

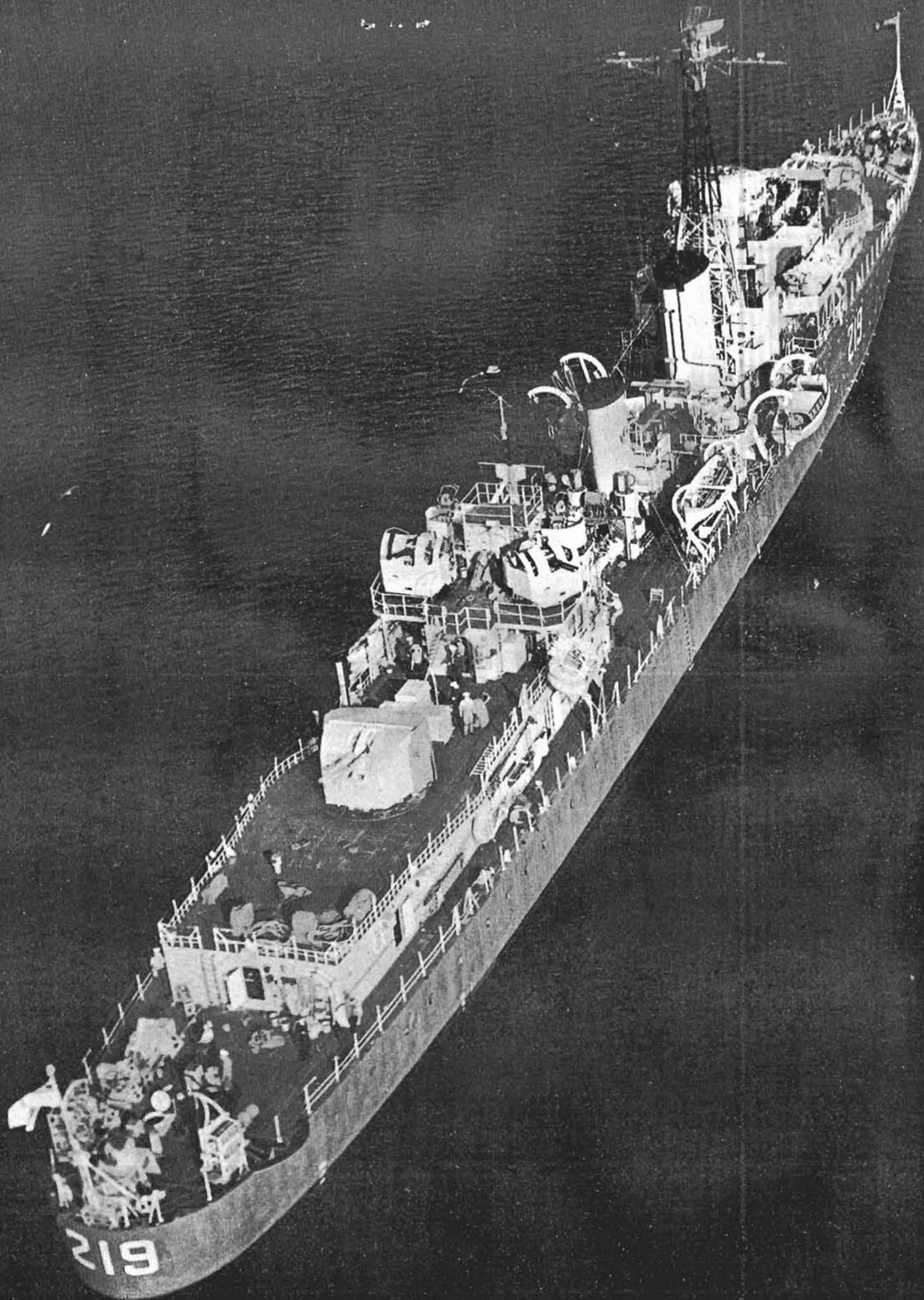
The CROWSNEST



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Page 1 of 1



The CROWSNEST

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THE ROYAL CANADIAN NAVY'S MAGAZINE

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CONTENTS

	Page
<i>RCN News Review</i>	2
<i>Night Train from Songjin</i>	4
<i>Queen's Commendation</i>	8
<i>'Awkin's 'Alo</i>	9
<i>The Sinking of U-488</i>	12
<i>Canada and the Sea</i>	14
<i>Training in Sail</i>	17
<i>The Supply Branch</i>	19
<i>Sailor on Horseback</i>	20
<i>Lower Deck Promotions</i>	22
<i>Cookie</i>	23
<i>Recruiting Is Your Business</i>	25
<i>Coronation Photographs</i>	27

LADY OF THE MONTH

Pictured on the opposite page is HMCS *Athabaskan*, heroine of the story, "Night Train from Songjin" (page 4). She is in a much more tranquil mood, here, than she was on the night she was spitting shells at a Communist supply train that tried, and failed, to run the gauntlet on the east coast rail line in Korea.

In recognition of the good work done that night—and on other occasions, too—two members of the ship's company were recently awarded decorations and two others were mentioned in despatches. The commanding officer Acting Captain J. C. Reed, received the OBE (Military Division) and CPO George Vander-Hagen, the Coxswain, the BEM. Mentioned in despatches were Lieut.-Cdr. Harry Shorten and CPO John Shea.

The *Athabaskan* now is undergoing armament conversion at Esquimalt. To her credit are three full tours of duty in the Far East. On those three tours she spent a total of 1,068 days—or one month under three years—away from her home port; was at sea for 75.5 per cent of that time; steamed 203,907 miles, and fired 21,349 rounds of four-inch and 40mm ammunition at the enemy. A remarkable record, to say the least.

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Cover Photo—Pictured during sea trials off Halifax is HMCS *Gaspé*, senior ship of the First Canadian Minesweeping Squadron. The first 'sweeper to be built in Canada since the Second World War, the *Gaspé* was commissioned last November at Lauzon, Que., and sailed from there to Halifax. She was joined before the end of the year by the *Chignecto*, *Cowichan* and *Thunder*, all three of which are due for delivery to Mutual Aid. Ten more minesweepers are due for completion this year. (HS-29019).



RCN NEWS REVIEW

Ships Observe Yule in Sasebo

Christmas 1953 was a comparatively happy one for Canadian destroyers in the Far East.

The *Huron*, *Iroquois* and *Crusader* were together in Sasebo; with no war, the Christmas theme of "Peace on Earth" had a deeper meaning for the ships' companies than last year, and in the *Iroquois*—her last patrol completed—officers and men were preparing for the journey home to Canada.

There had been plenty of Christmas mail—the biggest morale booster of all — and many of the officers and men heard their families speak personal Christmas greetings from home.

Three sailors on board HMCS Athabaskan display the oriental finery they acquired during their tour of duty in the Far East. They are (left to right) Able Seamen Ed Knipstrom and Leroy Kullman and Ldg. Sea. Art Broster. (E-25841)

The *Huron* was the first to arrive in Sasebo. She had left Yokosuka on the 17th, after two days of anti-submarine exercises, and entered Sasebo on the 19th, securing to No. 1 Buoy—close to the liberty landing. The *Crusader* came in two days later from patrol, and the *Iroquois* followed on the 23rd.

The weather was unusually mild, even for Japan — so mild that the *Huron's* officers challenged the *Crusader's* to a softball game on Christmas Eve afternoon. The challenge was accepted, and the *Crusader* won the game 20 - 18.

The ships began Christmas Day with emphasis on the religious significance. Protestant personnel attended Holy

Communion at midnight on Christmas Eve in the *Huron*, and on Christmas morning in the *Crusader*. Divine Worship was held on the *Huron's* fo'c'sle head later in the morning, with a choir from the ship leading in the carol singing.

Midnight mass for Roman Catholic personnel was held in the *Iroquois* on Christmas Eve and morning mass in both the *Huron* and *Crusader* on Christmas morning.

Christmas dinner climaxed the day, and there was food aplenty. In the *Crusader*, for instance, officers and men sat down to cream of tomato soup, roast stuffed turkey, giblet gravy, cranberry sauce, princess potatoes, fresh peas, Christmas pudding with rum sauce, Christmas cake, fresh fruits and mixed nuts. The menus in the *Huron* and *Iroquois* were similar.

Prior to dinner, the officers of all three ships entertained the chiefs and petty officers in their respective ward-rooms.

During the day, officers and men from the Halifax, Ottawa and Victoria areas heard tape-recorded messages from their families. The messages were recorded a few weeks previous to Christmas through the courtesy of radio stations in these cities, and the tapes forwarded to the ships in time for the big day.

Hundreds of ditty bags arrived from Canada shortly before Christmas, and these were distributed among the crews of all three ships shortly after they arrived in Sasebo. The ditty bags were donated by various branches of the Navy League of Canada.

With Christmas over, the *Huron* and *Crusader* sailed on patrol to Korean waters, and the *Iroquois* remained to await her relief, HMCS *Cayuga*, before heading homeward on New Year's Day.



New Glasgow Recommissioned

The first of the modernized frigates to be assigned to West Coast duty, HMCS *New Glasgow* was recommissioned at Halifax on January 30, just ten years, one month and one week after she was first commissioned during the Second World War.

The *New Glasgow*, her armament, her electronic gear and even her appearance remote from that of Battle of Atlantic days, will carry out trials and a working-up program before sailing to her new base at Esquimalt, B.C., this spring.

She is commanded by Commander Georges A. LaRue, of Quebec City and Victoria, who was in command of the *Beacon Hill* before she was paid off at Esquimalt for conversion.

Iroquois New Globe-Girdler

Her second tour of Korean duty behind her, HMCS *Iroquois* began the New Year by steaming for her home port of Halifax by way of Hong Kong, Singapore and the Mediterranean — a journey that was to bring her miles steamed during the tour to around 48,000. The ship reached Halifax February 10.

The homeward voyage of the *Iroquois* added another to the list of globe-girdling journeys by ships of the RCN, since her outward trip was by way of Panama and Pearl Harbour. Scheduled ports of call on the way home were Hong Kong, Singapore, Colombo, Aden, Suez, Port Said, Malta, Gibraltar and Ponta Delgada.

Ships to Greet Prime Minister

Three Canadian destroyers will be in Tokyo to greet Prime Minister Louis St. Laurent when he arrives there in the course of his flight around the world, which began February 4 when his plane took off from Rockcliffe Airport, Ottawa.

The *Haida*, *Cayuga* and *Crusader* are scheduled to visit Tokyo from March 8 to 12, the first time that three Canadian warships have called at the Japanese capital at one time. Prime Minister St. Laurent will visit each of the ships on the afternoon of March 11 and will address the ships' companies.

Athabaskan Gives \$2,000 to Charity

A cheque for \$2,000, divided among a number of local charities, was a Christmas gift to Victoria's less fortunate citizens from HMCS *Athabaskan*, back from Korea on December 11.

RCN FIRSTS IN 1953

The first anti-submarine destroyer escort, HMCS *Algonquin* (converted from a Fleet "V"-class destroyer) was commissioned at Esquimalt.

* * *

A Canadian destroyer, HMCS *Crusader*, was tops among the "train busters" of the United Nations fleet in Korean waters. Her score was 4½ trains. The *Haida* accounted for three others and the *Athabaskan* two.

* * *

Canada's first naval reserve air squadron was formed at Toronto. Before the end of the year, two more had been established, at Kingston and Victoria.

* * *

The first jet aircraft (*Banshee* all-weather jet fighters) were ordered for the RCN. Twin-engined *Grumman S2F* aircraft were chosen to replace *Avenger* anti-submarine aircraft.

* * *

The First Canadian Escort Squadron and the First Canadian Mine-sweeping Squadron were formed in the Atlantic Command.

* * *

The first four of the new aluminum-and-wood minesweepers were commissioned, as were the first three of the modernized anti-submarine frigates.

* * *

For the first time in the peacetime history of the RCN, the Navy's strength approached 17,000 officers, men and Wrens on full-time naval duty.

* * *

The RCN was able to send a Coronation Squadron of six ships to the Coronation Naval Review at Spithead—a first for such an event from the viewpoint of size and number of ships.

* * *

The first naval torpedo to be manufactured in Canada, under contracts totalling \$40 million, was turned over to the RCN.

* * *

Other "firsts" were the large, modern men's accommodation blocks at Naden and Shearwater.

The ship's fund, made up mainly from profits of the destroyer's canteen, was the source of the welcome gift, which was voted by the ship's fund committee.

The money was presented by CPO George Van der Haegen, Ldg. Sea. Andrew Eburne and AB Herbert Cilli, on behalf of the ship's company. Donations included \$700 each to the Protestant and Roman Catholic Orphanages; \$300 to the Queen Alexandra Solarium and \$25 each to the Red Cross and the Salvation Army.

Ten Sea Cadets On Southern Cruise

Ten Sea Cadets from across Canada are learning shipboard routine and seeing the underside of the world at the same time from the decks of HMCS *Ontario* on her cruise to Australia, New Zealand and the South Seas.

The choice of cadets for the trip was made on an area and merit basis from

the 109 Sea Cadets Corps. The West Coast, for example, is represented by Ldg. Cadet Lloyd Magnussen, of Prince Rupert, B.C., who was winner of the "best cadet" award in his corps a year ago and has been one of its outstanding members.

Following are the names of the chosen cadets and their corps:

Ldg. Cadet Donald J. Power, *Terra Nova*, St. John's, Nfld.; PO Gilbert W. Austin, *Magnificent*, Dartmouth, N.S.; PO Victor K. Halliday, *Cornwallis*, Digby, N.S.; PO Michael J. Newton, *Victory*, Montreal; PO John Bradley, *Haida*, Toronto.

CPO David I. Stewart, *Ark Royal*, Toronto; PO Clifford F. Carless, *Dundas*, Dundas, Ont., PO Gordon E. Hall, *Impregnable*, Regina; Ldg. Cadet, Alan E. Christie, *Chinook*, Lethbridge, Alta., Ldg. Cadet Lloyd J. Magnussen, *Captain Cook*, Prince Rupert, B.C.

Night Train From Songjin

by H.S.

DOWN THE north-eastern coast of Korea, from Songjin to Wonsan, runs the line of the Hamkyong railroad. Everything is peaceful there now but there was a time, not so many months ago, when along the length of this line a grim game of cat-and-mouse was being played. The cats were the destroyers of the United Nations, the mice were the trains carrying vital supplies from Manchuria, from China, and probably from Russia, to the Communist forces in Korea.

The game had a novel twist, in that the mouse holes were protected by guns which could pound a small ship to pieces. Instead of a mouse, the cat might find it had a tiger by the tail. For these reasons, the game was played in the dark, and although the ships regarded it as something of a sport, the game was played for keeps.

A typical night would find HMCS *Athabaskan*, a Canadian tribal class destroyer, engaged in this honourable pastime of "train-busting". Upper deck personnel are at their action stations. The ship is completely darkened, and all brasswork is covered over so that it will not glitter. In the spaces between decks, men watch radar screens, operate radio sets, tend the engine-room throttles, and stand by as ammunition

or damage control parties. Watertight doors are closed and the forced ventilation is shut off, so that if a shell bursts aboard, the risk of flooding or fire will be minimized. The ship is silent, except for the low-voiced orders to the helmsman, the hum of the engine-room fans, and the faint whir of the radar aerials as they sweep the sea and sky.

It is a dark night, with low clouds and wisps of fog over the mainland. Visibility is limited, and as the ship creeps in close to the coast, all that can be seen ahead is a vast, black, shapeless bulk. This is the hunting ground.

High above the main part of the ship, in the director, are the men upon whose eyesight and skill a large part of tonight's success or failure will depend. At the searcher sight, which protrudes through the top of the director, is the ship's Executive Officer, Lieut.-Cdr. Harry Shorten, of Calgary. He is at present slowly scanning the full arc of the horizon with powerful binoculars on a swivel mounting, in steady search of targets or danger. Below him, in the director itself, sit the four men of the director's crew: PO Edward Aubrey, the director layer; Lieut. Jim Creech, the gunnery control officer;

CPO Frank Roach, the rate officer, and PO Bill Brandt, the director trainer. All are from Vancouver. Their binoculars are fixed rigidly, so that to see anything they must train the director, and where the director points the guns point also. Petty Officers Aubrey and Brandt both have handwheels beside them. One trains the director from side to side, the other trains it up and down, and under PO Aubrey's right hand is the firing trigger which, when pressed, will send high explosives hurtling through the air. Lieut. Creech gives the orders to the guns and controls their fire. Beside him, CPO Roach, a quiet-spoken, pleasant-faced man, passes target information to the fire-control room, or "T.S.", as it is known. As possible target areas come up, these men train the director on them, and watch intently. Should anything happen, a word will bring the guns into violent action.

On the bridge below the director, the Captain, Commander J. C. Reed, of Toronto, cons his ship along the coast by radar information passed up from the operations room. Beside him is the Principal Control Officer, Sub-Lieut. Keith Young, of Kelowna, B.C., who co-ordinates the fire of all the guns in the ship. At the binnacle, passing the Captain's orders to the wheelhouse, is Lieut. Frank Keefer, of Halifax. Around this central group of officers stand the lookouts and signalmen, their white anti-flash hoods showing faintly in the darkness and their binocular lenses glinting as they, too, sweep the sea and the dark shoreline.

The land is now only a mile and a half away, and the whole ship is tense. This is point-blank range, and should enemy batteries spot her, the ship could be in for a rough time. So far everything is quiet, but even the quiet is ominous. The land slides slowly by, menacing in its huge blackness. The sea is flat calm, except for the faint ripples of the bow wave as the ship moves at five knots to the first target area. These areas are stretches between tunnels, and the only places where the trains can be hit. The trains' favourite tactics are to lie in a tunnel getting up steam, then to streak across the open spaces to the shelter of the next tunnel. This railroad does not publish any time-tables, so it is a matter of long and patient waiting if you are to catch your train. Tonight either

Starshell from a Canadian destroyer, in this instance HMCS Nootka, hangs over a section of Korean coastline under bombardment by the ship. (NK-953)



the train has not arrived, or has been and gone, so the ship moves cautiously away down the coast.

In the operations room under the bridge the ship's navigator, Lieut. James Clapton, of Victoria, works steadily plotting the ship's track along the shore. There is a danger line beyond which no ship may go—the edge of the swept water. Inside that line are enemy mines, and the ship must keep her distance. Beside him, his plot teams at the radar scans pass constant ranges of the land and selected points, not only to the navigator but also down to the T.S., where they are set on the fire-control instruments. In a corner of the ops. room, PO Harold Gregory, the

the beaches can be clearly seen, and the dark gullies seaming the cliffs. There is also an occasional wisp of white. Is it fog . . . or train smoke? Each is carefully scanned, and each in turn is rejected. The minutes tick by, and nothing happens.

At 2230 coffee and sandwiches are brought to the men at their posts. The food has been prepared beforehand in the ship's galley by Lieut.-Cdr. Eric Fleming, the supply officer, and CPO Stan Johnston, both of Victoria, and their staff. Two men from each action station go to the galley and draw enough for the hands at their station. The ship is now rounding a point where there are no known batteries or railroad cuts

one on the upper deck strains his eyes at the shaft of white against the black hill. A train, or another false alarm? Even as they look the vertical plume flattens out and becomes a streak of white racing along the base of the cliff. Lieut. Creech shouts into his broadcast system, "Alarm Train!" PO Aubrey closes his right fist. With a shattering crash the guns fire, and six shells are through the sky towards the flying target. It is apparent immediately that they are too high. While they are still in the air Lieut. Creech is passing his correction.

"Down 400".

Beside him CPO Roach has already reported to the T.S. that the target speed



only Prince Edward Islander in the ship, sits at the voice radio sets which link the ship with another destroyer 20 miles away. Keeping an over-all eye on the plotters is CPO George Jenson, of Victoria, the CPO in charge of the ops. room. The ranges and bearings these men are passing must be accurate and no mistake, however small, escapes this quiet, experienced man.

Suddenly the engines stop, and the guns stand to. The director has reported a dark object in the water ahead, but at the moment it is too far away to identify. It might be a log, or a fisherman's float, or it might be a mine or mine-laying sampan. As the ship slowly closes the object, it is seen to be a derelict sampan, with no one in it. The order "All quarters relax" is passed, and the patrol continues.

The moon has now risen behind the clouds, and things are a little more distinct. Through the big binoculars

and the crew relaxes to enjoy the hot coffee and sandwiches. Only the radar crews and the submarine detectors cannot relax; they drink their coffee and eat the food without an instant's break in their vigil.

Once around the point, things tighten up again. There are good target areas here, but there are known gun positions, too, and either may require sudden action. The damage control parties forward and aft check their equipment again, the ammunition supply parties clutch their shells a little more tightly, and on the bridge and in the director the binoculars carry on their endless search.

Without warning the director swings violently to a point just ahead of the starboard beam, where a cliff runs down into the sea. The searcher sight has seen a plume of smoke, and brought the director onto the bearing. The guns follow automatically, and every-

is 30 knots, moving from left to right. The corrections go on, and again the guns thunder, the concussion shaking the whole ship. This time the arrow of steam and the fiery tracer seem to race together, meet, and vanish in a great cloud of steam, shot through with a shower of sparks, and a ruddy under-glow. A hit.

Instantly the guns fire again, and yet again. The close range weapons come into action, adding their bark to the deep roar of the main armament, and the night is split with streams of tracer. The ship is shuddering to the shock of the gunfire, and the smell of cordite is sharp in the air. Finally the smoke blinds the director and Sub-Lieut. Young orders "Check, check, check". The firing ceases, and when the echoes rolling back from the shore have died out, there is complete silence.

The train has been stopped, but now it must be destroyed. The North Ko-

reans are noted for the speed with which they repair tracks and equipment, and the train must be rendered absolutely useless. It is too dark to see exactly what has happened, so "B" gun is ordered to illuminate with starshell. Leather-lunged CPO David Freeman, of Victoria, brings his gun to the ready. The gunners load the long shell into the gaping breech, and as they ram it home the breech block clicks into place. Freeman orders "Fire". The gun blasts and as it recoils and ejects the empty casing a new round is rammed in. Again the order to fire, and again the gun flings its heavy projectile into space. When three rounds are in the air the gun ceases fire.

The first shell bursts, and it is immediately apparent that it is not satisfactory. The smoke of the shell bursts has combined with the steam and fog to form a low cloud which hides the area from the light of the starshell. No combination of range settings and elevation will produce a burst to illuminate the cut where the train was last seen. Reluctantly the order to stop starshell is given. Without a visible target, it is a waste of time and ammunition to carry on firing.

The Captain and the First Lieutenant hold a council of war. Until visibility clears, there is no point in staying here. The decision is made to hunt elsewhere for a time, and the ship moves off, but there is not a man on board who is not wondering what may be lying back in that silent cutting. The hit may have stopped the train permanently, or it may have been able to limp into the tunnel. The director crew think the train was stopped for good, but the close range tracer and the gunsmoke blinded them before they could be sure. However, with visibility as it is they can only wait and hope.

It is now midnight, and the men have been keyed up for four hours. While the ship is moving to her new station the coffee and sandwiches come again, and all hands relax, as much as they are able. Excitement is running high. In the wheel-house the normally passive Coxswain, CPO George Vander-Haegen, of Victoria, is chewing more of his cigar than he is smoking, and deep in the magazines and the engine rooms the conjecture is wild. In the heat of the action very little information has reached them, but now the news is filtering down with the food. Did we or did we not get a train?

In such an atmosphere the slow, patient search goes on along the coast, but nothing is moving. The gunfire and the glaring starshell have sent every-



Time out for a smoke is taken by two members of a Bofors crew on board the Athabaskan. They are Ord. Sea. Robert Simser, left, and AB Jack Fair. Both men are from Toronto. (AN-267)

thing to cover. There is no sign of enemy guns as yet. At 0200, as a rising breeze lifts in from the sea, the ship comes about and commences the run back to where the train was hit. Again the tension mounts, but this time it is an odd mixture of optimism and a sick feeling of "What if he got away?"

All through the long night the plot ranges have come up steadily, and now they recommence ranging on the cutting where the train was seen. As the bearing comes clear the GCO orders "Illuminate", and again the starshells hang in great clusters of light in the sky. This time the air is clear. Anxious eyes search the embarkment, but nothing is visible on the rails. Suddenly

there is a wild yell from the director, "There he is! Follow searcher sight!" The director swings to the bearing, and Lieut. Creech says calmly, "Director target". The train has been derailed, and is lying crazily down the side of the embankment and along the beach. The Captain smiles broadly as he gives the order to Sub-Lieut. Young, "Engage".

Under the light from the starshell which "B" gun keeps constantly in the air, and with a definite target in sight, the director goes deliberately about the job of destroying the train. Salvo after salvo of high explosive smashes into the jumbled cars, moving steadily along as each is destroyed. Little is left un-

NEW YEAR'S 'PARTY' HELPS OUT HOSPITAL

On BOARD HMCS CRUSADER—The ship's company of HMCS *Crusader* spent New Year's Eve at sea off the West Coast of Korea and "celebrated" the occasion by donating nearly \$150 to the Vancouver Island Queen Alexandria Solarium for Crippled Children.

The donations were made during an amateur "disc-jockey" show, broadcast over the destroyer's public address system and patterned after a program produced by Ed Farey over Radio Station CKDA in Victoria.

The idea for the ship's program started in the messdecks when it was learned that the destroyer would be at sea on New Year's Eve, and the "go-ahead" was given by the commanding officer, Lieut.-Cdr. W. H. Willson, of Calgary.

The project was organized by Ldg. Sea. Henry Carlyon, of New Westminster, and with PO Mansell McKellar, of Victoria, as master of ceremonies, the program got under way at 10 o'clock on New Year's Eve.

During the two-hour show, a total of \$148.07 was donated by the ship's company to the Queen Alexandria Solarium, and requests ranging from jazz to semi-classical were broadcast over the P.A. system.

The requests weren't for the sailors themselves, either. Many were for relatives back in the Victoria area—which is home to a large number of the *Crusader's* officers and men. The donations, together with a list of the requests, were forwarded to Mr. Farey with the hope that a "Crusader Night" broadcast over Radio Station CKDA would be arranged.

Princess Margaret To Unveil Memorial

The Plymouth Naval Memorial will be unveiled by Princess Margaret on May 20, according to an Admiralty announcement.

The memorial is the last of three constructed by the Imperial War Graves Commission to link at each manning port the commemoration of sailors of the navies of the Commonwealth who in two wars gave their lives and have no grave but the sea. The others are at Chatham and Portsmouth.

Next-of-kin of all who are commemorated on the Plymouth memorial will receive invitations to attend the ceremony. A request has been made that they await the letter of invitation before communicating with the Commission.



PO Reginald McLuskie, of Vancouver, captain of "X" gun, polishes one of the trusty weapons that helped earn for the *Athabaskan* a reputation for hard, straight shooting. (AN-301)

damaged when smoke again obscures the target, and the order to cease fire is given.

Ears are still ringing from the gunblast when the First Lieutenant leans over the side of the director and speaks to the Captain.

"Sir, there are three tank cars, several box cars and the locomotive off the tracks. They won't be going anywhere, so we or the aircraft can come back in the morning and finish up. Would you care to inform the ship's company, sir?"

Commander Reed looks up at the bulky figure in its white anti-flash gear, silhouetted against the sky, and replies, "I will, Number One, well done," then picks up the microphone through which his voice can reach all the men in the ship.

"Men, we have just got a train. There are several tank cars, box cars and a locomotive derailed. We will come back at dawn and make a fast run through the area to look at it and perhaps make another firing run if needed. Good shooting, and well done." Throughout the ship men grin at each other in the knowledge that the months of training and teamwork have paid off.

At dawn the ship returns and steams at high speed past the scene of the action. No activity can be seen, but

the *Athabaskan* fires several more salvos to discourage anyone working in the area, and to do more damage. A radio message is sent for carrier aircraft to come in and complete the destruction; then the ship hauls out of the danger area. With daylight in the sky, this part of Korea is definitely unhealthy for ships, and the *Athabaskan* has no wish to be silhouetted against the sunrise. The weary crews secure action stations, clean out the guns, return their equipment and head below for a hot and very welcome breakfast.

The night's work brought signals of congratulations from other ships and from admirals far from the scene, but there were nights when no trains were seen, or when they were seen and missed. Sometimes the ships were driven away from the shoreline by enemy gunfire, and there were many nights when heavy fog made operations impossible. Nevertheless, at every opportunity the ships went in for this deadly game of cat and mouse. The messages of congratulation were welcome, but far more important was the knowledge that with every train destroyed, they were depriving the Communists of munitions and supplies needed to support their forces in the lines further south. The ships counted the game worthy of the stake.

Queen's Commendation

Valuable Jet Aircraft
Twice Saved by
RCN Pilot

The airmanship of Lieut. (P) Alan John Woods in saving a British jet aircraft on two occasions during a flight from Namao, Alberta, to the Naval Air Station, Dartmouth, N.S., has won him the Queen's Commendation.

The aircraft, a British Supermarine "Attacker" jet fighter, had been in Namao, north of Edmonton, for winter testing and was being flown to Dartmouth last spring so it could be loaded in the *Magnificent* for return to the United Kingdom during the Coronation Cruise.

The flight was uneventful until Lieut. Woods left Winnipeg, where refuelling had been carried out. A Dakota "mother ship" was following him and loaded drums of fuel at Winnipeg so the jet could be refuelled at the Thunder Bay airport at the Lakehead.

He experienced radio failure between Winnipeg and Thunder Bay and took off from the latter point for Toronto rather than North Bay, originally scheduled as his next stop but now partially closed in.

On this leg of his journey, Lieut. Woods noticed the engine revolutions dropping and saw the fuel pressure warning light come on. He took all the normal steps to correct the difficulty, but the "revs" continued to drop, the engine quit and, after three unsuccessful attempts to relight the engine, he realized it was either "down" or "out".



LIEUT. (P) A. J. WOODS

He glided down the east leg of the Grand Marais radio range from the 30,000-foot altitude at which he had been flying. From the nearest airfield, Kinross Field at Sault Ste. Marie, Michigan, he learned that the ceiling was 1,500 feet—unpleasantly close to the ground, considering the speed and height at which he had been flying. When he reached the twilight sector of the radio beacon, he dropped swiftly through the cloud, emerging at 2,000 feet with Kinross Field three miles straight ahead. He landed the dead-engined jet and waited for the Dakota.

Water was found in the fuel and it was supposed that it froze in the low pressure filter, causing fuel starvation. The tanks were drained and refilled and Lieut. Woods filed another flight plan, this one to Rockcliffe Air Station, Ottawa.

The weather was clear for this leg of the flight and Lieut. Woods had passed the radio range stations at Killaloe, about 90 miles west of Ottawa,

when he noticed the engine speed fluctuating and the jet pipe temperature rising and falling. He tried again to correct the trouble, but engine "revs" dropped rapidly and the fuel pressure light came on. Relighting action was taken, but again he had no success.

With his altitude 30,000 feet, Lieut. Woods made a quick calculation of the possibility of gliding with a dead engine from just east of Killaloe to Uplands airport at Ottawa. The chances looked slim, but he tried it and made it.

The engine was inspected and, after successful ground running, Lieut. Woods decided to carry on to Dartmouth. He flew at an altitude of 35,000 feet. When he was over Megantic, Que., near the Maine border, the same troublesome symptoms appeared. This time, however, the aircraft responded to the emergency procedure and he reached Dartmouth without further incident.

The aircraft, incidentally, was equipped with an ejector seat and Lieut. Woods could have bailed out on either occasion when his engine quit by merely pushing a button.

The citation of the Queen's Commendation reads:

"Lieut. Woods' resourcefulness and ability have, throughout his service, set a high example to his fellow men. Recently, while flying a ferry mission in a jet aircraft, Lieut. Woods experienced a flame-out at 30,000 feet. Unable to effect a relight he set up a glide for an airfield some 60 miles distant.

"Through judicious use of radio aids available and excellent handling technique, he descended through a solid cloud layer, based at 2,000 feet, and carried out a successful landing at this field.

"Two days later, in the same aircraft, Lieut. Woods experienced another engine failure and again glided some 60 miles to a successful landing on an airfield. His coolness and excellent judgment in these two emergencies saved a valuable aircraft from damage or destruction and reflect considerable credit on himself and his service".

Lieut. Woods, a naval flyer since 1945, has been for a year Officer-in-Charge, Naval Detachment, Central Experimental Proving Establishment at Namao, where aircraft are tested for cold weather performance.

Heap Big Smoke Callum Big Canoe

Naval communication is known to consist of radio telephone, wireless, semaphore, lights and signal flags. Even asdic and radar have been enlisted for passing information.

Lest any sophisticated modern may think that all fields of communication have been exhausted, let him hark back to "ancient" history—the Royal Canadian Navy in 1927.

In May of that year, HMCS *Patrician* (destroyer) conducted a patrol through West Coast channels in search of alleged seal poachers.

The ship's motor boat was launched with skiff in tow to take an armed party to one of the islands. In the event that the party had to communicate with the ship, the following instructions were issued:

"You should attempt to make smoke signals as follows: A series of six separate columns to mean 'I am returning to Hicks Island'. Smoke signals will be answered by *Patrician* by a smoke screen."

No poachers were sighted and it is not known whether the Royal Canadian Navy actually resorted to smoke signals.

The Story of . . .

'AWKINS' 'ALO

Of all the stories that circulated through the fleet during the Second World War, none achieved such universal popularity as a happy little piece entitled *The Story of 'Awkins' 'Alo*.

"Awkins' 'Alo" was printed privately at Halifax in February 1942 but the demand for copies became so great that it was reprinted for public sale in September of that year, and was reprinted twice more.

The story was introduced to the RCN by Bos'n (A/S) William C. G. Pett, who came to Canada on loan from the RN in 1941 and is now a lieutenant-commander, RCN(R), attached to HMCS *Scotian*. Lieut.-Cdr. Pett recalls hearing the story in various forms during his years in the Royal Navy, which he entered as a boy seaman in 1926.

"Looking back," he says, "I feel that my version was considerably influenced by that of Commander S. J. Gunn, who in February 1939 was captain of HMS *Tourmaline* and now is secretary of the Youth Hostels Association in London. At that time I was a newly promoted A/S Bos'n serving as first lieutenant in HMS *Sapphire*. Both ships were running for the A/S School at Portland".

The Pett version was told for the first time shortly after he joined HMCS *Ottawa* as A/S officer for the 10th Escort Group in the Clyde in April 1941. Later he was employed with Lieut. (now Captain) P. D. Budge in working up Canadian escort ships preparatory to their joining in the Battle of the Atlantic, and it was during this period that "Awkins' 'Alo" was first produced in printed form.

The original purpose was to add a light touch to a training guide being produced by the working-up staff. Sub-Lieut. Pat Milsom, RCNVR, (now lieutenant-commander, retired), who was serving in one of the newly-commissioned corvettes, produced illustrations in the dog watches while his ship was working up at St. Margaret's Bay.

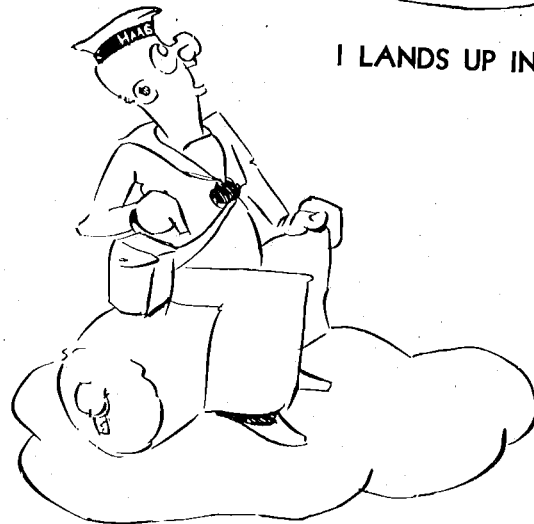
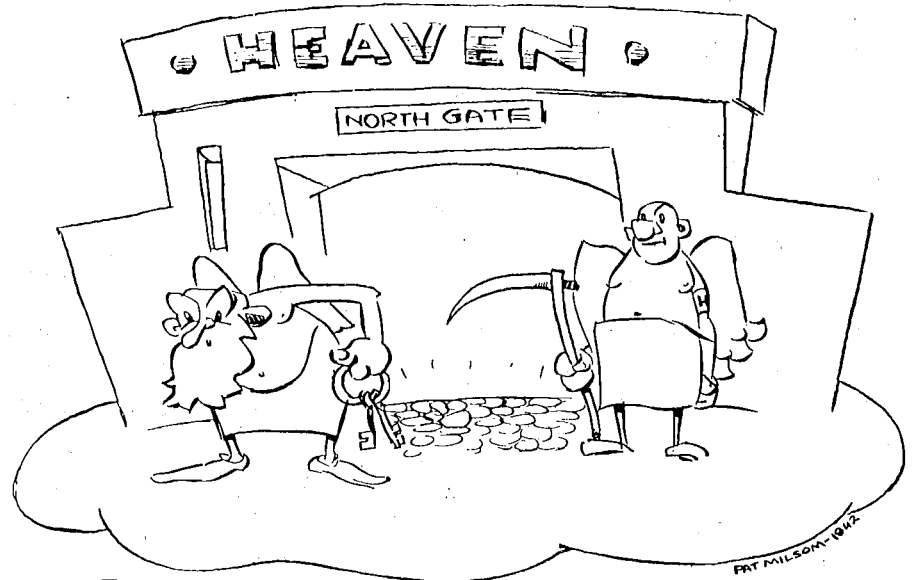
The first printing was run off in the dockyard at Halifax. There was only a limited number of copies and these quickly became collectors' items. In November 1942 the story was reprinted for public sale and the proceeds were donated by the artist to the Sailors' Comfort Fund of the Women's Naval Auxiliaries.

The story became associated with work-ups, and the cottage which served as headquarters for the working-up

staff at St. Margaret's Bay came to be known by the code-word "Halo". Later, when the training staff moved to Pictou and occupied the former golf clubhouse there, the place was known (though never formally commissioned) as "HMCS *Halo*". These were the relatively primitive predecessors of the

much more elaborate HMCS *Somers Isles*, at Bermuda.

Thanks to Lieut.-Cdr. Pett, copies of the first two printings of "Awkins' 'Alo" have been made available to The Crows-nest. The story is reproduced here, together with some of Lieut.-Cdr. Milsom's drawings.



I LANDS UP IN 'EAVEN

Then of course there is the story of the two sailors who met each other in Hell . . .

"LOOK HERE, Justice Hawk-
ins, what are you doing here? After the life you led on earth, I would have thought you

would have gone to the other place.

Justice replied:

Well! It's a long story . . .

Remember we was on the fore lower messdeck.

Well, I ended up with a bang against the Golden Gates.



AND I DRAWS ME 'ARP WHICH I SIGNS FOR

The Regulating Angel told me to get me bag and hammock inside, gives me me card and tells me to report to the Mobilizing Office.

So I reports to the Mobilizing Office.

They sends me away to draw me 'arp—which I signs for, pass the Doctor, and report to the Dooty Saint of the Mess.

'E tells me to fall in on the parade at OH eight double OH in the morning.

So I falls in on the parade at OH eight double OH in the morning and along comes the Dooty Archangel who starts detailing the hands for work from the left—

- "Saints' Mess!
- "Angels' Mess!
- "Paradise Lane Sweeper!
- "Bible Class!

"Remainder . . .
"Arpin'."
So I goes away on me cloud and I 'arps from eight till four and the following morning when I falls in on the parade I falls in on the left and along comes the Dooty Archangel and 'e starts detailing the 'ands for work from the right.

- "Saints' Mess!
- "Angels' Mess!
- "Paradise Lane Sweeper!
- "Bible Class!
- "Remainder . . .
- "Arpin'."

So again I goes away on me cloud and I 'arps from eight till four and I thinks tomorrow morning when I falls in I'll fall in in the centre. Which I did.

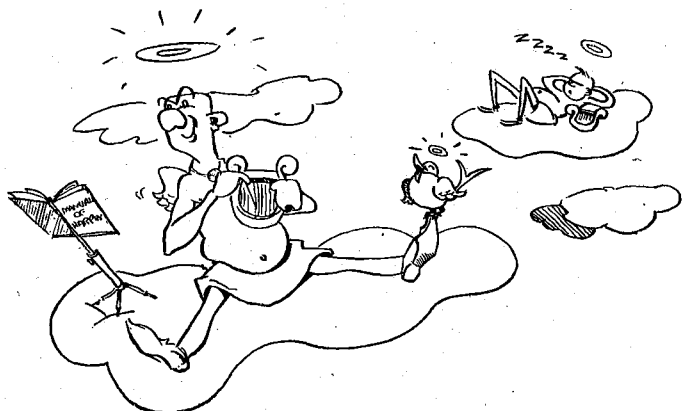
Along comes the Dooty Archangel and 'e starts detailing the hands for work . . .

- "Saints' Mess!
- "Angels' Mess!
- "Paradise Lane Sweeper!
- "Bible Class!
- "Remainder . . .

"Arpin" — and 'e stops just when 'e gets to me.

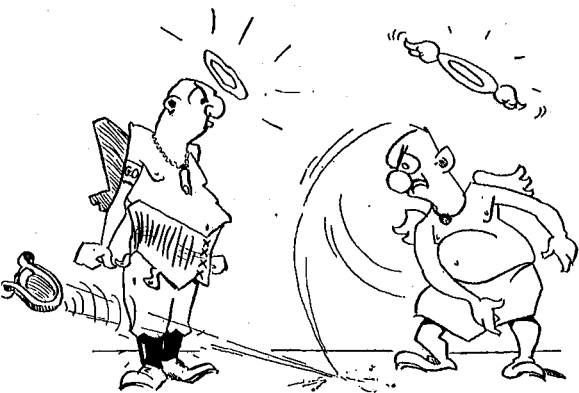


THE REMAINDER—'ARPIN' . . .



AND I 'ARPS FROM EIGHT TO FOUR

So I throws down me 'arp. 'E sez, "You're for 'arpin'!" "Arpin'?" sez I. "Arpin'!" sez 'e.



SO I THROWS DOWN ME 'ARPI

I sez, "I'll see Saint Peter, if there ain't no justice in 'eaven."

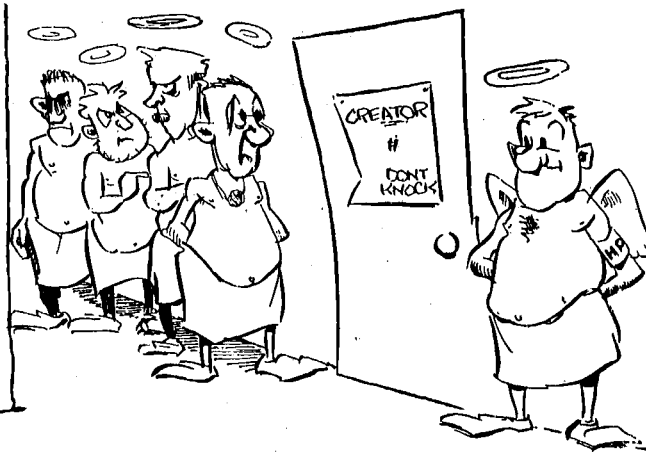
"What's to do?" 'e sez, "You'll see Saint Peter."

Which I did.

So I see Saint Peter and 'e sez, "Creator's Report," and the Regulating Angel sez, "Right Turn, Double March, fall in outside the Creator's cabin at OH nine double OH in the morning."

So I falls in outside the Creator's cabin at OH nine double OH and waits for me

REQUESTS
FOR
LONG LEAVE
HERE



FALL IN OUTSIDE THE CREATOR'S CABIN
AT OH-NINE-DOUBLE-OH

name to be called. Then the Jaunty calls me name and I doubles in smartly.

"Ordinary Angel 'Awkins, off 'alo," and 'e reads out the charge.

"Ordinary Angel 'Awkins. Sir, did commit an act to the prejudice of good order and 'eavenly discipline in that 'e did refuse to 'arp when called up to do so."

So the Creator sez, "Well, 'Awkins what 'ave you got to say?"

So I explains me case. Then 'e sez,

"No excuse. You comes up 'ere to do a course in 'arpin'.



SEVEN DAYS 'ELLI

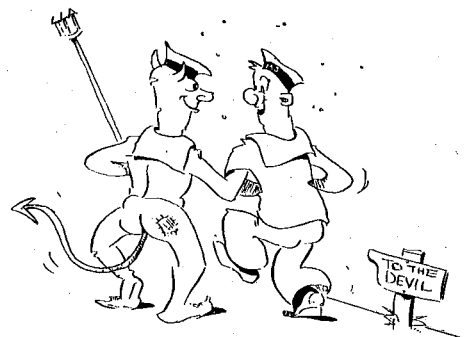
We've all got to do these things you've got to do these things.

"Seven days 'ell."

And that's why I'm 'ere.



ORDINARY ANGEL 'AWKINS—OFF 'ALO!



... SO 'ERE I AM!

THE SINKING OF U-488

IT TOOK LITTLE more than four hours to sink U-488, on April 14, 1944. Working smoothly together, two ships, HMCS *Swansea* (frigate) and HMS *Pelican* (sloop), shared in the destruction of the submarine. The action was carried out as coolly and precisely as if it had been an exercise on the tactical table. It would, in fact, have done the tactical table credit.

The days that preceded the action were without particular interest. The 9th Escort Group, composed of HMC Ships *Matane* (Senior Officer), *Swansea*, *Stormont* and *Owen Sound*, had left Londonderry on April 9 to join HMS *Biter* (escort carrier), which had been working with the 7th Escort Group (HM Ships *Pelican*, *Cygnets*, *Woodcock* and *Crane*).

On the way to the area, *Stormont* reported he had detected wireless transmissions, presumably from a U-boat, ahead, and this was subsequently confirmed by a signal from Admiralty. The group searched the area briefly before proceeding to join the *Biter* and *EG 7*, which were now supporting a convoy bound from Gibraltar to the United Kingdom. On the 11th, however, C-in-C Western Approaches told *Biter* to take *EG 7* and join *EG 9* in the area where the U-boat was suspected to be.

The groups began their sweep of the area with high hopes but when one day passed, and then another, without even a hint of a U-boat, the patrol began

to take on the appearance of a wasted effort.

Then, just after the watch had changed at noon on the 14th, the *Swansea*, stationed two miles on the *Biter's* port quarter, obtained an asdic contact on her starboard bow at 2,200 yards.

The position of the contact indicated an immediate threat to the *Biter*, and *Swansea* wasted no time in pouncing on the sub. Eight minutes after the contact was obtained, the frigate dropped a ten-charge pattern over the target. In the interval, *Biter* had altered away and detached *Pelican* to join in the hunt.

Swansea swung back at 1,550 yards and prepared to carry out a second attack. However, contact was lost at 500 yards and *Swansea* reopened the range. Contact was regained and the ship delivered a second depth-charge attack.

Contact was lost after this one and *Swansea* and *Pelican* commenced a methodical search for the submarine. Three-quarters of an hour later, the *Pelican's* asdic picked up the sub and *Swansea* hurried to join her.

Calmly the ships got ready for a deliberate attack on the sub, with *Pelican* directing and *Swansea* attacking. When this one failed to bring results, they organized another, in which the *Swansea* dropped a literal barrage of depth charges on the signal from *Pelican*. The latter then followed up with a ten-charge pattern.

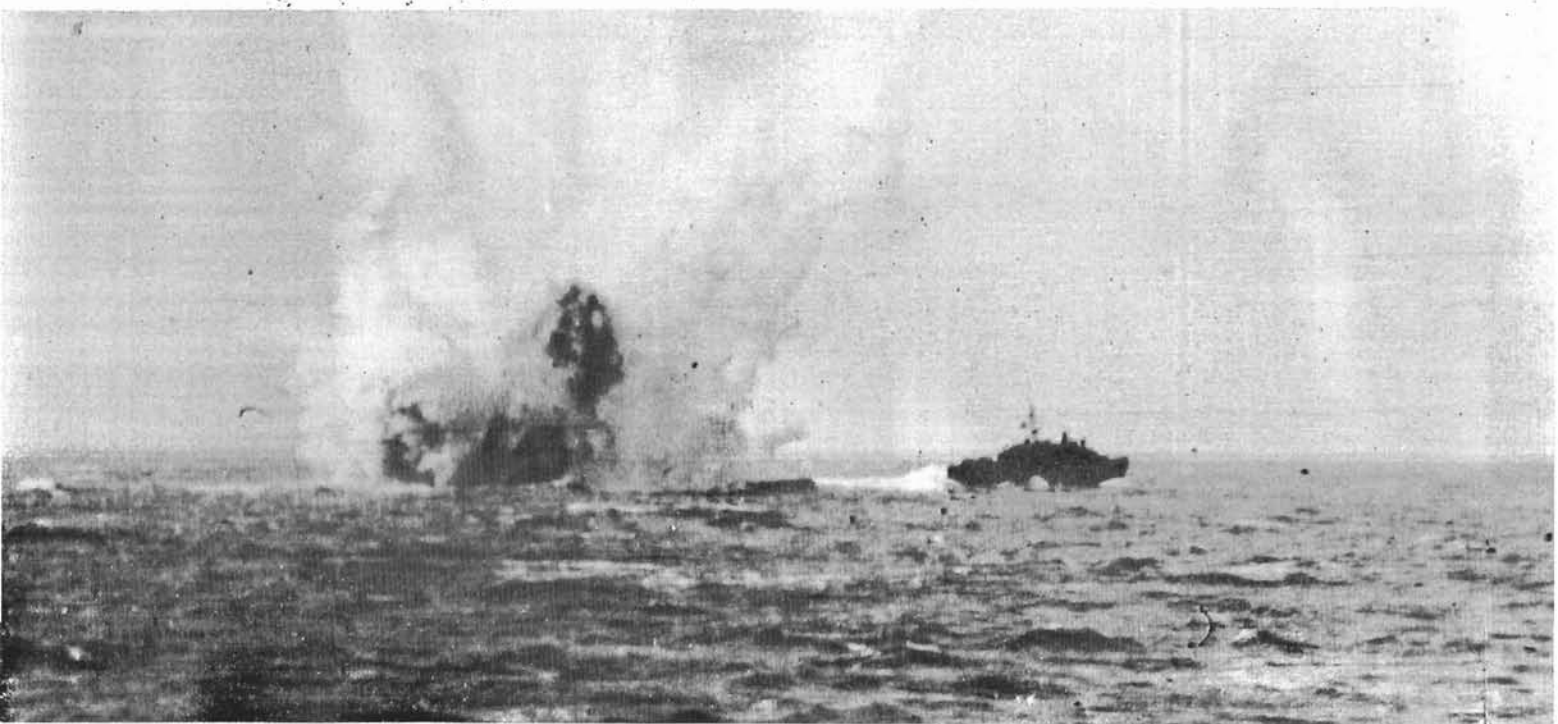
The results this time were most satisfying. A minute after the *Pelican's* last charge hit the water, the submarine broke surface. The *Swansea*, which had turned and was bows on to the target, promptly opened fire with her four-inch guns. The *Pelican* joined in and several hits were obtained. Then the *Swansea* steamed into administer the *coup de grâce*—a ten-charge shallow pattern. It was not necessary, however, for before she reached the target the submarine's bow tilted skyward and she sank beneath the waves.

Both ships sent away whalers to pick up survivors. A fairly heavy sea was running and the boats were hard put to find the floating Germans. Observing this, the *Swansea* took over direction of her whaler and the boat obtained a sizeable bag. The first German to be encountered was an officer reclining in a little yellow carley float, his legs crossed and his hands clasped behind his head.

The Canadians signalled for him to paddle the short distance to the boat but he stubbornly shook his head. They could come and get him. He changed his mind, however, when the boat started off toward others who were in the water nearby.

The whaler eventually gathered a full load and was on its way back to the ship when eight more Germans were sighted hanging to a raft. A line was thrown to them, the intention being to tow them to the ship, the boat being

Depth charges explode astern of the *Pelican* as she delivers an attack on the submarine. (R-1733)



too full to accommodate any more passengers. Some of the eight nevertheless made a determined effort to get into the boat and only by means of force were they prevented from doing so.

All told, the *Swansea's* whaler collected one officer, five petty officers and 11 men, while the *Pelican's* boat picked up four officers, among them the CO of the U-boat.

Some of the prisoners later confirmed that their submarine was getting set to attack an aircraft carrier (the *Biter*) when the *Swansea* dropped her first pattern. The frigate's charges did not do any appreciable damage but they certainly caused the U-boat captain to make a radical change in his plans.

The officer taken by the *Swansea* stated that he believed that the seventh

charge dropped in the frigate's final attack must have been a direct hit, for no one in the U-boat remembered anything after that; their actions in bringing the submarine to the surface were purely automatic.

By 1735 the two victors were on their way back to join their respective groups. *Biter* welcomed them with, "Well done, you two. Very good team work . . ."

The praise was indeed well earned. Not only had the pair disposed of the U-boat in just over four hours, but had done so at the cost of only 56 depth charges and about 45 rounds of four-inch ammunition.

The submarine sinking was the second of three in which the *Swansea* participated during the war, or, to be more specific, in the year 1944. The



This German prisoner, one of those rescued by the *Swansea's* whaler, is still in a state of shock resulting from the heavy pounding dealt his U-boat by the *Swansea* and *Pelican*. The same was true of a number of other survivors from U-488. (Photo R-1719. This and the other photos accompanying this article were taken by Ldg. Tel. John McFerran, a member of the *Swansea's* ship's company.)

Survivors of U-488 are helped on board the *Swansea* after being brought alongside by the ship's whaler. (R-1722)



first "kill" was achieved on March 10 in company with HMS *Forester* and HMC Ships *St. Laurent* and *Owen Sound*; on September 1, the *Swansea* combined with HMCS *Saint John* in the destruction of U-247.

Commanding officer of the *Swansea* on all three occasions was the celebrated Commander Clarence A. King, RCNR, to whom U-boat sinking was "old stuff". In the First World War, as an officer in the Royal Naval Reserve, he was credited with one "kill" and two "probables" while in command of Q-boats, and was awarded the DSC.

His first success of the Second World War occurred in August 1942 when his ship, HMCS *Oakville* (corvette), finished off in spectacular style a submarine first spotted by a U.S. aircraft. Then came the *Swansea's* three 1944 triumphs. The second of these took place just nine days before Commander King's 58th birthday — further, conclusive proof that the young fellows didn't have exclusive rights to the ocean hunting grounds.

With his Second World War awards — the DSO, U.S. Legion of Merit, bar to the DSC and a Mention in Despatches — to add to those he won in the First, this veteran officer retired from the service in 1946, with the rank of captain, and returned to "The Anchorage", his fruit farm at Oliver, in B.C.'s Okanagan Valley.

CANADA and the SEA

An Address by Rear-Admiral H. F. Pullen, Chief of Naval Personnel, to the Eastern Canadian Section of the Society of Naval Architects and Marine Engineers

Gentlemen:

I was greatly honoured to be asked to speak to you tonight and to voice some thoughts and observations on a subject in which we are mutually interested. That subject, of course, is ships.

I do not intend to go into the details of ship design or construction. That I shall leave for my colleagues in the technical branches of the Service. I would like, rather, to touch in a modest way on the history of our shipping and shipbuilding industry. To make a proper, thorough job of this would of course take much longer than the time available to me this evening, but I thought I might dwell on a few historical highlights as illustrations of what the ship has meant to Canada.

Nowadays, and I suppose it has always been thus, there are those who think of history as something that should be sealed up, put away and forgotten. The present and future, they say, deserve all our thoughts and energies. They ignore the fact that history is the foundation on which the present and future are built. It is not always a firm foundation, and often the materials in it are pretty thin, but a foundation it is, all the same. Without it—without, in other words, a knowledge and understanding of the past—we are susceptible to the first strong wind or current that comes our way.

We in our particular sphere are fortunate, in that much our history has been fashioned by great men—whether they were designers, builders or sailors, or a combination of all three. From them we have inherited traditions of service, skill and bravery of which we can indeed be proud.

A few minutes ago, sitting here in these comfortable 20th century surroundings, in this great glistening city of Montreal, I cast my thoughts back two and three hundred years. I tried to picture Cartier coming up the river to Hochelaga, the site of this very city, the first white man to sail the St. Lawrence.

I saw Champlain, questing westward and finding the Great Lakes . . . and I saw that heroic, tragic figure, La Salle, not content with the seigneurie

mockingly called La Chine, but restlessly seeking new worlds for France.

Picture for yourselves La Salle's little band, wintering beside the Niagara. Their leader, armed with a King's commission to build forts and open up trade with the west, is expected to join them shortly. With him he will bring tools, equipment and rigging for a ship which they are to build to sail on the upper lakes.

La Salle arrives, but almost empty-handed. His barge has been wrecked and all has been lost but the cable and anchor. Nevertheless, they press on. In spite of hardships, difficulties and the constant threat of Indian attack, in the spring their ship is ready to be launched. She is named *Le Griffon* and, to the booming of cannon and shouts of the workmen, she slides into the water.

Like so many of La Salle's enterprises, this one was to have a tragic ending. *Le Griffon*, the first ship to sail on the Great Lakes, made only one voyage. After being launched, she was towed up the Niagara river to Lake Erie and on August 7, 1679, set sail for the upper lakes.

She sailed through Lakes Erie, St. Clair and Huron to Green Bay on Lake Michigan. Remaining to continue his explorations, La Salle dispatched her

to Niagara with a load of furs. She never reached her destination, disappearing with all hands.

Now you may wonder why I chose this venture as a highlight of our history. True, it was a failure from a material point of view—and plunged poor La Salle even deeper into debt—but its failure lay only in the execution. The vision from which it sprang lived on and in time became reality, until today it exceeds La Salle's grandest dreams by far.

Then there was Jean Talon, the Great Intendant, who might well be called the father of the shipbuilding industry in Canada. The first "timber-cruisers" were dispatched by Talon and, on the basis of their reports, he recommended to the Crown that the building of ships be undertaken in Canada.

To stimulate interest on the part of the colonists, Talon ordered the construction of a vessel of 120 tons and, while paying for it out of his own private funds, placed it at the disposal of the king. Soon other ships were on the ways, and, before he left Canada, in 1672, Talon was able to report that 350 men, out of a total population of less than 7,000, were engaged in this one industry. For the next 80 years the industry flourished at Quebec. In the mid-1700's there were built a number of warships, some of whose names survive today in ships and establishments of the Royal Canadian Navy—the *St. Laurent*, *L'Algonkin*, *Le Caribou*. Then came a decline, attributable largely to the corrupt practices of the notorious Intendant, Bigot, and, by 1760, shipbuilding was practically at a standstill.

This condition persisted until after the American Revolution. Then the whole of the shipbuilding industry experienced a spirited revival. Contributing to this were Britain's hungry demands for ships and their cargoes, and the influx of thousands of United Empire Loyalists, industrious and ambitious, who applied themselves energetically to forest, farm and sea.

During this period, the scene began to broaden. Quebec and Montreal continued to grow and prosper, but into the picture came the Maritimes, then, by fits and starts, the Great Lakes.

Wartime Ensign Returned to Ship

A White Ensign which has travelled far since the end of the Second World War has returned briefly to its home ship.

The ensign is one taken ashore from HMCS *Toronto* by one of the ship's coders, "Cam" A. Pringle, when the *Toronto* was paid off in 1945.

Mr. Pringle, who is manager of the Edmonton branch of a paint company, presented the ensign to Captain George A. Manning, commanding officer of HMCS *Nonsuch*, during a recent parade of the Edmonton division.

The flag was sent to the recommissioned *Toronto* for onward transmission to the City of Toronto as a souvenir of the frigate's Second World War service.

Mr. Pringle, whose former hometown was Regina, has a brother in the service. He is CPO W. R. Pringle, who is serving in *Niobe*.

The next 75 years might be termed "The Golden Age" of shipping in Canada. In countless ports, from Montreal to Passamaquoddy Bay, ships were built and put to sea. They sailed in local waters, to the Atlantic fishing grounds, and to the far corners of the world. By the middle of the 19th century, Canada was among the four great shipping nations of the world.

In 1864, at Quebec alone, 60 vessels were launched. Hundreds were launched in Nova Scotia and New Brunswick, and such towns as Yarmouth, Pictou, Windsor, Shelburne, Hantsport, Weymouth, Parrsboro, St. Martin's, St. George, St. Andrew's and Saint John became known the world over by their ships.

I have had occasion to visit many of those places in recent years. In most of them I found it hard to realize they had once been famous shipping centres, their harbours a forest of masts and yards. For the present, at least, history has not been kind to them.

It was not until nearly 100 years after La Salle's *Griffon* that ships again made their appearance on the Great Lakes. Then it was not commerce, so much as the needs for naval defence, that spurred activity in this direction.

With the outbreak of the Revolutionary War, merchant vessels were impressed into the King's service and shipyards were established at Detroit, Niagara and on Carleton Island, near Kingston. Subsequently the Governor, Sir Guy Carleton, ordered that no vessels were to navigate on the Lakes except such as were armed and manned by the Crown. However, the King's ships were permitted to carry freight on such occasions as it was possible for them to do so.

This practice continued until after the War of 1812, ceasing when the two countries wisely agreed that an undefended border was, perhaps, the safest border.

Ships on the Lakes reverted to purely commercial purposes and, as the settlements on the shore began to increase in size and numbers, found plenty of business awaiting them. There were few roads, and no railways, and these new communities depended on ships to take their goods to market. As in the Maritimes, many a small town had its own shipping industry—wharves, shipyard, warehouses and skilled workmen.

My own home town of Oakville was one. The people of Oakville were proud indeed of the exploits of the brigantine *Sea Gull*, which was built there in the 1860's at a cost of \$16,000. In 1869 she was chartered for a voyage from Toronto to Port Natal, South Africa, and,

with her captain and a crew of nine fresh-water sailors, made the voyage in three months. From Natal she sailed in January 1870 for Boston, with a cargo of sugar and other products and some 37 passengers. From Boston she carried a cargo of flour to St. John's, Newfoundland. Thence she proceeded in ballast to Sydney, Nova Scotia, to load with coal for Montreal. From Montreal she was towed up the canals to Kingston, and from there sailed to Toronto with a cargo of cordwood. She was away, in all, for 13 months. In that time she made a profit of \$2,000 for her owners. Not bad for fresh-water sailors!

By 1878 Canada possessed over 1,300,000 tons of registered shipping. Yet the handwriting was on the wall and by the end of the century would become cold, hard fact.

As early as 1809, a steamboat had sailed the St. Lawrence between Montreal and Quebec; in 1833 the *Royal William* made her epic voyage across the Atlantic—the first ship to do so entirely under steam; by 1850 there was regular steamship service on Lakes Ontario and Erie.

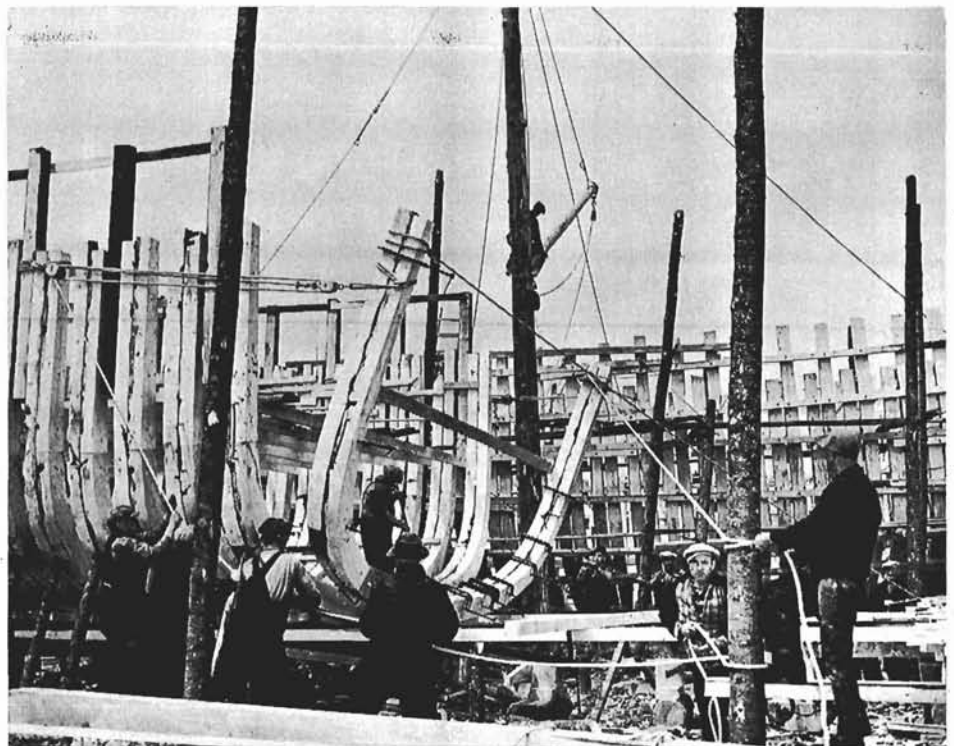
But it was not steam that ended the "Golden Age" so much as the advent of iron, and then steel ships. The blow fell on the Maritimes, where shipbuilding was the most widespread industry. Lack of capital and the necessary skills,

together with the high cost of materials, blocked the Maritimes from entering the new field with any degree of success.

