strength in the division, both in regular training and ship's company recreational and social activities. In fact, the arrival of "Pat" and family, accompanied by their entourage of in-laws and friends, ensures a bumper attendance at a picnic or Christmas party. He is one of a close-knit family; the Pattisons do not travel alone.

It was on September 5, 1926, that "Pat" successfully made the necessary signals—in plain language—and introduced Doris Outen to naval routine. Their household has had a consistent naval atmosphere ever since. Sharing in the enthusiasm are five young Pattisons—Catherine, now a WOCS2 at Coverdale; Colin, a P1SH4 on board HMCS Magnificent; Robert, a LSEMI in Stadacona; Nora, a nurse in training at the Grace Hospital, Halifax, and David, at home.

"Pat" was born in Blyth, Northumberland, England, but came to Canada at the age of eight. The family settled in Ancaster, hard by the golf course, where young "Pat" earned his first dollars as a caddy. He went to school in Ancaster, then worked as a messenger and office boy there until joining the Navy.

Despite a busy naval life, he has had time to acquire hobbies, including amateur radio, oil painting (marine scenes, naturally) and reading.

"Pat" finds time, also, to take an active part in fraternal organizations, as Past Master of Athole Lodge, AF and AM, and Associate Patron, Eastern Star. He is a Warden of St. Mark's Church, president of the Chief and Petty Officers' Mess, HMCS Scotian, and president of the Amateur Radio Club—or how many nights can you be out in one week?

Such a routine leaves little time for memories, but "Pat" has a few: There was the time he served as corporal of the gangway when his draft was "permitted" to coal HMS Marlborough in Devonport. Did he draw a shovel or a coal sack? No. One of the Corporal's duties was to shake the boy seamen every hour on the hour during the middle watch; the other was to check everyone coming on board. The latter he did with great care, particularly when a plus-foured individual attempted to board the ship. The embarrassment resulting from his discovery that the individual was the captain has been tempered with the passing of time.

Book Review

THE NAVY'S STORY

*Official History Relates
Background, Growth
Of Canada's Navy*

*"The Naval Service of Canada"—
Volumes I and II—Gilbert Norman
Tucker, Ph.D., Queen's Printer, 1952,
\$5.00.*

In the minds of thinking people, the real worth of any social organization or institution is dependent upon several factors, some of which are: The solidity of its foundations and structure; the achievement of worth-while things well done; and the promise of further good service to mankind. A natural and proper pride in being a contributing member of such a body or service gradually comes into being as the knowledge of its past achievements and future goals is acquired. Officers and men of the Royal Canadian Navy, and indeed the public at large, may well take pride in the service record of Canada's young fleet as portrayed by Dr. Gilbert Tucker.

The two volumes of the official history of the RCN have recently been published. The first of these tells the story of the events leading up to the formation of the Naval Service just prior to the First World War and of the growth of the service to the year 1939. The second volume describes how the Canadian people built and manned a magnificent fleet to do its part in the titanic struggle that was the Second World War.

Naval history as written in the past often seems to have a strange quality of discord or even of sheer irrelevance with the general trend of affairs of the time. In our British and French naval heritages, great fleets seem to loom up out of the mist with grand good fortune to do wondrous works only to disappear again when the crisis is past. Daring admirals and a host of first-class seamen rise to a sudden occasion to do duty for God and the King.

Today, naval history must be written to fit into the broad pattern of world events, and this Dr. Tucker has managed to do in a masterly way. He has shown that the real history of the RCN is concerned neither with legends nor unmeaning technicalities. It is rather the plain but fascinating story of how the Canadian people came into existence in the first place;

how Canada grew from a little colony to a nation of importance in world affairs; how with increased stature came important responsibilities; how her defences were managed in colonial times; how her government struggled with the problems of naval defence; and finally, how Canada built a navy to guard her shores and to protect her trade routes, and those of her allies, across the broad oceans.

To build a fleet of hundreds of fighting ships and to maintain that fleet at sea requires a tremendous effort and organization ashore. Industry must be geared to high production and new industries must be created. Thousands of men must be trained to build and to fight. Constant research must be conducted in the interests of improved weapons, techniques and tactics. The broad ramifications of strategy must be planned and implemented. The story of this huge enterprise is told in the second volume. This required a great deal of laborious research. Dr. Tucker and his staff in the war-time Naval Historical Section are to be commended for the way in which they painstakingly searched out the voluminous mass of files, messages, log-books and reports at Naval Headquarters that formed the source material.

Excellent and unusual photographs illustrate the books. One attractive feature of this work is the reproduction in color of canvases painted by Canadian naval war artists.

With the publication of the "Naval Service of Canada", a goodly portion of the history of the Canadian navy has been made available in a form that is authentic and academic, and at the same time, is written in a most readable and interesting fashion.—
E.C.R.

(Editor's Note:—As Dr. Tucker points out in his preface, the original intention was that the official history of the Naval Service consist of three volumes, one of which was to be devoted to Second World War Operations. However, it was decided, instead, to produce a popular account of the Operations. Written by Mr. Joseph Schull and entitled "The Far Distant Ships," it was published in 1950. It is now in its second printing and the new issue is expected to be in bookstores within a few weeks.)

'MAGGIE' HOLDS A PARTY

350 Belfast Orphans
Guests on Board
Carrier

HMCS Magnificent returned in late August to the land where she was born, and for 350 of the "Maggie's" contemporaries it was a happy occasion indeed.

In between exercises, the Canadian carrier spent five days at Belfast, Northern Ireland, in whose famous Harland and Wolff yards she was built and where, in 1948, she was commissioned. On one of those five days—August 30, to be exact—the Magnificent put on a party for 350 boys and girls from 13 orphanages and welfare homes in the Belfast area.

The day's unofficial slogan was, "A Sailor for Every Child", and as each youngster came on board there was a matelot to meet him or her and act as personal host.

For entertainment there were musical rides, clowns, Indians complete with teepees and bow and arrows, singing cowboys and circus animals. And there was, of course, plenty to eat. Then, as each visitor

left the ship at the end of the afternoon, he received a special gift from the men of the Magnificent—a toy purchased from a fund of more than \$550 which the sailors themselves had donated for the party.

The scheme had its beginnings while the ship was on her way to Belfast after a month in the Mediterranean. Lieut.-Cdr. Harry Taylor, the physical and recreational training officer, made the suggestion at a meeting of mess representatives.

As originally planned, it was only to be a modest venture, but the organizers failed to take into account the enthusiasm of the ship's company for the idea. The chief stokers started the trend when they came forward with \$11, one from each member of the mess, to be spent on presents for 11 visitors.

The idea caught on and at the next meeting of mess representatives everyone decided to follow the chief



It's not the "lone prairie" but the equally flat flight deck of HMCS Magnificent where three young Belfast lads have foregathered with braves from the Canadian wilds in front of a teepee erected for the children's party arranged by the ship's company. The redskins are AB Leroy Vaughan, PO James Donaldson and AB Hugh McConnell. (MAG-4154).

stokers' lead. The final total was just over \$550.

The children, from orphanages and homes within a 15-mile radius of Belfast, arrived in specially chartered buses. Each one was taken in hand by a sailor and escorted to the flight deck, where a true carnival atmosphere prevailed. Among the many amusements was a sideshow whose star performer was a magician especially hired for the occasion. The ship's band played throughout the afternoon and was another popular attraction.

Thirty of the children were crippled but that did not stop them from getting around. The broad shoulders of willing sailors saw to that.

At the end of the afternoon, as the tired young visitors went reluctantly over the brow to embark in their buses, members of the toy committee handed each of them a gaily wrapped package. And just to add a final touch, another group handed out bags of "eats".

As he watched them go, one sailor expressed the sentiment of all when he said, "I don't know who had the more fun, we or the kids, but it was a magnificent party, if you'll pardon the pun."

The orphans said the same, and more, in letters which were awaiting the Magnificent when she arrived at Rosyth, Scotland, two weeks later.



The children's party on board HMCS Magnificent in her birthplace of Belfast would have been practically perfect without it — but not quite — so there was ice cream for all the young visitors. The party had all the trimmings of a circus, music, magic and a present for each tot to take home. Lieut.-Cdr. Harry Taylor, the Maggie's physical and recreational training officer, shown centre, came up with the idea for the party while the Magnificent was cruising back from the Mediterranean from the United Kingdom. (MAG-4161).

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.

ALDRICH, Arthur E.....	P1EA4
ANDERSON, William T.....	LSQRS
ANDREWS, George W.....	LSRP1
ANDREWS, Michael V.....	P1EA4
ANSLOW, Clifford G.....	P1BD3
ASH, Eldon J.....	LSRPS
AUBREY, Edward H.....	P1LR1
AUNGER, Raoul L.....	P2TD1
BAILEY, Harold F.....	P2RP1
BAKER, Henry O.....	C1RT4
BAKER, Walter A.....	P1SM2
BANNERMAN, Roy D.....	P2AA1
BANNING, Percy T.....	C2MR3
BARLOW, Edgar.....	LSQM1
BEAUMONT, William R.....	LSTD5
BECIGNEUL, Adrian J. P.....	LSEM2
BECK, Oakland E.....	LSTD1
BECKETT, William G.....	P1RA4
BELL, Sheldon H.....	P2LR1
BERNARD, Gerard J.....	LSEM1
BOHNERT, Gordon A.....	LSTD5
BOUCHER, Adrien J.....	P2AA1
BONSOR, Edward J.....	C1TI3
BOURQUIN, Stanley E.....	P2RS3
BOUTHOT, Georges H.....	LSAAS
BOWHEY, Everett T.....	LSRPS
BOYLE, Paul E.....	P1RP2
BRAY, Edward A.....	P1TD1
BROWN, Donald G.....	LSEM2
BROWN, Gordon J.....	P2RC1
BROWN, Jean F.....	C1ET4
BROWN, Leslie W.....	LSQR1
BROWNE, Jack E.....	LSNS1
BROWNE, Thomas S.....	LSAAS
BRYNILDSEN, Sidney W.....	P2ED3
BURNETT, Kenneth G.....	P2RT3
CAMPBELL, Albert E.....	LSAA1
CAMPBELL, Benjamin.....	LSRPS
CAMPBELL, David S.....	LSTD5
CANN, Charles A.....	P1EA4
CANNON, Charles T.....	LSEM1
CAUDLE, Douglas A.....	P1EA4
CHADWICK, Edward H.....	P2EG3
CHALMERS, Robert B.....	LSTD1
CHUBB, Elwood K.....	C2QM2
CLARK, Lennox.....	C1ET4
CLARKE, James.....	LSAAS
CLAYTON, William G.....	P2QR1
CLEMENS, Robert J.....	C1ET4
CLEMENTI, Andrew B.....	P2EG3
CONNOLLY, Russell.....	LSAAS
CONRAD, Earl L.....	P2RC1
COOKE, Douglas W.....	C1EA4
CORMACK, Lloyd A.....	LSLRS
COTE, Maurice L.....	P2RT3
COULSON, George A.....	LSLR1
COULTER, Elmer I.....	LSRP1
CRAFT, Daryl L.....	LSRPS
CRISPIN, Ross W.....	LSLRS
CROCKETT, Henry J.....	LSRPS
CUBITT, William E.....	C2SM3
CUE, Charles P.....	LSLRS
CURTIS, Roger R.....	C1RT4
CUTTING, William A.....	LSRPS
DALE, Percy H.....	P2SM2
DAVIES, Kenneth O.....	LSEM2
DAVIES, Trebor E.....	P1SM2
DAVIS, Melvin F.....	C1RT4
DEAN, James W.....	LSRPS
DERRICK, John H.....	P1QR1
DICKIE, Gordon W.....	LSBD1
DICKSON, Jack E.....	P2ED3

DOCKSTADER, James T.....	LSTD1
DONNACHIE, Alexander M.....	LSTD1
DORION, Guy J.....	LSRPS
DORVAL, Robert R.....	LSTD5
DOUCETTE, Joseph W.....	LSAAS
DOYLE, Richard.....	P1AA1
DUBE, Henry J.....	LSRPS
DUECK, Clarence H.....	LSRPS
DUPRE, Harvey C.....	LSRPS
DUVAL, Roger J.....	LSAAS
EASTON, William R.....	LSED3
EDMUNDS, Leonard J.....	LSEM1
ENGLISH, Malcolm R.....	LSRPS
ENGLISH, Roy C.....	LSSM1
ENWRIGHT, John D.....	LSAA1
ERVEN, Keith B.....	P1SM2
FERNS, Earl S.....	LSRPS
FISHER, George B.....	LSSM1
FITZSIMONDS, Patrick T.....	P2QR1
FLACK, Robert A.....	P2PH2
FLANAGAN, Leonard G.....	P2RC1
FORGET, Jean P.....	P2TD1
FOSTER, John H.....	P1AA2
FOX, Joseph C.....	C1RT4
FRANK, James C.....	P2EG3
FRASER, Roy W.....	LSAAS
FROST, James F.....	LSEM1
GALLANT, Francis J.....	LSAA1
GEDDES, Leslie W.....	P2AA1
GENEAU, Paul R.....	LSAAS
GEORGE, Donald K.....	LSRP1
GILLIS, James V.....	P2QM1
GLOVER, William D.....	P2QR1
GOLD, Andrew A.....	P2AA1
GOODMAN, James H.....	C2SL2
GRAHAM, Kenneth R.....	LSRPS
GREER, Allison N.....	LSEM2
GUINDON, Keir G.....	LSMO1
GURNEY, Strang L.....	C1PI3
HALL, Dennis E.....	P1QM1
HALLADAY, George H.....	C1ET4

HARRIS, George B.....	P2RN3
HAYCOCK, Reginald J.....	P2RW3
HEARD, Huntley A.....	LSEM1
HENDERSON, Clayr W.....	C1ET4
HESK, William D.....	LSRPS
HILL, Herbert.....	C2QR2
HOGG, George G.....	C2QM2
HOOPER, Frederick R.....	P2RP1
HOWE, Norman L.....	LSRCS
HUNEAULT, Maurice J.....	LSAAS
HUNNIFORD, Norman.....	C2SM3
HYATT, Herman G.....	LSMO1
JAMIESON, William C.....	LSRPS
JENNINGS, Samuel A.....	P1ER4
JOHNSON, Gerald S.....	LSRPS
JOHNSON, Keith W.....	LSAA1
JOHNSTON, Michael R.....	P2AA1
JONES, Roy A.....	LSQRS
JONES, Thomas J.....	LSEM2
KAY, Lloyd D.....	P2AA1
KEATING, Robert V.....	LSAAS
KEAST, Sidney E.....	C2QM2
KEYS, Harold R.....	LSAAS
KEDDY, Arthur R.....	P2QM1
KEERY, George Mc.....	P1QR1
KEKEWICH, Glenn A.....	P2RP1
KENNY, James L.....	P2RS3
KILKENNY, Patrick L.....	LSRPS
KING, Lorne D.....	C1RT4
KRIEGER, Willie M.....	LSTD1
LAATSCH, Howard D.....	P2LR1
LAND, Robert W.....	P1AA1
LAMONTAGNE, Joseph G.....	LSRPS
LANG, John W.....	C1RT4
LARTER, Dewar C.....	LSRPS
LATTA, Ernest B.....	LSEM1
LECLAIR, Richard J.....	P2SM2
LEGGETT, William.....	C2MR3
LETOURNEAU, Jacques J.....	LSEM2
LEWIS, Norman K.....	LSRPS
LIPSCOMBE, George J.....	LSEM2
LLEWELLYN, Charles S.....	P1TD1
LONG, Murray A.....	LSTD1
LONNEE, Donald R.....	P2AA1
LONVICK, Gordon E.....	P2AA1
LOUSSIER, Donald J.....	LSSM1
LOVEKIN, Trevor F.....	C2QM2
LUNDY, Jack W.....	LSQMS
LUSH, William F.....	LSMO1
LUTHER, Laverne M.....	LSTD5
McALPINE, Roy E.....	P1AA2
McCABE, Thomas G.....	P2TD1
McCARTHY, Paul A.....	C2MR3
McCORMICK, Michael M.....	LSAAS
McDOUGALL, Daniel P.....	P2A02
McGREGOR, John H.....	P2LR1
McGUIGAN, Basil F.....	LSQRS
McINNIS, Bernard L.....	C1ET4
McINTYRE, James L.....	C1QI3
McKEARNEY, Lyle V.....	P2RP1
McKENZIE, Charles R.....	C1G13
McLEOD, Frank T.....	P2TD1
McMILLAN, Ronald A.....	P2AA1
McNUTT, Ernest W.....	P1RP2
McQUESTION, Robert J.....	LSRPS
MacARTHUR, Francis.....	LSDV1
MacDOUGALL, Oscar E.....	LSAAS
MacNEIL, Stephen F.....	LSAA1
MacPHEE, Arnold J.....	LSQMS
MAHDIAUK, John.....	P2RW3
MAITLAND, James A.....	LSRPS
MALLORY, Victor R.....	LSAAS
MANDY, Lawrence B.....	P1RP2
MANN, Charles R.....	C1QI3
MARSHE, George L.....	LSEM2
MARKS, James R.....	LSEM1
MARSHALL, Raymond W.....	P1QR1
MARTIN, Joseph E.....	LSQMS
MARTIN, Kenneth E.....	P2PH2



This silvered Sabre model, mounted on a matched teak base, has been presented by the Chief of the Air Staff, Air Marshal W. A. Curtis, on behalf of the RCAF's 410 Fighter Squadron, for annual award to the naval air squadron judged to be the most efficient on board HMCS Magnificent. In November 1951 the Magnificent transported 410 Squadron to the United Kingdom. (HS-19858).

MASON, Stanley L.....LSAAS
 MEIKLE, Bruce D.....LSEM2
 MELANSON, Paul J.....P2RC1
 MERCHANT, Edward L.....LSRPS
 MICHEL, John S.....LSAAS
 MISIURAK, William.....PIEA4
 MITCHELL, Earl C.....LSEM1
 MOFFATT, Herbert C.....P2AA1
 MOIR, John H.....LSAAS
 MORO, Louie J.....P2PT1
 MOSKVEN, Peter.....PIAA1
 MUNRO, Gordon W.....LSRPS
 MUNRO, Ronald A.....C1T13
 MURPHY, Avard C.....P2RW3
 MURRAY, Wallace N.....LSTDS

NANTAU, Roy F.....LSAAS
 NELSON, David H.....C1RT4
 NEWHOOK, Delmer E.....LSEM2
 NEWMAN, Donald H.....C1ET4
 NICHOLSON, Peter J.....P1QR1
 NIEMAN, Arthur E.....C1Q13
 NORMAN, William S.....C1ET4

OAKES, James H.....LSPH1
 OLIVER, Howard M.....C1G13
 OUELLET, Guy.....P2RP1
 O'BRIEN, Michael.....LSTD1
 O'NEIL, Patrick J.....P2DV2

PAGET, Leonard J.....P1RP2
 PATERSON, William H.....LSAAS
 PATTISON, Robert O.....LSEM1
 PATTON, Lawrence A.....P2ET3
 PEARSON, Clifford.....LSEM1
 LENNINGTON, Ralph K.....LSAAS
 PERCY, Harvey S.....LSQM1
 PETERS, Eugene.....C2RG3
 PETERS, Joseph H.....LSQMS
 PETRY, David G.....LSAAS
 PLANT, William A.....P1RP2
 POLLOCK, Reginald A.....LSEM2
 POTTS, Frederick W.....C1PT2
 PRINGLE, John L.....LSRCS

RAMSAY, William.....P2RC1
 RAMSDALE, William A.....C2MR3
 REID, Eric R.....LSQRS
 RENAUD, Lloyd G.....LSAAS
 RHYMES, Reginald H.....P2TD1
 RICHARDSON, Kenneth T.....P2QM1
 RICHEY, Robert J.....LSQMS
 RIGBY, Kenneth J.....P2MO2
 RILEY, John M.....LSQRS
 ROBERTS, Hugh P.....P2EA3
 ROBERTSON, Robert.....P2AA1
 ROBICHAUD, Joseph G.....LSMO1
 RISWOLD, Bernard M.....LSTDS
 ROSS, Laurier J.....LSRPS

SAINSBURY, Edward S.....C1ET4
 SANDERSON, Donald E.....LSEM2
 SANDFORD, John W.....LSEM1
 SAUNDERS, Hayward M.....LSTDS
 SAVAGE, David A.....LSEM2
 SEARS, Gordon A.....C1Q13
 SEEBOLD, Leslie J.....LSRCS
 SHEPARD, Edgar S.....P1BD3
 SHILLINGTON, Clifford T.....P2AA1
 SHORE, Hugo M.....P2TD1
 SIMPSON, Charles M.....LSAAS
 SIROIS, Robert J.....LSTDS
 SKIBA, Stanley A.....P2TD1
 SKINNER, Arthur J.....LSRPS
 SKINNER, Launcelot R.....LSEM2
 SMITH, Keir D.....LSRCS
 SMITH, Vernon M.....LSEM1
 SNOW, Douglas S.....LSEM2
 SNOW, Henry S.....C2ET4
 SORRELL, William G.....P2ED3
 SOULIERE, Ronald P.....LSAA3
 SOUTHERN, Roy F.....P2QR1
 SPEED, Ronald D.....P1RP2
 STANDLEY, Neil A.....LSQRS
 STEPHENS, Samuel B.....P1RP2
 STORY, Douglas A.....LSTDS



Alice, the famous foundling who served through two tours of Korean duty as mascot of HMCS Cayuga, was granted her Canadian papers in September, enabling her to take up a well-earned draft ashore. Alice now makes her residence with PO James Tyre, her former master in the Cayuga, who also moved ashore, and she is shown here with PO and Mrs. Tyre at her new home. The dog was a four-week-old waif when she joined the Korea-bound Cayuga at Guam during a fuelling stop there in July 1950. She remained as ship's mascot until May of this year, when the destroyer returned from her second tour. After spending three months in quarantine, Alice was released in September — a full-fledged Canadian. (E-20506).

STRONG, Clyde M.....LSEM2
 STYMEST, Leslie H.....LSQRS
 SULLIVAN, Robert J.....LSMO1
 SUTTON, Anthony P.....LSTDS
 TATTON, George E.....P1GA3
 TAYLOR, Walter E.....P2RP1
 THACKERAY, Bruce A.....P2RP1
 THIBEDEAU, Francis J.....LSRPS
 THOMASSET, Gaston M.....C1ET4
 TOBIAS, James J.....P1PT1
 TOOHEY, James E.....LSLRS
 TORY, George S.....P2RW3
 TOWNSON, Douglas E.....P1AA2
 TREPANIER, Albert J.....C2PT2
 TUCKER, Thomas I.....C2BD3
 TURNER, Louis F.....LSMO1
 TYRE, James A.....P2AA1

UDLE, Eric B.....LSRPS
 VERVILLE, Jean P.....LSSW1

WALSH, Edwin J.....P2RP1
 WATKINS, Charles F.....LSQR1
 WEAGLE, Earle R.....LSRPS
 WHITE, Lemuel E.....LSQRS
 WHITE, Robert W.....C1RT4
 WHITTY, Charles M.....LSEM2
 WIBBERLEY, Robert B.....LSEM2
 WILE, Philip O.....P2AA1
 WILKINS, Ronald H.....P2AA1
 WILLIAMS, Lionel C.....LSTDS
 WILLIAMSON, Clifford.....LSRPS
 WOOD, Pearl E.....LSAA1
 WOOD, Ronald A.....LSTDS
 WOOD, William J.....P2RS3
 WYLIE, Leonard B.....LSRPS

YOOL, Curtis R.....P2PH2
 YOUNG, Alfred.....P2PH2
 YOUNG, Gordon A.....P2ED3
 YOUNG, Lawrence J.....LSQR1
 YOUNGER, Peter M.....P1AA1

Spectacular Show

*Armed Forces Display at CNE
Seen by Thousands and
Termed 'Best Yet'*

Then Sea Furies and Avengers of the RCN took over. They attacked a floating target (representing a surfaced submarine) with rockets, cannon and machine guns and, much to the delight of the spectators (and pilots), demolished it 11 times in 14 tries. In addition, the Furies gave displays of high-speed flying and the Avengers demonstrated deck landing procedure (hook down, flaps down) and their armament carrying capacity.

A popular favorite was the Sikorsky helicopter, recently acquired by the RCN, which closed out the daily naval air show with a water rescue. The large egg-beater caused many a sore neck among the throngs at the CNE as it hovered and circled over the crowds many times each day.

The Canadian Army, not to be outdone in the air, carried out two spectacular paradrops into the lake, each time with a "stick" of 24 paratroops supplied by the 1st Light Battery, Royal Canadian Artillery. The troops were then picked out of the water by RCAF crash boats and Toronto harbor craft, with HMCS York's PTC 716 standing by as "Headquarters Ship", receiving the

"rescued" men from the smaller craft.

On the ground there were still more aircraft and air personnel. In the main Armed Forces exhibit was an F86, and the RCAF also had a cutaway, chromium plated, jet engine and a Link Trainer. The RCN parked its helicopter machine a short distance away, alongside a static display consisting of an Avenger and naval air equipment. Between these aircraft and the main display area the Army had a mock jumping tower from which it showed the visitors how paratroopers are trained.

The army also had teams from the Royal Canadian Electrical and Mechanical Engineers putting on a fascinating display of speed and precision in the assembly of a dismembered jeep, and driving away from the confusion of tools with horn blowing in less than two minutes. Another group from the Royal Canadian Artillery did a similar job in putting together a pack howitzer and firing it in less than one minute.

Of the static displays, one of the other big eye-catchers was a 40-foot waterline model of HMCS Iroquois complete to practically every detail.



FOR five successive years the Armed Forces of Canada have gone on display at the Canadian National Exhibition at Toronto. By means of exhibits, films and demonstrations the Navy, Army and Air Force have acquainted many thousands of Canadians, in graphic fashion, with their achievements and objectives.

This year's participation by the Armed Forces was, in the words of Defence Minister Brooke Claxton, "the best yet". Many persons termed it one of the top single attractions of the CNE.

The whole chain of exhibits was closely co-ordinated and gave a comprehensive picture of defence requirements and activities. Huge crowds visited the central display area which was at times so closely packed that movement through the crowds was difficult. It is estimated that even more visited the display during the two weeks of the CNE than in the previous year, when about 500,000 visitors attended.

The recruiting staffs did a rush business answering inquiries from interested young men and women.

There is a little question that the most spectacular event of the exhibition was the air display given by aircraft of the RCN and the RCAF. Each evening, F86 Sabre jets gave a demonstration of formation flying and machine-gunned a waterfront target, and a T-33 jet training aircraft put on a display of aerobatics.



One of the outstanding single exhibits in the Armed Forces display at the Canadian National Exhibition was a 40-foot model of HMCS Iroquois. This photo was taken during a morning lull; usually the model was surrounded by interested spectators. (O-2985).

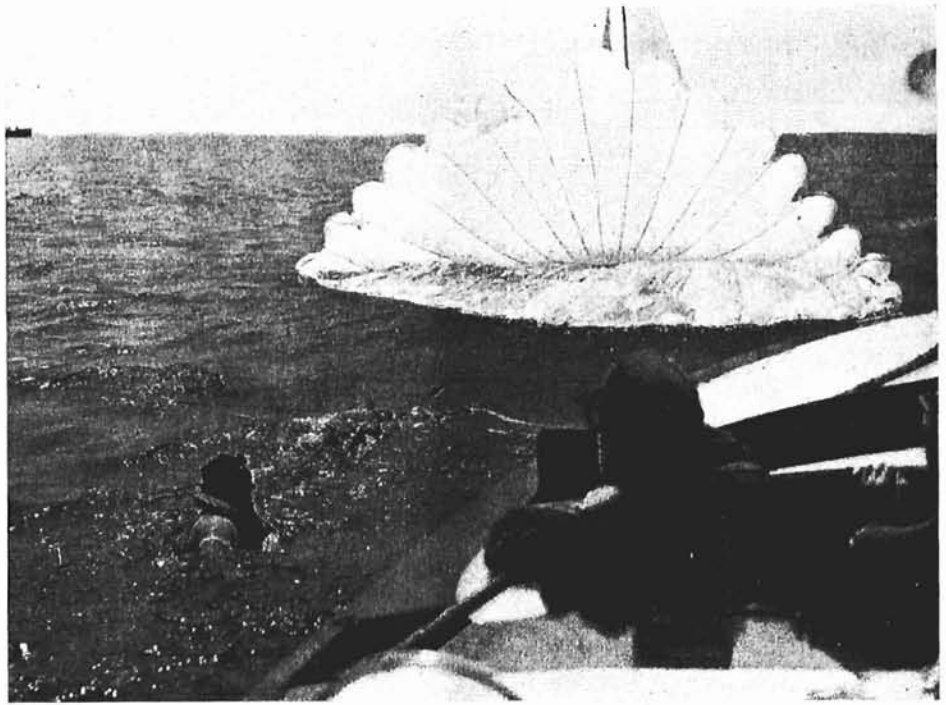
The model was mounted with an elevated catwalk around it, enabling two men to reach any part of the model while explaining its various features to the encircling crowds.

The Royal Canadian Dragoons had a Centurion tank on display between the destroyer model and the RCAF jet. It also proved a great crowd-getter with a steady stream of inquisitive civilians passing by.

The Armed Forces Theatre, constructed for last year's CNE, was again operating with capacity crowds. Some eight different films depicting Navy, Army, Air Force and Canservco activities were shown in rotation.

The perimeter building around the main display area was divided into various sections showing the Canadian contribution to the United Nations in Korea, the work of the Bureau of Current Affairs, the individual roles of the three services and the benefits of service life. Each service used its own portions of the building to tell the story of its part in the defence structure of Canada and in NATO. The RCN chose to emphasize its role in protecting convoys and the vital part this plays in the grand strategy of defence.

Not an actual part of the Armed Forces exhibit but certainly a credit to the service was the "gun-run" staged by men of HMCS York in the grandstand show before a packed audience of 27,000 every night. It was a display of precision, teamwork



Twice during the exhibition, paraproops were carried out by 24 members of the 1st Light Battery, Royal Canadian Artillery, just off the CNE lakefront. Here a paratrooper is about to be picked up after the jump. (Canadian Army photo CC-5231A).

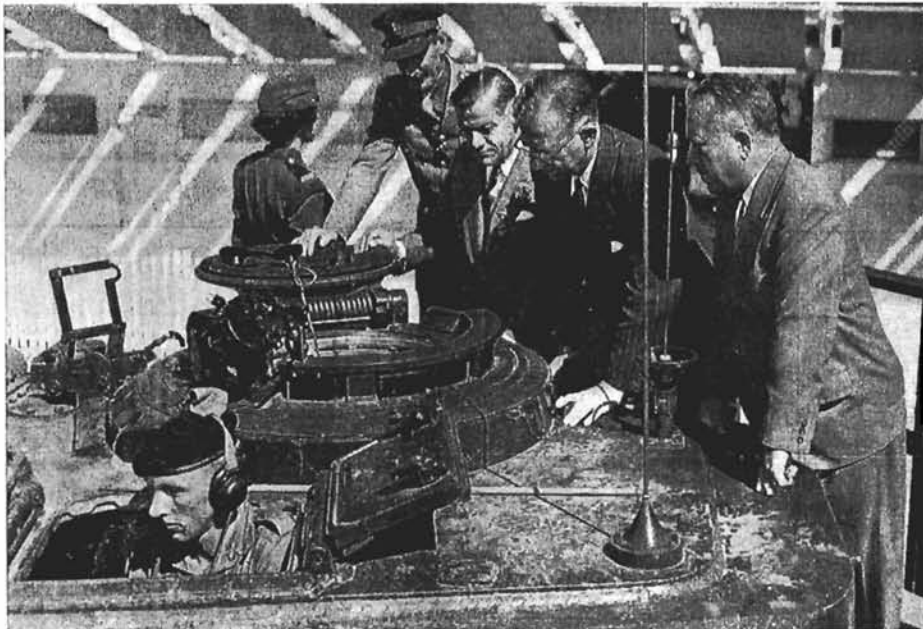
speed and ingenuity that never failed to win warm applause from the crowded stand.

For the first time, Wrens, CWACs and airwomen served this year as members of the Armed Forces exhibit staff and there is no doubt their presence played a part in popularising the service show.

The Naval Sea Fury and Avenger aircraft came from the 31st Support Air Group, under the command of Lt.-Cdr. J. B. Fotheringham. Lieut. D. D. Peacocke commanded the flight of Sea Furies and Lieut. E. M. Davis the Avengers. Lt.-Cdr. J. D.

(Continued on page 32)

On an official visit to the Armed Forces display, Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, meets S/L George Moir, officer-in-charge of the exhibit. Others in the photo are Commander (SB) William Strange, Director of Naval Information and chairman of the Armed Forces CNE committee which organized and produced the display, and Major Ralph Young, in charge of Army units attached to the display. (O-3027).



Defence Minister Brooke Claxton, shown here, second from right, inspecting a Centurion tank in the central exhibit area, was an interested visitor to the Armed Forces display. With him, left to right, are Major-General H. D. Graham, General Officer Commanding Central Command; Robert Saunders, chairman of the Ontario Hydro Commission, and Hiram McCallum, then assistant manager and now general manager of the CNE. (Canadian Army photo CC-5254).



Afloat and Ashore

PACIFIC COAST

Ordnance School

A call to dispose of a contact mine found by fishermen on an island near Prince Rupert was answered on September 11 by Lieut. Benjamin Ackerman and PO Colin Drew.

Taken north by RCAF aircraft and RCMP boat, the two made short work of the mine, then returned to their respective jobs in the Explosive Disposal Unit of the Ordnance School.

CPO Alf Lee has returned from a visit to Chicago, with many tales to tell of the "Windy City".

Sub-Lt. G. T. Mainer has been welcomed back to the school. Now that he has graduated from the University of British Columbia with honors, he is preparing to take an ordnance officer's qualifying course in the school.

CPO James Vincent is on his way to Stadacona, while Petty Officers Arthur Burns, Ernest Partridge, Ronald Caught, George Tatton,

Albert Simons, Reginald Finchfield and Jack Bell have also caught outgoing drafts. Incoming men include Petty Officers P. Town, John Page and William Steadman.

Once again, sparked by the able pitching of CPO Chester Padget, the Ordnance School men were victors in the Naden inter-part softball league. CPO Padget has since joined HMCS Ontario for her around-South-America cruise.

Aldergrove Radio Station

Top honors in a horseshoe tournament held recently went to PO Graham McKay, with second place being taken held by Ldg. Sea. Lloyd Milton.

Plans are under way for a turkey shoot in December. Arrangements are also being made for the annual Christmas Party for the children of station personnel.

Keen competition is being shown between the daymen, the watchkeepers and the civilian personnel of the station in the current sale of

Canada Savings Bonds. To date \$4,600 worth have been sold, with the daymen holding the lead.

On September 24 a blood donor clinic was held at nearby Langley, B.C. A total of 17 men gave blood at this clinic during the afternoon and evening. The wife of one man also accompanied the evening group and made a contribution.

During recent weeks there have been a number of changes in the station staff. New arrivals include Leading Seamen Alvin Nelles, William Hogg and Ralph McDonald, and Able Seamen Ivan Anderson, Wesley Garvin, James Moore, Robert Koons and Leslie Hughes.

Departures include Leading Seamen Lloyd Milton and Lloyd Glassford to Cornwallis for a P2 course. PO Kenneth Potter is leaving shortly to take up new duties at Cornwallis.