Quebec's eminence as a shipbuilding centre also declined, and there was a certain amount of dislocation on the Great Lakes. Montreal, on the other hand, by becoming easily accessible by water for the first time, was given the impetus that made it the city that surrounds us today. And on the Lakes, the opening up of the west—La Salle's dream of 200 years before—caused a rapid expansion of the merchant marine that more than compensated for the revolutionary changes in the shipbuilding industry.

And so we come to the 20th Century. But first let me pause for a moment's reflection. In something like 2,000 words I have tried to give you an outline of the history of shipping and shipbuilding in Canada over a period of 200 or more years. It has perforce been a very sketchy outline, and I know that much has been omitted. However, I think one thing has become evident:

This history of shipping might just as properly have been titled a history of Canada. From Cartier to Confederation, it was on the oceans, lakes and rivers of this country that her destinies were fashioned. Discovery, exploration, settlement and trade were carried out



A demand for wooden minesweepers brought a revival of traditional skills in many small villages on Canada's East Coast. Much of the work was done by hand by craftsmen whose skills had been handed down from generation to generation. This was a typical scene in a small Nova Scotia village. (H-1351)

almost exclusively by water. There were the ships of Cartier and Champlain; the canoes of the *coureurs des bois*; the *bateaux*, Durham boats and York boats, successors to the canoe as river carriers; the "Golden Age of Sail", when ships from Quebec and the Maritimes ranged the whole of the world; the schooners and steamships of the Great Lakes, taking settlers and their goods westward and bringing back their products from the forest and the soil. It is impossible to exaggerate the contribution made by these craft, from the humblest to the proudest, to the growth and development of Canada.

In this capsule history, I have neglected, as I have said, many factors and areas in which ships were involved in the making of our country. There are the fisheries, from the very beginning one of our most important industries.

There is our Pacific Coast, where the ships of Cook and Vancouver and the canoes of Mackenzie, Fraser and Thompson found for us a land whose potential is only now beginning to be realized.

There is the Arctic, that frozen land of shattered dreams, whose frontiers still await a conqueror.

Then there is the Navy. If it was the merchant vessel—mercantile seapower—that transformed Canada from a wilderness to a growing, prosperous nation, it was the warship—naval sea-

power—that determined the course of the transformation and sheltered it from harm.

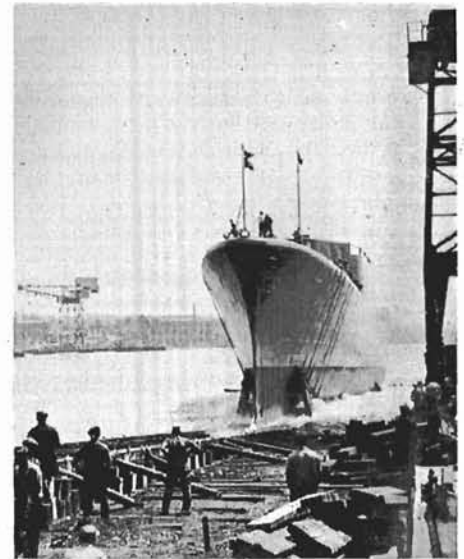
It was England's superior seapower that made possible the successful British invasion of Canada and it was seapower that sealed the British victory.

The hundred years of peace that followed the War of 1812 were guaranteed by Britain's pre-eminence at sea. Canada was able to press forward, except for a few local interruptions, with the development of her territory and resources. Highways were built and great railroads linked one end of the country with the other.

In the process, Canadians turned their backs on the water. When the new, 20th Century generation came along, it was taught many things, but one thing it was not taught was Canada's debt to the sea. The ship and all it had meant, and still meant, were ignored. It was an unfashionable subject in a time when the railroad train, the automobile and then the aircraft were whirling goods and people across the country.

The Second World War did bring a certain awakening. Many Canadians found out for the first time that this country possessed a Navy and that Canada had shipyards able to produce both naval and merchant craft.

However, there is a real danger that this awakening was only temporary and that unless vigorous steps are taken,



The finished hull of a destroyer escort—in this case the future HMCS Saguenay—slides into the waters of Halifax harbour. The ship is being built by Halifax Shipyards Limited. (HS-26857)

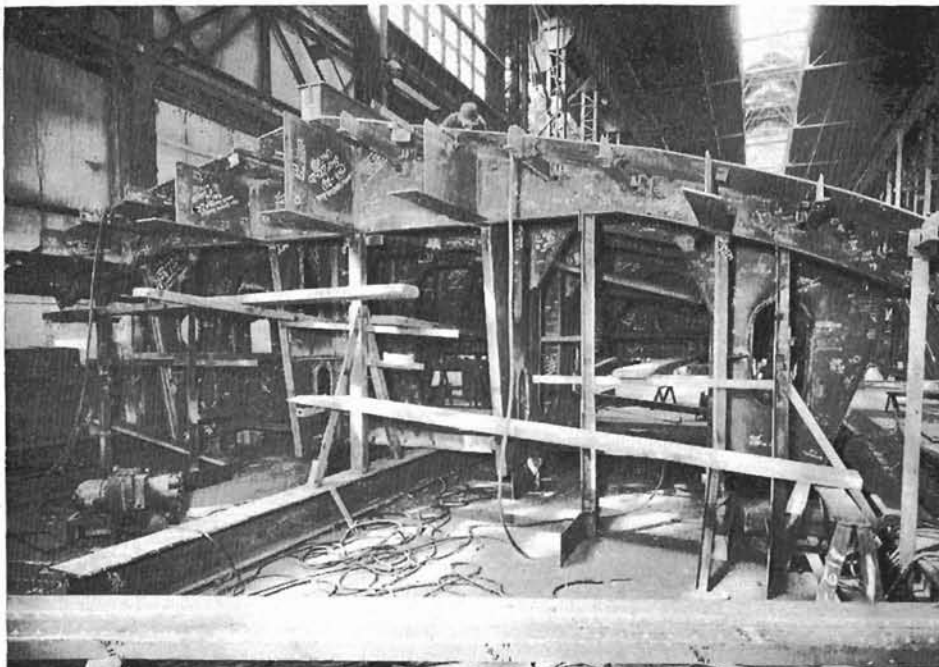
the lessons of history will again be forgotten. People talk of the Air Age, and the Atomic Age, and again the ship is dismissed as a rather archaic appendage to our transportation system. Disregarded is the fact that we are the fourth largest exporting nation in the world, that we export about one-quarter of our gross national product, that our imports frequently equal, and even exceed, our exports—and that a very large proportion of these imports and exports move by sea.

Our prosperity, and our safety, still depend as much as they ever did upon our free and secure use of the sea.

As their share of ensuring that this condition is not disturbed, the Navy and the shipbuilding and allied industries are in the midst of a program unique in Canadian history: They are engaged in the production of ships in numbers to meet Canada's treaty obligations and the needs for her defence, and in the same process are on their way to making Canada self-sufficient in so far as the production of these ships and their armament and equipment are concerned.

This is an undertaking of which all Canadians should know and in which they should take great pride. It offers a very real sign of our stature as a nation, of our growing productive capacity and of our acceptance of our responsibilities in international affairs.

Its fulfilment will, we sincerely hope, form a vital contribution to that collective force whose object is the preservation of peace . . . to serve, not as an agent of destruction, but as "a security for such as pass on the seas upon their lawful occasions".



The destroyer escort program which is now well under way in a number of Canadian shipyards required that the shipbuilding industry adopt a number of new techniques that never before had been attempted in this country. A sample is shown above, where prefabricated deck units, bulkheads, and frames are being assembled in the Canadian Vickers plant at Montreal in units prior to being joined together to form the hull.

TRAINING IN SAIL

by A. Q. K.

Oriole IV, 92-foot Ketch, Has Busy Summers On East Coast

TO BE STEERING and in control of a graceful 92-foot ketch as she lifts, plunges and boils along over the Atlantic under a vast, high spread of canvas is only a dream for many of us, but it has been the lot of a selected group of Royal Canadian Sea Cadets, as well as various UNTD Cadets and other officers and men under training in the RCN and RCN(R) for the past three summers.

The yacht *Oriole IV*, used by the RCN, is a steel-hulled vessel whose two masts tower nearly 80 and 60 feet above her mahogany decks and support a main-sail and mizzen and three headsails, respectively. Below decks, her main cabin seats 16 at two tables and contains a radio transmitter-receiver and

chart case, while below the cabin's deck are stowed tinned and bottled "dry" provisions.

The galley and cook's cabin lie forward of the main cabin, flanking the mainmast, and forward again is the large forecabin with its seven bunks for cruise personnel. Aft of the main cabin are the captain's cabin and a cabin for two officers.

Then comes the engine room, housing the Ailsa Craig diesel auxiliary motor, generator, etc., and two small cabins for the stoker and three seamen of the permanent crew.

The *Oriole's* skipper is Lieut.-Cdr. E. T. Coggins, of Weymouth, N.S., who first sailed in his father's schooner and

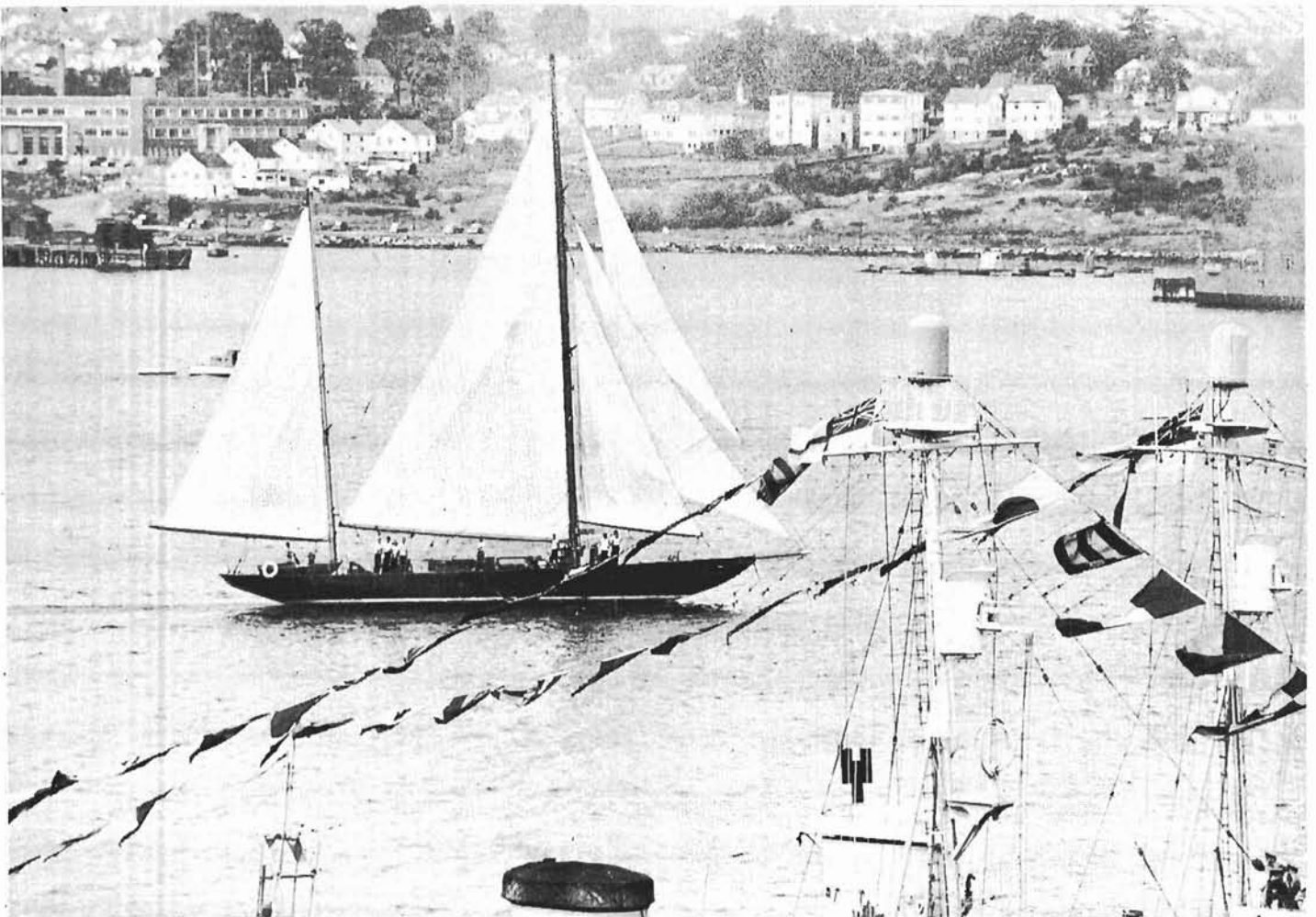
carried on as a schooner captain, with experience also in steam that qualified him for the RCNR and an appointment to HMCS *Gaspé* (minesweeper) at the beginning of the Second World War.

Exclusive of his naval qualifications, he holds master's papers (coast-wise) and a mate's certificate (foreign-going). For several years after the war he sailed as an officer in Canada's Merchant Navy with the Acadia Line, after which he entered the RCN.

The *Oriole*, presented to the RCN by the Navy League of Canada, spent her first summer with the Navy taking out men under training in *Cornwallis*.

The following year she was moved to Halifax, to be based in the dockyard.

The *Oriole IV* is shown under way in Halifax harbour during Navy Day celebrations there in 1952. (HS-20958).





Sea Cadets put their backs into hoisting the mainsail as the *Oriole* heads for the open sea. (Photo by the author).

Her first cruise was to the French islands of St. Pierre and Miquelon, carrying a number of JOTL Course officers, and it was on the 460-mile run to St. Pierre that she made her captain particularly proud by averaging better than 10 knots. For three and one-half hours of this time, she averaged 13.7 knots.

Her cruises through that year included a voyage to Cape Breton Island and the beautiful Bras d'Or Lakes.

Other activities included representation of the Navy at the annual Fisheries Exhibition at Lunenburg.

The handsome ketch began the summer of 1953 with a cruise to Gloucester, Mass., one of the United States' greatest fishing ports and a rival of Lunenburg in the international fishing schooner races in which the *Bluenose* gained undying fame. This 12-day round trip was notable not only for the hospitality extended by the Americans, but also for some exciting adventures at sea. Fifty miles south of Yarmouth, N.S., the *Oriole* was struck by a 40-knot wind, which she weathered handily, making 12 knots under mainsail alone. There followed a thunder-and-lightning storm lasting five hours, during which the wind blew from all points of the compass.

July saw the *Oriole* again slipping from the dockyard for Gloucester, this time with a UNTD complement (another UNTD group having sailed in her for

two days at the end of June). After four days in port, she proceeded to Manchester, Mass., where, with a smaller Navy yacht, the *Grilse*, she started in the biennial race to Halifax at noon,

With sails furled, the *Oriole IV* proceeds under power toward her berth at the Shearwater jetty.



July 16. This was the third time that RCN yachts had competed in the 366-mile classic, but this time they were destined for disappointment.

Bowling along at 10 to 12 knots, the *Oriole* carried a good breeze for the first 24 hours, to make her landfall at Seal Island at the southern tip of Nova Scotia. Then the wind dropped so that the next 20 miles to Cape Sable required 72 hours. Another 24 hours brought her to the finish line at Halifax, under power.

For those Sea Cadets who had been selected from all across Canada to spend their 1953 training period in HMCS *Shearwater*, the *Oriole* meant an added thrill, for in her they got a good taste of life at sea. In charge of the Sea Cadets were Lieut.-Cdr. Dean Bragg and Instructor Lieut. A. Q. Keasbey, as well as CPO Thomas Lockhart, all from *Shearwater*.

Each day the *Oriole* put out into the harbour, her brasswork gleaming and her decks spotless after assiduous polishing and scrubbing by the Sea Cadets. Under the guidance of the ship's permanent crew, the cadets removed the sail covers and, ranged in line along the broad deck, hauled together on the halyards to raise each great sail in turn.

Now the engine was stopped and the yacht moved majestically forward under the vast spread of tall, white sails. There was plenty to learn, what with

halyards, jigs, sheets, outhalls, topping lifts and backstays, plus the 38 pieces of running rigging, and each to be hauled on or let go at the proper time. But it was not all work, for there were hours to relax in the sun on her broad deck as she heeled to the breeze and bowled powerfully along over the ocean.

Some sat up forward to feel fully the tremendous lift and plunge of the bow, while the long, gracefully curved stem dropped down to cleave the sea, rolling out a wide bow-wave and spreading roaring foam each time the *Oriole* dived.

Others took instruction in steering by compass, so as to stand a trick at the wheel and have the thrill of really sailing this splendid ship. Now and then bearings would be taken on buoys or lighthouses to fix the yacht's position. After 25 miles outward on the sea, hands sprang to back-stays and sheets as the vessel tacked to return to port. Now the long swells came behind her, and she drove along with easy motion, the vague coastline looming large again.

The foaming bow made its long, rhythmic lift and a stately descent all in measured time, while the bowsprit seemed to fly over the approaching uncleft water. But as she entered the Halifax harbour approaches the wind dropped, the engine was started and the sails were reluctantly lowered. The Sea Cadets were mustered to furl the great sails in succession as they came down and to help the seamen make ready the hawsers. Securing to the *Shearwater* jetty, the *Oriole* saw her sail covers laced on and all her ropes' ends cheesed down into smart, flat coils by the now seasoned Sea Cadets.

The day at an end, the *Oriole* lay quietly at her berth in a harbour of memories.

New Sailors Put on Poundage

The transition from civilian to sailor apparently doesn't involve loss of appetite, according to statistics compiled at *Cornwallis* on the St. Laurent Division of new entries.

At the start of the 16-week course last August, the new entry seamen averaged 148 pounds in weight, 36 inches in chest measurement and 29 inches around the waist. The average height was five feet seven and a half inches.

By the end of the course the average weight had gone up five and a half pounds and there was a two-inch gain in chest measurement and an inch more on the average waist.

Every man in the division gained in chest and waist measurements and increases in weight of as much as 15 pounds were observed.

The Supply Branch

by A Supply Officer

An Unofficial, Unabridged And Unconfirmed Account Of How It Got that Way

It is common knowledge that approximately 85 per cent of the work done in the navy is carried out by the supply branch.

Now just how did all this come about? you may ask. It is true that in the early days there was no special branch to attend to stores and financial affairs in the fleet. As far as we know, the branch was first established by King whatname . . . the chap that was always mucking about with old whoozit . . . you know who I mean, anyway.

One day he was holding conference with his ministers and in all probability the conversation went like this:

" . . . anyway, I told her I was at a convention with some of the boys from East Mercia, so she dropped the matter."

"Wimmin, wimmin . . . they're all the same. Ah well. Say, you're minister of war, aren't you? Think it's you, anyway."

"War . . . war . . . oh yas! War . . . sure, why ya ask?"

"Three hearts. Well, I was wondering if ya'd thought of creating a supply branch . . . you know, logistics, closed for stock taking, no payments until Friday and all that sort of stuff."

"Yeah . . . yeah . . . six spades . . . well, majesty, I s'pose it could be arranged. Lotta work, though, lotta work. Gotta make up several thousand forms and . . . pass the jug, majesty . . . and that sort of stuff."

"Organization would be easy. Half the people doing some sort of paper work . . . gotta impress the taxpayer, y'know . . . and the other half auditing and inspecting the stuff and then filing it away. Y'might say, 'seein' how the other half lives', hey?"

"Yak yak. Gad, majesty, y'still got yer sense of humor, that's fer *dang* sure. Pass."

And so it came about. As any Instructor Officer can tell you, if you can tear one away from his Greek translations long enough, a study of naval history reveals that the supply branch since its inception has determined the final result of every war and operation that maritime powers have undertaken. Fr'instance, back in 7000 B.C., when the Chaldeans engaged the Marmites, or whatever they were, the third Chaldean Heavy Squadron was forced to withdraw at the first attack . . . the arrowheads and bowstrings were locked in

the magazine and the paybob was ashore on a week-end, with the keys in his pocket.

Then about 2800 years later the Egyptians under Tut-tutandtut successfully attacked the Phoenician Sixth Fleet just off Malta. All the Phoenicians were in a state of shock because the old Chief in the clothing store had opened her up for a whole day. In their complete bewilderment the Phoenicians were easy prey to the attacking force.

And so it went, down through the centuries. And as the years rolled past, the outline of a supply branch grew clearer and clearer.

By the middle of the first century, personnel selection had entered the picture, when the more intelligent men (those who could read and write) and the best looking were selected for Writers' courses. It was in this period, too, that it was established that all officers in the branch must wear great, thick spectacles. It was this latter requirement that speeded up the invention of spectacles, which were not designed until some years later by Machiavelli, a distinguished Greek courtesan.

Taking its example from the excellent work being done by the supply branch, the rest of the navy began to revise its thinking and soon specialist branches were created for the purely executive functions within the service. First they organized gunnery and communications. These two branches are still trying to outshout the other about who is 'senior' . . . to the amusement of supply blokes, who merely sit back and smile amidst the argument.

It is interesting to note that the duties of the first communicators were to dash madly thither and yon bearing messages written on scraps of paper held aloft in a cleft stick. As an afterthought it might be added that it is also interesting to note that upon retirement from the service, supply personnel invariably become snapped up as financial advisors and executive directors of large international corporations, whereas ex-communications people usually find themselves pushing a bike for some telegraph company.

(To be continued)

Ed. Note—The author unfortunately was unable to finish this article before press time since he accidentally sat on his glasses and has to wait several weeks before the medical branch can examine him for new ones.

SAILOR ON HORSEBACK

by C. S. J. L.

*Rancher Robert F. Coates
Doubles as Lieutenant
in RCN (Reserve)*

THERE is a sprinkling of former cowboys in the Navy, and the odd ex-sailor can be found riding the range, but the distinction of being the only man to combine the two occupations belongs to Rancher Robert F. Coates, of Macleod, Alberta, who doubles as Lieut. Robert F. Coates, RCN(R), of HMCS *Tecumseh*, the Calgary naval division.

Rancher Coates operates a 7,500-acre spread in the foothills country, 25 miles west of Macleod. In the spring and summer months, it keeps him going full-

time, but in the fall and winter, when the demands of his ranch are less exacting, he drives 125 miles to Calgary every Monday to attend drills at *Tecumseh*. Then he becomes Lieut. Coates, navigation instructor at the Calgary division.

What makes this 31-year-old rancher-sailor (or sailor-rancher) an even more unique figure is the fact that he went into the business of raising cattle, and made a success of it, without any back-ground whatsoever.

He was born at Darlington, England, and, on leaving school, went to sea, at the age of 16, as a cadet in the Merchant Service. He spent 18 months with the Reardon-Smith Company in tramp ships out of Cardiff. Later he was with the London Tanker Company. Twice during his cadet days he lost his ship. The first was sunk by the pocket battleship *Von Scheer* in the convoy in whose defence the *Jervis Bay* made her epic stand. The other, a gasoline tanker, was torpedoed off Norfolk, Virginia.

In April 1943, Coates entered the Royal Naval Reserve as a lieutenant. After courses at Greenwich and in *Pembroke*, he came to Canada to pick up a corvette, HMS *Rosebay*. The ship worked up at Pictou, N.S., and Tobermory, Scotland, then joined the East Indies Fleet, and was based on Colombo, Ceylon. Convoy duty took her to Aden, Bombay and Calcutta. After a refit in South Africa, the *Rosebay* operated off the Burma coast.

Three weeks before the war ended, Lieut. Coates was appointed Flotilla Navigator for the 34th MLGB Flotilla. For four months these craft picked up Japanese prisoners who had been slow to surrender. After an appointment to the barracks at Singapore, Coates returned to England in April 1946. One last job was to return a landing craft flotilla to New York, via Gibraltar and the Azores. Coates was demobilized in November 1946 and returned to the Merchant Service as Second Officer in the *SS Kootenay Park*.

After six months of this, Robert Coates made his big move. With an ex-RNVR officer who had had some agricultural experience, he bought a ranch in the Columbia River valley near Windermere, B.C. It was the fulfillment of a dream that had sprouted and grown during the long night watches at sea during the war.

At the end of the first winter, Coates was left alone on the ranch but by then he had got the hang of things and carried on successfully.

In May 1951, Coates joined forces with a partner and bought a ranch at the south end of the Porcupine Hills, about



HOME ON THE RANGE

Lieut. Robert F. Coates, RCN(R), astride his trusty cow pony on his ranch in the Southern Alberta foothills.

25 miles west of Macleod. The Big Coulee Ranch, as it is formally called, contains 7,500 acres of foothills grazing land. The ranch is only 25 miles from the Rocky mountains and looks down the Waterton Park Gap into Glacier National Park in the United States. It is located in high country. The altitude at the ranch house is 4,600 feet and the range is mostly around 5,000 feet.

Big Coulee is no dude ranch. A lot of work is done there. Two to ten cowboys look after 600 head of cattle and 15 head of horses, the requirement for ranch hands depending on the season. In April and May it is calving time. Then comes haying time, when 300 tons of hay must be put up for the next winter. At branding time the cattle are rounded up and the unbranded ones stamped with the Big Coulee mark. From June to September the cowboys have a variety of jobs to do, not the least of which is to keep 39½ miles of fence mended.

Life on the ranch is not too rugged. The original log cabin has been rebuilt and now contains a living room and three bedrooms. Electricity is supplied by the ranch's own power plant. Propane gas is used for cooking and heating. A water system has been installed in the bath house, located between the main house and the bunk house. Lieut. Coates was recently married and the feminine touch has added much to the appearance of the place.

Since Coates took over the ranch, he has engineered six stock dams, using two caterpillar tractors and two scrapers on the job. These will make the water supply more certain.

In 1948, Coates entered the Royal Canadian Navy (Reserve), Retired List, and in February 1952 he went on the Active List at *Tecumseh*. He attended drills at the division for the balance of the winter and in the fall of '52 went to the West Coast for two weeks' full time training. In November of last year he spent a fortnight in HMCS *Sault Ste. Marie*.

It is no easy task to maintain his naval connection—that long drive to Calgary can be a tough one when the weather is bad—but Lieut. Coates enjoys his once-a-week transition from rancher to sailor. *Tecumseh*, in turn, considers itself fortunate to have on its rolls an officer of his enthusiasm and experience.

One thing seems inevitable, and that is that Lieut. Coates will be dubbed with the nickname of "Cowboy". However, it is a nickname of which he can indeed be proud.



PO Jack Mooney explains the principles and construction of a radio transmitter to members of the Cornwallis Amateur Radio Club. (DB-2463)

ACTIVE AMATEUR RADIO CLUB AT CORNWALLIS

The whole world is the proverbial back-yard for members of the recently formed Amateur Radio Club at HMCS *Cornwallis*.

Already the radio "hams" have established numerous contacts in many countries, including points behind the Iron Curtain. Among "acknowledgement of reception" cards received by the club to date is one from Rumania. It bears a censor's stamp, along with the inscription, "We Fight for Peace"—proving to the *Cornwallis* amateur radio operators that the Red propaganda machine isn't overlooking any opportunity to spread its doctrine.

Formed at the original suggestion of Commander R. W. Murdoch, who was then Officer-in-Charge of the Communication School, the amateur radio club started out with high aims and low finances. The latter problem was solved when the ship's fund provided a \$600 grant. The money is being used to construct a 300-watt transmitter, with club members constructing the unit themselves.

Initial aim of the organization is to promote interest in amateur radio operation and activities, and at the same time provide a form of recreation to interested persons.

The club enables members to obtain Certificates of Proficiency in Radio, Amateur Grade. In this connection, sufficient instruction is given in basic fundamentals of radio theory and operating procedure to allow members to write examinations for "ham" tickets.

At Monday and Thursday evening meetings, club members receive a combination of theory instruction (by PO Jack Mooney) and a session of construction and actual radio operation. Several members who possess amateur radio tickets are helping the club's program considerably by supervising the would-be "hams", who in turn gain their early experience operating a 50-watt transmitter.

Auxiliary Expands Effort

One of the most active organizations of its kind in the country, the Women's Naval Auxiliary to HMCS *Star* expanded its efforts on behalf of the Navy still further in 1953.

Reading material and parcels were sent to men serving in RCN ships in the Far East; every recruit leaving Hamilton for *Cornwallis* received a parcel; visits were made to naval personnel in hospital; the auxiliary arranged and financed *Star's* annual picnic and Christmas party, and money to buy instruments was given to RCSCC *Lion*.

LOWER DECK PROMOTIONS

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

RCN

ALLEN, Kenneth L.....LSCS2
AQUIN, Robert C.....LSCV1

BALDWIN, Douglas H.....LSCS2
BARNEWALL, Bruce E.....LSCS2
BARTLETT, Edward G.....LSCR1
BELL, Ronald H.....PIAR3
BENNETT, William M.....C2CS3
BICKNELL, Thomas D.....LSBD2
BLIGHT, James A.....P1CR2
BONNEAU, Roland J.....LSOM1
BREWER, Frederick J.....LSCS2
BROWN, Robert F.....P1CV2
BUCHANAN, Alexander G.....LSCS2
BURKE, George W.....LSCS2
BURKHOLDER, Douglas I.....LSBD2

CALFAT, Louis J.....P2BD3
CIZ, Michael.....C2CV3
CLARKSON, Thomas.....C2CS3
CLUTSAM, Donald J.....LSBD2
COUGHLIN, Ralph B.....LSCS2

DALEY, Coleman A.....LSLM2
DAVIES, Donald E.....LSVS1
DAVIES, Ralph E.....C1CR3
DAWSON, Gerald A.....LSCR1
DENISON, Norman E.....P2RN3
DODSON, Paul L.....LSCS2
DRINNAN, Stewart M.....LSCR1
DUBUC, Paul A.....P2BD3
DUNBAR, John A.....C2CS3

EXLEY, Earle W.....P2CR2

FEHR, Jacob.....P2CR2
FINNIMORE, Kenneth R.....LSCS2
FRASER, Gordon.....C2CV3

GALLAGHER, Gerald V.....P2CR2
GAUDREAU, Patrice E.....P2BD3
GAZLEY, Raymond A.....LSCS2
GERMANO, Vernon P.....LSLM1
GILBERT, Bruce H.....LSCS2
GOODWIN, Alan R.....LSCR1
GRAHAM, Ivan E.....LSCS2

HAMM, Bruce E.....LSCS2
HAYES, John.....LSCS2
HILLABY, William G.....LSCS2
HINDLE, Frank H.....P1CR2
HODGKINS, Frederick W.....P1CV2
HUGHES, Leslie C.....LSCR1
HUTCHISON, George M.....LSCS2

JACKSON, Robert L.....LSCS2
JONES, David L. G.....P1CR2

KARLOWSKY, Arnold A.....LSCS2
KETTLE, Robert G.....P2CV2
KIRKPATRICK, Lloyd G.....P1CV2
KRILLow, William.....LSCR1
KUZAK, Stephen.....LSCS2
KONSAHRADA, Edward R.....LSCV1

LAMOUREUX, Louis G.....LSCS2
LANE, Hugh G.....LSCS2
LEGAULT, Jean-Paul D.....LSCR1
LOWTHER, John A.....LSCS2
LUSK, Gordon H.....LSCV1

McLEOD, Kenneth D.....C2CV3
MacDONALD, Joseph K.....LSCR1

MacFARLANE, George E.....LSCS2
MacNUTT, Gerald E.....LSCS2
MALLARY, Alan L.....LSCS2
MEADS, John L.....C1CV3
MILLAR, Melvin L.....P2CR2
MILLIKEN, Gordon R.....LSCS2
MOSS, Austin, J.....LSCS2
MUGRIDGE, Robert O.....LSQMS
MUIR, James M.....P1CV2

NICHOLS, William C.....P1ER4

OAKLEY, John H.....LSBD2
OLIVER, Clarence S.....LSCS2
OLSON, Reginald H.....LSCV1

PARIS, Arthur T.....P2BD3
PEPIN, Rene H.....LSCR1
PERRY, Norman A.....LSCR1
PIRT, Bruce Hill.....LSCR2
PITUL, William.....LSCR1
PLAMONDON, George E.....LSBD2
PRITCHARD, Edward G.....P2CR2
PURDY, Gerald R.....LSCR1

READ, Leonard W.....P1SH4
RINTOUL, Alexander J.....LSCR1
ROACH, Gordon J.....P1CR2
ROBERGE, Bernard L.....C2CV3
ROY, Pierre Andre J.....LSCR1

SAVOIE, Gerald J.....LSCR1
SAWYER, John E.....P1SH4
SCHAEFER, Roy H.....P2BD3
SHATTUCK, Wayne A.....LSCR1
SHERWIN, Frederick H.....LSCV1
SIEBER, Mervyn W.....LSCR1
SKANES, Gerald B.....LSCR1
SMITH, John B.....P1CV2
SMITH, Robert G.....LSCS2
SMYTH, James A.....P1CR2
SOUTH, Douglas C.....LSCR1
STEPHENS, Wilbert R.....P2CR2
SWEET, Garfield T.....LSCR1

THOMPSON, Reginald F.....C1CR3
TITFORD, Charles W.....LSCR1
TOFFLEMIRE, Roscoe E.....LSCR1

WALLACE, Robert.....P1SH4
WALTER, Real J.....P2BD3
WATLING, Malcolm W.....LSCS2
WHALLEY, Terrence D.....LSCS2
WICKSON, William F.....P2CV2
WILCOX, Douglas G.....LSCV1
WILLIAMS, Noel F.....P1CV2
WILSON, John C.....P1CS3
WILSON, Keith J.....P2CR2
WILSON, William A.....LSCS2
WILTON, George R.....LSCS2
WORRALL, George H.....P1CV2
WORTHINGTON, Donald E.....P1CV2
WRAITH, Edward D.....LSCS2

YOUNG, Robert J.....LSCR1

RCN (R)

ACOTT, Douglas.....C2CV3
ANDROWSKI, Donald.....P2CK2
AITKEN, Robert.....C1CV3
BAGG, Joseph.....P2AAS
BEAR, William.....P1QR1
BEAUMONT, Edward.....LSAAS
BELLAMY, William.....LSNS1
BRYANT, Geraldine.....WLVS1
CAVE, Donald.....LSCK1
CLARKE, Gordon.....C2CV3
DERRICK, Frederick.....C1QR2
ERICKSON, Alfred.....P1AW2
GAGNON, Robert.....LSAW1

GALLANT, Albert.....LSSM1
GREEN, Edward.....LSQMS
HAYWOOD, Harold.....C1CV3
JENKINS, Kenneth.....P2TDS
KAVOLIUNAS, Anthony.....LSLRS
KIRBY, Howard.....LSCV1
LEVALLEY, Kenneth.....LSRPS
LITTLE, Neville.....P2TDS
MERCER, Gordon.....C2MM3
MUIR, Ian.....LSTDS
MUNRO, James.....LSTDS
NAAS, John.....C2MM3
NICHOLSON, George.....C2ER4
O'CONNOR, Arthur.....LSNS1
PAUL, Stanley.....LSCR1
ROGERS, Jack.....C1TDS
ROY, Alexander.....P1QMS
SCHRIER, Sam.....LSAAS
SIDNELL, Joan.....WLPW1
SMITH, George.....P1ET4
SPOONER, Charles.....LSCR1
STANFIELD, Ralph.....P1TA2
STILL, David.....P2NF2
WELLS, George.....C1QR2

HELICOPTERS TURN TO ANTI-SUB DUTY

Trials with special equipment are being carried out in Northern Ireland by the first squadron of anti-submarine helicopters to be formed by the Royal Navy's Fleet Air Arm.

Formed recently at the Royal Naval Air Station, Gosport, near Portsmouth, England, 706 Squadron is equipped with Westland-Sikorsky S55 helicopters, capable of lifting eight men. The helicopters are similar to those in service in the Malayan jungle war.

One of the advantages in using the 'copters as close air escort for convoys is that they could be operated from small platforms on the upper decks of merchant ships. The RN is working closely with the United States Navy in developing this new form of defence against submarines, which can also be adapted to the seaward defence of ports. The USN has already conducted experiments with a special sonobuoy which can be lowered into the sea from a helicopter hovering a few feet above the surface.

Helicopters of 848 Squadron, equipped with Sikorsky S55s, flew more than 3,000 hours during 10 months of operation in Malaya in 1953, where the squadron arrived in January. They lifted nearly 9,000 troops and 170,000 pounds of freight and evacuated 220 sick and injured soldiers from the jungle.

Other tasks included the lowering of tracker dogs used by troops in Malaya to round up bandits, the dropping of leaflets, and low reconnaissance of jungle clearings suspected of being bandit headquarters.

'COOKIE'

by J. H. W.

DUSTY removed his cap and placed it on the table—a sign that the company was to his liking and he was about to tell a story. He ordered another round and, indicating an Irish farmer standing at the bar, began thusly:

D'ye see that fellow talking to the owner? He puts me in mind of the ship's cook of the old 'V—'. Patrick Aloysius O'Malley was his name, and a wonderful baker, too, though I'd never say it to his face.

It was in the winter of 193—. We were lying in the trot at Scapa, trying to dry out after a run ashore in the Clyde and a rough passage back through the Minches. The snow that had fallen all night was being scraped off the upper, with many a curse at a sky that spoke of more to come.

The bosn's mate came on deck to pipe stand easy, and what with the cold and all, the brooms and shovels were abandoned with even more alacrity than usual. The messdecks were soon alive with steaming bodies, cigarette smoke and polite conversation. We began arguing the question of a suitable duff for dinner, and the killick, who was standing by playing with the linen we were going to tie it up in, got a most diabolical twinkle in his eye. Then he tossed the bag to me, me being the cook of the mess that week, and said:

"Here you are, lad—snow pudding."

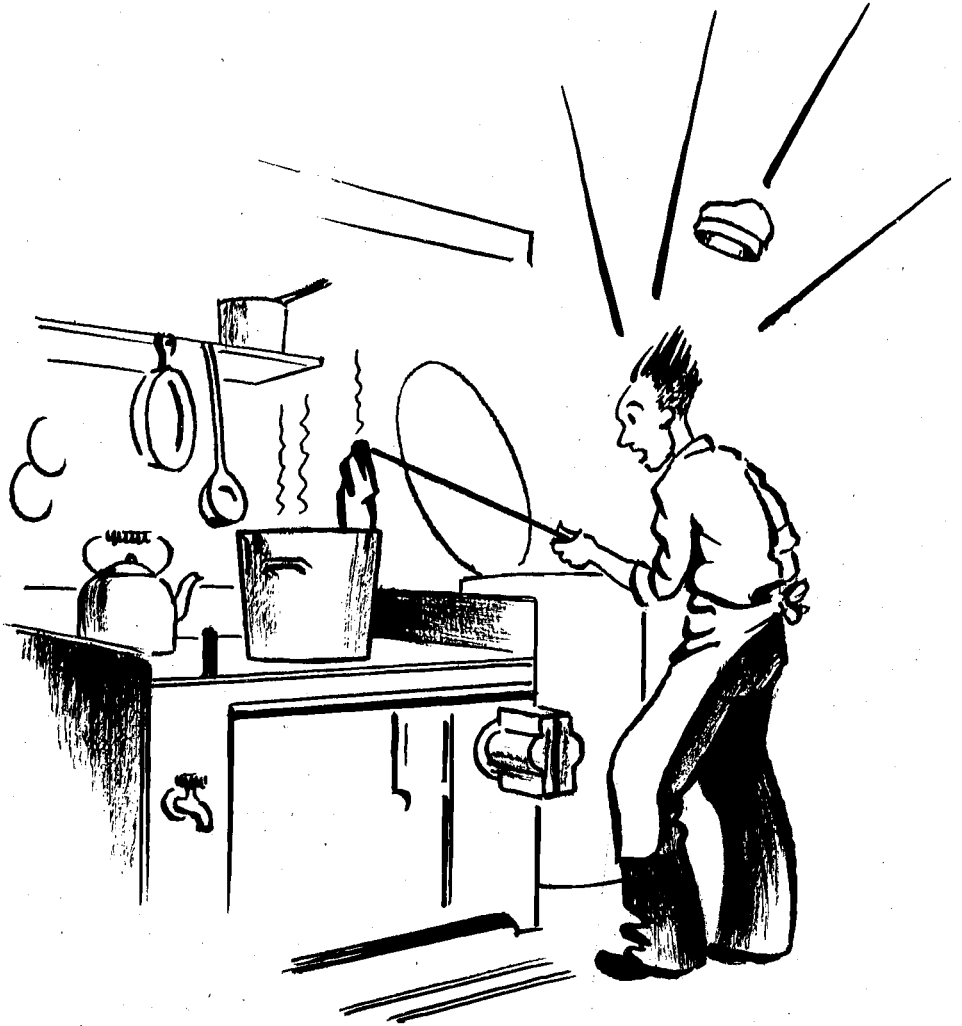
It took us a minute or so to see his idea, and then the game was on. We went up to the fo'c'sle and moulded snow to the exact specifications of a plum duff, lashed it in the linen bag hammock fashion with a little wooden tag, and took it to the galley.

"Seven mess, Cookie!"

"Righto boys, in she goes."

"And in it went, into the boiling pot along with the others. Well, dinner time came and as soon as the stew was finished I went up to the galley and hung around a bit until the others had drawn their stuff, then sang out for ours. Cookie reached up for his wire hook and poked it into the pot. He swirled it round a bit, gaffed, and extracted a limp, well stained mess of cloth and string. I had to bite my tongue to keep from laughing—his face was such a picture. Of course I accused him of ruining our duff and went to get the killick.

"What's this about you spoiling our duff?" says the killick.



"So help me, Tom, I put it in the pot with my own two hands, and I haven't left the stove this morning. I can't understand it!"

"Why, you Houdini in cook's clothing—that duff was the only food we can trust you not to burn, and you've gone and boiled it away; What about it?"

We got a makers that afternoon, and you could hear the first libertyboat laughing all the way into the fleet canteen at the thought of poor old O'Malley spending the rest of the day making cakes for seven mess. Yes sir, he was a fine baker, though 't would never do to say it to his face.

Dusty lit a cigarette and after a few puffs embarked on another anecdote concerning the illustrious O'Malley.

"We sailed for Hong Kong soon after that, and what with a bit of luck and Cookie's goalkeeping the ship's team became flotilla football champions. That summer Cookie's hook came through, and so one fine Thursday morning he was informed by the Old Man that Depot would be pleased to rate P. A. O'Malley to acting leading cook, subject to con-

firmation when he'd passed an E.T.I. The papers had arrived on board at the same time so the next day Cookie wrote the exams. He was a good cook and a fine goalie, but no scholar, and he failed the English paper miserably.

"The skipper gave him one last chance, and warned him that if he failed again the hook would go back and he, O'Malley, would go with it. The news concerning Cookie's impending draft produced widespread consternation, for the football team was depending on his goal-keeping ability. For another six months he was tutored by the sparkers. When the day that would decide Cookie's fate arrived, the First Lieutenant unwittingly provided the answer by deciding to paint ship.

"Stages were rigged and work began along the port side. Cookie was in the wireless office, listening to last minute instructions, when a messenger appeared to tell him he would be required with pen and ink in the wardroom at 1400.

"For half an hour Cookie sat under the port scuttle frowning at the questions.

The Sub who was invigilating rose to answer a knock at the door, and by the time he'd told the navigator's yeoman he didn't have the keys to the chartroom Cookie had reached up and passed the paper out the scuttle. The matelot painting there wiped his hand on his dungarees, passed it to his neighbour, and so from stage to stage it went, along the ship's side to the break of the forecandle and inboard to the wireless office. There in record time it was completed by a congregation of brains in a fair imitation of Cookie's sprawling hand, and passed back along the same route. Cookie was doodling on a piece of scrap, glancing occasionally at the scuttle from the corner of his eye, when a hand appeared, ostensibly grasping for support. He waited, and when the Sub's attention was diverted by another knock at the door, reached up and retrieved the paper.

"When the results were returned to the ship, Cookie was informed he had earned the astounding mark of 95 per cent, was congratulated and formally presented with his hook. Success exacts its price though, boys, and it was a lot of money O'Malley spent that night on beer. Incidentally, I was navigator's yeoman in that ship, and when I knocked the second time the Sub suggested I check the chronometer some other time. Very important thing is timing, which brings us to the business at hand—Whose round is it?"

RN FLAG OFFICER CANADIAN-BORN

*Rear-Admiral P. W. Brock
Attended RN College
of Canada*

A Canadian-born officer who received his initial training in the old Royal Naval College of Canada has been promoted to flag rank in the Royal Navy. He is Rear-Admiral P. Willet Brock, DSO, whose promotion from the rank of captain took place recently.

Rear-Admiral Brock was born in 1902 in Kingston, Ont., where his father, the later Dean R. W. Brock, was Professor of Mining at Queen's University. His early education was obtained in Ottawa, while Dean Brock was Director of the Geological Survey and Deputy Minister of Mines.

When Dean Brock agreed to help in the formation of the University of British Columbia, the family moved to Vancouver and Rear-Admiral Brock attended King Edward High School there. He entered the Royal Naval College of



Three rousing cheers were given Captain (now Rear-Admiral) P. W. Brock by his ship's company when he left HMS Kenya at Kure, Japan, to take up an appointment at the Admiralty. This photo was taken by an RCN photographer serving in HMCS Nootka, which was berthed at the same jetty as the Kenya. (NK-586)

Canada in 1917, having passed first in the entrance examinations.

The college was then in Halifax. After the explosion in December 1917, it was temporarily housed at the Royal Military College, Kingston, then was moved to Esquimalt in the summer of 1918.

Rear-Admiral Brock graduated, at the head of his class, in 1920 and was sent to the Royal Navy for training as a midshipman. It was shortly after this that he transferred to the RN.

In the Second World War, Rear-Admiral Brock served for some time as executive officer of HMS *Mauritius* (cruiser) and took part in the landings in Sicily, the Italian mainland and the Normandy beaches. In support of these landings, the *Mauritius* fired more rounds than any other ship in the Allied fleets.

In the first week of May 1945, just before the Armistice, he was a senior member of the naval party that seized the German naval base at Kiel, and shortly afterward he became Naval Officer in Charge there.

Rear-Admiral Brock later served as Chief of Staff to the Flag Officer (Destroyers) in the Mediterranean, then commanded HMS *Kenya* (cruiser) in the Korean war theatre. For services there he was awarded the Distinguished Service Order. Until November of last

year he was Director of the Operations Division at the Admiralty. In April he takes up the appointment of Flag Officer, Middle East.

Admiral Brock is married to the former Doreen Collinson, daughter of a captain in the Royal Navy, and has a home at Walton-on-Thames, Surrey. He has four brothers: David H. Brock of the Victoria Daily Times; Phillip H., Vancouver, a Water Resources Branch engineer; Thomas L., of Aluminum Limited, who is at present with the London office, and Dr. Britton Brock, consulting geologist to Anglo-American Ltd., Johannesburg, South Africa.

Rear-Admiral Brock was not the first Canadian-born officer to attain flag rank in the RN. Before Confederation, Nova Scotia alone was able to lay claim to having contributed seven flag officers to the Royal Navy. The most famous of these was Provo William Parry Wallis, who as second lieutenant brought the United States frigate *Chesapeake* into his native Halifax as a prize. This distinguished officer reached the rank of Admiral of the Fleet and lived to the age of 101.

Canadian-born, too, was Sir Charles Kingsmill, who served in the RN from 1869 to 1908, became Director of the Naval Service when the RCN was formed in 1910 and retired in 1920 with the rank of Admiral.

RECRUITING IS YOUR BUSINESS

by W. A.

FEW naval men, after enrolment, give a second thought to recruiting. They have a vague notion that some sort of branch or office must exist somewhere to process and despatch recruits to *Cornwallis*, and, presumably, someone must know something about the correct number and type of forms to complete and submit. Once he is through his entry routine, the average man is no doubt more than willing to forget completely the whole tedious business of I.Q. tests, interviews and medical examinations which, coupled with the necessity of assembling a battery of strange-looking documents the like of which, in all probability, he has never seen before, make his enrolment a far from simple business.

The above viewpoint is not too surprising as recruiting is, in a sense, a form of non-naval activity inasmuch as it does not involve any of the functions commonly associated with the actual fighting of ships and the problems of keeping them at sea. Nevertheless, without recruits and the department which *finds*, selects, and handles them,

the Navy would very quickly wither and die for lack of new blood. Naval recruiting cannot be relegated to the background of naval life and be regarded as the business of the very few appointed for recruiting purposes.

The word "finds" has been accented in the previous paragraph as the Armed Forces of Canada are, in effect, competing with industry and the professions for the best young brains of the country. The youngster we are seeking is also the type for whom every personnel manager in Canada has his eye peeled. Somehow the recruiter must gain the attention of eligible young men to present the career-story of the Navy and the benefits of naval life. With the limited financial resources available for large-scale advertising campaigns, this becomes an individual problem which each recruiter must solve to the best of his ability as local circumstances dictate. Speeches are made; newspaper and radio interviews are arranged; newspaper and radio advertising is purchased; tours are organized which take the Navy into small, out-of-the-way

places; vocational guidance lectures are delivered to schools and, in general, any form of activity which presents the Navy to the public is eagerly pursued. In spite of all this, however, the best of all recruiting and public relations publicity is, of course, the "satisfied customer": He who is, in all respects, the true naval man, proud of his service and his career. If every man of the very large number of such now serving in the Royal Canadian Navy were to appoint himself an unofficial Naval Ambassador and, without any attempt to recruit, merely state at every opportunity the pros and cons of naval service, current advertising campaigns would have much greater impact and the actual enrolment figures would quickly improve. The facts of naval life speak for themselves and will do their own recruiting.

Having obtained the interest of a young man, the recruiter's next duty is to ensure the applicant is fully aware of naval obligations, opportunities and conditions of service and then to determine for which branch of the Service he is best suited. Four factors determine this—I.Q. score, educational background, physical standards, and personal inclination. When one or all of the first three factors are opposed to the fourth, the recruiter very often has the difficult task of deciding with the young man—who is very likely determined to enter the service in some capacity—which branch will make the applicant happiest and, therefore, of more use to the Navy. This is, however, no more difficult than dealing with the young man who wishes naval service but has no personal inclinations or obvious aptitude for a particular branch. In either case, the recruiter must be extremely careful to avoid any suggestion of "rail-roading" an applicant into a category for which he is not suited or may feel later that he was "talked" into entering.

Bad counselling is bad recruiting and leads to dissatisfaction. Dissatisfaction leads to lowered morale and discontent and, finally, to second-class service. Better, as happens from time to time, to delay attestation until the applicant has given long and serious consideration to the step he is about to take and has fully discussed all aspects of his prospective career. In spite of our urgent requirement for manpower, the recruiting office is very definitely NOT a machine designed to feed young men into one



Last minute instructions are given to nine Kingston and district navy recruits by PO Kenneth Childs, recruiting petty officer at HMCS Catarauqui, prior to their departure for Cornwallis. Back row, left to right, are Douglas Saunders, John Adams, John Neeley and Robert McQueen. Front row: James Jenkins, Leonard Lyons, George Botting, Barnard Leveque and Stanley Fillion. (Photo by Wallace Berry, Kingston.)

end and cut them off in one-fathom lengths as new entries at the other.

Naval entry standards are high, leading to large numbers of rejections. In this connection, nothing is more saddening to a recruiter than to turn away as gently as possible a smart-looking, keen young man who fails to qualify through lack of education. The Recruiting Officer's theme in schools and young people's associations is, "Stay in School—Get as much education as possible!". In the writer's two and a half years in recruiting he has far too often shaken his head and sighed over the rejection of what might have been a future Admiral—had he stayed in school a little longer and had his wits sharpened.

The recruiter must know a great deal about the service in order to answer innumerable—and sometimes amazing—questions. He must possess a fund of tact, patience, and occasional firmness to handle undisciplined and "smart" young men who must be made to realize that, whilst naval discipline is not harsh, it is not geared to tolerate smart-aleck behaviour. Such youngsters cannot be enrolled until the recruiter is fully assured they have the intelligence and

plain guts to survive the transition from irresponsible, unguided home or civil life to the obligations and requirements of the service. The recruiter is in the position of selling the Navy and simultaneously keeping a wary eye on prospective purchasers, for, in turn, the recruiter is buying for the Navy the young men and women attracted by his sales activities.

And what has recruiting to do with serving personnel not appointed to recruiting duties? As I remarked earlier, the recruiting staffs must find the eligible young people—and press gangs were outmoded some considerable time ago. The service cannot spare enough men or money to ensure every youngster in Canada is aware of the facts of naval service. But we have some 16,000 spokesmen already enrolled! The inference is obvious.

Some two years ago an excellent poster was distributed within the Service. The wording of this poster is as true today as when it was printed. In colour on a navy blue background, a hand points straight out at the reader and the caption states:

"RECRUITING IS YOUR BUSINESS".

Huron Sailors Learn How 'Other Half' Lives

ON BOARD HMCS HURON—A dozen sailors from this destroyer have learned how it feels to be attacked by their own ship—from 150 feet overhead.

In anti-submarine exercises with the U.S. Submarine *Pickerel*, off a United Nations naval base in Japan, 12 members of the destroyer's company spent six hours submerged in the undersea craft, while the *Huron* carried out dummy attacks from above.

All agreed they would rather be "up top" for the real thing. As Petty Officer Cecil Briggs, of Calgary and Windsor, N.S., put it: "It's rather weird sitting down there, hearing the screws of your own ship roar by over your head. They sounded like the wheels of a train."

Seconds afterward, there was a loud thud on the sub's hull. "Our boys were really on the target . . . we were glad it was only grenades they were dropping."

The Canadian sailors were guests of Lieut.-Cdr. Henry B. Sweitzer, commanding officer of the *Pickerel*, and his boat's company. A similar number of officers and men from the *Pickerel* spent the day in the *Huron*, observing the exercises from the surface.

The destroyer-men were given ring-side seats in the sub's control room during the diving operations. The only "veteran" submariner among the Cana-

dians was Lieut. Ronald H. Coell, of Ottawa and Vancouver, who was making his seventh dive.

After the *Pickerel* had submerged, the visitors were shown through the boat from stem to stern, and what impressed them most was the amount of equipment packed into the sub. As one of the bewildered Canadians said: "With all that gear to operate, no wonder 80 per cent of the crew are petty officers".

AB George D. Guertin, of Ottawa, prizes a small card handed him as he left the *Pickerel*. It reads: Be it known to all good sailors that: Able Seaman George D. Guertin, RCN, was this date totally submerged in the USS *Pickerel*. In consequence of such dunking and his initiation into the mysteries of the deep, he is hereby designated an Honorary Submariner . . .". The card is signed by the *Pickerel*'s commanding officer.

The ten other Canadian "Honorary Submariners" are: Petty Officers Andre F. DeBaeremaker, Toronto and Halifax; Cyrus A. Brooks, Windsor, Ont., and Alfred J. Stevenson, Dartmouth; Ldg. Sea. Henry T. Dingle, Dartmouth, and Able Seamen Donald J. Henning, Toronto; James G. Glover, Ottawa; William N. Watson, Toronto, and William C. Johnson, Kingston, Ont.

SOLDIERS FOR DAY DECIDE NAVY'S OKAY

ON BOARD HMCS CRUSADER—Forty officers and men from the *Crusader* turned soldier for a day during the ship's first patrol of her second tour of duty with UN Naval Forces in the Far East—and all agreed that the Navy has its points.

Officially known as "Operation Sampan", the exercise was held during the destroyer's patrol in the vicinity of Yang Pyong-Do, an island off the west coast of Korea, and was designed to provide officers and men with additional experience in landing operations, demolition and small arms handling.

Under the command of Lieut.-Cdr. J. R. Nunn, of Hamilton, the platoon was landed on Yang-Pyong-Do by a U.S. Marine LCM and proceeded by truck to the exercise area. There, small arms training was carried out with Bren guns, rifles and pistols, while demolition teams went to work on "strategic installations". The demolition teams also progressed the work on fixed defences of the island, assisting the Korean Marine Corps garrison in blasting trenchlines. Later, the sailors also trained in methods of camouflage, how to avoid detection, and how to prepare Army "C" rations. To round out the exercise, the platoon marched its equipment back to the beachhead.

The weary sailors returned to the *Crusader* firm in the conviction that there's nothing like a warm messdeck, a hot meal and comfortable hammock—especially after a day in the Army.

The platoon's demolition team was headed by Lieut. Norman C. Eversfield, of Toronto and Victoria, and Commissioned Officer F. A. Jones, of Swift Current, Sask. CPO Richard March, of Victoria, was senior instructor.

Wren Training Centre Commissioned

The training establishment at Burghfield, Reading, England, where members of the Women's Royal Naval Service receive their initial training, has been commissioned as HMS *Dauntless*.

The Royal Navy's rule that every commissioned shore establishment must have at least a waterborne tender to bear the name has been complied with by giving the name HMS *Dauntless* to a craft ferrying naval personnel on the Medway to Sheerness.

CORONATION PHOTOGRAPHS

Selected Pictures Listed For Benefit of Those Wanting Souvenirs

COR-39—Maj.-Gen. J. D. B. Smith, LS T. E. Finnegan, CPO Fred Stiner, Lt.-Col. Paul Triquet.

COR-40—Maj.-Gen. J. D. B. Smith, Lt. M. J. Waymouth.

COR-41—Mr. Norman Robertson, Lt.-Cdr. Fay Rutledge, Lt. Margaret Chapman, Lt.-Cdr. J. E. Korning.

COR-43—Mr. Norman Robertson, CPO Stiner, Lt.-Cdr. Korning.

COR-47-51—Canadian contingent practising for procession.

COR-52—CPO M. H. Keeler, CPO George Black, at Windsor Castle.

COR-53—AB T. H. Earl, LAC J. D. Poissant, at Windsor Castle.

COR-54—LS D. T. Honer, Cpl. Robert Maxwell, LAC Patrick Cassidy, at St. George's Chapel.

COR-57—Commonwealth contingent members visit St. George's Chapel.

COR-58—AB T. H. Earl, LS L. H. Lakey, AB J. W. Hall, LS C. Williamson, LS J. N. Neve, CPO R. Beaulieu.

COR-72—CPO R. Beaulieu, CPO Douglas Abbott, at Buckingham Palace.

COR-75—LS Tom Sawyer, LS W. Farmer, CPO R. Beaulieu, by statue.

COR-78—CPO H. Black, CPO C. R. Moore, on double-deck bus.

COR-112—CPO Douglas Abbott, CPO G. H. Black, LS John Munro, LS W. A. Gemmell, CPO Cecil Moore, at Buckingham Palace.

COR-113—CPO R. Beaulieu, CPO Edward Ratcliffe, LS W. R. Gaudet, LS William Farmer, at Buckingham Palace.

COR-114—Group of Canadian naval personnel watch Grenadier Guards at Buckingham Palace.

COR-115—Group of Canadian naval personnel in front of Buckingham Palace. Queen Victoria memorial in background.

COR-116—Canadian naval personnel in front of Buckingham Palace.

COR-117—Canadian naval personnel; Queen Victoria memorial in background.

COR-118—Canadian naval personnel at steps of Queen Victoria memorial.

COR-119—LS Clifford Cooke, LS W. Gemmell, LS J. Munro, at Queen Victoria memorial.

COR-120—Canadian naval personnel visiting Westminster Abbey.

COR-121—Canadian naval personnel at Royal Pavilion, Westminster Abbey.

COR-122—Canadian naval personnel crossing Whitehall by House of Commons.

COR-123—Canadian naval personnel in archway at House of Commons.

COR-124—Canadian naval personnel, by monument of Richard the Lion-Heart.

COR-125—Canadian soldiers, sailors and airmen on Thames Embankment.

COR-126-127—AB Angus Rose, AB J. W. Hilton, LAC B. Buttnor, Cpl. K. A. Nobbs, at Tower of London.

COR-128—AB Robert Levey, LS J. Munro, LS W. Gemmell, S/Sgt. Frank Osborne, WO2 Norman Whiston, at Tower of London.

COR-129—AB Robert Levey, Sgt. W. R. Southcombe, at Tower of London.

COR-130—LS Clinton Nickerson, LS Gilbert Ainsworth, at Tower of London.

IN THE belief that many of those who served in the ships of the Canadian Coronation Squadron or who were members of the Coronation Contingent are desirous of obtaining photographs taken during those memorable weeks of last summer, a list of official photos has been compiled by The Crowsnest and is published below.

The list is not a complete record of all photos taken by service photographers who covered the participation of Canada's forces in the Coronation. It confines itself to naval personnel and naval activities and includes only those pictures considered likely to be of interest.

The photos are listed according to their negative numbers, each of which has a brief accompanying caption which serves to identify the photo. Prints may be obtained by sending an order to the Naval Secretary, Naval Headquarters, Ottawa, attention Photographic Section, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount payable to the Receiver General of Canada.

Sizes, finish and prices are as follows:	
4 x 5 (or smaller) glossy finish only ..	\$.10
8 x 10 glossy or matte finish50
11 x 14 matte finish only	1.00
16 x 20 " " "	3.00
20 x 24 " " "	4.00
30 x 40 " " "	8.00

COR-154—Wren Bernice Neill, LS Clifford Cooke, at Trafalgar Square.

COR-164—AB Jack Hilton, AB Angus Rose, at Trafalgar Square.

COR-228—Capt. Rob Mackay, CPO Stiner, CPO Abbott, at Buckingham Palace.

COR-185—Duke of Edinburgh, Lieut.-Cdr. M. Smith.

COR-186—Duke of Edinburgh, Cdr. R. P. Welland, inspection of Canadian contingent.

COR-232—LS Jean-Jacques Joly, LS W. J. Easterbrook, LS William R. Gaudet, preparing for Coronation procession.

COR-350—Canadian naval contingent passes Canada House during Coronation procession.

COR-210—CPOs Stiner, Keeler, Bonner.

COR-311—CPOs Abbott, Bonner, Moore, with Grenadier Guards.

COR-230—CPO Art Myatt, CPO Eric Dawtry, at Pirbright.

COR-231—CPO Rosaire Beaulieu, CPO George Black, CPO A. Brown, at Pirbright.

COR-232—LS John Joly, LS William Easterbrook, LS William Gaudette, at Pirbright.

COR-233—LAW Kathleen Sutherland, AB Guthrie, Cpl. Gladys Pldiger, Cpl. L. Valanasky, at Pirbright.

COR-234—Gnr. Percy Hiltz, Constable Tom Devries, LS John Cookson, at Pirbright.

COR-235—Lt. M. J. Waymouth, LS William Barlow, LS John Munro, Lt. W. S. T. Jackson, CPO Al Bonner, AB Len Beaton, LS James Simpson, at Pirbright.

COR-236—LS Don Homer, Cst. C. F. Williamson, AB Ken Bradley, LS James Marr, at Pirbright.

COR-239—AB M. D. Crawford, S/Sgt. Herb Firby, Sgt. K. H. McLeod, Sgt. Cliff Dencer, Sgt. John Adams, CPO Al Jaeger, at Pirbright.

COR-285—PO Stan Prior, AB John Ledoyen, AB Ron Gorman, PO James Sexauer, PO Edward Maynard.

COR-289—PO Albert Simons, PO Cliff Morris, OS Earl Hamilton, AB Ron Gorman, LS Howard Lyon, PO James Graceffo, at Greenwich Pier.

COR-350—RCN component, Coronation procession, led by Cdr. Welland, marching past Canada House.

COR-320—Wren Bunny Neill, LAW Cathie Sutherland, in Hyde Park.

COR-322—Wren Neill, Wren Dorothy Moar, Sgt. Thelma Earnshaw, LAW Cathie Sutherland, on London tour.

COR-325—Wren Neill, LAW Cathie Sutherland, Wren Moar, PO C. A. Gordon, Lt. Margaret Chapman, on London tour.

COR-326—Lieut. Chapman pens autograph.

COR-321—Canadian servicewomen on their way into Hyde Park.

COR-323—Canadian servicewomen watch troops training for procession.

COR-368—Canadian naval street liners stand easy at their Cockspur Street posts.

MAG-4532—Sea Cadets: PO Alex O'Connor, PO Russell Lake, PO John Dee, PO Leonard Hamilton, on board *Magnificent*.

MAG-4533—Sea Cadets: LS H. C. Serjeant, PO Fletcher Till, PO G. M. Court, on board *Magnificent*.

MAG-4534—Sea Cadets: PO E. A. Mitchener, PO L. Potvin, Lt. William Doyle, PO S. Zanon, PO T. A. Drolet, on board *Magnificent*.

MAG-4672—Commodore Rayner, Sea Cadet PO Mitchener, Lt. Doyle.

MAG-4554—R/Ad. R. E. S. Bidwell, CPO H. Cooper; latter receives LS and GC Medal.

MAG-4553—R/Ad. Bidwell, CPO A. MacDonald.

MAG-4555—R/Ad. Bidwell, CPO R. Rodger.

MAG-4556—R/Ad. Bidwell, CPO J. Herman.

MAG-4557—R/Ad. Bidwell presents LS and GC Medal to CPO N. Brumm.

MAG-4588—*Magnificent* at Spithead.

MAG-4590—*Magnificent*, *Amerigo Vespucci*.

MAG-4605—Navy, Army and Air Force personnel stand at attention as HMS *Surprise* approaches.

MAG-4608—*Ontario* at Spithead.

MAG-4610—Outline illumination. HMAS *Sydney* at left; other ships cruisers and destroyers.

OT-1315—Air Commodore A. P. Ross, AOC Eastern Air Command, inspects Guard of Honour on board HMCS *Ontario* during official visit.

OT-1334—Coronation procession, Hyde Park.

OT-1338—Spithead. Premier Frost of Ontario chatting with CPO C. J. Padget.

OT-1341—Ontario personnel cheer as Royal Yacht passes during review of fleet.

OT-1344—Spithead Review. Chiefs and POs' divisions at attention, on board Ontario.

OT-1353—Vancouver Boys' Band in Ontario, with PO Bob Mackay. Ship at Portsmouth.

OT-1320—Ship's band on quarterdeck of Ontario.

OT-1324—Ontario at Portsmouth. CPO Howard Cartier, CPO William Hibbert, Lt. G. Barrick, Cd. Gnr. Denis Colegrave, CPO Leo Benish, PO David Sadler.

OT-1326—PO Leo Oliver, AB Les Bowman, in Buckland Abbey.

OT-1328—LS Charles Moore, OS Edwin Stone, at Torquay.

QB-849—Coronation Procession: Naval contingent led by Cdr. Welland.

QB-899—Ship's company of Quebec cheers as Royal Yacht passes.

QB-905—Spithead Review. Destroyer illuminated.

QB-906—Spithead Review. Destroyers and cruiser illuminated.

QB-907—Spithead Review. Cruisers and carriers illuminated.

QB-908—Spithead Review. Cruisers and carrier illuminated.

QB-933—Party for Coronation Contingent on board Quebec.

QB-934—Quebec Coronation Contingent party. Group photograph.

QB-935—Coronation Contingent party on board Quebec. PO Newman, R/Ad. Bidwell.

61412-N—Wrens of Coronation Contingent, on board Franconia.

61453-N—CPO Arthur Myatt, PO Robert Farrell with Australian Army personnel at Pirbright.

61454-N—LS Charles Knighton, LS Bernard Hughes, AB Richard Smith, CPO William Clews.

61468-N—AB John Hall, with Maj.-Gen. J. D. B. Smith and Lt.-Col. Paul Triquet, at Pirbright.

61469-N—LS James Marr, LS Tom Finnegan, with member of Rhodesian African Rifles, at Pirbright.

61470-N—At Pirbright. LS Ted Price, Sgt. Gordon Somerville, Cpl. George Poulter.

61487-N—In London. LS Cliff Cook, Pte. Marcel Mondoux, Cpl. Elphis Cormier, Pte. Marcel Kilby.

61495-N—At Bloody Tower. WO2 Norman Whiston, CPO C. R. Moore, CPO Douglas Abbott, S/Sgt. Frank Osborne.

61549-N—Wren Dorothy Moar pins medals for Sgt. Thelma Earnshaw before dress rehearsal of Coronation procession.

61559-N—LS Tom Sawyer, LS George Johnson, AB John Hall, at tent encampment at Kensington. Albert Memorial in background.

COR-307—At Earl's Court; PO John Dunbar, Sgt. George Thwaites.

COR-312—Sleeping quarters for Canadian servicemen in Exhibition Hall at Earl's Court.

HS-25354—Quebec illuminated.

HS-25465—La Hullose illuminated.

HS-25423—Magnificent leaving Halifax for Coronation.

HS-25369—Sea Cadets prior to leaving for Coronation.

HS-25374—Vancouver Island members of contingent.

HS-25375—P. E. I. members of contingent.

HS-25376—Saskatchewan members.

HS-25377—Alberta members.

HS-25380—CPO Bonner and PO Simpson.

HS-25381—Quebec members.

HS-25382—LS William Walsh, LS Norman Gould, AB Angus Rose.

HS-25383—Manitoba members of contingent.

HS-25394—Coronation Contingent on Stadacona parade ground.

HS-25396—LS J. Cuell on board Magnificent.

HS-25399—CPO Kitchen and CPO Jaeger boarding Magnificent.

HS-25378—Ontario members of contingent from Windsor, London, Charing Cross, Woodstock, St. Thomas, Stratford, Chatham, St. Catharines, Hamilton, Kitchener, Tillsonburg.

HS-25379—Ontario members from Toronto, Kingston, Peterborough, Trenton, East York, Oshawa, Belleville.

HS-25384—Ontario members from Smiths Falls, Timmins, Ottawa, Almonte, Fort William, Port Arthur, Alfred.

COR-186—Duke of Edinburgh and Cdr. Welland; inspection of Coronation Contingent.

OT-1333—Ontario in Portland Harbour with British Home Fleet.

MAG-4625—Sioux dressed for Spithead Review.

MAG-4626—La Hullose on day of Spithead Review.

COR-153 to 162—Photos of Wren Neill and LS Cooke on London tour.

'SWING YOUR PARTNER'

The old phrase, "carrying coals to Newcastle", took on a new meaning for crew members of HMCS *Iroquois* shortly before the destroyer completed her second tour of duty with United Nations naval forces in the Far East.

Four thousand miles from their native Canada, 25 members of the ship's company got their first real lesson in Western square dancing—compliments of the Japanese.

The lessons were taken during a five-day good-will visit by the *Iroquois* to the Japanese port of Nagasaki. In search of recreational facilities for the ship's company, Chaplain (P) George Soutar, of Toronto and Victoria, called on Rev. Ernest Best, director of the U.S. Methodist Mission Educational Centre in Nagasaki. One of the first offers made to the Canadians was an invitation to attend a folk dance, sponsored by a Japanese young people's club associated with the Nagasaki YMCA.

The 25 sailors who attended the dance were greeted, not by mystical music of the East, but the lively strains of a regular Saturday night "hoe-down". Before the night was over, they were taking lessons from their Japanese hosts in the art of Canadian and American square dancing, and for most of the sailors it proved to be their first real fling at "swing your partner . . . promenade".

The sailors learned that square dancing, now becoming the rage among some Japanese young people, was introduced into the country during the American occupation.

In return for their dancing lesson, the Canadians were able to offer something Western that their hosts had not yet mastered, but were most anxious to learn: The English language. The young Japanese are members of an English club, and were eager to try out their grammar on the Canadians. The guests also provided sandwiches and coffee, which, at \$2.50 per pound and hard to find, earned them the title of Nagasaki's "Number One" visitors.

During the *Iroquois'* visit, arrangements were made for crew members to tour the city, target for the second atomic bomb dropped on Japan. Highlights of the tour were visits to the University of Nagasaki medical college, largest in the Orient, the ruins of the Urakami Church, formerly the largest Roman Catholic cathedral in the East, and to the reputed home of the famous "Madame Butterfly".

The commanding officer and officers of the *Iroquois* were entertained ashore by Rev. and Mrs. Best, and the latter were received aboard, together with Monsignor J. Fraser, a senior Canadian missionary of St. Francis Church in Nagasaki, the first Canadian church established in Japan and only recently restored following damage by the atomic bomb.

Navy Babies First of 1954

What threatens to be a naval monopoly is developing in Victoria where the city's first two youngsters of 1954, duly launched in the young hours of January 1, were born to Navy families.

The field of coincidence was broadened, too, for, as happened last year, the baby's father is a bandsman at HMCS *Naden*.

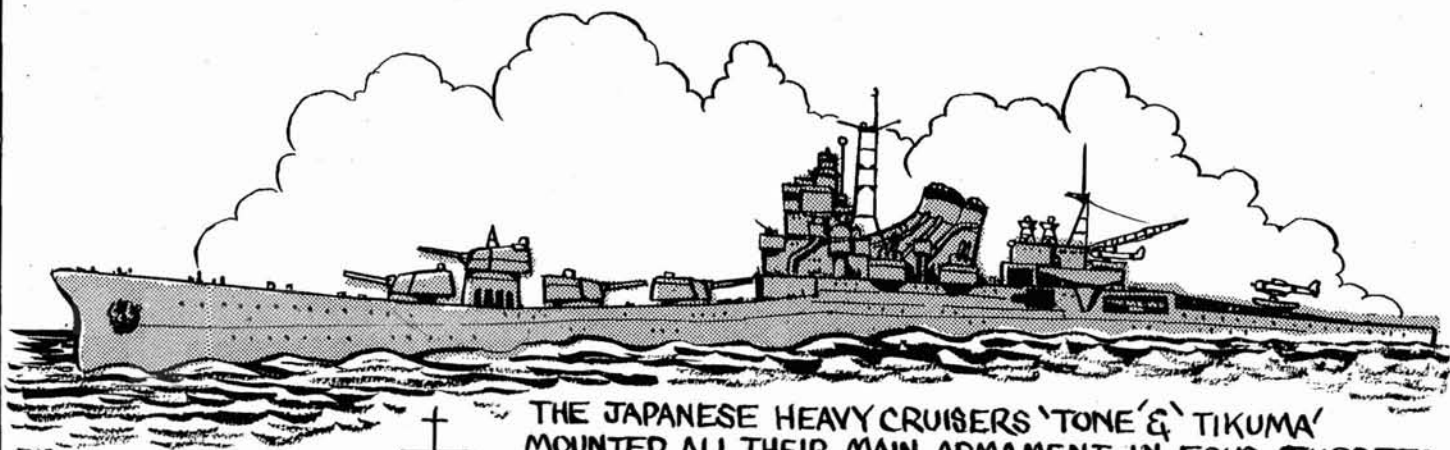
The happy parents are AB and Mrs. James Ryan whose daughter, Nora Charlene Ryan, arrived just three hours and three minutes past midnight. AB Ryan plays the clarinet in the *Naden* band. Nora weighed seven pounds, two ounces. Her mother, Shirley, is 17 years old.

The Navy claimed the second of the seven youngsters born New Year's Day. It was a baby girl born to PO Donald Gould, HMCS *Ontario*, and Mrs. Gould at 9.07 a.m.

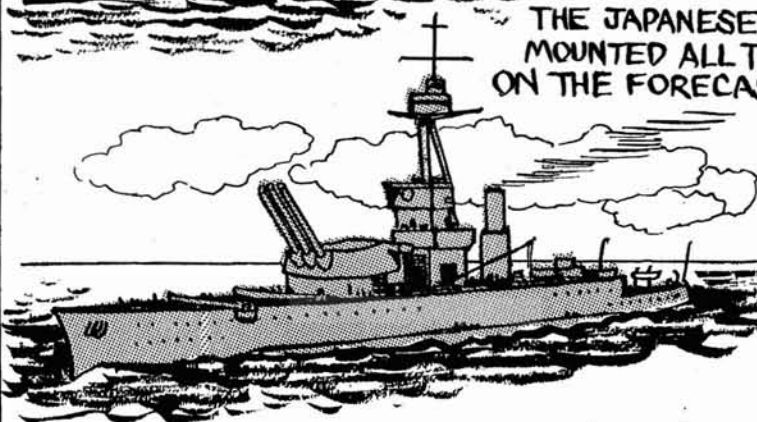
Neighbours of the Ryans, Mr. and Mrs. D. Lee, were in third place. Last year's first new Victoria resident was Doreen Joyce Drake, whose father, PO I. A. Drake, plays the flute in the *Naden* band.

NAVAL LORE CORNER

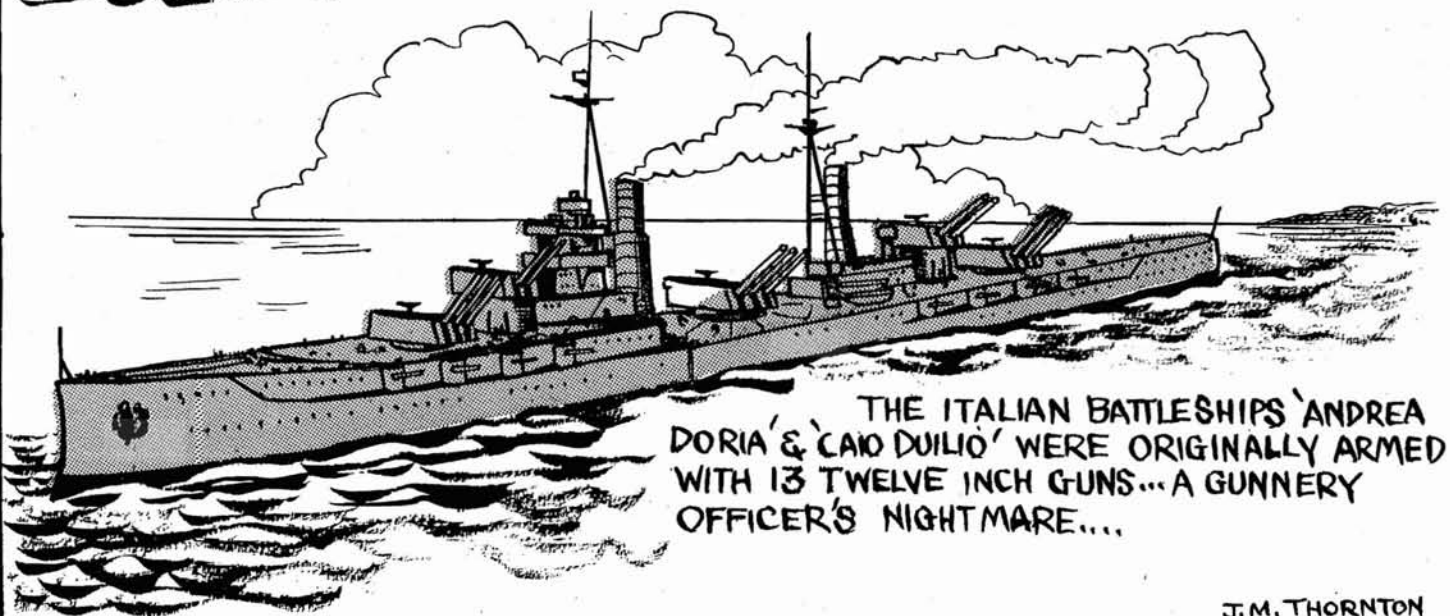
NO. 17
ODD ARMAMENTS...



THE JAPANESE HEAVY CRUISERS 'TONE' & 'TIKUMA' MOUNTED ALL THEIR MAIN ARMAMENT IN FOUR TURRETS ON THE FORECASTLE. THERE WAS A SMALL FLIGHT-DECK AFT....



THE BRITISH MONITOR 'LORD CLIVE' HAD AN 18" GUN ADDED TO ITS TWO ORIGINAL 12" GUNS IN 1918. AFTER THE WAR IT MOUNTED A TRIPLE 15" GUN TURRET (FOR TRIAL PURPOSES).. THE ONLY ONE AFLOAT....



THE ITALIAN BATTLESHIPS 'ANDREA DORIA' & 'CAO DUILIO' WERE ORIGINALLY ARMED WITH 13 TWELVE INCH GUNS... A GUNNERY OFFICER'S NIGHTMARE....



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OTTAWA
EDMOND CLOUTIER
Printer to the Queen's Most Excellent Majesty
1954

The CROWSNEST



Vol. 6, No. 4

February, 1954



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Vol. 6 No. 4

THE ROYAL CANADIAN NAVY'S MAGAZINE

FEBRUARY, 1954

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>Canada's Resources and Her Navy</i>	4
<i>A Brigantine of Their Own</i>	10
<i>Chippawa Joins the Polio Battle</i>	11
<i>Dear Mom</i>	12
<i>Officers and Men</i>	13
<i>Korean Awards</i>	17
<i>The Invasion of Padloping</i>	18
<i>Afloat and Ashore</i>	19
<i>The Old Order Changes</i>	23
<i>The Navy Plays</i>	24
<i>Lower Deck Promotions</i>	28
<i>Naval Lore Corner</i>	<i>Inside Back Cover</i>

Cover photo — Home was never like this. At home, as a matter of fact, the burden used to fall mostly on Mom or a tender-hearted sister. This, however, is far from saying that the array of ironing boards in the drying rooms of the new *Naden* barracks block is not appreciated. Ord. Sea. Kenneth Flieger, of Chatham, N.B., is shown ironing a jumper.—(E-25996)

LADIES OF THE MONTH

To those who were familiar with Jetty No. 5 in wartime, the scene on the opposite page will seem strangely unfamiliar. The old night action room is gone and in its place is a parking space for automobiles and whalers. The parade ground is intact, although the oldtimers' memories of it may well vary in attitude and intensity, according to whether field training was undergone in summer or winter. The dockyard sick-bay has vanished from the hill and certain other old landmarks have gone with it.

But the ships by the jetty provide the most striking change of all. Here arrayed are three modernized frigates, armed with deadly new weapons and fitted with a wealth of electronic gear undreamed of in the old corvettes and frigates. Only the bows remotely resemble those of the wartime frigates from which they were rebuilt.

Nestled astern are four wood and aluminum minesweepers of postwar vintage throughout. Some of them have inherited their names from the old coal-burning minesweepers which patiently swept the approaches of Halifax during the Second World War. That is all they have inherited, except the obligation, should the hour of destiny strike, to keep the shores of Canada and her allies free of the menace of enemy mines.

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RCN NEWS REVIEW

The annual Jervis Bay memorial service took place in Saint John, N.B. Shown here is the band from HMCS Stadacona, one of the four bands which took part in the parade.

Ships Scattered Across Globe

The end of February found ships of the RCN in far corners of the globe on training cruises or operational duty.

The destroyer *Huron* was on her way back to Halifax via the Suez and Mediterranean after having been relieved by the *Haida* on February 5. Commander John A. Charles succeeded Commander T. C. Pullen as Commander Canadian Destroyers Far East, with the acting rank of Captain.

The *Haida*, *Cayuga* and *Crusader* were scheduled to visit Tokyo March

8-12 in conjunction with Prime Minister St. Laurent's visit to the Japanese capital.

The cruiser *Ontario*, now well into her current Australasian cruise, took part in late February in ceremonies at Hobart, Tasmania, honouring Her Majesty Queen Elizabeth II and in celebrations marking the 150th anniversary of the founding of that city.

Training activities were intense in the Bermuda area as ships of the First Canadian Escort Squadron took part in Nato exercise "New Broom" February 15-20 followed by three weeks of anti-submarine exercises off Bermuda. Also

exercising in this area were the *Micmac*, the Royal Navy submarine *Tally-Ho* and Avenger aircraft of 881 squadron, based at Kindley Field from mid-February to March 21.

The *New Glasgow* commissioned January 30 at Halifax, followed a month later by the *Stettler*. The two newly-commissioned frigates were scheduled to proceed to Esquimalt, where they will be based.

Four new construction minesweepers, the *Cowichan*, *Thunder*, *Chignecto* and *Fundy*, were being readied for transfer early in April to France, under the Mutual Aid Agreement of the North Atlantic Treaty.

At Esquimalt, the Korean veteran *Athabaskan* commenced 3-inch-50 conversion in mid-February, while at Halifax another Korean warrior, the *Iroquois*, was undergoing refit.

The cruiser *Quebec* was undergoing post-refit trials out of Halifax in March.

Relief Supplies Reach Korea

Two tons of clothing and other relief supplies—the first of eight tons collected in Halifax for South Korean refugees—have been turned over to the Korean Civil Assistance Command in Pusan, Korea, by the Royal Canadian Navy.

The supplies were collected under the auspices of the Halifax Junior Board of Trade and were taken to Sasebo, Japan, on board Canadian destroyers assigned to UN duty in the Far East.

The relief goods were taken from Sasebo to Pusan by U.S. Navy transport and they were presented there to George A. Stewart, chief welfare officer of the Kyongsang Namdo Team, Korean

The wartime services of HMCS New Glasgow have not been forgotten by the frigate's namesake town in Nova Scotia. During the commissioning ceremonies on January 30 in Halifax, Mayor Roy Bennett, of New Glasgow, presented an engraved silver tray on behalf of the citizens to Commander Georges A. LaRue, the commanding officer. At the far left is His Honour the Lieutenant-Governor of Nova Scotia, Alistair Fraser, a native of New Glasgow, and at the far right, Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast.



Civil Assistance Command. The Halifax Junior Board of Trade was represented at the brief ceremony by Lieut.-Cdr. (S) Budd E. Smith, of Brighton, Ont., Canadian Naval Liaison Officer, Japan.

Mr. Stewart commented on the timely arrival of the supplies, coming as they did shortly after the fire which devastated a large portion of Pusan, leaving thousands without adequate shelter or clothing.

Canadian Firms Produce Squid

The first "Squid" anti-submarine mortars have been manufactured in Canada for the Royal Canadian Navy to mark another step toward Canadian self-sufficiency in arms production.

Previous important additions to Canada's naval arms output have included the 3-inch-50 gun and the new anti-submarine torpedo.

The squid mortars have been produced in the Vancouver plant of the Dominion Bridge Company and the necessary electrical gear is being manufactured by the Canadian Westinghouse Company, Hamilton.

HMS Ocean Establishes Fine Korean Record

After nearly two and a half years' foreign service, HMS *Ocean* (light fleet aircraft carrier) returned to her home port of Devonport shortly before Christmas.

During her commission, the *Ocean* did two tours of duty in the Korean war zone, and in 1952 her air squadrons set up a record of 123 sorties flown against enemy positions in one day. During Korean service, the *Ocean's* aircraft flew 7,964 sorties, attacking gun positions, troop concentrations, communications and transport.

Early last year, two of the squadrons, Nos. 802 and 825, were awarded the Boyd Trophy for the most outstanding feat of aviation in the Navy in 1952.

The official citation said: "During this period the offensive spirit, skill, fine airmanship and courage shown by the pilots of the two squadrons resulted in an outstanding performance and much damage to the enemy. Statistics are quite remarkable. In 79 days of flying they averaged a daily sortie rate of 76.3."

The citation said that 825 Squadron had only four deck incidents, with a deck landing accident rate of one in 496 landings. The highest accident-free sequence was 1,613 landings.

"It is evident that these figures could not have been attained without an extremely and consistently high standard of maintenance by squadron maintenance ratings, and outstanding support from all in HMS *Ocean*".

Reflections

IN MEMORY I sail my little boat
That first taught me the wonder of the sea;
Against the spray-drenched wind once more we tack,
And fling a foaming furrow down the lee.

The bending canvas draws the breath of heaven;
The dripping bow intones a chanty song;
Adventure holds the tiller in its grip,
While fleecy clouds drift carelessly along.

The wind-ripped waves of tameless tides we counter—
White horses of the water leaping high;
My boat and I are dearest of companions,
And vagabonds of every sea and sky.

Serene within my heart that love will linger
As beautiful as sea-gulls on the wing;
A-sail into salt air, it then remembers
The friendly call of youth's quick beckoning.

by W. R. Shaw,
CNAV *Eastore*

The squid is being produced to British design under licence from Admiralty. The RCN, in co-operation with the Department of Mines and Technical Surveys, has developed a method of producing straighter and more accurate barrels.

Instead of being made from tubing, the Canadian squid barrels are being fabricated from steel plate, formed into half-cylinders, welded and machined.

Avenger Squadrons Train in Bermuda

While the *Magnificent* is giving her flight deck the longest rest it has known in some considerable time, two squadrons of RCN Avenger aircraft will carry out anti-submarine exercises from a distant shore base—Kindley Field in Bermuda.

The "*Maggie*" began her annual refit at Halifax in mid-January and was to sail for Portsmouth, England, March 1 for the installation of up-to-date electrical and electronic gear.

The first aircraft to move to Kindley Field were those of 881 Squadron, 30th Carrier Air Group. The squadron was to spend five weeks, until March 21, in training there, exercising during part of the period with the *Micmac* and HM Submarine *Tally-Ho*.

VS 881 will be followed at Kindley Field by VS 880, normally based at Summerside, P.E.I. The latter squadron will spend from March 29 to May 7 in the Bermuda area. The air field facilities which will be used by the RCN in Bermuda have been made available by the United States Air Force.

While the *Magnificent* is at Portsmouth a party of about 50 officers and men from the carrier will take part in the unveiling of the Naval Memorial at Plymouth. The memorial will be unveiled by Princess Margaret.

Reserve Squadron Aids in Search

Members of *York's* reserve training squadron, VC 920, lent a helping hand to their comrades-in-arms, the RCAF auxiliary, late in November.

A Vampire aircraft from 400 Squadron, based at Downsview airport, was reported missing at about 1430, November 29. All available aircraft in the area were at once called out to search.

From that time until darkness fell, both of VC 920's available Harvards were in the air, searching with the RCAF for signs of the missing Vampire.

Unfortunately, the search was unavailing. The missing aircraft was later located in Lake Ontario.



Canada's Resources and Her Navy

Nearly two years ago Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services, was invited to address the American Society of Naval Engineers in Washington, D.C.

The Society has as its primary aim the advancement of the art, science and practice of naval engineering, which is, as Admiral Knowlton pointed out in his address, a subject of outstanding interest to the shipbuilding industry and, in turn, to those industries supplying the basic materials and the components that make up our ships. He, accordingly, directed his remarks to a review of industrial development in Canada generally, with special emphasis on the development of those industries directly concerned in the production of ships of war and their equipment.

Admiral Knowlton noted the effect of this development on the capacity of Canadian industry to support maritime warfare and reviewed the Royal Canadian Navy's construction program and its objectives. The ensuing words are Admiral Knowlton's:

FIRST OF ALL, what have we got to work with? What basic resources and materials are available to us as a supporting background for industrial development and production, a background which is so particularly important in time of war?

There is little doubt that the farther one gets away from Canada, the greater is the conception that Canada is a land consisting largely of forests and streams, of prairies, ice and snow, Indians and Eskimos, and of course the Royal Canadian Mounted Police. Far be it from me to disabuse that conception too much, because I am told that it is a humdinger for the tourist business. Apparently we make a lot of dollars that way.

In any event it is, in many respects, true. Canada has been in the past and still is, one of the major granaries and stock raising centres of the world. In wheat we are the world's third largest producer, being second only to the United States and Soviet Russia—our actual production being a little below half of your actual production, which as far as we know, approximates that of the USSR. Similarly, in forestry and forest products, Canada has a predominant position in the world production picture—both actual and potential. In accessible productive forest areas, and excluding the USSR, Canada is in third

place to the United States and Brazil—our accessible areas being roughly two-thirds of yours and four-fifths of Brazil's. In actual production, Canada is a close second to the United States in pulpwood, with Scandinavia in third place. In newsprint, Canada leads with 60 per cent of world production, followed by the United States and Scandinavia with about 11 per cent each. I would like to interject here, from my personal experience I can vouch that there is no paper shortage, at least in the Ottawa area.

And so we see that the embryo tourist conception is not too far out of line, and that Canada is indeed one of the world's giants in agricultural and forestry production. I forgot to add that, needless to say, we also have a complete corner on the market in the case of the Royal Canadian Mounted Police—and we are very proud of them.

However, the view presented to our embryo tourist is far from complete and ignores a major transformation which has taken place in our national economy from one of agriculture to one of industry.

To illustrate my point—Before the last war, even as late as 1939, more persons earned their living from agriculture than from any other single occupation. In fact, there were approximately

double the numbers employed in agriculture than in manufacturing, and about one agricultural worker for every one in conventional industry as a whole. Today, the numbers employed in manufacturing exceed those engaged in agriculture and the agricultural worker is outnumbered by the industrial worker as a whole by more than two to one. Incidentally, although during this period our agricultural employment has fallen off by some 25 per cent, the actual agricultural output has increased, which I presume reflects the effect of industrialization on agriculture itself.

NOW THIS is an astonishing transformation to take place in the relatively short period of 12 years. Undoubtedly, the largest single reason behind it all was the Second World War, which demonstrated so clearly that modern warfare can only be as effective as the strength of the industrial effort behind it. The requirement was there, not only for our own armed forces, but for our allies as well. It simply had to be met.

Let us, therefore, for the moment, forget about Canada as a land of forest and streams, of hunting, fishing, trapping, and of agriculture, important as they may be in our way of life. Let us instead look at the new Canada—industrial Canada—with the respect due to the new leader in our economic life, and one who has proven its fitness for that leadership in no uncertain terms.

There is no doubt that the most spectacular of all industrial development has taken place in the mining industry. From the wave of exploration and development which followed the discovery of silver in the Cobalt area of Northern Ontario during the construction of the Temiskaming and Northern Ontario Railway in 1903, and the further major impetus arising from the discovery of gold and base metals in the Noranda area of Western Quebec,

Canada's production has advanced to the state where we are now the world's largest producer of nickel, to the tune of some 95 per cent of world production, of asbestos with 80 per cent, and of the platinum metals. We are second in world production, to the United States, in aluminum (although from the bauxite imported from South America); second to the United States in zinc; second to South Africa in gold; second in cadmium, selenium (the largest plant in the world is at Montreal) and probably second in radium and uranium, and fourth in copper and lead.

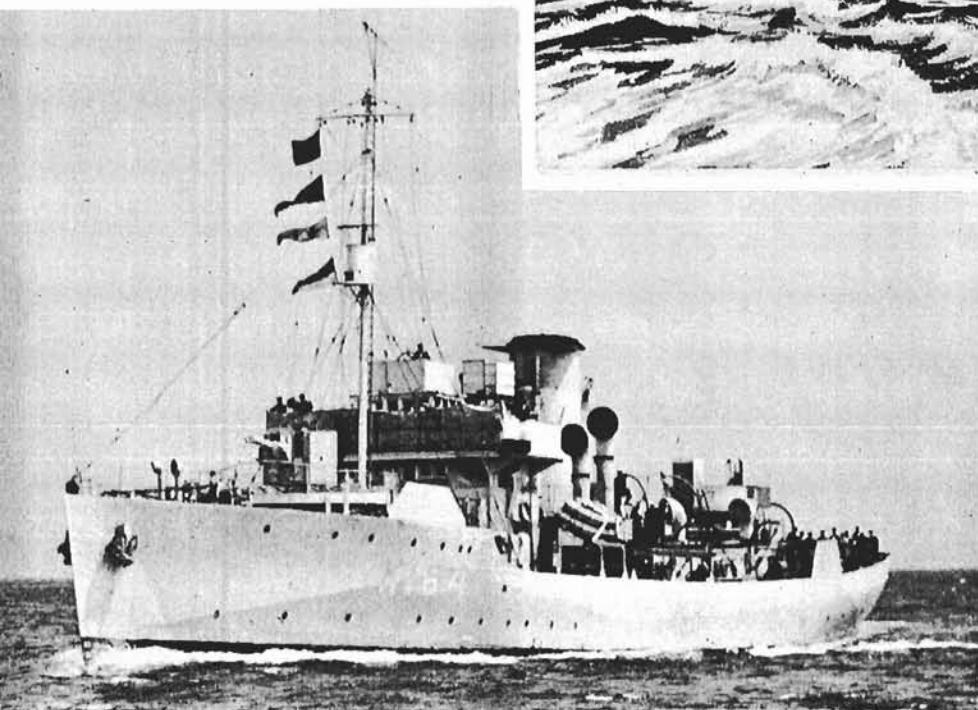
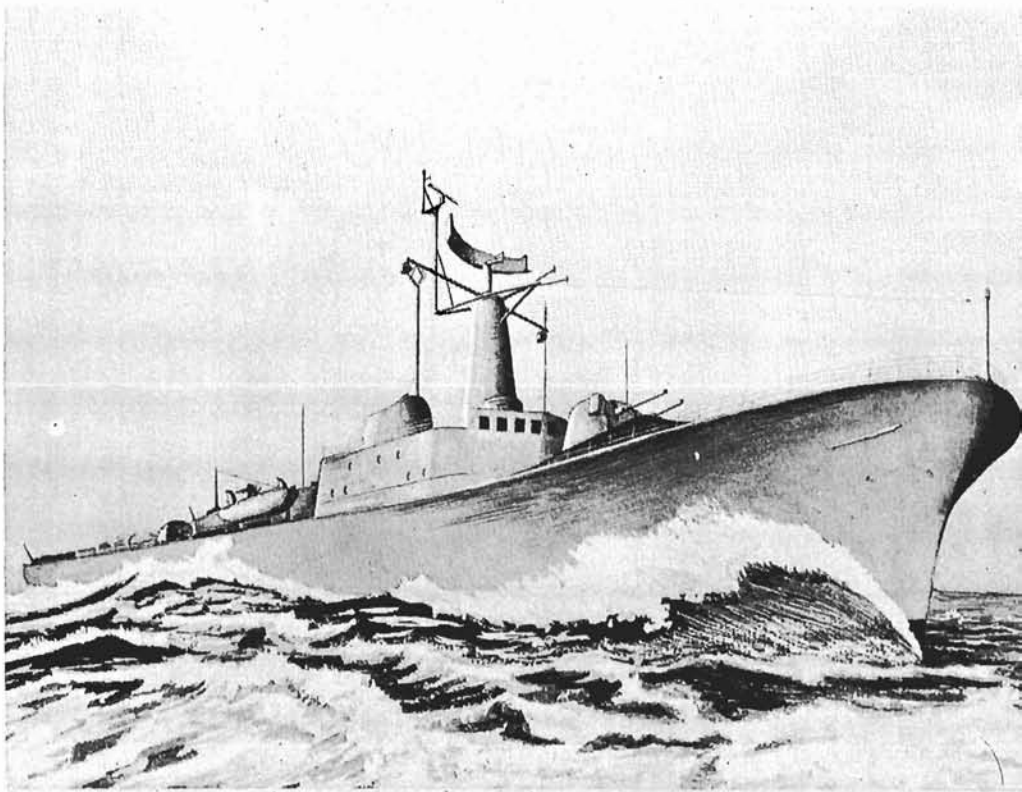
I would like to stress the importance of the non-ferrous metals, not only in relation to the mining industry as a whole, but also to the industries more immediately concerned with the production of defence equipment. Last year (1951) the total value of mineral output in Canada exceeded one billion dollars. Of this, smelters and non-ferrous refineries processed non-ferrous metals worth about half a billion dollars. This production, which was three times the value of the gold mined during the year, placed the non-ferrous smelting and refining industry third among the manufacturing industries, exceeded only by pulp and paper and meat packing. Canada has also been the world's leading exporter of non-ferrous metals for over ten years. The position, therefore, of the industry in the general scene cannot be denied. What is more important, from a North American outlook, is the fact that important discoveries of new ore bodies are still going on and the erection of smelting and refining facilities has not even kept pace with the discovery of new ore bodies, which justify the conclusion that Canadian mining developments in the field of

non-ferrous metals are far from becoming static. In the United States, I am told, the picture is somewhat different, that very few new discoveries have been made since 1910, and that reliance must be placed in an increasing degree upon imports. Let no one, therefore, underestimate the actual and potential significance of the Canadian non-ferrous metal industry.

Now let me turn to iron ore, the essential background for practically all industry and in particular for defence industries. I think that the best way to describe what is happening in the extraction part of the industry, is to state that prior to the Second World War our output never exceeded 500,000 tons a year — a mere drop in the bucket and far short of our requirements. Compare this with our current production of over four million tons and a planned pro-

duction of probably 15 million tons per year in 1956, and 25 million tons per year in 1960.

Also it is probable that in ten years we will be one of the world's leading producers of iron ore; possibly ranking third behind the United States whose annual production rate, I understand, is fairly steady at about 100 million tons, and Soviet Russia with an estimated output of about 40 million tons. Why is this possible? For three main reasons. Firstly, the discovery and productive development of high grade haematite ore at Steep Rock Lake in Ontario at the beginning of the war where, it is becoming increasingly apparent, lies one of the Western Hemisphere's largest remaining deposits of high grade ore. Known reserves have been estimated at 200 million tons, but responsible authorities have estimated that one billion tons



Comparing the new anti-submarine escort with the corvette of the last war is "rather like comparing a high-powered automatic rifle with a bow and arrow", says Admiral Knowlton. At the left is HMCS *Moose Jaw*, in her short-foc'sle days. Above is an artist's conception of the new A/S vessel. (H-2693; O-1607-1)

may ultimately be mined there. Secondly, preparation for the development of fabulous quantities of high grade ore in the Quebec-Labrador boundary area, where known reserves are estimated at 500 million tons. However, as active exploration has only been under way for about four years, only a small proportion of the region's iron-bearing rocks has been investigated and no one can yet assess with any accuracy the ultimate possibilities. Railway construction from Seven Islands on the St. Lawrence to the area is proceeding rapidly and mining of the more accessible ore bodies will be started in 1954. Thirdly, the discovery at Allard Lake, Quebec, and only 27 miles from St. Lawrence, of the world's largest known deposit of ilmenite or titanium-bearing iron ore. Reserves are estimated at 200 million tons and by 1953, production capacity will reach an annual rate of half a million tons. At Sorel, Quebec, some 40 miles east of Montreal, the largest titanium plant in the world is being erected where ilmenite is smelted into its titanium ore and pig iron content.

WHAT A CHANGE from the pre-war picture in iron ore! From practically no production and no planned development to the position which I have just described. It is indeed an encouraging outlook for the future and for the production of steel for defence industries.

No reference to Mines and Minerals in Canada is complete without mention-

The forests which come down to Canada's ocean shores are a reminder of one of the great sources of the country's wealth and of the importance of international trade to our well-being. The little ship in the foreground is the Cordova, training vessel attached to the Vancouver naval division, Discovery. (E-19930)

ing oil. In the short space of five years, the Canadian oil outlook has been completely transformed. For many years Canadian fields supplied less than 10 per cent of the nation's crude oil requirements. Then in February, 1947, a well at Leduc in Alberta, blew in, and the lid was literally off. Developments which have taken place in Canada since that time, have been without parallel in Canadian experience, and millions of acres have been placed under permit or lease. Production has increased three-fold and existing wells are now capable of producing nearly 50 per cent of the nation's petroleum requirements. Even allowing for increasing consumption, it is confidently expected that we shall be selfsufficient by 1960. Proven reserves have risen from 70 million to 1½ billion barrels, and potential reserves have been estimated as exceeding 20 billion barrels.

This, however, is only part of the story. Recent promising developments at the Alberta Government separation plant at Bitumont in the McMurray area of northeastern Alberta, indicate the early commercial feasibility of extracting petroleum products from bituminous sand deposits. These tar sands contain the greatest known oil reserves in the world, being assessed by Canadian geologists at 100 billion barrels and by the U.S. Bureau of Mines at 250 billion barrels. I think you will agree, therefore, that when I used the word "spectacular" in connection with recent developments in our mining industry, it was possibly an understatement.

Now let me get down to earth a bit. It is all very well having at-hand these vast quantities of iron ore, non-ferrous metals and oil—but, by themselves, they do not build ships, weapons and material of war. Are we capable of moulding our vast natural resources into actual fighting equipment? Perhaps the best way to tackle that one is to describe briefly what are the future prospects for production in four industrial fields, which, when taken together, cover broadly the essential requirements for the construction and outfitting of a complete war vessel. I refer to shipbuilding, machinery, armament and electronics.

During the half century between 1840 and 1890, Canada owned and operated a vast fleet of merchant ships, with which she captured more than her share of the world's carrying trade. In 1878 for instance, we ranked fourth among the ship owning and building countries of the world, with more than 7,000 ships on the high seas. To interject a personal note, my paternal grandfather owned and sailed his own ships out of Saint John, New Brunswick, all over the world's trade routes. Those were the days of wooden ships and iron men which were a natural outcome of the ready availability of great virgin timber forests on the very shores of our Atlantic harbours. Such timber was particularly suitable for masts and yards, and apart from our own requirements, a large proportion of the masts and yards of the Royal Navy were supplied from the forests of our eastern maritime shores.

WITH THE COMING of iron and steel ships, those happy days were over and shipbuilding in Canada suffered almost complete paralysis until the Second World War, with the exception of a brief period of resurgence during the First World War. Shipyards were maintained, therefore, largely for ship repairs and the total number of persons employed was in the neighbourhood of only three or four thousand. How did our shipbuilders respond on the outbreak of the Second World War to the demand for more and more ships—both naval and merchant?

Listen to this: This is what was produced. For our own and allied navies, four fleet destroyers (not quite completed by the end of the war), 122 corvettes, 122 minesweepers, 70 frigates, 16 trawler-type minesweepers, 26 transport ferries, over 3,000 landing craft, 250 tugs, over 4,000 smaller craft, and three armed merchant cruisers by major conversion. For the merchant fleet 320 10,000-ton cargo ships, 13 10,000-ton

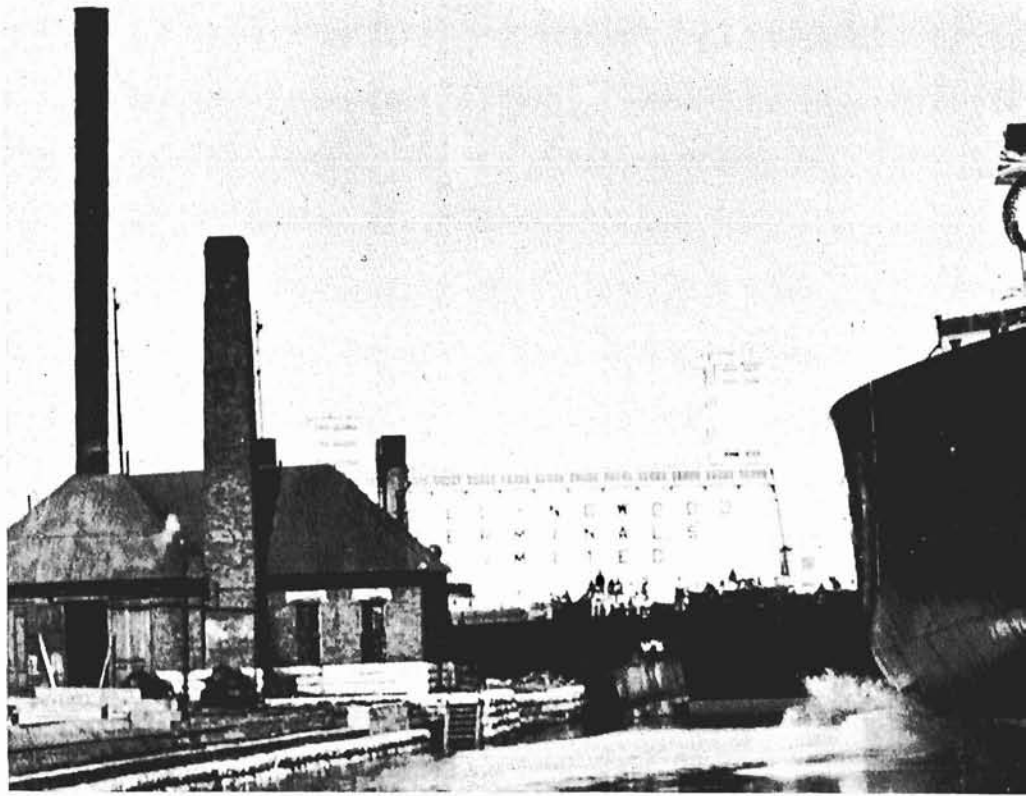


tankers, 43 4,700-ton cargo ships, six 3,600-ton tankers, and 16 maintenance ships.

Now this could almost be termed a miracle of achievement. Not only did the shipbuilders expand their employment from about 3,500 to 75,000, but in so doing they built, among other things, the ships which allowed our permanent force and reserve Navy to expand from a total of 366 officers and 3,477 men to the war-time strength of almost 100,000, and whose efforts in no small measure contributed to ultimate victory over the enemy submarine in the Battle of the Atlantic. It was a mighty close call, though, and for the second time in 25 years, it was clearly shown—the hard way—that to be unprepared to meet, in the early stages of a modern war, the offensive power of enemy submarines is to court nothing short of complete disaster. It was shown clearly, not only must competent anti-submarine forces be in being at the outbreak of hostilities, but also there must have been developed beforehand the tools and techniques in industry for production of efficient anti-submarine forces in volume with the least possible delay.

What does that mean in the light of the scale of submarine attack which might be expected today? What does it mean when we compare the havoc wrought by the German's submarine force, consisting initially of some 50-60 submarines, with the potential inherent in the existing Soviet fleet now built or building of perhaps some 500 submarines and a possibly even larger target fleet? What does it mean in the light of the development of the modern high speed true submarine? Among other factors it means this—It means the production of an A/S escort which, compared with the corvette of the last War, is rather like comparing a high powered automatic rifle with a bow and arrow; it means that apart from an infinitely improved type of ship, we have to be able to produce more of them—sooner.

It was, therefore, a source of great satisfaction to us in the RCN when our government in 1949 approved the construction of three prototype first class A/S escorts—an order which has since increased to 14. Particularly satisfactory to us, I think, because it was the first post-war order placed by any of the war-time allied governments for ships of this type, which were to embody the results of experience gained in war with our assessment of new characteristics required to compete with latest submarine developments. Particularly satisfactory to us also because of official recognition at all levels that the tooling and training of industry



At Canadian seaport or lakeport, the skyline is almost invariably dominated by the grain elevator, which has been described as Canada's outstanding contribution to industrial architecture. Stored in them are the harvests of the prairies on their way to help to feed the world. (O-81)

for the production of modern, fully-equipped A/S escorts takes time, and that it would not be good enough to wait until hostilities are upon us before undertaking this task. Particularly satisfactory to us also, because we were thus given the opportunity, not only of adding 14 of the most modern A/S escorts to our peace-time force, but also of possibly even greater importance, of intelligent and orderly planning for the production of these ships rapidly and in volume, if and when the necessity arises.

WE ARE, I like to feel, making the best of our opportunities on both of these counts. While any detailed description of the characteristics of our A/S escort is obviously out of place on this particular occasion, I can best describe her generally as being the smallest vessel which, in our opinion, is capable of maintaining fighting efficiency against the most modern and immediately foreseeable submarine, under the weather conditions which prevail in the North Atlantic. This means, essentially, that we have concentrated on good sea-keeping qualities at high speeds in tough weather. Particular attention has been given to anti-ice formation characteristics, and any seaman will be impressed by the absence of redundant equipment on the weather decks. The propulsion machinery is basically of British design, and although the first set of main ma-

chinery will be supplied from England, subsequent sets will be of Canadian manufacture and to North American Industrial Engineering standards and practices. The conversion from British to North American standards and production techniques has been, in many ways, quite a headache—but that particular problem is now pretty well licked. Incidentally, our main machinery manufacturers have done an exceptionally fine job, and we expect that the first all-Canadian set will be delivered only about two months after the initial English one, which takes place in a few weeks time. At one time, we were subject to a certain amount of criticism for selecting an English design because of the difficulties involved in manufacturing to North American standards. The answer to such criticism was that this particular design was evolved specifically for the function which these ships will be expected to fulfil. Furthermore, the design was immediately available. As no other design of comparable characteristics and performance was even on the drawing boards elsewhere, I am sure that by our selection we saved at least two years in overall production time.

In the case of armament, fire control and electronic equipment, the general trend has been, depending on the lead time for Canadian tooling and production, to purchase initial supplies outside Canada, in order to get the first ship

completed within a reasonable time limit—concurrently, however, with the establishing of our own production facilities in practically all cases. I would like to dwell, for a moment, on the latter angle.

Always with the object in mind of ensuring capacity for volume production in war, many steps have been taken which would not have been taken if our object had been restricted to production requirements only of the present program. We have established a specific target production rate for Canadian war-time requirements, and we have made great headway towards attaining it—not, of course, without appreciable additional costs to the current program.

For example, the shipbuilding contracts were awarded to all shipbuilders who are earmarked for that particular job in time of war, in order that snags may be ironed out by all concerned now, rather than later. A system of prefabricated unit construction has also been evolved which undoubtedly has added to the current initial production time and costs, but helps assure production, if and when it is required. I am satisfied that we will have little difficulty in attaining our target production rate of hulls. Probably the greatest strides are being taken in the establishment of the target machinery production rate.

YOU WILL RECALL that the construction of only four destroyers was undertaken during the war and that these were in fact not completed by the end of the war. This was a major task in so far as the manufacture of propulsion machinery was concerned, but it was accomplished and accomplished successfully, and the experience gained has been of immeasurable value to our new program. However, in the case of the four wartime destroyers, a good many components of auxiliary machinery were obtained from England, and the crucial gearing component of the main propulsion units from the United States. This time in the case of our escorts, we have decided that everything should be produced in Canada, and a potential production rate established to meet our target figure. This has meant, in the case of gearing alone, the erection of what may be probably the finest hardened and ground gearing plants, not only in North America, but in the world, as an addition to the plant of one Canadian engineering company. It means the extension of the main machinery manufacturer's plant to the required production rate capacity. This is well in hand. It means the addition of a 7,000-ton forging press at the plant

undertaking the forging of our highly stressed rotor forgings. It means many other detailed features on the same pattern, all of which add up to a noteworthy addition to the Canadian industrial production capacity, and all to a target plan as far as the Navy is concerned.

Turning to electrics and electronics, we find that here we have the fastest growing manufacturing industry in Canada, and one which has grown no less than ten-fold since 1939. Prior to the Second World War the industry concentrated its efforts almost solely on the production of broadcast receivers—apart from a small volume of communications equipment, the total production being valued at approximately \$10 million annually. By 1944 the industry was producing electronics equipment valued at nearly \$200 million annually and has



REAR-ADMIRAL (E) J. G. KNOWLTON

been responsible for the implementation of mass production techniques on many types of radar equipment. By 1950, the industry had developed its manufacturing facilities to the extent that all major or large volume items embodied in electronic or radio apparatus were made in Canada with a varying degree of imported content. Many new firms, both from the United Kingdom and the United States, have established facilities in Canada during the past six years, to supplement even further our wartime facilities and know-how. This factor, together with the still expanding activities of our established industries, means that we are producing more highly developed equipment and sub-assemblies than ever before.

A typical and interesting example is the field of television where Canadian manufacturers are actually selling production parts to the United States. This

year, in all, about 40 per cent of the industry's capacity will be allocated to the production of defence equipment.

That it has been possible thus to expand in this field, is, I am certain, due in no small degree to the extremely close link which prevails between the large Canadian companies and their parent organizations in the United States. I think I might say, therefore, that we have every confidence in our electronics industry. They have proven not only their willingness, but their ability to tackle successfully everything that we can throw at them.

NOW, A WORD about armament and ammunition. During the last war, Canada produced vast quantities of matériel in these categories—the majority destined for our Allies, rather than for the requirements of our own services, several key production facilities being established for the purpose, in addition to the facilities which were made available by conversion of normal industrial capacity.

At the end of the war, and with the cutoff in demand of such highly specialized material, the problem arose—what to do with these plants and their equipment. The decision was made by our government, not to dispose of them, but to place them under the custodianship of a Crown company, that is to say, a government-owned company, to be called Canadian Arsenal Limited. In addition to maintaining an ammunition field, Canadian Arsenal was charged with the responsibility of keeping abreast of new production techniques and procedures, and of acting as a nucleus from which expansion and production of new weapons and equipment could be activated with the least possible delay. It was also allowed to get on with any production orders which came its way, not as a competitor of industry, but rather as the filler of a breach in industry's willingness or ability to fulfil a requirement. Therefore, we have maintained really significant facilities in the field of guns, electronics, instruments, shells, ammunition filling, explosives and small arms. As a matter of fact, not only have we maintained them but, also, operations, particularly recently, have been extremely active, and our turnover has been in the order of many millions of dollars annually. I use the word "we", in a personal sense, because along with certain well-known industrialists, the three chiefs of the technical branches of the Navy, Army and Air Force are members of the board of directors.

I have tried to give you a broad picture of our Canadian industrial capacity

and potentiality, a potential which, if the pattern of the last war is followed in another period of hostilities, will supply \$7 of its production of defence material to our allies for every \$3 applied to Canada's own armed forces. It is extremely important to remember that fact—that Canada's war production will probably be serving the requirements of our allies more than the requirements of our own services, by a ratio of more than two to one. In theory, therefore, and for maximum efficiency for the overall effort we, in Canada, should be tooling for our largest customers rather than for ourselves who are a lesser customer, and it will be clear that the industrial mobilization problem in Canada is a complex one and relatively of much greater import from this aspect than that of the major powers, who mobilize primarily for their own requirement. However, in the case of naval A/S escorts, we would appear to have nailed our colours to the masthead and have proceeded to tool up for our own class of ship, confident that as a type it is militarily acceptable right across the board. If any major changes, particularly with regard to propulsion, are required before our ship is acceptable to any other nation I hesitate to estimate what might be the effect—not only on our own program—but also to the delivery dates which might be stipulated for outside orders.

I am compelled also to observe that quantitatively our target production rate at the moment covers only Canadian requirements, and that tooling takes time these days.

Be that as it may, I think you will agree that we are making progress, and that our approach is a sound one.

Now a word about our Navy today.

During the last war, as I have already mentioned, we, in the RCN, expanded from a personnel of about 4,000 to almost 100,000, and a fleet of some 400 operational ships. As you probably know, we were, above all, primarily an anti-submarine navy, although our ships in one way or another were seen on all the oceans of the world except, I believe, the Antarctic. At the end of the war, demobilization—in common with many others—was rapid and for a short period we were back practically to insignificance. However, we are now on the march again and are expanding to a reasonably effective fighting force for a country of our size. The war-time pattern is definitely again being followed in that our role is shaping towards specialization in A/S warfare. This, of course, in my humble opinion, makes sense, and there is everything to be said

for a relatively small navy such as ours avoiding a diversified effort and concentrating instead on attaining the maximum possible efficiency in one specialized field. Well—we are doing precisely that and it is difficult to think of any current activity in the RCN which is not directly or indirectly concerned with the development of A/S warfare capacity.

ALL OF OUR existing destroyers are in the process of undergoing conversion, consecutively, and the modernization of submarine detection equipment and A/S weapons is No. 1 item on each list—although of course we are not neglecting other items such as A/A armament, communications, etc. We have also reacquired a number of wartime frigates, and are carrying out an extensive modernization program on them—again primarily A/S. Our schools and tactical trainers are being modernized, are re-equipped, and although this program is not fully complete—we think some features of our training devices will be unique in the training field. We intend to leave no stone unturned in achieving our objective of being on a par with the best A/S warfare. We shall insist and continue to stress the need of ever-increasing the effectiveness of A/S matériel, and we shall train and continue to train until we are as near perfect as possible. We believe that nothing but the best will be good enough.

RCN Officer Flies Jet Over 'Med'

One Canadian naval officer who is thoroughly familiar with the operation of the all-weather Banshee jet fighter—the kind ordered for the RCN—is Lieut.-Cdr. John C. Sloan.

Lieut.-Cdr. Sloan returned to Atlantic City, N.J., in December after a seven-month cruise in the Mediterranean as assistant officer-in-charge of Composite Squadron Four's night and all-weather fighter detachment No. 7. Lieut.-Cdr. Sloan was based on board the aircraft carrier USS *Franklin D. Roosevelt* and flew a Banshee from her deck, making 48 day and 17 night landings.

While the carrier was in port at Athens, Greece, in early August, Lieut. Sloan welcomed word that he had received his half-stripe. The occasion coincided with the Canadian embassy's entertaining of units of the Indian Navy, on their way home to India from the Coronation, and the fiery curry served on board the Indian fleet units added a memorable touch to the celebration

And now, in summing up, may I say that I have tried to give you a picture—a picture of a navy, youthful in years but full of the enthusiasms associated with youth, a navy which is small but conscious of the fact the smallness is only an incentive to greater efficiency.

I have tried to give you a picture of our shipbuilding—of shipbuilders of Halifax, that old garrison city, sometimes known as the "Warden of the honour of the North"—of Saint John, at one time one of the great shipbuilding ports of the world—of Quebec, centre of our treasured French culture in Canada, and custodian of so much that is close to the hearts of all Canadians—of Montreal, the greatest metropolis of them all—of Toronto and other centres in the great inland seas of the mighty St. Lawrence Basin—of Vancouver, whose majestic harbour is Canada's gateway to the Orient and to North East Asia—and of Victoria, the old Hudson Bay post—an origin so typically Canadian.

I have tried to give you a picture of our Navy, our shipbuilding and our other industries—all of them on the march in the common cause.

Our objective is to build ships—good ships—worthy of the men who will man them, worthy of the cause which they may be called upon to defend—so that when the time comes and wherever we, in the RCN, may be called upon to serve in any or all of the seven seas, we may acquit ourselves only with great glory and honour to Canada.

of the promotion.

Later when the *F. D. Roosevelt* stopped in the port of Barcelona, Spain, Lieut.-Cdr. Sloan went on leave from the ship and went to the annual Farnborough Air Show. A graduate of the December 1950 class of the Empire Test Pilot School at Farnborough, England, he met again with his old ETP classmates.

Exchange duty wasn't new to Lieut.-Cdr. Sloan. He spent most of 1952 attached to the fighter section of the Tactical Test Division at the Naval Air Test Centre, Patuxent Naval Air Station, Maryland, as RCN liaison officer.

This January rounded out ten years as a qualified pilot for Lieut.-Cdr. Sloan. He received his commission and RCAF pilot's wings in January 1944 at Up-lands Air Station, Ottawa. He later transferred to the RNVR, then the RCN(R) and, finally, the RCN. He is the son of Mr. and Mrs. Joseph C. Sloan, of Ormstown, Que.

A Brigantine of Their Own

Citizens of Kingston

Back Sea Cadet

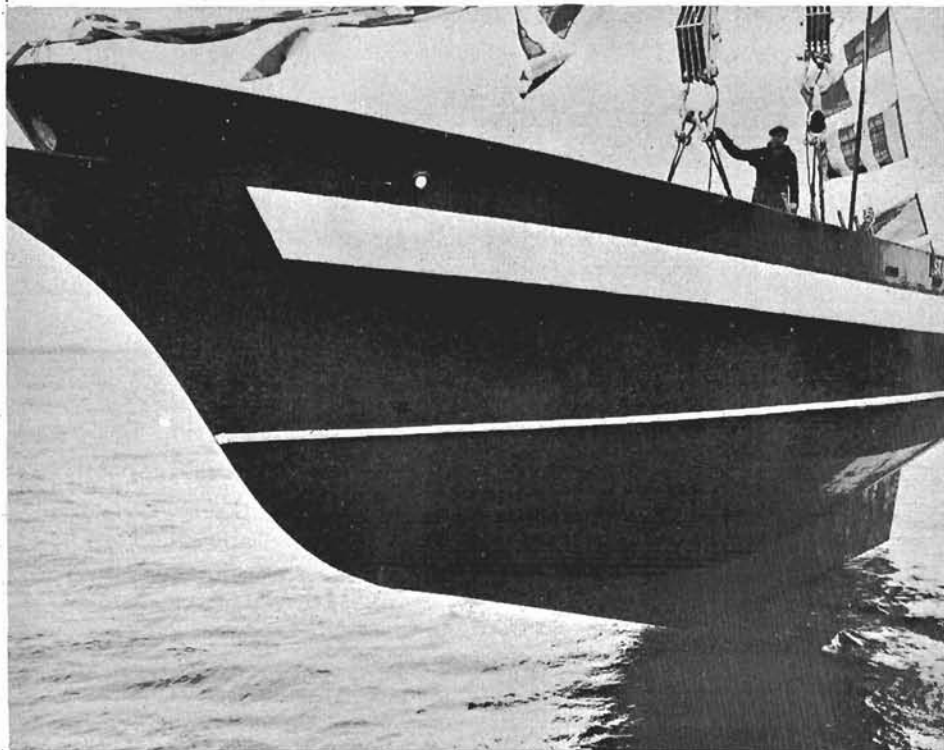
Project

Training in sail can still enlist a strong body of support in the Navy as the ideal method of producing skilled seamen. If such training has fallen into decline, it is largely because of the demands of the technical training needed to handle the complex equipment crammed into the warships of today.

Manual dexterity, prompt obedience to orders, a toughened physique and an intimate knowledge of the ways of the sea are the benefits ascribed to serving before the mast. And it is to draw on these benefits that an enterprising Sea Cadets Corps is acquiring its own sailing vessel.

In a brief ceremony at Kingston Shipyards last fall, Captain D. W. Piers, naval member of the directing staff, National Defence College, Kingston, laid the keel of the 60-foot brigantine *St. Lawrence II*, the future training ship of the *St. Lawrence* Sea Cadet Corps, Kingston.

The keel of the brigantine *St. Lawrence II*, future training ship of RCSCC *St. Lawrence*, Kingston, touches the waves of Lake Ontario following the launching ceremony. It is hoped she will be fitted and ready for the 1954 summer training program of the Kingston Sea Cadets. (Photo by George Lilley)



Twenty days later the welded steel hull was launched, with Mrs. Piers as the sponsor, and a dream which had involved a lot of planning, hard work and financial outlay was well on its way toward realization.

The idea of building the brigantine began to germinate more than a year ago when the commanding officer and executive officer of the Sea Cadet Corps made an unavailing search for a schooner, suitable for use as a training vessel.

When officers and Sea Cadets got down to selecting a design, their choice was a brigantine—not for ease of handling, but for the contrary fact that more cadets would have to participate in sailing the ship. The brigantine (a quick look in Volume I of the old "Manual of Seamanship" will show) is a two-masted vessel, square-rigged forward, but otherwise resembling a schooner.

There was just one important obstacle to the undertaking. The Sea Cadets had no funds for such a project—and the cost was estimated at \$40,000. They quickly found, however, a wealth of support among the citizens of Kingston.

A non-profit company was formed under A. G. MacLachlan and, under his energetic leadership, it went ahead with a fund-raising campaign. The building trades volunteered labour and material. Individuals and companies donated equipment or offered it at greatly reduced prices. A group of interested citizens backed a bank loan to permit a start on construction. The continued co-operation of friends of the Corps and the Sea Cadet Parents' Auxiliary has kept the work progressing.

"There is still a long way to go," one of the officers said at the time of the keel-laying. "Even with the assistance which has been given or promised, funds have to be raised to repay the loan and to purchase a great deal of equipment. The progress made to date has only been possible because of the wonderful response of individuals in the community."

When the vessel is completed, Kingston Sea Cadets will sail Lake Ontario in a 60-foot brigantine, carrying 2,000 square feet of sail. She will have a beam of 15 feet two inches, and a draft of seven feet six inches. She will have a 100-horsepower auxiliary diesel, electricity, ample fresh water capacity and the necessary facilities for cooking and sleeping. She will accommodate 22 officers and cadets on overnight cruises and will have room for a crew of 40 on day journeys. The builders are the Canadian Shipbuilding and Engineering Company of Kingston. Robert Sutton, manager of the company, said that, although he has been building ships for many years, this was the first opportunity he had had of building a sailing ship.

The interest in the final outcome of the project extends far beyond the Sea Cadet Corps. When (if the present rate of progress is maintained) the *St. Lawrence II* spreads her sails on Lake Ontario this summer, the good wishes of hundreds of Kingston citizens will follow her in her career as a Sea Cadet training vessel.

Chippawa on Front Line of Battle Against Polio

If necessity is the mother of invention, disaster is the mother of co-operation—something that was vividly demonstrated during the great poliomyelitis epidemic which swept the Province of Manitoba last year.

The grave situation brought with it a challenge to HMCS *Chippawa*, the Winnipeg naval division, and the response of the officers and men was just as enthusiastic and sincere as the one they made during the Red River flood in 1950.

At that time, it will be recalled, the prairie sailors manned boats and pumps, piled sandbags on threatened dikes, brought hundreds of men, women and children to safety and even provided temporary shelter in divisional headquarters for flood refugees.