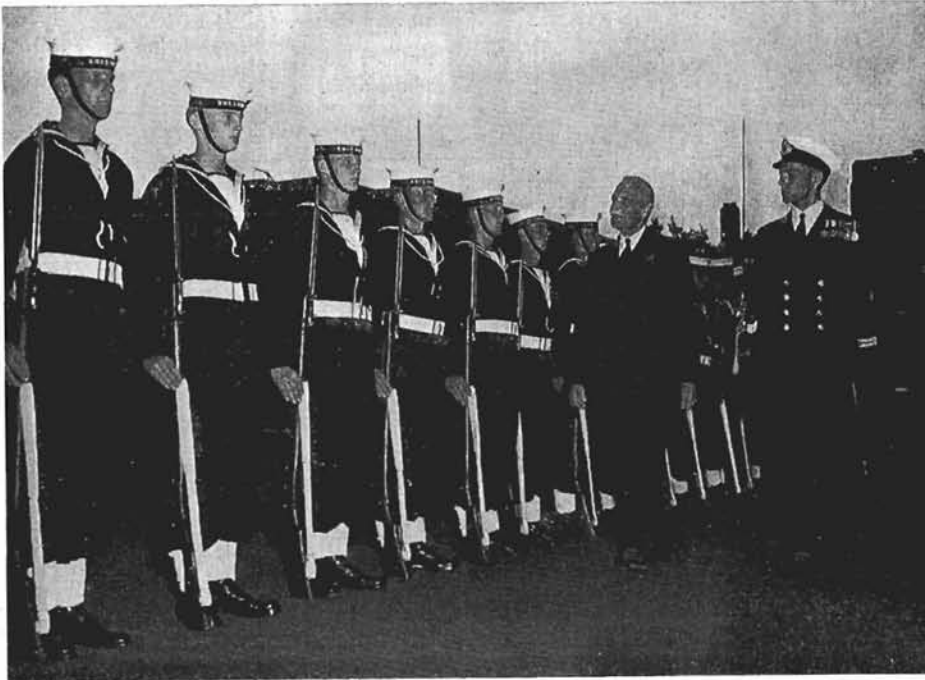
The appearance of the naval married quarters is being greatly improved by landscaping. This work is being carried out by the civilian employees, in some cases assisted by the station staff.

Communications Training Centre

July and August were busy months for the CTC. Under the supervision of the Chief Instructor, CPO Walter Clements, classes for reserve officers and men were successfully completed. The CTC staff is now busy preparing a series of two-week lectures in communication subjects in an effort to bring all hands up to date.

Recent arrivals in the school have been CPO Tom MacIntyre, POs Roy Wheeler and John Radley, and Able Seamen Tony Veenpel and Dennis Pierson, all from the Cayuga via leave. From the Athabaskan have come Ldg. Sea. Bill Penny and Able Seamen Nick Malyish, Cecil Drummond, John Molnar and Barry Montgomery.

Recently returned to "Paradise" from the land of the Bluenoses, CPO Bob Wilson is rapidly regaining his health. PO "Shakey" Clark, drafted from the Athabaskan to the Ontario, dropped in to say hello. PO George Mannix also joined the Ontario and PO George Worrall has been drafted to Cornwallis for a leadership course.



Prime Minister Louis St. Laurent inspects a guard of honor paraded when he visited HMCS Naden during his western tour. Accompanying him is the officer of the guard, Lieut. J. S. Hertzberg. Mr. St. Laurent spoke to the ship's company of Naden, toured the dockyard and visited HMCS Ontario. (E-20280).

HMCS Crusader

Thus far in her still young life as a member of the United Nations force in Korea, the Crusader has steamed more than 12,000 miles and fired half a thousand bricks in anger at enemy troop installations, supply dumps, A/A positions and, recently, MIGs in an early morning encounter off the Korean west coast.

In support of an amphibious operation involving Korean guerillas, the Crusader threw indirect fire on an enemy-held village on the west coast, with the New Zealand frigate Rotoiti acting as spotter. This bombardment was the most successful one the ship has carried out thus far, her shells demolishing half the village and setting the remainder afire, thus completing the destruction of an enemy stronghold.

On the forecastle, CPOs George Dyson and Ernest ("I'm just a shell") Clarke, of Victoria, are considering the erection of a lean-to and the claiming of squatters' rights. They are averaging three jobs a day on the cable and are awaiting the arrival of winter weather when they can really show the boys how rugged they are.

When the Crusader first arrived in Japan, Ldg. Sea. Tom Weir, of East Braintree, Man., was landed for duty with the standing shore patrol in Sasebo. He carried out his duties with this patrol for three



Some of the many activities carried out at Cornwallis were portrayed on a float entered by the training establishment in a parade held at Annapolis on the occasion of the town's Natal Day. (DB-1843).

months and, recently, when he returned to the ship, the following message from the Flag Officer ashore preceded him:

T. D. Weir, LSM 7531-E.

The conduct and bearing of this rating during his stay with the Sasebo Standing Patrol has been exemplary. He is a credit to the RCN.

210043Z August.

In sports, the Crusader has kept her end up in a most surprising and

pleasing manner. In softball she has taken on all comers and has come out on top on each occasion with the exception of a heart-breaking 2-1 loss to the American team from Fleet Activities. Then she scored a victory in an RN-sponsored pentathlon which was an upset of major proportions (see Navy Plays).

Last month the Salvation Army appeal for funds was answered in grand style at the pay table when the ship's company showered their dollars into a common barrel and added over \$200 to the "Sally Ann's" coffers.

The ship's newspaper, whose birth was appropriately reported in last month's Crow'snest, now has a name. —"The 228 Gait".—F.L.P.R.

Mechanical Training Establishments

The MTE proved to be an outstanding asset in the sports meets held during the visit of HMS Sheffield to Esquimalt.

When the Naden water polo team won the cup by defeating the Sheffield 7-4, Ord. Sea. Dale Lawrence and Ord. Sea. Ronald Foyle, both from the MTE, scored two goals and one goal respectively.

The Naval Veterans Soccer Trophy was won by the RCN team by a 1-0 score as the RN team went down to one of its few defeats. The lone goal was scored by CPO Eddie DeCosta of the MTE, which was also represented on the RCN team by AB Terrance Cowan.

The MTE entry, captained by AB Stanley Fish, won first place in the 10-man medley race.



The George Banfield trophies, presented to the Scout and Cub of the First Belmont Scout Troop and Cub Pack making the most progress during the year, was awarded to two brothers, Gerald and Gordon Plastow. Gordon, 9, left, and Gerald, 12, are pictured with their trophies, and behind them are their parents, Petty Officer and Mrs. James E. Plastow, and, centre, the donor of the trophies, George Banfield. (E-20619).

The Mechanical Training Establishment is hoping to garner new laurels through the recent arrival of Ord. Sea. Dale Lawrence, who is the 50-year free-style swimming champion of Alberta.

ATLANTIC COAST

HMCS Haida

Ring...ring...ring... Action Stations!

For four days just before the Haida sailed for Korean waters to relieve the Iroquois, concentrated work-ups off the coast of Nova Scotia brought home to her crew that peacetime cruising was over.

In the four days, the Haida fired 800 rounds of 4-inch, carried out night encounters and bombardments, sent away landing parties, destroyed mines, fired torpedoes and practiced general drills and action messing.

Assisting with the work-ups were the Training Commander, Commander R. P. Welland; the Command Gunnery Officer, Commander G. M. Wadds, and Lieutenant (G) H. H. Smith.

Following this short but intensive program, the ship's company were granted a well-earned week-end leave... their last at home for the next year.

HMCS Brockville

The Brockville closed the summer training season by taking part in the Nova Scotia Fisheries Exhibition at Lunenburg. The six-day stand was made most pleasant by the efforts of the entertainment committee. A smart

platoon from the ship represented the RCN in the colorful parade highlighting the week's activities.

Two days of ship-handling by JOTLC classes at Bedford Basin also afforded the engine room department a chance to get additional training at the main throttles.

The Brockville had the distinction of taking Parliamentary Representatives of the Commonwealth Countries on an afternoon cruise around Halifax Harbor and approaches.

HMCS Iroquois

The Iroquois spent most of September at sea on a 24-day patrol. There wasn't much respite, either, for after a four-day turn-round she left Sasebo again for a run up the east coast of Korea.

For the first two weeks of the September patrol the ship was group commander in one of the inshore areas on the west coast of Korea. It was a real shooting run, topped off by a very successful raid on the enemy mainland by UN troops. The raid was directed from the Iroquois and covered by her guns.

The men at the guns came in for some high praise. Shore spotting teams in the area said the Iroquois' shooting was "the best we've seen in this area in six months." British fliers from HMS Ocean, who have spotted for the Iroquois' bombardments on a couple of occasions, said it was the best destroyer gunnery they'd seen here or in the Mediterranean. This gave a lot of joy to the gunnery officer, Lieut. Doug. Tutte,

Men From Stadacona Fight Forest Fire

More than 200 volunteers from HMCS Stadacona helped hem in a 1,000-acre forest fire in the Goodwood, N.S., area, near Halifax, early in September.

An appeal to the Navy came September 9 when the fire reached such proportions that it threatened the Goodwood community. Lower deck was cleared and volunteers were called for in Stadacona's "A" Block. Practically all of the 740 men stepped forward and from them 200 were chosen.

For six days teams from Stadacona fought the blaze. One of the officers, Lieut.-Cdr. Les Crout, worked 24 hours at one stretch. A party of 30 university cadets from the Reserve Training Establishment in Stadacona won special praise from Lands and Forest Rangers. During the first night, the naval men fought the blaze in thick woods using only back tanks. They were credited with preventing a further outbreak later in the week.

of Victoria. His life wouldn't be worth living if the gunnery wasn't good, for the captain is a gunnery specialist himself.

After the two weeks inshore, the Iroquois was relieved by a British frigate and moved seaward to join the carrier screen with HMS Ocean. On one of her night sallies along the coast during this period, she captured an enemy junk, which became the first command for Lieut.-Cdr. Kai Boggild, the ship's executive officer.

Best news of the month was one concrete sign that the homecoming is near. The ship expects to go home via Esquimalt, and applications for leave from there were processed recently. The first lieutenant devised a sort of point system, taking into account the size of a man's family, whether he had leave at home last Christmas, whether he had successfully avoided the captain's table this trip and so on.

HMCS Portage

The Portage was very active during August and September. On August 11 she sailed for Bermuda in company with HMCS Wallaceburg and USS Runner for anti-submarine training. Arriving back in Halifax on the 23rd, she sailed again on the 25th with HMS Alderney for A/S training.

The next commitment was a trip to St. John's, Nfld., from September 8 to 14. On the return voyage, the ship had the honor of flying the flag of Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast. The



The number of Canadian destroyers to be assigned to Special Force duty with the UN fleet in Korean waters was increased to eight when HMCS Haida sailed from Halifax for the Far East on September 27. More than 1,000 persons gathered to wish the Haida bon voyage as the veteran of Second World War combat set out for her first tour of operations in the Korean theatre. (HS-22150).

Admiral's birthday occurred while he was on board and a cake was presented to him by the ship's company.

During this voyage, "Operation Haystack" was carried out with the Wallaceburg. The latter represented an enemy supply ship (with a maximum speed of 10 knots) attempting to make Halifax, having slipped out of the neutral port of St. John's during fog. The Portage's job was to capture her before 1500 Sunday, September 14. The Wallaceburg had a five-and-a-half-hour start but was apprehended at 1315 on Sunday.

The Portage and Wallaceburg sailed again for exercises September 22, this time for Boston, Mass., via Saint John, N.B. They returned October 1 to Halifax.

TAS School

New classes which are in session at the Torpedo Anti-Submarine School in Halifax are a long course for TAS officers, a TAS instructors' class, a TD1 class, a TD3 class and a class of TAS writers.

Several staff changes have occurred at the school recently. Welcomed from the West Coast was CPO Charles Scott, who has commenced his TAS instructor's qualifying course, while CPOs Brian J. Brown and Duncan Wallace have gone to Esquimalt. CPO Brown has passed his Fleet Selection Board and has entered the Preparatory School at HMCS Naden.

CPO Gordon Board has joined the staff from HMCS Quebec and is with the equipment and trials section. CPO John Lipton and CPO Gordon White have received sea drafts.

The TAS School has also said farewell to one of the older chiefs, CPO Dalbert Dorrington, who has joined the training staff of HMCS Cornwallis after a considerable period as stores chief in the school.

Navigation Direction School

The Navigation Direction School at Stadacona is a hive of activity these days. Among the classes at the school are a radar familiarization course of four officers, an RP2 class of 11 men, three RP3 classes with 38 men enrolled, and a QM2 class of 14 men.

Meanwhile, an RP2 class of six men, along with their instructor, PO George Jones, went on board HMCS Quebec for practical training during Exercise Mainbrace.



Wren Ann Watson, of Toronto, chosen by her shipmates to represent Cornwallis as a Princess in Natal Day ceremonies at nearby Annapolis, is pictured in the float in which she rode in the parade. Her chauffeur is CPO Brian Inglis, of Salt Spring Island, B.C. (DB-1835).

On the drafting side of the ledger, two staffers, Petty Officers Ernest McNutt and Leonard Paget, left for England on October 1 to qualify for their instructor rate.

HMCS La Hullose

Canadian naval history was made on the last of the three UNTD summer training cruises from Halifax when HMCS La Hullose was chosen to visit Whitby, England.

It all started during the war, when the people of Whitby, England, presented a plaque representing the town's coat-of-arms to the corvette HMCS Whitby. The Whitby never visited her namesake, but the plaque, which has been in the Beausejour Museum in New Brunswick since the corvette paid off, was taken to England by the La Hullose on her third and final cadet training cruise.

During the ship's visit to the town of Whitby the plaque was officially presented to the Royal Canadian Navy and was accepted on the Navy's behalf by Lieut.-Cdr. A. H. McDonald, commanding officer of the La Hullose. Lieut.-Cdr. McDonald, at an official reception, presented to the town of Whitby a

framed photograph of the ship and a plaque with the ship's crest.

During the three-day stay the people of the Yorkshire village did their utmost to make the visit a pleasant and memorable one.

Whitby, Ontario, which also sponsored its corvette namesake, was put into the picture after the La Hullose reached Halifax to end the cruise.

Lieut.-Cdr. McDonald mailed off a greeting from Councillor John T. Stoney of Whitby, England, to Mayor H. W. Jermyn of the Ontario town, along with press clippings about the visit.

Communications School

PO Norman Marsaw is back on familiar ground. On completing instruction of Wren Class "A" he was drafted back to Coverdale naval radio station. He was joined there later by Ldg. Sea. Charles Lamb, who completed his instruction of Wren Class "B" at the end of September.

Commissioned Officer (SB) Harry Hargreaves has joined the school staff from Stadacona, where he instructed UNTD Cadets at the Communications Training Centre.

NAVAL DIVISIONS

HMCS Donnacona

(Montreal)

Montreal's football season opened with a bang—and the Navy provided the bang.

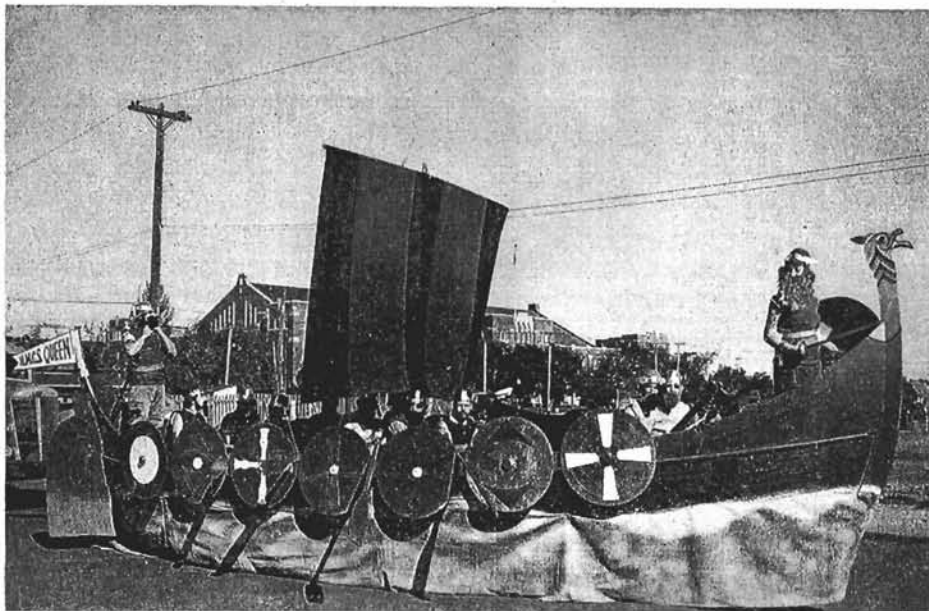
The opening game, between Montreal Alouettes and the Ottawa Rough Riders, was marked by an inter-service military display in the course of which naval gun crews from HMCS Montcalm fired 12-pounder field guns.

A tri-service guard was present under the command of Sub-Lt. F. W. N. Ross, and two members of each service took part in a jeep assembly display at half time.

Throughout the game music was provided by the Donnacona band under Lieut. (SB) Norman G. Moulard.

The following day the guard and band of Donnacona presented a naval display for the neighboring city of Verdun. The display, which attracted a large number of onlookers, included the ceremony of "Beating the Retreat".

The Ladies' Auxiliary held its first meeting of the season on September 16. Miss F. Brais, president, outlined plans to continue and improve the



Stokers and Wrens of HMCS Queen, under the direction of Commissioned Engineer F. G. Budd, created this float for the Travellers Day Parade held in Regina. The float won honorable mention. (Photo by Heenan, Regina).

hospital visiting program. The groundwork for the Christmas party was laid and the members brought forward plans for a season of increased activity.

The division's drill night has been changed to Monday instead of Wednesday. The staff has drawn up a program of training and recreation which it is hoped will make the coming season one of the most profitable in Donnacona's history.—*R.F.D.S.*

HMCS Queen (Regina)

A rigorous training program was planned for various branches in Queen as the training season opened for another year. Emphasis has been placed on specialist courses but a large class of new entry personnel is expected.

On the social side, a court whist was held by the ladies' auxiliary of the chief and petty officers' mess while a square dance was staged by the ladies' auxiliary of the wardroom. Both events were well attended.

Honoring CPO Vincent Horth, leaving Regina after 22 months service in Queen, and Mrs. Horth, a farewell party was staged by the chief and petty officers' mess.

His Excellency, the Rt. Hon. Vincent Massey, Governor General of Canada, was entertained by officers of HMCS Queen when he and his party visited the wardroom during his Regina visit.

Annual dinner was held by the

HMCS Prevost (London)

HMCS Prevost, at the bottom of the heap in the 1951 Great Lakes Naval Regatta, was heartened this year by gathering a few extra points for the division's best regatta record to date.

The division was particularly proud of the Wren crew. Smartly turned out in bell-bottomed trousers, the Wrens showed seamanlike qualities in sailing and boat pulling to match their nautical appearance.

Their seamanship again shone after the regatta when the Wrens thoroughly enjoyed a trip by Fairmile over rough seas from Port Colborne to Port Stanley that kept some of the old hands at the rail. Ord. Wren Margery Hall was one of the few new entries who could hold the rolling ship to a true course.

With the return of Prevost's Fairmile to its berth at Port Stanley, a full schedule of training cruises was laid on for the closing weeks of the summer. Sunday cruises for Wrens and week-end and mid-week cruises for officers and men were arranged.

The cruises included a visit by the Chiefs and POs to HMCS Hunter at Windsor.

chief and petty officers' mess with Lt.-Cdr. W. Haggett as guest speaker. Lieut.-Cdr. Haggett is executive officer of Queen.

A mess dinner was held by the officers and was voted an outstanding success.



Wrens from HMCS Prevost learned practical seamanship aboard the London division's Fairmile during the summer. Quartermaster here is Ord. Wren Margery Hall, steering the vessel under the watchful eyes of Sub-Lieut. Arthur Collin and PO Barbara Ernst. Awaiting their turns at the wheel are Ord. Wrens Margaret Ferguson and Kaye Shaw. (Photo courtesy The London Free Press).



The flag of a British admiral was flown in a Canadian minesweeper when, on August 28, Vice-Admiral Sir William Andrewes, Commander-in-Chief America and West Indies, embarked in HMCS Cordova, tender to HMCS Discovery, to exchange farewell salutes with his flagship, HMS Sheffield, off Vancouver. On leaving the Cordova, Admiral Andrewes presented his flag to Commander Glen MacDonald, commanding officer of Discovery, above, to be retained by the division as a memento of the occasion.

Prevost recently received a model of her historic namesake, the sailing fighting ship HMS Lady Prevost, made by Lieut.-Cdr. T. F. Owen, former commanding officer, now of Quebec City. The model will be on display in a glass case in the wardroom.—N.C.

HMCS Brunswicker (Saint John, N.B.)

Two 40-minute programs were extended, by popular demand, into a total of three hours when the pipe and drum band of HMCS Brunswicker participated in the "Maine Event" at Portland, Maine, in September.

The "Maine Event" is a form of state fair sponsored jointly by the State of Maine and the Portland Chamber of Commerce. The band was originally asked to contribute a 40-minute program on "French-Canadian Day" and on "Armed Forces Day", but stayed over for an extra day on the invitation of the program committee.

Notable guests at the "Maine Event" included the Lieutenant-Governors of Quebec and Nova Scotia.

On the occasion of the official visit of His Excellency the Governor-General to Saint John on August 26, Commander J. A. MacKinnon, commanding officer of Brunswicker, was

in attendance as aide de camp. The guard of honor from HMCS Cornwallis was given an enthusiastic reception by the people of Saint John.

HMCS York (Toronto)

When the tumult and the shouting of the Canadian National Exhibition died away, personnel of HMCS York, the Toronto naval division, summed up their part in the show this way:

"Lots of work — lots of headaches — lots of fun."

York's prime offering was the Gun Run Team, which slugged its cannon over the soft cinder course every night for the two weeks of the "Ex" and was received with enthusiasm by the grandstand crowds.

Lieut.-Cdr. T. A. Welch and CPO Lennox Rutherford promised the team something special if they completed the run in less than four minutes. However, the best time was four minutes and seven seconds.

Tri-service personnel were frequent visitors at York during the CNE, as were naval aircrew, in Toronto for the RCN flying displays presented daily.

Celebrities from the grandstand show, including Tony Martin of the "million-dollar tonsils," visited York on Friday, September 5.—A.C.T.

HMCS Chippawa (Winnipeg)

No sooner had headquarters announced an increase in the authorized strength of Wren complements than HMCS Chippawa went to work.

A brief flurry of publicity was sufficient to start recruits coming in. Lieut. Joan Brackenridge, in charge of Wrens, announced that 15 new entries had started training by early October.

One of Chippawa's Wrens, Ord. Wren Christine MacKay, made local headlines by becoming the only Wren to undertake a petty officer's qualifying course with a class of male reservists.

What caught the public fancy is that Ord. Wren MacKay is studying to become a quartermaster — a salty rate.

"I want to learn seamanship," was her terse explanation,—R.L.P.

HMCS Montcalm (Quebec City)

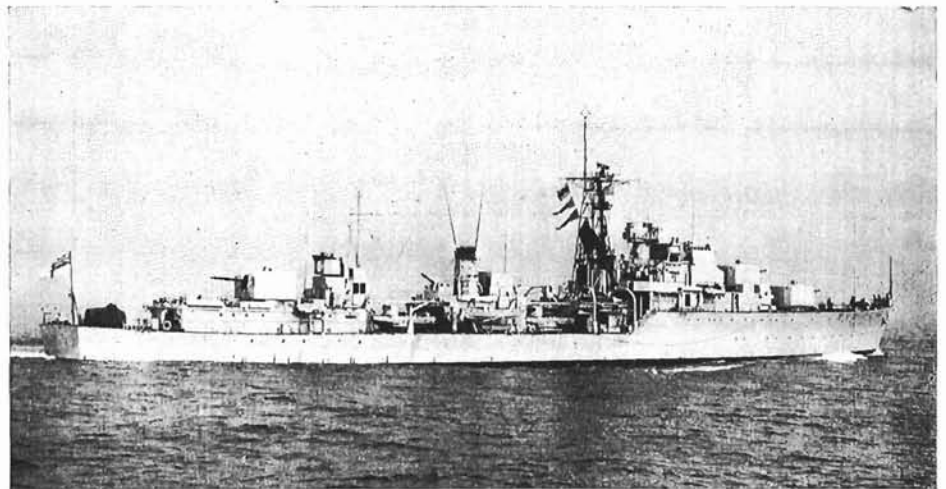
A 100-man guard was paraded on September 23 in honor of the visit to HMCS Montcalm of the Rt. Hon. Vincent Massey, Governor General of Canada.

The guard was commanded by Instr. Lieut.-Cdr. R. D. Campbell and Lieut. W. J. Mock.

Two days earlier the French frigate l'Aventure arrived in port and her officers were entertained at a reception in the Montcalm wardroom.

The division has recently joined the RCN Film Society and the first film to be shown proved a popular one.

CPO Joseph Darveau has taken over the duties of chief gunnery instructor. He succeeds CPO Roland Leduc, recently drafted to the East Coast.



Pictured above is HMS Daring, first of a new destroyer class being built for the Royal Navy. More like miniature cruisers, the Daring class destroyers are the largest ever ordered by the RN, having a fully laden displacement of 3,500 tons. Main armament consists of six 4.5-inch guns mounted in twin turrets, backed up by six 40 mm. anti-aircraft guns and ten torpedo tubes. Complement of the Daring is 22 officers and 286 men. (Photo courtesy the U.K. Information Office, Ottawa).



The Navy Plays



Stad Edges Shearwater In Memorial Contest

Stadacona defeated Shearwater 12-11 in the Mike Milovick Memorial football game played at Dartmouth Arrows Ball Park September 13. It was the first football game under lights east of Montreal and drew a gate of more than \$2,000.

Shearwater built up an 11-0 lead in the first half but Stadacona came back with an unconverted touch-down and, in the last quarter, AB Ed MacLeod snatched victory from Shearwater when he kicked two field goals, one with less than three minutes to go.

The game was held as a benefit for the widow of Lieut. (L) Michael Milovick, star quarterback of the Shearwater team in 1951, who was killed in the crash of an Avenger aircraft near Halifax last summer.

The Flag Officer Atlantic Coast, Rear-Admiral R. E. S. Bidwell, kicked off to start the game.

At half-time a memorial service was held. After observance of one minute's silence, the Stadacona band marched down the field in "M" formation and played "Abide With

Me". League President (Marshall Wilson turned over a cheque covering game proceeds to Commander A. F. Picard, executive officer of Shearwater, for onward transmission to Mrs. Milovick, who is now living in Hamilton, Ont.

Dartmouth Arrows contributed the field and lights free of charge. HMCS Cornwallis provided the officials as its part in staging the game.

Communicators Corner Cornwallis Softball Title

The Communications School crowned its first year at HMCS Cornwallis with the inter-part softball championship, after having previously captured the titles in soccer, hockey and bowling.

The third and deciding game for the softball honors was strictly "big league". Communications "B" came from behind in the fifth inning to defeat the Staff Chiefs and Petty Officers and wind up the most hotly played series seen at Cornwallis.

The winning team was made up of: Ord. Sea. John M. Brown, pitcher; Ldg. Sea. John W. Sandford, catcher; AB Donald C. Reisenburg, AB Jack

Grosvenor, Ord. Sea. George A. Friis and Ord. Sea. George W. Freeman, infield; Ord. Sea. James E. Simpson, Ord. Sea. Alvin E. Church and Ord. Sea. Kenneth J. Whitney, outfield, and Ord. Sea. Clive S. G. Sutcliffe and Ord. Sea. Gerald W. Avis, spares.

West Coast Gridders Drop Opening Contest

The RCN entry in the Victoria Canadian Football League went down to a 5-0 defeat at the hands of Victoria Vampires in the opening game of the season. Archie McKinnon, coach of the Canadian Olympic swimming team, kicked off the ball to get the season officially under way.

The Navy team is managed by Commander (S) D. T. R. Dawson, who managed Shearwater's football squads in 1949 and '50. His assistant is Lieut. (SB) William Northey, a former Vancouver Meraloma.

Head coach is 225-pound CPO "Bert" Nelson, an ex-Regina Roughrider and Winnipeg Blue Bomber. However, a broken leg has put him on the sidelines and the more active training has been conducted by CPO Eric Crone, former Los Angeles professional. CPO Vic Smith and AB N. Gamble are the trainers.

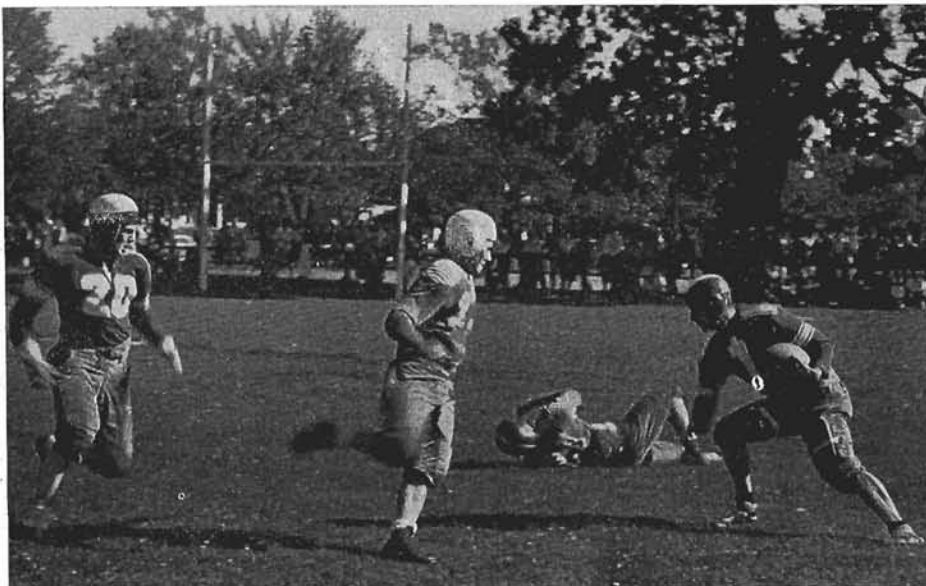
Approximately 45 candidates turned out for the team. Among them were CPO Leslie Charlton, who was with Regina Roughriders from 1945 to 1947; Archie Lanston, who played with Victoria Cougars in 1948, and Instructor Lieut. Dave McKenzie, well-known Navy track star.

Supply Department Wins Halifax Barracks Trophy

Supply Department scored a total of 359 points to win the newly put-up Cock-of-the-Barracks trophy for summer sports at HMCS Stadacona.

Supply topped 15 other entries, with Electrical School coming second, 15¾ points astern. Events included softball, sailing, soccer, shuttle relay, a medley marathon, tabloid of sports, track and field and boat pulling.

* Supply teams also came through with inter-departmental champion-



Instructor Lieut. Dave McKenzie runs back a punt in the opening game of the Victoria Canadian Football League which Navy dropped to Victoria Vampires 5-0. Number 20 is AB Jack Maunder. (E-20447).



Supply Department, above, won the 1952 Stadacona inter-part softball championship by downing the Miscellaneous team four games to one. Supply won three straight games 16-10, 15-9 and 9-7, dropped the fourth 6-3 and won the final 8-7. Supply went on to win the newly instituted Cock-of-the-Barracks trophy for point supremacy in the summer sports schedule. Front row, left to right: AB Richard Penwarr, Halifax; AB Armand Robert, Montreal, and Cadet (S) D. W. Butcher, Montreal. Rear row: Commander (S) Ray Bowditch, Supply Officer of Stadacona; AB Bruce Davis, Hamilton; AB Robert Stevenson, Farnham, Que.; PO Douglas Newton, Stoney Mountain, Man.; AB Roger Parent, Thurso, Que.; PO Fred Farrell, Shawville, Que.; Ldg. Sea. Earl Whalen, Halifax; Sub-Lieut. (S) Joseph Duffy, Charlottetown, coach, and Sub-Lieut. Allan Shaw, Halifax, manager. (HS-21941).

ships this year in hockey, softball, boat pulling and bowling. Competition for the hockey and softball awards was particularly keen, for the Supply athletes were underdogs in each series.

With the summer program over, the sports department has completed its plans for the winter schedule commencing November 1. Consisting of volley ball, hockey, water polo, rifle shooting, basketball, bowling and possibly deck hockey, the major events will be run off on the first Friday of each month. There will also be aquatic meets, medley marathons and tabloids of sport.

This programming has raised enthusiasm for inter-departmental sports in the Halifax barracks to an all-time high.

Stad Swimmers Score Water Polo Victories

HMCS Stadacona's water polo team scored one-goal victories over swimmers from HMS Snipe in two games played when the RN sloop called at Halifax for repairs in September. Stadacona won the first game 4-3 and the second 2-1.

Captain M. A. Davidson HQ Golf Champion

Captain (S) M. A. Davidson won the Naval Headquarters golf championship for 1952, defeating Vice-Admiral E. R. Mainguy in the Class "A" final. Last year's champion,

Rear-Admiral H. G. DeWolf, was eliminated by Captain Davidson in the semi-finals.

The Class "B" title went to

Commander (S) A. O. Solomon, who defeated Mr. A. R. Dudley in the final.

The annual inter-branch competition was won by the Technical Branch team composed of Commander (L) G. H. Dawson, Lieut.-Cdr. (L) F. L. Clairmonte, Lieut.-Cdr. (E) J. P. Genge and Mr. J. K. Kelso. Special Branch was runner-up.

The competitions were organized by Commander Dawson, golf convener of the Naval Headquarters Sports Association, and Mr. Kelso.

Regina Sailors Triumph In Softball Playoff

HMCS Queen won the Regina Independent Softball League after a hard-fought campaign which saw the navy tied for first place and then emerge victorious from a sudden death game with Palm Dairies. Last year the Regina Navy team lost out in the semi-finals.

An inter-divisional baseball fixture with HMCS Unicorn ended with the Regina team victorious.

It was decided at a meeting of Queen's Welfare Committee that the usual Navy hockey team would be entered in the inter-service hockey league if sufficient equipment could



Rowing is a popular sport among personnel serving at Joint Service Headquarters, St. John's, Nfld., and the St. John's naval division, HMCS Cabot. This is the Navy crew that finished a close second to the Army in a race held during the annual Newfoundland Regatta. Left to right are AB Eric Morris, Ldg. Sea. Jacob Newell, AB Fred Hammond, AB Howard Haynes, PO Walter Murphy, Ldg. Sea. Hubert Hibbs and Mr. Mark Marshall, coxswain.

be obtained. Also planned was a rifle team which would compete for the Les Paige trophy donated by the Regina branch of the NOAC.

Gunnery School Scores In Medley Marathon

The medley marathon, a popular feature at Naden, was introduced at Stadacona recently under the direction of Commissioned Bos'n J. L. (Scoop) Blades and CPO Tommy Mottershead, both of the P. & RT School. Their efforts put the show over in a big way.

Winner of the event was the Gunnery School, with Supply taking the runner-up slot and ND School placing third. Nine teams participated.

Twelve events were lined up for the afternoon and the highlight proved to be "crossing the greasy pole". The more than 300 spectators seemed to get a kick, too, out of seeing CPO Erland Grant, captain of the winning team, being tossed into the water fully clothed.