The contribution *Chippawa* made in the polio epidemic last year (and the work of aiding the victims is continuing) was not quite as strenuous as that made during the flood, but it has filled a vital spot in the program of assisting polio patients back to health.

On a per capita basis, the Manitoba polio epidemic of last year was said to be the world's worst.

There were 2,345 cases and 86 deaths. Most of the survivors suffer from paralysis in some form—some very slightly; others to a degree that they are still, in great numbers, in iron lungs.

The response to the challenge of this tragic situation was magnificent. Doctors and nurses strove unceasingly to care for the victims. Citizens and organizations responded spontaneously with donations of money and supplies. Children worked voluntarily and enthusiastically manned lemonade stands, gave impromptu concerts—anything and everything to fight polio.

One of the great disabilities under which the campaign laboured was the shortage of nurses. Along with the other services, the Navy responded to the challenge by sending teams of medical nurses from both coasts. Over a period of four months these nurses played a most important part, working long hours and often with the most difficult cases. They left behind them a wealth of appreciation for their untiring services. *Chippawa* was proud to have them as part of the Navy's team in the fight against polio.

In recent years great steps forward have been made in methods used in the

rehabilitation of post-polio patients. At Princess Elizabeth Convalescent Hospital in Winnipeg (which adjoins King George Isolation Hospital) trained workers from as far away as London and Edinburgh are using advanced methods of treatment. But it was felt that water therapy was also necessary, as the previous use of this method on a limited scale in other centres had proved most beneficial. The combination of the effect of the heated water with the loss of weight experienced by the patient when he enters the water contribute greatly to the freer movement of the affected limbs. The regular practice of certain exercises often assists in restoring the limbs to a complete or partial normalcy.

A large-scale pool needed for this treatment was not available at the hospital, but Commander F. H. Pinfold then commanding officer of *Chippawa*, generously offered the use of the Navy pool.

A committee, composed of members of *Chippawa* staff, the Manitoba Red Cross, the Society for Crippled Children of Manitoba, and representatives from interested firms and individuals, was set up and soon the project was in operation.

The Manitoba Red Cross was asked to supervise the project and its volunteers responded enthusiastically to the request for aid. The Society for Crippled Children supplied the transportation to and from the pool.

At present the number of patients ranges from 70 to 75, attending in classes of about 35 four mornings each week. As improved patients are discharged new ones take their place.

The pool is kept at an even temperature of 95 degrees. Red Cross volunteers prepare the patients for swimming and dress them afterwards. Others, all strong swimmers, instruct the patients in the water, under the supervision of W. A. LeBlanc, Director of Swimming and Water Safety, Manitoba division of the Red Cross. Special exercise bars, constructed by the ships' staff, are placed in the pool to aid in the treatment. Following classes, coffee is served in the canteen.

To see the volunteer helpers from *Chippawa* assisting in this work is a joy and tonic to everyone. Lifting helpless persons weighing as much as 175 pounds is no easy task, but the Navy personnel do it with a smile and a joke. No one



Lieut. John Pegg, in a "Lord Nelson" costume, cut an imposing figure as the entertainment party at the Christmas party for polio patients cruised about the *Chippawa* pool. Also in the motorboat are PO William Glover, AB Donald Earle, AB J. Ferris and Mr. A. E. Bradshaw (down).

could object to singling out CPO Charles Coakes in this regard, for by now he is affectionately known as "Uncle Charlie" to all the patients.

The spirit of the whole project is one of happiness and hope, and has a great effect on the steady improvement of the patients.

The Christmas party arranged for the patients, and in which many of them participated, was a great success. The original theme "From the South Seas to the North Pole" was carried out effectively and everyone had an enjoyable time. The "Wheel Chair Follies of 1953", a skit by a group of patients, was an hilarious burlesque, poking good-natured fun at members of the committees and staffs.

The "South Seas" portion of the party was carried out, by request of the patients, in the swimming pool, which is the scene of their day-to-day treatment. For the occasion the Hudson's Bay Company decorated the pool with a tropical motif. Leis were worn, grass-skirted entertainers performed, waitresses in uniform pushed floating tables around the pool distributing cigarettes and refreshments, and a motor boat, manned by *Chippawa* sailors and captained by Lieut. John Pegg, dressed in his traditional Nelson costume, moved around the pool carrying clowns to amuse the guests.

(Continued on page 27)

DEAR MOM -

Here I am in Churchill . . .

HMC Naval Radio Station,
Churchill, Manitoba.
November, 1953.

Dear Mom:

History was made last week with the arrival of the Wrens at Churchill, one of the Navy's northern radio stations, north of the fifty-eighth parallel. There are ten of us here consisting of our divisional officer, Sub.-Lieut. (W) Barbara Schmidt, Kingman, Alta., and Wrens Lorraine Brown, Swan River, Man., June Buchanan, Napanee, Ont., Phyllis Chandler, Pinewood, Ont., Noni Haig, Vancouver, Betty Jean Layton, Medicine Hat, Alta., Doreen Patterson, Vancouver, Betty Rivers, Edmonton, Billie Totten, Windsor, and myself (Wren Lily Arnold, Willowdale, Ont.—Ed.).

It's really a new and exciting experience, Mom. At first glance all we could see was flat, barren land covered with a sprinkling of snow. Then we saw the town of Churchill. It's just a few wooden buildings that look as though they've been dropped in the middle of nowhere. There's a Hudson's Bay Store, a theatre, two hotels, and a few small clothing stores.

We soon found out, though, that the centre of activities for the armed forces is Fort Churchill proper, several miles from town.

It's a large base, similar to Cornwallis—big white buildings, with one differ-

The sub-Arctic version of a harbour craft is a source of amusement to Wrens Lorraine Brown (centre) and Doreen Patterson, who have to take CPO G. F. Roe's word for it that front wheels aren't a necessity.



ence in that many of the blocks are joined together by a central hallway. This enables you to walk from one place to another without having to brave the wintry gales.

We live in the single girls' block (there are about 60 of them here working as school teachers or for the civil service). Our quarters are lovely, with two in each cabin. We each have a dresser and one big closet, so there is lots of room to stow our gear. The decorating is all done in pastel shades (no bulkhead blue).

On the lower deck there are two lounges in which we can entertain our gentlemen friends and a small kitchen complete with cooking facilities. This is put to good use for midnight snacks or coffee after the show.

When we're not at the naval base, we eat in one of the messes in camp. Most of our meals we have with the Navy, though, and the food is out of this world.

The naval base is midway between town and camp. It's a large modern building and is quite unique in that its colour scheme does not include the traditional blue and grey.

The seamen have a beautiful lounge in which we are welcome at all times. It's a large place and for the ship's company dances the sliding doors between it and the Chief and Petty Officers' Mess are opened, providing a huge dance floor.

It is the Far North, too! The temperature so far has always been below zero



What the well-dressed Wren will wear when travelling by dog-team at Churchill is exemplified by Wren Noni Haig, of Vancouver, to whom life in the Far North is a study in contrasts with her previous existence.

and quite often goes as low as 30 or 40 below. Every day we listen to the local radio station to hear how high the wind chill is. The wind chill is the cooling effect of air movement and, when it gets as high as 1800, it is dangerous to be outside.

Of course, on our first day we were issued with northern clothing. We were each given a parka, shearlings, mitts, caps and "zoot suits". Last-named are blue one-piece suits with an excess of padding. We look like inflated balloons, but they say we'll be glad to have them for hockey games when it's cold and stormy.

As for entertainment, there's lots of that. The camp theatre provides a different movie every night and the seamen's lounge has a movie every Thursday. Then, for the athletically minded, there's skating, curling, bowling and shooting. The Navy has two teams in the hockey league, good ones too. We provide the cheering section.

I never thought I'd see the day, Mom, when I'd step out the door all bundled up in a zoot suit and shearlings and look out over Hudson Bay. But that's what we're doing, and it certainly is fun.

Must close for now. By the way, letters come in by plane Tuesday and Thursday and parcels Wednesday and Sunday—not as often as down south—and we really look forward to the mail.

Tell Dad I'll investigate the possibility of getting him a polar bear rug.

'Bye for now,
Love,
Lil

OFFICERS AND MEN

Appointments of Officers Listed

The following officer appointments have taken place or will take place in the near future:

Captain William Landymore, to course at Imperial Defence College. Formerly HMCS *Iroquois* in command.

Commander M. F. Oliver, to HMCS *Iroquois* in command. Formerly at Naval Headquarters as Deputy Director of Naval Intelligence.

Captain J. C. Reed, to SACLANT as Assistant Director of Sea and Air Lines of Communication. Formerly in HMCS *Athabaskan* in command.

A/Captain F. W. T. Lucas, to Headquarters as Deputy Director of Naval Plans and Operations. Formerly attached to SACLANT.

Commander (SB) H. A. Stowell, to Headquarters as Deputy Director of Naval Intelligence. Formerly Deputy Director of Naval Plans and Operations.

Commander H. E. Makovski, to Headquarters as Director of Naval Standardization. Formerly Staff Officer (Plans), Canadian Joint Staff, Washington.

Commander T. S. R. Peacock, to course at NATO Defence College. Formerly at *Stadacona* as Reserve Training Commander.

Commander J. C. Smyth, to *Stadacona* as Reserve Training Commander. Formerly at Headquarters on Joint Planning Staff.

Lieut.-Cdr. P. J. Pratley, to Headquarters as Naval Member, Joint Planning Staff. Formerly at Joint Services Staff course.

Commander G. C. Edwards, to HMCS *Stettler* in command. Formerly at *Shearwater* as Commander (Air).

Commander F. W. Bradley, to *Shearwater* as Commander (Air). Formerly at Headquarters as Staff Officer Air Personnel.

Commander C. P. Nixon, to Headquarters as Director of Tactics and Staff Duties. Formerly in *Magnificent* as Executive Officer.

Commander J. C. O'Brien, to HMCS *Magnificent* as Executive Officer. Formerly at *Stadacona* as Executive Officer.

Commander F. C. Frewer, to *Stadacona* as Executive Officer. Formerly at

Headquarters as Director of Tactics and Staff duties.

Commander M. J. A. T. Jette, to HMCS *Lauzon* in command. Formerly at *D'Iberville* in command.

Commander Dunn Lantier, to *D'Iberville* in command. Formerly in HMCS *Haida* in command.

Commander G. A. LaRue, to HMCS *New Glasgow* in command. Formerly in HMCS *Beacon Hill* in command.

Lieut.-Cdr. I. A. McPhee, to RN Staff Course. Formerly in HMCS *Wallaceburg* in command.

Lieut.-Cdr. W. A. Manfield, to HMCS *Wallaceburg* in command. Formerly at *Stadacona*.

Lieut.-Cdr. E. J. Semmens, to HMCS *Chignecto* in command. Formerly at Communication School as officer-in-charge.

Lieut.-Cdr. H. A. Porter, to Communication School as officer-in-charge. Formerly in HMCS *Lauzon* in command.

Lieut.-Cdr. H. B. Carnall, to HMCS *Gaspé* in command and as Commander 1st Canadian Minesweeping Squadron. Formerly at Headquarters as Staff Officer Mine Warfare.



It was a happy day for these officers of the Royal Navy and Royal Canadian Navy when they were presented with their Observers Wings at the end of their course at HMCS *Shearwater's* Observer School. Left to right are: Sub-Lieut. Ian T. Bouch, West Vancouver; Sub-Lieut. Raymond J. Greer, RN; Sub-Lieut. John N. Holthusen, RN; Sub-Lieut. James D. Holden, Minnedosa, Man.; Midshipman Keith R. M. Jones, RNVR; Lieut. Leslie C. Rosenthal, Victoria, Class Officer; Sub-Lieut. Peter B. Glass, RN; Midshipman Eric F. Smethurst, RN; Sub-Lieut. Robert H. Jones, Regina; and Sub-Lieut. Albert C. Williamson, Sarnia, Ont. The wings parade at HMCS *Shearwater* was the first at which officers of the Royal Canadian Navy have graduated. Presenting the wings during the ceremony was Rear-Admiral G. Barnard, Deputy Chief of the Naval Staff, Admiralty. (DNS-11229)

Lieut.-Cdr. Harry Shorten, to Churchill Radio Station in command. Formerly in HMCS *Athabaskan* as Executive Officer.

Lieut.-Cdr. C. R. Martin, to headquarters on Staff of Director of Naval Intelligence. Formerly at Navradsta Church-ill in command.

Lieut.-Cdr. D. J. Sheppard, to *Shearwater* as Lieutenant-Commander (Flying). Formerly at Canadian Joint Air Training Centre, Rivers.

Lieut.-Cdr. E. M. Davis, to USN Squadron VX-1, Key West, Fla. Formerly in VS-880 in command.

Lieut.-Cdr. F. G. Townsend, to VS-880 in command. Formerly at *Stadacona* in JOTLC.

Lieut.-Cdr. V. J. Murphy, to VU-32 in command. Formerly at *Shearwater*.

Lieut.-Cdr. H. J. Bird, to USN Squadron VS-22, Norfolk, Va. Formerly at Headquarters as Staff Officer (Fighters).

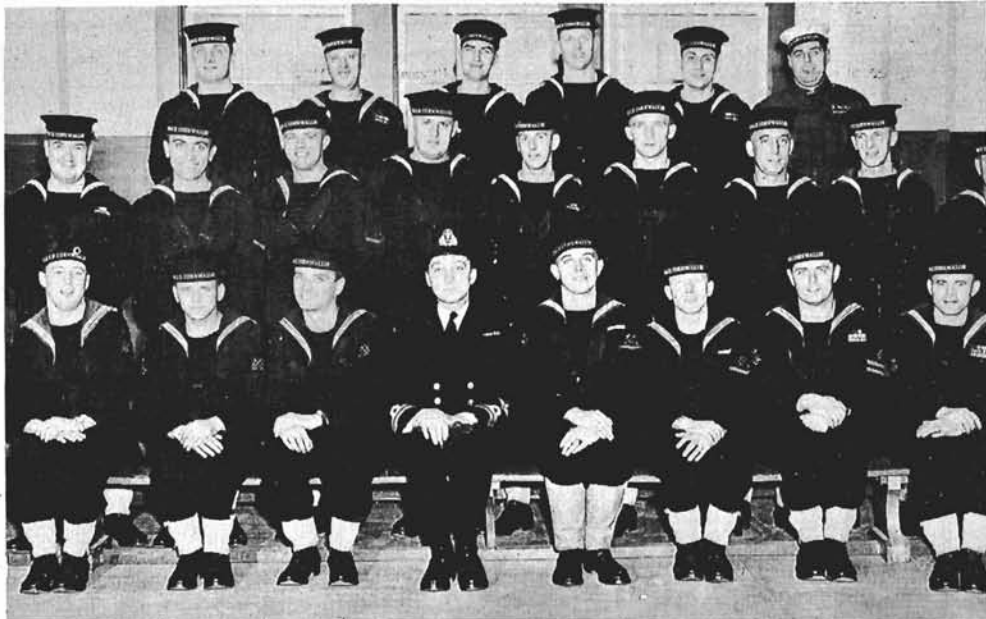
Lieut.-Cdr. R. D. Feagan, to VS-22, Norfolk, Va. Formerly at Headquarters as Assistant Staff Officer Air Personnel.

Lieut. Ian A. MacPherson, to Headquarters as Naval aide-de-camp to the Governor-General. Formerly at *Stadacona*.

Commander (L) J. A. M. Lynch, to *Magnificent* as Electrical Officer. Formerly at Headquarters as Assistant Electrical Engineer-in-Chief (L).

Commander (L) F. J. Kelly, to be Manager Electrical Engineering, HMC Dockyard, Halifax. Formerly in *Magnificent* as Electrical Officer.

Members of the Chief Petty Officers and Petty Officers First Class who recently completed No. 45 Leadership Course at HMCS Cornwallis are shown here. Front row, left to right: PO J. D'Amico, PO John E. Campsall, CPO Dennis L. Berry, Lieut. (S) L. Davis (course officer), CPO Robert M. Heath (course CPO), PO John G. McGown, PO Robert Anderson, and CPO Robert Watson; second row: PO Robert A. Fenlon, CPO John H. Bryon, PO Norman Hunt, PO William Plant, Wren Vivian Wright, PO William Stewart, PO John D. Boyle, and PO Michael Gallo. Third row: PO John Fairhurst, PO James E. Crawford, CPO Frank Aves, CPO C. A. Phillips, CPO Leslie Edwards, PO John M. Davies, CPO Gerald Dawes, and CPO Harry Sherman; back row: CPO Reg. Kay, PO L. McKenzie, CPO G. C. McElroy, PO John D. Hall, PO Martin Caine, PO Stanley Knowles, CPO Boyd Nicholls, and PO Ronald Thom. (DB-3586)



Petty Officers' Leadership Course No. 46 began in Cornwallis on October 26 and completed on December 7. Taking the course were (left to right): Front row, Petty Officers David Binger, Leonard Jardine, Desmond Shelley, (Lieut. (P) Victor Johnston, course officer, PO William Fluskey, course petty officer), Michael Mosley, Frank Kennings and Harold Fisher; middle row, Petty Officers Albert Zimmerman, William Paly, Donald Cambridge, Roy Bannerman, Lloyd Milton, James Forbes, Rex Hannaford, Gordon Roberts and Hjalmar Davidson; rear row, Petty Officers Robert McDormand, Donald Coulter, Lorne Storey, James Regan, David Purvis and Reggie Beale. (DB-3605)

Commander (L) E. J. Apps, to Canadian Joint Staff, London, as Staff Officer (L). Formerly at *Shearwater* as Electrical Officer.

Commander (L) B. E. Miles, to *Shearwater* as Electrical Officer. Formerly in HMCS *Athabaskan* as Electrical Officer.

Captain (S) Donald McClure, to Headquarters as Assistant Supply Officer-in-Chief (Stores). Formerly on staff of Principal RCN Technical Representative, Belfast.

Commander (S) C. V. Laws, to HMCS *Magnificent* as Supply Officer. Formerly at Headquarters as Assistant Supply Officer-in-Chief (Stores).

Commander (S) B. F. Gourlay, to *Naden* as Supply Officer. Formerly at *Cornwallis* as Supply Officer.

Lieut.-Cdr. (S) B. E. Smith, to Sasebo as Canadian Naval Liaison Officer. Formerly at *Naden*.

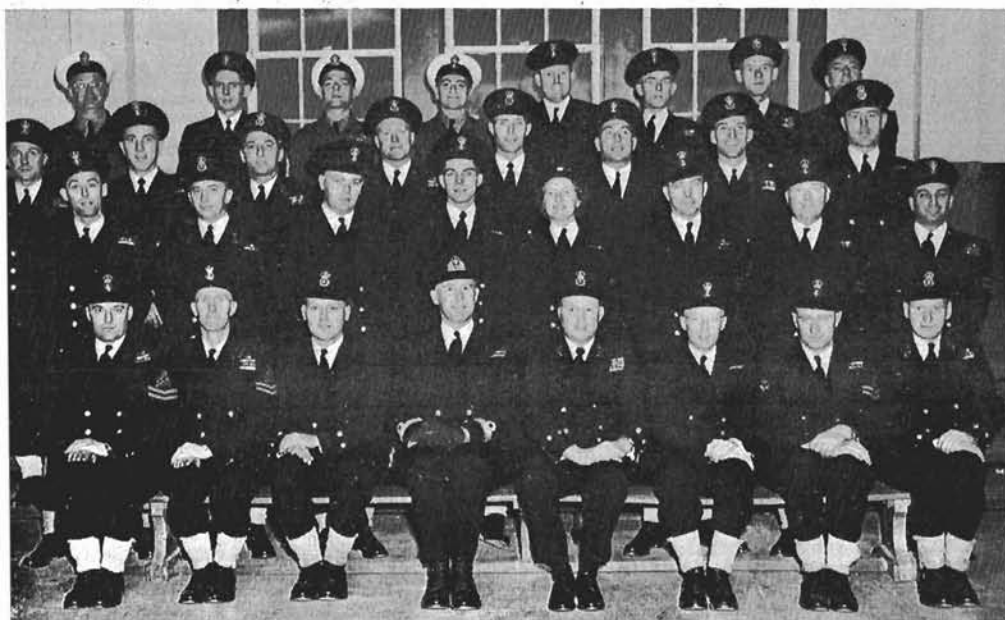
First World War Veteran Dead

Frank D. Hickman, a former member of the Royal Navy and the Royal Naval Canadian Volunteer Reserve, First World War reserve force, and an employee of HMC Dockyard, died January 1 at St. Joseph's Hospital in Victoria.

Funeral services were conducted on board HMCS *Porte Quebec* by Arch-deacon A. E. de L. Nunns. Burial took place at sea.

Mr. Hickman joined the Royal Navy as a cadet at the turn of the century and attended the Royal Naval College, Dartmouth. He later served in HM Ships *Isis* and *Bulwark*.

Discharged from HMS *Bulwark* at Vancouver in 1909 he joined the RNCVR the day after the outbreak of the First World War, subsequently serving in HMS *Shearwater*. He requested and received his discharge from the RNCVR to join the Royal Engineers, with which he served until the end of the war in 1918. He returned to Vancouver Island the following year and had made his home in Victoria since 1927.



High Mark in Cooking Scored

Ord. Sea. William Emberly came first in a class of 13 ordinary seamen enrolled in a cooking course in the Cookery School at *Naden*. Ord. Sea. Emberly received a total of 84.6 per cent in his final examinations.

Ord. Sea. Raymond Lloyd came a close second with a total of 84.2, and Ord. Sea. John Durfy was third with 82.0. Others in the class were Ordinary Seaman Ward Lamont, Garry Grove, Graeme Wright, Robert Kipp, Alfred Woodsford, Edward Johnston, Robert English, Lawrence Gwillim, Ronald Lapierre and Kenneth Carter.

Soldier Old Hand At Seafaring

A soldier with more sea time than many sailors in the Royal Canadian Navy is Sergeant Michael Redwood, of the Royal Canadian Dental Corps. Sgt. Redwood is a well-known Haligonian.

When the aircraft carrier *Magnificent* docked after Exercise Mariner, it marked the end of another cruise for Sgt. Redwood, and possibly the end of his seafaring days, with the Royal Canadian Navy. From the *Magnificent*, the soldier went to *Shearwater*.

Sgt. Redwood first came into contact with the Navy in 1929 when he joined the old Royal Canadian Naval Volunteer Reserve. He remained with the RCNVR until 1932 when he entered the



Even a soldier has a chance to become a seafarer, if he belongs to the Royal Canadian Dental Corps. Ashore at last, after most of three years at sea, Sergeant Michael Redwood is greeted left to right by Sandra, Mrs. Redwood, Ruth, Bud and Gordon, and, in front, Carol and Dorothy. (HS-28041)

militia as a private in the Princess Louise Fusiliers.

The sea, however, was apparently in his blood and he shipped for the next five years in Canadian National Steamships, Imperial Oil tankers and cable ships. In 1939 he swallowed the anchor when he went on active service with the army and served in the United

Kingdom, the Italian campaign and in the push through France.

In August, 1945, he transferred to the Dental Corps as a private, but it wasn't until July 1946 that he renewed his association with the navy, when he was sent to the Dental Clinic at *Stadacona*. He remained at *Stadacona* until 1951.

In March 1951, Sgt. Redwood began a series of cruises that have taken him over a large part of the world. He has visited Gibraltar, Malta, United Kingdom, Greece, Turkey and the British West Indies. In the spring of 1953 he attended the Coronation with the Canadian Coronation Squadron. In 1952 he was with the *Magnificent* on the spring cruise to Bermuda and in the fall of that year was on Exercise Mainbrace.

What part of the world Sgt. Redwood hadn't seen from the decks of RCN ships he saw during his time with the merchant marine. While with it he called at South American ports, Panama, west coast ports and New Zealand ports.

Sgt. Redwood is married and has six children. The eldest, Gordon, 18, is following his father's footsteps. He is a corporal in the Princess Louise Fusiliers.

Ship's Bell Font For Ten Children

The ship's bell served as a baptismal font at HMCS *Nonsuch* on a Sunday in



During a recent visit to Cornwallis Vice-Admiral S. V. Storheill, Commander-in-Chief of the Royal Norwegian Navy, presented awards to outstanding men at passing out ceremonies. Here Admiral Storheill presents Ord. Sea. Clarence Christie, of Dauphin, Man., with the prize for the best-kept kit in his division. Looking on is Commander E. T. G. Madgwick, executive officer at Cornwallis. (DB-3602)

November, when ten children of naval families were christened.

Approximately 100 persons were present for the ceremony conducted by Chaplain (P) Ian J. Kemlo. Following the christening, a reception was held for parents, relatives and other guests in the *Nonsuch* wardroom, where Captain George P. Manning, commanding officer, proposed a toast to the children.

The candidates for baptism, who ranged in age from six months to ten years, were Douglas Alan Colter, son of Petty Officer and Mrs. William Colter; Donald Duncan Barrie, son of Lieut.-Cdr. and Mrs. E. W. Barrie; Shelagh Nogira, Kathleen Margaret, Mary Jane and Harold Rodney Pike, children of Commander and Mrs. Rodney Pike; Barbara Jean McRorie, daughter of Lieut. (SB) and Mrs. Peter McRorie; John Renwick Lavack, son of Lieut.-Cdr. and Mrs. R. F. Lavack, and Zella Elizabeth Burt, daughter of Lieut. and Mrs. H. McNaughton Burt.

Victoria NOA Elects Officers

Officers for 1954 were elected at the annual meeting of the Victoria branch of the Naval Officers' Associations of Canada in HMCS *Naden* in January.

R. A. H. Lort was named president of the branch to succeed E. A. Brock, who reported on last year's activities.

Other officers are: R. M. Burns, vice-president; P. A. Fecteau, treasurer, and P. L. Sampson, secretary.

Members of the executive committee include J. H. Todd, H. P. R. Brown, G. C. Dixon, A. J. Temple and K. A. Jones.

More than 100 Receive Medals

His Honour the Lieutenant Governor of British Columbia, Clarence Wallace, presented more than 100 Coronation medals to officers, men and civilian workers of the Pacific Command, in impressive ceremonies held in the Dockyard, in HMCS *Naden*, and in ships in harbour on December 7.

These awards are in addition to those made to officers and men of the RCN who took part in Coronation Ceremonies in London in June.

Officers Visit Naval Academy

Teaching techniques at the U.S. Naval Academy, Annapolis, Maryland, were studied by a group of four officers from the Royal Military College, Kingston, in December.

The four were Lieut.-Cdr. J. B. Fotheringham, Lieut. D. S. Bethune, Lieut. (S) H. T. Cocks, all RCN officers, and Major R. A. Gartke, Canadian Army.



The Hon. J. W. Pickup, Chief Justice of Ontario, presented Coronation medals to members of the ship's company at HMCS York on December 19. He is shown pinning a medal on Acting Commissioned Gunner Lennox Rutherford, who recently received his commission after many years of active and reserve service.

Advanced Cookery Course Completed

Ldg. Sea. John Hamann took top marks in a petty officer cooks' course in the Cookery School at *Naden* with a total of 80.6 per cent. Ldg. Sea. John Comeau came second with 78.8, and Ldg. Sea. Earl Eisan ran a close third with 78.2.

The other leading seamen in the class were: Edward Clarke, Donald Craig, Ronald Wallis, Richard Henley, Beverly Banks, Ronald Tessier and Donald Bourque.



The General Efficiency trophy for Canada's most efficient Sea Cadet corps with more than 100 members has been awarded to RCSCC Nelson in Halifax. Commodore E. P. Tisdall, Commodore RCN Barracks, is shown as he presented the trophy to Lieut.-Cdr. J. E. Monaghan, RCSC, commanding officer of the corps, who also received the officer's sword which accompanies the trophy.

Retirement

CHIEF PETTY OFFICER FREDERICK WILLIAM WENDEN

Rank: C1G13
 Age: 45
 Length of Service: 25 years
 Hometown: Victoria, B.C.
 Joined: November 14, 1928
 Served in: HMC Ships *Naden*, *Vancouver*, *Fraser*, *Restigouche*, *Assiniboine*, *Stadacona*, *Columbia*, *Calgary*, *Venture*, *Athabaskan*, *Cornwallis*, *Brunswick*, *Givenchy*, *Malahat*.
 Awards: Long Service and Good Conduct Medal
 Retired: December 1, 1953.

AWARDS APPROVED FOR KOREAN SERVICE

Eleven Officers and Men Honoured in Latest List

Awards, approved by Her Majesty the Queen, to 11 officers and men of the Royal Canadian Navy, bring to 53 the number of awards made to RCN personnel who have served in the Korean war theatre.

The awards were as follows:

OFFICER OF THE ORDER OF THE BRITISH EMPIRE (Military Division):

Captain William Moss Landymore, of Brantford, Ont., who made two tours of duty in the Far East in command of the *Iroquois* and who held the additional appointment of Commander Canadian Destroyers Far East throughout both tours. The citation to his OBE says that he "set a fine example of leadership and courage . . . has on several occasions engaged enemy shore batteries, and maintained an efficient blockade in enemy waters. His devotion to duty has been most marked."

Commander (Acting Captain) John Curwen Reed, DSC, of Toronto, for "leading his force with outstanding ability . . . devotion . . . and untiring energy" during his command of the *Athabaskan* during her third tour in the Far East, October 1952 to December 1953. For most of this time he also served as senior officer of the Canadian destroyers in the Far East.

DISTINGUISHED SERVICE CROSS:

Commander Dunn Lantier, of Quebec City and Montreal, who was cited for his "outstanding leadership and daring . . . in command of HMCS *Haida*" and for inflicting "considerable damage on the enemy during operations on the west and east coast of Korea". The *Haida* was credited with destroying three enemy trains with gunfire.

BRITISH EMPIRE MEDAL:

Chief Petty Officer George Charles Vander-Haegen, DSM, of Dunleath, Sask., who was coxswain of the *Athabaskan* and, during an action at Chop-To in March 1953 "was at the helm of the ship while traversing dangerous waters under enemy fire. His coolness and promptness in handling helm and engine room orders contributed greatly to the success of the operation". The citation further noted that on "two occasions when HMCS *Athabaskan* destroyed enemy trains (on June 24 and 30, 1953), CPO Vander-Haegen, by his steadiness and efficiency, was an in-

spiration to the ship's company and contributed greatly to these successes".

MENTION IN DESPACHES:

Lieutenant-Commander (C) Harry Shorten, of Calgary, who was the principal lookout and control officer on two occasions in June 1953 when the *Athabaskan* destroyed two enemy trains. "As executive officer of the ship he has at all times set an example in keenness and efficiency and coolness under fire that has been an inspiration to his shipmates and in the highest traditions of the Royal Canadian Navy".

Ordnance Lieutenant Gerald Joseph Giroux, of Ottawa and White Fox, Sask., whose "constant devotion to duty and unremitting hard work" was credited with setting inspiring personal example to his department during a period when the *Athabaskan* was plagued with fire control maintenance difficulties. "Specifically, HMCS *Athabaskan* sailed for an East Coast patrol in June 1953 with defective fire control equipment which was considered unreparable without Dockyard assistance. Lieut. Giroux and his department worked for 72 hours without rest and successfully overcame the defects in time for HMCS *Athabaskan* to destroy two enemy trains carrying important supplies to the North Korean army front line".

Chief Petty Officer Lennox Clark, of Victoria, whose example of devotion to

duty while serving in the *Athabaskan* "has been an inspiration to all who served with him. His work in connection with the maintenance of electrical fire control equipment has been of an exceptionally high calibre and has necessitated many hours of extra work, both at sea and in port".

Chief Petty Officer John Thornton Shea, of Winnipeg. In the *Athabaskan's* action at Chop-To on March 31, 1953, CPO Shea, at his action station in the engine room "demonstrated remarkable qualities of leadership, quick thinking, resourcefulness and initiative, which materially helped the engine room department to respond promptly to the many urgent demands on it. These qualities, which he has shown at all times in this ship, were again noticeable during the all-night inshore actions of June 24 and 30, which resulted in the destruction of two trains".

Chief Petty Officer Alfred Gold, of Vancouver, whose "outstanding attention to duty and his initiative as director layer during long periods of action stations contributed greatly to the record number of trains stopped on April 15, 1953, and the damage inflicted by HMCS *Crusader* while operating on the Korean east coast".

Chief Petty Officer John Leonard Meads, of Victoria, whose "devotion to duty under long and trying conditions, his cheerfulness and his high standard of efficiency have been an outstanding example to the men working under him. Due to the untiring efforts of CPO Meads, the efficiency of the communications department of HMCS *Crusader* has been complimented by all Task Force and Unit Commanders in whose company the ship operated".

Petty Officer William Ralph Smith, of St. Boniface, Man., for services in HMCS *Haida*. "During the ship's tour on the east coast of Korea this petty officer was closed up as director layer in an exposed position on some 15 occasions in all weather for periods up to six hours without relief. He suffered discomforts due to funnel smoke, cold and rain without losing his cheerfulness and efficiency. It is in a great part because of his efficient devotion to duty that this ship had some measure of success in destroying and damaging enemy supply trains".

Canadian Warship "Treasure Galleon"

A Canadian warship once did duty as a "treasure ship". The ship was HMCS *Rainbow* (First World War cruiser) and the circumstances are related in Dr. G. N. Tucker's "The Naval Service of Canada" as follows:

"On several occasions in the middle period of the war the *Rainbow* performed an unusual service. During 1916 and 1917 the financial operations of the Russian Government included the transfer to Canada of large amounts of gold, which came across the Pacific in Japanese warships.

"In February and August 1916, and again in February 1917, very large consignments of Russian bullion were transhipped to the *Rainbow* at Esquimalt or Barkley South and taken by her to Vancouver. The value of all the gold transported by the cruiser in this way amounted to about \$140 million."

The Invasion of Padloping Island

Canadian Sailors Gather Weather Data Above Arctic Circle

Up beyond the Arctic Circle, on a little island off the coast of Baffin Island, the Royal Canadian Navy has taken over the task of gathering weather information and transmitting it to aircraft and ships traversing the North Atlantic.

The meteorological station was established on Padloping Island during the Second World War by the U.S. Air Force, which relinquished its duties there last fall.

How the RCN personnel who now man the station got there and something of the life they lead in this ice-bound corner of the world are described by PO W. K. Carson, petty officer in charge, in the following article:

The movement of the draft of naval personnel to Padloping Island was quite a complex affair. From the RCAF airfield at Rockcliffe, just outside of Ottawa, the navymen were flown by RCAF aircraft to Goose Bay, Labrador. Upon arrival they were met by a USN Commander, who turned them over to the USAF, who in turn flew them to Argentia, Newfoundland, where they were turned over to the USN for onward transportation by USS *Oberon*, a supply ship en route to Padloping and a few other stations in the north.

The trip in the *Oberon* was uneventful, fair living quarters and good food being supplied. The relationship between the two services was good and the trip was enjoyed by all.

We arrived at Padloping on the morning of September 8, and the next two weeks were spent at the back-breaking task of moving hundreds of drums of oil and 20 tons of supplies from the beach up a muddy road to the fuel storage dump and warehouses. On September 10 the station was officially taken over by the RCN personnel. Following this, a general cleanup was inaugurated, the barracks and operations buildings both being painted throughout.

The recreational facilities are limited—a billiard table and playing cards, plus a goodly supply of reading material. As there was a definite shortage of lockers, many of the men became carpenters and a good deal of time was spent making lockers and desks for their rooms.

The function of the station is to provide weather information. This data is relayed through a network of stations to the central Department of Transport

weather office in Montreal and is used in forming the overall weather picture.

A fire on October 25 temporarily disrupted the serenity of the stations. Supplies which are normally taken on a yearly basis were destroyed. However, an airdrop by the RCAF restored the morale of the men to an even higher standard than before.

Once a month the station personnel hold a dance for the local Eskimo population in an unused quonset hut. The station supplies refreshments. Music is provided by one of the Eskimo women, who plays a concertina. Each dance lasts about 20 minutes and is accompanied by a great deal of hand-clapping, the music being much the same regardless of the type of dance.

The Communicators are employed as watchkeepers. All but one of these work in three eight-hour shifts for a period of seven days, while the remaining man works in the barracks building as dayman. At the end of each seven days the watches rotate, the dayman taking over a watch and the man he relieves taking the job of dayman. In this way all men have a change each week.

The work is interesting but has a few drawbacks, including the taking of "pibals", which is a system for finding the wind's speed and direction at various heights. A balloon filled with helium is released and a man on a tower outside the building uses an instrument known as a theodolite to obtain the angle of sight and bearing from the observation point. These readings used in conjunction with tables and a plotting board give the windspeed and direction up to the height the balloon attains whilst in sight. This job, when the temperature is about 20 below zero, is far from a comfortable one.

An amateur radio station is maintained and so far this has been our only daily means of communication with the outside world as far as news is concerned. It also serves as our means of obtaining medical advice from a doctor located in Pangnirtung, approximately 160 miles from Padloping.

The engine room branch might be termed the hub in the wheel at this station, as they run the diesel generators which supply all the power for the lights, maintain the vehicles and supply the oil. The job of obtaining water is

the most undesirable of all, as fresh water is drawn from a lake a considerable distance from this station. A large diesel tractor hauling a 500-gallon tank is used. Water is required about every three days and is looked after much the same as in a ship, it being a very valuable asset which must be used sparingly due to the hardships involved in obtaining it.

Ldg. Sea. James W. Dixon has the job of keeping track of all the stores and provisions on the station. This involves two warehouses and requires a knowledge of the innumerable spare parts for the running of all gear required for the operation of the station. He is also in charge of the canteen.

Ldg. Sea. William J. Martell has without a doubt the most important job on the station, supplying a variety of good meals to the staff. He has long hours and quite a task figuring out a welcome assortment of foods, as mealtime in the north is one of the most important happenings of the day. The quality of his cooking is quite apparent when one looks at the swelling waistlines which are beginning to appear.

PO Gordon H. Wings is in charge of the maintenance of radio equipment. The checking of transmitter to ensure they are constantly on frequency and alignment of receivers has been the major job of the radio technician to date.

AB Donald R. Burgess is in charge of the electrical end of the station. His jobs are various, from fixing motors in oil stoves to the climbing of steel towers to replace warning lights when they burn out. The ascent of these towers is in itself a disagreeable job and quite a task, but when the temperature is well below zero it is doubly so.

To date there has been no medical assistant at Padloping and the duties have been carried out by the petty officer in charge, POW W. K. Carson, assisted by the cook. A few cuts and bruises have been the only ailments so far.

Christmas and New Year's were spent according to true naval tradition. Petty officers served Christmas dinner and the youngest man present assumed command for the day, in place of PO Carson.

Editor's Note:— Since the foregoing was written, a medical assistant, PO Kenneth D. Powell, has arrived at Padloping by air.

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS *Crusader*

Christmas was celebrated in the tradition of the Royal Canadian Navy aboard the *Crusader*, now on her second tour of duty with the United Nations in the Far East. Included in the day's program was the promotion of the youngest man aboard to "Junior Captain", having him don the captain's uniform and carry out rounds of the messdecks during dinner. AB Barry A. Vollett, of Regina, had the honour of acting as captain for the day, and discharged his duties most efficiently. The executive officer thought him too efficient, for he had his leave stopped for appearing on the upper deck negative jacket. The sentence, however, was suspended.

A competition for the best decorated mess was held, with the captain as judge. The competition produced excellent results, as several of the messes put considerable time and thought into

the job. The cooks provided a large decorated cake, which was presented to the winning mess by the junior captain.

HMC Ordnance School

Members of Second Armourer's Mate class completed their course just in time to be drafted to HMCS *Ontario* for the spring cruise to Australia. They are Able Seamen Herman L. Redlin, Dale E. Johansen, Thomas G. Thurber and Ronald G. Rosell.

The First Ordnance Technicians have also completed their course.

Ordnance Commander J. F. Cosgrove, officer-in-charge of the school, has been appointed to Naval Headquarters. The position was taken over by Ord. Lieut.-Cdr. W. A. Tangye pending the arrival of Ord. Cdr. M. T. Beardmore from HMCS *Quebec*.

CPO R. E. Lower and PO A. M. Porter have left this warm climate for Halifax, to join the modernized frigates, *Stettler* and *New Glasgow*, respectively.

ATLANTIC COMMAND

HMCS *Micmac*

HMCS *Micmac*, the east coast training destroyer, left Halifax on November 20 to take up station five, northeast of Newfoundland, for the Royal flight.

A special "Royal Seaboat's Crew" with CPO Lafreniere, the Chief Bosun's Mate, as coxswain, had been organized and was a smooth working team.

During the next few days typical North Atlantic weather gave all the new hands a chance to develop sea-legs and a great deal of speculation arose as to the possibility of the flight being postponed. However, about midnight on the 23rd a number of aircraft radar contacts were made, and from 0130 on the 24th the "ops" room reported the Royal aircraft Gander bound, coming in from the northeast, passing almost overhead, and disappearing to the southwest.

A call was made in St. John's for fuel on November 25 and the ship arrived back in Halifax just before midnight on November 26. At 1000 on November 27 Rear-Admiral R. E. S. Bidwell inspected the ship's company and carried out the annual Flag Officer's inspection. In the afternoon the ship proceeded to the compass buoy in a cold downpour of Halifax brand "aqua pura", and evolutions were carried out.

The following two weeks were spent in Gunnery, TAS, ND and QM training, with one visit to Bedford Basin, three to St. Margarets Bay, and two calls at Grand Manan Island. Though not employed in the long trips which rolled up such a mileage record during her last commission, the *Micmac* averaged 24 days at sea a month for her first two working months of the new commission.

HMCS *Cape Breton*

For ships, as for ladies in general, any notable event is a valid excuse for the acquisition of new clothes or new finery. HMCS *Cape Breton*, being not beautiful but a lady no less, celebrated the anniversary of her rebirth with a new coat of paint.

Inevitably, on these occasions, it is the men around the place who pay. In this instance they paid by being subjected day after day to the maddening beat of pneumatic chippers on the ship's side. The ship's company went about



Commodore (E) B. R. Spencer, (right) Superintendent of HMC Dockyard, Esquimalt, presents two old boarding pikes to the new Naval Maritime Museum at Esquimalt. Receiving the gift on behalf of the museum is Commander W. S. T. McCully, Chairman of the Museum Committee. The pikes originally were part of the fighting equipment of HMS *Ganges*, a Royal Navy vessel which carried out surveys in B.C. waters in the 1860s. (E-25709)

wild-eyed, and grew lean on a diet of aspirin. The instructors volleyed and thundered, but none heard—save in the brief incredible intervals of silence, when their suddenly audible shouts rang out full and clear and brought the parade prematurely to attention in *Stadacona*, a mile away. The apprentices grew feeble from lack of sleep in class. Even the physics instructor was somewhat less than grateful for this unrehearsed demonstration of the difference between forced and free resonance.

But the mellowing perspective of long leave and, for the apprentices, of promotion recollected in tranquillity, makes it clear that the lady had, after all, just cause for celebration. In the year since changing her name by marriage to a new cause, she has mothered a brood of 50 budding technicians, and is now in travail with 50 more.

Failures there have been, and frustrations. Bricks have been made without straw. Horses have been led to the waters of knowledge and refused to drink. Efforts have been made to put quarts into pint pots. But no mixture of metaphor can obscure the fact that the predominant note is one of success. The first 50 Able Seamen Apprentices have emerged from the shell, marvelling that 50 small heads can carry all they know, and perhaps a little bewildered at the thought of all they must yet come to know.

It has been a year of learning for all, training staff and apprentices alike.

Cayuga Scribes Sharpen Quills

The urge for journalism that usually strikes Canadian sailors on a Far Eastern tour hit the *Cayuga* even before the destroyer got to Japan to begin her third tour of duty. The first sprightly edition hit the messdecks in time for Christmas just as the ship reached Guam—final stop before reaching the other side of the Pacific.

It has been entitled the "Cayuga Weekly Blank" until such time as a more suitable title comes from the crew. The paper runs available world news, departmental gossip, sports, cartoons, advertisement (shoe repair, tailor etc.) and thumbnail sketches of leading lights in the floating community. The first issue made much of celebrating Christmas in an area where temperatures of 100 degrees just didn't seem compatible with a Canadian-style Yuletide.

The staff includes Lieut. W. L. D. Hayward, manager; Ldg. Sea. Cal Longmuire, editor; PO John Ireland and Ldg. Sea. Sam Murray, assistant editors, and Ldg. Sea. John Gillott, publication, aided by a staff of artists and reporters.



How HMCS Crusader came to be labelled "Cayuga" in the picture accompanying the Christmas issue's news review section is a mystery that all kinds of research and recrimination have failed to solve. To keep the record as straight as possible, the Crusader has one funnel, the Cayuga two and—oh, yes—the pendant numbers are different. The one shown here during a speed trial off Esquimalt is the Cayuga. (E-23647)

Equipped with the hard-won knowledge and experience of the year past, they now turn their backs on that year's satisfactions and regrets, and prepare to face the two-fold labour of the year to come.—H.P.

HMCS Lauzon

Commissioned at Sorel, Que., December 12, HMCS *Lauzon* sailed from the Quebec shipyard December 16 just ahead of the freeze-up in the St. Lawrence River. She arrived in Halifax two days later and the same day became a part of the First Canadian Escort Squadron.

Much of the ship's company came from the frigate *La Hullose*, which paid off November 23. Until January 25 they had leave period while the ship underwent boiler cleaning and completion of defects and deficiencies. Sea trials occupied the first week of February.

As she sailed to join other ships of the Atlantic Command, a tribute to the ship's company came from the Principal Naval Overseer at Sorel. He signalled:

"Thank you for your kind message and for not asking the impossible. The behaviour of your ship's company while standing by has left a very favourable impression of the RCN. All of us wish all of you good sailing and a happy Christmas."

On behalf of the ship's company, the commanding officer, Lieut.-Cdr. H. A. Porter, sent the following message in French to Marine Industries Ltd., which was responsible for conversion of the ship into a modern anti-submarine vessel:

"Tous les membres du *Lauzon* s'unissent à moi pour vous remercier, vous les surveillants et tous vos employés pour l'excellent navire que vous nous avez construit. Nous en sommes très fiers. Nous vous souhaitons tous, un très joyeux Noël et une bonne année."

Missing from the ship's officers of HMCS *La Hullose* who joined the new ship are Lieut. (S) B. A. Campbell, who now is serving in Ottawa; Lieut. J. K. Kennedy, who had gone to the RCAF station at Centralia, Ont., for his initial flying course; Lieut. (P) T. E. J. Boyle and Cadet Doug Wright, who have gone to *Stadacona*, and Lieut.-Cdr. J. M. Richards, who has returned to civilian life. In their places are Lieut. (S) B. N. Stotesbury from *Bytown*, Sub-Lieut. Ian McKee and Lieut. H. C. Mecredy. Lieut. Mecredy joined the ship early in January from the JOTLC.

The ship also lost her commanding officer at the beginning of the new year when Lieut.-Cdr. Porter took command of the Communications School at HMCS *Cornwallis*. The new commanding officer is Commander Marcel Jette.

Promotions came to two ship's officers, with Sub-Lieut. John W. Hall being promoted from midshipman, and Sub-Lieut. G. J. Kilbride being promoted from cadet.

HMCS Toronto

The recommissioning of HMCS Toronto, anti-submarine frigate, revived the wartime association between the ship and the city whose name she bears.

Commander L. D. Stupart, executive officer of York, accompanied Toronto's Mayor Allan Lamport to Lauzon, Que., for the ceremonies on November 26. York sent the following message to the Toronto:

"Best wishes for a happy commission and may fair weather and friendly harbours be yours. You carry a name which looms largely in our lives. We know you will be a credit to it".

The Toronto replied:

"Your message is greatly appreciated. We shall do our best."

NAVAL DIVISIONS

HMCS Caribou

A weekly column is appearing regularly in the Corner Brook newspaper, The Western Star, describing the happenings at the division and giving odd items of interest about the RCN in general. The column, "Navy News", is written by AB J. S. Forbrigger and has been a highly successful project.

A prize was given to the best turned-out sailor for the last quarter of 1953. Ord. Sea. Hedley Smith was the winner.

"Light up and Learn" is a new training aid built by Lieut. Lawrence Chaney, Staff Officer. It consists of a board on which are numerous pictures and questions with a choice of answers. The contestant, by plugging in to the proper answer, makes a lamp burn. The board has proved a stimulus to learning and is a centre of interest.

Santa was a visitor at Caribou on December 16 when a Christmas party was held for the children of the ship's company. Santa (the commanding officer, Lieut.-Cdr. Fred Rowsell) distributed gifts to the children and the wives served refreshments.

HMCS Queen

Since the last mention of the Regina division in these columns many events of interest have taken place.

Among the highlights was the visit of Rear-Admiral H. F. Pullen, Chief of Naval Personnel, to inspect the RCN recruiting staff attached to Queen. On the night of his visit, Rear-Admiral Pullen was the guest of honour at a square dance in the wardroom.

The transfer of PO Reggie Beale to the regular force was the occasion of a farewell gathering in the chief and petty officers' mess. Another such get-together honoured CPO E. L. Hall on his retirement to pension. CPO Hall has given up 20 years of "rifles at the slope" for a new career of "trolley poles at the slope" as a coach operator of the Saskatoon Transit System.

Santa visited the drill hall at Queen on December 20. Families of permanent reserve personnel met to sing carols and otherwise observe the traditions of the Christmas season.

Recent arrivals at Queen include PO P. G. (Dolly) Doyle from the Ontario, PO N. E. Richardson from Naden and AB K. F. List from the Antigonish. Departures included PO Robert Johnson and AB W. I. Bird.

PO N. E. Richardson and PO Stanley Morrison were the recipients of congratulations on their promotions.

HMCS Chippawa

When the Odeon Theatre of Winnipeg held the première of the picture, "The Cruel Sea", HMCS Chippawa had a navy display and information booth inside the theatre.

The display consisted of White Ensigns at the sides of the stage, and in the lobby was a show case with model ships in the foreground and pictures in the background. At the back of the show case was a large ensign, with more action pictures displayed.

The information booth was just inside the front door of the theatre. It was a large decorated table with "The Crow'snest" and other naval publications on display. In the background of the booth was a large picture of a frigate at sea. Each evening a sailor and Wren were on duty to give out information and pamphlets.

The front of the theatre was decorated with large ensigns plus two Kisbie buoys with "HMCS Chippawa" painted on them. Across the front of the theatre, at a height of 30 feet, were strung signal flags and pendants spelling "The Cruel Sea".

The work of designing and erecting the display was done by the area recruiting staff with the aid of the chief shipwright.

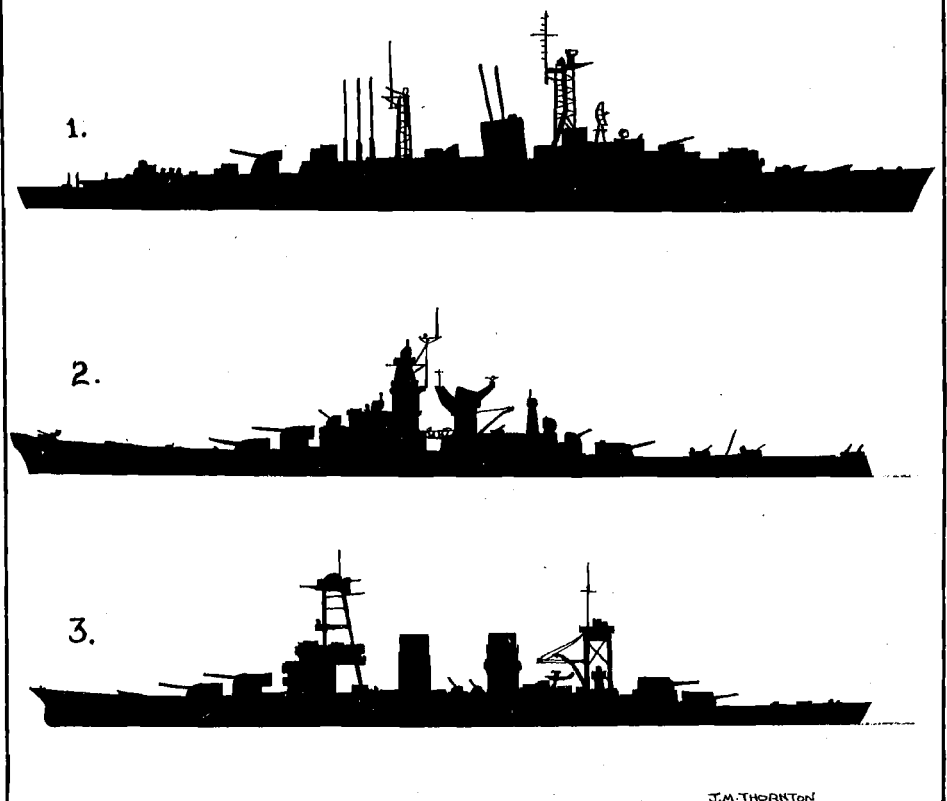
HMCS Unicorn

When talk is heard these days of the Saskatoon naval division "blowing its top", there's no mutinous significance.

WARSHIP RECOGNITION QUIZ NO.3

CAN YOU IDENTIFY THESE SHIPS?

(NOT DRAWN TO SCALE)



J.M. THORNTON

(ANSWERS ON NEXT PAGE)

It's merely that "Let's Blow Our Top" is the slogan of *Unicorn's* current recruiting drive for reserve personnel.

The RCN recruiting team has offered its services in interviewing and processing applicants, while members of the ship's company, both men and Wrens, scour the area for prospects. Prizes have been offered for members of the division bringing in the most recruits.

An accelerated new entry training program has been prepared by Lieut. Alexander Rowney, staff officer (training), with a view to enabling new entries to complete their preliminary training in time to apply for specialist courses this summer or in the fall.

After Rear-Admiral H. F. Pullen, Chief of Naval Personnel, paid his recent visit to *Unicorn*, he commented to Captain O. K. McClocklin, commanding officer, that the division was at "its usual very neat and efficient state of operation" and described it as "a credit to the Navy".

Saskatoon's Sea Cadet Corps, *Jervis Bay*, has grown to the strength of more than 100 through the addition of cadets from St. Paul's High School. Lieut.-Cdr. G. D. Bartlett, RCSC, has been succeeded as commanding officer by Lieut. E. A. Adamson, Sea Cadet training officer for a number of years.

HMCS Griffon

Another milestone in the "Order of the Good Time" was passed in January when chief and petty officers of *Griffon* and their good ladies staged their fifth annual banquet at the Flamingo Club in Fort William. Army and Air Force were well represented and six USN and USCG couples from Duluth who journeyed to the lakehead for the very special occasion. All expenses of the American visitors were shouldered by the Chief and Petty Officers' Mess.

CPO Harry Gold proposed the toast to the Queen. CPO Robert Jaeger proposed the toast to the U.S. personnel present, with CPO H. Reno, of the delegation from across the border, responding. CPO S. K. Smith rounded out the toasts with flattering remarks to the ladies, to which Mrs. V. Krulicki replied.

A telegram was received from the captain, Commander E. O. Ormsby, who was on naval training in Hawaiian waters at the time, extending best wishes.

CPO W. R. Morton, mess president, thanked all concerned for making the banquet its usual success. Following the dinner, the party shifted to the Chief and Petty Officers' Mess aboard *Griffon* and there was dancing way on into the night.

TWO LOOKS AT THE FUTURE

At Headquarters . . .

If you had been in Ottawa on December 11, 1953, and had been a member of the United Services Institute you would have seen a team of officers from Headquarters stage a show entitled "Operation Neptune". The 300 members of the United Services Institute in attendance alternately cowered before swashbuckling sailors and blood-thirsty soldiers or guffawed at the antics of men of the past and future.

Rear-Admiral H. F. Pullen as master of ceremonies, and no novice to the stage, set about in a seamanlike manner to demonstrate the problems involved in landing the army on a hostile shore.

The admiral called upon Julius Caesar (Cdr. (E) W. C. Patterson), 55 B.C., a French admiral (Lieut.-Cdr. L. B. Jensen), 1545, and General Hamilton (Cdr. J. H. G. Bovey) of Gallipoli fame, 1915, to explain why their amphibious and ambitious operations failed.

Then the naval side of the 1944 cross-Channel invasion of France, Operation Neptune, was presented in detail. High-lights of the operation were realistically described, with eye-witness accounts. Admiral Ramsay (Lieut. Cdr. F. B. Barclay) explained Allied strategy. Then Vice-Admiral Ruge, (Lieut.-Cdr. E. M. Chadwick), a naval adviser to General Rommel, told of the Nazi plans and defences. A mine-sweeping officer (Lieut.-Cdr. B. C. Hamilton), a destroyer commander (Lieut.-Cdr. Peter Chance), an air force pilot (Cdr. D. L. Hannington), an LCT Officer (Lieut.-Cdr. J. W. McDowall) and an army major (Lieut. (S) J. D. Agnew) described their parts in the vast attack from the sea and air.

Each character as he gave his account contributed to the developing picture of Neptune by adding symbols to large wall charts as the play progressed. Three short documentary films were interjected to demonstrate to the audience "what it felt like" and to review memories of that great day—for many of the audience had played a front line role in the real thing.

The final act produced a character from the future (1993): the truly tri-service Genamad Smith, commander of the single armed force of the future, the Airarmnav. Genamad Smith (Cdr. (E) W. C. Patterson) confronted the audience with the problems of future amphibious operations in the era of atomic, push-button warfare. He also led the cast (and audience) in song—

a tri-service ditty—with apologies to Gilbert and Sullivan.

Captain R. P. Welland wrote the script. Lieut. A. B. Roger acted as stage hand for each player, turning up suitably dressed for each character at remarkably short notice.

Commissioner L. H. Nicholson of the RCMP, who introduced and thanked Admiral Pullen and his "Naval Players", said to the tri-service audience: "I am pleased to see the Navy still knows how to amuse and educate itself and its brothers-in-arms".

He made no comment on the singing.

At Stadacona . . .

"Those colourful years between 1906 and 2022 AD" found the background for "Sleepin' Beauty" or "The Half-Nelson Touch", the Christmas farce staged at *Stadacona* in December. Based somewhat loosely on the fable of "The Sleeping Beauty," who fell asleep for 100 years, until awakened by Prince Charming's kiss, the plot dealt with the imaginary Dinghy family.

Commodore Dinghy (author of the famous Dinghy Report) was the first Canadian to command *Stadacona* (in the play) but vanished from sight with all his family in 1922 when Gooseflesh, the Bad Fairy, threw them into a death-like sleep on the very afternoon that the RCN was "paid off".

Aroused a century later by AB Charming, who had spent 100 years in cells on the Commodore's orders, the characters find the new Navy a baffling mixture of science and tradition. Space ships carry such names as "*Haida*" and "*Magnificent*", and collars, silks and lanyards are still worn with space suits.

"Sleepin' Beauty", from the opening moments, poked fun at almost everybody and everything in the RCN—and at a local soft drink company and a dry cleaning firm, as well.

The play was the production of Cdr. J. C. O'Brien and Cdr. T. S. R. Peacock. Others involved in the production included Lieut.-Cdr. K. E. Grant, script; Cdr. C. A. Law, scenery, and PO T. W. Milner and the *Stadacona* band.

ANSWERS TO QUIZ

Following are the answers to *Warship Recognition Quiz No. 3*:

1. British "Relentless" class anti-submarine frigate.
2. U.S. "Alaska" class battle cruiser (large tactical command ship).
3. Russian cruiser *Krasni Kavkaz*.

The Old Order Changes

—But the spirit remains the same, even if Santa Claus prefers to arrive at *Shearwater* via helicopter rather than in reindeer-drawn sleigh. If there has been an important change in Christmas observance in recent years, it lies in the increasing circle of goodwill spreading out from naval establishments and ships to the communities with which they are associated. Navy children are not forgotten, of course, and two pensive little girls at *Discovery* wonder what Santa has in that parcel. At the Halifax Infants' Home, Robert and Linda assure PO G. E. Mason, president of the *Shearwater* Chief and POs' mess, that the gifts are just dandy. In the picture at middle left, the youngest man on board the ship (Ord. Sea. David Knox) embellishes naval tradition by wearing his rank of the day on his necktie, to the admiration of Captain A. H. G. Storrs, commanding officer of *Shearwater*. Chiefs and POs from *Discovery*, accompanied by Surgeon Cdr. Maurice D. Young, cheered patients in the children's ward at Vancouver General Hospital. At the bottom are scenes from two children's parties, at *Caribou* (left) and *York*.





The Navy Plays



Crusader Tops in Softball, Soccer

During the *Crusader's* first two months in the Far East on her present tour of duty, her softball and soccer teams brought a great deal of credit to the destroyer.

The soccer squad suffered its only defeat at Pearl Harbour at the hands of USS *Sproston* 3-1, but the softball nine was undefeated.

The latter won its first game at Pearl Harbour 7-3 against USS *Bataan*; two more encounters in Sasebo with the *Iroquois*, 9-5 and 5-2; another against the crack Army 25th Canadian Replacement Group's team in Kure, 22-7; next, the U.S. Marine Corps at Yang Pyong-Do, 12-0, and finally, the *Huron*, 17-3. The team was paced by Petty Officers Bob Sears and Russell (Dad) McKay, who were big hitters, and hurlers Commissioned Officer Fred A. Jones and AB John Brown.

The soccer team tied HMS *Comus* in Sasebo one-all, with PO James Spencer tying it up with five minutes to play. Ldg. Sea. Neil Standley and AB Russ Willson were stand-out players.

A trophy has been donated for inter-part contests, with the wardroom first holder after a softball fixture with the petty officers. The seamen's trophy pistol team defeated the officers, however, so the trophy then rested in the forward seamen's mess.

More recent soccer matches saw the *Crusader* squad beating the Marines at Yang Pyong-Do, 3-1, and the *Huron*, 12-1.

Edmonton Boxer Gets Double Nod

AB William Koch, of Edmonton, a member of Naden's boxing team, made an impressive debut in Victoria ringdom by pounding out a unanimous decision over Bert Wilkinson of the Victoria Fire Department club. Koch handed Wilkinson his first beating since the latter took part in the Pacific Northwest Diamond Belt of 1953. Wilkinson is the present Vancouver Island Golden Gloves middleweight champion.

A rematch was arranged promptly, with Koch again winning the nod of the judges.



Lieut.-Cdr. Gordon S. Clark, of HMCS *Stadacona*, who was recently elected commodore of the Royal Canadian Navy Sailing Association at Halifax.

Ord. Sea. Howard Abercombe, junior welterweight Golden Gloves titleholder of '53 lost a decision to Fred Curtis of the Victoria Club. AB Bill Watts and Ldg. Sea. Fred Thurmier, both 160 pounds, tangled in the semi-final with the latter gaining the split decision.

A recent addition to the RCN Boxing Club is AB Trent W. Ketcheson, Dominion senior middleweight champion. He is working out with the club and will bolster RCN efforts at future tournaments this year.

Caribou Sailors Win Rifle Shot

Rifle shooting highlighted December sports at *Caribou*. The sailors won a shoot against the Corner Brook Air Cadet squadron. Trophies for the best marksmen from *Caribou's* team went to Ord. Sea. Fred Hawkins, with a score of 82, and Ord. Sea. Ben Rowsell, second with a card of 73.

Sailing Group Names Officers

Newly elected officers of the Royal Canadian Navy Sailing Association at Halifax are as follows: Commodore, Lieut.-Cdr. Gordon S. Clark, *Stadacona*; vice-admiral, CPO Charles Church,

HMCS *Quebec*; rear-admiral, Instructor Lieut. A. Q. Keasbey, *Shearwater*; fleet captain, Lieut.-Cdr. Walter Blandy, *Stadacona*. Unchanged is the secretary-treasurer, Lieut.-Cdr. (S) Edward Pendlebury, *Stadacona*.

Last year's officers were: Commodore, Lieut. (E) (AE) Peter Poole-Warren, *Shearwater*; vice-admiral, Chaplain (P) G. L. Gillard, *Stadacona*; rear-admiral, Lieut. M. A. Carey, *Stadacona*, and fleet captain, Lieut. W. S. Lover, *Stadacona*.

West Coast Plays Roarin' Game

Each Sunday more than 100 officers and men of the Pacific Command invade the Victoria Curling Club as the Navy's answer to the growing popularity of the game in the Greater Victoria area.

The RCN Curling Club on the West Coast boasts close to 200 members, with 32 organized rinks busy with rock and broom during two periods each Sunday.

Two main instigators of the club are CPO Peter P. Lovric and PO William C. Brown of the Supply School at Naden. They began their campaign back in July 1953 and by December the idea was taken up enthusiastically by other naval personnel.

The group was made into a formal club on January 13 with the election of PO Brown as president, CPO Albert Bowbyes, vice-president and PO Ray Johnson, secretary-treasurer. Also elected was a draw committee consisting of Petty Officers Robert Gray and John Craig and Ldg. Sea. M. Salter. CPO Lovric acts in an advisory capacity to the executive committee.

The Navy curlers have put up six teams to meet a challenge from the Victoria Commercial Curling League and have also entered several rinks in the Second Annual City Bonspiel.

The Atlantic Command claims unofficially to have the first Navy curling club, now in its second season at the Mayflower rink in Halifax.

Hockey Team In Two Leagues

Cataraqui's sports program for the 1953-54 season has been very busy, with two basketball teams and a hockey team

operating—the junior loop team playing in the Kingston Garrison League and the seniors in the Kingston Senior City League.

The hockey team is having a rugged season in two leagues, Addington and Kingston Garrison. The navy pucksters suffered only one loss in six games.

Garrison hoopsters with two wins and five losses were fighting for a position in the playoffs, while the senior team had one loss and three wins.

Bytown Ices Hockey Team

The Navy made its bow in Ottawa hockey circles by launching a team from HMCS *Bytown* in the National Defence Hockey League this year.

Captain (S) M. A. Davidson, Naval Secretary, dropped the puck in the initial face-off of the league on January 13, in which Army outgunned the Navy 4-1. The RCAF and RCMP are the other teams.

Bytown finished the league schedule on February 8 in second place having lost 4-1 and 8-2 to the Army, beaten RCMP 5-3, tied RCAF three-all and lost the final league game to them 7-5. Army was therefore in first place, and although the other teams were tied with five points each in the standings, Navy won more games to take second place.

The team is coached by Lieut.-Cdr. (S) Archie Grant and managed by Cdr. (S) Ken Graham. Ldg. Sea. Bernard Perrier is team captain. The league is rated at the intermediate level.

Unicorn Maintains High Reputation

Sailors from *Unicorn* in Saskatoon kept their reputation in winter sports circles around the Hub City.

A high-scoring quintet from the ship led the city basketball league and was rated a strong contender to take the provincial crown which they narrowly missed last season.

Unicorn's hockey team held its own against strong opposition in Saskatoon's commercial league.

Crusader Launches New Ship's Paper

A mouth-watering Christmas menu was featured in the *Crusader's* new magazine, which appeared after the ship's arrival in Far Eastern waters for her second tour of duty there.

The first issue (a name had yet to be chosen for the paper) carried a comprehensive round-up of gossip current in the ship's messes, plus reports on the trip out, the sports program and the first patrol off the Korean coast.



Just in case they didn't get within shouting distance, Linda, 5, and Dale, 4, daughters of PO James Fee were well prepared to greet their daddy when the Athabaskan nosed through pouring rain in December to tie up at Esquimalt at the end of her third tour of duty in Korean waters. (E-24837)

Completion of the long-awaited rifle range resulted in a marked increase of interest in competitive shooting aboard the ship this fall.

A Navy Rifle Association, affiliated with the Saskatoon Services Rifle Association, was formed by Lieut. Alex Rowney, staff officer (training). Enthusiastic marksmen spent Sunday mornings for several months sharpening up for the annual inter-services competitive shoot, which got underway in mid-January.

Members of the Navy Rifle Association include Wrens, who have been demonstrating that women have as sharp an eye for a bullseye as they have for a bargain.

Arrangements are now being made to expand the sports program at *Unicorn* to include inter-ship competition with reserve personnel from *Queen* in Regina. Plans call for hockey, basketball, curling and marksmanship matches between reserve sailors from the two centres.

Dutch Eleven Drubs Cayuga

The Cayugas fared badly in their first stab at Far East sports competition when soccer players from the Netherlands destroyer escort *Dubois* drubbed them 10-1.

After the Canadians got the first goal of the game the Dutchmen showed the

Canadians how soccer should be played.

However, Cayugas had the pleasure of clobbering their old rivals, the Crusaders 10-3 on the softball diamond. In the first inning, Cayugas led 2-1, but Crusaders took the lead in the third 4-2.

The *Crusader* whaler crew avenged their ship with a victory over the *Cayuga* boat in a race held shortly after.

Late Rally Imperils UNT D Hoopsters

UNTDs edged COTC 65-62 in a basketball thriller at Memorial University, St. John's Newfoundland, on January 19. The Navy-Army cadet competition is part of an athletic series for a trophy donated by Sir Leonard Outerbridge, Lieut.-Governor of Newfoundland.

Navy led by the slim margin of 13-12 at the end of the first quarter, but widened it to 32-26 by half time. At the end of the third frame they were well ahead, 52-40. But the Army made a last quarter rally that brought them within three points of the Navy lead.

Cadet (E) Don McNeill hooped 28 of the naval points. The UNTDs got reckless in the final quarter so that three of their players were benched for personal fouls. Officer Cadet Jim Gushue of the COTC sank his 35th point as the clock ran out. Navy had only one substitute available throughout.

Early Start Made In Shell Racing

A determined attempt to put Navy crews in Halifax-Dartmouth shell racing is being made at *Shearwater* where the sports officer, Lieut. Jack Dean, began initial training for 30 of the air base personnel in February.

He hopes to have two crews ready for competition by early summer to fit in with an extensive revival of the sport in rowing circles there.

Lieut. Dean feels the newly-formed *Shearwater* club may spark other naval establishments of the district. There have been minor attempts to include shell racing in naval aquatic sports before, but each time the effort has fizzled out.

RMC Retains Rifle Trophy

Royal Military College cadets retained the tri-service cup in the annual inter-

university rifle shoot at Kingston, Ont., late in January. Their top team posted 380 of a possible 400 points, and another RMC team placed second with 378 points. University of Toronto Naval Training Division was third with 372, and a second Toronto team was in fourth place.

Teams from McMaster University, Hamilton, and the University of Western Ontario, London, were tied at fifth. The other teams taking part were from Queen's University, Kingston; McGill University, Montreal; the University of Ottawa and Carleton College, Ottawa.

Chippawa off To Good Start

Chippawa pucksters drew first blood in the opener of the Winnipeg Inter-Services schedule on January 20 by a 5-3 decision over RCMP.

Navy led 1-0 after the first period, settled for a two-all sawoff in the second

but outscored the Mounties in the final heat.

Chippawa won the second game of the schedule on February 3 edging RCAF 3-2. The sailors got two markers in the first period, hit the twine once more in the second and then beat off wave after wave of RCAF attackers in the final stanza when the latter made their two goals of the game.

Navy collected five of the seven penalties in the rugged session. One RCAF player was injured in the second period and removed to hospital.

Cornwallis Pools Make Big Splash

The three tile-lined swimming pools in *Cornwallis*—all that survived the 1945 fire—have been put to good use since the re-opening of the new gymnasium on the same site in December 1952.

A report of activities in the *Cornwallis* pools for the year 1953 shows attend-

John Paul Jones was a Russian Admiral

The famous naval hero of the American Revolution, John Paul Jones, is best known for his reply to Captain Pearson of HMS *Serapis*, whose question, "Have you struck?" brought the retort: "I have just begun to fight!" But Jones' whole life was a series of adventures upon which many novelists, including Cooper, Dumas and Melville, based stories.

The American Navy was discontinued at the close of the Revolution and in February, 1784, Jones was sent to Paris as an agent to solicit the payment of prize money to America for ships taken in European waters. This mission accomplished, Jones returned to America in 1787.

In October of that year Congress delivered to him a letter requesting that the King of France grant him permission to embark in French ships to "perfect himself in his profession". After he reached Paris, however, he received an offer from the Empress Catherine to enter the Russian Navy and take part in the war against the Turks. He accepted under the condition he enter the Navy as a Rear-Admiral. This was readily granted.

After being received by the Empress, he proceeded to the Black Sea and on May 26th, 1788, raised his flag in the *Vladimir* and took command of a squadron of sailing ships. He played an extremely important part in several successful engagements with the Turkish fleet, but credit was officially given to others.

His efforts were constantly undermined by the intrigues of jealous subordinates and in October he was deprived of his command. His only reward was the decoration of the Cross of the Order of St. Anne.

After this disappointing experience he returned to Paris, where he spent the last two years of his life, no longer a popular hero, with a few faithful friends.—P.C.N.



ance figure for instructional swimming of 65,651 and recreational 29,440, to make a grand total for the year of 95,091.

Out of 1,554 examined in their provisional swimming tests, 1,234 passed.

Nine new-entry swimming meets were held, with an average of ten divisions taking part in each meet. Twelve new-entry water polo tournaments were organized, again the average of ten divisions taking part in each. The *Cornwallis* swimming and water polo teams competed twice during the year, once at home and once away.

A successful naval children's swimming meet was held at *Cornwallis*, involving about 90 youngsters ranging from seven to 16 years of age.

Prevost Opens Puck Season with Win

Prevost started off play in the London Tri-Service Hockey League with an 11-5 win over RCAF Centralia in the opener. The reservists arranged exhibitions with London Briggs, Senior "B", OHA, and the Lucan Irish Six of the Intermediate "A", OHA, to whet the Navy sharpshooters for further victories in the tri-service schedule.

York Puck Losses Heart-Breakers

York hockey players lost three heart-breakers in a six-team Toronto league in January, but showed better form than earlier in the schedule.

They played their best game on January 8 with Dominion Bridge but were edged out 3-2 after three hard-hitting periods. The Army beat them four days

later 1-0. The Army goal was scored seven minutes after the game started with no further scores by either side despite close-checking and strenuous play by the sailors.

The first hint of a possible break in the unlucky performances to date came on January 15 when York tied RCMP two-all in a seesaw fixture.

Stadacona Shares Out-of-Town Games

Sackville Eagles whipped *Stadacona* 13-5 in an exhibition game at the New Brunswick town on January 15. Navy was ahead 3-2 in the first period, but Sackville went wild in the second, pumping home 11 shots. The third frame was slack, neither side scoring.

That Saturday night, however, the sailors tangled with the All Stars at Springhill, N.S. and won 11-7. Tempers flared during the second period but there were few penalties. *Stadacona* wound up the frame 9-7 and tallied two more in the final session.

CMR Cadets Drop Ottawa Encounter

Hoopsters of College Militaire Royal de Saint-Jean lost a St. Lawrence Conference cage tourney January 29 to Carleton College Ravens 86-23.

Cadet Peter Harrison led the military attack with 13 points before hurting his ankle in latter stages of the game, played in Ottawa. Only one other CMR player got a basket, the remainder of their score coming on free throws.

Outgoing Drafts Weaken Hoop Team

At the halfway mark in the Victoria Suburban Basketball League schedule in January, the RCN senior team had recorded three wins and six losses.

The squad, depleted by outgoing drafts, was forced to recruit new blood and it is hoped a better showing will be made in the latter half of the schedule. The RCN is entered in the tri-service league which began play in February.

Free Throws Decide Game

Cataraqui took command of RCEME in a Kingston Garrison Basketball league contest by 44-36 on February 5. The Navy hoopsters assumed control after the first couple of minutes of play and at half-time had mustered 21 points to Army's 16. In the final quarter the sailors built their lead to as high as ten points before an Army break whittled the margin a bit. The free-throw line proved best for *Cataraqui's*

players, for they scored a dozen from there.

Cataraqui defeated Alcans 60-45 in a City Basketball League fixture at Kingston on February 11. The sailors led the first quarter 19-4, and at half-time were away by 35-12. Alcans outscored the naval types 19-9 in the third, but Navy edged the civilian team 16-4 to close the final frame.

Puerto Ricans Trim Wallaceburg

A hastily-organized soccer team from the *Wallaceburg* succumbed to the San Juan Club 6-4 in a strenuously-fought game under lights in the Puerto Rican capital during the ship's visit there in December.

The San Juan club, keen to find capable opponents, had made all arrangement and advance publicity long before the arrival of the Canadian war-ship on December 1, the contest being played the following night.

THE POLIO BATTLE

(Continued from page 11)

The swimming pool Christmas party rightly gained wide publicity through TV, radio, the press, and, even overseas, through the CBC's International Service.

The value of the water therapy project is manifold. First and most important, of course, is the wonderful improvement in both the patients' physical and mental conditions. But also extremely important is the good will engendered by this effort. Press, radio, TV, and newsreels have carried the story to all parts of the world. Nothing but good can come from such a heart-warming presentation of a most worthy cause.

The effort on the part of *Chippawa* personnel to carry through their part in this program is considerable. It is a tribute to the hard work of all concerned that it is being carried through without disruption to the training schedule and a minimum of conflict with normal ship's routine. Some compromises must be made, of course, but these are accepted in the Winnipeg naval division as part of a contribution to the fund of goodwill which accrues to the Navy as a whole through the unique program.

As the commanding officer, Commander L. B. McIlhagga, says:

"This is a job for which this division is perhaps uniquely equipped. We accept the challenge of this fact and, as long as the Navy in Winnipeg is required to play this special role in the life of the community, we will fulfil it to the utmost."

Youngest Division Hard to Beat

The youngest division of new entries at *Cornwallis* last fall acquired an outstanding reputation for keenness.

Champlain Division, whose members were engineering apprentices ranging from 16 to 19 years of age, has drawn the praise of Captain James Plomer, commanding officer of *Cornwallis*, for the high standard maintained during training and for the fine appearance the men presented on passing out from *Cornwallis*.

For three months in a row, the division won the efficiency trophy. In two successive months, it won the "cleanest block" trophy.

The engineering apprentices were runners-up for the "Cock of Blocks" in sports, missing the title by a single point, and they won the November volley ball and water polo tournaments. During the same month they came third in the cross-country run, sixth in the boxing tournament and eighth in the swimming meet.

LOWER DECK PROMOTIONS

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

ALANKO, Keyo..... P1SH4
 ANDERSON, Hugh M..... P1AA1
 ANTLE, William G..... P1AC2
 ARCHER, John S..... P1SH4
 ARCHER, Ross D..... P1FM3

BEAKLEY, George E..... P1AR2
 BELLEFONTAINE, William P..... C2G13
 BELLIVEAU, Raymond J..... P1PC3
 BENT, Rhodes D..... P2AF2
 BOOTH, Robert..... LSAF1
 BOUFFARD, Rene J..... LSEM1
 BRIGHT, Hugh S..... LSAF1
 BROUGHM, Harley G..... P1SH4
 BROWN, Allan G..... LSAF1
 BRUCE, Douglas A..... P2AF2
 BULLOCK, Kenneth..... LSOM1

CAMPBELL, Bruce N..... LSAF1
 CAREY, William J..... LSAF1
 CARLSON, James D..... LSOM1
 CARLSON, Richard A..... P2QM1
 CARROLL, Ernest H..... P1ER4
 CASS, Robert M..... LSAF1
 CATTRALL, Earl W..... P2AR2
 CHAMBERS, William..... P1SH4
 CLEARY, Ernest W..... LSAF1
 CLITHEROE, Robert E..... P1AF3
 CONNACHIE, James D..... LSAC1
 COOLEN, Douglas C..... LSAF1
 COOPER, Douglas R..... LSAF1
 COPELAND, Thomas H..... LSOM1
 COX, Douglas L..... LSCS2
 CRAIK, Hubert J..... LSAF1

DINE, Donald L..... P2SE2

ESTABROOKS, Keith M..... LSRPS
 EDGAR, William G..... LSLM1
 EWART, Harry F..... LSMO1
 EWER, Alfred..... LSAO1

GIBEAU, Pierre J..... C2AO3
 GILLIS, Earle C..... P1AC2
 GREENWOOD, William J..... P1SH4

HANCHARD, Charles R..... LSAF1
 HARDING, Frank, E..... P1ER4
 HART, John E..... C1PC2
 HASPECK, Roger R..... C1AC3
 HAWTHORNE, Alan..... LSOM1
 HEATH, John M..... LSCS2
 HOGG, Robert W..... C1OM3
 HOUNSELL, Raymond F..... LSAF1
 HUGHES, John F..... P2AF2
 HYSLOP, John D..... P1CS3

JANUSAS, Edmund A..... P2AR2
 JEFFREY, Charles H..... LSLM1
 JONES, Stephen A..... C2AF3

KILEY, Edward M..... LSAAS
 KNATCHELL, William T..... LSAF1

LANGDON, Owen G..... LSEA3
 LaPLANT, William E..... P2AF2
 LAUGHLIN, Frank J..... LSAF1
 LeBLANC, Denis J..... LSAF1
 LEGAULT, Edgar O..... P1GA3
 LENNOX, Norris W..... P1ER4
 LINDE, William G..... P2AA1

McCALLUM, Burret C..... C2AO3
 McEWEN, Keith H..... P2AF2
 McLAUGHLIN, John B..... P1AO2

MacDONALD, John L..... LSAC1
 MacDONALD, Stephen J..... P2AF2
 MAWHINNEY, John B..... LSAC1
 MELNYK, William..... P2AF2
 MILNER, Thomas W..... P1BD3
 MITCHELL, Denis S..... LSAF1
 MORIN, Lucien M..... P1AO2
 MORRISSEY, David H..... LSAA2
 MURISON, John B..... LSCS2
 MURPHY, Edward A..... LSCK2
 MURRAY, William D..... P2VS2

NEWLAND, Leonard C..... P1SH4

O'CONNOR, Michael J..... P2AR2

PARFETT, William J..... P1AR2
 PHILIPPE, Fernand J..... LSSE1
 PORTER, Elmo F..... LSAF1
 PORTER, Harry M..... P1SH4

RIOUX, Joseph A. Y..... LSAC1
 ROBERTS, Darrell E..... LSAF1
 ROY, Leon F..... P2AF2

SARGENT, William C..... LSAF1
 SARKANY, Frank..... LSAF1
 SAWYER, Thomas A..... P2EF3

SCHUNK, Harold M..... P1SH4
 STEIN, Edward A..... P2EM2(NQ)
 STEVENS, Lowell D..... LSAF1
 STILL, Wilfred E..... P1CA3

TAYLOR, Douglas C..... LS(NQ)
 THOMPSON, Andrew S..... P1SH4
 TROUGHTON, Gordon A..... P1AF2
 TURNER, John A..... LSAF1

WARNE, Robert S..... C2G13
 WEST, Roland G..... LSAF1
 WILLIAMS, William E..... LSAF1
 WILSON, Frederick N..... C1ER4
 WINDROSS, Patrick B..... P2AC2
 WOODER, Frank K..... LSOM1
 WOODS, George J..... LSAF1

RGN (R)

ASHTON, Gudon..... P2AO2

BARTLOW, Marjorie..... WLPW1
 BOYD, Ethel..... WLPW1
 BRACKEN, Robert..... C1GA4

CALDWELL, Richard..... C1EG4
 CHARBONNEAU, Maurice..... C1VS3
 CONMACKIE, James..... LSQMS
 COX, Earl..... P2AAS
 CRISP, Robert..... C1MR3

EATON, Russell..... LSEM1

FINN, Abelia..... WLQMS

GRAY, Robert..... P1TD1

HANSON, John..... P2NF2
 HARRIS, Alfred..... P1QMS
 HELFERTY, William..... C1RT4
 HESKETH, Florence..... WLAW1
 HINEMAN, Charles..... P2MA2
 HODDER, Eric..... LSQMS
 HOOK, Walter..... LSEM1

KENYON, Lorne..... P2RP3
 KING, Eleanor..... WLNS1

LACHANCE, Joseph..... P1QRS
 LANE, John..... P1SW1
 LEE, Giles..... LSMA1
 LIGHTBOUND, Frank..... LSAAS

MORRISON, Stanley..... P1CK2
 MUNCEY, Claude..... P2CV2

NEILSON, Gail..... WLAW1
 NORMAND, Marcel..... P1QRS

PARKER, Robert..... P1SH4
 PODGORNIK, Stephen..... P2MM2
 PRUDHOMME, Warren..... P2CV2

RILEY, Allan..... C2CR3

SLADE, Douglas..... LSVS1
 SPEED, Harry..... P1CR2
 SPENCER, William..... LSQMS
 STANNERS, Alex..... P1MA2
 STEVENS, Leslie..... LSEM1
 SWEENEY, Thomas..... LSQRS

THOMPSON, Alice..... WP1RG2

WARRINGTON, Kenneth..... P1EG3
 WEIR, James..... C2ED4
 WHITE, George..... C1AW3
 WICKENS, Alfred..... P2MA2
 WILLIAMS, Leslie..... LSTDS
 WILLIAMS, Norman..... LSQRS
 WILSON, Murray..... LSRPS

WEDDINGS

Able Seaman Delmar Charles Brooks, HMCS *Shearwater*, to Miss Marie Rosanne Bedard, of Selkirk, Man.

Leading Seaman Donley J. Corkery, HMCS *Prestonian*, to Miss Joyce Elizabeth Milmore, of Maniwaki, Que.

Sub-Lieutenant (MN) Sylvia C. Humble, HMCS *Naden*, to Commissioned Engineer A. T. Satchwell, *Naden*.

Sub-Lieutenant Daniel Nicholas Mainguy, HMCS *Algonquin*, to Miss Susan E. Wainwright, Chipstead, Surrey, England.

Petty Officer Reginald Vincent McLuskie, HMCS *Athabaskan*, to Miss Katherine Elich, of Vancouver.

Able Seaman John Carmen Miller, HMCS *Micmac*, to Miss Carol Morton, of Halifax.
 Sub-Lieutenant (MN) Marion E. Pierce, HMCS *Hunter*, to Lieutenant-Commander G. C. Brain, *Hunter*.

Able Seaman Wendall Vaughan Rutledge, HMCS *Wallaceburg*, to Miss Gloria Louise Hilchey, of Spry Harbour, N.S.

Leading Seaman Hugh Alexander Sangret, HMCS *Cornwallis*, to Miss Constance Grace Munro, of Ottawa.

Petty Officer Ronald M. Waugh, HMCS *Stadacona*, to Miss Edna Galant, of Halifax.

BIRTHS

To Petty Officer Clifford Alderson, HMCS *Lauzon*, and Mrs. Alderson, a daughter.

To Petty Officer S. H. Bell, HMCS *Lauzon*, and Mrs. Bell, a daughter.

To Instructor Lieutenant D. J. Hamilton, HMCS *D'iberville*, and Mrs. Hamilton, a daughter.

To Ordnance Lieutenant James C. W. Heseltine, HMCS *Naden*, and Mrs. Heseltine, a son.

To Petty Officer Maurice Lacroix, HMCS *Micmac*, and Mrs. Lacroix, a son.

To Lieutenant R. L. McKay, Naval Headquarters, and Mrs. McKay, a son.

To Lieutenant-Commander (SB) W. L. Patton, HMCS *Naden*, and Mrs. Patton, a son.

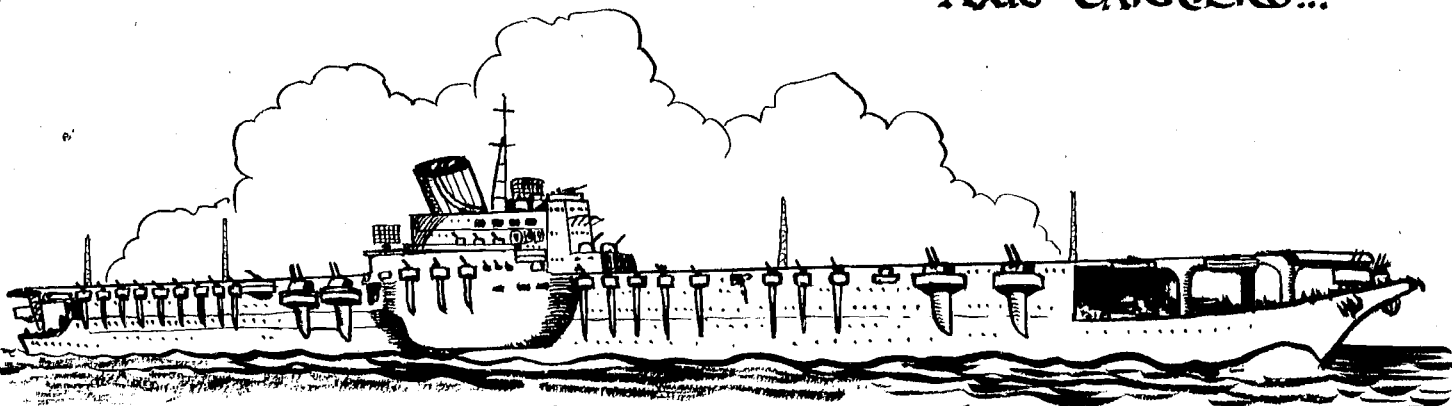
To Leading Seaman R. C. Paulson, Aklavik Radio Station, and Mrs. Paulson, a son.

To Chief Petty Officer R. L. Street, HMCS *Naden*, and Mrs. Street, a son.

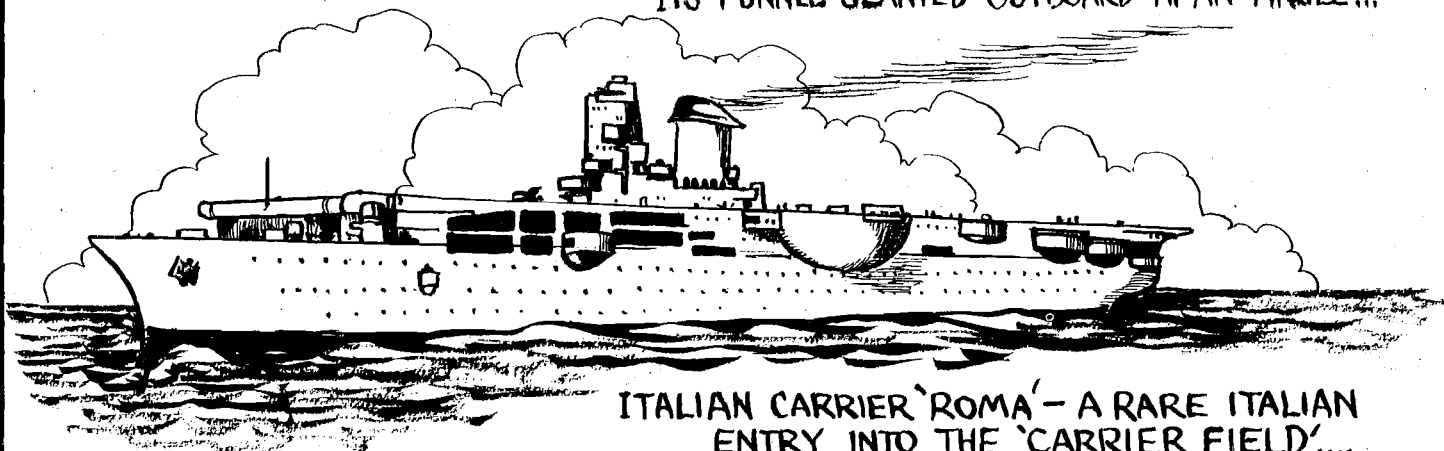
To Able Seaman Frederick Stride, HMCS *Hunter*, and Mrs. Stride, a son.
 To Leading Seaman C. W. Tabor, HMCS *Hunter*, and Mrs. Tabor, a son.
 To Leading Seaman Wilfred West, Alder-
 grove Radio Station, and Mrs. West, a son.

NAVAL LORE CORNER

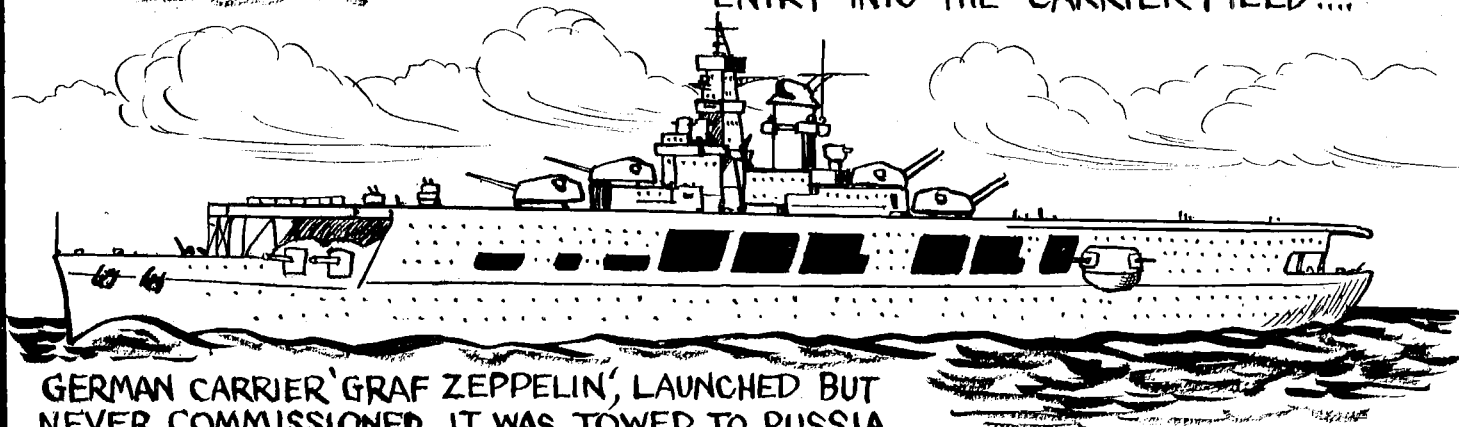
NO. 18
AXIS CARRIERS...



THE JAPANESE CARRIER 'SHINANO'—THE LARGEST EVER BUILT (62,000 TONS DIS.), ORIGINALLY DESIGNED AS A BATTLESHIP, WAS SUNK BY A U.S. SUBMARINE IN 1944 WITHIN 24 HOURS OF FIRST PUTTING TO SEA, —JAPAN'S MOST HUMILIATING NAVAL DISASTER. ITS FUNNEL SLANTED OUTBOARD AT AN ANGLE...



ITALIAN CARRIER 'ROMA'—A RARE ITALIAN ENTRY INTO THE 'CARRIER FIELD'....



GERMAN CARRIER 'GRAF ZEPPELIN', LAUNCHED BUT NEVER COMMISSIONED, IT WAS TOWED TO RUSSIA AFTER THE WAR, & HAS PRESUMABLY BEEN SCRAPPED...

J.M. THORNTON



13,300-2-54
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1954

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MARCH, 1954

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>The "Venture" Plan</i>	5
<i>A Terror Weapon That Failed</i>	6
<i>Man of the Month</i>	8
<i>Officers and Men</i>	9
<i>Recruiters on Wheels</i>	12
<i>Dhobey Day De Luxe</i>	14
<i>Nelson and Halifax</i>	16
<i>Sailor in the Chair</i>	17
<i>Afloat and Ashore</i>	19
<i>The Navy Plays</i>	23
<i>Lower Deck Promotions</i>	27
<i>HMCS Stettler Sails for West Coast</i>	28
<i>Naval Lore No. 19</i>	<i>Inside Back Cover</i>

Cover Photo — A candidate for promotion to commissioned rank, AB James Wood, of Charlottetown, P.E.I., carries out an experiment in the chemistry and physics laboratory of the Educational Training School at Naden. His Preparatory School studies include mathematics, chemistry, physics, English, French and leadership, tailored to provide him with the educational standing required to continue his training for a commission. (E-26118)

LADY OF THE MONTH

While the West Coast training cruiser *Ontario* was on the under side of the world, visiting such remote spots as Australia, New Zealand and islands of the South Seas, she was chosen as the training ship for cadets entering the Royal Canadian Navy under the new "Venture" Plan.

The plan, which supplements the already existing avenues to commissioned rank, provides for entry into the Royal Canadian Navy, with seven-year commissions, of young men between 16 and 19 years of age with junior matriculation or the equivalent.

The basic course will last for two years and will include two seven-month periods ashore and two four-month training cruises in the *Ontario*. A detailed account of the "Venture" Plan appears on page five of this issue.

The picture of the *Ontario* on the opposite page was taken last summer. (E-24260)

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

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RCN News Review

HMCS Stettler begins a new commission

Exercise Tests A/S Co-operation

The NATO anti-submarine hunter-killer exercise "New Broom", a combined operation involving units of the Canadian and U.S. Navies, supported by RCAF and U.S. Navy shore-based aircraft, ended successfully February 20.

Messages from the aircraft carrier USS *Siboney* said that on the fourth and final day of the exercise, the task group made a clean sweep against the opposing forces, a pack of U.S. submarines. The major problem of the last day's work had the destroyer USS *Ellison*, commanded by Commander J. T. Burke of Norfolk, Va., simulating a convoy under the protection of the remainder of the task group, commanded by Rear-Admiral Harry B. Temple, USN. The opposing submarines, directing their attack against the *Ellison*, were kept pinned down by continual attacks of Canadian and U.S. planes and ships, and 12 hours after it had begun, the submarines were all surfaced and the problem was over.

On the second day of "New Broom", other units of the U.S. and Canadian task group had undergone persistent attacks by the U.S. submarines as the former proceeded north from the Bahamas. Joined by shore-based patrol aircraft from Jacksonville, Fla., the hunter-killer group made three successful attacks on subs sighted by alert destroyers and airmen. Planes of the Royal Canadian Air Force 404th (Buffalo) Squadron and U.S. Patrol 18 participated in the second day's operations.

The task group's destroyer screen, under the command of Canada's Commander Patrick F. Russell, in HMCS *Algonquin*, did an outstanding job, dem-

onstrating the harmony and effectiveness with which the two nations' ships are operating.

U.S. Navy blimps from Glynco, Georgia, joined the task group off Florida in the third day of the exercise. It was a busy day for the *Siboney*, her screen

of Canadian and U.S. escort vessels and the participating RCAF and U.S. Navy shore-based aircraft, and one that saw subs attacked by an RCAF Lancaster bomber and the U.S. destroyer *Gyatt*, as well as the first successful attack on the *Siboney* by the submarine USS *Piper*. Flying Officer J. L. Parkinson, RCAF, of Toronto, Ont., distinguished himself by bombing one of the subs opposing the task group.

The *Piper*, skippered by Commander R. D. McWethy, New London, Conn., penetrated the destroyer screen and "torpedoed" the *Siboney*. The *Piper* was later detected and subjected to a series of slashing night attacks.

Despite the *Piper's* activity seven of her crewmen took the scheduled navy-wide examinations for advancement to Second Class Petty Officer under any but ideal classroom conditions. During the exams, the *Piper* submerged four times, snorkeled twice and underwent numerous simulated depth charge and bombing attacks by U.S. and Canadian surface and air units.

Dutch Warship Visits Halifax

For the first time since the Second World War, a Dutch warship visited Canada, when the Netherlands cruiser *De Ruyter* dropped anchor in Halifax harbour on February 8. Under the command of Captain N. G. Kruys, the ship paid a three-day visit to the East Coast port during a North Atlantic cruise.

Although her keel was laid in 1939, the ship was not launched until 1944. The delay was mainly due to the delaying action on the part of the Dutch

The Song of the Turbines

THE ancients made brave sallies
To the sea, in flimsy galleys;
In carrack, ketch and coracle,
In shallop and trireme.
Now, praising Greek and Norsemen
Come our raging, ramping horsemen,
To sing to old adventurers,

The Hymn of Turbined Steam.

When, thirty fathoms under,
The depth-charge rends asunder
The skulking U-boat's hull-plates
(See the sick'ning oil-patch rise!)
Oh! Thou Amazonic beauties,
Leap to your viragoish duties,
And hurl us (screaming fiendishly)
To where your quarry lies.

When the dead in many waters
Join with Father Neptune's daughters,
Giving lessons to the mermaids
In the arts of making love,
They will shout their lusty paeans
For interminable aeons,
To the chant of humming turbines,
In the sea-lanes up above.

Herman Lordly

shipbuilders, who didn't wish the hull to be confiscated by the Germans. After the launching in Schiedam, the war had reached a stage where the Germans were too busy to carry out their intention of taking the hull to Germany, and she was held in Rotterdam until the end of the war.

In view of the progress of technology during the war it was decided not to continue on the original plans of building, but rather to construct two modern cruisers to meet the requirements of modern warfare. The *De Ruyter* originally named *De Zeven Provinciën*, and her sister ship, now named *De Zeven Provinciën*, were the result of these new plans, and are elaborately equipped fighting units, as modern as anything of their class in the world.

During her short stay in the city, the officers and men attended luncheons, smokers and a hockey game, arranged for them by the Royal Canadian Navy. Courtesy calls were exchanged between Captain Krays and military and civilian dignitaries.

On Sunday, February 7, open house was held in the ship. An enthusiastic attendance was estimated at 5,000 with 1,000 turned away.

In spite of the shortness of her stay, the Canadians were able to renew friendships with sailors from the country with whom Canadian interests were so closely identified during the Second World War.

Digby Foursome In Harbour Rescue

Many a man has been snatched from drowning by the hair of his head, but Commissionaire Frederick Hands owes his life to baldness and the presence of mind of four members of the ship's company of HMCS *Digby*.

Mr. Hands slipped from Pier No. 9, Toronto, where the *Digby* is berthed, while he was making his rounds of the waterfront.

Iroquois—"A Credit To Your Flag"

Home again from the wars, the *Iroquois* did not serve unnoticed in her second tour of Korean duty. Enclosed in the signal log was a heart-warming message of congratulation from Vice-Admiral R. P. Briscoe, USN, Commander of United Nations Naval Forces in the Far East:

"By your excellent performance in all tasks assigned, you proved yourself a worthy and valuable member of our naval team in the West Pacific. You are a credit to your flag, your navy and the United Nations. Well done and sincere best wishes."



Quick teamwork on the part of four members of the ship's company of HMCS *Digby* resulted in saving the life of an elderly commissionaire, who fell into the harbour while making his rounds of the Toronto waterfront. The rescuers were (left to right) PO Robert Johnson, Lieut. John Evans, AB George Ferguson and PO Ray Beauchamp. (Photo courtesy The Telegram, Toronto.)

PO Robert B. Johnson, on board the *Digby*, heard the splash and ran to the ship's rail.

"It was dark and I couldn't see anything," PO Johnson said later. "Suddenly I spotted his bald head and went in after him."

PO Johnson got his arm around the commissionaire, who was fast losing consciousness in the 35-degree water.

"His coat kept him afloat until I got to him," PO Johnson said, "but it was getting waterlogged fast. I was afraid he was going down. I kept pumping my arms and legs so they wouldn't freeze up."

In the meantime, Lieut. John C. H. Evans saw PO Johnson's predicament and plunged overboard to give him assistance in keeping Mr. Hands afloat. AB George Ferguson ran for a ladder to put over the side and PO Ray Beauchamp reached down from the ship's side and held onto Lieut. Evans.

Within seconds the ladder was lowered and Lieut. Evans and PO Johnson helped Mr. Hands on board the ship. He was given first aid and taken to hospital.

Lieut. Evans and PO Johnson reported that they had suffered no ill effects from their plunge into the bitterly cold lake. Toronto Harbour police said the *Digby* crew members deserved great credit for their rescue in which speed and teamwork had proved decisive factors.

Brazilian Ship Given Welcome

The Brazilian Navy's training ship, *Duque de Caxias*, carrying a larger complement than normal, arrived in Halifax from Lisbon, Portugal, on February 17. Under the command of Captain Francisco Vicente Bulcoa Vianna, the ship sailed from Rio de Janeiro on August 12, 1953. Her cruise carried her to ports in North Africa, Europe, and the United Kingdom before her arrival in Halifax.

The ship, a transport bought from the United States in 1945, was changed over just before the cruise, and is acting as a training vessel for junior officers and midshipmen in the Brazilian Navy. On this cruise, she will have been away from Rio de Janeiro for nearly ten months by the time she arrives at her home port late in May.

During her ten-day stay in Halifax, the 615 officers and men on board were entertained by the Royal Canadian Navy and local organizations. Ceremonies, presentations, receptions, dances, boxing matches, swimming meets, smokers, all were included in the interesting agenda. A group of officers and men were taken on a two-day visit to HMCS *Cornwallis*.

Despite the barriers of language and the inclement weather, the ship's crew expressed their hearty appreciation of

the reception they enjoyed. The language difficulty was overcome to some extent by Murillo Gurgel Balente, third secretary to the Brazilian Ambassador to Canada, who visited Halifax from Ottawa for the duration of the ship's stay. In addition, the RCN supplied a liaison officer. Lieut. W. J. Cody, whose Madeiran childhood had given him a command of the Portuguese language.

When the booming of the saluting guns died away and the ship disappeared from view, another act in the cementing of good relationship between the two countries had been completed, and the *Duque de Caxias* sailed to New York carrying with her the happy memories of a pleasant, busy stay in the East Coast port. From New York she sailed to ports in the West Indies and the Dominican Republic before returning to her home port of Rio de Janeiro.

New Glasgow Leaves For Pacific Coast

Slipping her lines at 1 p.m. HMCS *New Glasgow*, one of the Royal Canadian Navy's recently modernized frigates, under the command of Commander G. A. LaRue, sailed from Halifax March 6 to take up new duties on the West Coast.

Originally launched in May, 1943, the *New Glasgow* was recommissioned on January 30 this year, following extensive refitting and conversion for anti-submarine patrol and escort duties. Her

The award for general proficiency in her division was presented to Wren Frances M. Farrar, of South Burnaby, B.C., at Cornwallis by Commander E. T. G. Madgwick, executive officer of the training establishment, on completion of her new entry training. Wren Farrar has since been drafted to Stadacona. Also shown is Lieutenant-at-Arms Laurence Kerridge. (DB-3635)



ports of call for the present voyage include St. George's Bay, Bermuda; San Juan, Puerto Rico; Guantanamo Bay, on the southern tip of Cuba; Colon, and Balboa. From Balboa, she will proceed north along the Pacific coastline up to Esquimalt, B.C., her future home port.

Before arriving at Colon, however, the *New Glasgow* was to be joined by HMCS *Stettler*, a sister ship which was recommissioned Saturday, February 27, under the command of Commander G. C. Edwards.

Dutch Service Held in Halifax

The visit of HMNS *De Ruyter*, Netherlands cruiser, gave Halifax residents of Dutch descent the opportunity of hearing a sermon in their ancestral tongue.

Picture Recalls Loss of SS *Caribou*

Before dawn on the morning of October 14, 1942, SS *Caribou*, which had been providing ferry service between North Sydney, Nova Scotia, and Port aux Basques, Newfoundland, was torpedoed and sunk by a German U-boat.

The fatal casualties included 106 passengers and 31 members of the crew. Among those who lost their lives was the only woman serving in the Royal Canadian Navy to die of enemy action. She was Nursing Sister Agnes Wightman Wilkie, RCN, who enlisted in Winnipeg.

A woman member of the RCN who survived the sinking, Nursing Sister M. M. Brooke, was later decorated for life-saving. The escort vessel accompanying the *Caribou* was the Bangor minesweeper *Medicine Hat*.

On a recent drill night at HMCS *Caribou*, Corner Brook naval division and namesake of the ill-fated ship, a photograph of the ship was presented to the division by the Corner Brook daily newspaper, "The Western Star". The photograph includes insets of the 31 crew members who perished.

Lieut.-Cdr. G. Julius, Protestant chaplain on board the *De Ruyter*, is a minister of the Dutch Reformed Church. On the invitation of Rev. Frank Lawson, of St. David's Presbyterian Church, he conducted a service in the church on Sunday morning, February 7.

Captain N. G. Kruys, commanding officer of the *De Ruyter*, and members of the ship's company attended the service.

Museum Receives Cutty Sark Model

A scale model of the famous old clipper ship, *Cutty Sark*, has been donated to the Naval Maritime Museum at Esquimalt.



Two of the six Sea Cadets who sailed in the destroyer *Micmac* on a three-week training cruise to Bermuda in February are shown securing a rope ladder to a davit stay. They are Raymond Willis, of Peterborough, Ont., and Ronald DeCon, of Sudbury, Ont. (HA-29298)

Donors were members of the Thermo-polyae Club of Victoria, which has shown a keen interest in the efforts being made to establish a maritime museum on the West Coast. The model was built by the late Captain Phillipson, one time Harbour Master of Victoria, and a former club member.

Interesting items pertaining to the maritime history of Canada's west coast are being received daily, but more are needed. Persons possessing or knowing of such items which may be available on loan or as permanent exhibits, should communicate with the Chairman, Naval Maritime Museum Committee, HMC Dockyard, Esquimalt.

Certificates Go To Apprentices

Certificates of indenture were presented recently to four young men who have successfully completed four-year apprenticeships in various trades in HMC Dockyard, Esquimalt.

New journeymen are Norman F. Oldfield, electronic technician; George W. Kirkendale, electrician; Robert E. Van-treight and Leslie Stevens, both machinists.

Certificates were presented by Commodore (E) B. R. Spencer, superintendent of the dockyard, at a ceremony to which were invited parents of the four men, naval and civilian officials of the dockyard and representatives of civic and provincial educational and labour bodies.

THE "VENTURE" PLAN

Defence Minister Brooke Claxton, announced in the House of Commons on March 8 that approval had been given for the immediate implementation of a new plan for the procurement and training of junior officers for the Royal Canadian Navy.

Entitled the "Venture" Plan, it offers a seven-year short-service appointment to young men between 16 and 19 years of age possessing the necessary qualifications. The latter include Junior Matriculation, or the equivalent.

Men of the RCN are eligible for consideration providing they possess the necessary qualifications.

Cadets entered under the plan who wish to make the Navy their career may later obtain permanent commissions if they have the necessary qualifications.

Up to now the Navy has been obtaining its junior officers from the Canadian Services Colleges, the Universities and from the lower deck.

The "Venture" Plan has been devised to meet the continuing demand for officers arising out of the expansion of the Royal Canadian Navy. It does not replace any of the existing officer-entry plans, but supplements them.

It is comparable to the RCAF short-service plan for aircrew and to the Officer Candidate School Program which trained officers for the Canadian Army in 1951-1952.

The name "Venture", to be given the training establishment at Esquimalt for cadets enrolled in the RCN under the new "Venture" Plan, has a traditional association with sail training craft in the RCN. The tern-schooner below was the second "Venture" and was employed as a training vessel on the East Coast before the Second World War. She came from the drawing board of the designer of the famous fishing schooner *Bluenose*. (O-781-2)

A training establishment, to be named HMCS *Venture*, will be commissioned in the naval dockyard at Esquimalt, B.C. Existing resources in West Coast naval establishments will be utilized to provide living quarters, classrooms and facilities for training and recreation.

The name "Venture" has considerable historical significance in the Royal Canadian Navy, being associated, by tradition, with sail training craft. From 1911 to 1917, a sloop *Venture* served as a training vessel for naval cadets. A second *Venture*, a tern schooner designed by W. J. Roue, designer of the famous fishing schooner *Bluenose*, was employed as a sail training craft on the East Coast prior to the Second World War.

The first class of cadets will commence studies at HMCS *Venture* next September 20. The cadets' basic course is of two years' duration and includes two seven-month periods of scholastic studies ashore and four months' practical training at sea.

Sea training will be carried out in the cruiser *Ontario*, which for the past several years has been employed primarily as a training ship for junior officers and which contains the necessary accommodation and facilities for this purpose.

Citizenship and medical requirements for the "Venture" Plan are similar to those of the other service officer-entry schemes. Candidates must be single.

Captain R. P. Welland to Command *Venture*

Captain Robert P. Welland, DSC and Bar, CD, has been appointed to take command of HMCS *Venture* when the establishment at Esquimalt is commissioned this summer for the training of cadets enrolled in the RCN under the "Venture" Plan. Captain Welland, who has been Director of Naval Training at Naval Headquarters, will have ten officers on his staff in the newly-created establishment.

Commander Raymond Phillips will be executive officer. He has been Officer-in-Charge, Officers' Division Course and Chief and Petty Officers' Leadership Course, at Cornwallis.

Instructor Commander George Amyot will be Director of Studies. He has been Director of Studies at the Canadian Services College, Collège Militaire Royal de Saint-Jean, Quebec.

The closing date for applications is June 30, 1954. Applicants then will meet with interview boards in various cities across the country, after which final selection will be made.

Successful candidates will be enrolled in the rank of Cadet, RCN, and, on appointment, will receive pay of \$55 a month and all necessary items of clothing and equipment.

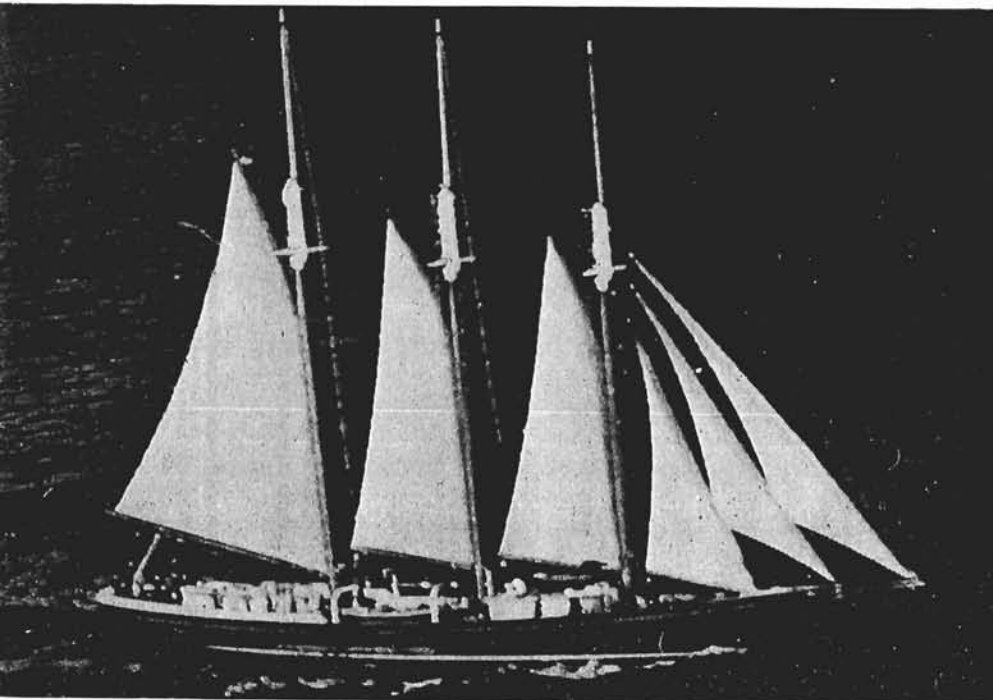
It is planned to graduate about 80 per cent of the cadets into the executive branch of the RCN, with about one-third of these specializing as naval aircrew. The other 20 per cent will be divided between the engineering and ordnance branches and the supply branch.

On completion of their two-year basic course, the cadets will be promoted to midshipman's rank and begin training in their respective branches. This involves practical sea training, in most cases, and specialized courses in shore establishments.

Time in rank generally will amount to 16 months as a midshipman, 14 as an acting sub-lieutenant, and 18 to 34, depending upon the standing gained in courses, as a sub-lieutenant, before promotion to lieutenant.

Cadets will have the opportunity of withdrawing from the course after eight months and prior to completing 12 months of training.

The "Venture" Plan is an outcome of the unprecedented peacetime growth of the RCN over the past six years. On March 31, 1948, the strength of the Navy stood at 6,860. Since then it has increased nearly two-and-a-half times, to where the current figure exceeds 16,500. The Navy's announced target is 21,000 officers and men.



A Terror Weapon That Failed

Japanese Balloons' Principal Function Was Raising of Home Morale

Since censorship was lifted from the subject in 1946, there has been a lot said and written about the unique invasion of North America by bomb-laden Japanese balloons near the close of the Second World War. They appeared in the United States, Canada, Mexico, Alaska and the Pacific Ocean. Not much of this publicity was focused on the Canadian scene and still less on the fact that personnel of the Royal Canadian Navy had a hand in combating the menace.

The story behind their appearance is this: According to information obtained from Japanese army officers after the surrender, paper balloons were under development in Japan before the war for meteorological use. When the first bombing attack on Japan occurred in 1942, the effect on morale there was such that all-out efforts were made to devise retaliatory measures.

A revenge attack on North America was conceived, using airplanes, submarines and free balloons. It was first decided to develop a balloon capable of travelling a distance of about 1,800 miles to be released by submarines or warships off the West Coast of the United States. By the summer of 1943 such a balloon had been developed but the Japanese navy had been depleted so much that units necessary to carry out this type of attack were no longer available. To traverse the entire ocean, still larger types had to be fabricated. Much experimental work was necessary, but the first 200 were released in December 1943.

On the basis of a few reports of fires and explosions occurring in "unexpected areas" recorded by monitors of U.S. broadcasts, the initial onslaught was begun, using paper balloons having an inflated diameter of about 33 feet, and carrying a bomb load averaging 50 pounds. The cost of each was a shade over \$2,000 once full production got under way. The paper envelopes were spherical, grey white or greenish-blue in colour and had a chandelier slung under them which carried sandbags, high explosive and incendiary bombs. Inflated with hydrogen gas, they were released from the Island of Honshu.

The bags rose to the vicinity of 33,000 feet and the prevailing west-to-east winds whipped them towards North America at speeds of 100 to 150 miles

an hour. A barometric device kept them at the desired altitude by releasing gas or dropping sandbags as required. A little over a week later they were over their targets. By this time their loads of sandbags were exhausted and they began dropping the bombs along their overland route with each dip they made.

In all, about 9,000 were launched. It is estimated that only ten per cent ever reached North America. Just 281

separate recoveries of balloon materials were made, the findings ranging from small pieces of paper to a few almost intact balloons. Thirty-two bombs, or fragments of them, were found and there were 407 reports of the sighting of one or more balloons in the air. Why so few have been found was because they were fitted with self-destroying devices which acted after bombs had been dropped. Sometimes this device did not work, since it was powered by a wet-cell battery which froze in the high altitudes. RCAF pilots on search and rescue missions over western wastes are deceived still by remnants of the snagged balloons in out-of-the-way timber stands. From the air they resemble collapsed parachutes or aircraft wreckage.

The first real evidence of their incidence in Canada was at Minton, Sask. On January 12, 1945, a partially deflated balloon drifted across a field almost at ground level and tangled in a barbed wire fence. A 15 kg bomb, two cylinders and a celluloid box containing a transparent, frozen liquid fell from the chandelier, while the balloon, freed of this weight, drifted away and was never seen again.

National Defence Headquarters was informed of its whereabouts and the matter was put into the hands of the Canadian Inter-Service Bomb Disposal Centre in Ottawa, under command of the late Ordnance Lieut.-Cdr. Edward Litchfield Borradaile, of Ganges Harbour, B.C.

That night he organized a team hurriedly from instructors at the centre. They assembled some disposal equipment and the next day embarked in an RCAF transport for Saskatchewan. The team was composed of Lieut.-Cdr. Borradaile, Capt. J. L. McIntosh of the Army, CPO G. M. H. Deed and Ldg. Sea. J. C. Smith. When weather conditions permitted them to finish their journey, they started rendering the bombs safe and found them to be an anti-personnel bomb and incendiaries of Japanese make. The celluloid container was sampled for bacterial culture with negative results. The spoils were brought back to the centre in Ottawa. When the United States government was informed, it replied that the American forces had been aware of the situation for several months.

THE NEW BADGE



A badge to show past service in the naval forces of Canada has been designed at Naval Headquarters and may be worn by all former naval officers, men and women who have been honourably released from the service. It will be available only from private firms.

Designated the "Former Naval Personnel Badge", it is to be reproduced only in metal, suitable for wear in the left lapel button hole, or embroidered for wear on the left breast pocket of blazers and jackets. If it is desired to reproduce the badge for any other purpose, permission must be sought from Naval Headquarters.

The Former Naval Personnel Badge is centred by a gold anchor of the traditional naval design, superimposed on a circle of navy blue, the central portion surrounded by ten gold maple leaves and surmounted by the naval crown. The jewels in the crown are, left to right, red, green, blue, green and red.

Further reports from various areas from the Northwest Territories to the 49th parallel began to come into Ottawa. Considerable attention was given to this invasion, because no one was at all sure what else besides bombs the balloons might carry. To aid in counter-measures, several assumptions were made as to the enemy's probable use of this novel revenge weapon.

It was considered that they could be used to provide the Japs with (1) weather and atmospheric data for further air aggression; (2) to transport incendiary and high explosives to cause forest fires and human casualties; (3) as carriers of poison gases, bacteria or both against humans, animals and crops; (4) to transport enemy agents to this country or the States; (5) as anti-aircraft devices, and (6) a good propaganda weapon for home consumption and to undermine enemy morale.

Special Japanese balloon co-ordinating committees were set up in each of the four western provinces, since the greatest concentration of the new menace was there, even though one had drifted as far inland as the Great Lakes.

Included in these committees were representatives from the provincial departments of health, the federal Department of Agriculture, the provincial forestry branches, RCMP and, where applicable, provincial police, and the general and medical staffs of the Armed Forces.

The Canadian Inter-Service Bomb Disposal Centre became the focal point for the counter network operating from the Great Lakes to the Pacific, with field investigators and bomb disposal crews composed of forest rangers, provincial police and RCMP, and personnel from the three armed services actively involved. The services were allocated responsibilities in their own domains and they quickly trained bomb disposal personnel for this purpose, as well.

At the Ottawa centre were officers and men of the forces who trained men to deal with every known German and Japanese bomb. When this network was firmly established, the latest discoveries were dismantled and shipped to Ottawa. Once this material had arrived in the Cartier School headquarters of the CISBDC, all weapons aside from bombs were distributed to the departments concerned with chemical or bacteriological warfare.

The centre was able to assemble balloons from these parts so that Lieut.-Cdr. Borradaile, as commanding officer of the unit, was able to provide both the navy and army of the United States that spring with examples for research

and display at their BD and ordnance schools.

Meanwhile the press and radio of Canada and the United States maintained a very complete voluntary security blackout at the request of the official censors and thus denied the Japanese vital information as to the numbers of balloons arriving and the landing points.

All the balloons found carried only bombs or incendiaries or both. A fuller analysis showed that it would be impossible for them to transport agents and they were not at all effective as, nor intended to be, anti-aircraft devices.

A LESSON IN THE ART OF GUNNERY

It seems that the crew of HMCS *Sault Ste. Marie*, while on a summer reserve training cruise, decided to engage in the art of gunnery. Two gun crews were to take part—No. 1 crew consisting of two gunnery rates, the Yeoman, plus some ERA's and Stoker Petty Officers, and No. 2 crew composed of officers. Each crew was to fire 20 rounds.

Petty Officer (QR 2) Harry Green chose No. 1 gun crew and away they went. The first 15 rounds were right on the target (a dan buoy at 2,600 yards), good shooting at any time.



But, as it turned out, they were only warming up. As the ship swung around and came in on the target again, the Yeoman, Petty Officer Gordon Fraser, who was acting as sightsetter, asked the Gunnery Officer, Sub-Lt. J. C. Foote, if he would stand treat if they split the target. The reply, naturally, was in the affirmative.

He should have known better. Two shots later (the 17th), the No. 1 crew scored a direct hit, right in the middle of the spar. (The officers' crew got away a few rounds also.)

Besides Petty Officers Green and Fraser, members of the gun's crew for whom the GO shelled out were CPO James Edwards, Ldg. Sea. Marcel Sauvé, PO Leslie Kolesar, PO Alfred Porter and AB Lloyd Cormack.

Contrary to popular articles in the press, official testimony from high ranking Japanese army authorities stated that it had never been intended to send biological or chemical weapons in the balloons. They said that one of the main purposes of the balloon was to bolster home morale and for propaganda abroad.

During the war, however, little reference was made to the balloon warfare in Japanese broadcasts and there was apparently no organized exploitation of their propaganda value for foreign consumption. Nor did the enemy expect that the balloons would be effective, and this guess proved to be accurate. The original goal was to make 20,000 of them but only 9,000 were manufactured and released. If hostilities had continued longer, the labour involved in their production would have been diverted into some other aspect of the Nipponese war effort.

Canadian and American authorities concluded that the balloons were of no military consequence, since they could not be aimed at population centres and, since they had to be launched during the winter months when winds were most favourable, negligible damage was caused by the incendiaries. The only casualties resulting were six persons, mostly children, killed in Oregon when they handled a bomb dropped about a month previous. The only fires started were one or two grass fires. A word of mouth campaign was launched to forestall further inexperienced handling of the bombs and the press and radio made only a brief mention of the arrival of the first balloons. Their main danger was the psychological effect on the population, which was promptly curtailed by censorship and other adequate counter measures.

This story has a sequel. Lieut.-Cdr. Borradaile emerged from hostilities unscathed by his war against Japanese bombs. After a brief period in civilian life, he transferred to the RCN on a short service appointment in June 1951 and was appointed to the Ordnance School at HMCS *Naden*.

A year later he became the tragic victim of a Japanese mine which prematurely exploded while he was trying to render it harmless. On June 11, 1952, on Bonilla Island, 90 miles from Prince Rupert, he died violently in the service of his country while attempting to destroy the beached mine, and an assistant was wounded. His remains were escorted to burial in the naval section of the Veterans' Cemetery in Victoria by 400 officers and men of the Pacific command.—H.C.W.

A Life in the Frozen North

*The Firmer the Terra
The Better It Suits
CPO Williams*

A SAILOR of rare (thank heavens) seamanship qualifications has been chosen by Naval Radio Station, Churchill, as its Man of the Month. His story, in its own peculiar way, is an inspiration to those who tremble at the thought of a draft to the Far North.

Over coffee the other day, "Bungy" Williams poured out the whole devastating story of his life at sea. That story was one of extraordinary but distressing seamanship. To put it bluntly, CPO J. A. Williams claims the distinction of being the only man in the Royal Canadian Navy who has fallen over the side of every ship in which he has served.

That claim may, of course, be disputed by rank beginners who have served in only one ship. But wait until the Williams saga is told.

"It wasn't just a matter of falling over the side," he said. "It had to be done with just the right finesse and the proper sense of dramatic timing. The flair for dumping myself in the drink is an art I feel I have mastered."

And then he went down the bitter list of ships whose decks he had left for the cold comfort of the North Atlantic and adjacent waters. He started off gently in 1942 with HMCS *Kelowna*, a Bangor minesweeper. In 1943 he went over the side of HMCS *Quesnel*, a corvette.

All this was child's play—mere conditioning for his greatest triumph. That memorable day in 1945 gave him ample opportunity to see all his previous misadventures flash before his eyes as he plunged downward from HMS *Puncher*, Canadian-manned aircraft carrier.

It was an anti-climax when he tumbled from HMCS *Haida*, Tribal class destroyer, in 1946.

(There is a pause in the telling at this point to ignore a question by AB Smidge: "And were you rescued every time?")

The story of James Alexander Williams begins in Wraxall, Somerset, England, where he became a member of an English military family 32 years ago. His repertoire of anecdotes about the old hometown was strictly limited by the family's migration to Canada when he was a year old.

CPO Williams lived peacefully in Victoria, B.C., until he was 17 years of

age. He then parted with family tradition and joined Canada's new war-time Navy as a boy seaman in January 1940.

After six years of travelling around the world and marking the start of each new draft by a plunge into the briny, CPO Williams became one of the first members of the reorganized communications branch. His first draft increased his confidence and his insurance rating. It was to Coverdale radio station, near Moncton, in 1947 and it was during his two years there that he met and married Miss Audrey Tower, of Moncton.

An ambition to see Canada's northland was realized with a vengeance in August 1949 when he was sent to Aklavik



CPO J. A. WILLIAMS

in the Mackenzie River delta, north of the Arctic Circle, for the opening of a new radio station.

The distinction Mrs. Williams had as the only Navy dependent that far north was ended shortly by the birth of their daughter, Sherryll, who became the first Navy child born in Aklavik. Sherryll had the distinction of being christened in the most northerly cathedral in the world at Aklavik by Rev. Canon Montgomery, brother of Field Marshal Montgomery.

The North introduced Chief Williams to culinary delights — fresh caribou steaks and roast ptarmigan — and to

something called "muk-tuk", a native dish compounded largely of whale blubber, which anyone from the Deep South (meaning anywhere else in Canada) would hardly class as a "delight".

CPO Williams, after having become thoroughly acclimatized by more than a year in the Arctic, returned South to Naval Radio Station Gloucester, now HMCS *Gloucester*, near Ottawa. As operations chief there he gave newly-drafted ordinary seamen on course a lot to think about. To a large extent this involved unravelling the lush verbiage Chief Williams had developed either during his impromptu diving career or in the lonely stillnesses of the Far North.