Points for the medley went toward the award of the Cock-o'-the-Barracks Trophy. Standings were: 1 Gunnery; 2 Supply; 3 ND; 4 Cadets; 5 Electrical "B"; 6 JOTLC; 7 MTE; 8 Electrical "B", and 9 TAS.

Pacific Command Hockey Team Starts Practices

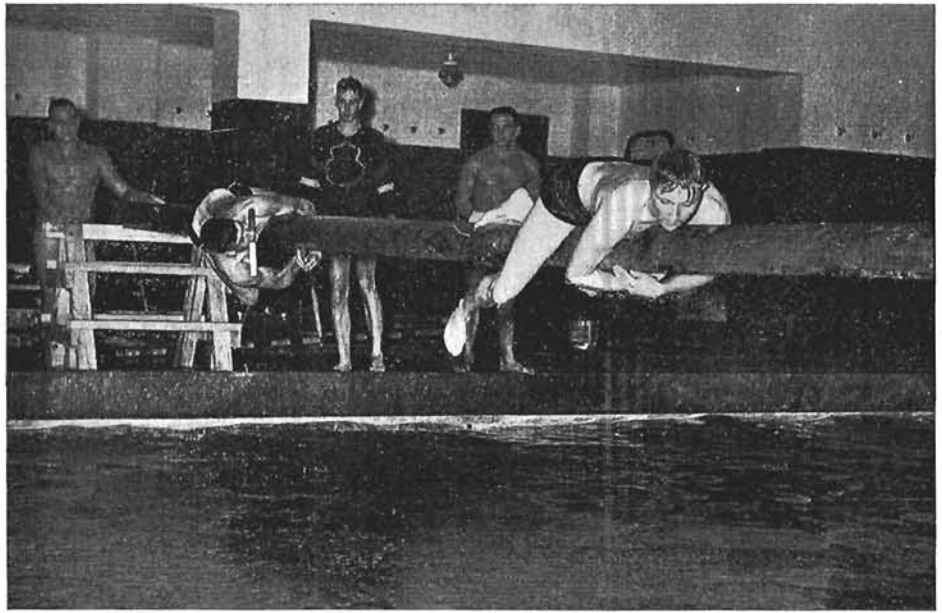
The first call has gone out for recruits for the Pacific Command hockey team and the initial response indicates there will be keen competition for places on the squad. Lieut.-Cdr. W. C. Spicer is managing the team and PO Norman Jones is doing the coaching.

The Victoria Commercial League has been cut from six to four teams and prospects are for a higher calibre of play this season.

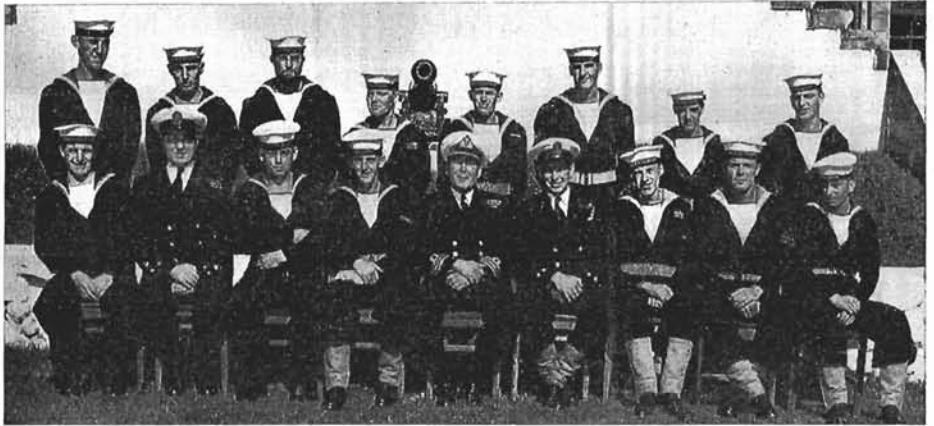
Navy Athletes Place Third in Track Meet

The RCN entry in the Maritime Labor Day Track and Field meet at Charlottetown tied for third place with 15 points with the Charlottetown Abegweits. Wanderers Athletic Club of Halifax was first with 61 points and the 1951 champions, the Antigonish, N.S., Highlands, were second with 48 points.

The Navy team, drawn from Stadacona, Shearwater and Cornwallis, carried on despite the loss of one of its star members, PO Ronald F.



Crossing the greasy pole was one of the trickier tests in the medley marathon held at Stadacona. Gunnery School won this event and went on to take top honors in the marathon. (HS-21805).



The first medley marathon to be held in Stadacona was won by the Gunnery School team pictured above. Front row, left to right: Ldg. Sea. Edward Ginley, CPO Fred Stiner, AB Jack Walsh, AB James Gill, Commander G. M. Wadds, officer in charge of the Gunnery School; CPO Erland Grant, team captain; Ldg. Sea. Ron Anderson, PO Floyd Davies and AB George Day. Rear row: Ldg. Sea. John Clignan, Ldg. Sea. Leonard Cook, AB Leonard Cronin, Ldg. Sea. Harry Dunning, Ldg. Sea. Harold Donnelly, AB Josh Lamond, AB Ronald Tratt and AB Ronald McLeod. (HS-21841).

Darby of Stadacona, who was killed the night before in an auto accident on the way to the Island capital.

CPO Mel Lumley and CPO Albert Trepanier were the Navy's best performers. CPO Lumley was second in the running high jump and CPO Trepanier was second in the discuss throw.

Soccer Will Decide Barracks Sports Champ

With only the soccer championship to be decided, two teams — Medical, Communications & ND and TAS & Electrical — appeared to be destined to fight it out for the summer

Cock of the Barracks at HMCS Naden.

On completion of the softball, medley marathon, relay and tabloid track and field meets, Supply Naden topped the standings with 28 points. The supplymen racked up 21 of those points by taking the softball title without a loss and acquired the rest by placing fourth in the track and field and marathons. However, they were ousted in the first round of the soccer series and thereby lost their chance for the barracks trophy.

TAS & Electrical entered the soccer series with 25 points and Medical, Comm. & ND with 24½. — C.J.S.



The Atlantic Command golf championship went to Lieut.-Cdr. F. C. Pettit, when he posted a low gross of 76 at the Ashburn links in Halifax. He is shown receiving his trophy from Captain J. C. Littler, Chief of Staff to the Flag Officer Atlantic Coast. (HS-21984).

Lieut. F. C. Pettit Wins Atlantic Command Golf

Lieut.-Cdr. F. C. Pettit, officer in charge of the Physical and Recreational Training School in HMCS Stadacona, won the Oland Rose Bowl, emblematic of the annual Atlantic Command golf championship, with a low gross of 76 for 18 holes at the Ashburn links September 17. His net was 69.

About 55 officers and men from Stadacona, Shearwater and Cornwallis competed in the event. CPO Leonard R. Ferris of Stadacona was runner-up with a gross of 82.

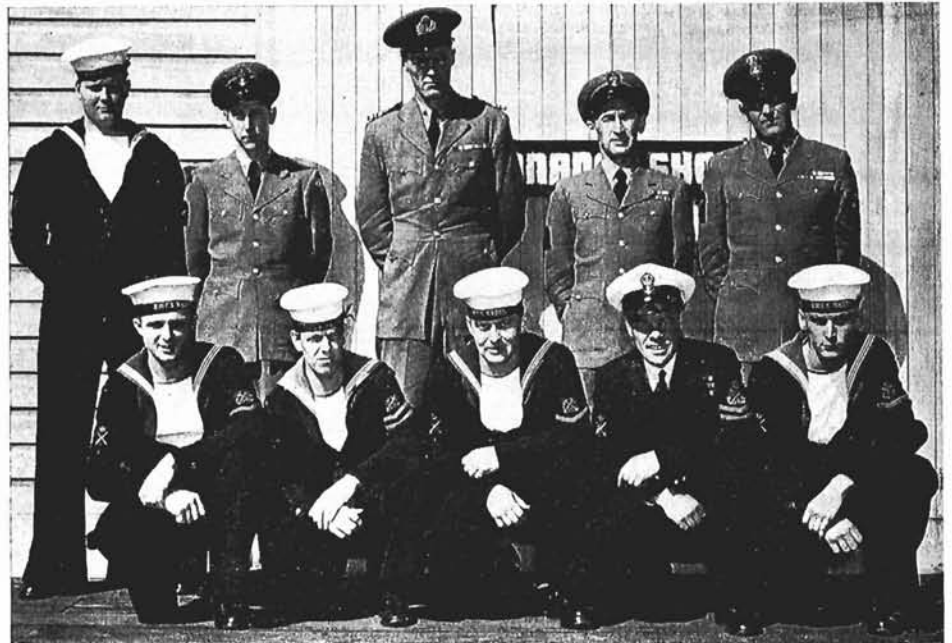
Lieut.-Cdr. (S) Evan Lloyd, also of Stadacona, won low net prize with a 58. His gross was 82.

In the second division, Lieut. R. J. McClymont, of Shearwater, had the low gross and Lieut. F. M. Skinner, Stadacona, low net.

Surgeon Lieut. G. R. Holmes, Cornwallis, won the low gross prize in the third division and Chaplain (RC) Joseph Whelley, Stadacona, had the low net. In the fourth division, Lieut. Charles Rhodes, Cornwallis, and Lieut. Don Bethune, Stadacona, won low gross and net, respectively.

Lieut.-Cdr. (MN) Fay Rutledge, matron of the RCN Hospital, won the ladies' low gross, and the hidden hole (high) went to Lieut.-Cdr. (MN) Mary Nesbitt. Commissioned Bos'n. J. L. Blades won the hidden hole prize.

Ashburn Pro Kas Zabowski was referee and AB John Carruthers was starter. Various Halifax businessmen provided the prizes, which were presented by Captain J. C. Littler, Chief of Staff to the Flag Officer Atlantic Coast.



This is the Ordnance School team that won the inter-part softball championship of HMCS Naden. Front row, left to right: PO William Robinson, PO Lawrence Orton, PO Glen Singer, PO John Martinsen and Ldg. Sea. James Cavanagh. Rear row: PO Gilbert Shaw, PO Vernon Little, Ordnance Lieut. Walter Tangye, PO John Hornosty and PO Norman Jones. Missing from the picture are CPO "Bert" Nelson, CPO Chester Padget and PO John Derrick. (E-20472).

Service Softball Tourney Won by Navy Nine

The Navy was victorious in an inter-service softball tournament held at RCSME, Vedder Crossing, B.C., September 5 to 8.

There were five entries—two Army, two Air Force and one Navy. The Navy scored four straight wins, defeating Work Point Army 13-3, Sea Island Air Force 12-3 and Comox Air Force 13-9 and 12-1.

PO George Kinch starred on the mound for the sailors and was well supported by his teammates, both at bat and in the field. They included CPOs Stan James, Tom Raftery, Jimmy Charlton, Claire Henderson, Tom Fraser and Les Noon and POs Fred Kelly, Ray Irwin, Wally Yaeger, "Rosie" McIntyre and John Radley.

Coverdale Organizes Lively Sports Program

From the midst of the football season, personnel of HMC Naval Radio Station, Coverdale, N.B., can look back on an active program of summer sports.

The Wrens' team reached the semi-finals of the Moncton Women's Softball League before bowing out to the Moncton Shamrocks.

In exhibition games, the Wrens defeated Cornwallis Wrens on two occasions, the Summerside, P.E.I., All-Stars and Chatham RCAF, while losing to the Peticodiac Varsity team.

The men's baseball team had a successful year and, although not entered in an organized league, chalked up wins over Gunningsville, Peticodiac and the Moncton Terrors.

The fun-laden annual softball game between officers, chiefs and petty officers, on one side, and leading seamen and below on the other, was won by the seniors after a hectic struggle.

The men's softball team played two games against HMCS Brunswick, at Saint John and at Moncton, and came up with a win on each occasion.

Swimming parties, outdoor rifle shooting, tennis and golf rounded out the summer sports program.

Coverdale is well represented on the tri-service entry in the New Brunswick Canadian Football Union.

Shearwater Captures Service Baseball Honors

HMCS Shearwater defeated RCAF Greenwood in a best of three series to win the Nova Scotia armed forces baseball championship. The naval airmen won the first game 14-10, lost the second 3-5, then took the third 14-4.

In the semi-finals, Shearwater disposed of Cornwallis in two straight games, 12-0 and 5-3.

Shearwater's softball teams did not fare so well. In the Armed Forces League playoff the air station entry was eliminated by Stadacona and in the Dartmouth Suburban League playoffs Shearwater bowed to Notting Park in two straight games.

Navy Eleven Enters Service Soccer League

The Navy entry in the Inter-Service Soccer League on the West Coast will compete this year with service teams from Victoria, Esquimalt, Royal Roads, Vancouver and Chilliwack.

Under the management of PO Dave Sadler, the sailors tuned up for the regular season with exhibition games with Victoria United and other local elevens.

"Old-timers" on this year's team include Commissioned Communications Officer Albert Shirley, CPOs Bob Murray, Tom Fraser, George Buckingham and Trevor Reading, POs Ron Sallis and Roger McLuskie and Able Seamen Jack Scullion and Norm Haskell.

Among the newcomers to West Coast soccer are PO John O'Halloran, Ldg. Sea. Bob White and Able Seamen Thomas Rees and D. Hunt.



W. J. Montgomery, representative of Corby-Wiser Distilleries Ltd., presents the company trophy and statuettes to Surgeon Commander William Chapman, chairman of the RCN Golf Association (Pacific Command), in preparation for the annual 54-hole competition. (E-19455).

Crusader Scores Sports Surprise

HMCS Crusader, junior ship and the only Canadian west coast destroyer serving in Korea, made the commonwealth fleet sit up and take notice when her team cleaned up in a pentathlon sports meet held in Sasebo, Japan, in late August.

With only 24 hours' notice, the Crusader raised a six-man team which beat HMS Unicorn, aircraft carrier, HMS Mounts Bay, frigate, and HMS Ladybird, headquarters ship for the staff of the Flag Officer Second in Command, Far East Station.

Members of the team were Sub-Lieut. Fred Copas, of Victoria, the ship's sports officer; PO Ron Dawson, of Regina and Victoria, the ship's physical training instructor, and Able Seamen John Parent, of Ottawa; Lawrence Liesch, of Carman, Man.; John Thurmeier, of Regina, and David Hill, of Kelowna, B.C.

Out of the five events — in which all members of each team were required to compete — the Crusaders lost only the running race. They walked off with the shooting, swimming, fencing and obstacle race.

The fencing was really pulled out of the hat. PO Dawson was the only member of the team who had ever held a foil in his hand before. So during a five-minute pause between events, he gave the members of his team some fast instruction in a few basic attacks. It must have been a combination of first-class instruction and very sharp students, for the Crusaders won three of their matches to place first.

(Continued on Page 32)

Soldiers Almost Outsail Sailors—But Not Quite

The first Navy vs Army whaler sailing regatta to be held in Halifax was won by the Navy, September 17, by a margin of 2900 to 2600 points.

Both the services sent five whalers to the starting line. Army's enthusiasm knew no bounds when one of the Army whalers came in first with a full five minute lead over the nearest Navy competitor. However, Navy boats came in second and third to build up the edge in points.

Major General E. C. Plow, General Officer Commanding, Eastern Army Command, presented to Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, a trophy put up by the officers' mess, Headquarters Eastern Command, for annual competition.

Said relieved naval officers: "We would never hear the last of it if we had lost."

Down— But Not Downhearted

The team from HMCS Carleton, the Ottawa naval division, finished well down in the Great Lakes Naval Regatta's final scoring (9th out of 11), but in spirit and sportsmanship it placed second to none. The Carletons' spirit was well expressed in verse composed by one of the team's members and sung with gusto on the train taking them back to Ottawa from Hamilton.

"OWED" TO CARLETON

*They say in the Navy a man is OKAY
If he's warm and can walk and can still draw his pay!
But in the Reserves you may say things are "Grim",
For standards are high and the prospects are thin!*

*(Chorus) Look alive! While you serve!
For at last you're in CARLETON
—The Navy's Reserve!!*

*When it comes to Regattas our spirits are high,
Our attitude is that we "do" or we "die",
And when we're away in some far distant ports
We always are noted for being good sports.*

(Chorus)

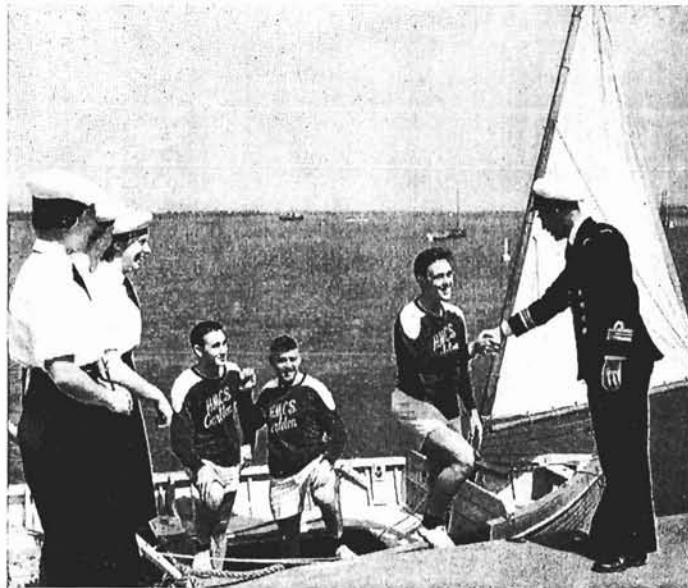
*Now in '52 we went down to old "Star"
But for some queer reason we didn't get far—
The seas that were running were at such a pitch
They were a far cry from our little "Dow's ditch".*

(Chorus)

*The officers sailed a fast whaler race,
But after a "protest" they hadn't a "place"
And when they were pulling, the going was tough—
The oars were too soft and the waves were too rough.*

(Chorus)

*The men raised our hopes when they gained a place
In sailing and pulling a stiff whaler race,
But despite all our power in the long "Tug-of-War"*



Lieut.-Cdr. William Chipman, executive officer of Carleton, congratulates Ldg. Sea. J. W. Jarrett and his crew, CPO Gaston St. Laurent and Ord. Sea. H. J. Leclair, after they finished second in the men's whaler sailing at the Great Lakes Naval Regatta. Three Carleton Wrens also welcome the boat which saved the Ottawa division from a last-place finish. (DL-123).

'Gainst the Kingston Reserve we could not make a score.

(Chorus)

*Now as for our Wrens—the Pick of the Fleet,
To watch them in action was surely a treat.
They sailed out in style for two legs or more,
And then were becalmed on the faraway shore.*

(Chorus)

*So here we return to our Ottawa home,
And if for our losses we cannot atone,
At least we can say without shade of a lie,
That all did their best—and it was a good try.*

*Look alive! While you serve!
For at last you're in CARLETON
—The Navy's Reserve.*

NAVAL M.T. DRIVER WINS ROADEO TITLE

Gordon V. Smith, civilian driver at HMC Dockyard, Esquimalt, won the semi-trailer championship in the third annual British Columbia Truck Roadeo held at Vancouver September 12-13 under the auspices of the Automotive Transport Association of B.C.

Besides a handsome trophy, Smith walked off with a wrist watch, cigarette lighter and expenses paid trip to Toronto to compete in the National Roadeo November 10.

Another naval MT driver, Spencer B. Rowse, competed in the truck event at the B.C. meet but was eliminated in the semi-finals.

The two drivers qualified for the provincial event in an elimination Roadeo held at HMCS Naden under the supervision of P. D. Allen, Superintendent of RCN Motor Transport in B.C. It was preceded by a series of quarterly competitions on the parade square at Naden.

To qualify for the final event, a competitor had to win one of the quarterly Roadeos. These were open to all naval motor transport drivers in the Victoria area, the only provision being that a contestant must not have had a chargeable motor vehicle accident for one year prior to the date of entry.

The Roadeos had to be self-supporting and an entry fee of 75 cents was charged for each event. From the

fees, an annual trophy for the straight truck division and six cups were purchased. To supplement these, Mr. T. Copeland donated a cup for the highest aggregate score in the four semi-finals and Mr. Brock Whitney, local jeweler, presented a trophy and miniature for the semi-trailer section.

The following is a list of the scores and awards in the semi-finals (possible score, 265 points):

Straight Truck—Trophy, Peter D. Allen, 236; 1st cup, James Massie, 229; 2nd cup, George Myren; 3rd cup, Spence Rowse, 202.

Semi-Trailer—Trophy and 1st cup, Gordon Smith, 232; 2nd cup, Jack Feeley, 203; 3rd cup, Peter D. Allen, 191.

CRUSADER SCORES
(Continued from Page 30)

In the shooting, AB Thurmeier, an ex-RCMP man, led the field with a score of 28. Smooth teamwork won the obstacle race, with AB Parent serving as boost man to get his wingers over the 12-foot wall, first obstacle on the course. In the swimming, the Crusaders scored three firsts, two seconds and a third.

The Crusader is the first Canadian ship to have won the pentathlon and received the "Avago Trophy". The meet has been held about seven times since June 1951 and is open to all Commonwealth and Netherlands ships in the area.

GNE DISPLAY
(Continued from Page 19)

Lowe was pilot of the helicopter with Lieut. (P) George Marlow as co-pilot. Lt.-Cdr. J. N. Donaldson provided the commentary over the public address system for the naval part of the air show.

The entire services participation was planned and operated by a committee consisting of Commander (SB) William Strange, RCN, (chairman); Major F. K. Reesor, RCIC, and Squadron Leader George Moir, RCAF. Assisting officers were Lieut.-Cdr. (SB) C. T. McNair, RCN; Flt. Lt. D. Mackay, RCAF, and Lieut. George Acland, RCIC.

Retirements

**CHIEF PETTY OFFICER
CHARLES RUSSELL MCKENZIE**

Rank: C1G13
Age: 40
Length of Service: 23 years, seven days.
Hometown: Vancouver.
Joined: September 23, 1929, as a Boy Seaman.
Served in: HMC Ships Naden, Vancouver, Armentieres, Skeena, Fraser, Windflower, Stadacona, Cornflower, Niobe, Kootenay, Givenchy, Somers Isles, Peregrine, Haida, Crescent and Discovery.
Awards: Long Service and Good Conduct Medal, May 23, 1952.
Retired: September 30, 1952.

**CHIEF PETTY OFFICER
ERNEST RAGINE**

Rank: C1M3
Age: 41
Length of Service: 20 years.
Hometowns: Radisson, Sask., and Cornwall, Ont.
Joined: September 3, 1930, as a Stoker 2nd Class.
Served in: HMS Victory; HMC Ships Stadacona, Ypres, Saguenay, Venture, Cornwallis, Hamilton, Peregrine, Magnificent and New Liskeard.
Awards: Long Service and Good Conduct Medal, September 24, 1945.
Retired: September 3, 1952.

Weddings

Able Seaman J. A. F. Boisvert, HMCS Montcalm, to Miss Doris Laliberte, of Cap-de-la-Madeleine, P.Q.

Wren D. M. Burgess, Coverdale Radio Station, to Pilot Officer D. O. Abrahamson, of RCAF Station, MacDonald, Man.

Chief Petty Officer Alexander Burns, HMCS Stadacona, to Miss Alice Mitchell, of Halifax.

Able Seaman Phillip Campbell, HMCS Cornwallis, to Wren Pat Woon, Cornwallis.

Sub-Lieutenant William C. Chaster, HMCS Niobe, to Miss Jennifer Ann Roberts, of Leicester, England.

Ordinary Seaman A. Church, HMCS Cornwallis, to Wren Helen Rollett, Cornwallis.

Lieutenant H. V. Clark, HMCS Naden, to Miss Daphne V. Yarrow, of Victoria.

Leading Seaman John F. Connors, HMCS Stadacona, to Miss Martha Sampson, of Halifax.

Lieutenant Michael Considine, HMCS Cornwallis, to Miss Joan Pope, of Victoria.

Able Seaman J. A. D'Anjou, HMCS Montcalm, to Miss Pierrette Lavoie, of Montreal.

Leading Seaman Thomas W. Douglas, HMCS Portage, to Miss Florence Greene, of Cornerbrook, Nfld.

Able Seaman G. Fournier, HMCS Montcalm, to Miss Emillien Simard, of Quebec City.

Leading Seaman R. P. Grant, HMCS Montcalm, to Miss Joy Black, of Stittsville, Ont.

Ordinary Seaman Armand W. Gudgel, HMCS Stadacona, to Miss Lillian Vroow, of Deep Brook, N.S.

Chief Petty Officer Kenneth C. Joudrey, HMCS Montcalm, to Miss Peggy Dorey, of Upper Tantallon, N.S.

Able Seaman G. Lalonde, HMCS Montcalm, to Miss Therese Cotton, of Gaspé, P.Q.

Lieutenant John Lamontagne, HMCS Stadacona, to Miss Jean Cunningham, of Victoria.

Lieutenant Commander D. M. MacDonald, Naval Headquarters, to Lieutenant (W) M. E. Beck, of Port Whitby, Ont.

Able Seaman W. H. Nippard, Coverdale Radio Station, to Miss Mildred Faulkner, of Truro, N.S.

Leading Seaman Rene Parent, Aldergrove Radio Station, to Miss Doreen Marie Harcourt, of Vancouver.

Lieutenant (S) Peter Shirley, HMCS Cornwallis, to Miss Sally Pitt, of Halifax.

Lieutenant Commander Harry Shorten, HMCS Athabaskan, to Miss Doris I. MacKay of New Waterford, N.S.

Able Seaman Allan Smith, HMCS Portage, to Miss Iva Beck of Canaan, B.C.

Wren P. Waller, Coverdale Radio Station, to Private R. Richards, Moncton, N.B.

Leading Seaman Charles Walls, HMCS Queen, to Miss Mary De La Ronde, of Meadow Lake, Sask.

Births

To Petty Officer W. Bennett, Coverdale Radio Station, and Mrs. Bennett, a son.

To Petty Officer A. J. Boucher, HMCS Montvalm, and Mrs. Boucher, a son.

To Lieut. W. G. Brown, HMCS Portage, and Mrs. Brown, a son.

To Petty Officer T. Clarkson, Coverdale Radio Station, and Mrs. Clarkson, a daughter.

To Commissioned Gunner (TAS) Richard Dorken, HMCS Crusader, and Mrs. Dorken, a son.

To Petty Officer Richard Evans, HMCS Stadacona, and Mrs. Evans, a son.

To Able Seaman Alexander Lazaruk, Aldergrove Radio Station, and Mrs. Lazaruk, a daughter.

To Petty Officer Norris Lennox, HMCS Iroquis, and Mrs. Lennox, a daughter.

To Chief Petty Officer Allan Loucks, HMCS Iroquois, and Mrs. Loucks, a daughter.

To Petty Officer John MacDonald, HMCS Stadacona, and Mrs. MacDonald, a daughter.

To Petty Officer Brian Moss, HMCS Stadacona, and Mrs. Moss, a son.

To Commander R. W. Murdoch, HMCS Cornwallis, and Mrs. Murdoch, a daughter.

To Lieutenant (S) D. B. Payne, HMCS Stadacona, and Mrs. Payne, a daughter.

To Petty Officer Kenneth Potter, Aldergrove Radio Station, and Mrs. Potter, a daughter.

To Chief Petty Officer John Reid, HMCS Cornwallis, and Mrs. Reid, a son.

To Lieutenant P. E. Robinson, HMCS LaHulloise, and Mrs. Robinson, a son.

To Lieutenant R. Sellick, HMCS Queen, and Mrs. Sellick, a son.

To Able Seaman R. R. Taylor, HMCS Haida, and Mrs. Taylor, a daughter.

To Petty Officer Leroy Vliet, Aldergrove Radio Station, and Mrs. Vliet, a son.

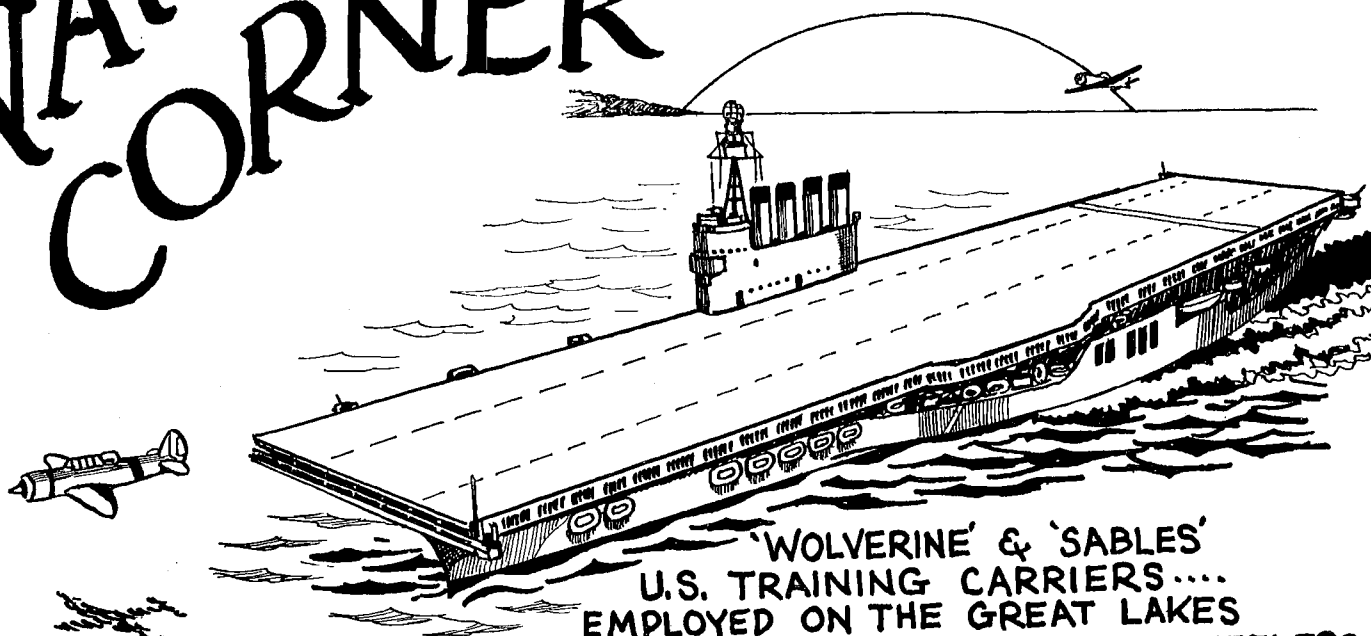
To Leading Seaman R. G. Winter, HMCS Sioux, and Mrs. Winter, twin daughters.



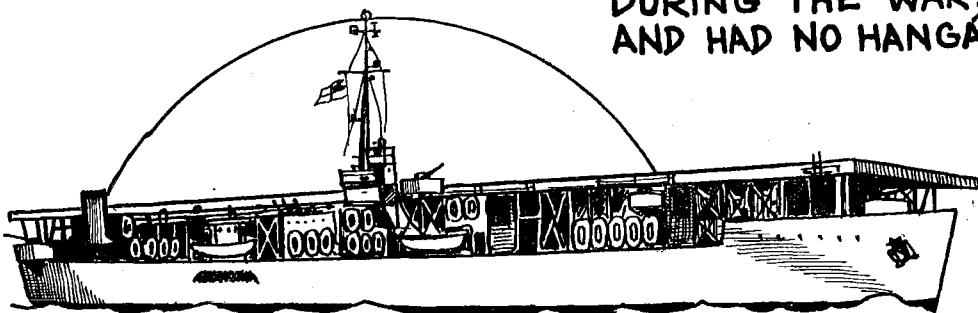
Pictured here with the trophies and prizes he won at the British Columbia Truck Rodeo is Naval Motor Transport Driver Gordon Smith. The large trophy in the centre is awarded annually to the winning driver in the semi-trailer division. (V-20538).

NAVAL LORE CORNER

NO. 8 UNUSUAL AIRCRAFT CARRIERS

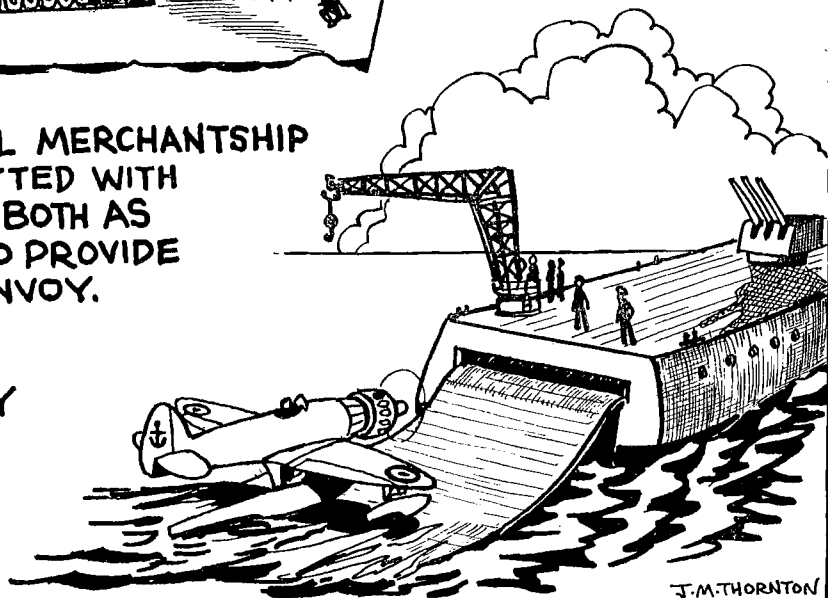


'WOLVERINE' & 'SABLES'
U.S. TRAINING CARRIERS....
EMPLOYED ON THE GREAT LAKES
DURING THE WAR, WERE SIDEWHEELERS
AND HAD NO HANGARS....



↑ DURING THE WAR SEVERAL MERCHANTSHIP
GRAIN CARRIERS WERE FITTED WITH
FLIGHTDECKS TO SERVE BOTH AS
CARGO CARRIERS AND TO PROVIDE
AIR COVER FOR THE CONVOY.

SEAPLANES WERE RETRIEVED BY
THE FRENCH CRUISERS OF THE
'GLOIRE' CLASS, BY RUNNING
ONTO A TOWED MAT. →



J.M. THORNTON





December, 1952



Christmas Message

MEMORIES of home are especially poignant to those far from their native land at Christmas—a festival linked by tradition with jollity, good fellowship and the warmth of the family hearth.

This is the ninth Christmas of fourteen since the beginning of the Second World War that officers and men of the Royal Canadian Navy have served far from Canada in the hope that their efforts and determination will help to bring about the reign of peace on earth.

My wish for those in the Korean war theatre is that the near future may see the world a step nearer to the fulfilment of the age-old dream. My wish for those at home is that they may recall at this time of happiness the urgency of guarding those traditions and ideals which are precious to us and the vital necessity of moving forward to a better time.

Christmas is a time of good cheer. It is the time, too, when we renew our faith and resolution and, with fresh hearts, step forward to meet the challenge of the future.

To officers, men and civil personnel of the naval forces, to former shipmates, and to the families who share the fortunes of our Service, I extend most sincere Christmas greetings.

To those of you now serving may I say that I am proud of what you have achieved in the past year, and am confident that 1953 will be a year of still greater attainment.