For instance, the man whose initials appear at the end of this affable account recalls his ears being assaulted by the following:

"Your physiognomical hirsute development reflects on the station and the Royal Canadian Navy. Furthermore, it causes visitors to assume that the Navy's new recruiting program is directed toward the enlistment of blond orangutans."

After the victim had slunk away and, dictionary in hand, had thought this over for awhile, it dawned on him that what CPO Williams was trying to get across was just this:

"You need a shave."

After two years of Gloucester came Churchill, back in the land of the permafrost to where he was drafted in March 1953. There he spurned service married quarters for a house on the hill west of town, commanding a full view of Hudson Bay and the mouth of the Churchill River. In the far distance lie the ruins of historic Fort Prince of Wales, whose massive walls were once one of the man-made wonders of the North. A frequent sound penetrating the Williams' home is the mournful, spine-tingling howl of huskies, Malamutes and other sled dogs secured not far away. There's one thing the house lacks and that is running water—a fact that Chief Williams, as a true northerner, does not regard as a misfortune.

"You're not really at home in the North until you've melted snow for water," he says, "and carrying a few

(Continued on page 28)

OFFICERS AND MEN

U.S. Navy Chief Lauds *Prestonian*

The prompt action of personnel of HMCS *Prestonian* in manning the boats and rescuing four survivors of the U.S. Navy patrol plane which ditched in St. Georges Harbour, Bermuda, last October, has drawn praise from high places.

Endorsing earlier letters of appreciation, Admiral Robert B. Carney, Chief of Naval Operations, United States Navy, has written to Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, as follows:

"The Chief of Naval Operations desires to express his sincere appreciation of the officers and men of HMCS *Prestonian* for their prompt, efficient action in providing desperately needed assistance, resulting in saving the lives of surviving crew members of the P2V-5 Neptune, which crashed.

"The Commanding Officer, HMCS *Prestonian*, is to be commended for the fine state of training of his officers and crew."

Admiral Lynde D. McCormick, Commander in Chief U.S. Atlantic Fleet (he was also Supreme Allied Commander Atlantic under NATO), wrote to Admiral Mainguy asking that his appreciation be conveyed to the *Prestonian's* commanding officer, officers and crew for their timely and effective service.

Here is class "L" of the Junior Officers' Technical and Leadership Course, which began at Stadacona on February 22. Back row (left to right): Lieut. (P) W. H. Frayn, Lieut. A. E. Leonard, Lieut. (O) D. E. Maxwell, Lieut. D. J. Wand, Lieut. A. A. Butchard, Lieut. R. E. Dorken, Lieut. D. B. Babineau, Lieut. P. E. Simard and Lieut. D. B. Lawrence. Front row: Lieut.-Cdr. (P) R. J. Watson, Lieut.-Cdr. William Atkinson, Commander C. A. Law, training commander, Stadacona; Instructor Lieut. (P) J. D. Williams, instructor officer; Lieut. W. W. Palmer. (HS-29508)



Other letters of appreciation were written by senior officers of the U.S. Atlantic Fleet's Air Force.

The rescue occurred while the *Prestonian* (Lieut.-Cdr. W. C. Spicer) was exercising in the Bermuda area with the *Wallaceburg*, *Portage* and HM Submarine *Auriga*.

Wren Stars in Kingston Play

The leading feminine role in the winning play at the Eastern Ontario Drama Festival was played by a Saint John, N.B., Wren, who is serving on continuous naval duty at HMCS *Cataraqui*, the Kingston naval division.

Wren Martha (Mickey) Munro, a member of the Domino Players of Kingston, has taken a keen interest in dramatics since her school days in Saint John and has studied drama with the American Theatre Wing Inc., New York.

Apart from her appearance in the Drama Festival, Wren Munro has also made a recent hit with Kingston audiences as Rosa, the dancer in Sidney Grundy's "Arabian Nights".

The Domino Players' entry in the festival was J. M. Synge's "The Playboy of the Western World", a play with an Irish setting in which the hero wins the sympathy of his fellow countrymen and the heart of a barmaid (played by

Navy League Offers Ten Scholarships

Ten scholarships to the Canadian services colleges (Royal Roads and Royal Military College) have been made available to Sea Cadets and ex-Sea Cadets by the Navy League of Canada.

Similar scholarships to Collège Royal Militaire de St-Jean were offered earlier and are still available.

Six new UNTD scholarships have been awarded by the Navy League Scholarship Committee, under the chairmanship of Captain (SB) A. W. Baker, RCN(R) (Ret'd). The winning cadets are:

Henry Krech, of Windsor, to Assumption College; K. R. Miller and R. A. McLennan, both of Lethbridge, Alta., and W. Williams, of Drumheller, Alta., to the University of Alberta; H. E. McCandless, of Port Alberni, B.C., to the University of British Columbia, and Michael Godin, of Dalhousie, N.B., to St. Francis Xavier University, Antigonish, N.S.

Wren Munro) by spreading the word around that he has murdered his father. This, of course, obligates his Irish friends to protect him from the law. Popularity and romance collapse simultaneously when his father turns up alive.

The regional trophy, captured this year by the Kingston group, has long been held by Ottawa theatre organizations.

Wren Munro is the daughter of Mr. and Mrs. J. F. Munro, of 221 Douglas Avenue, Saint John. She showed an early interest in the stage and played leads in Saint John Vocational School Shakespearian productions four years in succession. By the time she graduated in 1947, she had twice won the silver cup for dramatics.

On leaving school, she interested herself in the Children's Theatre of the Saint John Theatre Guild and also played in productions of the adult group. For several years she had been associated with a children's radio program and when, in 1948, she went to Goose Bay, Labrador, as a civil service employee, she produced a radio program there.

In 1950, she went to New York to study with the American Theatre Wing and, in January, 1951, she joined the Wrens.

Wren Munro, the first Wren from *Brunswick*, the Saint John naval division, to sign up for continuous naval duty, trained at *Cornwallis* early in 1952 and then spent six months with the communications branch at Coverdale radio station. She transferred at the end of this time to the supply branch and took naval stores training at *Cornwallis* and *Naden*. Her present duties are in naval stores at *Cataragui*.

She found an opportunity to return to the theatre when a group of Kingston residents decided last fall to form a drama group. Wren Munro was asked to play a lead in their first production, Shakespeare's "Twelfth Night", in which she had appeared while attending Saint John Vocational School.

The award-winning play which the Kingston players presented at the Eastern Ontario Drama Festival was the third they had ever performed. Adjudicator Graham Suter called it "a good piece of production all round".

Wren Munro has a brother in the Navy—Lieut. (L) Philip R. Munro, who has just completed a tour of duty in the Far East on board the *Huron*.

20 UNTD Cadets Confirmed in Rank

"Canada grew out of the sea, and by the sea she lives. If she neglects it, she will die," Rear-Admiral Hugh F. Pullen, Chief of Naval Personnel, told members of the University Naval Training Division at HMCS *Carleton* the Ottawa naval division, on March 7 after confirming 20 of their number in the rank of Cadet, RCN(R).

Leadership, knowledge, duty and courage make up a good naval officer; with emphasis on moral courage, for the lack of it would make the Navy "not worth the powder to blow it into the middle of next week", he said.

Admiral Pullen said the cadets were "part of a great company" in the Commonwealth who serve the Queen at sea and he harkened back to HMS *Carleton*, a warship which battled valiantly on Lake Champlain in 1776 and whose name the Ottawa naval division bears. He also congratulated the cadets for their "first class performance".

The highlight of the ceremonial was the firing of the "feu de joie" by a platoon commanded by Cadet David Pengelly, of Carleton College.

Following the inspection and march past, in which he took the salute, Admiral Pullen presented the probationary cadets with scrolls and their rank designation — a white twist to be worn on their tunic lapels.

The recipients included: Cadets Bennett E. Brackenbury, St. Patrick's Col-



Three new cadets of Ottawa's University Naval Training Division note the proper way to "ship" the white twist denoting their newly-acquired rank of Cadet, Royal Canadian Navy (Reserve), as demonstrated by an older shipmate. Left to right are Cadets Francis P. Martin, St. Patrick's College; Jean-Charles Bruyere, Ottawa University, and John D. Coleman, Carleton College, who were given their certificates and rank insignia by Rear-Admiral Hugh F. Pullen, Chief of Naval Personnel. Their advisor is Cadet Maurice Laflamme, of Ottawa U., a fourth-year cadet who was second-in-command of the cadet company turned out on board HMCS *Carleton*, Ottawa naval division, for the ceremony. (O-6438)

lege; Jean-Charles Bruyere, Ottawa University; John D. Coleman, Carleton College; Andre Cote, Ottawa U.; Gaspard Cote, Ottawa U.; John F. Coutts, Carleton College; Jacques E. Denoyers, Ottawa U.; Peter J. Drage, Carleton College; Roger Gauthier, Ottawa U.; Marcel Gauthier, Ottawa U.; James R. Hughes, Ottawa U.; Francis P. Martin, St. Patrick's College; Barclay F. H. McMillan, Carleton College; Allan T. McLean, Ottawa U.; Ronald C. Powers, Ottawa U.; Hubert Sauve, Ottawa U.; John E. Thomas, Carleton College; C. Richard van Sickle, Ottawa U.

The group included two RCN Cadets enrolled at Ottawa University under the Regular Officer Training Plan. They are Cadets Guy F. Lapointe and Alfred E. Lapointe.

There are 62 cadets in the University Naval Training Division at HMCS *Carleton* and they are commanded by Lieutenant-Commander Jacques Bonneau, RCN(R), an Ottawa lawyer. Company Commander was Cadet Joseph Nuth, of Carleton College and second-in-command was Cadet Maurice Laflamme, of Ottawa U.

Faculty representatives, officers of other services connected with the various colleges, and relatives and friends of the cadets attended the ceremony.

Ball Earns \$1,000 For Scholarships

Net proceeds of slightly more than \$1,000 were realized by the Trafalgar Day Ball sponsored by the Naval Officers' Association of B.C. last fall, it was reported at the annual meeting of the NOA in Vancouver on January 31. The money has been placed in the NOA's scholarship fund.

Officers elected for 1954 were: Croft Brook, president; J. Bruce Smith, vice-president; A. D. Peter Stanley, secretary, and Gordon Kerr, treasurer.

Other members of the executive committee and the standing committees they will head during the year are: Patrick G. Lenox (HMCS *Discovery* liaison and special events); Charles H. Wills (publicity and telephone); William Evans (scholarships); Hall Tingley (entertainment); T. G. Phillips (membership and roster); George G. Greenwood (sick visiting and senior members), and N. J. Alexander.

Freeman Svenningson was named editor of the association's bulletin, "The Dog Watch", and Jack Hewitt heads the Trafalgar Day Ball committee.

Bursaries for 1953 were awarded to UNTD Cadet Geoffrey A. Whiton, University of British Columbia, and John

Cedric Fitz-Clarke, of Vancouver, who is studying his senior matriculation with a view to entering one of the Canadian services colleges and, eventually, the Royal Canadian Navy.

Cadet Awarded NOAC Bursary

Cadet John Frena, a member of the University Naval Training Division at HMCS Hunter and a student at Assumption College, has been awarded a Windsor NOAC scholarship. The award of \$150 is made annually by the Windsor branch of the Naval Officers' Associations of Canada to the first-year cadet from Assumption who stands highest in both his naval subjects and academic work.

Presentation was made by W. A. Wilkinson, president of the Windsor branch of the NOA.

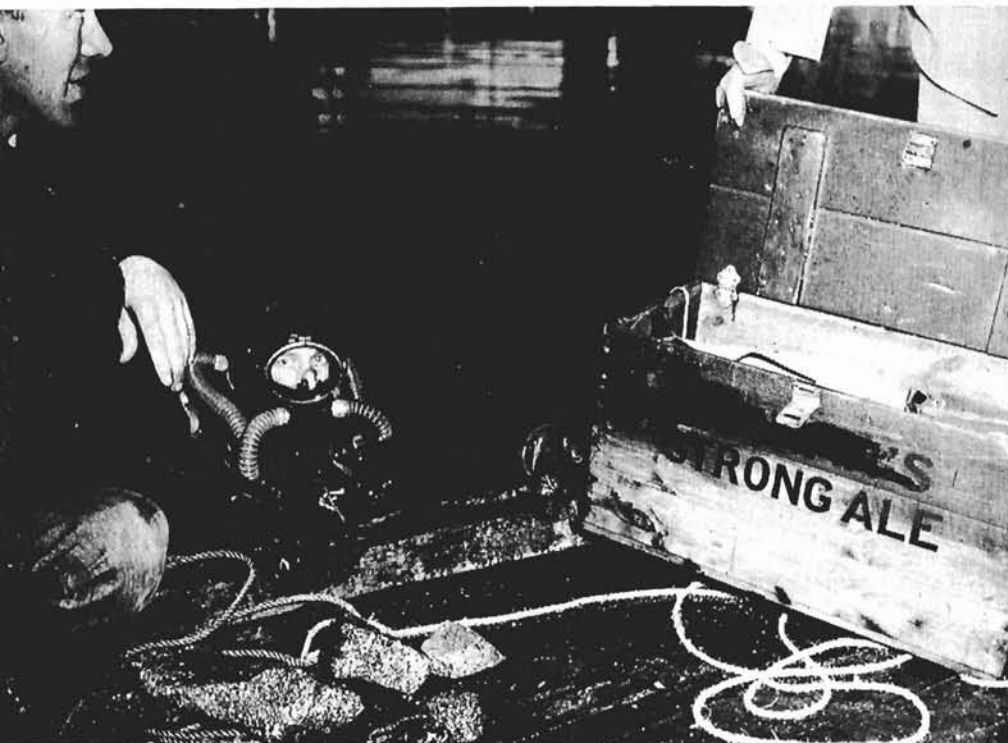
Diver Recovers Unique "Strong Box"

"The Case of the Stolen Strong Box" was the title of the little real life drama which was enacted in the Gulf Islands between the mainland of British Columbia and Vancouver Island, with Navy divers playing supporting roles.

At the request of police and post office authorities a crew of Navy frogmen, under PO M. L. Wilson, went to Pender Harbour to try to locate a "strong box", stolen from the Irvine's Landing post office and later weighted with rocks and sunk in the harbour waters.

AB Fred Olkovich, of Vancouver, located the box in 30 feet of water and

"I wonder often what the vintners buy one-half so precious as the stuff they sell", may well (harking back to Omar Khayyam) have been the thought of the Navy diver who lugged a post office "strong box" from the deep. Frogman AB Fred Olkovich is shown emerging after recovering the box. PO M. L. Wilson, in charge of the diving party is shown at the left. (E-25965)



attached a line by which it was hauled to the surface. It then became obvious why it had been referred to as a "strong" box.

For the outing, AB Olkovich wore a Canadian-designed self-contained suit. The RCMP stood by to haul the box to the surface and inspect its water-logged contents.

Officers Guests At Kava Ceremony

The Polynesian kava ceremony, witnessed by Her Majesty Queen Elizabeth and the Duke of Edinburgh during their visit to the Fiji Islands, was enacted for officers of the Ontario during the cruiser's call at Suva late in January.

The preparation and drinking of kava (also known as "yagona") is surrounded by an elaborate ritual from its preparation to its consumption. Kava is made from the thick roots of a shrub which is native to the South Sea Islands. The initial step consists in reducing the root to a powder. This was formerly done by chewing, but mechanical means are now preferred both by the natives and their guests.

The central object of the ceremony is the "tonau", a hardwood bowl about two feet in diameter and standing on six legs. The bowl is carved by hand from one piece of wood. When not in use, it is hung on the wall by means of a flat projection or spade at one side of the bowl. When it is brought into service for the ceremony, a string of shells is attached to the projection, the

number indicating the status of the chief or senior guest present.

The bowl is filled with water and the powdered root is placed in a muslin bag and rubbed with the hands under water to form the milky beverage — slightly bitter to the taste — around which the ritual centres. The drinking cups in which it is served are called "bilots" (the "t" is silent) and are made from half a coconut shell. The cups are passed in order of precedence to the chiefs, guest of honour and members of the tribe present.

As the kava is being prepared, those taking part in the ceremony are seated around the tonau in "U" formation and native songs are sung. The guests are ushered in and seated in seniority sequence in a semi-circle at the open end of the "U". Each chief or senior guest has a spokesman present.

Upon being offered a bilot filled with kava, the recipient claps his hands or slaps his knee and accepts the bowl, with both hands if junior to the presiding chief, with one hand if senior. The chief returns to his place and the guest must then drink the contents of the bilot in one draught. If unable to do so, he must throw the remainder away. The other members of the group then clap three times and begin a short chant. The empty bowl is tossed back to the server and the next senior guest or chief is served.

When all chiefs and guests have drunk of the kava, speeches are made. Finally permission is requested for other members of the group to drink. The ceremony ends when the bowl is empty.

The foregoing ceremony formed the highlight of the reception given to officers of the Ontario at the Military Officers' Mess in Suva on Saturday, January 30. Rated as honoured guests were Commander F. B. Caldwell, Lieut.-Cdr. (E) R. E. Dyson, Lieut. Richard Carle and Lieut. (S) Robert Leckie. The natives regard the ceremony as a solemn occasion and at the same time a token of great friendliness toward the honoured visitors.

At the conclusion of the ceremony the wooden kava vessel was presented to the Ontario's wardroom. The gift was accepted by Commander Caldwell on behalf of his fellow officers.

Officer Named Deputy Coroner

Commander Glen McDonald, a lawyer specializing in admiralty law and until recently commanding officer of HMCS Discovery, the Vancouver naval division, has been appointed deputy coroner for Vancouver by the British Columbia cabinet.

RECRUITERS ON WHEELS

by R.R.W.

Mobile Unit Carries Navy's Message to Remote Spots

"The Silent Service Has Decided to Talk".

This heading on editorial and news write-ups will now be familiar to anyone who may be in a position to read the newspapers published throughout British Columbia. The story behind this concerns a unique phase of naval activity with which increasing numbers of officers and men will eventually become familiar: Recruiting. It is only fair to warn all the old salts enjoying more conventional naval employment that they may be next. And specialists are not exempt: there are officers and men of all branches in this work.

The first hint that a recruiting assignment is in the books is likely to bring the reaction "Who me? Heaven forbid!" However, the initial reluctance is soon dispelled (in the case of officers) by a two-week course at Naval Headquarters. The course itself is extensive and deals in detail with all aspects of recruiting. Rather to their surprise the officers find an unexpected emphasis on general publicity or, more specifically, education of the public in naval affairs.

The phase of the Recruiting Operation with which this article is concerned is mobile recruiting, as Mobile Recruiting Unit No. 3 has carried it out in British Columbia. Seven other teams across Canada undoubtedly have related but different stories to tell.

Basic instructions to the units can be summed up as follows:

1. To be seen and heard in the right places as often as possible preaching the Navy Gospel;
2. To employ any means, within the limitations of the budget, consistent with honour and service dignity, to enroll suitable men in the Navy.

Beyond these broad instructions the method of tackling the job is left to the unit's own imagination. Indeed the scope of initiative and freedom in the execution of its duties must be unique in the Navy.

The unit left Headquarters knowing it had one of the biggest geographical areas to cover, and that B.C. had in the past been one of the most difficult recruiting areas in Canada. Here was a

real challenge and something for the MRU to sink its teeth into. The unit arrived at *Discovery*, the Vancouver naval division, in September and had a few weeks to shake down, get the members' families settled and to plan a tour, including the details of just HOW to go about it.

What was there to work with? The writer will never forget his first sight of the unit's one-ton panel truck. She had a striking paint job, the bottom half navy blue, the top half white, with the simple inscription "The Royal Canadian Navy Sees the World". She was fitted with sound equipment, including a crude "wind up" record player mounted on gimbals. There was also a movie projector, a box containing recruiting forms and other paraphernalia. Lieut.-Cdr. (L) R. R. Whyte, of Victoria, was officer in charge. Lieut. D. R. Chassels, of Toronto, was advance officer, PO L. M. Boone, of Vancouver, (who proved invaluable for his previous recruiting experience and knowledge of the territory) had recruiting duties. PO Boone has recently been replaced by PO C. W. Hardie, of Edmonton. Ldg. Sea. M. A. Poitras, from Grand Falls, New Brunswick, arranged medical examinations and became a capable typist. Ldg. Sea. E. M. Booth, of Kimberley, B.C., was driver and cinema operator.

It was later to be discovered that the films were the unit's secret weapon, in both educating the public about the Navy and interesting young men of suitable age in the Navy. The titles include "A Man's Life", "Wings for the Navy", "Fighting Navy", "Tomorrow's Officers" (all naval except the last, which is tri-service) and a beautiful trans-Canada coloured travelogue put out by the CNR, "This is Canada".

The first tour of five weeks' duration was a period of experiment in many ways and of learning through trial and error the most effective way to approach various people. Lieut. Chassels went on ahead of the team to make necessary arrangements and with the object of arranging a speaking engagement every noon and a speaking engagement or film showing every evening of the week the unit was to spend in each centre. This problem reduces itself to seeking out ready-made audiences and being



No press gang of yore ever went into action more efficiently than did Mobile Recruiting Unit No. 5 when Ordinary Seamen Robert Last and Richard Dawson dropped in on the unit for a friendly chat in their home town of Kirkland Lake, Ontario. Before they could say "Aye, aye, sir", they had been roped into a radio program and a newspaper interview to support the local recruiting effort. Left to right are PO D. E. Stewart, Ord. Sea. Last, Lieut. (S) J. R. Thornton, Ord. Sea. Dawson and PO L. J. Hall.

accepted by the program chairman of a local organization or some similar potentate — an interesting exercise in salesmanship. So far MRU No. 3 has averaged about two such engagements a day for four or five days of the week's stay in each town. A typical day will be something like this:

0900 open recruiting office in the Canadian Legion.

1230 Rotary luncheon speech.

2000 show films (often at some outlying towns 10 to 20 miles away).

2300 secure for the day.

Sea Cadets, Boy Scouts, conventions, service clubs, hospitals, churches and public gatherings (generated by the unit's own publicity efforts) have all provided the desired audiences.

In this job the Navy gets into some of the strangest places! The officer in charge is an ardent "radio ham" and his first call is very often the radio station, where, through a combination of the begging of the advance officer and the public-spirited generosity of the radio station owner, an interview, anywhere from five to 25 minutes long, is recorded. At a suitable time that evening the radio listeners in the area are treated to a description of a tour around South America, or an account of the Spithead Review and *always* are told of the advantages enjoyed in the Navy. Many favourable comments and suitable applicants have resulted.

An ability to blast one's lungs for a couple of hours at a time plugging the campaign in the sound truck is an invaluable asset. The entire team has now become as competent as, say, Foster Hewitt.

Town council chambers, Sea Cadet "ships", radio stations, Canadian Legion halls, newspaper offices, parents' homes, armouries, church and other halls, hotel banquet rooms and ice rinks are now the "work shops" where the unit plies its strange trade in men's lives and careers.

Sunday is always a big day. The team splits into Roman Catholic and Protestant Church parties and very often the clergymen are kind enough to give quite a naval slant to the services. There is almost invariably a film show to be presented on Sunday night. Lieut. Chasels has even given four sermons (to date) from various pulpits, although, it should be pointed out, not all recruiters are required to possess this talent.

Receptions to the unit's overtures vary from stone cold to markedly enthusiastic. In one town, which shall be nameless, the unit was unable to obtain

co-operation from anyone in arranging a publicity program and had no inquiries. In another, everyone from the mayor to the janitor at the armouries, could not do enough for us. It can be a very discouraging business; yet on the other hand the warmth of the welcome sometimes received (purely by virtue of the fact that the unit is "the Navy"), is very touching.

Everyone in uniform is more or less conspicuous, but a naval uniform in the interior of B.C. is an object of unabashed curiosity to everyone. It is not unusual for officers and men to walk into a restaurant and have all din and chatter cease while everyone stops and gapes. Not until the waitress is on her way to the galley with the order does the buzz and clink of silver resume. In conversation amongst ex-naval men, the feeling is quite common that the Navy is only now catching the boat and should have launched this type of campaign years ago. The other services are not only much more in evidence (physically) inland but the public feels familiar with them. To date the Navy has been an unknown quantity, something that seems hundreds or even thousands of miles remote from Blanktown, B.C. They love the films and the story the unit has to tell, but in the vast majority of cases this is their first contact with the Navy.

Anything for publicity! In Kamloops, on National Fire Prevention Day, a naval man on leave would have been amazed to see naval officers sitting smiling atop a fire truck, the unit's "wagon" bringing up the rear of the parade, "Heart of Oak" blaring forth from the speaker! It works two ways, of course. The fire chief was delighted to have the sound truck to explain his equipment and life-saving demonstration. But everyone in the crowd knew the Navy was in town!

Members of the unit work harder than they have ever worked before. The hours are longer, and even though there is not a recruit in the office there are always official "bread and butter" letters to write, reports to make up, persons to be met and bills to be paid. Loneliness creeps in too, as most of the contacts are necessarily brief and official. It is possible there is not a man afloat in the RCN (apart from those in the Far East) away from home port as long as the mobile recruiters are in a year. But the work of a naval salesman is quite different to anything the Navy has ever done before. It provides members of the RCN with an opportunity to see one of the most beautiful provinces in the world, and

to get to know it better than most of the native sons. The many kind and hospitable people the unit has met compensate for a lot. The experience teaches forcibly the importance and techniques of that hitherto rather nebulous quantity—public relations! It provides something better than any public speaking course. Last but not least, the allowances are, generally speaking, adequate. It is also interesting to be released from our watertight Naval environment for a period to meet Johnny Canuck and to see how he lives up country.

What about results? Having tried everything in the book and battered its brains out for a couple of months, the unit found it quite hard to maintain its morale, when one considers statistical results. However, it is certain that many more people now know more about their Navy and are aware of the fine career opportunities in it. Taxpayers and parents (often of future potential recruits) have all been introduced to sea lore in general and the RCN in particular. They appear to like it.

Then too, as technique improves with experience, there has been a steady increase in inquiries, until in the present tour the unit is so busy that it would require more staff to cope with any larger number of applicants. It is hoped this will continue, but that is something no one can predict.

The largest single factor in this increase appears to be the big free public show that is put on very shortly after arrival. This is advertised widely in the newspapers and radio, with no mention of recruiting—just an invitation to the public to enjoy two and one-half hours of first class entertainment with their Navy as host. It's "different" and generates wide interest in the unit's arrival and in the grand life which the Navy offers. The word gets around!

Since adopting this procedure the unit has had standing room only in some very large halls and the office has been swamped for the next few days. Of course, during the changing over of films there is a first class opportunity to get across the message and punch lines. The final results can only be measured on the intake graphs of the next 10 years.

And, although it may not be generally realized, some mobile team has arranged with the mayor of some town for a "Navy Week" somewhere in Canada, nearly every one of the 52 weeks in the year.

Pardon me, I can't stop saying it:

GO PLACES, GO NAVY!

DHOBEY DAY DE LUXE

"DHOBEY DAY" drudgery, and its accompanying familiar sight of galvanized bucket and pusser's soap, have disappeared as far as the Canadian sailor serving in the Far East is concerned.

His ship carries a modern laundry to do his work for him at a price which cannot be matched ashore. And he gets 24-hour service if he wants it. Impractical? Never happen! The laundry takes up no more space than the galley stove and, what is more important, no member of the ship's company need be taken away from his work to run it. The secret? Mr. Cho.

Mr. Cho is a canny Hong Kong Chinese who knows as much about a fast buck as anyone. Years ago, when RN ships visiting Hong Kong sent their hampers of dirty dungarees ashore for laundering, he saw the golden opportunity and wasn't long in taking up the challenge. His answer was to send a laundry service to sea with the ships and today he has units in four UN ships in Korean waters. Other businessmen like him are catering to the needs of other Commonwealth vessels.



Tao Yen Gar flashes a friendly smile and Chan Chong Fong takes time out from his ironing to pose for the ship's photographer. (CU-714)

The "dhohey boys" aboard the *Cayuga* are typical of Mr. Cho's employees.

The "Firm" is housed in the after canopy and here they work and eat and sleep daily. But, with Eastern nonchalance, they accept the inconveniences as part of the deal.

The firm consists of three Chinese—Tao Yen Kit, the Boss Man who is

known as Number One, Chan Chong Fong who does the ironing, and Tao Yen Gar, Number One's younger brother and the sweating genius who operates the up-to-date washer and clothes dryer. These three look after the laundry and dry-cleaning needs of some 270 men and do their job in a manner which leaves nothing to be desired. An example of the prices paid for their labours: Uniform dry-cleaned and pressed, 30 cents. Dungaree shirt and pants washed and ironed, 10 cents. Officer's white shirt washed, starched and ironed, 5 cents. Small wonder that the sailors in the *Cayuga* always appear well turned out.

Number One and his brother come from Waihaiwe, Shantung Province, near Peking. Tao left home when he was 17 and found work in Hong Kong. He has been aboard naval ships now for eight years—the *Cayuga* is his tenth "draft"—and he has every intention of continuing his trade as long as he is able. Only 32 now, he should see a long and varied career. His position of Number One boy is an exalted one and he rules with an iron hand.

Chan is a Shanghai boy and has been in ships for only three years. He is a small, smiling youth of 23 and the obvious favourite of all in the *Cayuga*. Probably the hardest working of the three, Chan can be found at his irons from seven in the morning until long after nine o'clock rounds at night. In spite of the hard work he, too, intends to continue in his trade.

The younger Tao, who is in the trade because his brother has done so well,



Tao Yen Kit, Number One Boy, tenders a clean bundle of laundry to PO Donald Cole, of Victoria. The picture was taken when the dhohey team was in the *Crusader*. (CU-715)

is 25 and has been "in the Navy" five years. He, too, is now a resident of Hong Kong and there is no looking back. None dare ever return to his homeland.

The take-home pay, especially on Far East standards, is excellent. In an average month Number One earns one hundred and fifty dollars while his two helpers earn one hundred each. Their pay is on a commission basis—Number One earning 35 per cent and the others 20 per cent each of the total take. This leaves 25 per cent for Mr. Cho. The average monthly total is \$500—\$125 for the astute Mr. Cho. Multiply this by the number of destroyers he serves, triple it at least for the cruisers, and you can see that Mr. Cho is on a good wicket.

It was a Sunday morning on Korea's west coast when I interviewed Tao but his boys were hard at it—every day being laundry day for them. Tao is married and the father of two children, a girl four years old and a boy 13 months old. Sometimes he is away from home for as much as a year at a time but when I suggested that perhaps his wife wasn't too happy with such an arrangement he replied, with Chinese candour, "It doesn't matter what my wife thinks!"

"I like Canadian ships very much," he added, and he was obviously sincere. "Never have I been treated so very good by everyone."

Tao and his boys were transferred from HMCS *Iroquois* when she left for Canada in January. The boys will continue to be treated "good" in the *Cayuga* and the stacks of sparkling-white and freshly-starched clothing in Tao's laundry are a strong testimonial to his reciprocation.—F.L.P.R.

Dead Reckoning Dead Wrong

If the term "dead reckoning" seems a peculiar one for the method of keeping track of a ship's position by taking into account engine speed, current, wind effect and condition of the bottom, blame it on someone who, long ago, thought he could spell better than the rest of mankind.

Originally this navigational method was known as "deduced reckoning", but in heading up the column of the logbook where the position entry was made the word "deduced" was commonly shortened to "ded".

"Ha," said some unknown shoregoing navigator of long ago, "this here Navy don't know how to spell from sour apples."

He made the "correction" and from that day, a couple of hundred years ago, "dead reckoning" it has remained.



MOST OFFICERS facing an appointment to a Divisional course at HMCS *Cornwallis* approach it with a certain amount of fear and trepidation, but as anyone knows this attitude is unfounded, although Course No. 26 thinks differently now.

That 26 Course may have suffered a worse fate than most other courses could perhaps be attributed to the course officer, Lieut.-Cdr. Jack L. Panabaker, trying to make or leave his mark before taking up a new appointment in command of the minesweeper, HMCS *Thunder*.

Above, 26 Course, showing the effects of only four weeks of concentrated "drive", poses for a class photo. (The cat-o'-nine-tails suggests they had no choice.) The members are, from left to right, rear row: Commissioned Radio Officer Arthur Sexsmith, Viscount, Sask.; Lieut. William Jones, Goderich, Ontario; Commissioned Officer (SB) Henry Stroud, Canmore, Alberta; Lieut. Robert Forrest, Vancouver; Commissioned Officer (SB) Robert Wilson, Victoria, B.C.; and Lieut.-Cdr. John Cooper, Montreal.

Centre row, left to right: Commissioned Electrical Officer Edgar Cooper, Halifax, N.S.; Lieut. Richard Dawson,

Ladysmith, B.C.; Constructor Lieut.-Cdr. Ross Morgan, Victoria; Sub-Lieut. Gerald B. Stanford, Wenslow, Cheshire, England; Commissioned Electrical Officer Douglas Cooke, Dartmouth, N.S.; Commissioned Gunner Percy A. Boyd, Bedford, N.S. and Victoria; Sub-Lieut. (S) Rawley G. Hunter, Halifax; and Sub-Lieut. Robert L. Pulsiver, Chester, N.S.

Front row, left to right: Commissioned Gunner Robert A. Smith, Calgary, Alberta; Commissioned Bos'n Ross E. Thompson, Lethbridge, Alberta; Lieut.-Cdr. Jack L. Panabaker, Windsor, Ontario and Dartmouth, N.S., Course Officer; Commissioned Officer (SB) John H. MacDonald, Winnipeg, Man.; Lieut. Kenneth F. Moore, Dartmouth, and Commissioned Electrical Officer Robert H. Dalley, Dartmouth.

Shown third from the left in the front row of the second photo (obviously one taken early in the course) is Instructor Lieut. John Hawes, Lachute, Que. His absence from the first photo has been explained by the supposition (unconfirmed) that he was in hospital.

Whether or not the cat-o'-nine-tails accompanied Lieut.-Cdr. Panabaker to his new ship has not been reported.



Nelson and Halifax

Ancient Sea Chest on Display at Maritime Museum

Did the cobblestones of old Halifax ever ring beneath Lord Nelson's heels?

The question arises from the recent action of the Navy League of Canada in loaning an important collection of historical objects to the Maritime Museum at Halifax among them several of Lord Nelson's belongings.

Among the items was Nelson's old black felt cocked hat. A Toronto newspaper continued its account of the Navy League shipment by saying:

"With it went his black leather trunk with the simple studded initials 'LT. NELSON', back to that Halifax whose windy streets he walked in the years before Trafalgar".

Interested inquirers have been able to find evidence that Nelson's ship was off Halifax, but the documentary evidence to prove that he was in Halifax has so far failed to appear. And Nelson was famous for his comments, favourable and otherwise, on the ports which he visited.

On the other hand, there is a strongly-held belief that Nelson visited Sydney, Nova Scotia. In St. George's Church there sits a highly-prized chair, personally presented to the church, it is said, by Lord Nelson. But there is no written record telling of the occasion on which the gift was made.

D. C. Harvey, provincial archivist for Nova Scotia, has never been able to find any evidence that Nelson visited Halifax.

The naval historian, E. C. Russell, has gone through information available at Naval Headquarters in Ottawa without finding any mention of Nelson having been in port at Halifax. The references included Mahan's "Life of Nelson" and Nicolas' "Dispatches and Letters of Vice-Admiral Lord Viscount Nelson". He observed that there may be in existence many sources to which he did not have access, but noted the following:

Nelson, in August 1781, was appointed to command the 28-gun frigate HMS



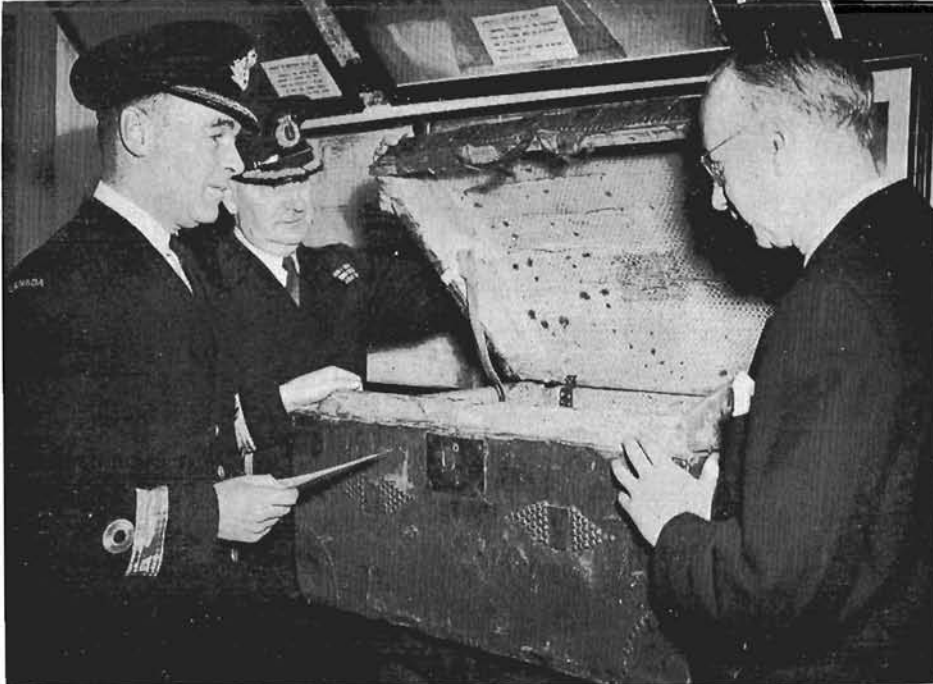
Albemarle, the first vessel that he commissioned in home waters. The ship served in the Baltic from October to December that year. The following spring, the *Albemarle*, with Nelson in command, sailed escorting a convoy from the United Kingdom, April 10, 1782, arriving at St. John's, Newfoundland, May 27, and Quebec July 1, 1782.

During the balance of the year 1782, Nelson was off the Port of Halifax at least three times, but there is no indication that he put into that harbour. The war of the American Revolution still not having been decided (the treaty was not signed until 1783), the *Albemarle* sailed from Quebec and spent two months cruising in the vicinity of Boston Bay and Cape Cod.

It is evident that scurvy broke out in the ship during this period and, being summer, it is thought that some effort would have been made to put into a British port, such as Halifax, to revictual with fresh provisions. Lacking evidence to the contrary, it can only be assumed that blockade duty precluded this move. Nelson returned to Quebec September 17, 1782.

HMS *Albemarle* was off Halifax again when she escorted a troop convoy from Quebec October 20, 1782, arriving at New York November 13. It was at this time Nelson passed out of Canadian waters for, at New York, he was transferred with his ship from Admiral Digby's flag to Lord Hood's fleet for service in West Indian waters. The *Albemarle* reached Spithead June 25, 1783, where Nelson paid her off and, himself, went on half pay.

Nelson was never to see the shores of Canada again. Fourteen years later he had risen to Rear-Admiral of the Blue and the following year, 1798, he was created Lord Nelson of the Nile and Burnham Thorpe.



An ancient leather trunk, reputed to have been Admiral Nelson's sea chest during the days he sailed Canadian waters as a lieutenant, is inspected at the Maritime Museum in Halifax by Commodore E. P. Tisdale, Commodore RCN Barracks; Captain C. H. Gilding, museum curator, and (right) A. I. Lomas, president of the Nova Scotia Mainland Division of the Navy League of Canada. The trunk is one of several items loaned to the museum by the Toronto branch of the Navy League. In his hand Commodore Tisdale holds a cheque for \$500, presented to the museum, by the Navy League's National Council. (HS-29370)



Sailor in the Chair

By H.R.P.

I FELL lately into the hands of a fanatical Chinese barber. It was his sign which first attracted me; and to attract notice in an Eastern city a sign must be prominent indeed. This one, if there are laws of atmospheric demarcation, committed flagrant trespass, reaching out over the narrow street and jostling the immaculate but modest harbinger of a tailor across the way. It was vast. One could imagine the respective ends of the streets being referred to as Above and Below Sign, and the existence of corresponding strenuous loyalties of locale.

It depicted three maidens (for why should we not be generous in our conclusions?) attired in the Godiva tradition, but without the Godiva attention to detail. Their limbs, wonderfully intertwined, had the stark solidity of trees by Paul Nash; their faces were purple-lipped, vermilion-cheeked, and black-eyed, after the manner of the Chinese stage; their hair, long, black, and tantalizingly profuse, shone with the fabulous lustre of an advertisement for boot-polish.

Above the fair trio, hovering with intent to gratify either the curiosity of the voluptuous or the craving of the bloodthirsty, was a gigantic pair of scissors rampant. The ladies, all heedless of the threat, were flanked on either side by a column of Chinese characters in relief, painted gold. Underneath, for my reassurance, was written with many a flourish "Hairs Cut", the "i" being beholden for its dot to the crimson toenail of one of the entangled beauties. The whole was borne on a candy-

striped pole which, had it fallen, would have felled a horse.

The shop, by contrast, was small, gloomy and unadorned. I was bowed in and relieved of my cap by a small boy with enormous ears and dazzling teeth. He had the born servitor's knack of appearing to hurry without moving, and I sat down with a sense of profound indebtedness, as if without his solicitude I could never have traversed the ten or twelve feet to the back of the shop. I edged on to the end of a wooden form occupied by three somnolent Chinese, and joined them in their bored but unrelaxing contemplation of the shearing then in progress, which seemed to have for them the soporific fascination of a religious rite.

This illusion of sanctity was enhanced by one of those infectious silences that dwell in churches and doctors' waiting rooms, and by the drifting smoke of joss-sticks burning in some posterior apartment. The boy fetched and carried, and obeyed the silent commands of the high priest, with the solemnity of a Levite.

The barber was a tall, stooping man with a dozen or so grey hairs of great length depending from his chin, in imminent danger of curtailment as he went about his work. He wore an ankle-length gown, like a threadbare cassock, and a brown knitted cap from beneath which issued the only masculine pigtail I saw in Hong Kong. He was working with absolute concentration, my entry unacknowledged, and in all probability unseen. His eyes, which from where I sat, appeared to be almost closed, never

The Man Who Visited A Hong Kong Barber

This is by way of introducing the writer of the accompanying sketch—Chief Petty Officer H. R. Percy. A comparative newcomer to the Royal Canadian Navy, CPO Percy is an old hand with a pen.

In some hope of learning how the literary life is combined with a naval career, "The Crownsnest" asked CPO Percy for a résumé of the facts of life—his life. Here is what he said:

I was born, then, in 1920 — about fifty years too late. The Royal Navy happened to me when I was sixteen.

The first four years I spent as an Artificer Apprentice, gaining an insight into the improbable workings of an apprentice's mind which proves invaluable now. It was mere coincidence that France collapsed at the same time that I completed my training and went into active service.

On my third day at sea I was initiated into the snug little parlour game of being torpedoed and sunk. Having thus learned what the war was

all about, I then joined HMS *King George V* serving in the North Atlantic. The highlight of my 15 months in her was the *Bismarck* episode. The remainder of the war I spent in HMS *Hawkins*—Indian Ocean convoys, chasing raiders real and imaginary, heavenly refits at Simonstown. D-Day and after, and then the creeping paralysis of peace. Subsequent ships include *Buccaneer*, *Abercrombie*, *Belfast*, and *Diadem*.

It was in the *Belfast* that I first saw the wonders of Hong Kong, and at the same time made the momentous decision to grow a beard (still extant). The beard was just beginning to justify its name when I had the experience that sowed the seed of "Sailor in the Chair". So far as the emotional experience and the atmosphere of the place go, the story is true, and if I have elaborated in other respects, it was in the hope of preserving those qualities — as, for example, in the description of the Sign. Such signs

abound in any Eastern city, but in certain quarters of Hong Kong they almost blot the sky with their profusion. My intention was less to describe an actual sign, than to typify signs in general.

As to how I came to write it—I have been hiding in quiet corners to write things for as long as I can remember. Habit is therefore my only excuse. I published two short stories in "Vanity Fair", and several articles in "The Dittybox" and other magazines. Only Canadian success so far was a poem in the recently published "Nova Scotia Book of Verse".

I joined the RCN nearly two years ago, and so far have known not a moment of regret. Whether the RCN can say as much is open to doubt.

Other information: Married with three children, none of whom have beards. At present serving in HMCS *Cape Breton* as Engineering Drawing Instructor.

left the head of the man in the chair, whose inertia suggested sleep, but was more likely a mesmeric torpor.

His immediate task finished, and appraised from every angle, the barber stood aside, folded his arms, and dropped his chin on his hollow breast, while the boy released the sitter from his physical and mental captivity and removed the residue of sacrifice. The man rose from the chair and let fall a crumpled ball of exceedingly grubby ten-cent notes which had apparently lain clenched in his fist throughout the ordeal. He swept a disdainful glance over our unshorn heads and went out.

None of my companions stirred. The boy flashed me a smile and shepherded me to the chair. I could not decide whether the men on the bench were polite, curious or lazy; or whether perhaps this was their recreation. As I sat down I was aware of their dull dispassionate eyes regarding me, as they had my predecessor.

I took the chair, as usual, with stern injunctions to refrain from taking too much off, and finding that the sound of my voice gave me confidence, I treated him to a lengthy disquisition upon the evils of short hair and close-cropped,

stubbly beards. He stood by, nodding wisely and a little impatiently, until my eloquence was overborne by the sheer weight of silence.

But once the scissors were in his hand my admonitions, if ever he understood them, passed away on the wind of his afflatus. Here was a fine mop of hair, shapeless, dishevelled, meaningless. His eyes fired with the light of creative ardour, his fingers caressed my scalp with loving tenderness, as if it had been Walton's frog, and he gloated over me as a sculptor over his virgin granite. The potentialities of that unkempt mass entranced and exalted him, blinding him alike to the demands of convention and the consequences of defection.

He ran a tentative comb through my hair, and with one nonchalant flick threw a parting, clean and straight as a bow-string, from forehead to crown. My hair is about as easy to part as a bramble hedge, yet

"He could distinguish and divide

A hair, twixt south and southwest side."

While I was still marvelling he fell upon me, inspired and irresistible. No idle gossip or sporting chatter from him. He had thought for nothing but

the wizardry of his flashing scissors, which whirred about my ears to their imminent peril. Such was the zeal of his approach that I even feared for my eyebrows. A blizzard of hair was descending about me. Again and again I felt

"The meeting points the sacred hair dis sever

From the fair head, for ever, and for ever."

until I began to fear that he would not leave so much as a single hair for beauty to draw me with.

I felt with horror the resilience of the stubble on the back of my head as he ran his comb up it. And still he combed and clipped, and clipped and combed, till the prospect of running the gauntlet of society "from the cheerful ways of men cut off", looking and feeling like an escaped convict, so terrified me, that event the wrath of a frustrated cliptomaniac seemed pleasant by comparison. I resolved to sit up suddenly and demand an end of this promiscuous reaping—appeal to the social animal in him.

But while I was bracing myself to act upon this resolve he transferred his
(Continued on page 28)



AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Haida*

HMCS *Haida* arrived in Sasebo, Japan, on February 5 to relieve the *Huron*, and Acting Captain J. A. Charles, the *Haida's* commanding officer, became Commander, Canadian Destroyers Far East.

The *Haida* was greeted by snow squalls as she entered Sasebo—the first winter weather the ship's company had experienced since leaving Halifax, seven weeks earlier. The warm greeting she received from the *Huron* and *Cayuga*, however, dispelled the effects of the cold weather.

During the 12,000-mile trip from Halifax to Sasebo, the *Haida* travelled the well-known route through the Panama Canal to Long Beach, Calif., thence to Pearl Harbour for an intensive two-week program of working-up exercises. It was fair sailing across the Pacific, and the ship's company took advantage of the tropical weather to engage in as many inter-part sports programs as the heavy "working up" exer-



Words weren't needed to tell the story when the Iroquois arrived home from the Far East in February. Smiles told it all. PO William L. Hitch is shown with his family again after nearly ten months' absence. The children are William Jr., eight, and Valeria, 12. (HS-29360)

Wartime Piano At Sea Again

A veteran of wartime service in HMCS *Prestonian* has come out of retirement expressly to rejoin the ship.

The veteran is a piano which sailed the North Atlantic in the *Prestonian* during the Second World War. It was presented to the ship, when she was originally commissioned, by the Preston-Hespeler Rotary Club as one of the many comforts provided for the ship's company by the citizens of Preston, Ont. Placed in the recreation space, and bolted to the deck, the piano served as a popular source of entertainment for the *Prestonian's* crew, both at sea and in port.

When the war ended and the *Prestonian* was paid off, the piano was returned to Preston, as were the ship's badge, bell and other items. The piano was turned over by the original donors, the Rotary Club, to Central Public School in Preston.

There it remained for some eight years. Then HMCS *Prestonian*, first of the war-time frigates to complete modernization, was commissioned, and relations between the ship and the citizens of Preston were renewed. The piano was released by the school, the Rotary Club paid shipping costs to Halifax, and now it is back on board the ship and serving at sea once again.

cises would allow. At Pearl, the ship's softball team lost a close decision to the USS *Gudgeon*, 12-10.

One day west of Guam, a memorial service was held for Ord. Sea. Leon A. Gauthier, who was swept overboard from the *Nootka* on the night of January 11, 1951, while on duty. Following the service a salute was fired and a wreath dropped into the sea at the approximate location where the young engineering mechanic lost his life. Ord. Sea. Gauthier was a native of Lakeview, Ont.

After a week in Sasebo, the *Haida* sailed for the Korean west coast on the first patrol of her second tour of duty in the Far East.

The Gulf of Tehuantepec is not usually associated with roast turkey and Christmas pudding, but even within 900 miles of the Equator the spirit of Santa Claus visited the ship's company and all the traditional rites of Christmas on board ship were observed.

Divisions and prayers were followed by captain's rounds of the gaily decorated messes. Captain for the day, AB Real J. S. Hebert, splendid in the crisp white uniform of a captain, gave his general approval to proceedings, while

in each mess the officers served dinner to the men of their divisions.

Captain's requestmen followed, and "Captain Hebert" gave his consent to such requests as "to change from temperance to grog retroactive to last July," and "all night leave every night". Needless to say, these decisions were subject to formal approval at a later date.

It was only towards evening that the notorious Gulf could forbear no longer. The wind which had been light all day began to freshen to gale force, and Christmas Day ended with a sharp "Tehuantepecer" blowing from the north.

Even though it wasn't a white Christmas, the general feeling was that it was a merry one.

HMCS *New Liskeard*

There have been two recent changes in the appointment of executive officer in the *New Liskeard*. Lieut. L. I. Jones left to become "XO" in the *Portage*. He was replaced by Lieut.-Cdr. T. E. Connors, who later left to take up duties as deputy manning commander, East Coast, the appointment formerly held

by Lieut.-Cdr. Gordon Clark. Commissioned Engineer Officer W. L. McDonagh had replaced Commissioned Engineer Officer J. N. Walkey, who has been appointed to the office of the Manager, Engineering Department.

Other appointments to the ship include Lieut. D. J. Wand and Sub-Lieut. J. G. Morrison.

CPO John Armitage joined the ship's company, relieving CPO Charles Mann; and PO John Sim was drafted to the *Quebec*. PO Clyde Earl also left the ship, drafted to Ottawa.

Torpedo Anti-Submarine School

TAS training, which slowed down during the year-end leave period, is now in full swing again. Inter-part sports have recommenced and the school is putting up a hard fight to retain the Cock-of-the-Barracks title which it won for summer sports in 1953.

During the holiday season, the staff of the school held a successful social evening at which the staff Chief and Petty Officers acted as hosts.

CPO John MacDonald has left the school for six months' training with the United States Navy. He will replace CPO George Jamieson, who has now completed a similar course of instruction and will return to the school.

HMCS D'Iberville

Departure of Instructor Lieut. D. J. Hamilton and Lieut. Pierre Simard for Halifax for courses has brought Instructor Lieut. R. K. Sparks and Lieut.-Cdr. R. P. Lemay to *D'Iberville* as replacements.

Lieut.-Cdr. Lemay, who has taken over the duties of training officer as successor to Lieut. Simard, is no stranger to the school, since he has previously served both in *D'Iberville* and *Montcalm*, the Quebec City naval division.

Communication School

With the turn of the year, HMC Communication School at Cornwallis welcomed a new officer-in-charge, Lieut.-Cdr. H. A. Porter, from the *La Hullose* via the *Lauzon*, both of which he had commanded. His previous experience as officer-in-charge of the school at *Stadacona* makes him an old hand at the game.

February found the Communications School left with "standing room only". A total of 22 classes were under instruction, which made additions to the staff, Petty Officers George Mannix, Robert Stewart, Cyril Kent and Frank Guinta, doubly welcome.

Although the school's hockey team started off with a couple of lopsided losses, it has since run up a record of six wins and two ties and has built up hope of keeping the interpart trophy in the Communications School showcase for the third year running.

HMCS Cape Breton

Two events combined to dispel the post-festive lethargy and gloom of early 1954. First of these was the promotion of the commanding officer, Cdr. (E) E. N. Clarke to the rank of Captain (E). Apart from being a pretext for a brief revival of the festive spirit, which had seemed so truly and irrevocably dead on January 1, this promotion had a salutary effect throughout the ship. By its recognition of the growing importance of what is being achieved in the *Cape Breton*, it shed a reflected glory on all concerned.

The second event, which from now on will be an annual one, was the arrival, in best *Cornwallis* trim, of a new class of apprentices. An event well prepared

PRIME MINISTER PROUD OF SHIPS

The sight of three Canadian destroyers, dressed overall with signal flags, and their ships' companies drawn up on the dockside in Tokyo on March 12 brought from Prime Minister Louis St. Laurent the observation that the scene made him prouder than ever to be a Canadian.

"Nothing more stirs the pride of a Canadian than the sight of you men and your fine ships", the Prime Minister said.

The ships which greeted Mr. St. Laurent in Japan toward the end of his round-the-world journey of friendship were the *Haida*, *Crusader* and *Cayuga*.

After he had inspected the sailors, he spoke for ten minutes from the reviewing stand at the Shibaura dock. Part of his speech was in French.

The men gave three cheers for the Prime Minister. His response was to lead them in three cheers for "Canada, this great nation of ours".

Following the ceremony, he visited briefly on board the ships.

Prime Minister St. Laurent's visit to Tokyo was his last official call on a foreign government before returning to Canada. His visit to Japan was preceded by three days with the 25th Brigade in Korea.

for, but not without its attendant difficulties. Machine tools, after all, do not grow on trees, any more than do classrooms or sleeping billets: and even instructor-bearing trees are not so plentiful as of yore. But by making use of the facilities of the North Machine Shop, it has been possible to keep pretty well up to schedule all round.

Anyone who has ever compiled crossword puzzles will recognize the problems involved in preparing training schedules. In compiling a crossword, all goes smoothly till the end, when you find yourself needing a ten-letter word beginning with "xlbt". In making up a training schedule it is easy going all through the week until you get to Friday afternoon, when you are left with the Padre taking PT in the foundry.

There are rumours of several new leisure activities to be started shortly. These include a camera club, a ship's magazine and even, it is whispered, a band. On these, if the correspondent has not meanwhile been driven to distraction by the first discordant attempts at "Colonel Bogey", there will be a report in due course.

PACIFIC COMMAND

HMCS Ontario

The *Ontario's* short stay at Pearl Harbour gave an opportunity for organizing plans for the Hobart regatta and for initial workouts for whaler and dinghy crews before the ship again headed south.

Nature provided an eery setting for the arrival on board of King Neptune's herald and other members of his court, including a couple of mermaids, to warn the ship that the following day King Neptune and his followers would board the ship to initiate the "tadpoles" into the mystic rights of his kingdom. The moon had not yet risen and dark clouds, heavy with tropical rain, were scudding toward the west.

When King Neptune did make his appearance, however, the sun was blazing down fiercely. Decorations were handed out to veteran shellbacks as follows:

Captain D. L. Raymond, Order of the Dead Fish and Chain; Cdr. F. B. Caldwell, Order of the Pusser's Lamp; Cdr. (S) H. A. Black, Ord. Cdr. J. A. M. Arcand and Cdr. (L) S. E. Paddon, Triple Order of the Three Branches; CPO J. E. Wickes, chief cook, Order of the Greasy Spoon, and Major Charles Cornish, Royal Canadian Dental Corps, Order of the Oversized Dentures.

This impressive ceremony was followed by the thorough dunking of all "tadpoles", until it was possible for all on board to call themselves worthy and faithful "shellbacks".

HMCS Athabaskan

Flying her long paying off pennant, the veteran destroyer HMCS *Athabaskan* paid off into the reserve fleet in Esquimalt on February 15.

The "*Athabee*" has been taken in hand by Dockyard workers for extensive modernization and armament conversion.

The big Tribal class destroyer returned from her third tour of duty with United Nations Naval forces in the Korean area shortly before Christmas.

HMCS Crusader

Combining pleasure with duty, the *Crusader* took time out during her first patrol since returning to the Far East to play host to more than 70 orphans from the island of Yang Pyong-Do, off the Korean west coast.

The youngsters, ranging in age from two to 12 years, were from the Yang Pyong Orphanage, maintained by the Presbyterian Church. They boarded the *Crusader*, which was anchored off the island, early in the afternoon, and wasted no time in making friends.

CPO Ben Humberstone and his cooking staff had prepared a meal of sandwiches, cookies and chocolate milk for the occasion, and tables were laid in the *Crusader's* after seamen's mess.

Perhaps the most startling aspect of the occasion was the behaviour of the

Her stern swung out from the jetty, the converted frigate *Stettler* starts the long voyage from Halifax to her new home port at Esquimalt. She was to join her sister ship, the *New Glasgow*, in the Caribbean Sea for the latter half of the journey. (HS-29743)



Two of the senior men on board the *Stettler*, which was commissioned at Halifax on February 27, served in the ship during her first commission in the Second World War. They are CPO Aleck Muse, of Edmonton, and PO Nick Shewchuk, of Victoria. Pictured chatting here on board the *Stettler* are (left to right) Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast; CPO Robert Bussey, of Victoria, the ship's coxswain, CPO Muse and PO Shewchuk.

children. As one sailor put it, "I didn't think it was possible for 70 kids to make so little noise." Wide-eyed and figuratively licking their lips, the children nevertheless would not touch their food until told to do so by their minister. After the meal, the youngsters were given candies and chocolate bars.

The food did the trick, evidently, for the children "thawed out" quickly. One of their first acts was the presentation of a bouquet of flowers to Lieut.-Cdr. W. H. Willson commanding officer of the *Crusader*. Each child had contributed a small bunch of flowers to the bouquet. A group of older children sang hymns—in Korean—while two of the *Crusader's* musicians, Able Seamen Ronald Dalke and Lionel Scott, accompanied them on the guitar and accordion. As a parting gesture, a group of three-to-five-year-olds staged a dancing display.

The sailors who had taken part in the entertainment felt that in a small way each had contributed to making life a little brighter for these orphaned children.

Aldergrove Radio Station

Familiar faces at *Naden* became new faces at Aldergrove as a result of recent drafts.

The new arrivals were Leading Seamen James Moore, Lawrence Kirkaldy, John Oros and Robert Simm, AB Donald Gray and Ord. Sea. Graeme Wright.

Departures included PO Alexander Murray to *Cornwallis*, Ldg. Sea. Frank Tyler to *Naden* for release, Ldg. Sea. John Ellis to the *Porte Quebec* and AB John Beiko to *Discovery*, the Vancouver Naval Division.



NAVAL DIVISIONS

HMCS York

The best way of interesting young men and women in joining the RCN(R) was by word of mouth and present members of the reserve could greatly assist recruiting in this manner, Commodore Kenneth F. Adams, Commanding Officer Naval Divisions, told the ship's company of the Toronto naval division on February 17.

Commodore Adams expressed pleasure at the large attendance on hand for the Wednesday night training session.

The executive of the Women's Naval Auxiliary, RCN(R), held its February

meeting in the York wardroom. Mrs. G. K. Digby, welfare convener, reported that food had been provided for eight needy families at Christmas. Mrs. G. Huffman, hospital convener, said 80 Christmas stockings had been distributed to Sunnybrook Hospital, Lyndhurst Lodge and Red Chevron Lodge. The contents included pyjamas, cribbage boards, playing cards, candy, crackers and games.

Members of the auxiliary visit naval patients in Sunnybrook Hospital twice each month and distribute candy and cigarettes.

HMCS Montcalm

The highlight of activities at *Montcalm*, the Quebec City naval division, during February was the visit of Commodore K. F. Adams, Commanding officer Naval Divisions.

As well as inspecting the division, Commodore Adams, accompanied by Commander W. G. Mylett, commanding officer of *Montcalm*, and Lieut. P. H. C. Langlais, in command of the UNTD, Laval University, paid a courtesy visit to Monseigneur F. Vandry, rector of Laval, to discuss future plans for the UNTD.

In the evening Commodore Adams was the honoured guest of the United Services Institute at its Garrison Ball, the peak social event of the Quebec winter season, held at the Chateau Frontenac.

Question Given Adequate Reply

An Ordinary Seaman Electrician's Mate, who but recently had been drafted aboard the *Micmac*, was set to work checking electrical connections. Engrossed in his work, and unfamiliar with the ship, he entered a living space and enquired of the shirt-sleeved occupant, "Hey, Chief, where are the electrical connections in here?"

The man in shirt sleeves calmly showed the young LM the circuits and outlets.

When he had completed his check, the Ordinary Seaman looked around and in a puzzled voice asked, "Hey, Chief, where am I anyway?"

"You," answered Shirt-Sleeves, "are in the captain's cabin. I am the captain."

Reserve Squadron's Birthday Noted

HMCS York has celebrated the anniversary of Canada's first reserve naval air squadron by a special issue of "The Yorker", the Toronto naval division's own publication.

Word of the decision to form the squadron came early in 1953 and the first Harvard trainers arrived at Downsview airport in May.

Since then VC 920 has flown many hundreds of hours and has had its first training period at the naval air station, Shearwater.

Now the reserve air training plan has reached the stage where four squadrons are in existence or in process of organization.

HMCS Cabot

Dim lights, festoons of signal flags and soft music provided the setting for *Cabot's* annual Valentine Dance. More than 150 guests were welcomed by Lieut.-Cdr. F. C. Anderson, executive officer of the St. John's naval division.

Refreshments were served by the Wrens of *Cabot* and the general opinion of those present was that the evening had been thoroughly enjoyable.

After serving in *Cabot* for over two years as Staff Officer (Administration), Lieut.-Cdr. Colin A. Binmore has left the Newfoundland capital to take up a new appointment at Naval Headquarters in Ottawa. He has been succeeded by Lieut.-Cdr. Clare E. Shaver.

Ten Sea Cadets are sharing the duties and pleasures of the Ontario's cruise to Australia, New Zealand and the South Seas. Picture, left to right, are: Ldg. Cadet Donald J. Power, of St. John's, Nfld.; PO Michael Newton, Montreal; PO Clifford F. Carless, Dundas, Ont.; PO John P. Bradley, Toronto; Lieut. Frederick Freeman, assistant Sea Cadet area officer, Pacific area; PO David J. Stewart, Toronto; Captain Duncan L. Raymond, commanding officer of the Ontario; Captain F. G. Hart (Ret'd), president of the Vancouver Island division, Navy League of Canada; Ldg. Cadet Lloyd J. Magnussen, Prince Rupert, B.C.; Ldg. Cadet Alan E. Christie, Lethbridge, Alta.; PO Gilbert W. Austin, Dartmouth, N.S.; PO Gordon E. Hall, Regina, and PO Victor K. Halliday, Digby, N.S. (E-26103)





The Navy Plays



Aussies Welcome Their Own "Bobby"

"Bobby Pearce Will Row Here Again" was what the Melbourne, Australia, newspaper said, when it heard that the one-time world sculling champion would return to his native land.

"Bobby" is Lieut.-Cdr. H. R. Pearce, Australian-born RCN officer, whose early prowess as an oarsman was demonstrated on Australian waters in the late '20s. His visit to Melbourne in early February was as officer in charge of the Sea Cadet contingent in the *Ontario* on her cruise to Australia, New Zealand and South Sea Islands.

Before the ship reached Melbourne on February 6, a message was sent by Lieut.-Cdr. Pearce to Ted Kenny, secretary of the Australian Rowing Council, asking for an opportunity to row on the Yarra, a landlocked stretch of water in Melbourne.