Vice-Admiral, RCN,
Chief of the Naval Staff

The CROWSNEST

Vol. 5 No. 2

THE ROYAL CANADIAN NAVY'S MAGAZINE

DECEMBER, 1952

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Cover Photo — In spite of its comparatively tender years, The Crowsnest has acquired a few pet traditions, and one of these is represented in this month's cover picture. Painted especially by Lieut.-Cdr. C. A. Law for the Christmas issue of 1949, it was repeated on the cover of last December's Crowsnest. This year it makes the third of what is hoped will be a succession of appearances heralding the Yuletide season.

TO ITS
READERS,
NEW AND OLD,
FAR AND NEAR,
SAILOR, SOLDIER,
AIRMAN AND CIVILIAN,
THE CROWSNEST EXTENDS
ITS VERY BEST WISHES FOR

**A Merry Christmas
and
A Happy New Year**

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,
75 ST. PATRICK STREET,
OTTAWA, ONT.

R.C.N. News Review

Third Christmas in War Theatre

For the third successive year officers and men of three Canadian destroyers will spend Christmas in the Korean war theatre.

Among the 800 who make up the ships' companies of HMC Ships Athabaskan, Crusader and Haida are many for whom this will be the second Christmas in the Far East. For a few it will be the third.

Also furrowing the sea when the Christmas candles are lit will be HMCS Iroquois, southward bound down the West Coast on her way to the Panama Canal and her home port of Halifax. Some of her crew were to be landed at Esquimalt a week before Christmas, but the Iroquois was not scheduled to arrive in Halifax until the New Year was a week old.

The Iroquois sailed for the Far East on April 22, reaching the war zone

early in June. On being relieved by HMCS Athabaskan, November 26, she left Sasebo, Japan, on the homeward journey. Her commanding officer, Commander W. M. Landymore, was succeeded as Commander Canadian Destroyers Far East by Commander J. C. Reed, commanding officer of the Athabaskan, who, like his predecessor, assumed the acting rank of Captain on taking over the appointment.

Nootka's Guns Fire Farewell Salute

HMCS Nootka gave the Korean battle zone a rousing farewell only a few days before her departure for home.

The big day was November 2, three days before she finished her final patrol. When communist guns began shelling a friendly island in the Haeju area off the west coast

of Korea, the Nootka came to the rescue and promptly placed four out of six shells on the gun position, causing a big explosion in a cave. The target belched black smoke for hours.

The Nootka proceeded along the coast and took care of other communist heavy calibre guns which had shelled another island, damaging a house and killing a woman.

That same day the Nootka covered a successful raid on the enemy mainland and accounted for numerous enemy troops, dead and wounded.

The Nootka sailed November 9 for Canada by way of Singapore, Suez and Gibraltar. She is due in Halifax December 17. The first Canadian warship to visit Singapore, the Nootka was warmly welcomed and her ship's company was royally entertained during the ship's stop there.

Crusader Joins Ranks of "Train-Busters"

HMCS Crusader found the hunting good during an October patrol off the east coast of Korea. While firing at interdiction targets near Tanchon, she scored a direct hit on a light which was followed by an explosion and clouds of smoke, indicating she had hit "pay dirt".

The Crusader's real triumph of this patrol occurred, however, when she joined the ranks of the "train busters" on October 29. After laying in wait for several nights she spotted a train as it emerged from a tunnel and stopped it with the first salvo. All 13 cars were wrecked and the locomotive, which had shed its cars and tried to escape, was blown off the track a mile from the rest of the train. The Crusader completed the job by blocking the tunnel entrance and destroying a stretch of track.

The Nootka on October 30 shelled truck convoys moving along a west road by night and the next day went into action when a communist shore battery fired 35 rounds at a small UN patrol craft. The Nootka replied with 36 rounds of high explosive ammunition and silenced the battery.

HMCS Iroquois shared a night patrol with the Nootka and other

The choir was Navy and so was much of the congregation at this recent Sunday service in Centenary-Queen Square United Church in Saint John, N.B. At the invitation of the church, the choir from HMCS Cornwallis took part in the service and church parties from four ships — HMCS Crescent, Portage and Wallaceburg and the US Submarine Threadfin — and from the Saint John naval division, HMCS Brunswick, attended. (Photo by L. M. Harrison, Saint John).



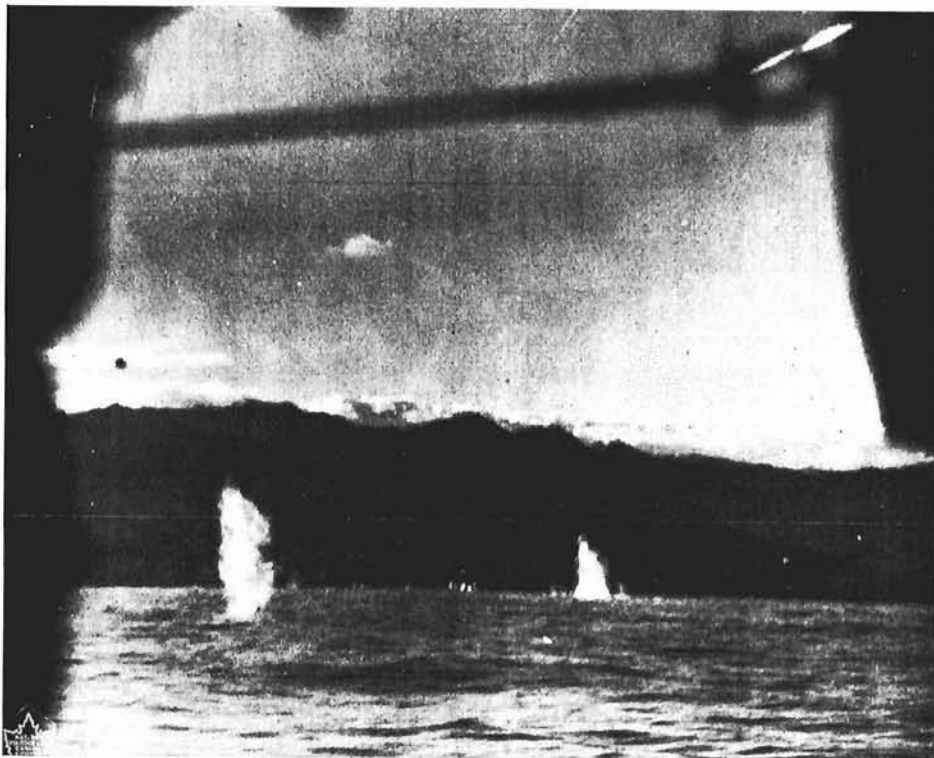
UN warships on October 24 in which enemy positions were illuminated with starshell. Three days later the Iroquois took part in a strike at Haeju during which numerous targets were fired on and many gun positions were silenced.

Damaged in Collision, Ontario Homeward Bound

Damaged in a collision which occurred while she was entering the harbor of Buenos Aires, HMCS Ontario is steaming home to Esquimalt at reduced speed from Rio de Janeiro. Calls at La Guaira, Venezuela, and Cartagena, Columbia, have had to be dropped from the cruiser's schedule.

The accident took place in a narrow channel at Buenos Aires when the Ontario was overtaken by the Chilean freighter, SS Arauco, and was struck on the starboard quarter. Both ships had Argentine pilots aboard.

The Ontario proceeded to Montevideo and Rio de Janeiro, according to schedule, arriving at Rio on November 6. What was planned as a four-day stay was extended to nearly two weeks when the ship was docked for examination of damage to her starboard propellers. It was found necessary to remove the starboard outer propeller and make temporary repairs to the starboard inner.



Shells from a communist shore battery splash off HMCS Iroquois' port side in the action in which one officer and two men were killed by a direct hit on "B" gun deck. The enemy guns opened fire just after the destroyer had finished bombarding a railway line, and bracketed the ship with almost the first salvo. On the shoreline can be seen explosions of answering shells fired by the Iroquois. (IR-164).

Apart from the regret, worry and hard work occasioned by the ship's

misadventure, the visits to the South American cities were enjoyable ones, with a royal welcome and a busy program of activities awaiting the Canadians in each port.

MEN IN FAR EAST TO HEAR GREETINGS FROM HOME

For a brief while during the Christmas season, the thousands of miles separating them from their homes will be erased for many of the men serving in the Far East in HMC Ships Athabaskan and Crusader.

Thanks chiefly to the efforts of two B.C. radio men, they will hear over their ships' radios the voices of families and friends bringing them Christmas messages of good cheer.

Ed Farey, program director of CKDA, Victoria, and Bill Rae, owner-manager of CKNW, New Westminster, have combined to produce three two-hour tape-recorded programs featuring Christmas greetings to officers and men in the two destroyers from families and friends in the Victoria, Vancouver and New Westminster areas.

Mr. Farey and Mr. Rae announced the plan over their respective stations, and invited all those of their listeners with relatives or friends in the destroyers to drop in and record their vocal Christmas greetings.

The "taped" programs will be sent by air to Japan for broadcast on or before Christmas Day.

The idea for the broadcasts originated aboard the Crusader. Old friends of the Victoria radio station wrote from the ship that \$300 had been collected (and more was expected) to help "Uncle Ed" Farey put on a Christmas party for underprivileged children in the British Columbia capital. The letter's suggestion that a broadcast be arranged for the Crusader was snapped up by Mr. Farey and he broadened it to include the Athabaskan, then preparing to leave for the Far East. Mr. Rae was ready and willing to expand the scheme to include the Greater Vancouver area.

Mr. Farey, who describes himself on his "Spinner Sanctum" program over CKDA as a "short, bald, fat man of 85 years" is, to put it more factually, a 34-year-old veteran of six years with the RCAF — three of them in the India-Burma theatre. His Far East service may be the reason for his especially keen interest in the men serving in Canadian destroyers in Korean waters.

Through programs similar to those now projected, he has brought voices from home to the Athabaskan, Cayuga and Sioux. In addition he has set aside special request nights on his "Spinner Sanctum" program for West Coast warships serving in the Far East.

DLTs, Visit to Norfolk Feature Carrier's Program

Deck landing training and helicopter trials loomed large on the program of HMCS Magnificent during November. Aboard were Avenger and Sea Fury aircraft of the 31st Support Air Group and, for the first part of the training period, a Sikorsky helicopter.

The Magnificent sailed from Halifax on November 10 on a 17-day training cruise in the course of which she called at Norfolk, Virginia, to pick up nine Sea Fury aircraft which had been brought from the United Kingdom in USS Midway in October.

Veteran Destroyer Huron Starts New Commission

Following an extensive refit and weapon conversion, HMCS Huron began a new commission November 18 at Halifax under the command of Commander Richard C. Chenoweth.

The Huron is a veteran of Second World War service and, in addition, has a tour of operations in the Korean theatre to her credit.

Four Eventful Months

HMCS Magnificent's Longest Cruise Took Her to Three Continents, Embraced Three Major Exercises, Provided Best Training Yet

WHEN HMCS Magnificent (Captain Kenneth L. Dyer) returned to her home port of Halifax on October 9, it marked the end of the longest and busiest cruise of her four-year career in the Royal Canadian Navy.

The 18,000-ton aircraft carrier steamed nearly 27,000 miles since leaving Halifax June 2 on a training cruise which took her to Mediterranean and European waters. During the four months she spent 90 days at sea and took part in three major exercises — Castanets, Mainbrace and Emigrant — as well as minor ones with ships of the Royal Navy's Mediterranean fleet.

These exercises provided some of the best training yet for the officers and men of the carrier. They were carried out under simulated war conditions during which the Magnifi-

cent's crew was often closed up round-the-clock as she operated with units of eight different navies.

The Avengers and Sea Furies of the 30th Carrier Air Group made nearly 1,400 deck landings and flew 3,300 air hours during the June to October cruise. June was the busiest month, over 1,000 air hours being logged to set a new group record. At the end of the cruise, the flight deck and maintenance crews could point with pride to the fact that all 15 Avengers of 881 Squadron were serviceable and seven of the ten Sea Furies of 871 Squadron were in operation.

The Magnificent visited Malta, Greece, Turkey, North Africa, Northern Ireland, Scotland and England and called at 11 different ports.

Probably the most productive portion of the cruise was the last two months. During this period the Mag-

nificent carried out anti-submarine exercises off Northern Ireland, then took part in the NATO exercises Mainbrace and Emigrant.

During Mainbrace, which took place for 13 days beginning September 13, the Canadian aircraft carrier operated in Task Group 171, a carrier support force. In all more than 250 warships of eight NATO nations took part in the mammoth naval manoeuvres.

In phase one of the exercise, the Magnificent, the carriers USS *Minidoro* and HMS *Theseus*, the cruiser HMNZS *Bellona*, and eight USN destroyers and destroyer escorts, were assigned to protect a convoy bound from the Firth of Forth to Bergen, Norway. The Magnificent's Sea Fury fighters flew combat air patrols during the convoy crossing, while the Avengers were on anti-submarine patrols.

After the convoy had been safely escorted to Bergen the Magnificent and her task force did a repeat — some of the ships of the convoy altered course 180 degrees and became a convoy headed from Bergen to the Firth of Forth.

On this return voyage an RCN Avenger scored the first submarine "kill" of the exercise when a plane piloted by Lieut. William Atkinson, commanding officer of 881 Squadron, successfully attacked a surfaced submarine during a daylight patrol. The observer was Lieut.-Cdr. Marc Favreau and observer's mate was AB Douglas Carr.

The success earned a "well done" from Rear-Admiral W. G. A. Robson, Task Group Commander, flying his flag in HMS *Theseus*.

After a two-day visit in the Firth of Forth, the Magnificent sailed again with the task group on phase two of Mainbrace, during which an amphibious force, including US Marines, aided land forces in Jutland. During the landings the Avengers of the Magnificent flew barrier anti-submarine patrols around the Skagen beach area where the Marines made an unopposed landing, while the Sea Furies were on combat air patrol.

RCN aviators added to their laurels in phase two, an Avenger, piloted by Lieut. Roger Fink, being credited with sinking an "Orange Force" submarine during a nighttime anti-



Among the star performers in Exercises Mainbrace and Emigrant was this crew of one of HMCS Magnificent's Avenger aircraft. Piloted by Lieut. Roger Fink, centre, of Ponoka, Alta. the Avenger scored one of the two submarine "kills" recorded by planes from the "Maggie" in Mainbrace. Then, in Emigrant, the same aircraft twice located the USS *Wisconsin*, which was acting as an enemy raider, and paved the way for attacks which "sank" the ship. With Lieut. Fink are his observer, Sub-Lieut. Ronald Schieder, of Flin Flon, Man., and observer's mate, AB Robert Tuckwood, of Dawson Creek, B.C. (MAG-4181).

submarine patrol. It was the second "kill" for the Magnificent's aircrew. These two sinkings were the only ones recorded by aviators from the three carriers in the task group. Observer of the Avenger was Sub-Lieut. Ronald Schieder and observer's mate was Ldg. Sea. Robert Tuckwood.

Following the amphibious landing, the ships of Mainbrace carried out reprovisioning evolutions with tankers of the British and American navies. This was the final part of the exercise and on its completion the mighty armada split up and headed for home.

Captain Dyer left the Magnificent and joined HMCS Swiftsure to attend the critique at Oslo. He was accompanied by Commander Arthur Abrams, Commander (Air), and Lieut.-Cdr. Harry Porter, Communications Officer.

The Magnificent, under the temporary command of Commander C. P. Nixon, sailed for the Clyde and during the passage hit the worst weather of the cruise. High winds and heavy seas showed no respect for the carrier's 18,000-ton bulk. Flight deck and hangar crews worked overtime adding extra lashings to aircraft and equipment on the flight deck and in the hangar.

The Magnificent dropped anchor at the Tail of the Bank on September 26 and spent five days in the Clyde before leaving on October 1 to begin Exercise Emigrant.

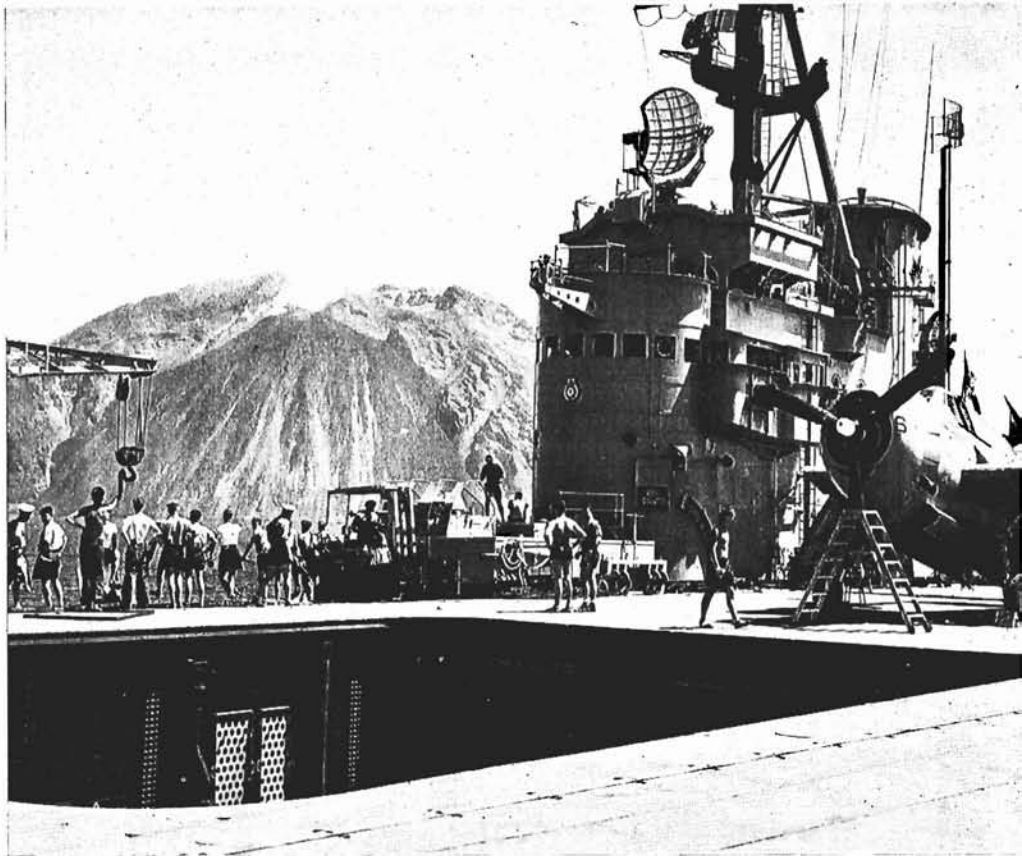
A total of 53 USN warships and two of the RCN took part in Emigrant, as well as carrier- and land-based planes. The exercise was designed to give training in the control and protection of shipping in the North Atlantic against submarines and raiders.

Captain Dyer was Commander of Task Group 155.3, which formed the close escort for a large, fast convoy bound from the United Kingdom to the United States. HMCS Quebec

NATO Chiefs Praise Mainbrace Participants

HMC Ships Magnificent and Quebec shared in a message of congratulation sent by General Matthew B. Ridgway and Admiral L. D. McCormick following Exercise Mainbrace. The message read:

"To all forces taking part in Mainbrace from SACEUR, SACLANT: Please convey to all participating in Mainbrace our personal admiration and that of our commanders for this performance. Our confidence in them is complete."



Sailing from Malta to Gibraltar on completion of her stay in the Mediterranean, the Magnificent made the passage via the Straits of Messina, between Sicily and Italy, and then past the famous volcanic island of Stromboli in the Tyrrhenian Sea. (MAG-4120).

(Captain P. D. Budge), the other Canadian ship in Emigrant, took on her familiar role of an enemy raider during the first two phases of the exercise.

Both RCN units distinguished themselves during the Emigrant operations. An Avenger from the Magnificent's 881 Squadron twice spotted and tracked the battleship USS Wisconsin, which represented a six-inch "enemy" cruiser, and led to her being "disabled." The Quebec, posing as an "enemy raider," was credited with sinking the giant carrier USS Wasp and one destroyer in a daring night attack which the umpire described as "beautifully carried out." Later, when the Quebec joined the Magnificent in the close escort group, the Quebec's guns inflicted heavy damage on the "raider" Wisconsin in an hour-long gun duel.

The Avenger which located the Wisconsin on two occasions during phases one and two of Emigrant was piloted by Lieut. Fink, who had scored a submarine victory in Mainbrace. Sub-Lieut. Schieder was observer on both trips while Ldg. Sea. Tuckwood was the observer's mate on the first and AB Harry Sully went as observer's mate on the second when Tuckwood took ill.

For the third phase of Emigrant, the Magnificent and her close escort

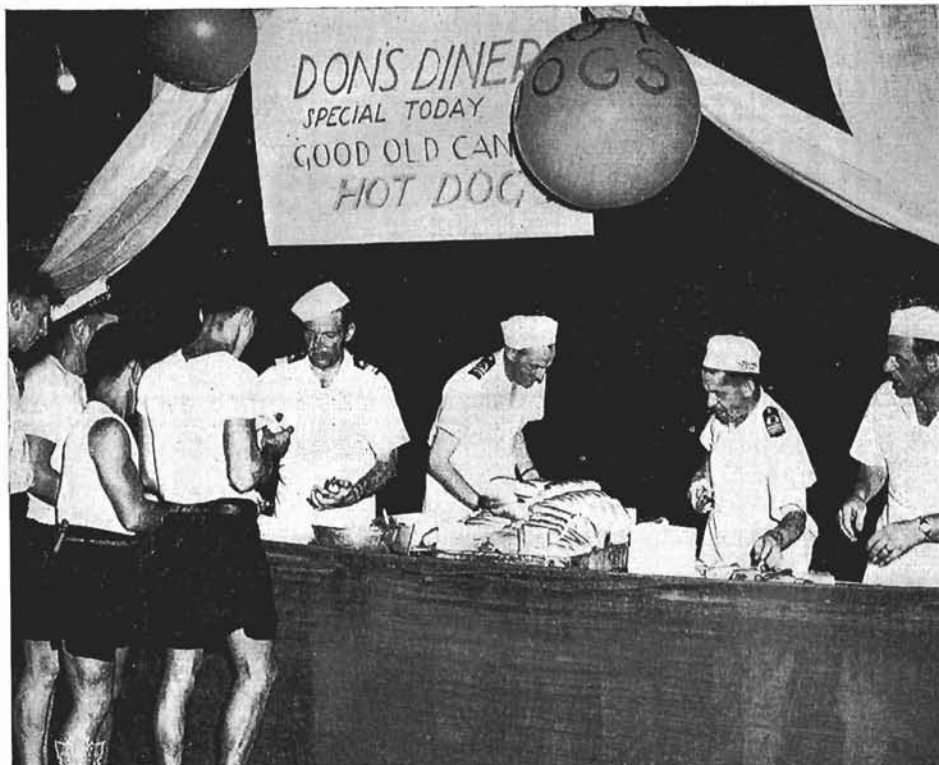
group had submarines as the main threat. Avenger and Sea Fury aircraft flew heavy schedules during the entire exercise. But the weather wasn't always co-operative and heavy seas and poor visibility, or a combination of both, sometimes curtailed the flying program.

When the Magnificent and her group neared Canadian shores a heavy fog set in and forced cancellation of the final part of the convoy escort exercise. The Magnificent and the Quebec, originally due at Halifax on October 12, arrived in port three days early because of the weather conditions.

The Magnificent's cruise ended and began with a NATO exercise. On June 17, two weeks after she had left Halifax, the Canadian carrier joined in Exercise Castanets, a nine-day affair which took place in the North Atlantic.

In this exercise, the Magnificent was part of a carrier group providing close support for a Halifax-bound convoy. Later the convoy turned around and participating ships and aircraft got more practice as the convoy then sailed for the United Kingdom. Aircraft of the Magnificent carried out a round-the-clock flying program.

The Magnificent returned to Portsmouth at the end of June and after a



The *Magnificent's* cruise was not without its lighter moments, among which was a carnival held on the flight deck during the stay at Malta. A popular spot was the hot dog stand—Don's Diner—run by officers of the ship's supply staff. Left to right, dishing out the dogs, are Lieut.-Cdr. R. C. Willis, Commander Donald McClure, supply officer, Lieut.-Cdr. C. P. G. Dodwell and Commissioned Commissary Officer J. A. Vaillancourt. (MAG-4111).

short visit sailed for the Mediterranean, arriving at Malta on July 10. Four days later, after carrying out manoeuvres with the Mediterranean fleet, the *Magnificent* joined 28 Royal Navy ships in Navarin Bay for the famous fleet regatta. The Canadians entered crews in all races but their lack of practice and training showed up as they usually finished in the middle of the pack.

Lieutenant-Governor Guest Aboard Carrier

The flag of Nova Scotia fluttered from the mast of HMCS *Magnificent* when she sailed to take part in the final phase of Exercise Cordex off Halifax October 24. On board was the Hon. Alistair Fraser, recently appointed Lieutenant-Governor of Nova Scotia, who embarked on the invitation of Captain Kenneth L. Dyer, the commanding officer of the carrier and a Nova Scotian himself.

The Lieutenant-Governor witnessed day and night flying exercises of the Sea Furies and Avengers of the carrier air group, the carrier's part in convoy protection and manoeuvres with other warships late at night. He also presented long service decorations to senior men in the carrier and boatswain's calls to ordinary seamen who led their training classes in the ship.

After the regatta, the *Magnificent* went into Phaleron Bay, near Athens, for a visit from July 19 to 22. On the 24th, the *Magnificent* arrived in Istanbul, Turkey, with units of the Royal Navy, and it was from here that the ships made a hurried departure because of the Egyptian crisis. The *Magnificent* sailed on to Tobruk, North Africa, for a three-day visit before leaving for Malta on July 31.

At Malta from August 2 to 11, officers and men of the *Magnificent* had their longest stay in port of the cruise. It gave them time to look after maintenance and repairs. Meanwhile, the aircraft of the 30th Carrier Air Group had been disembarked before arrival and were operating out of the shore station at Halfar.

The Avengers and Sea Furies joined U.S. carrier-borne planes, RAF Vampires, and Royal Marine Commandos in a defence of Malta exercise that provided excellent training.

In mid-August the *Magnificent* sailed from the Mediterranean for Northern Ireland. Near Gibraltar she was met by HMCS *Crescent*, which was to act as plane guard for flying exercises. In Belfast the officers and men visited what many call "*Maggie's* second home port". They renewed old friends who knew the *Magnificent*

when she was being built there some years ago.

From Belfast the *Magnificent* went to Londonderry to begin a week-long training period at the Joint Anti-Submarine School. There were demonstrations and lectures at the school and sea training in carrier support groups and hunter-killer forces. This period from September 4 to 10 provided some good instructional and practical training and helped to sharpen the RCN fliers for the forthcoming *Mainbrace* and *Emigrant*.

The *Magnificent* then sailed for Rosyth, where she arrived on September 11, and began preparations for *Mainbrace*, which for her was to start four days later.

The four-month cruise not only was the longest yet made by the *Magnificent*, but from all indications was the most beneficial from a training standpoint. The ship's organization was tested many times during the various exercises, and officers and men acquired a great deal of knowledge about what war operating conditions would be like. There were many opportunities, too, to work with ships and aircraft of other navies, and to meet officers and men of the NATO nations ashore during off duty hours.

In summing up the cruise Captain Dyer said: "In carrier operations you can't get enough training. Throughout the cruise we have been engaged in useful exercises with ships and planes of nearly all NATO countries and it has been tremendously valuable."

He said that he was "very proud" of the showing of the Canadian aviators, particularly in anti-submarine work.

Red Feather Given Stout Naval Support

As in past years, the 1952 Community Chest campaign was strongly supported in ships and establishments of the RCN.

Typical was the response at Naval Headquarters, where a quota of \$3,308 was over-subscribed by more than \$1,000. Congratulations on the Navy's effort were contained in the following letter from the Deputy Minister of National Defence, C. M. Drury:

"I was delighted to learn that the Navy exceeded its objective of \$3,308 for the current Community Chest campaign on the fourth day of the campaign. This is the third consecutive year Navy has exceeded its target. To do so this year on the fourth day reflects credit on the splendid way you are handling the campaign."

"... I wish to extend to you and all the others who are participating in the campaign my sincere congratulations."

'Mr. Seamanship'

by L.S.

*That's What They Call CPO
Guy Beaulieu, 'Buffer'
of HMCS Quebec*

HMCS Quebec is proud to present Chief Petty Officer Guy Joseph Beaulieu, Chief Boatswain's Mate of the training cruiser, as Man of the Month for December.

A "Buffer" par excellence, CPO Beaulieu is a tireless worker who, in a crisis, invariably appears in the right place with the right answer, and has the additional happy faculty of being able to produce the seemingly impossible with the materials at hand. A further, and important, quality is the infinite patience he exercises in supervising the upper deck work of the young, untried sailors comprising a large proportion of the Quebec's crew.

Chief Petty Officer Beaulieu's service certificate shows some 44 different ships and establishments which have benefited from his presence since he entered the RCN as a boy seaman in March 1937.

Born on April 4, 1919, in Isle Verte, on the south shore of the St. Lawrence near Riviere du Loup, Beaulieu spent his childhood under the influence of men whose lives were bound to the water. When it came time for him to choose a career he looked instinctively to the mighty river . . . and beyond it to the sea. The navy seemed a logical choice and in it he enlisted.

His initial training was taken in Stadacona, which was then located in the dockyard. The mixture of early morning boat pulling, PT and cold showers, followed by the tender ministrations of the gunners' mates, did nothing to impair his cheerful outlook on life.

The latter part of August 1937 saw him going on board HMCS St. Laurent to begin the life of a sailor in earnest. From the start, Beaulieu was a natural seaman. He was quick to learn and fitted easily into the destroyer's routine.

On July 30, 1938, he was drafted to the Skeena, where he remained until the outbreak of war. Following a short stint in Stadacona he went to the first HMCS Ottawa and served in that ship for the ensuing 14 months.

In June 1941 he was advanced to leading seaman and, while still serving

in the Ottawa, qualified seaman torpedoman.

The corvettes had begun to make their appearance at sea and in October 1941 Beaulieu, now a petty officer, was drafted to HMCS Bittersweet, one of the first of the famed little ships to be built in Canada. With warships commissioning in increasing numbers, the need for Coxswains was acute and Beaulieu found



CHIEF PETTY OFFICER
GUY JOSEPH BEAULIEU

himself an Acting Chief Petty Officer carrying out the duties of Coxswain in the Bittersweet.

While serving in the Bittersweet, on the convoy run to Iceland, CPO Beaulieu and his shipmates went through one of the worst Atlantic storms of the war. The sturdy corvette lost her mast and, as it carried away, it lifted the asdic house, abaft the bridge, some two feet clear of the deck. Throughout much of the storm Coxswain Beaulieu was at the wheel. The crossing took 21 days.

His next ship, the minesweeper Wasaga, was employed escorting iron ore ships from Wabana, Nfld., to Sydney, N.S. During this commission the Wasaga took aboard crew members of the collision-damaged HMCS

Saguenay, later taking the destroyer in tow under severe weather conditions. The Coxswain played a prominent part in the operation by taking charge of passing the towline to the damaged destroyer.

In September 1943 CPO Beaulieu became Coxswain of HMCS Stormont, a frigate assigned to an anti-submarine support group operating out of Londonderry. In the year-and-a-half that Beaulieu spent aboard her the Stormont rolled up an impressive amount of seetime. On one occasion she was "on the go" for 56 days, stopping only long enough to take on fuel and stores. During this period she spent 42 consecutive days at sea.

On D-Day the group, EG 9, was stationed at the western end of the English Channel to forestall possible submarine attacks on the invasion fleet.

Later in the summer, while operating in close to the enemy-occupied coast, the Stormont came under fire from a German shore battery. A shell fragment killed one man and the ship experienced several near misses.

At the close of the war Beaulieu was serving in the second Ottawa, ploughing the North Atlantic convoy lanes from St. John's to 'Derry. Subsequently he served in the Haida, Iroquois and Micmac, all Tribal class destroyers.

On November 11, 1948, with a wealth of experience behing him, Beaulieu came ashore to the Seamanship School at Stadacona as Chief Instructor. He served in this capacity until September 1951 and during his tenure many an ambitious young Canadian sailor benefited from his knowledge and patience.

When HMCS Quebec was due to commission and a good Chief Boatswain's Mate was needed, someone's eagle eye settled on Guy Joseph Beaulieu. It was an inspired choice, for the qualities of loyalty, perseverance, patience and devotion to duty are deeply ingrained in the Quebec's Man of the Month. (It is an infallible S-264 when the majority of the ship's company has written it.)

(Continued on Page 36)

HMCS Iroquois—The Aftermath

by J. L. W.

ON BOARD HMCS IROQUOIS—The toughest part of the Iroquois' fight with a shore battery began when the fight finished.

The Iroquois, with an American destroyer escort, USS Marsh, was making a daylight interdiction bombardment on a coastwise stretch of the main North Korean railway line. Some time previously HMS Charity (destroyer) caught a train on this section of line and blasted it and several hundred yards of track, successfully cutting the Reds' principal east coast line of communication.

The interdiction task, which the Iroquois and Marsh were carrying out on the afternoon of October 2, was designed to keep that line cut. Working parties could be seen in the area, toiling to get the line back into service. The Iroquois, with the Marsh supporting, opened up with her 4-inch armament and sent the road gang scurrying for cover.

The shore battery fired on the two ships as they were turning to seaward, the operation just about finished for the day.

Close on the heels of a couple of ranging rounds, a shell hit "B" gun deck. It killed Lieut.-Cdr. John Quinn and AB Elburne Baikie instantly. AB Wallis Burden was critically wounded and died several hours later. Ten men suffered light wounds from fragments and blast.

"B" gun deck was covered in a pall of powder smoke. It was impossible to determine, from the bridge, the number of casualties or the extent of the damage. Shells from ashore were still bracketing the ship as she snaked her way out of range at full speed, all guns blazing at the battery, and black smoke pouring astern.

The doctor, Surgeon Lieut. Donald Brooks of Toronto, was treating the wounded while enemy shells were still

splashing alongside the ship. The ship's medical assistant, PO Emilien Fortin, of Giffard, Que., and the first aid party were hard at work under the doctor's direction.

After Lieut. Brooks examined each of the wounded men, the first aid party, with the help of many other willing hands, began to move them aft. They were bedded down in the sick bay, the captain's day cabin and the after canopy.

For a few hours, the flat was the busiest place in the ship. Men were spread out on the deck, covered with blankets, winter jackets and anything else available. Other men worked over them, bandaging, cleaning, and passing out cigarettes and warming cups of tea.

For several hours, the doctor devoted all his attention to AB Burden, the one man on the critically injured list. In spite of a shrapnel wound in his right leg, PO Fortin worked with the doctor the whole time. Lieut. (L) Earl McConechy assisted them.

None of the others was in danger. Members of the first aid party, with many willing helpers, made the men comfortable and administered first aid until the doctor was able to treat them. Three men in particular worked long hours to comfort the wounded men — PO Howard Smith of Halifax, PO Frank Judd of Toronto and PO Edward Moslin of Spalding, Sask. PO Moslin had suffered a shrapnel wound and was himself put on the wounded list later that night. Among the others who assisted the first aid men were Lieut. (S) D. S. McNicol of Victoria and Halifax, and Ldg. Sea. Derald Richardson of Saint John, N.B.