The arrangements were made and that afternoon, Lieut.-Cdr. Pearce sped over the course where he had won the Silver Sculls race at the 1927 Henley-on-the-Yarra regatta. Melbourne sports writers noted that he was about 45 pounds heavier than in his championship days, but credited him with a sound exhibition of sculling. His pres-

ence drew an exceptionally large crowd of oarsmen and rowing enthusiasts to the banks of the Yarra.

For three years, 1927-28-29, Lieut.-Cdr. Pearce was amateur champion of Australia. In 1928, he won the Olympic sculls at Amsterdam—a victory he repeated at Los Angeles in 1932. That latter year he also won the Diamond Sculls at Royal Henley.

He turned professional and won the world's championship in 1933 at Toronto. He successfully defended the title twice and retired undefeated in 1948.

Lieut.-Cdr. Pearce has been a resident of Canada since 1930, although he did not relinquish Australian citizenship until after the last of his amateur triumphs.

Boxing Card Draws 3,000

Newfoundland's first amateur boxing card since the end of the Second World War had more than 3,000 people jammed into the drill hall at Buckmaster's Field in St. John's recently.

Five of the boxers battled under Navy colours, having been trained by Bob O'Neil, one-time Royal Canadian Navy middleweight champ. Three were

cadets of the University Naval Training Division in the Old Colony capital.

Cadet Jack Hodder far outclassed a game but thoroughly-beaten PO Walt Murphy in a middleweight contest. It ended in a TKO over Murphy in the second round. One of the better fights of the night was a split decision gained by Cadet Don James over Cadet Ted Giannou in another middleweight fixture.

In the lightweight division, Ord. Sea. John Jackman was decked in the opening seconds by Cyril Thompson, an independent city boxer, but was awarded the bout, as Thompson was disqualified for two low blows in the second round.

Navy Players On Pictou Teams

Not only did the *Wallaceburg* introduce the RCN into the social life of the town of Pictou, N.S., during her refit there, but also bolstered the athletic side.

PO Arnold Maw became an aggressive defenceman with the Pictou Marapacs hockey team and AB T. E. Heddington played with the local basketball squad.

Naden Golfers Win Tourney

A low gross of 753 won for *Naden* linksters the RCN Golf Association's February inter-ship tournament held at Gorge Vale, Victoria.

Lieut. (E) M. E. Woodward had the individual low gross with an 85 and CPO O. G. Fox had a low net of 64. CPO D. M. Naysmith won low gross for the first nine holes with a 40 and Lieut.-Cdr. (SB) Roy Stranix produced a low gross 40 for the second half.

CPO E. E. Sealy won the kickers' handicap with a 70 and PO Paul Dunae took the hidden holes competition.

Claxton Trophy Stays at RMC

For the fifth time the Claxton Trophy rests in the Royal Military College at Kingston after victory in the Canadian Services College sports meet at Victoria on February 19 - 20.

The RMC cadets made 23 points by winning the boxing, volleyball, shooting

Commodore H. S. Rayner, commanding officer of HMCS *Magnificent*, is seen as he presented the Atlantic Command Hockey Trophy to Stewart Mingo, captain of the victorious *Shearwater* team. *Shearwater* defeated the "Maggie" in straight games in the best of three finals. (HS-29511)



and swimming events, their only loss having been a basketball game with Royal Roads. The latter athletes placed second with 17 and College Militaire Royal de Saint-Jean, competing for the first time, trailed in all events.

The backbone of RMC swimmers was Cadet Bob Morrison who established a record for the 100-yard free style with a time of 56.7 seconds. He also won the 50-yard free style in 25.2 seconds. RMC's G. G. Freill was top in diving and D. M. Foster caused an upset in the 50-yard breast stroke event by winning in 33.4 seconds. Royal Roads' W. C. Fraser won the 50-yard backstroke in 32.8 seconds.

In the shoot, RMC's top score of 486 led Royal Roads' 481 and CMR's 466.

Royal Roads hoopsters beat RMC 67-59 on the 19th and RMC downed CMR 54-52. Next day Royal Roads beat CMR 81-65.

The trophy was presented for competition in 1949 by Hon. Brooke Claxton, Minister of National Defence. Royal Roads took it from RMC in 1952, but lost it last year.

RCN Curlers Do Well on Tour

Playing their first outside games of the year, the Halifax RCN Curling Club sent 24 curlers to play the Bluenose Curling Club of New Glasgow, N.S. and the Westville Curling Club of Westville, N.S. on Saturday, February 20.

Headed by the club president, Lieut.-Cdr. T. J. C. Thomas, the Navy curlers

Spartan Training For Gun-Run Crew

Defending a gun-run championship is serious business in the Royal Navy, according to the "Admiralty News Summary".

The Fleet Air Arm field gun crew, preparing for the display which forms part of the annual Royal Tournament at Earls Court, had this program to face:

Physical training, cross-country running, swimming in the Solent (with the average sea temperature 40 degrees F.), and weight lifting.

This "Spartan training", it is noted, "is aimed at producing the stamina and determination required for a winning crew. The men's physical condition is observed and recorded by a medical officer".

Under the competition rules, 50 men can be trained, but the final crew consists of only 18. The remainder act as spare members, arena riggers and gatekeepers.

In 1950 the Home Air Command crew swept the board, scoring the highest number of points, the best aggregate official time and the fastest official time.



There was a danger that the wheels of the gun carriage used in HMCS York's famous gun-run exhibition might collapse the next time out. A search of the City of Toronto fails to bring to light any wheelwrights able to handle the job. "Wheelwright—shipwright—it's all the same to us," was, in effect, the response of PO William Jaffray and CPO Frank Hopkins, members of the division. They completely rebuilt two wheels, repaired two others—and the gun-run can go on without risk of the 12-pounder collapsing in a heap of splinters. (Photo courtesy The Telegram, Toronto.)

travelled by bus to New Glasgow, arriving at 2 p.m. at the famous Bluenose Club (celebrating its 101st anniversary this year). Four rinks played against the Bluenosers and two against the Westville club, both in afternoon and evening games.

Total scores were:

Afternoon: Bluenose, 39, RCN 31; Westville, 17, RCN, 22.

Evening: Bluenose, 41, RCN 38; Westville, 24, RCN, 9.

Following supper at the Bluenose Club, short speeches were given by Lieut.-Cdr. Thomas and Captain E. W. Finch-Noyes, senior officer present, thanking the clubs for inviting the Navy rinks to take part in the friendly competition.

Hockey Cup Goes To West Pointers

West Point cadets won the annual United States Military Academy Challenge Trophy in a hockey clash with Royal Military College cadets at Kingston on March 6.

The series, which was inaugurated in 1923, had a tradition broken in the game as the first penalty ever to be called was levied on West Point goalie Cadet D. H. Leuders for interference.

The contest was so rugged that the referees halted play in the third period and, urged by the crowd, consulted with college officials. At the five-minute

mark it was decided it was time to start levying penalties and little more than five minutes later Leuders provoked the sentence.

Scores were: West Point — G. P. Thomas (2), D. R. Larr, P. R. Garneau and T. C. Wilkinson. RMC — C. A. Justice, R. A. Hamlin and J. S. Marshall. West Point led 2-1 in the first frame and 4-2 in the second.

R. Douglas Stuart, U.S. Ambassador to Canada, presented the trophy after the game.

Ontario Joins Aussie Regatta

Sailors from the Ontario were guest contestants in the Royal Yachting Regatta, a major yachting and aquatic contest in Australia which was held on February 16 at Hobart, Tasmania, during celebrations commemorating the city's 150th birthday.

The Canadian cruiser's 12-day stay at Hobart came mid-way in her three-month training cruise to the Antipodes which will end in the middle of April.

Other naval units participating in the day-long regatta included the New Zealand cruiser *Black Prince*, the British cruiser *Ceylon* and the Royal Australian Navy's First Frigate Squadron.

The Ontario crews placed third and fourth in whaler pulling against tough opposition and a Canadian team, comprising AB Earl Clark and Ordinary

Seamen George B. Bryson, Alan S. Wagstaff and David R. MacMaster finished second in a swimming relay.

Lieut.-Cdr. A. R. Pickels was third man in an 80-yard sprint and AB Albert Simmons came fifth in the famous Transderwent one-miler swim race. Among novelty competitions, the *Ontario* secured wins in pillow fighting on a greasy pole. The day concluded with a spectacular fireworks display.

Lieut. (S) Robert Leckie placed fourth out of 12 starters in a Snipe class race. In a later race, involving a massed start of over 100 boats, he gained second place for the RCN Sailing Association, under whose colours the Snipe was raced.

Navy Regains "Burger" Title

The "Hamburger Eating Championships" of Esquimalt, B.C., is once again in the possession of a member of the Royal Canadian Navy.

Ord. Sea. F. Joseph Fox, 22, of Toronto and Granville Ferry, N.S., serving at *Naden*, brought the championship back into the Navy fold after downing 13 of the big burgers at one sitting, one more than the previous champ, Derek Olson, a Victoria High School student.

Instituted by Buzz and Mary Fraser, proprietors of the Half Way Lunch, the title of Hamburger Champion carries with it the privileges of having the titleholder's name inscribed on a trophy, and as many hamburgers as he can eat

Sea Cadet Leader Defies Handicap

The "Award of Service", the Navy League of Canada's highest award for outstanding loyal and meritorious service, has gone to Alex MacKay, instructor attached to RCSCC *Dreadnought*, of Glace Bay, N.S.

Interest is added to the award by the fact that Mr. MacKay lost his left leg in an accident at the age of nine. But, as the Navy League observes, there is one word missing from Mr. MacKay's vocabulary and that is "Can't".

Despite his handicap, he learned to swim, skate, play basketball, baseball, tennis, badminton and other games and became an expert gymnast and physical instructor.

He has won aquatic championships in swimming, diving and canoeing. And he has saved at least eight persons from drowning.

Mr. MacKay has served since 1942 as an instructor to RCSCC *Dreadnought* in physical training, swimming and numerous other activities. His presence at Sea Cadet camps and courses during the past 12 years has made him known to thousands of Sea Cadets across Canada.



It seemed like a long time since they had been home to 21 of the apprentices going on leave from the Cape Breton, so they saved nearly a day in travel-time by chartering a plane from Halifax to Montreal. Six of the group are shown here with the air hostess.

for three months, or longer if no one beats his record.

AB Fox, who weighs a mere 143 pounds, reported no ill effects following his championship performance.

It's not that navy food isn't good or sufficient, he says, but just that he likes hamburgers.

Hong Kong Unlucky For Softball Team

The "Pearl of the Orient" had no lustre for the *Crusader's* softball team, after a two-game shellacking during the destroyer's visit to Hong Kong in January.

A crack senior "A" nine from USS *Orca* (seaplane tender) drubbed them 21-6 and 5-0, which halted a winning streak of six games piled up by the Canadians since they entered the Korean zone for their second tour of duty. They blamed a six-week layoff for the poor showing in the first contest in Hong Kong.

The soccer team fared better, winning two of their three games during the visit. They defeated HMS *Maine* (hospital ship) 3-1 and split with HMAS *Tobruk*, fleet destroyer, by a 4-2 loss in the first encounter and a reversal in score to take the second.

The *Crusader* tally then showed the softball team had won six and dropped two and the soccer team had six wins and only one loss.

Fiji Islanders Born Softballers

Baseball scouts on the lookout for natural talent might cast a speculative eye at the Fiji Islands. When the *Ontario* visited Suva while en route to Australia this winter, her softball team was challenged by the Fijian police, despite the fact that the husky islanders had never before played the game.

Their athletic ability proved to be astounding, for at one point in the game they were ahead of the surprised Canadians 8-6. Only after some determined ball-playing did the *Ontario* nine edge them from victory with a score of 10-8.

Both of the cruiser's volleyball teams won games played with the New Zealand Air Force in Fiji, but many sports events had to be curtailed there because of heavy rains.

24 Teams Bowl At Shearwater

Shearwater interpart activities experienced New Year adjustments, the bowling league being augmented by six teams to make the latest total 24 teams, which play two nights a week. The league has been split into "A" and "B" sections. Meanwhile, a six-team mixed league bowls on Monday nights. The basketball league is reduced to half a dozen hoop squads, now that two teams have bowed out of the schedule.

About Turn on "Civvy Street"

The Navy is not unused to getting applications for re-entry from men who have left the service at the end of a five-year hitch and then have found that "civvy street" wasn't all they imagined.

They usually take a while longer, though, to "see the light" than a man who drew his discharge on the West Coast early this year. This fellow was back the same night, trying to persuade the guard at the main gate at *Naden* to grant him re-admittance to the Navy.

Because of the lateness of the hour, and other circumstances, the ex-sailor was advised to wait until the next morning, and then call at the recruiting office. He had no patience for this and determinedly made his way into *Naden* by way of the barracks fence.

This didn't work, either. He was immediately apprehended and, being a civilian—if only for a few hours—was turned over to Esquimalt police, who escorted him back to his room in Victoria.

The Shearwater Badminton Club faced a deficit in tournament play, having been outswatted by St. Andrew's Club twice and having defeated *Stadacona* once.

Interpart and intermess hockey battles were approaching the season's end.

West Point Wins Pistol Contest

West Pointers outgunned Royal Military College cadets and the RCMP in a pistol shoot held at RMC, Kingston during the annual West Point-RMC weekend, held this year early in March.

The West Point Cadets gained an aggregate of 1,365 points, the veteran Mounties were second with 1,307 and RMC was third with 1,216. The American top five shooters were closely bunched.

Cpl. James Zavitz, RCMP, won individual scoring honours with 284 points out of 300 in slow, timed and rapid firing events. Cadet John Eckhardt of West Point made 279 and Cadet C. R. Fanjoy scored top for RMC with 264.

Shearwater Takes Hockey Title

Shearwater edged *Magnificent* 6-5 to take the second game of a best of three series on February 25 and became Atlantic Command Hockey Champions. They had won the first encounter 9-2.

Earlier in the month, the rugged *Shearwater* Flyers edged *Cornwallis* Cougars 7-6, in the second of a two-game playoff. A *Cornwallis* cheering section—400 in all—had embarked in a special train for Halifax to support their men.

Golf "Clinics" Herald Spring

"Golf clinics" are being held in the gymnasium of *Naden* so that 60 officers and men of the Navy can brush up on their golf before the West Coast season opens. The first of 12 clinics was held on January 30, under auspices of the RCN Golf Association.

Joe Pryke, professional at the Gorge Vale Golf Club, and Laurie Carroll, assistant pro at Oak Bay Golf Club, are the instructors. Classes are held from 7 to 9 p.m. and cover all shades of golfing abilities, from the rank amateur to the experienced player whose game has developed a few undesirable characteristics.

Halifax Police Lose to Quebec

HMCS *Quebec* emerged the victor from a powerful clash with the Halifax Police hockey team in a 5-4 contest at the Halifax Forum February 19.

CPO Ed McSweeney, a Halifax native, slammed home the first score for the sailors but before the first frame was finished traffic cop Syd Clarke broke through for the equalizer.

A bristling, see-saw battle raged in the second and third periods and the game ended with the bluejackets rifling two shots at the police goalie to squelch a 4-3 police lead.

"Stad" Marksmen Top Cornwallis

Stadacona marksmanship was 79 points better than that of *Cornwallis* after four teams from each establishment held a rifle shoot in the small arms range at *Stadacona* at the end of February.

The final score was 1,824-1,745 from senior, intermediate, junior and Wren matches. The feminine sharpshooters made a keen and exciting contest of it, with the result in doubt until the end, when *Stadacona* came out by a narrow margin.

Team scores were: Senior—*Stadacona* 470, *Cornwallis* 453; Intermediate—*Stadacona* 468, *Cornwallis* 441; Junior—*Stadacona* 450, *Cornwallis* 434; Wrens—*Stadacona* 428, *Cornwallis* 418.

Shearwater Juniors Win Nova Scotia Title

Shearwater's junior football team won the Nova Scotia Junior Canadian Foot-

ball championship by a 19-11 win over the Dartmouth Rams. The sole loss of the season for the *Shearwater* club was an exhibition game.

It was the first time that a fully organized junior league operated in the Atlantic province and represented another milestone in the advance made by the Canadian game into a former English rigger stronghold.

Portage Takes Opening Game

With a couple of exhibition games and a practice under their belts, the *Portage* pucksters won their first game in the inter-ship hockey league against the *Lauzon* in a well-fought and clean contest climaxed by their 6-2 victory. PO G. H. Soubliere is coach of the Algerine squad.

At the end of January they lost 6-4 to a Lunenburg intermediate team in an exhibition while the ship was being refitted in the south coast town.

Penalties Rob York of Victory

York finally came through with a hockey win in Toronto, a 3-2 decision over Thor Washing Machines. But in other league fixtures, the Navy pucksters went off on a tangent and collected penalties instead of goals, which left them wide open for defeat in each case.

Dominion Bridge Company's team won 2-1, both their markers being scored while Navy had a man in the sin bin. The second frame in another game turned the tide against the Navy when RCAF players peppered the *York* goalie at a time when Navy had three successive penalties. The remaining goals were scored in the third period with RCAF winning 4-0.

Navy versus RCMP turned out much the same. Navy was penalized in the opening minutes which touched off quite a rhubarb on the ice. By the time the third period came round, the Yorkers had apparently lost interest, and were sunk by the Mounties 4-1.

The Dutch cruiser De Ruyter arrives in Halifax. (HS-29295)



LOWER DECK PROMOTIONS

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

ALDERSON, H. Clifford.....	P2VS3
ALEXANDER, Hamilton V.....	LSBD2
ALLEN, Arthur A.....	P2NS3
ANDRUSYK, Ivan.....	LSCK1
AYERS, Donald P.....	LSCV1
BATEMAN, Robert F.....	P2PW2
BAUER, William H.....	P2EM1 (NQ)
BELLAMY, Allan E.....	LSCR1
BENNETT, John E.....	P1AW2
BENNETT, Myron L.....	P2EM1 (NQ)
BERUBE, Aurele J.....	LSNS1
BOUCHARD, Henry P.....	LSMA1
BOUGIE, Leo P.....	P1SW2
BOURQUE, Jacques G.....	P2SW2
BOUSQUET, Jacques J.....	P2SW2
BRACE, York.....	LSAW2
BRICKER, George D.....	LSAW2
BRYAN, Edward C.....	LSNS1
BUTLER, Russell A.....	LSNS1
CALLAGHAN, Daniel E.....	LSPW1
CALLARY, John O.....	LSCR1
CARMICHAEL, Andre J.....	P2SW2
CARRIER, Ephrem J.....	P1PW2
CHAFE, Cyril A.....	LSCV1
COLE, Philip J.....	LSCK1
COLLEDGE, Leonard G.....	P2BD3
COOMBS, Clyde W.....	P1AW2
COONES, Howard A.....	LSAW1
COSTELLO, William E.....	P2VS2
COURNEYA, Gordon L.....	C2AW3
CROWE, Donald E.....	P2MA2
CROXALL, Donald R.....	P2CK2
CULLEN, John F.....	LSSW1
CUNNINGHAM, Norman A.....	LSMA1
DIDEMUS, Robert W.....	LSNS1
DIONNE, Joseph C.....	LSAW1
DOLMAN, Harold E.....	LSPW1
DONALDSON, Robert J.....	P2AW3
DOYLE, Earle M.....	LSVS1
DRABBLE, Norman L.....	P2VS2
DUFFY, Joseph F.....	LSNS1
DUNBAR, Ronald J.....	P2EM1 (NQ)
FEEHAN, James A.....	P2VS2
FINLAYSON, Clifford H.....	P2BD3
FINTER, Frederick G.....	P2VS2
GALE, Allan H.....	LSMA1
GAUTHIER, Viateur J.....	LSPW1
GHANAM, John D.....	LSAW1
GIBBS, Gerald S.....	LSAW1
GILLIS, Donald H.....	P2AF2
GIROUX, Lucien J.....	LSNS1
GLOVER, David E.....	P1PW2
GODIN, Norman.....	LSCK1
GOULD, Claude W.....	P2CK2
GRANT, Frank A.....	LSCS2
GREEN, John D.....	P1AW2
GRIMSHAW, Robert T.....	LSSW1
GUSCOTT, Edward W.....	P2NS2
HALLDORSON, James N.....	P2EM2 (NQ)
HARRIS, John A.....	P2PW2
HELPARD, Eric M.....	C2SH4
HEPPELL, Bernadin J.....	LSPW1
HERRING, Raymond D.....	LSCR1
HOGAN, Roy M.....	LSAW1
HOLLOWAY, Walter J.....	LSMA1
HOPPS, Edward K.....	P1ER4
HORLER, Donald R.....	LSCV1
HOTTE, Gilles E.....	LSPW1
HOWARTH, William J.....	C2CV3
HOWLETT, Russell R.....	P2NS2

HUNT, Murray J.....	LSCV1
HUTCHINGS, Robert S.....	C1ER4
JACKSON, Kenneth D.....	P1LA3
JACKSON, Thomas W.....	LSCK1
JARDIM, Thomas A.....	LSCV1
JENKINS, Robert C.....	C2OR4
JOHNSON, Robert B.....	P2CK2
JOYCE, Kenneth J.....	LSCV1
JUDSON, Roland.....	LSCR1
KALYN, George M.....	P2PW2
KERR, Ryan E.....	P2NS2
KESELUK, Milton.....	C1ER4
KOSTEK, Michael.....	LSAA1
LACROIX, Maurice J.....	P2SW2
LALONDE, Maurice J.....	LSAW1
LANDRY, Jacques J.....	P2NS2
LANGSTON, Archibald G.....	LSAW1
LeBARR, Robert E.....	P2NS2
LEE, Leslie E.....	LSCR1
LEGGETT, William D.....	LSAW1

LORETTE, Roy E.....	P2AW2
LUTON, John D.....	P1NS3
McCALLUM, Richard J.....	LSCV1
McGILL, John W.....	P1CK2
McKELLAR, Mansell G.....	P2CR2
McLEOD, Charles E.....	P2MA2
McNICHOL, George W.....	LSCR1
MacKINNON, Russell A.....	P2CV2
MADDOCKS, Robert B.....	P2AW2
MARSH, John E.....	P2NS2
MARSH, Ronald T.....	LSCR1
MARTELL, William J.....	P2CK2
MARTINDALE, Gordon F.....	P2VS2
MAXWELL, Vincent J.....	LSPW1
MAYOTTE, Lorne D.....	LSBD2
MILLER, Stanley E.....	LSCV1
MORIN, J. Normand.....	LSNS1
MORSE, Leslie J.....	P2SW2
MUMFORD, Victor H.....	P2CK2
MURDOCK, Harold.....	LSNS1
NICHOLS, William E.....	P2SW2
NUTTALL, Howard G.....	LSCR1

SAILORS SAVOUR SUVA SUSTENANCE

Famed throughout the ship for their comedy sketches at ship's concerts, Ldg. Sea. Gordon R. Brown and AB Brian King, Ontario bandsmen, have also become well known authorities on the *artocarpus altilis*.

Ldg. Sea. Brown and AB King saw the tree-borne vegetable for the first time during the *Ontario's* January visit to the Fiji Islands. They brought some samples on board and turned them over to the cruiser's skilful cooks for preparation. Exotic dishes naturally require exotic preparation and the cooks did their best. They boiled them.

The result was a succulent dish concerning which Ldg. Sea. Brown and AB King reported: "Not bad."

The ship sailed and an hour later the attention of the two bandsmen was drawn to a message which appeared to have originated with the British naval liaison officer, Suva. The signal read: "Understand some of your ratings procured breadfruit ashore in Suva. When prepared and cooked by natives this food is quite edible. However, in any other circumstances results may be extremely harmful."

Thereafter, Ldg. Sea. Brown made frequent trips to the sickbay for a check on the development of a series of alarming symptoms. AB King retired to his bunk to await the end.

Their recovery is attributed only to the fact that someone discovered that the signal had come from no further than the ship's own communications department.

Breadfruit is now banned in the band.

O'BRIEN, Edward D.....	LSPW2
O'LAUGHLIN, Thomas F.....	P2CK2
OTTMAN, Frederick W.....	P2BD3

PACE, Lorne E.....	LSCK1
PARKIN, Alan G.....	LSCR1
PAULSEN, Ralph C.....	P2VS2
PECK, Ralph V.....	P2BD3
PELLY, Bruce C.....	LSCV1
PERRAS, Jean Paul.....	P1CK2
PERRIER, Bernard A.....	LSPW1
PLANT, Merle A.....	LSSW1
POOLE, Cyril O.....	LSPW1
POPA, Dennis J.....	LSAW1
POWELL, Bert R.....	LSCK1
PRATT, Donald E.....	P2PW2
PRINGLE, Wellington R.....	C2CV3
PUDDIFONT, James A.....	LSCV1
PURCELL, Roy W.....	P2CK2

QUIGLEY, Michael D.....	LSCR1
RECKNAGLE, Robert V.....	LSPW1
RICHARDSON, Derald J.....	P2SW2
RICHARDSON, Norman E.....	P2PW2
ROBERTSON, Ian C.....	C2SH4
ROBERTSON, Thomas.....	C2ER4
ROBSON, Lloyd C.....	LSMA1
ROGERS, Ivan E.....	P2CV2
ROSE, George.....	LSSW1
RUXTON, James J.....	P1MA2
RYAN, Jerome.....	LSSW1

SEVERNY, Paul.....	P2EM2 (NQ)
SHEEDY, Kenneth P.....	P2EM2 (NQ)
SINDEN, Robert L.....	P1SH4
SIPLE, John D.....	P2SW2
SMART, Robert K.....	P2SW2
SMITH, Alan G.....	LSVS1
STEVENSON, Howard W.....	P1CK3
STEWART, James G.....	LSCR1
STIPKALA, John B.....	P2CV2
ST. ONGE, Jan Jacques.....	P2PW3

TAYLOR, George M.....	P2CR2
TESSIER, Paul J.....	P2SW2
VANNI, Michael J.....	LSAW1
VERGE, Albert J.....	LSPW1

WALSH, William J.....	LSPW1
WATSON, John K.....	P2SW2
WAUGH, Ronald M.....	P2PW2
WEATHERUP, James A.....	P2CK2
WHITTLE, George.....	LSCR1
WILLIAMS, William E.....	P2EM2 (NQ)
WOODINGTON, Claude R.....	P1SH4
ZABRICK, Metro.....	P1CK2

SAILOR IN THE CHAIR

(Continued from page 18)

attention to my beard, and there was I, with those razor-sharp twin blades making a blur of lethal motion like a shimmering veil of silver gauze before my eyes, not daring even to speak in defence of the adornment I had cultivated with such patience, such assiduity and in face of so much ridicule. With each snip he laid waste the achievement of months. Rolling my eyes upward to look at him, it occurred to me that perhaps he was avenging the sparseness of his own beard upon the luxuriance of mine.

At last, when he could trim no closer without doing me injury, he stood back. There was a faint, a very faint suggestion of sadness in his regard as he watched the boy performing the last rites. I glanced in the mirror to find my reflection gazing at me with complacent irony from behind a beard of distinctly Mephistophelean jut. Over its shoulder I met the unwavering stare of three spectators, and detected, I thought, a subtle glint of mockery. I pushed out my chin a little further and dismounted with all the dignity left to me.

The barber bowed just perceptibly and smiled as I flourished a new, stiff dollar bill before him, but the off-hand manner of his acceptance gave me to understand that his skill could not be translated into terms of cash. His dreamy eyes followed me, wistful, like those of an artist who had produced something not quite perfect (for I had yet a little hair left), and I half expected him to run after me to add the last perfecting touch.

Emerging into the glaring, distinctively odorous street, I ran a hand over my prickly scalp. I glanced up at the sign and reflected with a smile that my predicament could have been worse. I pulled my cap hard down, winked at the sirens, and went on my way strangely light of heart. I had been in the presence of genius.

MAN OF THE MONTH

(Continued from page 8)

hundred pounds of coal up the hill is all in the day's work."

Last year something happened that was fully in the Williams' family tradition. His father was present at the durbar in Delhi in 1911 when King George V and Queen Mary were acclaimed as Emperor and Empress of India. His brother, also in the Navy, attended the coronation of King George VI and Queen Elizabeth in 1937. A few

months ago, CPO Williams received the Coronation Medal commemorating the crowning of Her Majesty Queen Elizabeth II in June of last year.

If today you sought Chief Williams during off-duty hours, there is a good chance you might find him, dressed in parka and windpants, on the windswept hill near his home. His eyes would be fixed on the distant horizon and on his lips would hover the trace of a smile. If you interrupted his silent reverie and asked "What do you like most about Churchill?", this would be his reply:

"Hudson Bay, frozen solid for most of the year. You can't—you just possibly can't fall in."—R.P.W.

MARRIAGES

Sub-Lieutenant Colin William Boxall, RN, HMCS *Shearwater*, to Miss Florence Alayne Elizabeth Dunn, Dartmouth.

Petty Officer Kenneth Brooks, HMCS *Magnificent*, to Miss Agnes Mary Poulsen, Halifax.

Lieutenant (MT) Anna S. Chalmers, HMCS *Stadacona*, to Captain Donald Sidney Baldwin, Australian Army.

Leading Seaman Donald Percy Craig, HMCS *Magnificent*, to Miss Josephine Pearl Allen, Halifax.

Ordinary Seaman Harvey J. A. E. Erickson, HMCS *Naden*, to Miss Joanne Stiefel, Atlantic City, N.J.

Lieutenant Robert Frederick Gladman, HMCS *Wallaceburg*, to Miss Barbara Jean Ira, San Francisco.

Able Seaman C. F. Griffin, HMCS *Shearwater*, to Miss Mary Lakey, Sydney, N.S.

Leading Seaman G. W. Griffin, HMCS *Cornwallis*, to Miss Helena Abbott, Digby, N.S.

Wren Norma E. Haig, Churchill Radio Station, to Able Seaman Graham McCallum, Churchill.

Able Seaman James Michael Swick, HMCS *Gloucester*, to Miss Miriam Therese Melvin, Hamilton.

Sub-Lieutenant William Ronald Valleand, HMCS *Stadacona*, to Miss Janet Eileen Bowden, of Victoria.

Wren Joan Watson, HMCS *Cornwallis*, to Ordinary Seaman T. E. Rutledge, Cornwallis.

Petty Officer Percy E. Way, HMCS *Star* (COND), to Miss Lorena Bucholtz, Pembroke, Ont.

BIRTHS

To Chief Petty Officer Frederick Barteaux, HMCS *Stadacona*, and Mrs. Barteaux, a daughter.

To Chief Petty Officer Stanley G. Bowles, HMCS *Queen Charlotte*, and Mrs. Bowles, a son.

To Leading Seaman John D. Campbell, Naval Headquarters, and Mrs. Campbell, a son.

To Lieutenant (S) John F. Fricker, Naval Headquarters, and Mrs. Fricker, a son.

To Able Seaman William Gibson, HMCS *York*, and Mrs. Gibson, a son.

To Able Seaman George Alexander MacKintley Grant, HMCS *D'Iberville*, and Mrs. Grant, a son.

To Commissioned Writer Officer George Elden Harvey, HMCS *D'Iberville*, and Mrs. Harvey, a son.

To Ordinary Seaman D. A. Johnson, HMCS *Cornwallis*, and Mrs. Johnson, a son.

To Chief Petty Officer H. J. Law, HMCS *Magnificent*, and Mrs. Law, a daughter.

To Surgeon Lieutenant G. J. McIntyre, HMCS *Lauzon*, and Mrs. McIntyre, a son.

To Lieutenant James H. Murwin, Canadian Joint Staff, Washington, and Mrs. Murwin, a daughter.

To Leading Seaman Kenneth Pettigrew, HMCS *Lauzon*, and Mrs. Pettigrew, a daughter.

HMCS STETTLER TO BEGIN DUTY ON WEST COAST

The commissioning ceremonies for HMCS *Stettler*, the latest reconstructed frigate in the Royal Canadian Navy, took place at Halifax, Saturday, February 27.

It was a grey day, with a slight drizzle, but for the *Stettler's* crew it was a day with a promise of an early return to their home port of Esquimalt. For the military and civilian dignitaries present at the ceremony, it was a day with the knowledge that another fighting unit had been added to the impressive list of ships in Canada's growing navy.

Under a tarpaulin on the quarterdeck the assembled ship's company heard Chaplain (P) G. L. Gillard, and Chaplain (RC) L. A. Dougan, pray for the ship and her crew in her commission. Following the prayers Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, addressed the crew, commending the *Stettler* to the care of Commander G. C. Edwards, Toronto and Dartmouth.

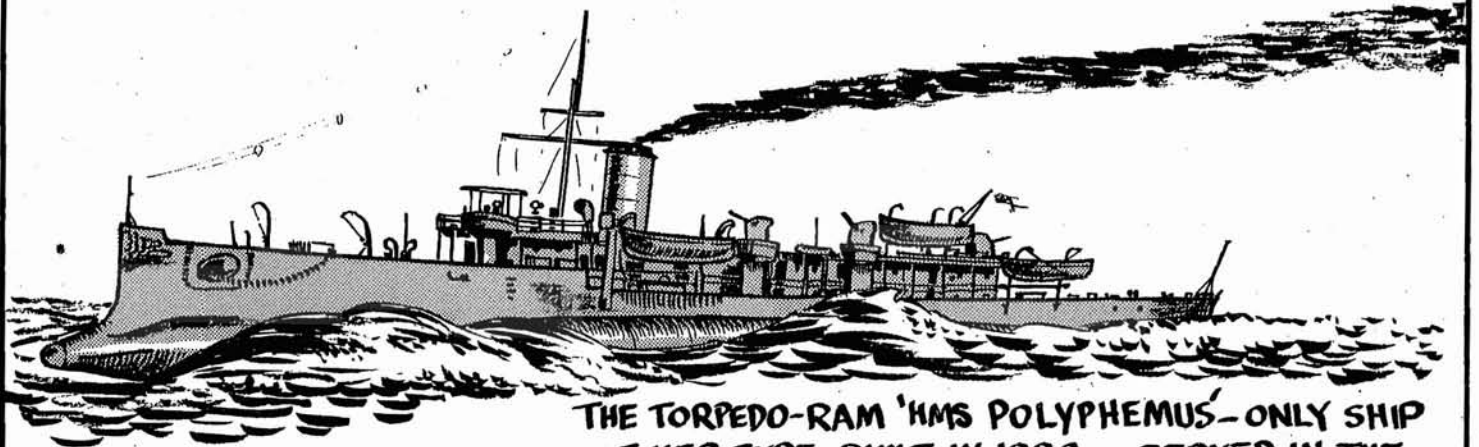
Commander Edwards read a letter from Mr. S. N. Pellerbridge, mayor of the town of Stettler, Alberta, after which the ship was named. The mayor expressed regret at not being able to attend the commissioning, but felt it would be possible to visit the ship after her arrival in the West Coast base at Esquimalt. He sent the best wishes from the citizens of Stettler for the men's continued safety and success. In addition, Commander Edwards read a letter from the Frontenac Chapter, IODE, expressing their desire to keep in close touch with the progress of the ship.

Launched in 1943, and commissioned in May 7, 1944, the *Stettler* steamed over 60,000 miles on operational duty before her White Ensign was lowered at the end of her first commission. Declared surplus to naval requirements, the *Stettler* was turned over to War Assets Corporation, but with the development of the "Cold War", she was put in the Reserve Fleet.

In 1952, the *Stettler* was taken in hand for conversion and now carries up-to-date weapons and equipment for anti-submarine warfare. On March 10, she steamed for Esquimalt and was to join the *New Glasgow* in the Carribean Sea for the rest of the voyage.

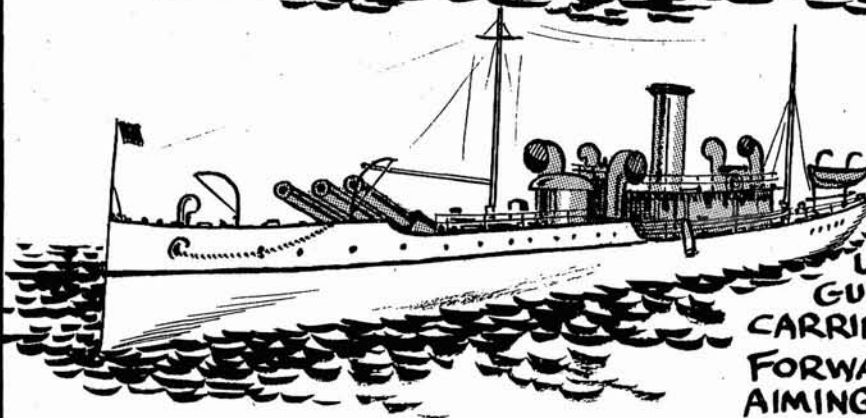
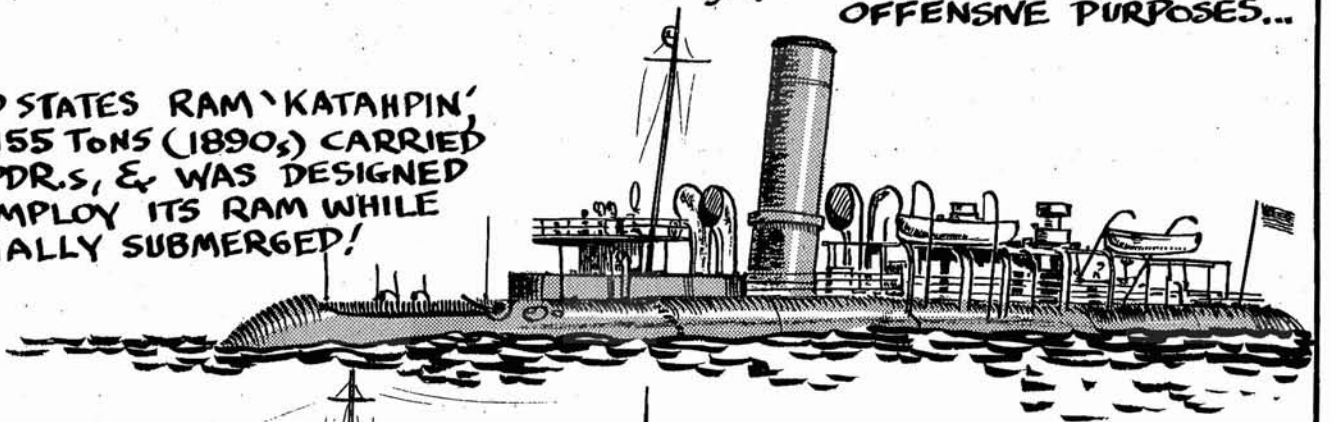
NAVAL LORE CORNER

NO. 19
NAVAL ODDITIES



THE TORPEDO-RAM 'HMS POLYPHEMUS'—ONLY SHIP OF HER TYPE, BUILT IN 1882,—SERVED IN THE MEDITERRANEAN. SHE HAD 5 SUBMERGED TORPEDO TUBES, & A LARGE RAM-BOW FOR OFFENSIVE PURPOSES...

UNITED STATES RAM 'KATAHPIN' OF 2155 TONS (1890,) CARRIED 4 6 PDR.S, & WAS DESIGNED TO EMPLOY ITS RAM WHILE PARTIALLY SUBMERGED!



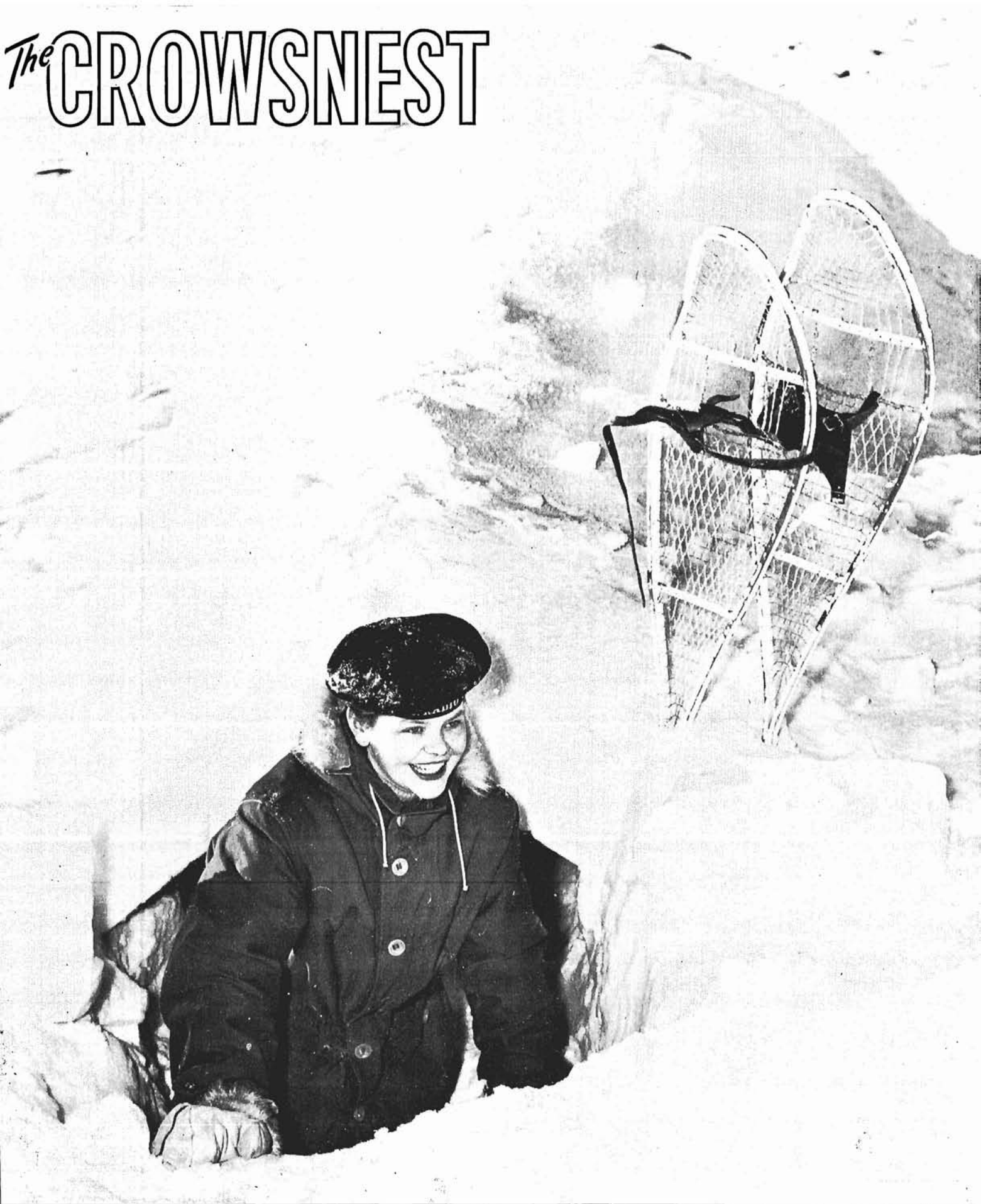
UNITED STATES DYNAMITE GUNBOAT 'VESUVIUS' (930 TONS) CARRIED 3 DYNAMITE GUNS ABREAST FORWARD, WHICH WERE AIMED BY AIMING THE SHIP ITSELF.... (SPANISH-AMERICAN WAR)



13,300-3-54
Q.P. 203143
N.D. 575-69

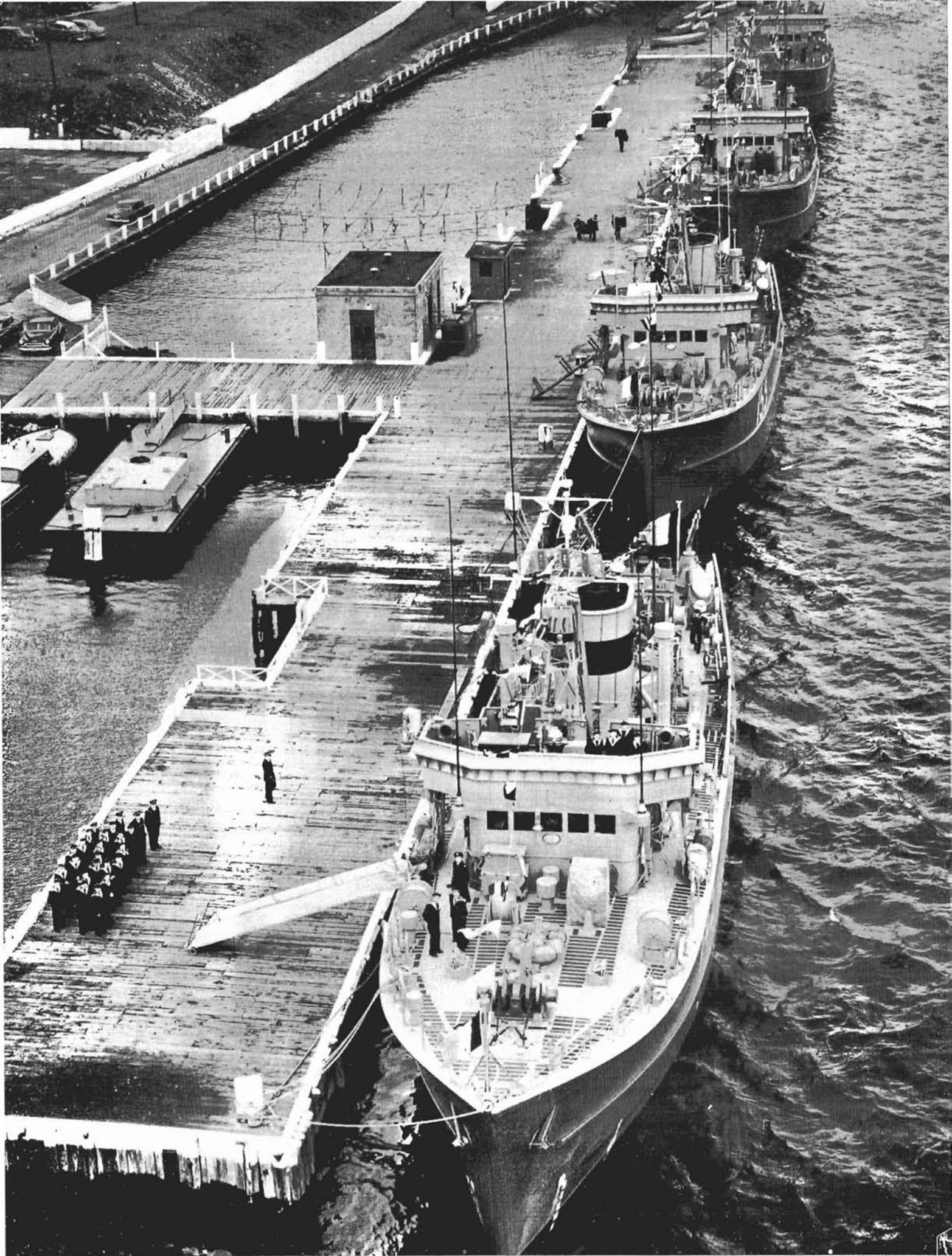
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1954

The CROWSNEST



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April, 1954



The CROWSNEST

Vol. 6 No. 6

THE ROYAL CANADIAN NAVY'S MAGAZINE

APRIL, 1954

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>Four Ships for NATO</i>	4
<i>Officers and Men</i>	7
<i>The Prime Minister's Visit</i>	9
<i>A Bit About Radar</i>	11
<i>A Tragedy that Didn't Happen</i>	14
<i>Stripey</i>	16
<i>Entertainment Centre</i>	17
<i>Afloat and Ashore</i>	18
<i>The Bulletin Board</i>	22
<i>The Navy Plays</i>	23
<i>Under the Red Duster (Book Review)</i>	26
<i>Lower Deck Promotions</i>	27

Cover Photo — No sensible ground hog would undertake his kind's annual stint of weather forecasting on February 2 at Churchill. A month later, however, winter had moderated sufficiently for Wren Elizabeth Mary Rivers, of Edmonton, to emerge from her igloo and "sub" for the furry weatherman. Lower Slobbovians please note that residence in igloos is not compulsory at northern RCN radio stations. (O-6458)

LADIES OF THE MONTH

Four new-construction, Canadian-built minesweepers of the Royal Canadian Navy now fly the French Tricolour, following their presentation to the French Navy at Halifax on April 7 under the NATO Mutual Aid agreement. The names under which they sailed as units of the First Canadian Minesweeping Squadron will not be forgotten, however, as each ship's bell bears the original Canadian name as well as the new one allotted by the French.

The period immediately preceding the transfer brought Canadian crews into close contact with their French successors as they explained the operation of unfamiliar equipment to the new ships' companies.

The presentation was made by Defence Minister Brooke Claxton and the four ships were accepted by His Excellency Hubert Guérin, French Ambassador to Canada.

On the opposite page, from foreground to rear, are *La Dunkerquoise* (formerly *Fundy*), *La Paimpolaise* (formerly *Thunder*), *La Bayonnaise* (formerly *Chignecto*) and *La Malouine* (formerly *Cowichan*). (DNS-11978)

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Ottawa, Ont.



RCN News Review

HMCS Huron returns from the Far East.

Helicopter Brings Patients Ashore

Landing on a space on board ship not much bigger than her landing gear, an RCN helicopter on March 24 brought three men from the United States Military Sea Transportation Service Ship, *General H. F. Hodges*, 65 miles off Halifax, to the RCN hospital at *Stadacona* for medical treatment. Of the three men, one was described as being in "critical condition".

The *General Hodges* was en route to Casablanca when the three men were stricken and the ship diverted to Halifax to land them. It was decided, however, that it would be faster to fly the men off by helicopter and a Sikorsky, piloted by Lt.-Cdr. Jack H. Beeman, of Montreal and Dartmouth, N.S., took off. Also on board were a doctor, Surgeon Lieut. Robert E. Stewart, of Toronto; the navigator, CPO William Shorten, of Calgary and Dartmouth, and crew-

man AB Sydney Seymour, of Hamilton and Dartmouth.

With barely room for her whirling blades, the helicopter was set down on the forward gun platform of the *General Hodges* 50 minutes after take-off and 15 minutes later she was airborne carrying the patients. Within 50 minutes Lt.-Cdr. Beeman set his "whirly-bird" down on the parade ground at *Stadacona*, not five feet away from the waiting ambulances. Ten minutes later the patients were being examined at the RCN Hospital.

The total elapsed time of the mercy flight from take-off at *Shearwater* to arrival with the patients at *Stadacona* was two hours and five minutes.

Far East Ships In A/S Exercises

The Canadian destroyers *Cayuga* (Cdr. W. P. Hayes) and *Crusader* (Lt.-Cdr. W. H. Willson) joined the U.S. aircraft carrier *Rendova* and seven American destroyers in a series of large-scale anti-submarine exercises in Far East waters.

Sweeping southward from Japan's Honshu Island to Okinawa, the fast "hunter-killer" unit carried out a sustained five-day attack on "enemy" submarines operating in the area.

The Canadian destroyers did well. The *Crusader* carried out nearly 40 attacks on the undersea craft, and the *Cayuga* was a submariner's nightmare—she was credited with holding her submarine contacts longer than any other destroyer in the unit.

The main "hunter-killer" operation followed three days of primary anti-submarine exercises off a United



Four members of 881 Squadron are shown just before taking off from *Shearwater* in an Avenger aircraft for Patricia Bay, near Victoria, to take part in Exercise Orange Blossom. The four are (left to right) AB William Hamilton, PO Harvey Mills, Ldg. Sea. Harry Sully and AB Carl Laming. (DNS-11914)

Nations naval base in Japan, in which the crews of destroyers, submarines and aircraft "worked up" to top fighting form.

During the main exercise, anti-submarine aircraft and helicopters from the *Rendova* teamed up with the destroyers to search out and attack the enemy subs that attempted to torpedo the carrier and nullify the unit's effectiveness.

The *Cayuga* and *Crusader* formed part of the destroyer screen protecting the carrier, took their turns operating in various positions on the screen and acted as plane guard for the carrier during several of the *Rendova's* day and night flying operations. They were also members of numerous surface attack units detached to "destroy" submarines located by the carrier's aircraft, and on several occasions commanded the attacking force.

The destroyers and aircraft carried out continuous day and night attacks on the submarines and, simulating war-time conditions, all ships were darkened during night operations. Midway through the exercises the destroyers fuelled from the carrier.

It was the largest, but not the first, anti-submarine exercise for both the *Cayuga* and *Crusader* since they began their current tours of duty in the Far East. Between regular patrols to Korean waters, Canadian destroyers have been carrying out almost continuous exercises with other units of the United Nations fleet.

Fundy's RCN Career Brief

A brief commission was in store for HMCS *Fundy* when she was commissioned on March 19 under the command of Lt.-Cdr. A. H. Slater at the Saint John Drydock Company yards in Saint John, N.B.

She joined the First Canadian Mine-sweeping Squadron at Halifax on March 24 and, on April 7, was turned over to the French Navy, along with three sister ships, under the NATO Mutual Aid Agreement.

Avengers Fly To "Pat" Bay

Twelve Avenger aircraft of 881 Squadron winged their way across Canada in early April from *Shearwater* to join in three weeks of exercises with West Coast ships.

The Avengers were to operate from Patricia Bay airport for the duration of Exercise Orange Blossom, as the operation was designated. Participating war-

ships were to include the *Ontario*, the *Stoux* and the recent West Coast arrivals, the anti-submarine frigates *New Glasgow* and *Stettler*.

Two purposes of the exercise were to familiarize Esquimalt-based ships in operating with RCN aircraft and to practice 881 Squadron in operating away from its home base.

The movement of the air squadron to the Pacific coast involved the transfer of nearly 140 men, plus maintenance equipment. Fourteen officers and 22 men made the trip in the Avengers; 14 men, with tool kits and spares, travelled in an RCAF Dakota "mother ship", and another 68 officers and men journeyed via TCA.

Prime Minister Thanks Services

Gratitude for the assistance rendered by members of the Canadian armed forces during his flight around the world was the subject of a letter written by Prime Minister Louis St. Laurent to Defence Minister Brooke Claxton.

Mr. St. Laurent wrote:

"On the completion of my recent trip around the world, I wish to convey my sincere thanks and appreciation to all those concerned in the Department of National Defence for their efforts in making the tour a success.

"The service rendered myself and my party by the officers and crew of the RCAF C-5 was magnificent in every sense of the word and fully in keeping with the highest traditions of the Royal Canadian Air Force.

"No less outstanding were the arrangements for the visits to the brigades in Germany and Korea, the air bases in Europe, and the destroyer squadron in Tokyo. On each occasion, the careful planning and smooth carrying out of the program ensured that these visits were of particular value and interest. Without the able assistance of all three services and, in particular, the outstanding contribution of the officers and men of Air Transport Command, the tour could not have achieved what it has in developing Canada's relations with the countries visited.

"I should be grateful if you would pass on to those concerned my appreciation and thanks for a job well done."

Chief of Naval Staff Visits West Coast

The annual inspection of ships and establishments of the Pacific Command was carried out by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, from March 16 to 24 inclusive.

His itinerary included visits to HMC Dockyard, Esquimalt, the naval air fa-

cility at Patricia Bay, ships in harbour, *Naden*, Royal Roads and shipyards.

Admiral Mainguy attended drill nights at *Malahat*, the Victoria naval division, and *Discovery*, the Vancouver division.

During his return trip to Ottawa, he visited Winnipeg where he presented three Sea Cadet corps with new colours at a parade at *Chippawa*, the Winnipeg naval division. The following day he observed the polio hydrotherapy program which is being carried out in *Chippawa's* pool for victims of last year's polio epidemic in Manitoba.

Huron Bucks Heavy Seas

HMCS *Huron* returned home on St. Patrick's Day, after nearly eight months in Korean waters and 11 months away from Halifax, to be greeted by hundreds of relatives, friends and well-wishers.

Rough seas dominated most of the return trip, which was by way of the Suez Canal and Gibraltar, and delayed the veteran destroyer by more than 12 hours. From the Azores the ship bucked gales almost continually.

"In fact," said the commanding officer, Commander T. C. Pullen, of Oakville, Ontario, "the weather was so bad that one day when we passed close astern of the world's largest ship, RMS *Queen Elizabeth*, we noticed that she was taking green water aboard at times."

The *Huron* is under refit and during this time the officers and men have proceeded on leave or are undergoing courses.

Reservists to Attend Jubilee

Captain R. I. Hendy, RCN(R), commanding officer of *York*, the Toronto naval division, will be senior RCN(R) representative at the Jubilee Review by Her Majesty Queen Elizabeth II of the Royal Navy Volunteer Reserve in London on June 12.

The RCN(R) will be represented in the parade by 29 members of the Reserve under the command of Lieut. Frederick Wallis White, RCN(R), of *Carleton*, the Ottawa naval division.

The two Wren officers and three Wrens in the contingent will travel to and from the United Kingdom by RCAF transport flights. The remainder will sail from Halifax in HMCS *Micmac* on May 31, arriving at Portsmouth on June 9.

The RNVN was 50 years old in June 1953, but observance of the jubilee was postponed for a year in order not to conflict with Coronation ceremonies.

Four Ships for NATO

Canadian 'Sweepers
Turned Over to
France

ALLIED in pact and united in friendship, with common bonds of language and purpose, Canada and France, two of the nations in the North Atlantic Treaty Organization, gave further evidence of the strength of the alliance when Canada's Minister of National Defence, the Hon. Brooke Claxton, presented four new-construction, Canadian-built, 152-foot minesweepers to His Excellency Hubert Guérin, French Ambassador to Canada.

The presentation ceremony took place in HMC Dockyard at Halifax on April 7 with a guard, a massed band from HMC Ships *Stadacona* and *Cornwallis* and the retiring and relieving crews of the two navies parading before the reviewing stand. Hundreds of spectators crowded into the area to watch the presentation and listen to the stirring music of the 66-piece band.

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, addressed the assembly, from a specially built stand filled with civilian and military dignitaries, including His Honour the Honourable Alistair Fraser, Lieutenant Governor of Nova Scotia. In his address Admiral Bidwell introduced Mr. Claxton, and remarked that, in spite of the

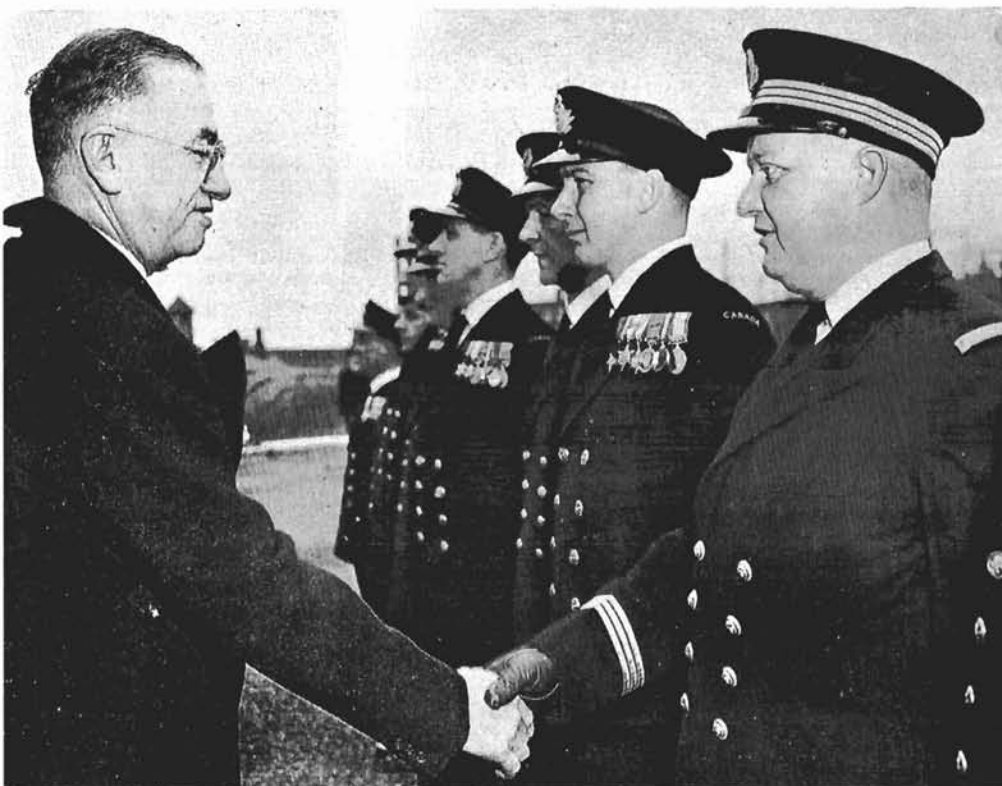
fact that the Minister had once served in the army, he seemed to have a great deal of feeling for the Navy and a great deal of understanding of naval affairs.

In his opening remarks, Mr. Claxton said that his experience in the army as a sergeant-major had given him enough appreciation of the effort made by the men taking part to realize what a wonderful turn-out they had made. It was, he said, the finest naval parade he had seen "in this or any other country". As a gesture of thanks he requested that the men of the two navies involved in the turn-over be given a "make-and-mend".

He went on to enlarge on the purpose of NATO, and to express gratitude to the French nation for their part in the alliance. He also stressed Canada's determination to make the organization a successful one. In closing, Mr. Claxton turned and, indicating the four ships nestled against the jetty, presented them to Mr. Guérin.

Mr. Guérin made a short speech of acceptance, in which he thanked the Canadian nation for its part in the past in affairs affecting France, and accepted the ships on the part of the Government of France.

Officiating at the ceremony for the transfer to France of four Canadian-built new-construction minesweepers at Halifax April 7, Defence Minister Brooke Claxton met captains of the four ships, both RCN retiring and French relieving. Here, Mr. Claxton shakes hands with Lieutenant de vaisseau André Perrin, Paris, France, commanding officer of *La Malouine*, formerly HMCS *Cowichan*.



The speeches over, the ships' companies, Canadian and French, marched to the jetty and formed up abreast their ships. To the playing of an orchestrated arrangement of "Sunset", the Navy's evening hymn, the Canadian colours were hauled down, and the strains of "La Marseillaise" marked the raising of the French colours.

With the French Tricolours hoisted, the massed band played "God Save the Queen" and "O Canada", in a stirring final tribute to the ships. The guard, band, and the Canadian ships' companies marched off, marking the end of the ceremony.

As a final act on his part, Mr. Claxton boarded *La Dunkerquoise*, senior ship of the group, to visit Capitaine de corvette Pierre G. F. Top, Toulons, France, in charge of the French contingent. *La Dunkerquoise*, formerly the *Fundy*, is named after the famous withdrawal of the British army from Dunkirk.

However, the minesweepers will never lose their Canadian identity entirely, since every time the man on the watch strikes the ship's bell in one of them, he will strike the bell that carries the former Canadian name on the reverse side.

In his address, Mr. Claxton said:

Sunday, April 4, marked the fifth anniversary of the North Atlantic Treaty. In the fourteen NATO nations the day was marked by suitable ceremonies and speeches . . .

Six years ago, in February, 1948, that gallant and tragic country, Czechoslovakia, was the latest of a large number of nations to be taken behind the Iron Curtain by Communist aggression. By one means or another Russia was steadily expanding Communist territory and

Communist power. A good many people feared we were only one step away from a cold war becoming a hot war.

Western union was then formed as a bulwark of freedom for the West.

The idea of expanding this in a North Atlantic Alliance was first suggested in September, 1947, in a speech at the Assembly of the United Nations in New York by our own Prime Minister, Right Honourable Louis St. Laurent.

The free democracies of the Western world saw that if they did not stand together they might fall separately. They declared in the preamble of the North Atlantic Treaty:

"They are determined to safeguard the freedom, common heritage and civilization of their peoples, founded on the principles of democracy, individual liberty, and the rule of law; they seek to promote stability and well-being in the North Atlantic area; they are resolved to unite their efforts for collective defence and for the preservation of peace and security."

Those were the words that were spoken and written down five years ago. Those words have been translated into action and today the North Atlantic Treaty Organization is a reality.

What each country does to build up its strength is not only a contribution to the collective strength of NATO, but also contributes to its own defence. Canada has made notable contributions to the strength of NATO and those contributions have been supported by virtually all Canadians, irrespective of political party, racial origin or geographical location. We all recognize that not only is this being done for the defence of Canada but also it is being done for the preservation of peace itself.

The development of new weapons of gigantic destructive power makes it our paramount task and duty to do whatever must be done to preserve peace.

That is the object of the North Atlantic Treaty Organization.