AB Edwin Jodoin of Toronto, with a complex fracture of his left ankle and shrapnel wounds, was the most seriously wounded of the other men. He and AB Joseph Gaudet of Tignish, P.E.I., who had suffered a peppering by flying fragments, were transferred the next day to the USS Chemung, a supply ship, for transport to the US Army hospital in Sasebo, Japan.

The others were only superficially injured and all of them were back on full duty within a few days. On the wounded list were AB Aime Adam of Joliette, Que., AB Waldo Berggren of Newport, N.S., AB Gilbert Dynna of Spalding, Sask., PO Fortin, PO Gerald Jamieson of Halifax, PO Moslin, AB Eugene Riley



Able Seaman Edwin Jodoin of Toronto, wounded when HMCS Iroquois was struck by a shell from a communist shore battery, is transferred in a stretcher to a USN supply ship to be taken to hospital in Sasebo, Japan. Jodoin suffered a broken leg and shrapnel wounds of the leg and foot in the action in which one officer and two men of the Iroquois were killed. In the immediate foreground are CPO Peter Fane, Victoria and Dartmouth, N.S.; Ldg. Sea. Benedict Pask, London, Ont., and Halifax, and Ldg. Sea. Derald Richardson, Saint John, N.B. On the other side of the stretcher are Surgeon Lieut. Donald Brooks, Toronto; Lieut. (SB) James Wightman, Toronto; AB W. Gorley Green, Dunnville, Ont.; PO Charles Quirback, Montreal and Halifax, and PO Malcolm Payne, Saint John, N.B., and Halifax. In the background are Ldg. Sea. Richard Leeming, Saint John, N.B., and, wearing the white baseball cap, Ldg. Sea. Victor Stobbs, Woodstock, Ont. (IR-172).

of Beaver Harbor, N.S., and AB Walter Wrigley of Sudbury,

The next day the Iroquois went alongside the USS Chemung to fuel and replenish. AB Jodoin and AB Gaudet were transferred in stretchers. The bodies of Lieut.-Cdr. Quinn, AB Baikie and AB Burden were piped over the side to the Chemung.

The Iroquois then returned to her operational area to finish the two-week patrol.

On Wednesday, October 8, the ship took an hour off from the arduous patrol. At 1030, all the ship's company off watch assembled on the forecastle. At the same time as their three shipmates were being buried with full naval honors in the Commonwealth Cemetery in Yokohama, Japan, the officers and men of the Iroquois held a memorial service at sea. Simply and with heavy hearts, they prayed for their fallen comrades.

A/Captain W. M. Landymore, commanding officer of the Iroquois, conducted the service, ten miles to seaward of where the action took place. It consisted of prayers, Scripture passages, the hymns, "O God, Our Help in Ages Past" and "Abide with Me", and two minutes' silence.

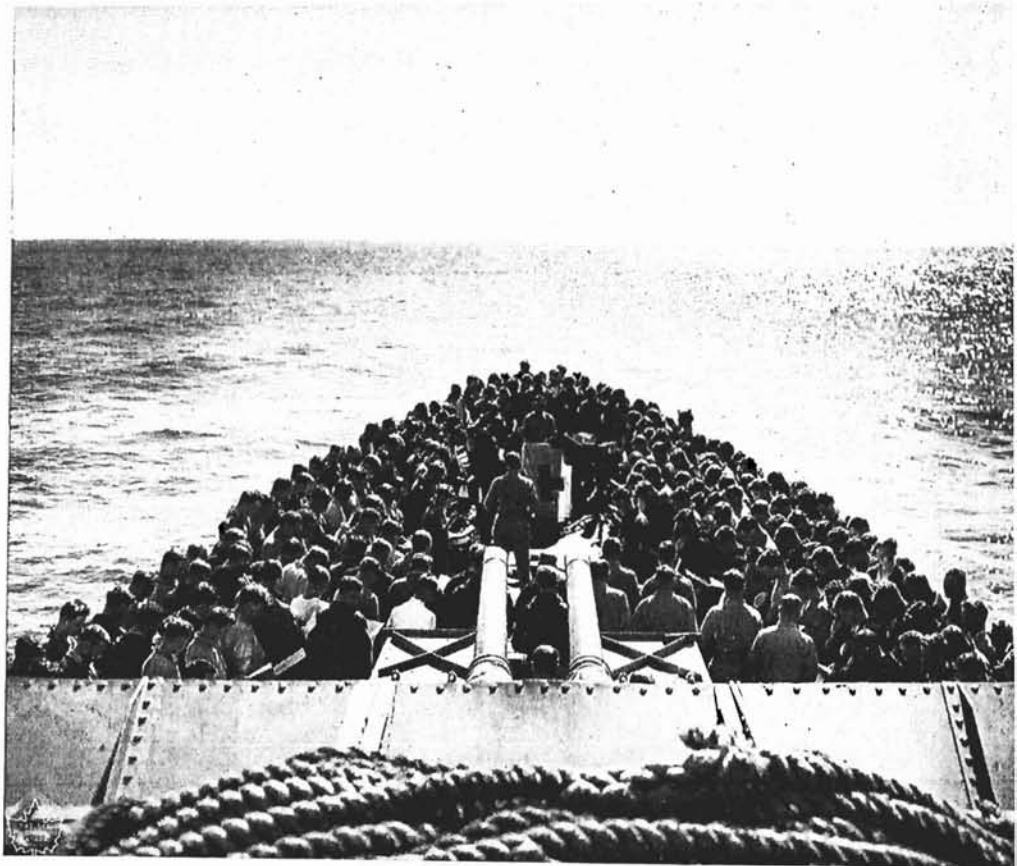
The service ended, the Iroquois resumed her patrol duties. For another six days she ranged up and down the area, shooting up a variety of enemy targets and making a particular point of blocking communist attempts to repair their important coastal rail line.

In the service at Yokohama, the three flag-draped coffins were borne to their final resting place on the shoulders of men from HMCS Crusader and were saluted by a firing party, landed from the same ship.

The cortege entered the gates of the British Commonwealth Cemetery led by Chaplain John Wilson, Protestant padre of the Canadian destroyers in the Far East. Behind were the mourners and armed services and government representatives, with Lieut.-Cdr. J. H. G. Bovey, captain of the Crusader, as chief mourner.

The committal service was read by the chaplain, the bodies were lowered and, the last handful of earth thrown into the graves and the last farewell volley fired, the funeral party dispersed.

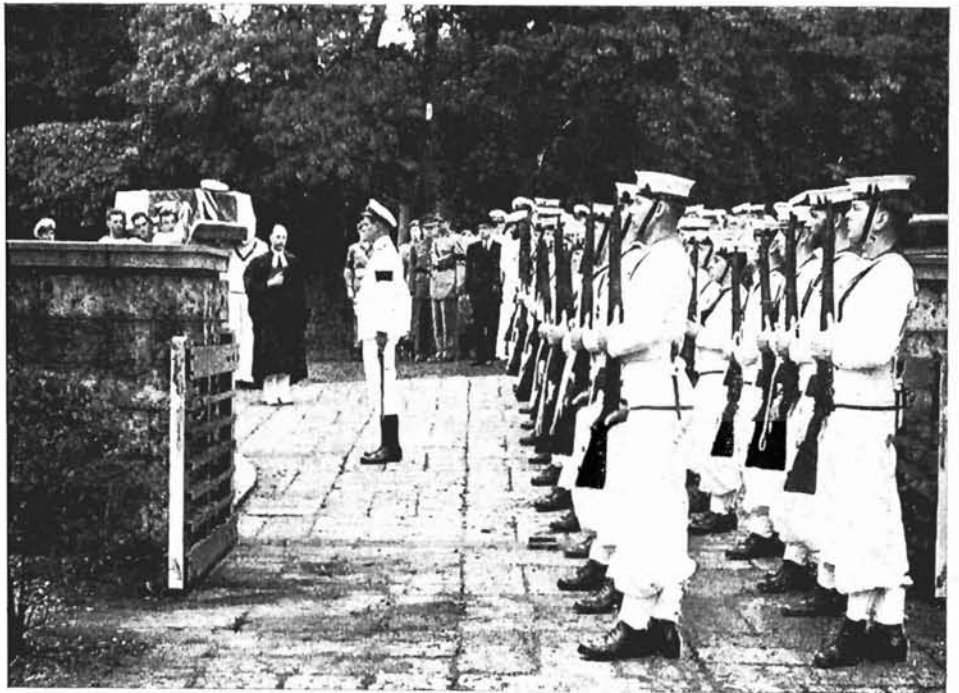
Besides officers from the Crusader, the funeral was attended by Lieut.-Cdr. (S) Peter Cossette, Canadian Naval Liaison Officer; A. R. Menzies, Charge d'Affaires, Canadian Embassy; Captain M. N. Tufnell, U.K. Naval Attache, Tokyo, representing the British Embassy; Brigadier



At sea off the east coast of Korea, the ship's company of HMCS Iroquois held a service of remembrance for three shipmates who were killed six days previously when the destroyer was hit by a shell from a communist shore battery. Led by Captain William M. Landymore, the service took place on the same day the three Canadians were buried in the Commonwealth cemetery at Yokohama, Japan. The Iroquois paused during her patrol to hold the service not far from where the action took place. (IR-195).

R. E. A. Morton, head of the Canadian Military Mission, Tokyo, and Commander D. G. Clark, command-

ing officer of HMS Ladybird, representing the Flag Officer Second-in-Command Far East Station.



The firing party from HMCS Crusader presents arms as the funeral procession bearing the bodies of Lieut.-Cdr. Quinn and Able Seamen Baikie and Burden and led by Chaplain John Wilson, enters the Commonwealth Cemetery at Yokohama. (CU-213).



OFFICERS *and* MEN



Three Men go Back For Third Korean Tour

Three men aboard HMCS Athabaskan, now on her third tour of duty in the Korean war theatre, can match the destroyer's record of service.

The third-timers are PO Fred Wood, PO Hal Zerbin and AB John Kobayashi. The last named had a special reason for wanting to be included in the Athabaskan's complement. Twice before AB Kobayashi has been frustrated in his efforts to wed his sweetheart, Miss Kazuko Eshemura, of Hiroshima, who was orphaned by the Hiroshima atomic blast.

The first time it was because there was no formal peace treaty signed

between Canada and Japan. On the next tour of duty, Miss Eshemura's brother and head of the family, a die-hard soldier who refused to accept Japan's defeat, objected.

AB Kobayashi, Canadian-born and 23, is determined that nothing will prevent his marriage to his fiancée this time.

Five from Lower Deck Start University Courses

Five men of the RCN have been promoted to Cadet and are now enrolled at various Canadian universities for courses under the university training plan.

They are Cadets Gerald Charles Rennie and John A. Sinclair, taking electrical engineering at the University

of New Brunswick; William Norman Ower, taking mechanical engineering, also at UNB; Ernest Bennet Larkin, now in his sophomore year at St. Dunstan's College, Charlottetown, taking commerce and finance, and Ross Harold Hermiston, taking commerce at Queen's University.

All five qualified under the scheme, common to all three services, whereby selected men may attend university at service expense. On the successful completion of their courses they will be promoted to sub-lieutenant's rank in their respective branches.

Cadets Rennie and Ower were formerly petty officers, Larkin was a leading seaman and Hermiston and Sinclair were able seamen.

CPO Donald McIntyre Receives Commission

Chief Petty Officer Keith Donald McIntyre, of Edmonton, Prince Albert, Sask., and Halifax, has been promoted to the rank of Acting Commissioned Engineer, RCN.

Commissioned Engineer McIntyre served at sea for more than three years of the war and in June 1945 was mentioned in despatches for his services as Chief ERA of HMCS Dunver (frigate).

Mr. McIntyre began an officers' divisional course at HMCS Cornwallis on October 31.

Seven Men Promoted For Aviation Training

Five men of the RCN and two of the RCN(R) have been promoted to midshipman, RCN, and have begun courses leading to specialization in naval aviation.

They are former Ldg. Sea. James H. Dunn and Able Seamen William Gunn, Ronald Lang, Walter K. Brown and Bernard Bjornson, all of the RCN, and Ordinary Seamen Robin Anthony Watt and Arnold Lawrence Gilmour of the RCN(R).

They will spend the next six months at HMCS Cornwallis, taking a Junior Aviation Officers' Basic Course, and



Entertaining interludes are few and far between for Canadian sailors serving off the shores of Korea. When they come, the men make the best of them, as this photo illustrates. Taken on board the Nootka, it shows off-duty hands hugely enjoying a boxing match between two able seamen who, being unable otherwise to resolve their differences, decided to settle matters by means of the gloves. (NK-1705).

a further six months in either the Ontario or Quebec for sea training. They will then commence specialist training as pilots or observers.

N.S. Lieutenant-Governor Presents Medals, Awards

At a recent ceremony on board HMCS Magnificent, His Honor Alistair Fraser, Nova Scotia's new Lieutenant-Governor, presented CPO Leonard Lycett with the Long Service and Good Conduct Medal. At the same ceremony the Canadian Forces Decoration was presented to CPOs W. Thomas Lockhart, Lionel Roberts, Carlos Ripley, John F. Myers, John Kiley, Leonard Tedds and Ldg. Sea. Leslie Inglis.

Three other men received boat-swain's calls for being first in their classes of ordinary seamen under training. They were Ordinary Seamen Randall Weatherstone, Fred Osipoff and Ian Robb.

Two CPOs Promoted To Commissioned Rank

Two Chief Petty Officers of the RCN have been promoted to the rank of Commissioned Radio Officer.

They are Commissioned Radio Officers Henry O. Baker, of Wilcox, Sask., and Blackville, N.B., and John Fleming, of Edmonton and Halifax. They began a six-week officers' divisional course at HMCS Cornwallis on October 31, after which Commissioned Officer Baker will go



Two naval chiefs, Vice-Admiral E. R. Mainguy, Chief of the Naval Staff of the RCN, and Admiral Sir Rhoderick R. McGrigor, First Sea Lord and Chief of Staff of the RN, are pictured at the entrance to National Defence Headquarters during the latter's visit to Ottawa. (O-3271).



HMCS Sioux had the honor of transporting the Governor General of Canada, the Rt. Hon. Vincent Massey, from Vancouver to Victoria and from Nanaimo to Prince Rupert during his recent West Coast visit. His Excellency is pictured here on the destroyer's bridge with Commander P. E. Haddon, commanding officer of the Sioux. (E-20692).

to the Electrical School at HMCS Stadacona and Commissioned Officer Fleming will join HMCS Quebec.

Awarded Commission As Air Engineer

Chief Petty Officer Laurent G. Laramee, of Montreal and Dartmouth, N.S., has been promoted to the rank of Acting Commissioned Engineer (AE).

Commissioned Engineer Laramee entered the RCN six years ago as an acting air artificer at HMCS York, Toronto. He formerly had served nine years with the RCAF.

Four Get Perfect Marks in Morse

Completing its course at the Communications School on September 29, Communications Radio Class 50 was sent in a body to Albro Lake naval radio station to assist the regular staff during Exercise Emigrant.

Besides helping to ease the pressure of work in the station during the busy exercise period, the newly-qualified communicators obtained much valuable experience. Deserving special mention is AB John Adderley, who worked in one of the busiest ship-shore bays and performed like a veteran.

CPO Robert Wilson, who has since

returned to his home port division on the West Coast, rated congratulations on the record of his class. While CR50 was not the first class in which a 100 per cent final mark had been achieved in Morse, it was the first to have four men obtain perfect figures. The four were Able Seamen John Adderley, Bruno Turcotte, Melville Greer and Ernest Rideout.

New Commanding Officers At Three Naval Divisions

HMCS DONNACONA

Acting Commander Guy St. A. Mongenais, formerly executive officer, has taken over command of HMCS Donnacona, the Montreal naval division. He succeeds Commander P. A. F. Langlois, commanding officer of the division since August 1949. The change in command came on October 15.

Commander Mongenais was born in Montreal on September 26, 1914, and entered the RCNVR there in May 1940. Following various training courses and appointments he became executive officer of HMCS Calgary (corvette) and for two years saw duty in this ship in the North Atlantic and Mediterranean.

He then took a command course in Halifax, on completion of which he was appointed commanding officer of



• Pictured above are members of the 35th leadership course to be held at HMCS Cornwallis for chief and petty officers. Front row, left to right: POs W. Shipley, K. Guertin and J. Hall, CPO R. Barringer, instructor; Lieut. S. Dee, course officer; POs F. Wapola, H. Muirhead and J. Herda. Centre row: POs K. Powell, J. Moore, F. Harris, A. Turpin, J. Cochlan, J. Doyle, G. Portman and R. Geary. Rear row: POs R. Zacharias, R. Jalbert, L. Ormsbee, J. Morris, F. Hoyle, D. Gallpen, H. Dibblee, E. Suffidy and R. Keown (DB-1912).

HMCS Summerside (corvette) on September 1, 1943. During the period he was in command of the Summerside, the ship took part in the invasion of Normandy and escorted convoys in the North Atlantic and English Channel.

In February 1945, he was appointed to HMCS Chaleur, the wartime operational base at Quebec City, and in March of that year became executive officer of the establishment.

Demobilized late in 1945, he re-entered the reserve in June 1947. He was appointed executive officer of Donnacona on January 26, 1952. His promotion to the rank of Acting Commander came on July 1, 1950.

HMCS CHATHAM

Command of the Prince Rupert, B.C., naval division, HMCS Chatham, was assumed on October 1 by Lieut.-Cdr. T. A. Johnstone.

He succeeded Lieut.-Cdr. John D. McRae, commanding officer of Chatham since January 1948.

Lieut.-Cdr. Johnstone was born in Prince Rupert on October 30, 1915, and at the age of 16 was a bugler with the RCNVR, in which he did a three-year stint in the early '30s.

It was as an Acting Sub-Lieutenant that he re-entered the RCNVR on October 5, 1939. Following officer's training, he served in HMCS Chilliwack (corvette), which he joined on her commissioning in April 1941.

In 1942 he was drafted to HMCS Cornwallis, then in Halifax, for a long torpedo course. Following duty at the torpedo school at HMCS Naden he was appointed to HMCS St. Laurent

(destroyer) and served in her until the end of the war.

Lieut.-Cdr. Johnstone was demobilized in November 1945 and the following January was accorded mention in despatches for his war services.

HMCS MONTCALM

With the appointment of Commander Marcel J. A. T. Jette as commanding officer of HMCS d'Iberville, the basic training school in Quebec City, Lieut.-Cdr. W. G. Mylett has been appointed to succeed him in command of HMCS Montcalm, Quebec City's naval division.

Lieut.-Cdr. Mylett was born in Winnipeg on January 16, 1916. He entered the RCNVR at Vancouver in July 1941 and, following an officers' training course at HMCS Kings, was attached in 1942 to the Examination Service at Halifax, inspecting shipping entering that port.

He was appointed to HMCS Drummondville (Bangor minesweeper) as executive officer in 1943. Later in the year he was one of the commissioning party of the frigate HMCS Dunver, becoming her executive officer in January 1944.

Lieut.-Cdr. Mylett was mentioned in despatches in June 1945, the citation observing that "his alertness and organizing ability have done much, through the good teamwork of the ship's company, to bring about the probable destruction of a submarine." The submarine kill, by the Dunver and HMCS Hespeler, was confirmed after the war.

Demobilized in October 1945, Lieut.-Cdr. Mylett entered the

RCN(R) a year and a half later. He became executive officer of Montcalm in February 1948, serving in that capacity for two years.

Photographer Gets Wish After Two-year Wait

From dock to deck is not a long step but for Chief Petty Officer Norman E. Keziere, of Victoria, it represented the fulfilment of a two-year-old wish.

CPO Keziere, a naval photographer at HMCS Naden, more than a dozen times has recorded the comings and goings of Canadian destroyers bound to or from the Korean war zone, but until he sailed in the Athabaskan from Esquimalt on October 29 he had not seen service in any of the RCN ships serving in the war theatre.

One of CPO Keziere's primary duties while serving in the Far East will be to make a motion picture record of the activities of Canadian ships on patrols, bombardments, carrier screens and other assignments.

CPO Keziere's familiar camera has recorded departures of Korea-bound ships on seven different occasions and he has been on hand six times when West Coast ships have returned to Esquimalt from war service. In addition, he has photographed the arrivals and departures of various East Coast ships stopping over briefly on their way to or from the Far East.



CPO Norman Keziere, naval photographer serving on board HMCS Athabaskan, says farewell to his wife and 15-month-old Marnie prior to the ship's departure for the Korean theatre (E-20784).

Communicators Competing For Flag-Hoisting Trophy

To further interest on the part of ordinary seamen under training as visual communicators, the Communications School at Cornwallis has re-instituted competition for the Matheson Flag-Hoisting Trophy.

The trophy was donated by Commander P. H. Matheson, RN, in June 1944, while he was serving on loan at HMCS St. Hyacinthe. At that time the competitions were held in the dog watches and, as 20 or more classes took part, it was considered a high honor to win.

The competition today is on a smaller scale but the will to win has not diminished. The first victor was CV53, under the able guidance of PO William Kitchin. Commander R. W. Murdock, officer-in-charge of the school, presented the trophy at Evening Quarters to Ord. Sea. Donald Curry.

Wartime Guerilla Now Naval Bandsman

A musician whose career was rudely interrupted by four years of guerilla warfare and several more in a displaced persons camp is one of the latest additions to the naval band at HMCS Stadacona.

Petty Officer Vlaho Miloslavich, RCN(R), started life in Yugoslavia and in the '20s and early '30s played trumpet in the crack Royal Military Band. One of the most celebrated bands on the Continent, it appeared before Royal Houses, and in Belgrade, the Yugoslav capital, played in many operettas and concerts for the late King Alexander.



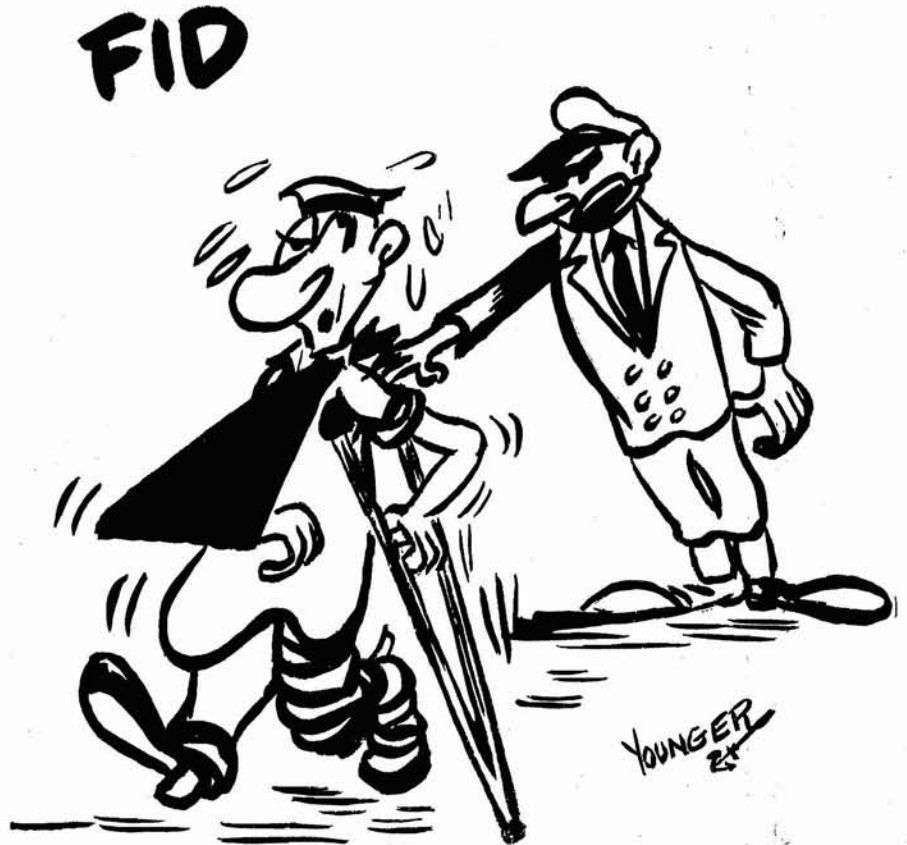
PO Miloslavich and trumpet

"FID" ENTERTAINS CORNWALLIS SHIPMATES

A light-hearted young sailor with a faculty for always getting in hot water is now under training at HMCS Cornwallis. Though one of the most popular figures in the establishment, he is making little, if any, progress in his naval career and chances are he'll never get beyond the rank of Ordinary Seaman.

This young man is Ordinary Seaman "Fid," and is a matter of pen and ink and paper. His creator is PO Peter Younger, who is on the Cornwallis staff. PO Younger did a large amount of drawing and cartooning for CPO Harry Catley's entertaining book, "Gate and Gaiters", and formerly was employed as a commercial artist in Toronto.

PO Younger's talents long have been recognized in Cornwallis, so it was no surprise to the establishment to find Ord. Sea. "Fid" appearing on the scene.



"HAVE YOU AN 'EXCUSED DOUBLING' CHIT?"

When the Germans marched through the country in 1941, Miloslavich traded his trumpet for a tommy-gun and, with 20,000 Royalist compatriots, went underground to fight a guerilla action from the mountains and countryside.

Hunted like criminals, they stole their way at night, striking when they dared. Peasants faced death to feed and shelter them as they sought hiding places in between bloody encounters, often hand-to-hand, with the Germans, Italians and, later, the Communists.

Late in 1944 the remaining Royalists were forced to make a run for the Italian border. Says Petty Officer Miloslavich, "It took us four months

to trek through the mountains. By good fortune we met advancing British forces who gave us refuge. There were but 6,000 of us left."

After several years in a DP camp Vlaho emigrated to Canada. Like all newly-arrived Canadians, he worked for a year on a farm. Later he was employed by a large electrical company at Peterborough, Ontario, and followed up as a delivery man in another Ontario city.

In June of this year he entered the Royal Canadian Navy (Reserve) so he could return to what he calls his first love, music. He would be just as happy, too, if the future would spare him the necessity of turning in his trumpet again.

MEMORIAL TO A HERO

New School at Shearwater
Commemorates Naval
VC Winner

AS naval aircraft roared overhead in salute, HMCS Shearwater's Hampton Gray Memorial School, named after Lieut. Robert Hampton Gray, VC, DSC, RCNVR, was officially opened October 29 by his widowed mother.

Mrs. J. B. (Wilhelmina) Gray snipped a ribbon stretched across the entrance to open the 12-room, one-storey structure. Her son was awarded the Victoria Cross posthumously after sinking a Japanese destroyer August 9, 1945. He was the RCN's only VC winner during the Second World War.

Taking part in the opening ceremonies were senior officers of the armed forces, government officials and school authorities. Members of the Shearwater Home and School Association, who arranged the opening were present and their president, Mrs. Yvonne McGregor, was chairman of the ceremonies.

After an opening prayer by Chaplain (RC) J. P. Belanger, Captain Duncan L. Raymond, commanding officer of Shearwater, spoke of the naval career of Lieut. Gray.

"Hammy" Gray gave his life in an heroic and successful attack on a Japanese destroyer in Onagawa Bay. Earlier in his career he had taken part in attacks on the German battleship Tirpitz hidden in a northern Norwegian fiord, and had bombed and sunk a Japanese destroyer. He had been awarded the Distinguished Service Cross and had been twice mentioned in despatches "for undaunted courage, skill and determination". He was 27 years old and the war was only six days from its close when he died.

The band of HMCS Stadacona took part in the ceremony and a massed choir of 275 pupils from grades one to nine sang the Naval Hymn, under the direction of Miss Mona Williams.

The guest speaker was Dr. L. A. De Wolfe, founder of the Nova Scotia Federation of Home and School Associations. He challenged the youth of the school to model their lives on those of heroes such as the late Lieut. Gray. The road to such heroism, he said, lay in following Christian ideals.

Mr. De Wolfe urged that the new school be used at night as well



Beneath a picture of her son, Mrs. J. B. Gray chats with Reginald L. Murphy, principal of Hampton Gray Memorial School, following the official opening of the school at HMCS Shearwater October 29. (DNS-9464).

as by day so it could become a centre for broader educational and cultural activities in the naval community.

Mrs. Gray spoke of the two sons she lost in the Second World War. She lost a younger son, Jack, in 1942 when his bomber failed to return from a mission over Germany. On VJ-Day she received the news that Robert had been killed. At that time the family home was in Nelson, B.C., and Jack was the first serviceman from that town, and Robert the last, to be killed in the war.

Mrs. Gray told the school children that her sons had sacrificed their lives for their country, but the Son of God had sacrificed His for the salvation of the whole world. Faith in God had inspired her sons and the same faith should be sought by all today.

Grey-haired, 65-year-old Mrs. Gray has a daughter in Trail, B.C. Her husband died in January 1949. She lives alone in a small apartment in Vancouver. Commemorating the school for her son was a great honor, she said, and added that it meant even more to her than when she was presented to the Queen last year.

Chaplain (P) A. J. Mowatt said the closing prayer, which was followed by the National Anthem. Then the ribbon was cut. The fly-past of 29 Shearwater aircraft over the school climaxed the ceremonies.

The school has the most modern of teaching aids and is one of three constructed for naval dependents in Canada in 1951 and completed this year. Reginald L. Murphy, of Wolfville, is principal. He was principal of the old Shearwater school for three years.



Aircraft from HMCS Shearwater fly over Hampton Gray Memorial School to climax the official opening of the school commemorating Canada's only naval VC winner of the Second World War. The school, for children of service personnel stationed at Shearwater, was officially opened by Mrs. J. B. Gray, of Vancouver, mother of Lieut. Robert Hampton Gray, VC, DSC, RCNVR. (DNS-9563).

A NEW 'SHIP' COMMISSIONS

*RCN's Basic Training School
At Quebec City Becomes
HMCS d'Iberville*

THE navy's basic training school in Quebec City was commissioned October 21 as HMCS d'Iberville, commemorating the great 17th century explorer and mariner, Pierre Le Moyne, Sieur d'Iberville.

Under the command of Commander Marcel Jette, the school opened last February and operated in conjunction with HMCS Montcalm, the Quebec City naval division. However, it was subsequently decided to commission the school as a separate establishment for administrative reasons.

The commissioning ceremony took place in mid-afternoon with the ship's company and a guard and band drawn up in front of the establishment, in a setting of white provided by the district's first snowfall.

Following prayers and the blessing of the ship by Chaplain (RC) Regis Pelletier, Commander Jette addressed his ship's company and described some of the exploits and achievements of d'Iberville — "the first Great French-Canadian".

The bugler sounded the alert, the guard presented arms and the color party slowly hoisted a new silk White Ensign as the band played the National Anthem. Thus the good ship

HMCS d'Iberville became a full-fledged RCN training establishment under the administrative authority of the Flag Officer Atlantic Coast.

The name d'Iberville is proudly recorded in the annals of early Canada. D'Iberville was one of eleven sons of Charles LeMoyne, whose barony of Longueuil, P.Q. is still in existence. Pierre was born in 1661 at Ville-Marie and became a navigator at the age of 14.

In 1686 he joined the expedition of the Chevalier de Troyes overland from Montreal to drive the English from James and Hudson Bays. They laid waste the trading posts on James Bay and returning to Quebec with 50,000 beaver skins.

D'Iberville's most famous exploit, however, took place the following year, in the war between France and England in Hudson Bay, arising from the earlier French raids. First he swooped down on Pemaquid, on the coast of Maine, with two men-of-war and 300 Abenaki Indians. From here he sailed for Newfoundland, where he took St. John's and surrounding vil'ages. The arrival of a small French squadron halted his siege of New-

foundland for he was handed orders to take command and sail for Hudson Bay.

There he would have had five French against four British vessels if an ice-jam in the straits had not cut off four of his ships and only a single British. With his single ship, the Pelican (44 guns and 250 men) he met the three British ships off Fort Nelson. Manœuvring with skill, he sank the Hampshire, captured the Hudson's Bay and put the little Dering to flight. A storm then wrecked the Pelican and the Hudson's Bay. The three missing French ships subsequently joined him and he was able to press home the siege with such persistence that the governor was forced to surrender Fort Nelson to the French.

D'Iberville was also the founder and first governor of Louisiana and the discoverer of the mouth of the Mississippi river. He died of yellow fever on board ship at Havana, Cuba, on July 9, 1706. In Cathedral Square at Havana are two plaques commemorating him, and in 1947, when HMCS Warrior visited there, two wreaths were laid by Commodore (now Rear-Admiral) H. G. DeWolf, commanding officer of the ship.



Television cameraman Julien St.-Georges, of Radio-Canada, films a group of men at the Basic Training School as they change their cap tallies from "HMCS Montcalm" to "HMCS d'Iberville." Left to right are Ordinary Seamen Francis Lapointe, Emile Frappier, Paul-Andre Blais and Fernand Roy. Storeman back of the counter is PO Bernard Doucette. (O-3293).

Lady Rodney Model Presented To Museum

A model of the SS Lady Rodney, Canadian National Steamships vessel which served as a troopship during the Second World War and as such became familiar to many naval personnel, has been added to the collection of the Maritime Museum atop Halifax's Citadel Hill.

The model, showing all the exterior features of the Lady Rodney to the smallest detail, arrived from Montreal in early October and was presented to Commodore Hugh F. Pullen, Commanding Officer of HMCS Stadacona and chairman of the Maritime Museum committee, by Mr. T. G. Britten, Halifax manager of the Canadian National Steamships, on behalf of Captain R. A. Clarke, General Manager, Montreal.

The model, which is on loan, is the largest in the museum's collection, which also includes models of the Bluenose, HMCS St. Laurent, HMS Repulse, HMS Diomedé and Lord Nelson's flagship, the Victory.

Scalping Party

HMCS Quebec Took Handsome
Toll During NATO
Exercises

HMCS Quebec returned to Halifax on October 9 from an eventful six-week cruise in the course of which she transported the Governor General of Canada to St. John's, Nfld., and took part in two major NATO exercises.

The Quebec sailed from Halifax on August 29 with His Excellency the Rt. Hon. Vincent Massey and his party aboard. The Governor General was bound for St. John's to complete a tour of the Maritime provinces, his first since becoming the Queen's representative in Canada.

After disembarking the vice-regal party, the Quebec pointed her bows toward the United Kingdom, arriving in the Clyde on September 5. During the crossing the Quebec encountered some typical North Atlantic weather that was quite a change from that experienced during summer cruises off the Atlantic coast of Canada and the United States.

After a three-day stay in the Clyde the cruiser sailed north for Narvik, Norway, from where she was to begin

her role as an "enemy" raider in the first phase of Exercise Mainbrace, the mammoth NATO exercise in which some 250 warships of eight nations took part.

The trip up Narvik Fjord was one of the most memorable experiences of the cruise. The 120-mile-long fjord is extremely well lighted, with multi-colored navigation lights marking the channel most effectively and at the same time presenting a spectacular scene.

While in Narvik many officers and men saw some grim reminders of the past war. At the entrance to the harbor was the hulk of HMS Hardy lying on its side. At Rombaks Fjord were the remains of four German destroyers which had fled from the guns of HMS Warspite only to run aground at the fjord's end.

On Sunday, September 14, the Quebec put to sea as an "Orange Force" raider trying to slip by a mighty allied naval force which included carriers, battleships, cruisers and destroyers. Against these over-

whelming odds it was only a question of time before the Canadian cruiser was "sunk" in this first phase of Mainbrace.

The "sinking" took place the second night out, but not before the Quebec had given a good account of herself. On one occasion the cruiser "pulled a sandy" on the cruiser USS Columbus. Operating with the Columbus was HMS Swiftsure, a cruiser similar to the Quebec. While sneaking in to attack the convoy, the Quebec was challenged by the Columbus. She replied with the Swiftsure's pendants and was allowed to go on her merry way. However, the Columbus, after a second thought, closed once again and flashed the challenge. In reply, the Quebec sent a salvo of torpedoes from 4,000 yards' range.

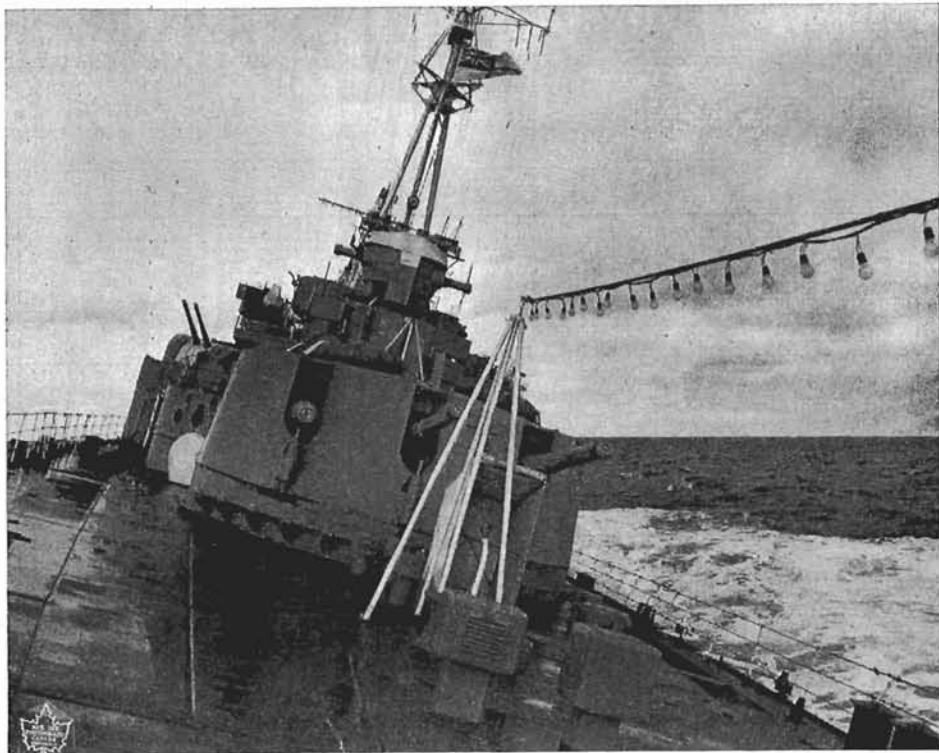
During the rest of Mainbrace, the Quebec was with a carrier task force supporting the landings in Denmark. During this phase the operations rooms teams and other key personnel gained valuable experience.

The ship's company found time during this long stretch at sea to stage a concert which was a great success. The stars of the show are too numerous to mention but it is difficult to forget the performances of Commissioned Bos'n William Peakman, Commissioned Gunner D. R. Hill and Ldg. Sea. Gordie Munro.

On September 25 the Quebec entered the Firth of Forth in a howling gale and had to anchor near the Forth bridge. The next day she went alongside in Rosyth dockyard and the ship's company had a chance go do some sightseeing and shopping in Edinburgh after their long hours on duty during Mainbrace. Several of the golfers in the crew went to play a game at the famous St. Andrew's course — but showed a singular reticence when asked about their scores.

On September 30 the Quebec sailed and met the USS Wisconsin, her partner in crime as a commerce raider in Exercise Emigrant. For the Quebec, Emigrant was a pronounced success. On Sunday, October 5, she moved in on the convoy and picked off a destroyer escorting the carrier USS Wasp, and then the Wasp herself, a most gratifying prize.

After this success, the Quebec



The weather staged a show of its own during Exercise Mainbrace, as this photo, taken from the quarterdeck of HMCS Quebec, illustrates. Rough seas encountered off Norway sent the ship heeling to angles of more than 30 degrees. (QB-592).

joined the Magnificent and the close escort force she had recently opposed. The next day she turned on her former partner, the Wisconsin, which was still an enemy raider, and in an hour-long gunfight in the small hours of the morning heavily damaged her. However, the Quebec herself was damaged and by mutual consent it was called a draw.

The remainder of the cruise to Halifax was uneventful except that the Quebec arrived in port three days ahead of the scheduled time as bad weather curtailed the remaining exercises. The Quebec arrived with the Magnificent on October 9 to end her successful training cruise, and to begin her refit at Halifax Shipyards. —L.S.

EXERCISE TESTS HALIFAX DEFENCES

RCN ships and aircraft, planes of the RCAF and submarines of the Royal Navy and U.S. Navy made a thorough test of Halifax Harbor defences and Canadian convoy protection methods during Exercise "Cordex" in the latter part of October.

The three-day exercise ended October 24 and was judged to be "highly successful" by naval authorities. Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, said the activities had revealed some faults but pointed out the purpose of the exercise was to discover these.

During the exercise, the two submarines, HMS Artemis and USS Threadfin, attempted to penetrate the Navy's harbor defences of Halifax. The Threadfin managed to get through but, as Rear-Admiral Bidwell pointed out, she would not, under actual wartime conditions, "have got far".

During this initial phase, the 49th Coast Battery, RCA, used its six-inch guns in the Halifax approaches and fired on a supposedly surfaced sub in the form of a target towed by the auxiliary vessel Revelstoke.

On the final day of the exercise, three naval auxiliary vessels—the Eastore, Dundalk and Riverton, representing a slow convoy—sailed from Halifax to a meeting point off the Nova Scotia coast where they were joined by a theoretical convoy from an American port.

Six RCN warships, including the Magnificent, formed the escort force protecting the convoy. The ships were supported by aircraft of 404 and 405 Squadrons from the RCAF's Greenwood station and by naval aircraft from the 30th Carrier Air Group in the Magnificent.

The Orange or "enemy" force consisted of the two submarines.

The convoy departure was successful and it got away to the United Kingdom despite the attacks of the two submarines which themselves were under attack as early as 0730 as the convoy was heading out of port. The subs again managed to get in several attacks on the convoy during the afternoon, but themselves were counter-attacked by the surface and air units of the defending Blue force.

In addition to the Magnificent, five other warships took part in the exercise—HMC Ships Crescent, La Hullose, Wallaceburg, Portage and New Liskeard.

EGAD! WHAT NEXT!

by Wessely Hicks
in The Telegram, Toronto

IT is with some concern that I contemplate a radical change which is being made in naval terms. It seems to me that the Royal Canadian Navy is destroying some worthy wartime traditions.

Just recently, orders were issued that the proper reply to any command is "Aye, aye, sir." The navy frowns upon other acknowledgments, such as "O.K. sir," "Very Good, sir," "Right, sir," "Good-O, sir," "Roger, sir," or "Roger-Dodger, sir."

It seems to me that, in casting adrift such colorful terms in favor of "Aye, aye, sir," the navy is inviting other rebuffs to good, solid, salty traditions.

For instance, one of these days someone is going to start calling the navy's sea-going conveyances "ships" instead of "boats". And if that happens, the next development will be that someone will start calling the front, or sharp end, of such conveyances the "bow" and the blunt, or back end, the "stern".

Then it won't be long until someone starts calling the walls of a boat the "bulkheads". And I suppose the floor will become known as a "deck" and rooms will be known as "cabins."

Then there will develop a movement to call the back veranda a "quarter-deck", and the front porch the "fo'c'sle".

I can even foresee the word "window" being dropped from naval lingo entirely. The navy will insist on the windows being called "scuttles." And I wouldn't be a mite amazed if the gutters or drains became known as "scuppers."

The fellows who look after the furnaces, I guess they'll be called "stokers".

It makes me laugh to think of it, but the first aid station in a boat might even be called a "sick bay".

If such an improbable name is

adopted for a first aid station, then it is not unlikely the telegrams which are sent back and forward between ships and shore will be dubbed "messages".

If that happens, I wouldn't be even a little surprised if the clothing store was called "slops" and every gunnery officer was called "Guns." And if those nicknames are adopted, every missionary who is sent out to a naval establishment will, no doubt, be called "Padre."

I dread to think that everyone who is going downstairs will say he is "going below". It sounds as though he intends to walk out through the bottom.

And, while it doesn't sound possible, someone will start calling those swings the seamen sleep in "micks," and double-decker bunks will be known as "carts".

It tickles me to imagine it, but the front parlor might even be known as the "wardroom," and the captain's lounge called a "day cabin." Someone may even think of calling the kitchen the "galley" and the attic the "crowsnest." And every time a hard-working seaman has a slug of rum on the house, I suppose it will be called "a tot".

These are just a few of the dangers which the navy might encounter if it starts fiddling around with old, established names and expressions. And if it does, no one will know what a naval man is talking about and, then, it won't be long until the navy will be known as "The Silent Service."

And if that happens, one of the saltiest phrases of all will be sunk forever. Never again will anyone hear an engineer officer say, as he rises wearily and starts out of the front parlor:

"Well, I guess I'll go down cellar and see how the furnace is doing."

Fighting Ancestor

*HMCS Huron Carries on Name
Made Famous by Schooner
in Early Indian Wars*

HER MAJESTY'S Canadian Ship *Huron*, which began a new commission at Halifax on November 18, possesses a name, record and tradition of which her ship's company may indeed be proud.

Everyone knows whence this Tribal class destroyer got her name. Well known, too, are her Second World War exploits (related in the April 1950 *Crowsnest*) and her fine record in the Korean theatre in 1951.

Less widely known, however, is the fact that the *Huron* is not the first warship of the name to sail in Canadian waters. Nearly 200 years ago, on the Great Lakes, an earlier *Huron* gained fame as a fighting ship.

The following excerpt, telling something of that first *Huron*, is from *Schooner Days*, a series appearing in *The Telegram*, Toronto. The story of the *Huron* will also be a feature of a forthcoming book, "His Majesty's Provincial Marine, 1755-1813," by the author.

by C. H. J. SNIDER

A small schooner named *Huron* was the first western unit of the Provincial Marine, that nubby acorn from which has grown the Royal Canadian Navy. Her dimensions resembled those of the present yacht *Kingarvie* of Toronto, 60 feet on deck, 16 feet beam, seven feet depth. Being sharp, she could only carry 250 barrels of cargo, but like HMCS *Huron* of today she packed an awful wallop.

After much physical and spirituous difficulty (Amherst, commander-in-chief, had cracked down on the rum) our first *Huron* was launched from Navy Island in the Niagara River in 1762. Just in time for a hectic career, forgotten annals of the Provincial Marine show.

Pontiac had leagued a dozen Indian tribes in an effort to throw off the white collar which was strangling red throats. In a swift stroke in 1763 he captured nine of the 11 British western posts. Only Niagara and Detroit held out. Fort Niagara on Lake Ontario was not attacked, but at the Devil's Hole below the falls a wagon convoy of supplies, with 20-odd

soldiers, was hurled over the bank and two companies of relief infantry were slain to a man.

Detroit was attacked again and again and besieged for six months and, if it had not been for a sloop and a schooner of the Provincial Marine, the garrison of 130 men would have been starved and slaughtered, and Britain would have lost the whole of the west.

Major Henry Gladwyn, a tough British fighter yet in his thirties, commanded at Detroit. When the little *Huron* reached him, with her four four-pounders, six swivels and crew of 12—not large enough to work them all at once—Gladwyn went aboard with reinforcements and carried the war into Pontiac's camp—literally.

It was blowing fresh from the northwest. The *Huron* cracked on sail till her black gun-lips kissed the dancing river water. Gladwyn flogged her upstream, tack and half-tack, long legs and short ones, with her almost standing on her ear.

The Indians saw her coming, her leaning sails brushing the river like wings of a wheeling gull. They hoped she'd capsize—but she didn't. They hoped she'd run aground, when she came boiling inshore with her bowsprit spearing the bank—but she didn't. She spun round, her stout new sails thundering and banging like cannon shots. When she filled away on the new tack offshore Pontiac got more noise, and more than noise—a blast from everything the *Huron* had that would go off—carriage guns, swivels with grapeshot, muskets and flintlock pistols. This hurricane slashed through the forest boughs and wrecked the redskins' camp and village.

Pontiac's squaws had to move the whole works across the river. He established a new camp behind a swamp on the other side, out of gunshot. He built great fire rafts three times, to destroy the *Huron* as she lay at anchor guarding the fort. Three nights in succession her crew fended them off.

Relieved by the big fat sloop *Michigon* as guardship, the *Huron*

was sent back to Niagara for reinforcements. She could make the round trip in a week, where the *Michigon* took a month.

When the *Huron* got back, Captain James Dalyell and troops he had brought had been cut to pieces by Pontiac in an ambush at the Bloody Ridge above the fort. She had to go right back to Niagara for more powder. This time on her return she was waylaid by 350 Indians in canoes at the river mouth.

The attack was made at night on Sept. 3, as she lay at anchor waiting for wind to drive her up against the current. Her hatches had been battened down, her bulwarks were heightened by a thick hedge of evergreens planted upside down in holes in the rail, and a tarred boarding netting was triced up over her like a circus tent.

The watch saw the red flotilla coming in the dark and fired the four-pounder into it, but the balls flew over and the canoes swarmed in under the bow and quarters, and redskins went up her sides and rigging like ants at a sugarbowl.

Captain Horst, her master, and his crew of 11, plied spears and pikes and cutlasses and killed 14 Indians outside the netting. But some hacked their way through with tomahawks and a mob reached the deck. They killed Captain Horst and two of the tars, and four more seamen were knocked out with wounds. When all seemed lost, Jacobs, the mate, roared out in Wyandot: "Blow her up! Blow her up! Blow her up! Jump for your lives! I'm shooting into the powder!"

His surviving crew could not understand—as was intended—but the Indians did. Wyandots, Potawatomi, Ojibways and Ottawas tumbled back into their canoes and paddled off without reasoning why they had understood the supposed order.

The six British tars still able to fight made mincemeat of the Indians remaining on board. Getting a good breeze, they hoisted sail and came storming up the river in the flush of dawn. Their hands and heads and bodies were smeared with blood and

clotted with gore, for the clothes had been torn off their backs in the hand-to-hand struggle. The gasping garrison thought the schooner had been captured and that Indians were using her in a stratagem to take the fort at the water gate. British cheers and eight dead Indians under the torn boarding netting quickly reassured them.

Amherst, far away in New York, made proclamation in the gazette of the "Bravery of the crew of the Schooner on Lake Erie" and each man of the Huron was given a medal to wear around his neck on a ribbon. Officers in the fort stripped off their own medals for the purpose.

The wily Pontiac talked of burying the hatchet and the siege of Detroit was lifted by degrees as his horde went off for the seasonal hunting. But the war was not over. Pontiac shifted it to Pennsylvania. It raged for two years longer there, burning and slaughtering in the frontier settlements, panicking the people into riots and reprisals and recriminations, nourishing the seeds of the American Revolution. But Detroit was not molested further. The Huron had settled that.

Jacobs, the daredevil mate, succeeded to the command of the Huron. He lost the little ship and his own life by his recklessness. He refused to take in more ballast, being proud of her fast passages. She capsized and went down with all hands in a gale on the north shore of Lake Erie.

New Type Earplug Elaborate Affair

New type earplugs will soon be in use in the RCN. With each containing ten separate watchlike pieces, the plugs are a far cry from the cotton batting most commonly used up to now to protect ear-drums from the concussion of gunfire.

The earpiece is made either of soft rubber or plastic, while the sound filter, in capsule form, is detachable. It operates on a simple mechanical principle: a tiny spring-operated valve closes for a fraction of a second to resist annoying pressure from loud noise, then opens instantly to permit passage of ordinary sounds. It thus eliminates the harmful effect of loud noises and withholds the pressure caused by the vacuum or repercussion that follows an explosion, while permitting the passage of conversation and other sounds of normal level.

It is expected the new earplugs will be available to the fleet early next year. They will be issued to gunnery, TAS and visual communications personnel and each ship will carry enough extras to take care of loan issues to others whose action stations expose them to gun blast.

CAYUGA TO THE RESCUE

HMCS Rainbow was undoubtedly a fine ship, who did her part in writing the early history of the RCN. However, sea cadets of RCSCC Rainbow, in Victoria, may be excused if, in their sentiments, the old Rainbow yields first place to a destroyer more than 50 years her junior.

This preference for the present over the past is not due to any disregard for tradition. It is, rather, the direct result of a gesture by the destroyer — a gesture which, while it might not actually have saved the life of Rainbow Corps, certainly went a long way toward putting it back on its feet.

The corps, last summer, was in a bad way. It owed more than \$600 in taxes on its Inner Harbor property. Its wharf facilities, heavily damaged in a winter storm, required rebuilding. The band needed new instruments. Operating and maintenance expenses had to be met. And Rainbow Corps had no money.

The situation was partly solved when officers of the corps organized a "Rainbow Carnival" that netted approximately \$1,900. However, they still had to keep the books with red ink, and with no relief in sight.

None, that is, until HMCS Cayuga, newly returned from her second tour in Korean waters, heard of Rainbow Corps' plight. A donation of \$250 from the canteen fund was suggested. This was raised to \$500, then, when the sea cadets' difficulties were fully understood, was boosted to \$1,000.

The donation was just what was needed to put Rainbow Corps back on the rails and under way at full steam. Taxes were paid, the wharves were rebuilt, band instruments were bought, other charges were met and a reserve was set aside for future expenses.

Said S. B. Marshall, chairman of the Sea Cadet committee of the Victoria branch of the Navy League of Canada:

"This is the greatest thing that could have happened for the sea cadets. It will provide an opportunity to build up the cadet movement here . . . and it will be an inspiration to the cadets to learn how they are regarded by the men of the fighting navy."

Said one of the Cayuga's men, by way of explanation:

"Those kids will be doing our job some day."



Mr. Paul Fecteau, left, of the Sea Cadet Committee of the Navy League of Canada, Victoria Branch, hands over a cheque for \$1,000 to two members of RCSCC Rainbow at a brief ceremony aboard HMCS Cayuga, whose ship's company made the donation to the Victoria sea cadets corps. Receiving the cheque is Sea Cadet C. Watson, while looking on are Lieut. Fred Little, commanding officer of the ship, and Cadet A. Lalond. (E-18580).

A Promise Is Kept

Two Canadian Naval 'Fathers' Call on 'Adopted' Greek Boy

SANTA Claus called early this year on John Chourpouliadis.

John is a 13-year-old fatherless Greek boy who more than two years ago was "adopted", under the Foster Parents' Plan for War Children, by officers and men staffing the Royal Canadian Navy's Electrical School at Halifax.*

They sent money and parcels of food and clothing to aid the boy and his poverty-stricken little family — his mother, grandmother and younger brother. And in replies to John's letters of thanks these new-found "fathers" promised that if ever in the future they were in ships whose travels took them to Greece, they would surely visit him.

The opportunity to make good the promise came last summer, during HMCS Magnificent's training cruise to Europe and the Mediterranean. On board the "Maggie" were two of John's "fathers", Lieut. (L) Mervyn Dunscombe and Chief Petty Officer Herbert Law, and when the ship put

* See *Crowsnest*, January and April, 1951.

into Phaleron Bay, near Athens, July 19, they set about making arrangements to visit the boy.

It wasn't easy, and for a time they were about ready to give up the idea. John lives in a suburb of Salonika, 400 miles from Athens, and no means of transportation could be found to get them there in the time available.

Then, 36 hours before the Magnificent was due to leave, the British Air Attache at Athens entered the picture and, through his good offices, the Greek Air Council kindly arranged a special flight in a DC-3.

They flew northward, seeing Mount Olympus, the plains of Marathon and the island-sprinkled Aegean Sea, and landed at Sedes, near Salonika. There Lieut. Dunscombe and CPO Law were provided with a jeep and an interpreter.

They found John's home on a street of humble cottages in a suburb of the city. Their knock at the door was answered by an aged woman who seemed terrified at the sight of the two khaki uniforms. She thought it

was the police, that something was wrong, and wildly protested that Madame Chourpouliadis and the children were away and would not be back.

However, the interpreter finally managed to convince her the khaki-clad visitors were two of John's foster parents from Canada. Then she told them she was the grandmother, brought out chairs and asked them to wait for Madame Chourpouliadis and the two boys, who would be home any moment.

Soon John arrived with his mother and brother. After an overwhelming welcome, the two Canadians were invited into the house, which consisted of a sparsely furnished living room and a bedroom.

Strong, black Turkish coffee was served and to it was added sugar, as a special luxury in honour of the occasion.

Questions by the visitors revealed that food and clothing cost about the same in Greece as in Canada. Children's shoes were about 75,000 drachma (\$6.00) a pair. School fees were three-quarters of a million drachma (\$65.00) a year.

However, the total income of this family, excluding Plan aid, was but the equal of three to four dollars a month. Were it not for the help they got from Canada, Madame Chourpouliadis said, they would have starved.

While their mother was talking, the boys were shy but eager listeners. When questions were put to John, he answered readily. He was happy in school and wanted to be a teacher. He was neatly dressed, pleasant mannered, and very conscious of his responsibilities as senior male member of the household.

John and his brother were taken for a ride in the jeep, which for them was a novel experience. Then it was time to leave.

With tears in her eyes, Madame Chourpouliadis thanked Lieut. Dunscombe and CPO Law and asked them to convey her gratitude to the others who had "adopted" her son.

A drive back to the airport, a quick flight to Eleusis, a short drive to Pireaus, and the day's expedition was over.



This "family" portrait was taken when two of his "fathers," Lieut. (L) Mervyn Dunscombe and CPO Herbert Law, visited 13-year-old John Chourpouliadis at his home near Salonika, Greece. In the front are John and his younger brother Theodoros (or "Billy") and behind them are Lieut. Dunscombe, Madame Chourpouliadis, "Mike", the interpreter, John's grandmother and CPO Law.

The "search party's" report on its mission had a sequel the next day, when a parcel of food, bought from the ship's stores with money donated by personnel of the electrical department, was turned over, along with a sum of money, to the Foster Parents' Plan office in Athens, to be given to John.

In Canada the contents of the parcel — macaroni, sugar, flour, bacon, corned beef, canned milk and jam — would give little cause for excitement, but on the strength of what they had seen and heard, Lieut. Dunscombe and CPO Law were able to paint for their shipmates a heart-warming picture of the happiness their gift would bring to the tiny home in Northern Greece.—*M.J.M.D.*

OFFICERS ELECTED BY SAINT JOHN NOAC

George Winters was elected president of the Saint John Branch of the Naval Officers' Association of Canada at the annual meeting at HMCS Brunswicker.

Other officers are: Joseph Donahue, vice-president; Alex (Sandy) Gregory, secretary, and Ralph Marr, treasurer. Eric Caines, Robert Bishop, Robert Rice, Donald Newton and Phillip Emmerson were named to the board of directors.

An invitation was extended to Lieutenant-Governor D. L. MacLaren to accept the position of honorary president for another term.

Navy POs Pay Calls On Orphans

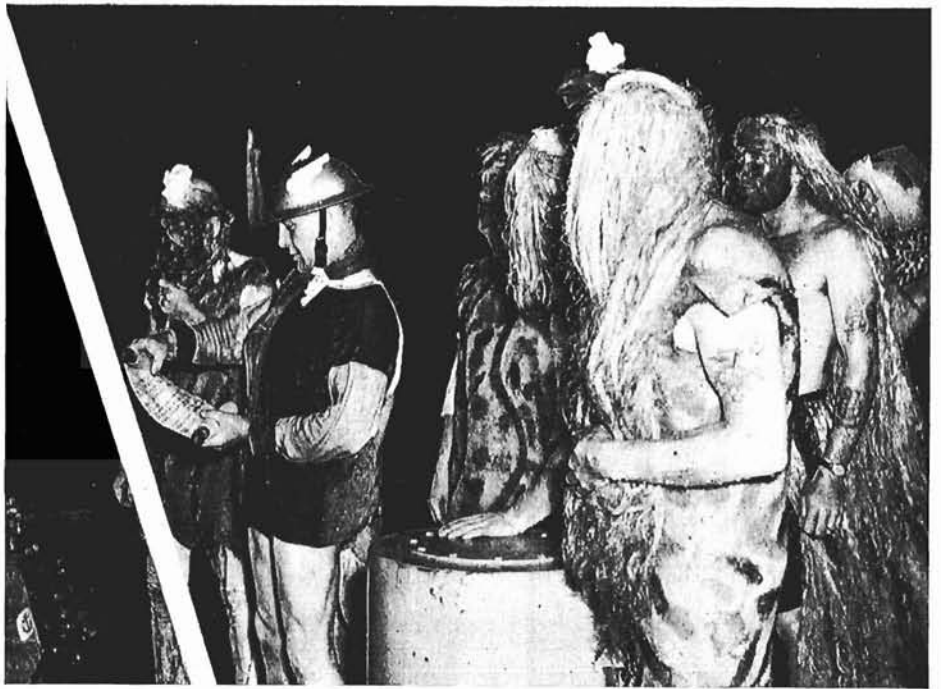
Five petty officers of HMCS Magnificent gave children of two Plymouth, England, orphanages something to remember them by when their ship visited that port earlier this year.

The petty officers were ashore one day in Plymouth when they decided they'd like to do something worthwhile. They got their heads together and came up with a plan to visit one of the city's orphanages. Back they went to the ship and bought up all the spare chocolate bars in the canteen. Then they headed for the Catholic orphanage, where they began distributing the candy to the children.

One of the five remembered to take along a clown suit and he staged a performance which, according to all reports, was a big hit with the children.

The petty officers got such a kick out of the impromptu affair themselves that they decided to stage a repeat performance the next day, this time at the Protestant orphanage. This they did, and it was equally successful.

The five were Petty Officers Bruce Durdle, Breen Driscoll, George Edwards, Arthur Mooney and James W. Williamson.



On the Ontario's forecandle, Neptune's Herald (CPO James Wood) reads the proclamation announcing that His Oceanic Majesty will come on board the next day to claim his new subjects.

NEPTUNE COMES ABOARD

*And Tadpoles Become Shellbacks
as HMCS Ontario Crosses
The Equator*

IT WAS early in the first watch on the night of Friday, September 27. HMCS Ontario's officer-of-the-watch peered intently into the blackness of the tropical night. An air of uneasy expectancy gripped the cruiser.

Suddenly the starboard cable rattled in the hawse pipe. A glare of light flooded the foc'sle and there, scroll in hand, stood Davy Jones. Surrounded by a fierce royal guard, the herald of Neptunus Rex announced that His Oceanic Majesty and his Royal Court would welcome the Ontario as she crossed the "line".

At 0900 on September 28 the ship's company mustered on the quarterdeck and a raucous belch from a bass horn announced the arrival of King Neptune and his buxom Queen Amphitrite.

Arrayed in his imperial robe of sackcloth, Neptune presented Captain E. P. Tisdall with the Order of the Golden Fish and Chain. The Order of the Pusser Lamp was conferred on Commander Michael Stirling, the executive officer, so that he might show light in dark places while making rounds. Lieut. Geoffrey Barrick, the gunnery officer, received the Order of the Leg-Length Gaiters,

while the supply officer, Commander (S) V. W. Howland, was awarded the Order of the Stale Loaf in recognition of his efforts on behalf of the ship's company.

While Neptune conferred the Order of the Greasy Spoon on the Chief Cook, yelps of terror throughout the ship told of the success of the Royal Police in rounding up all "tadpoles". The groaning Royal Chaise Bearers carried the hefty Amphitrite to her throne on the foc'sle where the tribunal was to meet.

Lieut.-Cdr. P. A. G. (Casey) Baldwin, quarterdeck officer, was the first to be tried, convicted and sent to his just reward. No favorites were played. All victims had their forelocks cropped, were generously lathered, given liberal dose of "pills" and doused in the tank.

The bears in the tank worked quickly and efficiently on the "tadpoles", buffeting each about the head and ducking them under water.

After three hours of diligent endeavor, with the sun high above the mast, not a "tadpole" remained. All on board were "shellbacks", fully accredited members of Neptune's Legions of the Deep.—*M.H.C.*

Afloat and Ashore

ATLANTIC COAST

HMCS Wallaceburg

After six months of being almost constantly on the move, the ship's company realized with a start that summer was over. During the summer, they found themselves in Bermuda twice, Saint John, N.B., twice, Boston once, and St. John's, Nfld. twice, in addition to two cruises to the Gulf Stream area and back.

The Boston visit was the highlight of the summer. The ship spent five days there and each afternoon was a make-and-mend. There was no official entertainment, except for a small reception for the officers by the Canadian Consul, but the men made excellent use of the Armed Services Club, where they were given free tickets to baseball and football games and to current leading stage shows. Sight-seeing and pre-Christmas shopping rounded out the stay.

On a recent operational visit to the Grand Manan area the ship's company gained first hand knowledge of the importance of towing forward. The impellor shaft on the ship's main salt water intake parted, all

machinery had to be stopped and the Crescent took the Wallaceburg in tow twice during the course of an afternoon and night. The second evolution was performed with the help of back-bone lights. By 0330 next day the repairs were made good and the tow was slipped. The Wallaceburg arrived in Halifax none the worse about 1700 the same day, thankful that a predicted Atlantic gale had not materialized.

Refit began November 17 and the ship's company proceeded on rotation leave, drafts and courses ashore.

HMCS Crescent

With the summer cruises to Europe over, the Crescent settled down to the somewhat less glamorous job of taking classes from Stadacona and Cornwallis to sea for training. In this capacity she spent ten days in the Grand Manan area in company with the Wallaceburg and the submarine USS Threadfin.

The ship's company has undergone a considerable change since the last report. Lieut.-Cdr. J. R. Coulter was appointed commanding officer September 13, replacing Captain J.

C. Littler, who became Chief of Staff to the Flag Officer Atlantic Coast. Other officers and men have departed for courses and other duties and 30 ordinary seamen, fresh from the confines of Cornwallis, have arrived on board to undergo sea training. At the conclusion of Exercise Cordex, the ship's company began their annual leave period.

HMCS La Hullose

"The Lady" was granted a month alongside for a leave period before beginning her fall program of exercises. During the leave period a dance and smoker for the ship's company were organized. The dance was held in the ballroom of the Lord Nelson Hotel, September 16, and proved a huge success. Rear-Admiral R. E. S. Bidwell attended. The smoker was held in the Scotian gym October 17. It was another successful evening, with the Supply Officer, Lieut. (S) Bruce Campbell, arranging for an adequate supply of refreshments.

Officers and men were looking forward to a busy fall of training and cruises in the Western Atlantic and Bermuda waters on completion of leave period.

Communications School

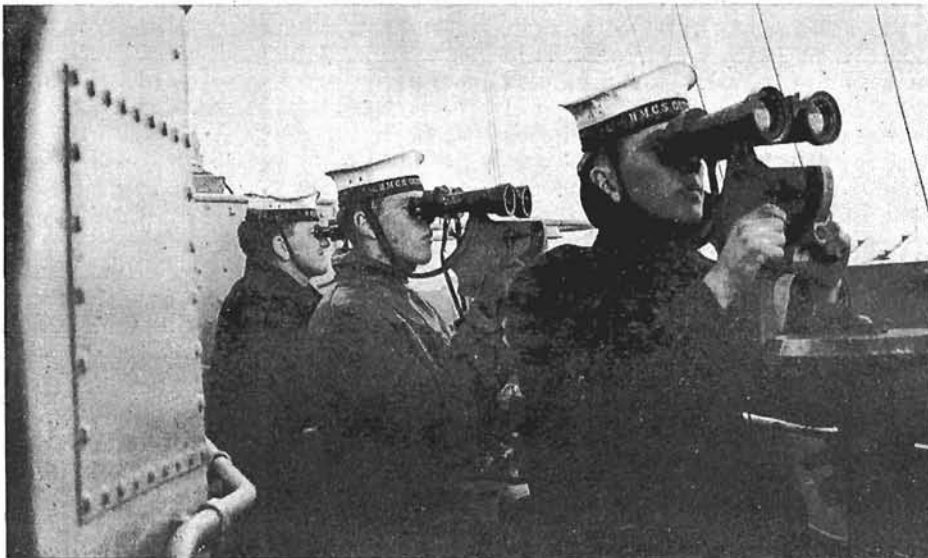
CPO Joseph Kitson has assumed the duties of Regulating Chief Petty Officer in the school, having relieved CPO Arthur Howard, who is now attending the Prep School at Naden.

PO Hugh Christie has returned from HMCS Quebec, where he served for the period embracing Exercises Mainbrace and Emigrant. Also joining the staff was PO Kenneth Potter, from the West Coast.

HMCS Cornwallis

The official opening of the Ship's Company Mess at Cornwallis was held October 31 and was followed by a dance. The mess occupies the building which formerly served as the Chief and Petty Officers' Mess.

Members of this new mess will include the staff of Cornwallis with the rank of leading seaman and



For a portion of Exercise Mainbrace the Quebec posed as a lone "Orange (enemy) raider" whose job it was to elude, and at the same time harass, the main Mainbrace fleet. This meant an alert look-out had to be kept, and here three men cover their assigned sectors, searching for ships of the "Blue" force. They are Ordinary Seamen Ivan Cripps, Barrie, Ont.; Don Arthurs, Saint John, N.B., and John Anderson, Lipton, Sask. (QB-000).

below, and men under training in the Communications School.

Mess president is Ldg. Sea. John Haires, vice-president, AB Jack Ensley, and secretary-treasurer, Ldg. Sea. Robert Donaldson.

HMCS Portage

During the month of October the Portage exercised chiefly in the Halifax area but later sailed in company with the Wallaceburg, the La Hulloise and the submarine USS Threadfin for exercises in the Bermuda area.

CPO Christie Bennett left the ship October 21, a week before the Bermuda trip, bound for a staff job with the Resident Naval Overseer in Kingston, Ont. A fine shipmate and efficient electrical technician, CPO Bennett was active in the Welfare Committee and Benevolent Trust Fund committee.

TAS School

The TAS School began its winter training program in October. A new class of TD3s began training while TD3 "L" course embarked in the destroyer Crescent and minesweeper Wallaceburg for two weeks' sea training with the US Submarine Threadfin.

New faces on the staff and in classes include CPO Candido Decanido, who has joined the staff from

Cornwallis; CPO Jack W. Jackson, from the Crescent via leave, and PO Richard H. Eldridge, who joined TASI "G" class from HMCS Cayuga.

HMCS Shearwater

Shearwater is planning a Christmas party for dependents of personnel at the naval air station every bit as elaborate as last year's three-day celebration, if not more so.

This year the party will be held the afternoons of December 17, 18 and 19. More than 750 children, aged 18 months to 12 years, will attend the first two days, with a special matinee performance for the benefit of about 50 orphans from the Nova Scotia Home for Colored Children on the final day.

The Petty Officers' Mess at Shearwater is taking care of the arrangements. The Naval Wives' Auxiliary is selecting the gifts and the project is being paid for through the recent Klondike Night and a cut of the profits from the ship's canteens.

Six Shetland ponies will provide rides for the kiddies, with the compliments of W. L. Lynch, local circusman, who will also provide one of his pieces of amusement apparatus. There will also be slides, movies, swings, a merry-go-round, sideshows and attractions galore for the small fry. And, of course, Santa Claus will arrive by helicopter and hand out



Defence Minister Brooke Claxton talks with Ord. Sea. Thomas Thorne, of Dartmouth, third from the right, during his inspection of a guard mounted in his honor at the RCN Air Station, HMCS Shearwater, where the minister landed October 16 to begin a three-day visit to Halifax. Mr. Claxton officially opened the new Naval Research Establishment in Dartmouth, N.S., and witnessed air-sea exercises in HMCS Magnificent. (DNS-9513).

the presents. His reindeer and sled are strictly out of date as far as the air-minded Shearwater kids are concerned.

PACIFIC COAST

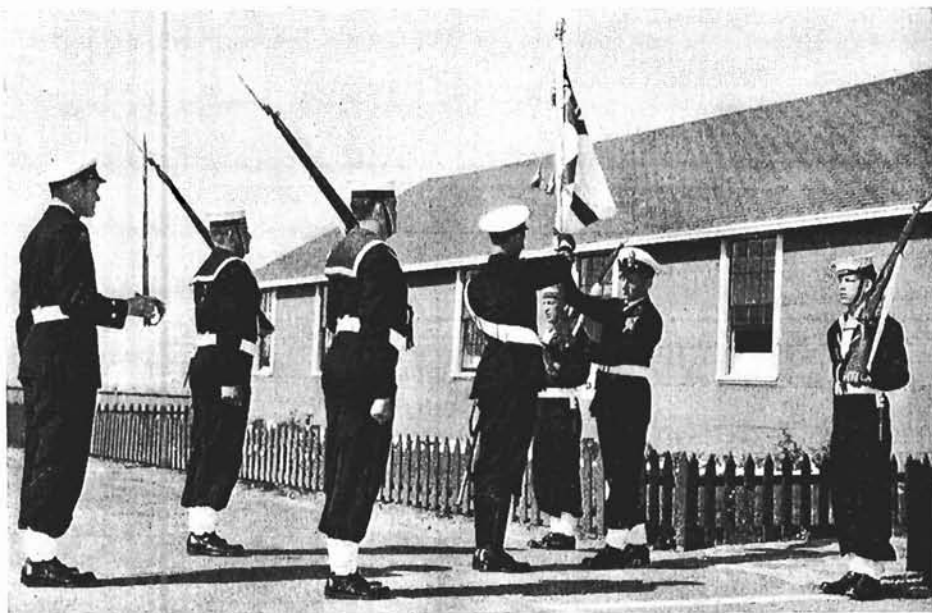
The Pacific Command played a prominent role during the visit to the West Coast of the Governor General, His Excellency, the Rt. Hon. Vincent Massey.

HMCS Sioux provided transport for the vice-regal party from Vancouver to Victoria, and later from Nanaimo to Prince Rupert. The Royal Canadian Navy at Esquimalt mounted a Royal Guard of Honor and the navy's new saluting battery at Black Rock fired a 21-gun royal salute.

HMCS Naden and the dockyard at Esquimalt and the Canadian Services College, Royal Roads, were inspected by the Governor General.

His Excellency and his party arrived in Victoria aboard the Sioux at 9:30 p.m. Tuesday, October 14, and spent the remainder of the week in the capital city. He re-embarked in the Sioux at Nanaimo on Sunday, October 19, for passage to Prince Rupert.

A 100-man Royal Guard from Naden was mounted for His Excellency's call at the Parliament Buildings on October 15, and for his visit



The cookery staff of HMCS Shearwater provided the colour escort when the Queen's Colour was paraded on the occasion of the Governor General's arrival at the naval air station. Here the colour escort, consisting of PO Ralph Mattson, CPO Cyril Preece and Ord. Sea. (A/PO) Ray Pease turns over the Colour to the colour party. (Ord. Sea. Pease was made an acting petty officer for the day). Receiving the colour from CPO Preece is Lieut. E. A. Fox. Other members of the party are CPO William Renaud, PO Daniel McCowell and PO Edward Black. (DNS-9323).



The bridge gives the orders, the upper deck handles the lines—and the unseen engine room provides the power—when a ship slips and puts to sea. The photo shows part of the engine room staff of HMCS Athabaskan at the "stand by" position just prior to the ship's departure for her third Korean tour. PO William Rhodes, of Vancouver, is at the starboard throttle, PO George Holenchuk is at the port throttle, Lieut. (E) H. F. Hindle, of Vancouver and Victoria, the engineer officer, keeps an eye on the telegraph indicator and PO Kenneth Sherman prepares to log the engine movements. (E-20774).

to the Esquimalt naval barracks the following day.

At Naden, the Governor-General addressed the ship's company drawn up at divisions on the parade ground. During his tour of the Canadian Services College he inspected the cadets on parade and gave a brief address.

HMCS Athabaskan

Before leaving for her third stretch in the Korean war theatre, HMCS Athabaskan experienced the customary pains of refit, trials and work-ups. With many of the old ship's company either drafted ashore or on prolonged leave, most of the strain had to be taken by new members of the crew.

Once the trying refit period was over and daily drafts had brought the ship close to her full complement, the almost daily confusion was replaced by well-regulated routine.

Trials gave the Athabaskan a chance to flex her new muscles. More than 7,000 rounds of four-inch ammunition had been fired from her main armament during her last Far East tour and the barrels had to be replaced by new ones. The trials

showed that the ship had lost none of her punch.

With almost her complete complement aboard, the Athabaskan then sailed for a week's working up exercises in Nanoose Bay. By then her crew included many veterans of the Korean sea war, some with previous experience aboard the Athabaskan and others who had seen the coast of Korea from the decks of the Sioux, Cayuga and Nootka. Thirty hands, fresh from the new entry course at Cornwallis, were also aboard.

At Nanoose, the ship's company towed forward, towed aft, rigged jackstays, secured to buoys and exercised seaboard crews, gun crews, damage control parties and so on. The Sioux arrived toward the end of the week and co-operated in a night encounter exercise and torpedo fring runs.

On the return to Esquimalt, life on board the Athabaskan became a succession of tests of seaworthiness and fighting efficiency, followed by last minute repairs and storing. Then there were final shore leaves and farewells, and the "Athabee" was off to the Far East determined to add to her already fine record of United Nations service.

TAS Training Centre

Lieut. D. A. Crump has rejoined the staff of the TAS Training Centre from his temporary appointment on the staff of the Reserve Training Commander. CPO William Fernie and CPO Hugh Dunbar have left the school, the former returning his Halifax home port division and the latter going on board the Athabaskan. CPO Frank Grant, PO Myron Arsenych and PO Frank Paulsen are new members of the staff.

In the tabloid track and field meet which took place on September 10, the TAS-Electrical team placed third.

Winter sports activities are about to commence and the TAS-Electrical teams hope to improve on their fourth-place summer Cock-of-the-Barracks finish.

Ordnance School

A number of changes have taken place in the school staff during the past two months. Two of the fire control chiefs, CPOs Alf Lee and Ken Province, are now attached to the Central School undergoing a course in the Prep School.

Men joining the school included CPOs G. Corp and W. Wynn and PO J. O'Dowd from the Athabaskan, CPO Fred Pippard from Nonsuch and PO E. Hemming from Carleton.

A smoker was held in the Petty Officers' Mess, HMCS Naden, in honor of the ordnance branch aboard the "Athabee." It was opened by a few words from Ordnance Commander J. F. Cosgrove and proved to be a very pleasant occasion for all who attended.

Another new face around these days is that of Ordnance Lieut.-Cdr.

Unique Medal Collection

Members of the United Services Institute at Halifax got a look at a unique collection of war medals at a meeting held in the gunroom in HMCS Stadacona. The collection, belonging to the Hon. D. Laurence MacLaren, Lieutenant-Governor of New Brunswick, covers the period from the Napoleonic Wars to the Boer War. It includes the Victoria Cross, Waterloo Medal, Crimean Medal, Roberts Star, Kimberley Star, China Medal and South African Medal, just to name a few.

The Lieutenant Governor said the medals were originally collected by his father and that more than 30 years was required to complete the collection, which today numbers more than 100 medals kept in a specially constructed case.

H. Lukey, who has come out of retirement from the RN to help out in various duties around the school.

Hockey and bowling practices are being held periodically to select the strongest teams to represent the school in the forthcoming leagues. Only casualty to date is PO Joe Hornosty, who is walking around with a red nose resulting from a collision with a hockey puck.

Everyone will be pleased to hear that CPO Bert Nelson, although still in the hospital, is on the road to recovery.

HMCS Cordova

Officers and men of HMCS Discovery, making a Thanksgiving weekend cruise aboard HMCS Cordova, had several hours of practical seamanship which they had not bargained for when the tender visited Seattle and Bremerton, Wash.

Lieut.-Cdr. Joe Roberts, as captain, took the ship to sea at about 1930 on a Friday evening. The smartly turned out former U.S. minesweeper cleared Vancouver with a slight haze hanging over the harbor. However, minutes after passing underneath Lion's Gate Bridge, a heavy fog set in.

The next morning, while proceeding down Puget Sound, in visibility of from 50 to 200 yards, radar operators were reporting as many as four or five ships, ranging in size from small fishing craft and pleasure yachts to ocean-going freighters and transports. On one occasion the Cordova ordered both engines stopped as a small ship hooted too close for comfort. Suddenly out of the grey fog a slim U.S. Navy cutter slid



A number of delegates to the Commonwealth Parliamentary Association convention which was held in Ottawa in September visited Halifax prior to the gathering and were taken on a tour of the harbor in HMCS Brockville, tender to the Halifax naval division, HMCS Scotian. Shown here on board the Brockville are, left to right; Captain R. E. Dudley Ryder, VC, RN, Ret'd., a Member of the United Kingdom Parliament; Commander W. G. Allen, commanding officer of Scotian; Mrs. S. G. Mavalankar, Sris Chattopadhyaya, Leader of the Opposition in the Pakistan Constituent Assembly, and the Hon. Shri G. V. Malavankar, Speaker of the House of the People, India. (HS-21771).

to within 100 yards. Hands of both ships exchanged greetings.

At 1300 Saturday afternoon the fog lifted to show the ship a mile off shore with her pointed dead on Pier 91, the berth allocated by the commandant of the U.S. Navy's 13th Naval District at Seattle.

At 0600 Sunday, the ship cleared for the U.S. Navy yard at Bremerton, where she berthed between two giant U.S. aircraft carriers undergoing re-conversion.

During the morning and the afternoon, the ship's company was taken on a conducted tour of the huge base and was shown over an aircraft carrier, a supply ship and a recently reconverted destroyer.

Against the possibility of more fog, Lieut.-Cdr. Roberts took the Cordova to sea at 1515 Sunday afternoon and after an uneventful cruise secured briefly at Sechart and Port Mellon on Howe Sound before proceeding to the former Sea Cadet camp at Latona, where the ship came alongside again and all hands enjoyed a

turkey Thanksgiving dinner, prepared in the ship's galley by PO D. Dowler.

The ship returned to her base and was secured at 1620 Thanksgiving afternoon.

Five Sea Cadets were embarked along with officers and men of Discovery for the week-end cruise.

Communications Training Centre

Without a noticeable increase in complement, the Communications Training Centre in Naden has added a number of new faces. Ten "new" faces are in reality "old-timers" in the CTC, but they nevertheless possess the qualifications to be termed as new.

The Officer-in-Charge, Commissioned Communications Officer Albert Shirley, and CPO Tom Fraser recently joined HMCS Sioux as special staff when His Excellency the Governor General boarded the ship for a quick trip to Prince Rupert. Although the exact duties performed by Mr. Shirley

Scots Wrens Show Interest In RCN

Distance would appear to be all that keeps HMCS York from an invasion of Scots lassies anxious to become Canadian Wrens.

When PO Edith Ross left Toronto on leave of absence to visit her father, seriously ill in Scotland, she sought an opportunity to continue her training there.

On the first evening she reported, the Scottish girls showed intense interest in Canada's Wrens and their interest wasn't lessened by a talk she was later asked to give.

PO Ross was flooded with queries on length and conditions of full-time service, pay, uniforms (the British Wrens haven't restyled theirs since wartime) and life in Canada.

Word from PO Ross is that a Canadian recruiting office in Scotland would do a booming business.



Reservists of the three armed services are shown drawn up before the Cenotaph following the Services Day Parade held during the celebration of the 70th anniversary of the founding of Saskatoon. HMCS Unicorn played a leading part in a landing exercise staged as part of the celebration. (Photo by PO W. M. Stewart, Unicorn).

and CPO Fraser are not clearly understood, there seems to be a sudden interest in fishing around the establishment. The expressions displayed by the pair would seem to indicate a definite basis for the treasonous rumor.

Seven other "new" faces around the CTC qualify to be termed as such on the strength of alterations and additions made to their sleeves. Four of the seven have developed a definite port list, and the others have taken a sudden interest in walking with arms swinging. Denny Peirson, Tom Larkin, Anthony Veinpell and Clayton Moran, all CVs, were recently rated leading seamen, while Ralf Heys, George Buckingham and Albert Bouchard each added three of the biggest and brightest buttons to his sleeve to denote his "Chiefhood".

The tenth "new" face belongs to CPO Alfred J. Andrews and is a direct result of a holiday trip to Mexico.

Ldg. Sea. Ron Blake, now completing his discharge routine, has been replaced in the message center by Ldg. Sea. Don Lory, formerly in the Athabaskan.

Able Seaman . . . Oops . . . Leading Seaman Denny Peirson has left to serve on board the Athabaskan, while AB William Cholodylo has left to join the bushmen at NRS Aldergrove.

NAVAL DIVISIONS

HMCS Unicorn

(Saskatoon)

Calling of tenders for the long-awaited rifle range means that Unicorn will soon have an important addition to the division's training and recreational facilities.

The 1952-53 training season opened early in September and on Saturday, September 20, more than 50 officers, Wrens and men took part in the parade celebrating Saskatoon's 70th anniversary.

In addition, Unicorn participated in a river-crossing exercise that afternoon. The exercise was widely publicized and was watched by thousands of Saskatoon residents.

Unicorn's officers and men, under the command of Lieut.-Cdr. J. R. Strachan, staff officer, manned three harbor craft and diesel cutters and carried reserve army units across the river in an attack against an "enemy-held" beach. A company of naval commandos aided the attacking force.

Smoke screens, low-level bombing by planes from the Saskatoon RCAF Station and effectively timed underwater demolition charges added up to an extremely realistic display.

Approximately 20 officers from the division on October 6 attended a

Military Institute dinner in honor of Lieut.-General G. G. Simonds, Chief of the General Staff. After the dinner, General Simonds and other senior officers visited aboard Unicorn.

Several months of weekend work have borne fruit for the radio folk in Unicorn. Lacking classroom space, they decided to create their own. They accomplished this by putting a temporary partition down the centre of the existing room. Equipment is housed on one side, with classroom and Morse instruction on the other. All agree it's a big improvement.—*J.B.W.*

HMCS Queen Charlotte

(Charlottetown)

Lieut.-Cdr. J. J. Trainor was guest of honor at a mess dinner at Keppoch Beach Hotel, Charlottetown, before he relinquished his command of HMCS Queen Charlotte to take up an appointment at Naval Headquarters. Presiding was Lieut. K. A. MacKenzie, mess president.

Guests included Brig. W. W. Reid, Brig. G. G. K. Peake, Captain J. J. Connolly, RCN(R), Ret'd, and the officers commanding the various Prince Edward Island reserve force units.

Lieut.-Cdr. Trainor was presented with a brief case by Lieut. J. M. Richards on behalf of the officers of Queen Charlotte.

AB Danny Doyle has left the division for a QM3 course at Stadacona. Queen Charlotte's genial writer, Ldg. Sea. Harold (Steamers) MacCullough, has been drafted to HMCS Avalon. Their replacements are AB Donald MacKay and AB Maurice Gagnon.

HMCS Hunter

(Windsor, Ont.)

Hunter launched its season in fine style with a ship's company dance on the drill deck October 10. The well attended affair was organized by the welfare committee composed of Lieut.-Cdr. William Atkinson, Wren Lida Kapusciak, CPO Harry D. Bondy and AB John Marsh. Lieut.-Cdr. Atkinson acted as master of ceremonies.

The Naval Officers' Association, Windsor Branch, was host to a large crowd at its annual Trafalgar Ball, October 24. As usual, the event was a great success.

Great enthusiasm is now being shown for a weekly course in teaching techniques being conducted by a

professor from Wayne University in Detroit. The 16-week course is being held every Thursday, and it is felt it will be most beneficial.

Wednesday sports nights, under the charge of Sub-Lieut. Bob MacArthur, are proving a popular feature. The hockey team started practicing at the Windsor Arena October 15 and gear has been issued. There is also a badminton tournament in progress. Archery is being taught and there are enough basketball players for two teams.

Lieut. (W) Gladys Tunks reports that recruiting is going well for the increased Wren complement of 45.

HMCS Brunswick

(Saint John, N.B.)

Even the forests of New Brunswick were hospitable when two destroyer escorts, the USS Snyder and Kyne, called at Saint John in October.

A hunting party for the visiting ships was organized by CPO James Johnson of Brunswick, and seven Americans, ranging in rank from Commander to Seaman 1st Class, emerged from the woods with two fine deer.

A reception and dance were held for officers of the U.S. ships in Brunswick's wardroom, while a well-

attended dance held at the same time for enlisted men proved a great success.

The first anniversary of the return of the Wrens to Brunswick was celebrated on October 10 with a birthday party and dance in the Wrens' mess. The cake was cut with a naval cutlass.

HMCS York

(Toronto)

A church parade was held October 19, the Sunday before Trafalgar Day. The parade, approximately 525 strong, was made up of officers, Wrens and men of the Toronto naval division, members of the Naval Officers' Association and Naval Veterans' Association from the Toronto area and sea cadets. York's trumpet band led the parade.

After the service the naval units took part in a march past at which the salute was taken by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff.

York's first drill night of the fall and winter season was recorded and later broadcast by CKFH, Toronto, as a 30-minute program. Ceremonial drill was carried out with the York band and guard participating. Action stations and fire drill followed.

HMCS York's own recruiting film, "The Royal Canadian Navy Reserve and You", had its premiere the same evening and was followed by two boxing matches between members of the ship's company.

At quarters, shooting trophies were presented to CPO Leonard Rutherford, representing the Gunnery Division, by Mr. Tim O'Leary, Warrant Master-at-Arms during the Second World War and a former York reservist. The large trophy will be displayed on the quarterdeck, while the smaller will be retained by the winners.—A.C.T.

HMCS Catarqui

(Kingston)

Though not provided for in the plans, a naval commando unit from HMCS Catarqui made its appearance in a combined operations scheme called "Operation Mohawk" at the end of September and helped an army landing party to victory.

Beside personnel from Catarqui, participants in the scheme included airmen from the RCAF station at Trenton and the 9th Anti-Tank Regiment with headquarters in Belleville. The soldiers were embarked in HMCS York's PTC 716, HC 311 and the tug Loganville and were transported from Belleville to the landing area near Deseronto.

RCAF Harvards and Mustangs attacked and their dive-bombing produced some hits with flour-filled paper bags. Mohawk Airport was seized on schedule by the attackers, who included the unexpected naval commandos.

The Chief and POs' Mess is in operation again after a two-year holiday due to a shortage of members. The mess was renovated, in preparation for the re-opening, by CPO Charles D. Emsley and CPO Charles A. Vaughan.

HMCS Discovery

(Vancouver)

A highly successful blood donor clinic held in Discovery saw 186 members of the division turn out as volunteers.

The Red Cross arranged what it thought was a sufficient number of beds, but the response was so great that they had to send out a rush call for more equipment and staff. The donation session, held on a drill night, was arranged by Ord. Sea. Ted Roach, president of the Seamen's Mess.

Ord. Sea. Jimmy Smith has assumed duties as stoker on the RCN



A birthday party marked the first anniversary of the Wren Division of HMCS Brunswick. Here Wren Katherine Forestell, the first Wren to be enrolled at the Saint John division, holds the sword while Sub-Lieut. (W) Eleanor Dolan, Wren Divisional Officer, lends a helping hand in cutting the birthday cake baked for the occasion. Others in the picture are, front row, left to right: Wrens Carole Smith, Joan Sherren, Barbara Fitz Randolph, Dorothy Fraser, Ann Ashton, Lois Morrison, Dawn MacFarlane and Anne Fullerton. Rear row: Petty Officer Rose Galbraith and Wrens Mildred Weeds, Peggy Young, Florence Witherall, Eileen Connell, Barbara Forestell and Helen Allaby.

staff at Discovery following a transfer from HMCS Naden.

First of a series of monthly dances in the seamen's mess has been held successfully and plans are under way for the second. Meantime, committees from the wardroom, Chief and POs' Mess and the Seamen's Mess are at work lining up the annual Christmas party staged early in December each year for the children of RCN and reserve personnel at the base as well as orphaned and needy children of former naval officers and men.

Lieut. (W) Fanta Tait, RCN(R), has assumed her duties as Assistant Staff Officer (Administration) and will work with Lieut. James Butterfield, staff officer.

A divisional officers' conference, with Lieut.-Cdr. Peter Hinton of Ottawa in the chair, was held in Discovery, while for three days DVA welfare counsellors and the Benevolent Trust Fund western claims committee were also in conference, with Lieut.-Cdr. Ralph Wallace presiding.—*W.J.H.*

HMCS Nonsuch

(Edmonton)

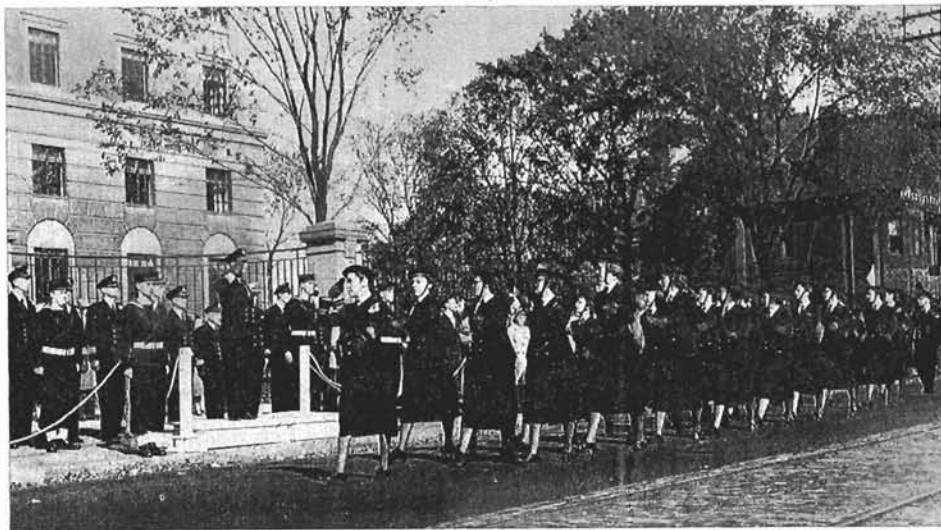
The fall social season for the three services in Edmonton was opened by the annual Trafalgar Ball at HMCS Nonsuch, with the commanding officer and officers of Nonsuch and the Naval Officers' Association as hosts.

The ball, held in a nautical setting on the division's drill floor, was under the distinguished patronage of the Lieutenant-Governor of Alberta, His Honor J. J. Bowlen. Among the 400 guests were Mayor William Hawrelak and Mrs. Hawrelak, and Chief Constable Reg Jennings and Mrs. Jennings.

In charge of arrangements were Lieut.-Cdr. Frank Banwell, chairman; Commander Lyle Hoar, Commander Everett Shaver, Lieut. Stuart Purvis and Lieut. (SB) Ed Howard, publicity.

The annual autumn dance of the chief and petty officers was also held in the drill hall, with the commanding officer, Commander George Manning, and Mrs. Manning as patrons. About 250 guests attended. The program was arranged by CPO Walter Curry, CPO Harry Roebrock, PO Frank Quiring and PO William Colter.

The first naval reservist from Nonsuch to serve in the Korean war theatre has departed for the Far East in HMCS Athabaskan. He is Ord. Sea. David O. Campbell and he



The Chief of the Naval Staff, Vice-Admiral E. R. Mainguy, took the salute when personnel of HMCS York carried out a march past following a church parade on the Sunday prior to Trafalgar Day. Here the Wren division from York marches past the saluting base. Members of the Toronto division, the NOAC, the Naval Veterans' Association and sea cadets attended the service.

is serving as an electrician's mate aboard the destroyer. A native of Provost, Alberta, Ord. Sea. Campbell has spent most of his life in Saskatoon where he joined the reserve at HMCS Unicorn in 1949. He made a cruise to the Caribbean in HMCS Magnificent in 1950 and transferred to Nonsuch about a year ago.—*E.W.H.*

HMCS Chatham

(Prince Rupert)

Autumn highlight of activities at HMCS Chatham was the visit of the Right Hon. Louis St. Laurent, Prime Minister of Canada.

Mr. St. Laurent and his party arrived in Prince Rupert by air from Powell River on Sunday, September 7. After speaking to an assembly of school children, he attended a reception at Chatham where he inspected an honor guard from RCSCC Captain Cook.

During the reception, the Prime Minister was presented with an honor scroll from Indian chieftains of the Prince Rupert area and with a beautiful slate totem from the IODE.

Wrens of Chatham division earned praise for their skill in ushering the crowd, which at one point in the hour-and-a-half reception reached a peak of more than 600 persons.

With the opening of the fall training season, Chatham has become a busy place. New entries are arriving in increasing numbers, the Men's Mess has been reorganized and officers of the division have held an invitation ball. The scope of training has been greatly increased by the addition of new MTE and wireless equipment.

PO Bob Bradley, who made many good friends during his stay at Chatham, has gone to the East Coast for a Quarters Rate course. He has been replaced by PO Bob Fitzsimmons, who came directly from HMCS Sioux, in which he had served since she was re-commissioned.

Chatham's staff officer, Lieut. Noel Langham, has also left for the East Coast, where he is taking the Junior Officers Technical and Leadership Course. He has been succeeded by Lieut.-Cdr. J. Pearson, who came to the division from Naval Headquarters.

Two new officers have been welcomed. They are Acting Sub-Lieut. (W) Diane Kennedy, who came up from Chatham's lower deck, and Acting Sub-Lieut. (S) Jack Evans.

HMCS Donnacona

(Montreal)

The fifth and one of the most successful of the Trafalgar Balls sponsored by RCN(R) and former naval officers of the Montreal area was held on HMCS Donnacona's drill deck on October 24, with Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, as guest of honor.

Navy Day was observed the previous Sunday. Donnacona personnel and sea cadets marched through the streets of Montreal to the saluting base in Phillips Square where the salute was taken by the division's new commanding officer, Commander G. St. A. Mongenais.

Members of the ship's company and the Ladies' Auxiliary visited the

Veterans' Hospital and distributed gifts and books to the patients.

The Ladies' Auxiliary held its first meeting of the season on October 22. Plans for the forthcoming Naval Party were drafted and social and welfare activities were discussed.

Remembrance Day ceremonies took place in Westmount on Sunday, November 9, with Navy, Army and Air Force participating. The parade formed up at the Royal Montreal Regiment Armory and a brief ceremony was held at the Westmount Cenotaph.

The previous night the Chief and POs' Ladies' Auxiliary sponsored a social evening in the Chief and POs' mess. Officers elected by the auxiliary at the recent annual meeting were: Mrs. R. McWilliams, president; Mrs. G. Lavery, vice-president; Miss H. Nicollis, secretary; Mrs. J. Bates, treasurer, and Mrs. C. Rankin, Mrs. J. Cartlidge and Mrs. MacInnes, members of the executive committee. —R.F.D.S.

HMCS Tecumseh

(Calgary)

Calgary's winter social season was successfully launched by the Trafalgar Ball, sponsored by the Naval Officers' Association, on October 24.

The following week the Ship's Fund Committee staged a Halloween dance, with PO J. Robertson in charge of arrangements. Prizes were given for the best men's and women's costumes.

Lieut.-Cdr. Ross Dickinson has relieved Lieut.-Cdr. James S. Monteath as Staff Officer (Administration) at Tecumseh. Lieut.-Cdr. Monteath and Mrs. Monteath were honored by the wardroom and ship's company before the former left for the East Coast to take the JOTL course.—C.S.J.L.

HMCS Scotian

(Halifax)

The proximity of the sea and the RCN Air Station, HMCS Shearwater, gave Wrens of HMCS Scotian unequalled opportunities for summer naval training this year.

Favored by fine weather, Wrens turned out on Thursday evenings from July to September for boat pulling in Halifax harbor under the direction of Commissioned Boatswain C. P. Evans.

Air branch Wrens attended classes at Shearwater and were given flights in Harvards and helicopters. They also had a close-up view of the U.S. Navy blimps which visited Shear-



Ordnance Lieut. P. C. Buzza, of Winnipeg, turns over the care of a patch of Canadian wheat to "O'Malley", a 14-year-old Korean, on leaving the island on which he spent two-and-a-half months as naval liaison officer with the West Coast Island Defence Element. Lieut. Buzza, ordnance officer of HMCS Iroquois, planted the wheat from a jar of prize seed from his father-in-law's farm in Manitoba. (IR-119).

water early in July and heard a lecture on the place of the lighter-than-air craft in air-sea warfare.

Scotian's recruiting officer, Lieut. R. G. Cannell, has launched a recruiting drive for reservists. A competition has been started with a prize for the mess which introduces the most prospective recruits.

WEST COAST GETS FIRE DRILL FRESH-UP

A program aimed at promoting increased vigilance on the part of naval personnel, residents of naval married quarters and civilian personnel employed with the Navy was carried out by the Naval Fire Service of the Pacific Command during Fire Prevention Week October 5-11.

Posters were displayed throughout the command and other steps were taken to stress the dangers of fire and to train personnel in fire prevention.

At the dockyard, a lecture and display were conducted for civilian employees and major buildings were thoroughly inspected.

In HMCS Naden, fire drill practices were held in all barracks buildings during the silent hours, another lecture was given civilian personnel and major buildings were inspected.

At Royal Roads, two fire evacuation drills and a lecture were conducted and civilian employees at the College, as well as at the RCN magazine, boom defence and fuel oil depot, were given a talk and issued with booklets on fire prevention.

House to house calls were made at the 371 married quarters at Belmont Park and a booklet was left at each one. Children attending the John Stubbs Memorial School at Belmont Park were put through a test fire drill.

Not forgotten was the Victoria naval division, HMCS Malahat, where a fire drill was held on the weekly parade night.

Booklets were distributed to naval establishments in other parts of B.C. —G.R.L.

LETTER TO THE EDITOR

Dear Sir:

The cap controversy is proving an interesting one and I feel that the letter in your September issue demands an answer.

I do not deny that the cap is smart in a sense, but I insist that it is antiquated. This is not meant as a slur upon the traditions connected with it, but as a criticism of the old-fashioned design that cares nothing for comfort, convenience, neatness and originality. Canada has seen fit to break from older ties in many ways. What is so terrible about asking for a distinctive badge for her Navy?

Our friend remarks on the cap's neatness. Certainly it is neat — after hours spent in cleaning it. Has he, I wonder, ever stood for inspection in the rain, with white polish dribbling over his tally?

What we need is a washable, strong and serviceable cap, and there is no need to copy the Americans, as is so delicately hinted.

Harry F. Verran ABPH1,
HMCS Avalon,
St. John's, Nfld.

Real Spirit Shown By These Reserves

Twenty per cent of the officers and men of HMCS Catarqui make round trips of as much as 140 miles to attend Monday night drills in Kingston.

The much-travelled reservists are from Trenton, Belleville, Napanee and Brockville. A dozen or so of their number have been commuting faithfully on training nights for the past three winters.

CORONEL REMEMBERED

*Service Held in Honor
Of First RCN War
Casualties*

A WREATH dropped on the heaving loneliness of the South Pacific Ocean was the tribute paid by HMCS Ontario, during her South American cruise, to the memory of the first four members of the Royal Canadian Navy to lose their lives in action.

The ceremony took place on October 10, almost 38 years after an outgunned British cruiser squadron engaged a German squadron off Cape Coronel on the west coast of South America.

The Battle of Coronel was fought on November 1, 1914. The four Canadians who lost their lives were Midshipmen Malcolm Cann, William A. Palmer, Arthur W. Silver and John V. W. Hathaway, all serving in the flagship, HMS Good Hope.

The whole class of RCN midshipmen had volunteered to serve in the cruiser and drew lots to see who would go. Left behind was Midshipman G. C. Jones, later to become Vice-Admiral G. C. Jones, CB. He died on February 8, 1946, while Chief of the Naval Staff.

The British cruiser squadron, commanded by Rear-Admiral Sir Christopher Cradock, consisted of the Good Hope, two light cruisers, the Monmouth and Glasgow, and the armed merchant cruiser Otranto.

The German squadron which they encountered was under Admiral Graf Von Spee, in his flagship the Scharnhorst. The flagship was accompanied by the equally powerful Gneisenau and three smaller cruisers, the Leipzig, Dresden and Nuremberg.

It was sundown when the British squadron came on the German ships and, as they turned to meet the Germans they were silhouetted against the western sky and spray broke over their bows, making it impossible to use some of the lower guns.

Admiral Cradock, aware of the heavier guns of the enemy, nevertheless chose to attack. In the three-hour battle that followed, the Good Hope was badly hit and later blew up and sank. The Monmouth followed her to the bottom. The Otranto

was too heavily outgunned to take an important part in the battle and she and the Glasgow withdrew to the south and headed back to the Falkland Islands.

Coronel was avenged on December 8, 1914, in the Battle of the Falkland Islands. Vice-Admiral Sir Frederick Sturdee, in command of another British squadron, sank four of the five German ships. The swift cruiser Dresden fled and, in March, 1915, was found and destroyed in Cumberland Bay, on the coast of Chile, by HM Ships Kent and Glasgow.

The memorial service to the four midshipmen took place on the Ontario's quarterdeck, where prayers were offered by Protestant and Roman Catholic padres. The officer of the guard, a midshipman, ordered "present arms" while the ship's band played the band version of the Last Post. Captain E. P. Tisdall and two midshipmen dropped a wreath upon the sea.

Reveille was sounded, the hands dispersed and the ship proceeded on her journey, leaving the wreath tossing in the white wake.

Later in their South American cruise, the officers and men of the Ontario were to see a sardonic monument to Admiral Von Spee. In Montevideo harbor lies the rusting hulk of the pocket battleship Graf Spee, scuttled rather than put to sea and again face the lighter guns of the cruisers Exeter, Achilles and Ajax.



A wreath commemorating the first members of the RCN to lose their lives in war was dropped on the sea from HMCS Ontario in waters off Chile where four Canadian midshipmen went down in HMS Good Hope at the Battle of Coronel in 1914. (OT-1235).

East Coast Progress Lauded by CNS

A reminder that the function of shore establishments is to keep the Navy's ships sailing and aircraft flying was given by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, in a message following his visit to the East Coast.

"During my recent visit I was encouraged to note the progress being made in all shore establishments and to observe the growing keenness and pride in the service," Admiral Mainguy said.

"We must all remember, however, that the only reason for shore establishments is to have and maintain efficient ships and aircraft at sea and every effort must be directed toward this end."

LOWER DECK PROMOTIONS

RCN

ALLAN, Jack W. P1SH4
 ARMITAGE, John M. C2QM2
 AUBE, Stanislas E. LSVS1
 AULIS, Lawrence Q. LSRP1
 BAUR, Joseph J. P2EG3
 BETHELL, William R. LSAAS
 BLAKLEY, Robert W. P2PH2
 BONDY, Joseph H. LSAC1
 BOUTILIER, Louis G. LSQMS
 BRANDER, Walter E. LSTD1
 BROWN, Delmar R. LSTD5
 BUCHANAN, John W. C2ET4
 BUICK, David A. LSTD5
 BYRNE, Frederick B. LSAA1
 CALDWELL, Malcolm D. LSVS1
 CALNAN, James H. LSQRS
 CARTER, Richard S. P1RP1
 CASLER, James S. LSTD5
 CHAMBERS, Neil P. LSQMS
 CLARKE, Samuel D. P1AA1
 CORRIGAN, Anthony G. LSRAR1
 DAREVAU, Joseph H. C1GI3
 DAY, William H. LSTD5
 DIXON, William H. LSEM2
 DUNLOP, Robert. LSTD5
 ENGLISH, Roy A. P1ER4
 FAA, Harold M. P2ED3
 FILO, John. P2EG3
 FLEMING, Gerald F. LSRP1
 FOLEY, Lionel J. P2RP1
 FORWARD, Michael B. P1ET4
 FYFE, Joseph K. P1EA4
 GARDNER, Arthur J. C1ET4
 GEALE, Robert E. C2QM3
 GILBERT, John F. LSAF1
 GORDON, Donald M. LSTD5
 GOULD, Joseph F. LSTD5
 GRANT, Frank. C2TD2
 GUSTAFSON, Norman B. P1ER4
 HOBBS, Roy G. LSEM2
 HODGSON, William G. C2ET4
 HURTUBISE, Albert J. C2AA2
 JACKSON, Jack W. C1TI3
 JAMES, Richard E. C2GI3
 JAMIESON, Frederick L. LSAF1
 JAMIESON, Gerald E. P2QR1
 JEANES, James G. P2SM2
 KANYO, Zoli M. LSTD5
 KEOHANE, Maurice J. C1ER4
 LAVERDURE, Joseph E. C1EA4
 LEDUC, John M. LSAF1
 LEGER, Joseph W. P2TD1
 LEVY, John A. LSSM1
 LOCKHART, Robert J. LSRAR1
 McDONALD, Francis C. LSTD5
 McINNIS, Reagh B. LSAC1
 McIVOR, William T. LSLR1
 McRAE, Lawrence P. C2AA2
 McWHINNEY, Earl E. LSAAS
 MARSDEN, Thomas W. C2QR2
 MARSHALL, Blake R. LSTD5
 MICHOR, George. C2SM3
 MILJUS, Michael. LSRAR1
 MOSLEY, Ross H. LSQRS
 MOXAM, John A. LSQRS
 MUSCHAMP, William H. LSEM2
 NOBERT, Bernard J. LSTD5
 PAINTER, Keith W. P1RC1
 PAINTER, Leslie T. LSRPS
 PARSONS, William C. C2RA4
 PETERSON, James I. P2EG3
 PETERSON, Lloyd E. C2ET4

PETRONY, Edward C. P2QM1
 PILLAR, Donald R. LSAAS
 PRESTON, George W. LSTD5
 PRINGLE, Gilbert J. LSAC1
 PROSSER, Albert W. C2QM2
 PURDY, George E. P2RT3
 QUINN, Stephen P. LSSM1
 RANDS, Alan G. LSRCS
 ROBERTS, Lloyd W. LSAC1
 RUMSEY, Robert F. LSRAR1
 SALSMAN, Whiley D. LSRCS
 SAMWAYS, Douglas G. LSTD5
 SHAW, Dennis B. C2EA4
 SPENCE, John C. LSEM1
 SPENCER, James. P2ER3
 STEELE, William D. P1RC1
 STEIP, George F. LSTD5
 STEWART, Thomas C. LSLR1
 SWAN, Andrew W. LSRAR1
 TANCOCK, Theodore. P1ER4
 TEASE, Laurence O. LSRP1
 TEDDS, Leonard S. C2ET4
 TOPPING, William R. C2AA2
 WALKER, George E. LSQRS
 WHITE, Kenneth L. LSEM1
 WIDNER, John G. LSRP1
 WIER, Thomas D. LSSM1
 WILLIAMSON, Murray E. LSRCS

RCN (RESERVE)

ACHTYMICHUK, J. W. P1BD3
 AMON, R. D. C2QMS
 ANDREW, J. R. LSRP1
 BARNETT, R. S. P1QR3
 BROUILLARD, N. J. LSAF1
 BURGESS, C. D. C2MM3
 CHAPMAN, C. C. C1GA4

CHARBONNEAU, M. C2NS3
 COOKE, C. R. LSQRS
 DALE, A. C2QR1
 DEWIT, W. LSSM1
 DUNFORD, G. W. C2CK3
 GILBRAINE, C. P. C1TD1
 GRIFFITHS, H. B. LSRP1
 HENRY, J. P1QR1
 HICKS, C. G. LSRP1
 JEFFS, W. R. C2MA3
 JUDSON, M. W. P2RPS
 KEEGAN, J. W. C2TD1
 KENNEDY, R. LSQMS
 KENYON, L. W. P2RP3
 KUAN, A. W. P1AW2
 LANOUELETTE, G. P1GA3
 LAMBERT, L. J. C2GA4
 LETT, T. R. LSRP1
 LEVENS, R. J. C1CR3
 MAXIE, J. C2MM3
 McCRAW, H. J. C1CR3
 McLEOD, G. O. C2RP1
 ONYSKO, J. C1MM4
 PEERZAN, I. J. C2CK3
 PICKLES, C. LSRP1
 RIDGWELL, A. H. P1MM3
 RINDER, L. P1QR1
 ROGERS, J. D. C2TDS
 SETTLER, W. P. C2MR3
 SKYWORK, P. S. LSPW1
 SOMERLEIGH, E. R. C1MA3
 SWINEMAR, M. C. C2MM3
 WARDELL, J. A. C1PT1
 WATKINS, R. A. W. LSRPS
 WATSON, K. D. LSN51
 WELLS, G. A. C2QR2

MINOR MISUNDERSTANDING

The following series of related messages, gleaned from HMCS Magnificent's signal log, was forwarded without comment:

To: CANAVHED From: CANAVBRIT
 Info: MAGNIFICENT
 Re FE 112957 & 113492. Admiralty state Patt. 2604 seats, bakelite, black are only type fitted in H.M. Ships. Confirmation requested that this type are satisfactory and that 100 No. will be acceptable in lieu of 98 No. originally ordered. —271712Z.

To: CANAVBRIT From: MAGNIFICENT
 Info: CANAVHED
 Urmsg 271712/June to CANAVHED. Patt. 2604 seats, bakelite, black are satisfactory. Urgent requirement. Please supply 100 to Malta air express. —051150A.

To: CANAVHED From: CANAVBRIT
 Info: MAGNIFICENT
 My271712/June and MAGNIFICENT's 051150 re FE 112957 and FE 113492. 100 toilet seats available for despatch to Malta within 14 days. Confirm air express approved total weight being approximately 5 Cwt. Also advise if amendment will be forwarded covering the additional quantity. Request immediate reply. —141520A.

To: CANAVBRIT From: MAGNIFICENT
 Info: CANAVHED
 Urmsg 141520A. Regret no copies of FEs 112957 or 113492 held. Understood seats referred to were for 2 inch air valves on catapult airstorage bottles and air distributing column which have been on order for over 12 months.
 2. No requirements for toilet seats until return to U.K. —150920C.



The Navy Plays



Supply Teams Tie For Barracks Trophy

Supply Naden and Supply School "A" tied for top place in the Naden summer Cock of the Barracks trophy competition, both with a total of 34 points.

On completion of softball, medley marathons and track and field, only four points separated the top four teams in the overall standing. Soccer was the final and deciding factor and was won by Supply School "A" with an undefeated record through the tournament. The ten points awarded for first place in soccer brought the Supply School team on a par with Supply Naden in the final scoring for the inter-part trophy.

Winter Sports Leagues Start at Stadacona

The inter-departmental winter sports program at HMCS Stadacona opened at the end of October with the playing of first scheduled games in basketball, volleyball, water polo, hockey and bowling leagues.

In all more than 75 teams, composed of over 500 players, are taking part in the program which will determine the

winner of the "Cock of the Barracks" trophy next spring. In addition to the over-all trophy, individual cups will be presented to each league champion.

Other events scheduled for the winter are tabloids of sports, medley marathons, swimming meets and possibly deck hockey.

Largest team entry is in the bowling league, which has 28. Hockey and basketball have 12 each, volleyball has 13 and water polo ten.

Three Straight Victories For Navy Soccer Team

The RCN soccer team, defending champion in the B.C. Tri-Service Soccer League, started off the current season with three wins in as many starts.

The opening game saw the RCN eleven defeat the Canadian Army team from Gordon Head by a 5-0 score.

In the second fixture Navy ran roughshod over Royal Roads, scoring 11 goals and allowing the cadets only one.

The RCN won the third game from a strong RCAF team by a 2-0 margin.

Chiefs Capture Air Station Soccer Title

The Shearwater inter-part soccer league completed a successful season with the Chief Petty Officers winning the championship. The Chiefs won the two-game total goal series from SNAM by 5 to 2, defeating the Air Maintenance team 3-0 in the second game after being held to a 2-2 tie in the first.

The Shearwater soccer team lost out to Sydney in a two-game total-goal final for the Nova Scotia championship. The first game ended in a 2-2 draw and Sydney squeezed out a 2-1 win in the second. It was the first defeat of the season for the naval airmen. In an exhibition game played later, Shearwater tied the Maritime champions, RCAF Summerside, 1-1 at Shearwater.

Naval Airmen Take Baseball Championship

The baseball team of HMCS Shearwater won the Nova Scotia Armed Forces championship by defeating RCAF Greenwood 14-10 and 14-4 in a best-of-three final series.

The Shearwater team earlier had eliminated HMCS Cornwallis in two straight games in the semi-finals.

In inter-part softball at Shearwater, the RCAF won the championship by defeating the Officers' team in the final. Eight teams entered the playoffs and the highly favored Civilian entry which had topped the league standings was eliminated in the early stages of play.

The RCAF won the first game of the final 15-10, lost the second 20-15 and won third by a 7-6 score.

Navy Outscores Army in Softball Contest

HMCS Stadacona retained possession of the Army and Navy officers' softball trophy as they defeated an Army team in a game played at Stadacona.

The two teams battled to an 11-11 tie in what was scheduled as a sudden death game, forcing a second to decide the championship. In this one the RCN team scored in all but one of the seven innings to win handily.



The inter-part soccer championship at HMCS Shearwater was won by the Chief Petty Officers' team pictured above. Front row, left to right: CPOs A. Coe, Halifax; J. Sellers, RN, Durban, S.A.; C. Sheldon, RN, Gosport, Eng.; D. Baker, RN, Margate, Eng.; C. Gillen, Halifax, and B. Clifford, Halifax. Rear row: CPOs G. Bussey, Halifax; C. Hines, Calgary; R. Hogg, Leaside, Ont.; A. Chartren, Peterborough, Ont.; H. Clark, Chester, N.S.; N. Modine, Halifax, and R. Dopchack, Winnipeg. (DNS-9438).

Stad Setting Pace in Football League

HMCS Stadacona held a comfortable two-game lead and appeared to have first place clinched as the Nova Scotia Canadian Football League entered its last phase. The Stadacona gridders had a record of five wins in six starts to lead second-place Shearwater, who had a 3 and 3 record.

HMCS Cornwallis, the other RCN entry in the five-team league, was in third spot with three wins and four losses. Dalhousie University and Dartmouth Arrows, the other two teams in the league, were tied for fourth but the University students had played only five games to six for Dartmouth.

Playoff berths would go to the first four teams.

Donnacona Enters Team in Lachine Hockey Loop

Plans for an inter-service hockey league in the Montreal area fell through because ice was not available, but HMCS Donnacona is represented in the Lachine Industrial and Service Hockey League.

Donnacona is up against teams from Dominion Bridge, RCAF St. Hubert, RCAF Lachine and Allis-Chalmers. The first practice was held in the Lachine Arena on November 5.

Volleyball is destined to play an important part in the Montreal division's winter sports program. Practice sessions are held Wednesday



Football action is caught by the camera in this photo of line play during a game between Cornwallis Cougars and Stadacona. (DB-1952).

evenings and Saturday afternoons, with special instruction for beginners, including Wrens. AB Bill Croll is supervising volleyball activities.

Coach Harry Segal reports increasing numbers turning out to Wednesday and Saturday basketball sessions. He has his eye on the Golden Ball Tournament and hopes to assemble a team that is a winner.

The Royal Canadian Navy's lone representative at last summer's Bisley shoot in England, PO Ken Fox, was presented by Commander G. St. A. Mongenais, commanding officer of Donnacona, with the Donegal Medal and the Queen's Hundred with attached Bisley badge. The presentation was made on a drill night before the ship's company.

PO Fox placed 12th among 4,000 competitors from every part of the British Commonwealth. He and PO R. D. Denman have offered to give marksmanship instruction to any members of the division who wish to turn out on Saturday afternoons and improve their shooting.

Captain Dillon Heads Stad Badminton Club

The Atlantic Command Badminton Club was re-organized and re-named the HMCS Stadacona Badminton Club at a meeting held at the Stadacona gymnasium.

Officers elected for the forthcoming term are: President, Capt. (S) C. J. Dillon; secretary, Lieut. (W) Nan McPhee, and treasurer, AB G. Flowers. The games committee consists of Lieut. H. W. Markle, Sub-Lieut. (MT) J. C. Ross and Miss

Betty Bowers. The entertainment committee includes Sub-Lieut. (MN) S. B. Allison, Mrs. H. Jackson and Mrs. R. Ley.

The club will be open to all RCN personnel in the Command and their dependents, and play will take place each Thursday and Sunday.

Calgary Division Forms Seven Curling Rinks

The roarin' game has become a popular sport with the navy in Calgary. Seven rinks have been organized by Chaplain W. J. Collett at HMCS Tecumseh and will curl on two sheets of ice at the Calgary Curling Club on Saturday mornings.

Badminton, too, has assumed a prominent role in Tecumseh's winter sports program. The drill deck is taken over by badminton players on every free occasion, with about 30 officers, Wrens and men playing regularly.

Hockey, Rifle Shooting Organized at Scotian

A lively hockey season is in store for HMCS Scotian, the sports officer, Lieut. W. A. Burkart, reporting that a hockey team is shaping up in each mess.

The other main competitive sport of the winter season will be rifle shooting. Teams are already turning out for weekly practice. The Wrens, under the instruction of Lieut. G. H. Cook, are preparing to challenge male supremacy in marksmanship, even though many of them have never shot a rifle before.



The softball league of the Dockyard Recreational Association at Esquimalt wound up its season with the "Office Odds", skippered by Cecil McRae, taking top honors. Here Mr. McRae is shown with the softball trophy and Commodore B. R. Spencer, Superintendent of the Dockyard, who made the presentation. (E-20743).



A softball team composed of Wrens under training in HMCS Cornwallis captured the 1952 championship of the Ladies' Western Annapolis Valley softball league. Front row: Wrens Patricia Rhatigan, Edmonton; June Buchanan, Nananee, Ont.; Doreen M. Koebel, Merritt, B.C. and Laverne Runge, Regina. Second row; Wren Monica Madden, Toronto; PO Clarence R. Manderson, Charlottetown and Montreal; Wren Agnes Englund, Lillooet, B.C.; Lieut.-Cdr. W. R. Inman, Charlottetown, sports officer, and Wren Eleanor Smith, Regina. Rear row: Wrens Lorraine Butler, Saskatoon; Jean Barret, London, Ont.; Shirley Loeffler, Windsor, Ont.; Lily Arnold, Toronto; Dorothy LeGrandeur, Edmonton, and Eleanor Charade, Montreal. (DB-1974).

Winter Sports Schedule Begins at Shearwater

The winter sports schedule at HMCS Shearwater is well underway, though movements of the air groups have made it necessary to divide inter-part schedules into two sections — before and after Christmas — to enable the groups to enter the post-Christmas competitions.

The officers' volleyball league opened October 15. The seven teams will be joined after Christmas by at least two from the air groups. The inter-part league, which started October 20, boasts 16 teams now and will get an additional four in the New Year. The basketball league has 11 teams at present and later will be increased to 13. Three teams, two intermediate and one junior, are entered in city basketball leagues.

Shearwater entered a hockey team in the Halifax-Dartmouth intermediate league this year and 11 teams started inter-part play the first week in November at the Dartmouth Memorial Rink. The groups will provide an additional two in the new year. CPO Charles Hines has started

an inter-mess league on the station. The wardroom and CPOs' and POs' messes at Shearwater and messes in other ships and establishments in Halifax will battle it out every Sunday at the rink.

York Pucksters Enter Service Hockey League

Opening of the National Hockey League season in Toronto was a stimulus to HMCS York to make plans to enter its own Navy team in the hockey wars.

Teams from Falaise Barracks, the RCMP, RCAF and York will tangle weekly in doubleheaders at either Scarborough or Weston Arenas. Regular skating and practice schedules have been drawn up to keep the York pucksters in top trim.

CPO Bob Crisp is coach of the Toronto sailors and has some high calibre material on hand.

York's softball season ended with a world series flourish. The RCN(R) team overran Dominion Customs in two straight games in the semi-finals of the Dominion Civil Service

Softball League (Toronto) then came up against the Westsides Post Office, twice city champions, in the final.

They split the first two games, Post Office winning the first 9-6 and Navy the second 9-4. In the deciding game the score was 4-4 in the last half of the ninth with Post Office at bat, two out and a man on third. A hit over second base scored the runner from third, and Post Office was again champion.

Two lively exhibition boxing bouts were part of the special entertainment offered on the opening night of the fall training season at York. Participants in the first of the well-matched three-rounders were Ord. Sea. Ron Nugent and Dave DiMarco, while Ldg. Sea. Charley Gailor and AB Dennis Popa flailed each other in the second. — D.P.

Command Soccer Tourney Won by Shearwater

HMCS Shearwater won the Atlantic Command soccer championship and the Sak's Trophy by defeating last year's titleholder, HMCS Cornwallis, 2-0 in a sudden-death final at the Stadacona playing field.

The Shearwater eleven had advanced into the final of the three-day tournament by overwhelming the Magnificent 10-0 and then scoring a hard fought 4-2 win over Stadacona. Meanwhile Cornwallis drew a bye into the semi-final and trounced HMCS Brockville 6-0 to qualify for the final.

Midshipman Brian Evans sent Shearwater ahead in the title match at the eight-minute mark and Ldg. Sea. Denis James notched the second goal in the second half. Outstanding for the naval airmen throughout the tournament were CPO Philip Baker, captain and coach, PO Robert Collier, left wing, and Ldg. Sea. Robert Allen, who played the first two games at centre forward and the last game in goal.

Cornwallis to Compete in Valley Hockey Loop

Skating and hockey practices are once again under way at HMCS Cornwallis and candidates for the hockey team which will wear the colors of the Cornwallis Cougars are rounding into shape. The team will again be entered in the Valley Hockey League.

President of the Cougars is Commander (S) B. F. Gorely and coach is Commissioned Writer Officer Eldon Darrach.

Just before the Cornwallis athletes turned their attentions to skates and hockey sticks, they entertained the soccer team of the Royal Navy submarine Artemis. The submariners proved too strong for the locals, who went down to a 5-2 defeat.

Chiefs and POs Win Portage Softball Title

The Chief and Petty Officers' team won the departmental softball championship of HMCS Portage, defeating the Stokers 8-3 in the final game. CPO Harry Lane, veteran of 23 years' naval service, was the winning pitcher. The ship then focused its attention on basketball until the opening of the hockey season.

Naden Badminton Club Begins Season

The Naden Badminton Club commenced play for the 1952-53 season on October 1 with a good turnout of both old and new members.

Lieut. (SB) William Northey was re-elected president of the club, with Lieut. (E) J. R. Turner vice-president and CPO J. A. Stoddart as secretary-treasurer.

The Naden club has become affiliated with the Greater Victoria Badminton Association and a full program of tournaments with Victoria clubs is planned.

Columbia Division Scores in Tug-of-War Tourney

The air was full of grunting, groaning and frenzied shouting when HMCS Cornwallis recently staged a mass-scale tug-of-war tournament. After three hours of this, the Columbia division new entries were declared the champions, having routed the divisional officers in the final.

The field was set up so that four pulls were going on simultaneously, with competitions broken down into three brackets. Columbia division won the new entry section, divisional officers the staff section, and Communications "B" the Communications School section.

Thirty Teams Entered In Shearwater Bowling

With 30 teams taking part, the Shearwater Inter-part Bowling League got under way on October 21. Games are played Monday to Friday at Clarence Park recreation hall. As in most of the inter-part sports, the bowling season is divided into two sections because of the movements of the Carrier Air Group and the Support

Air Group. They will enter about 100 additional bowlers in the post-Christmas section.

President of the league is Commissioned Master-at-Arms Joe Ball. Other officers are: Vice-President, AB William Knatchbell; secretary, Ldg. Sea. Cecil Malay; treasurer, PO William Foreman, and ex-officio, Lieut. J. P. Dean, sports officer.

Stadacona, Shearwater Enter Hockey League

Two Navy teams are entered in the Halifax-Dartmouth Senior Hockey League which opened its schedule in November. HMCS Stadacona and HMCS Shearwater are both icing teams in the six-team circuit, which also includes Dalhousie, St. Mary's, Dartmouth and Halifax Shipyards.

Shearwater Sponsors Junior Football Team

HMCS Shearwater once again has a junior Canadian football team, this year being coached by CPO Andrew Chartren. The juniors are men under 20 at the air station and the scheme provides a sort of "farm team" for the senior squad.

Chatham's Rifle Shooting Mastery Challenged

Currently afoot in Prince Rupert, B.C., is a proposal to organize a city league for .22 rifle shooting.

The move stems from the success of the HMCS Chatham men's team in the inter-divisional competition back in July, when it was at the top of the ladder.

Since then the men's team hasn't gone to any particular trouble to hide its light under a bushel. The Prince Rupert RCMP detachment and others have agreed that a little competition outside the division is in order.

Canservcol Gridders Trounce Stadacona

The visiting Royal Military College team had too much power for HMCS Stadacona as the cadets rolled to a 41-9 win in an exhibition Canadian football game played at Studley Field, Halifax, on October 11. Playing before the largest crowd ever to watch a Canadian football game in Halifax, the RMC gridders overwhelmed the Stadacona team with spectacular passing and slick ball handling.



Members of the Communications School team which won the baseball championship of HMCS Cornwallis this year are pictured here. Front row, left to right: Ordinary Seamen Jim Simpson, Belleville, Ont., and John Brown, Edmonton; Commander R. W. Murdoch, Victoria, officer-in-charge of the school; AB Don Reisenburg, Montreal, and Ord. Sea. A (Whitey) Church, Windsor, Ont. Second row: Ord. Sea. Jerry Avis, Hamilton, Ont., AB Robert LeBlanc, Sydney, N.S.; Ldg. Sea. John Sandford, Brantford, Ont.; Ordinary Seamen Clive Sutcliffe, Cabri, Sask., and Ray Zillman, Winnipeg. Third row: Ordinary Seamen George Murfin, Calgary; William Freeman, Windsor, Ont.; Ken Whitney, New Toronto, Ont.; Bob Robertson, Windsor, Ont. Fourth row: Ord. Sea. George Friis, London, Ont., and AB Jack Grosvenor, Toronto. (DB-1962).

Weddings

Lieutenant-Commander John G. Chance, HMCS Catarqui, to Sub-Lieutenant (MN) Margaret M. Mace, of HMCS Stadacona.

Ordinary Seaman Alvin Church, HMCS Cornwallis, to Wren Helen Rollet, of Windsor, Ont.

Lieutenant-Commander Dennis B. Daines, HMCS Donnacona, to Miss Jessie T. MacLellan, of Port Hood, N.S.

Lieutenant Stanley Dee, HMCS Cornwallis, to Sub-Lieutenant (MN) Noreen Richmond, of HMCS Cornwallis.

Able Seaman Harry Finlay, HMCS Portage, to Miss Bernice Havill, of Montreal.

Lieutenant William S. Lover, HMCS Stadacona, to Lieutenant (W) Audrey B. Worden, of HMCS Cornwallis.

Chief Petty Officer Edward McSweeney, HMCS Stadacona, to Miss Audrey B. Eisner, of Chester, N.S.

Able Seaman Louis J. Neuman, HMCS Queen, to Miss Dorothy I. Rump, of Regina.

Lieutenant A. J. Preston, HMCS Beacon Hill, to Miss Ann Dickinson, of Victoria.

Able Seaman Ronald G. Randle, HMCS Shearwater, to Miss Ruby Steeves, of Salt Springs, N.S.

Lieutenant (S) Peter Shirley, HMCS Cornwallis, to Miss Gally Pitt, of Halifax.

Able Seaman Malcolm J. Thistle, HMCS Stadacona, to Miss Doris R. Moore, of St. John's, Nfld.

Births

To Petty Officer Everett Anderson, HMCS Queen Charlotte, and Mrs. Anderson, a son.

To Leading Seaman D. A. Atha, HMCS Tecumseh, and Mrs. Atha, a daughter.

To Able Seaman James Caldwell, HMCS Queen Charlotte, and Mrs. Caldwell, a son.

To Lieutenant John S. Cottingham, HMCS Portage, and Mrs. Cottingham, a son.

To Petty Officer J. Derrick, HMCS Naden, and Mrs. Derrick, a son.

To Leading Seaman R. J. Donaldson, HMCS Cornwallis, and Mrs. Donaldson, a daughter.

To Lieutenant (L) Joseph Elson, HMCS Stadacona, and Mrs. Elson, twin daughters.

To Lieutenant (SB) T. E. M. Everett, HMCS Carleton, and Mrs. Everett, a son.

To Petty Officer Winston Judson, HMCS Queen Charlotte, and Mrs. Judson, a son.

To Lieut. (S) L. M. Langstaff, HMCS Shearwater, and Mrs. Langstaff, a son.

To Able Seaman Eugene Larter, HMCS Queen Charlotte, and Mrs. Larter, a daughter.

To Petty Officer V. Little, HMCS Naden, and Mrs. Little, a son.

To Chief Petty Officer Trevor Lovekin, HMCS Portage, and Mrs. Lovekin, a son.

To Leading Seaman L. H. McInnis, Central Experimental and Proving Establishment, Edmonton, and Mrs. McInnis, a daughter.

To Petty Officer Donald P. Raven, HMCS Discovery, and Mrs. Raven, a son.

To Commissioned Communications Officer C. J. Scott, HMCS Cornwallis, and Mrs. Scott, a daughter.

To Chief Petty Officer W. Walters, HMCS Cornwallis, and Mrs. Walters, a son.

To Leading Seaman P. J. Wilkins, HMCS Stadacona, and Mrs. Wilkins, a daughter.

MAN OF THE MONTH

(Continued from Page 7)

CPO Beaulieu was married early in the war to the former Kathleen Haney of Halifax. They have three children, David, 10, Pamela, 6, and Stephen Patrick, 2.

The "Chief" pursues a lone hobby of woodworking, but he numbers among his sports ice and roller skating, hockey and swimming. — L.S.

NAVAL DRIVER THIRD IN NATIONAL ROADEO

Gordon V. Smith, civilian motor transport driver from HMC Dockyard, Esquimalt, placed third in the finals of the semi-trailer competition at the sixth annual National Truck Roadeo at Toronto November 10.

Mr. Smith qualified for the national event by winning the semi-trailer championship at the B.C. Roadeo in September.

STUART LINDSAY HEADS SASKATOON NOAC

The new president of the Saskatoon Naval Officers' Association is Stuart W. Lindsay.

The election of officers, held at HMCS Unicorn, also saw Dr. Herb Coulborne named vice-president and Dr. J. M. Roxburgh secretary-treasurer.



About to make an underwater check of HMCS Iroquois' hull is AB Harry Thompson, of Montreal, a naval diver serving in HMCS Nootka. The inspection was made during one of the occasions when the ships were together at a UN base in Japan. His helpers are AB Harry Chatham, of Montreal, and Ldg. Sea. Charles Stobbs, of Woodstock, Ont. (IR-106).

Retirements

CHIEF PETTY OFFICER JOHN BRETHERTON RIMMER

Rate: C1GA4
Age: 37
Length of Service: 20 years.
Hometown: Toronto.
Joined: October 11, 1932, as a Boy Seaman.
Served in: HMS Excellent; HMC Ships Naden, Skeena, Stadacona, Champlain, Vancouver, Fraser, Armentieres, Ottawa, Saguenay, Avalon, Cornwallis, Givenchy, Stadacona II, Nootka, Prevost, Scotian and Antigonish.
Awards: Long Service and Good Conduct Medal, October 11, 1947.
Retired: October 11, 1952.

CHIEF PETTY OFFICER HERBERT LAWRENCE CLARK

Rate: C1QI3
Age: 37
Length of Service: 20 years.
Hometowns: Dartmouth, N.S., Swift Current, Sask., and Edmonton.
Joined: October 11, 1932, as a Boy Seaman.
Served in: HMC Ships Naden, Stadacona, Saguenay, Champlain, Gaspé, Summerside, Wetaskiwin, Peregrine, Prestonian, Scotian, Athabaskan, Iroquois, Swansea and Magnificent.
Awards: Long Service and Good Conduct Medal, October 11, 1947.
Retired: October 11, 1952.

CHIEF PETTY OFFICER JOSHUA CHARLES ARLINGTON SNELGROVE

Rate: C1QRS
Age: 42
Length of Service: 20 years, 13 days.
Hometowns: Montreal and Halifax.
Joined: October 8, 1928, as an Ordinary Seaman.
Served in: HMC Ships Stadacona, Champlain, Saguenay, St. Laurent, Ottawa, Prince Henry, Caribou, Chaleur, Ambler, Cornwallis, Scotian and Llewellyn.
Awards: Long Service and Good Conduct Medal, December 20, 1950.
Retired: October 20, 1952.

PETTY OFFICER HOWARD MARRIOTT PLANK

Rate: P1RG3
Age: 37
Length of Service: 20 years.
Hometowns: Rockingham, N.S., and Swift Current, Sask.
Joined: October 11, 1952, as a Boy Seaman.
Served in: HM Ships Vernon, and Courageous; HMC Ships Naden, Skeena, Crusader, Ottawa, Stadacona, Cornwallis and Shelburne.
Awards: Long Service and Good Conduct Medal, October 11, 1947.
Retired: October 11, 1952.

TWO GREAT NAVY BOOKS

Together, "The Far Distant Ships" and "The Naval Service of Canada" tell a complete, interesting story of all activities of the Canadian Navy up to the end of the Second World War. Mr. Schull's popular book gives a vivid account of nearly six momentous years of sea warfare, while Dr. Tucker's masterful work provides a sweeping history of the whole development of the Navy, up to and including the operations on shore during the Second World War. The two books are complementary, and there is no duplication of subject matter. Either one or both would make a highly appropriate Christmas gift for a Navy man.

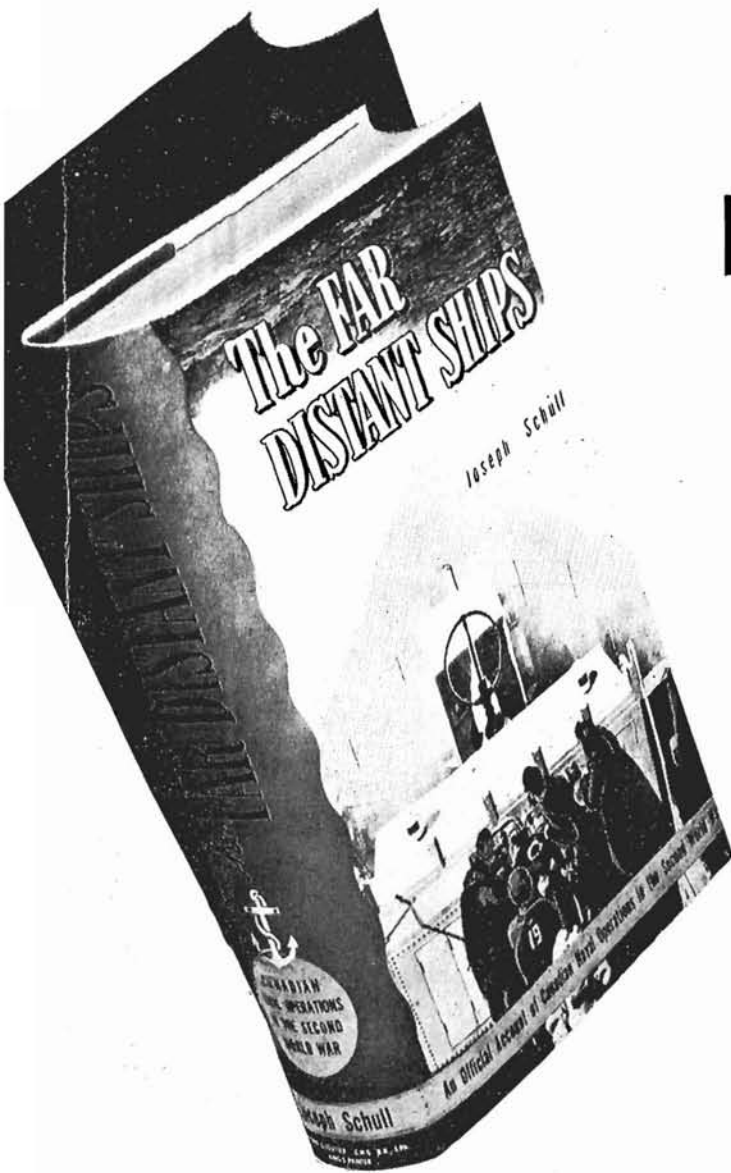
THE FAR DISTANT SHIPS, by Joseph Schull

Reprinted by popular demand, this dramatic narrative presents in easy, informal language the story of Canadian naval operations during the Second World War.

An account of Canadian participation in the Battle of the Atlantic makes up a large part of the book. It is by no means all, however, of a story which ranges over most of the world's seas. The Canadian Navy's share in the North African landings, in the brilliant actions in the Channel and the Bay of Biscay, in the fierce U-boat warfare along the eastern seaboard of North America, and in the Normandy landings is told fully and vividly.

Twenty-six maps and over thirty illustrations enliven the text of this handsomely printed volume. Among the appendices, one of particular interest to navy men is a table showing the principal Canadian ships and their commanding officers throughout the war.

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In this book the story of the growth of the Canadian Navy from its early origins to the present day is told in detail for the first time. Volume One of this work recounts the history of the Navy in its origins and early years. Although the naval defence of Canada was for a long time primarily carried out by the Royal Navy, its forces, particularly on the Great Lakes, included many Canadians. In writing this narrative the author has succeeded in capturing the flavour of events as they happened.

Volume Two tells of the operations on shore during the Second World War. The many problems of policy, training, supply, etc., are well documented and lucidly explained. Dr. Tucker has taken great pains to make this history accurate and complete. His careful sifting of departmental records, upon which much of the book is based, has resulted in a highly authentic account. His wide knowledge of modern history has enabled him, not only to present accurate facts, but also to interpret the international significance of historical events.

Without compromising his responsibility to produce a reliable history, the author has written in a clear, forceful style. Full colour reproductions of dramatic paintings by Canadian War Artists appear throughout the book.

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