Building up the strength of NATO has beyond question or doubt been one of the factors that has purchased for us five years without a major war. The policy has succeeded. In another field, the United Nations standing together in Korea stopped aggression there and prevented its spreading elsewhere. In building up the strength of the North Atlantic Treaty Organization we have provided a deterrent to aggression. The great expenditures that have had to be borne have been the price of ensuring peace. A prudent man insures his home and the fact that he has no fire for five years does not lead him to stop

paying the premium or cancel the insurance.

It is the same with NATO and at the meeting of the North Atlantic Council in Paris in December, the fourteen nations reaffirmed their determination to proceed with the policy and the program to which they had set their hands.

At Paris the Council

"reaffirmed its conviction that peace and security must be the paramount aim of the North Atlantic Treaty Organization. It recognized that the increasing strength and unity of the North Atlantic powers, which must be steadily reinforced, had proved to be decisive factors in maintaining peace and preventing aggression. Nevertheless, the threat to the Western world remains and member countries must be ready to face a continuance of this threat over a long period. The Atlantic community must therefore be prepared to keep in being over a period of years forces and weapons which will be a major factor in deterring aggression and in contributing to the effective security of the NATO area."

Canada has taken a proper share in the work of NATO and in contributing to its strength.

This participation has taken many forms:

1. From the Prime Minister's first suggestion in September, 1947, until the present date, Canada has taken an active and constructive part in working out the terms of the Treaty and in setting up the organization.
2. We have worked with others to bring about the standardization of procedures, communications, charts, maps, weather reporting and weapons.
3. We have met every commitment by making available the forces we have agreed to provide at or before the planned target date. These forces now include 36 ships of the Royal Canadian Navy committed to NATO for the defence of our coastal waters and the protection of convoys across the North Atlantic; the First Canadian Infantry Brigade equipped, trained and ready in Germany and an Air Division of twelve squadrons of Sabre fighters which are I believe second to none in the air defences of Western Europe.
4. We have established a great plan of air training which has provided nine different North Atlantic countries with a total of 2,700 trained aircrew with another 900 undergoing training today.



His Excellency Hubert Guérin, French Ambassador to Canada, expresses the thanks of the French people for Canada's NATO gift of four minesweepers. (HS-30095)

5. We have also provided mutual aid in the last four years for a total of more than \$850 million (including the cost of aircrew training).

The latest additional contributions of Mutual Aid is the reason for our meeting here today.

Some four years ago we decided to design an entirely new type of minesweeper and when the designs were sufficiently advanced, we placed orders for fourteen of these in various Canadian yards.

Six minesweepers have now been completed and four of these you see before you.

They are:

HMCS *Chignecto*, built by Marine Industries Limited, Sorel, P.Q.;

HMCS *Cowichan*, built by Davie Shipbuilding and Repair Co., Lauzon, P.Q.;

HMCS *Fundy*, built by Saint John Drydock Co. Ltd., Saint John, N.B.;

HMCS *Thunder*, built by Canadian Vickers Ltd., Montreal, P.Q.

We decided to make these available as part of the Mutual Aid Program in order to meet a shortage in other NATO countries of this important type of craft. Following this decision six more minesweepers of an even newer design were ordered from Canadian shipyards.

Shipbuilding is an important and historic industry in the Province of Nova Scotia and in the City of Halifax. Defence is one of the biggest operations carried on in Nova Scotia. Throughout its existence as a great maritime city Halifax has been identified with the

sea and with the armed forces. In the Halifax area today the total number of service personnel and civilians engaged directly on defence matters totals over 13,000, and with their wives and children make up a total of about 30,000.

These minesweepers are of entirely new design, with the major design and engineering effort being done in Canada. Since the end of the Second World War the RCN has done an extraordinary job to design five new warships and many new types of smaller vessels, all of which are now under construction in Canadian shipyards. It has been a great credit to the Royal Canadian Navy and to the shipbuilding industry and supporting industries.

Altogether contracts have been placed for the construction of 87 ships and auxiliary craft and for the complete modernization of forty-two other ships. That is a big program involving an expenditure of something like \$300 million.

So far 18 new ships have been delivered while the modernization of 24 ships has now been completed. With the ships now in commission, together with those in reserve and otherwise available to the Royal Canadian Navy in the event of war, the Navy can now make ready for war service, within a short time after mobilization, over 100 ships, not including civilian-manned auxiliary vessels.

We offered these four minesweepers to NATO and the Standing Group recommended that they should be allocated to France.

For us it was a particularly happy choice. Canada has always had an especially close relation with France as the country of origin of those hardy pioneers who crossed the seas 300 years ago to push back the wilderness and bring their culture and civilization to this new land and where first settlement in the new world was in this province.

To do this the French had to be great sailors and we think still of Jacques Cartier and Pierre LeMoyné D'Iberville.

I am particularly happy that participating in this ceremony today is a dis-

tinguished representative of his great country, His Excellency Hubert Guerin, who in addition to being a representative of a friendly country is himself a great friend of Canada and if I may say so, someone whom I regard with great affection and respect.

It happens that we have a personal interest in one of these ships, HMCS *Chignecto*, in that my wife had the honour of sponsoring this ship when she was launched at Sorel, P.Q. in June 1952.

There she used the time-honoured formula "I christen thee HMCS *Chignecto*. God bless this ship and all who sail in her."

Little did she know that she would be here today passing this ship on to a great friend.

A Canadian and a French sailor are seen below decks in *La Paimpolaise*, formerly HMCS *Thunder*, one of four new-construction, Canadian-built minesweepers officially turned over to France at Halifax April 7. Ldg. Sea. James Wannop, Galt, Ontario, right, discusses the panel board in the generator room with QM Jean Guiziu, Finistère, France. (HS-29991)



The four Canadian minesweepers turned over to the French Navy under the NATO Mutual Aid Agreement still bear their RCN names on the reverse side of their ships' bells. Herbert Lowe, machinist and engraver at the Naval Armament Depot, Dartmouth, inscribes the name *La Dunkerquoise* on the bell from HMCS *Fundy*. The interested onlooker is Enseigne Raymond Lequel Lenneq, French naval officer from Le Havre, France. (HS-29936)

I must say she does not take kindly to this idea of our passing on what she regards as her own special ship but, if it has to be passed on, she does not know any better person or place for it to go than to her friend the French Ambassador and his beautiful country.

Mr. Ambassador, in the name of Canada and of the Royal Canadian Navy, I now hand over to you, as the representative of France, these four ships confident in the knowledge that they will be well manned and well used for the defence of France, for the defence of Canada, for the maintenance of our grand alliance and for peace itself.

OFFICERS AND MEN

Appointments of Officers Listed

The following officer appointments have taken place or will take place in the near future:

Cdr. J. V. Steele, to HMCS *Comox* in command and as Senior Officer Minesweepers Pacific. Formerly at Headquarters as Director of Naval Standardization.

Cdr. Breen P. Young, to *Penetang* on commissioning, in command. Formerly at HMC Dockyard, Halifax, as Queen's Harbour Master and Master Attendant.

Lt.-Cdr. K. A. Stone, to HMC Dockyard, Halifax, as Queen's Harbour Master and Master Attendant. Formerly at Headquarters on staff of Director of Naval Intelligence.

Acting Cdr. G. A. C. Scarth, as Naval Attaché to Sweden and Finland. Formerly at Headquarters as Naval Member, Joint Intelligence Staff.

Lt.-Cdr. E. C. St. J. Green, to staff of Flag Officer Atlantic Coast as Staff Officer (Intelligence). Formerly Naval Attaché to Sweden and Finland.

On those days when it's mild enough to venture out-of-doors, the Wrens serving at Churchhill radio station find themselves in a genuine winter wonderland. Left to right are Wrens Betty Jean Kelly, Betty Rivers, Norma McCallum and Juanita June Totten; Sub-Lt. Barbara Schmidt, and Wrens June Patricia Buchanan, Doreen Patterson, Lily Arnold, Phyllis Chandler and Ruth Lorraine Brown. (O-6457)



Cdr. A. H. Abrams returned to RN. Formerly in *Magnificent* as Commander (Air).

Acting Cdr. (P) V. J. Wilgress, to *Magnificent* as Commander (Air). Formerly Staff Officer (Air) at *Niagara*.

Lt.-Cdr. (P) Michael Wasteneys, to *Niagara* as Staff Officer (Air). Formerly in VF 871 in command.

Lt.-Cdr. (P) J. W. Logan, to VF 871 in command. Formerly in *Micmac*.

Lt.-Cdr. (P) J. W. Roberts, to *Buckingham* on commissioning, in command. Formerly 30 CAG in command.

Lt.-Cdr. G. R. Smith, to *James Bay* in command. Formerly on staff of Reserve Training Commander, West Coast.

Lt.-Cdr. R. H. Leir, to *Fortune* in command. Formerly in *Sioux* as executive officer.

Lt.-Cdr. Roderick D. Hayes, RCN(R), to Brockville in command. Formerly at *Star*.

Capt. (E) A. B. Arnison to staff of Commodore Superintendent Atlantic Coast as Base Superintendent, Sydney, N.S. Formerly Principal Naval Overseer, Quebec Area.

Lt.-Cdr. (P) J. J. Harvie, to Empire Test Pilot Course, South Farnborough. Formerly at *Shearwater*.

Supt. Cdr. E. J. Gilhen, as Principal Naval Overseer, Quebec Area. Formerly Officer-in-Charge, Reserve Fleet Group, Sydney, N.S.

Captain (E) E. N. Clark, to staff of Flag Officer Atlantic Coast as Command Technical Officer. Formerly in *Cape Breton* in command and as Officer-in-Charge, Apprenticeship Training.

Cdr. (E) D. H. Fairney, to *Cape Breton* in command and as Officer-in-Charge of Apprenticeship Training. Formerly on staff of the Flag Officer Atlantic Coast as Assistant Command Technical Officer and Command Engineer Officer.

Cdr. (E) D. T. Forster, to *Quebec* as Engineer Officer. Formerly on staff of Engineer-in-Chief.

Cdr. (E) H. B. Bolus, to *Naden* as Engineer Officer and Officer-in-Charge of Mechanical Training Establishment. Formerly in *Quebec* as Engineer Officer.

Capt. (S) T. F. T. Morland to staff of Commodore Superintendent Atlantic Coast as Manager Supply, Atlantic Coast, and as Officer-in-Charge Naval Supply Department, Halifax. Formerly at Headquarters as Deputy Supply Officer-in-Chief.

Lt.-Cdr. A. H. M. Slater, to *Trinity* on commissioning in command. Formerly *Fundy* in command.

Lt.-Cdr. E. J. Semmens, to *Ungava* on commissioning in command. Formerly *Chignecto* in command.

Lt.-Cdr. J. L. Panabaker, to *Resolute* on commissioning in command. Formerly *Thunder* in command.

Dozen Promoted From Lower Deck

Twelve chief petty officers and one petty officer serving in the regular force were promoted to acting commissioned rank in recent promulgations.

The total included five men at *Naden* who were promoted to the rank of acting commissioned ordnance officer. They included former control armourers, Chief Petty Officers R. V. Courtney, K. J. Province and A. R. Lee, and former gunnery armourers Chief Petty Officers W. E. Bell and W. M. Pitts.

Promoted to acting commissioner gunner (TAS) were three TAS instructors on courses in the United Kingdom, Chief Petty Officers Edward J. Bonsor, Brian J. Brown and Douglas R. Ingram.

Promoted to acting commissioned boatswain (PR) were two plot instructors, Chief Petty Officers Edward C. Percival and Dallas B. Rogers, who are also on course in the UK.

Three earlier promotions included CPO Lindsay Hew Pollock, to the rank of commissioned master-in-arms; CPO J. R. MacKenzie, to acting commissioned engineer (AE), and PO George A. Stone, to acting commissioned stores officer.

Cookery Class

Results Listed

Ord. Sea. Morris P. Cassibo led the 87th "CK1" class when final examination results were announced at *Naden* at the end of the month. Runner-up in the final assessments was Ord. Sea. Bernard R. Laporte. The former earned the creditable average of 85.4 per cent, while the latter's mark was only one per cent lower.

Others who passed the course, held in HMC Supply School, Esquimalt, were Ordinary Seamen Francis R. McPhee, Robert C. Ramsay, Kenneth R. Mitchell, Kevin P. Bryne, Roger M. Godin, Gordon T. Hodgetts, Donat J. Parent, Herbert H. Ewart, George E. Hearn and Eugene R. Witt.

Navy League Honours

Rear-Admiral Bidwell

The Navy League of Canada paid Rear Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, its highest honour when it presented him with the "Award for Service" on March 13.

The award is given for a record of meritorious and outstanding contributions (a) on behalf of those who serve the Queen and country at sea, (b) for the training of Canadian youth in good citizenship through the medium of the Royal Canadian Sea Cadets and (c) for helping to interest, educate and inform the people of Canada of the vital role of seapower in the development of the country.

C. K. McLeod, Montreal, National President of the Navy League, made the presentation to Admiral Bidwell at a luncheon in the Halifax headquarters of the Royal Nova Scotia Yacht Squadron. In his address, he commended Admiral Bidwell highly for his interest in the Sea Cadet movement, and for the valuable contributions he has made to their work.

Admiral Bidwell, in replying to Mr. McLeod's remarks, said, "It's not often

you get an award like this for doing what you like doing."

"As a naval officer," he continued, "I would like to thank the Navy League for the fine work they are doing, because we receive into the Navy some very fine material.

"Also as a citizen, I would like to add that I think a grand job is being done for these boys in teaching them discipline, particularly through their sea training, for it is at sea that the best applications of discipline are to be found.

"On retirement, I hope that I will be able to associate myself in some way with Sea Cadet work, for I believe the Sea Cadet Movement to be a step in the right direction toward the betterment of this country."

During the course of the luncheon it was announced that arrangements have been finalized by the Navy and the Navy League for the participation of 22 Sea Cadets from all across the Dominion in overseas cruises this summer.

Retirements

CHIEF PETTY OFFICER EDWARD LLOYD HALL

Rank: C1LR2
Age: 37
Length of Service: 20 years
Hometown: Victoria, B.C.
Joined: March 12, 1934
Served in: HMC Ships *Naden, Vancouver, Fraser, Comox, Pembroke, Armentieres, Prince Robert, Stadacona, Cornwallis, Restigouche, Avalon, Niobe, Peregrine, Crescent, Unicorn, Ontario, Queen, Chippawa.*

Awards: Long Service and Good Conduct Medal
Retired: March 11, 1954.

CHIEF PETTY OFFICER JOHN EDWARD FITZGERALD PARKER

Rank: C1EM3 (NQ)
Age: 43
Length of Service: 21 years
Hometown: Calgary, Alta.
Joined: January 3, 1933
Served in: HMC Ships *Naden, Vancouver, Skeena, Armentieres, Fraser, Stadacona, Avalon II, Restigouche, St. Catharines, Givenchy, Cayuga, Iroquois, Nootka, La Hullose, Haida, York, Shearwater, Magnificent.*

Awards: Mention - in - Despatches, Long Service and Good Conduct Medal.
Retired: March 2, 1954.

Knitting Club

Founder Dies

The founder of a knitting club which made warm garments for men of the Royal Canadian Navy during the Second World War, Miss Eleanore Kinniburgh Anderson, of 51 Alhambra Avenue, Toronto, died recently at the age of 75.

The organization which she founded was known as the Alhambra Knitting Club. It met regularly at her home, with members knitting for men of the RCN during the war and subsequently for deep sea fishermen.

Born at Reading, England, she was the daughter of the late Rev. William Anderson, a Baptist minister, and a sister of the late Harry W. Anderson, one-time editor of *The Globe*, Toronto.

RCN Cadets for Big U.S. Exercise

Twenty-five cadets of the Royal Canadian Navy and RCN (Reserve) will take part in an annual amphibious assault exercise with midshipmen of the United States Naval Academy on June 19 at a U.S. naval amphibious training base in Virginia.

The landing, near Camp Pendleton, will be made by 2,000 United States Marines and 586 Midshipmen while 14,000 men in 35 ships offshore provide the landing craft and furnish logistical and gun-fire support.

The landing exercise, which terminates "Operation Tramid '54", is primarily for the benefit of 775 midshipmen from the Naval Academy at Annapolis, Maryland, and for the Canadian naval cadets who will train with them. "Tramid" is the military abbreviation for "training of midshipmen". About 500 cadets from the U.S. Military Academy at West Point will be among the observers.

The midshipmen and cadets will "hit the beaches" with seasoned U.S. Marines, under the protection of aircraft simulating the strafing and bombing of beaches. Paratroopers will re-inforce them.

Before the full-scale operation, the U.S. midshipmen and Canadian cadets will have taken both classroom instruction and training afloat in all phases of amphibious warfare. The ashore training is given at the U.S. Naval Amphibious Base at Little Creek, Virginia.

Naval Association

Elects Officers

Last year's secretary, Bob Graham has been elected president of the Peterborough Naval Association for 1954, succeeding James Hamilton.

The Prime Minister's Visit to HMC Ships in Tokyo

Other officers elected include: Cecil McClennan, vice-president; Charles (Pete) Meridew, secretary; Tom Bradley, treasurer, and John D'Angelantonio, Eric Kimball, Bill Moore, Bob Robertson and Ken Remnant, members of the executive committee.

The association decided to donate \$100 to the Legion's Poppy Fund for welfare work among ex-servicemen. A membership drive will be held among naval veterans. The association's present enrolment is 55 members.

New Faces Seen At Aldergrove

Recent arrivals at Aldergrove Radio Station have included PO K. H. Strycker from *Naden* and Ldg. Sea. J. W. Ellis from the *Porte Quebec*.

Among the departures were Ldg. Sea. G. E. Whitehead to the *Porte Quebec*; Ldg. Sea. E. J. Sheplaw to *Naden*; Ldg. Sea. P. J. Maxwell to *Stadacona*; Ldg. Sea. G. F. Freeman to the *Comox*; Ldg. Sea. Alexander Lazaruk to the *James Bay*, and Ldg. Sea. E. J. Bellefontaine to *Cornwallis* for duty in the Communications School.

Officers Named To Venture Staff

Lt.-Cdr. Paul E. Buisson will become first lieutenant-commander of HMCS *Venture*, Esquimalt establishment where cadets enrolled in the RCN under the new "Venture" Plan will begin training on September 20.

Other officers who have been appointed to the staff of *Venture* on commissioning this summer include: Instr. Lt.-Cdr. Alphee T. Boudreau, Lieutenants Peter M. Birch-Jones, Brian Bell-Irving, Bryan L. Judd and David W. Atkinson, Lieut. (E) Frank J. Dayton (engineer officer), Lieut. (S) John D. Agnew (supply officer), Lieut. (S) Charles P. Ilsley (captain's secretary), and Acting Cd. Gunner Robert A. Smith.

As announced previously, Captain Robert P. Welland has been appointed to command *Venture*, Cdr. Raymond Phillips will be executive officer, and Instr. Cdr. George L. Amyot will be director of studies.

Prize Awarded To Top Cadet

Cadet Ross Hermiston, of Stirling, Ont., was selected best second year cadet at Queen's University Naval Training Division, at the final winter drill at *Cataragui*, Cdr. A. G. C. Whalley, commanding officer of the naval division, awarded an appropriate prize to the commerce student.

The destroyers *Haida*, *Cayuga* and *Crusader* highlighted their current tours of duty in the Far East by a four-day informal visit to Tokyo early in March, during which time they welcomed the Prime Minister, then on a three-day state visit to Japan.

The *Haida*, which had just completed her second Korean patrol in the Yellow Sea, rendezvoused in Tokyo Bay with the *Cayuga* and *Crusader*, both fresh from exercises with other units of the UN fleet, and all three entered Tokyo on the morning of Monday, March 8.

As the ships came alongside their berths at Shibaura Dock, they were greeted by a U.S. Army band and scores of spectators. Brigadier R. E. A. Morton, Commander Canadian Military Mission Far East, and Capt. M. N. Tufnell, RN, British Naval Attaché, were the first on board the *Haida* to welcome the ships to Tokyo.

Shortly after their arrival, the commanding officers of the three ships, A/Captain John A. Charles (Comcomdesfe and CO of *Haida*), Cdr. William P. Hayes (*Cayuga*) and Lt.-Cdr. William H. Willson (*Crusader*) paid official calls on the Canadian ambassador to Japan, His Excellency Robert W. Mayhew, and on Sir Esler Denning, the British ambassador. During the remainder of the visit calls were made on United Nations and British Commonwealth commanders, including Vice-Admiral R. P. Briscoe, USN, Commander Naval Forces Far East, and General J. E. Hull, Commander-in-Chief, UN Command Far East.

On Tuesday afternoon the ships' companies were hosts to about 120 officers of the Japanese Coastal Safety Force and the Maritime Safety Board. The visiting officers, many of whom were former members of the Imperial Japanese Navy, were conducted on a tour of all three ships.

The commanding officers and officers of the ships were guests at a reception in their honour by Brigadier Morton; were hosts at a reception for 120 diplomatic and military officials, and were guests at a reception and dance at Ebisu Camp, the Commonwealth leave centre.

On Friday morning Prime Minister St. Laurent paid an hour-long visit to the ships. All three destroyers, freshly painted and ship-shape, were dressed overall for the occasion. A 60-man honour guard, composed of men from all three ships and commanded by Lieut.

William Hayward of *Cayuga*, and officers and men from the three destroyers formed up on the dock to await the Prime Minister.

As Mr. St. Laurent arrived, his car escorted by a U.S. Army motorcycle corps, he was met by Captain Charles, who introduced the Prime Minister to Cdr. Hayes and Lt.-Cdr. Willson. He inspected the guard of honour, walked past the ships' companies and was conducted to a flag-bedecked dais where he spoke briefly to the sailors in English and French.

The Prime Minister told the sailors that the Canadian Navy had achieved an enviable record of service in Korean waters. He said that during his around-the-world trip he had many times cause to be proud of Canada, but at no time was he more proud than when he visited Canadian sailors, soldiers and airmen. Following the Prime Minister's address Captain Charles led the ships' companies in three cheers for Mr. St. Laurent, who in turn led in three cheers "for Canada".

The Prime Minister was then conducted to Captain Charles' cabin on board the *Haida*, where he signed the guest book and chatted informally with the three commanding officers. Shortly afterward, he was taken to the *Haida's* wardroom where he met the officers of the three ships, and signed the *Cayuga's* and *Crusader's* guest books.

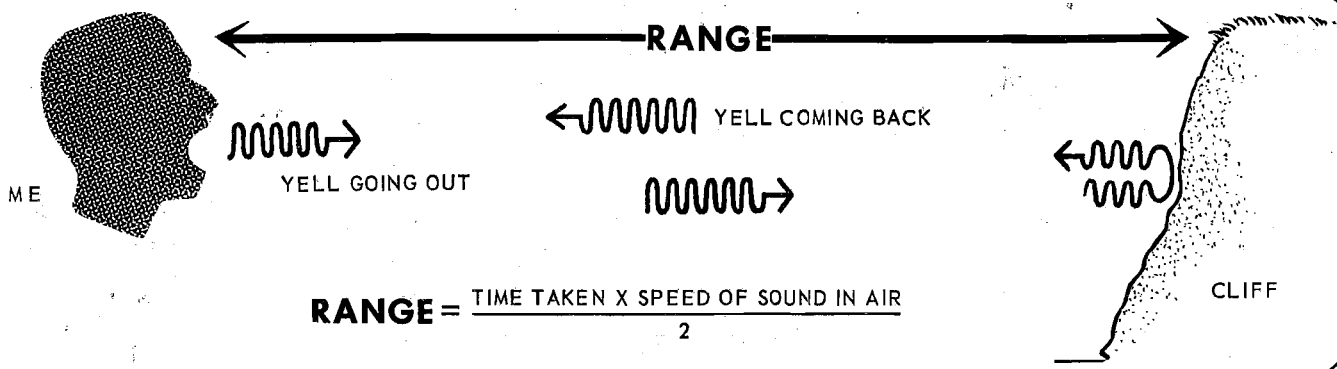
As he left the *Haida* he obligingly posed for picture-taking sailors on the deck, and paused to shake hands with many of the men.

Before the ships sailed later in the day, the commanding officers and officers attended a luncheon in honour of the Prime Minister, sponsored by the Canada-Japan Society, at which Mr. St. Laurent was the guest speaker, and the commanding officers and executive officers were guests at a reception given by the Prime Minister at the Canadian Embassy.

Both officers and men took advantage of the visit to see the sights in Tokyo. A favourite spot for the men was the Maple Leaf Club, operated by the Canadian Red Cross. Parties were also organized for the men at Ebisu Camp, and many took advantage of the sightseeing tours available to them.

All agreed that the Tokyo visit was both a thrill—climaxed by the Prime Minister's inspection—and a welcome relief from patrols and exercises.

1



A Bit About Radar

by D. L. H.

THE EFFECT of radar on the eventual outcome of Hitler's War was enormous. Practically everyone realizes this, and radar has become almost a household word. However, in the first fine flush of enthusiasm the pendulum swung too far; those who had once said, "These new toys are all very well, but they'll never be as good as the human eye!" began to think that the eye was obsolete and that radar could be depended upon utterly, almost to the stage where it was no longer really necessary to think. In the Services it took only a few unfortunate mistakes to bring home the falsity of such a conclusion, and a great deal of effort has been put into training people to understand the real capabilities and limitations of radar. The purpose of this piece is to present a simple outline of the way in which radar works, and the limitations to which it is subject, for the benefit of those who have neither the need, the time nor the wish to delve into amps, ohms and indices of refraction. To those who may be offended by my gross oversimplification of a fascinating subject, I shall apologize, in advance.

All of us in our childhood (and some of us even later) have stood in the mouth of a tunnel or near a cliff and hollered like mad, for the simple pleasure of hearing the echo roll back. In the case of the cliff, most of us found that we could tell the direction in which

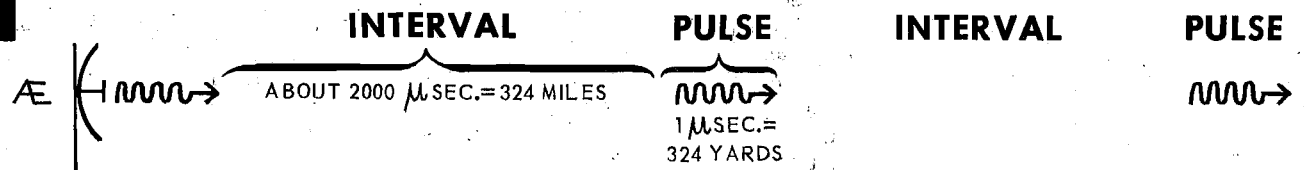
it lay by listening; and, after a few elementary physics lessons we discovered we had only to divide the time from the start of the yell to the start of the echo by two to find out how far away the cliff was (see diagram 1). Now this is the principle of sound ranging which is used by sea captains on the West Coast when in one of their frequent fogs; it is the principle used by asdic for locating submarines and other underwater nuisances; and it is the principle used by radar, except that instead of sound waves we use radio waves. For an explanation of what a radio wave is I refer you to Professor Einstein or some other gentleman of slightly greater knowledge than myself, and anyway it isn't important here except for two things. The first is that a radio wave travels at the speed of light, 162,000 nautical miles a second. The second is that if it hits something as it goes trundling out into space, some of its energy is reflected and will come back to the starting point, just as sound or light will.

Consider your local radio station for a moment. Here the transmitter is pushing out a constant stream of radio waves at a horrifying number of times a second. This steady stream is called a *carrier wave*, and it produces that low moan you hear when you tune in at 6:55 in the morning, before the station has let loose with Hiram Blotz and his

Smoky Mountain Gazoos. Hiram himself is carried on waves of a different frequency which are mixed up with the carrier wave and sent out. When your receiver picks up the stream it sorts out the two, cuts out the carrier wave and leaves Hiram to do his worst. Hiram in this case is unimportant, so we will get rid of him and think of the carrier. The carrier wave will be reflected from large solid objects in the same way as any other wave, and if we had a receiver near the transmitter we could probably pick up the reflections. But most of them would be drowned by the continuously transmitted carrier wave and anyway since the carrier is constantly going out, the reflections would be constantly coming back, so that we should not be able to say when any one bit went out or how long it took to return. For finding the range of the object, then, this idea is a busted flush, although we might be able to determine the direction in which it lay by having a directional aerial like those used in radio direction finding.

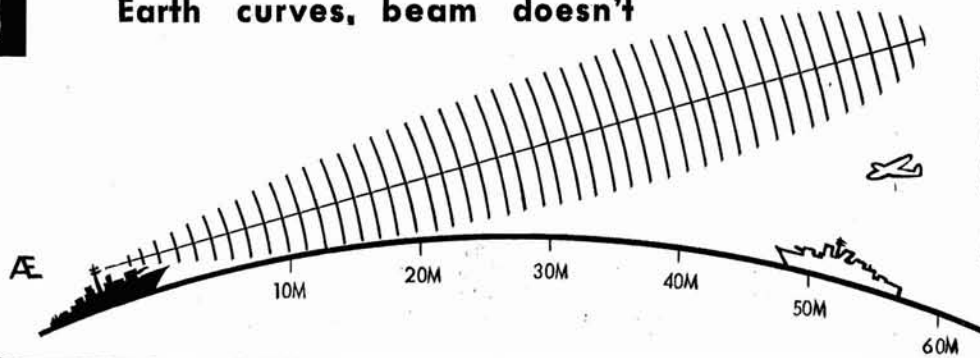
The obvious answer is to interrupt the carrier wave, so that it transmits a short pulse of energy, and then wait until the echo returns before transmitting again. We will then know the exact instant at which the pulse started. Measuring the time taken for the echo to come back, dividing that time by two and dividing the result into 162,000 will tell us the

2



LONG INTERVAL BETWEEN PULSES (324 MILES) GIVES ECHOES TIME TO GO AS FAR AS 162 MILES AWAY AND BACK BEFORE BEING SWAMPED BY FOLLOWING PULSE.

Earth curves, beam doesn't



SHIPS AND LOW-FLYING AIRCRAFT WILL NOT BE DETECTED. ALSO OF COURSE, THE POWER OF THE BEAM AT 60 MILES IS ONLY $\frac{1}{4}$ OF THAT AT 30 MILES, SO EVEN AN AIRCRAFT IN THE BEAM MAY NOT REFLECT ENOUGH ENERGY TO BE DETECTED.

range of the reflected object in nautical miles (see diagram 2). If we use a highly directional aerial to receive the echo we can also tell in which direction the target lies. We now have a radar set. What more can we want?

As a matter of fact, we need quite a lot more. And the sort of things we want are a good deal more difficult to get than were the original range and bearing. So difficult, some of them, that in spite of the fact that radar has been actively developed since 1937, we are not nearly satisfied. Compromises have had to be made. I shall try to explain a few of them.

Obviously, the first thing that we want from a warning radar is maximum range. However, this must be balanced against the necessity of being absolutely sure that an object will be detected at a useful range. In other words, possible detection at a great range must be weighed against certain detection at a lesser range. This problem arises because of the nature of a radar beam, which obeys the same laws as light. The intensity of the beam varies inversely as the square of the distance from the transmitter, so that if one object is twice as far from the transmitter as another it will only be struck by a quarter as much energy. This imposes a limit to the useful range, since to extend it much would require enormous masses of generating equipment and so on, in order to increase the power.

Then again, the range can be increased by making the beam narrower. As you will realize, it is difficult to confine a thing like a beam to narrow limits, something like putting your finger over a tap and trying to clean the other end of the sink with the spray. The early radar sets, because of their aerial design, had wide beams and so their range was limited. It has been found that, roughly speaking, if the beam width is halved the range is doubled, when the power and the frequency remain the same. This is fine, except that the physical proportions of aerials designed to do this become colos-

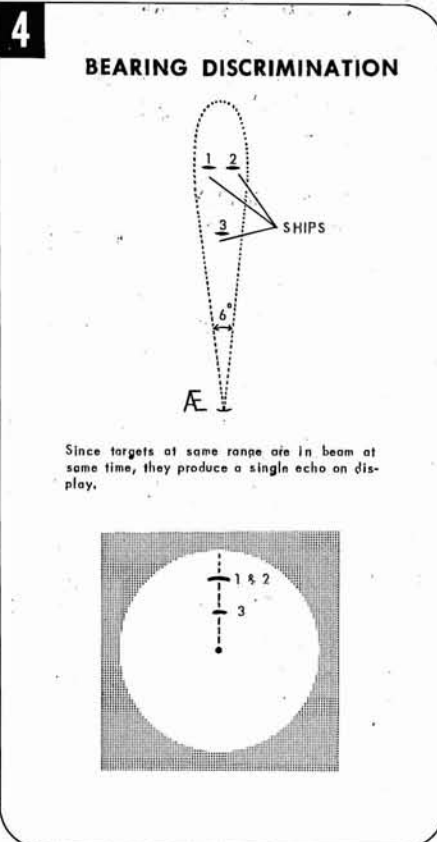
sal, which is very awkward, especially if they are to be fitted in ships. Also, though it is possible to achieve great ranges, the beam becomes so narrow that only by luck will it ever hit anything as it hunts around the sky, like pinning the tail on the donkey. So that method has its limits; a too narrow beam is not a good thing.

Finally, we can increase the sensitivity of the receiver by careful design, so that it will pick up very weak signals, such as might be reflected by a distant target hit by a weak beam. This is a promising line because an increase of sensitivity by this means does not impose limitations on power supplies, transmitters or aerials, nor does it make the receiver a thing of fantastic size. However, it does make a receiver highly complex, thus increasing material and maintenance problems.

There is one natural limitation to useful range which man's ingenuity is unlikely to get round. Like light, radar beams travel in straight lines (unless you bring the Theory of Relativity into it). The Earth, on the other hand, has been fairly conclusively proven to be roundish, shaped more like an orange than anything. As a result the radar beam only travels for a short distance along the surface of the earth, then goes shooting off into space (see diagram 3). So, as long as aircraft continue to fly fairly low or ships to remain on the surface of the sea, we will never extend the range of surface radar very much. The answer seems to be to put the set into an aircraft and fly it well up. As you can imagine, this is technically difficult and incredibly expensive, but it has been done.

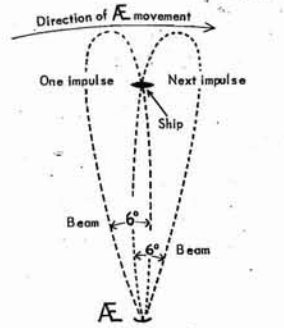
Let's go back to the business of beam width. We said that we cannot have the beam too wide or we lose range, and we cannot have the beam too narrow or it will not strike anything except by luck. So we settle on a compromise width (remembering that beam width means the width in the vertical as well as the horizontal plane). At this stage we run into the problem of *bearing discriminations* (see diagram 4). This is much the same as one of the problems of human sight. If two widely separated objects of the same colour are slowly brought together there comes a time when the eye can no longer distinguish them apart. In fact, they look like one large solid object. If they are far away, this may happen before they actually touch one another at all. Exactly this happens in the case of radar, and the distance apart of the objects at which this occurs depends directly on the beam width. If the beam width of the set is, say, six degrees of arc, then any two objects within that beam and at same range will appear to be a single object.

At much of a range the actual measured distance between the two targets could be quite considerable; at fifteen miles, for instance, they could be as

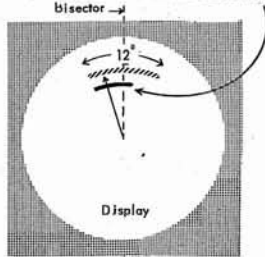


5

BEARING ACCURACY



INCOMPLETE ECHO GIVES INCORRECT CENTRE BEARING



Target anywhere in beam produces a blip on the display across whole beam, therefore as 6° beam sweeps across target, total width of blip will be 12°. This must be bisected to give correct bearing, and even then may be wrong.

much as a mile and a half apart with our six-degree beam-width set and still appear to be a single large echo. This sort-of error is obviously not acceptable where great accuracy is required, such as in gunnery fire control systems, and in such cases a very narrow beam width is used and other principles are employed as well.

The next difficulty we met is that of obtaining *bearing accuracy*. Taking our hypothetical set again, a single target would appear on a display as an echo 12 degrees wide. As that would mean a target three miles long at 15 miles away, which is very unlikely, some error has crept in (see diagram 5). One would think that the solution would be to divide the echo and use the centre of it as the correct bearing. This is done in practice, but it is unfortunate that you cannot depend on one side of a radar beam being reflected as strongly as the other. Since this is the case, the bearing can be, and often is, in error to quite a great enough extent to be too inaccurate for gunnery purposes.

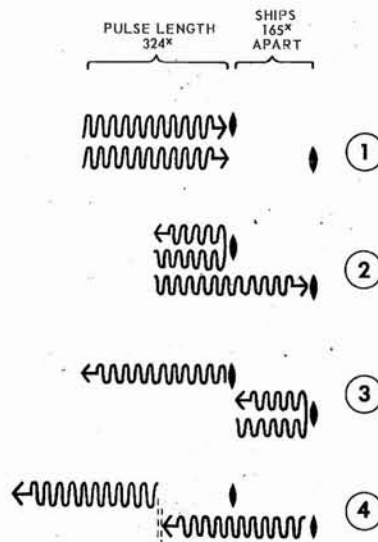
Having balanced the bearing business as well as possible we are confronted by the matter of *range discrimination* (see diagram 6). How close together can two targets on the same bearing be and still be recognized as separate echoes? Well, it depends on the length of that pulse of energy which is the basis of the whole idea of radar. As we have said, electro-magnetic waves move

at a speed of 162,000 miles a second, which is equivalent to 324 yards in a millionth of a second. This length of time, a millionth of a second, or *musec*, is the yardstick for radar work. Suppose, then, that our pulse of energy is being pushed out by the transmitter for one *musec*; it will occupy 324 yards of space, so that two targets which are that distance or less apart and on the same bearing will both be reflecting energy at the same time. You would think that if that were the case they would both arrive back at the receiver at the same time, and so appear as one echo. That is not quite so. In actual fact, the targets need only be half the pulse length apart, 162 yards in this case, to be distinguishable. This is, of course, because the energy must travel back as far as it went out, which means that the pulse passing one target and striking another, say, 165 yards further on will have travelled 330 yards farther than the pulse reflected from the first target. Since this distance is greater than the pulse length, 324 yards, the two pulses will return to the receiver and appear on the screen as separate echoes. The only way to reduce the discrimination distance is to shorten the pulse length and this is done in sets such as are used for accurate navigation at sea, where discrimination is of great importance. But if the pulse length is shortened it means that not as much energy is reflected from the individual target, and

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RANGE DISCRIMINATION

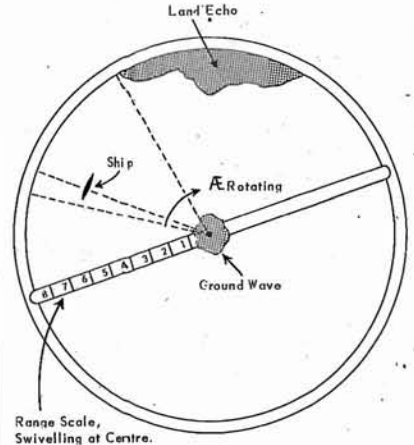
Showing How Targets Need Be Only ½ Pulse Length Apart.



It will be seen that energy to and from 2nd target must travel 330° further than that to and from 1st target. Since that distance is greater than pulse length, the set will be able to discriminate between the two echoes.

7

A TYPICAL DISPLAY

DIAGRAM OF PPI, SHOWING TARGETS, ETC., AND ROTATION OF BEAM IN TIME WITH \dot{A} 

therefore increases the probability of distant targets not sending back enough to make an impression on the receiver. So—balance again! In gunnery sets, the range limitation is accepted for the sake of accuracy.

The last major difficulty we meet is in ensuring *range accuracy*. This is difficult to obtain for two reasons. The first lies in the fact that the pulse has to be generated, built up and sent out through a mass of circuits and components, so that a time lag is built up which differs for each set. The second, and larger, lag occurs because it has been found extremely difficult to ensure that the display side of the set, which shows the actual picture to the eye, commences to operate at exactly the same time as the pulse leaves the aerial. The combined effect of these two errors is to make the set show a range which is too small. It can be corrected for all practical purposes by shifting the scale off which the range is read by an equal amount.

Sometimes it is important that the set be able to detect objects which are very close, as for instance in the case of a harbour defence set looking for midget submarines to poke their noses up. Here again the pulse length is most important, because you naturally cannot expect the receiver to pick up an echo while the transmitter is swamping it with power. In fact, the set is arranged so that the

receiver does not operate while the transmitter is pushing out the pulse. This being so, the minimum range obtainable is at least one pulse length, since the receiver is shut off for that length of time. In our example, then, the minimum range is at least 324 yards. In addition to this, however, it has been found that enough power leaks into the receiver through various channels to swamp it while the transmitter is operating. Like anything else, the receiver has to clear its head and gather its wits about it once the surge of power has stopped, and this additional delay, known as *receiver recovery time*, may be as much as half the pulse length. In fact, with a high-powered set having a pulse length of one microsecond (324 yards)

the minimum range is likely to be of the order of 400 yards. Once again the solution is to cut down the pulse length, so sacrificing range. It also helps if the power can be reduced, since the receiver will not be so badly swamped.

I hope I have been able to show you something of the principles and difficulties involved in planning a radar set. The principles are fairly simple, but the technical work involved in producing a good set is very great. During the Second World War the British were faced with the alternative of either developing radar or pursuing research on the atomic bomb; in all that great industrial country there was neither the scientific nor industrial capacity to do both.

Powerful Ship Radar Shown at Montreal

Tests were conducted at Montreal in March of the most powerful radar set yet to be produced in Canada for the Royal Canadian Navy.

First to be completed under an order totalling approximately \$3,500,000, the set was mounted in the plant of the manufacturer, the RCA Victor Company of Canada Ltd., while undergoing evaluation trials in which three Sea

Fury aircraft, temporarily based at Dorval, served as targets.

Known as the AN/SPS-12, it is an air search radar operating at ultra high frequencies and capable of detecting aircraft at ranges in excess of 100 miles. Sets will be installed in certain new construction ships of the RCN.

On March 18, a demonstration of the SPS-12 was attended by officers of the

RCN and representatives of the Department of Defence Production. Among those present were Commodore H. N. Lay, Assistant Chief of the Naval Staff (Warfare), Commodore (L) W. H. G. Roger, Electrical Engineer-in-Chief, and Commodore W. L. M. Brown, Assistant Chief of the Naval Staff (Air).

Connected to the operating AN/SPS-12 were three different types of plan position indicator (PPI) displaying range and bearing data supplied by the main set. These were the AN/SPA-4A, a lightweight unit designed to serve chiefly as a high definition surface warning display (manufacturer, RCA Victor); the VK-5, standard RCN air warning display (Canadian Westinghouse Company) and the VK-3, an air warning display (Canadian General Electric Company).

SIX NATIONS AID IN SALVAGE

It didn't look like a major salvage job when a U.S. landing craft sank, bottom up, off the island of Paeng-yong-do on the west coast of Korea, but before it was completed ships and personnel of six nations were involved.

The operation was complicated by rough seas, cold weather and lack of salvage gear. The landing craft was hauled ashore on the third day of the salvage attempt. In the meantime, the following had taken part:

A U.S. tug, which provided a diver; a Japanese-manned American LST, which carried men and equipment; an Australian frigate, which contributed a wire to raise the craft; a South Korean gun-boat, which towed the wreck to shallow water; a U.S. Marine Corps amphibious craft, which hauled the landing craft ashore; the Canadian destroyer *Haida*, which provided men and equipment for ship-to-shore communications, and a British naval officer, who conducted effective liaison between the assorted ships and personnel.

870 SQUADRON DE-ACTIVATED

Sea Fury squadron 870, which had been serving with the Naval Air Facility at RCAF Station, Summerside, P.E.I., was de-activated on March 30.

The de-activation of the squadron reduced to one the number of squadrons at the Naval Air Facility. Remaining is 880 Squadron of Avenger aircraft, which spent April in Bermuda on exercises. The squadron was to return to Summerside early in May.

The de-activation of VF 870 is a temporary step in line with the Royal Canadian Navy's announced plan for introducing jet-propelled aircraft.



Three commodores examine the general purpose indicator of the Royal Canadian Navy's early-warning radar, demonstrated recently at Montreal. They are (left to right) Commodore H. N. Lay, Assistant Chief of the Naval Staff (Warfare), Commodore W. L. M. Brown, Assistant Chief of the Naval Staff (Air) and Commodore W. H. G. Roger, Electrical Engineer-in-Chief. (Photo courtesy Editorial Services, Montreal.)

ONE OF THE most drama-packed incidents of the *Athabaskan's* long service in the Korean war theatre occurred after the shooting had stopped, and it built up the Canadian destroyer's credit with the United States Navy and Marine Corps to the extent of 700 pounds of ice cream.

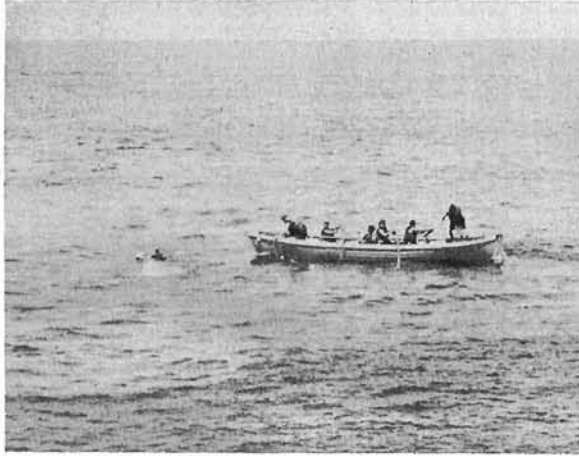
The incident was the rescue of three U.S. Marine Corps airmen last August. Eight months earlier the *Athabaskan* had rescued a jet pilot from the carrier *Philippine Sea* after his plane had crashed near the destroyer. The exchange rate was then set at a quantity of ice cream equal to the weight of the flyer—in that instance 185 pounds. The *Athabaskan* had to leave before she could collect.

The triple rescue came while the *Athabaskan* was serving as plane guard for the USS *Point Cruz*. A Corsair aircraft of the famous United States Marine Corps Polka Dot Squadron crashed on take-off and both the *Athabaskan* and the carrier's helicopter sped to the scene. Cameras were busy clicking on board the *Athabaskan* and in her sea boat which was lowered almost to the water as the "chopper" began the rescue attempt.

Manning a wide assortment of cameras were CPO Douglas Laurie, PO Richard W. Dickson, PO George Tatton and PO Douglas Alderson. They later pooled their private negatives to produce the accompanying sequence of photographs.

The first picture shows the Corsair pilot being raised from the sea, after the crewman had gone down into the water to put the injured pilot into the hoisting sling.

Something went wrong with the 'copper's engine and the next scene shows



A Tragedy . . .

the rotor almost stopped and the Corsair pilot descending again into the sea.

The helicopter hits the water with a monumental crash and chunks of debris fly through the air. As the machine remains momentarily afloat, the helicopter crew scrambles out and hurries to release the Corsair pilot from the rescue harness. Seconds later the

machine upends and sinks.

By this time the *Athabaskan's* sea-boat, with PO Egnace Shushack in charge, is only a few yards away and comes up to pluck the three flyers from the water. Then the ship's rail is crowded as the rescued trio are brought aboard. (Standing by, but not shown in the picture series, was the *Athabaskan's*

The Function of Discussion

There is a North-of-England word that was adopted by ships of the Royal Canadian Navy in the days of the Second World War and applied to the man who was always complaining. The word is "natter". The Oxford Dictionary defines the word as a verb, meaning "to fret, to nag". It has the connotation of a one-way conversation.

Discussion, as the term is understood in the service, is the very antithesis of nattering and is anything but a one-way conversation. Quite simply it is an exercise in the good manners of conversation.

We discuss in an orderly but informal

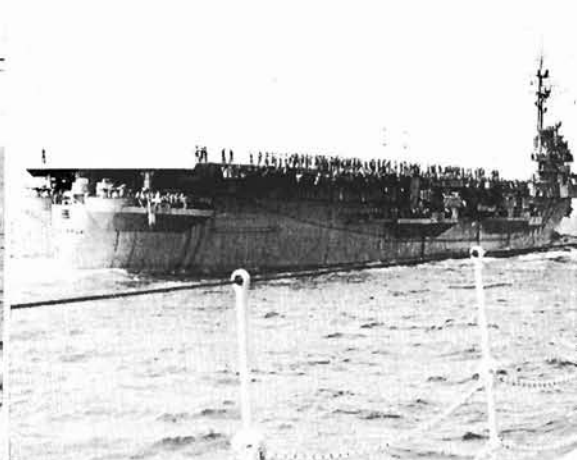
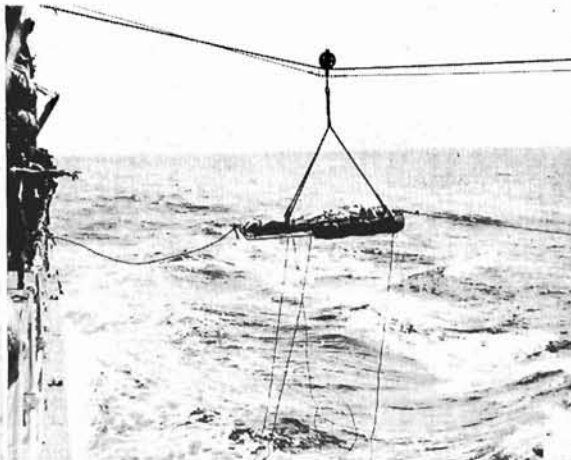
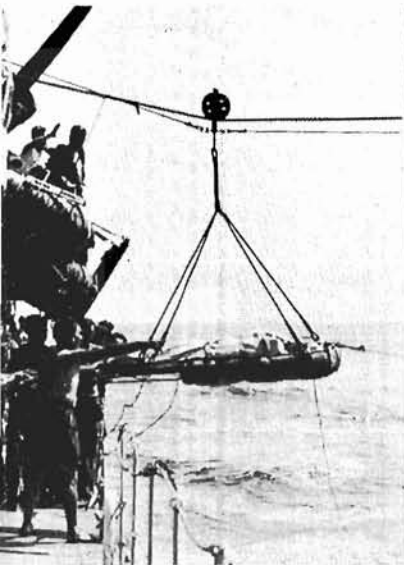
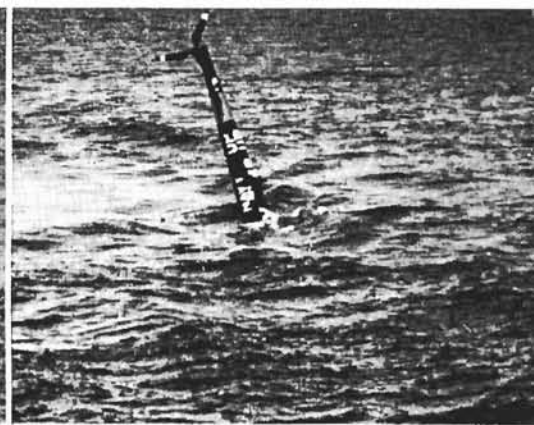
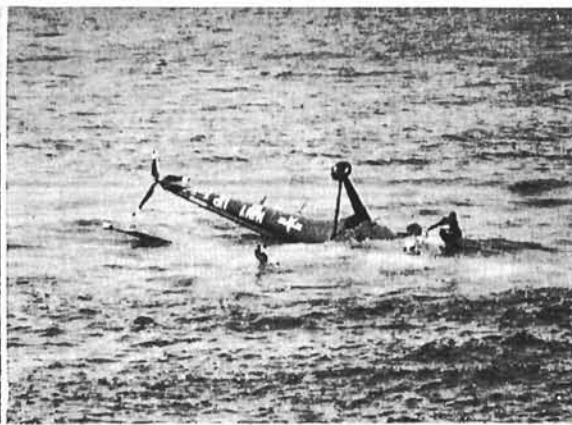
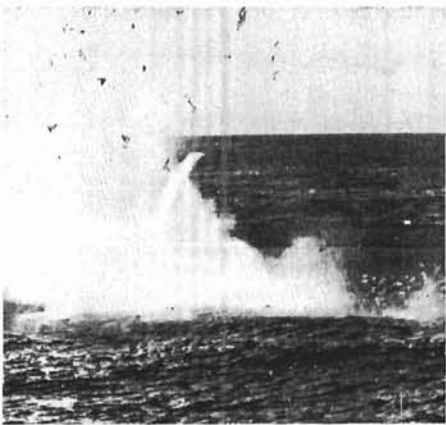
way because we want to find out the consensus about an issue, because our own opinions are perhaps not very definite and need clarification. We organize the discussion so that every one may have a chance to make himself heard. At the end we weigh the arguments for and against the point at issue and arrive as near as may be at a possible solution to the problem.

Discussion is an exercise in self-discipline. We learn to control the impulse to dictate to others, to refrain from monopolizing the conversation.

The development of democracy and the development of primary and secondary education have gone hand-in-hand in the last hundred years because we recognize that democracy without an educational system to train citizens to understand what democracy is all about is valueless.

The discussion method is an exercise in democratic procedure. We read about a given topic but we do not necessarily read the same material as other people in our group. We exchange ideas, based on what we have read, and we find ourselves in a better position to appreciate the difficulties, (for example in the way of admitting certain countries to the United Nations or of solving the economic and social problems besetting an underdeveloped country). When we have finished our discussion we decide on what ought to be done with due regard for minority opinion.

Discussion is also a safety valve. Anybody who has ever stood at London's Hyde Park Corner and heard the discussions that take place there is bound to have been impressed by the extreme views, the grievances and the propa-



... that Didn't Happen

motor cutter, under PO Reginald McGruskin. It towed the seaboat back to the ship.)

The next two pictures show the injured Corsair pilot, who had suffered a badly strained back, being transferred by jackstay to the *Point Cruz*.

The final scene is of the aircraft carrier steaming on her way, her men

cheering the *Athabaskan* for a good job well done.

The *Athabaskan* billed the Marines for 515 pounds of ice cream, the amount representing the estimated weight of the three men, not counting flying clothing or salt water.

As in the first rescue, the ships had to part before the ice cream could be

collected, but the Marines assured the *Athabaskan* by signal that the debt would be paid in full and with interest if they ever met the Canadians ashore.

The 700 pounds of ice cream are still owing. The *Athabaskan* returned home from her third tour of Korean duty in December and is now undergoing 3-inch-50 conversion.

ganda that he has listened to as well as to the wise moderation of some of the participants. The British themselves regard this open forum as a safety valve. They say it is much better for those who want to talk to get it out of their systems in public than to bottle it up, go underground and work up to an uncontrollable and devastating explosion.

The discussion hour is a school of responsibility. In Western society we admit that we differ amongst ourselves. Irresponsible people can, and sometimes do, exploit these differences. But in organized discussion hours everything assumes its proper perspective and irresponsibility finds no place there.

Above all, for the services the discussion hour is a school for developing leadership. The officer who leads his

group can develop further that poise in the presence of his men that is an essential attribute of command. It provides him with an additional opportunity for evaluating his men.

In short, while a discussion leader may or may not have much to learn about a subject under discussion, he can use the discussion hour in a very practical way to develop his own latent qualities as a leader and an administrator.

The Bureau of Current Affairs in its pamphlet "Group Discussion" says that the function of discussion on current national and international affairs and on the problems of effective citizenship is to enable the Canadian service man to become a better sailor, soldier or airman. Knowledge, the pamphlet goes on, leads to self-respect (synonymous with

self-discipline) and self-respect leads to better morale. Above all, the service man learns to appreciate the democratic regime under which he lives—a régime that encourages freedom of discussion. —(Prepared for *The Crowsnest* by the Bureau of Current Affairs)

FIREFLY AIRCRAFT SOLD TO ETHIOPIA

Fourteen Firefly aircraft, predecessors of the Avengers now used by the RCN for anti-submarine duties, have been sold to the Ethiopian government for \$100,000.

The Fireflies were embarked in the *Magnificent* before her departure for Portsmouth, England, for modernization of electrical and electronic equipment. The Fireflies were unloaded there for transshipment.

STRIPEY: A Tribute to a Vanished Race

HE IS NOW only a memory, fast fading into the half-incredible status of a legend. Soon, those who remember him will pass in their turn, leaving only hearsay of dwindling conviction to vouch for his having been. Sailors in their cups will continue to tell of him, to embellish and perfect the epic of his exploits long after they have ceased to believe that there once existed a fabulous being called a Three-Badge Able Seaman.

In those golden pre-war days every messdeck had its Stripey. He was held in fatherly esteem by his messmates, and he wielded as much authority by virtue of the ladder of stripes on his arm as the average petty officer does today. He knew everything and he had

been everywhere, and in his unassuming way he acted as advisor and confidant to those of lesser experience. Junior officers were not above consulting him in matters of seamanship, for he was a specialist long before the term was thought of. His superiors could draw upon his vast fund of knowledge without embarrassment, since Stripey was a man of infinite tact and diplomacy, with a way of telling people things in a manner that made them think they were telling him. He knew he was invaluable, but he never presumed upon that knowledge, was never guilty of a breach of respect.

On the messdeck, he performed by tradition many of the duties which today fall to the Divisional Officer. Men

brought their problems to him. They sought his advice in their private affairs, and laid bare their grievances to him. He was seldom at a loss. No matter whether it was trouble with a girl friend or a bad case of sea-sickness, Stripey could be consulted in confidence and always came up with a wise and effective solution.

He had an immense and infectious pride in his mess and in his ship. They were never quite so good as his previous mess and his previous ship, and he had a sorrowful conviction that the Navy was going to the dogs. Nevertheless he did his best to check the rot, and he saw to it that his mess-traps sparkled just that vital little bit more than anybody else's; he shouted and threatened and implored until his whaler's crew was the best in the fleet; and if his gun was not first on the target there was the devil to pay. Ridicule was his weapon, and such was the extent of his prestige that his quiet ironies and sarcasms could achieve more in the way of correction than a lifetime of "jankers".

He influenced also by example. His kit was immaculate and correct to the last stitch. He knew regulations and routines like the palm of his horny hand, and his punctuality was sometimes uncanny. No matter what time of day "fire stations" was piped, it somehow never caught Stripey in the shower: yet he showered more often than anyone else in the mess, and was swift in retribution upon those of unclean habits. He must have slept with one eye and one ear open, for he never missed anything that went on, and he was never heard to plead the lame excuse that he "didn't hear the pipe".

Stripey's darning, dhobeying and sewing would put the modern housewife to shame. He washed his whites in a bucket with pusser's soap, and they came out whiter than if they had been bleached. He mended his own boots, he made rugs and model ships, he made up his own and other people's perique tobacco (collecting a tot of rum from each "to flavour the tobacco"), and somehow still found time to tell interminable salty stories that were listened to with wondering admiration.

And yet, with all these innate virtues and acquired perfections, Stripey somehow never quite made the grade of promotion. His service certificate bore irrefutable testimony to the fact that his conduct had been ever beyond reproach, and his performance of his

"In his unassuming way he acted as advisor and confidant to those of lesser experience . . ."



duties was always eminently satisfactory. Such sins as he committed were never discovered, or if discovered, were explained out of existence. His commanding officers spoke highly of him, and he left the Service at last with a set of papers that would have gained him admittance at the Pearly Gates. And yet . . .

The truth was that Stripey had no ambition. His way in the service was one of fatalistic contentment, and he trod it with good will and good humour, guiding the feet of others on the first difficult rungs of the climb to Ambition's heights but never envying or desiring to emulate their success. For after all he enjoyed the respect and allegiance (and not infrequently the rum) of his messmates, without the ultimate responsibility.

If Stripey survives at all today, it is in the pensioned seclusion of the chicken farm that was his conception of Paradise. One can only hope, with something of reverence in the wish, that Stripey's hens are laying well, and that the reality of poultry farming is as idyllic as the dream . . .

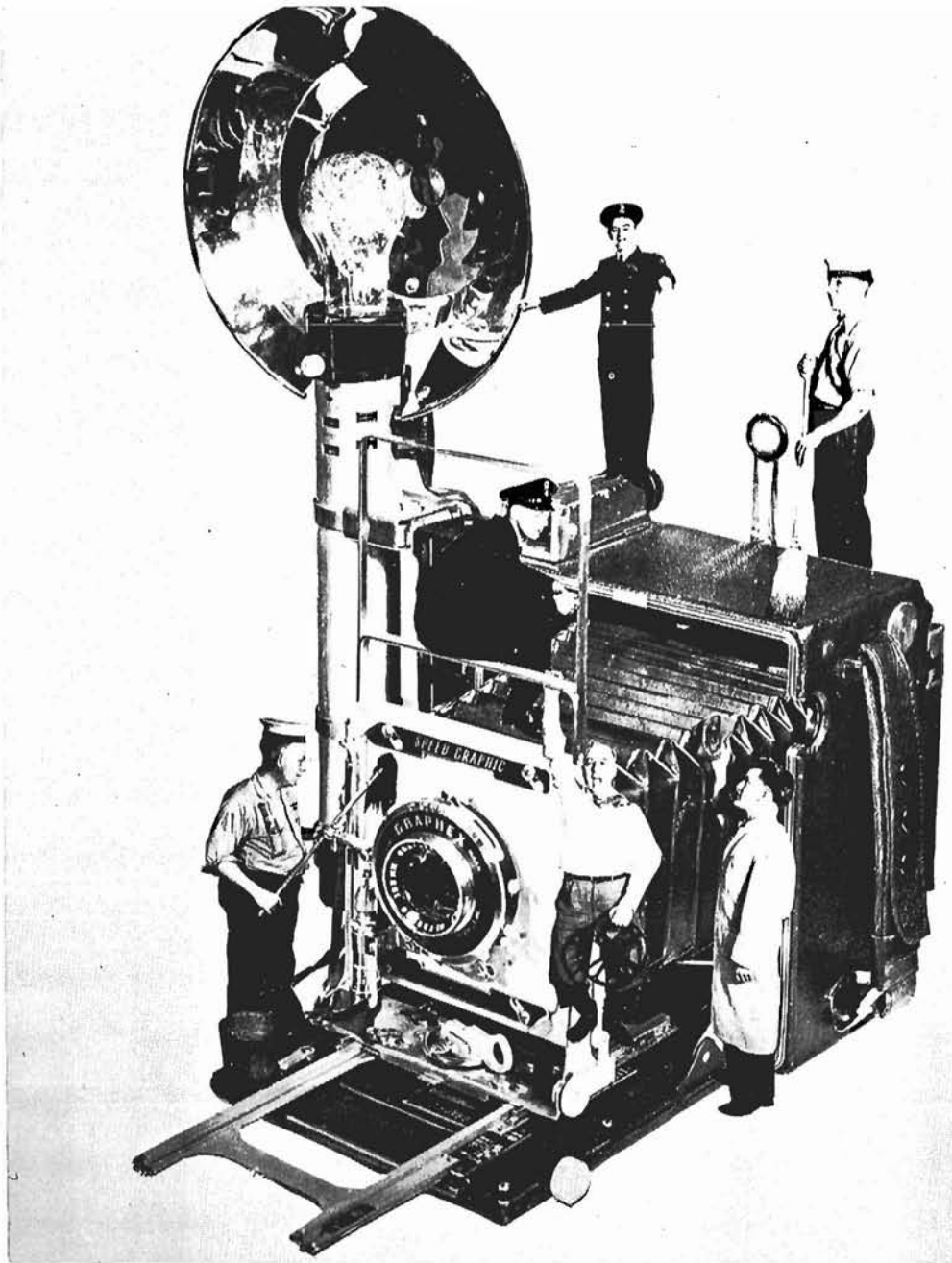
But such is the perversity of human nature that it is fairly safe to assume that Stripey, as he gathers the eggs, pauses now and then to indulge in fervent dreams of the messdecks he will tread no more.—H.R.P.

ENTERTAINMENT CENTRE OPENED AT NADEN

An organization which will co-ordinate naval recreational facilities, both service and civilian-sponsored, within the Pacific Command area has been established with headquarters in HMCS *Naden*.

The purpose of the organization, which has been named the Naval Entertainment Centre, is to act as a central agency through which civilian groups and individuals may direct offers of entertainment or recreational facilities to naval personnel; to co-ordinate and promote recreational and entertainment activities within the service, and to inform naval personnel of available facilities.

The plan is not new, but is a continuation of past policy along more uniform and standardized lines. It is hoped that the concentration within one agency of the several groups formerly concerned with this phase of personnel welfare will result in increased efficiency in liaison between the Royal Canadian Navy and local citizens.



Spring can mean a lot of things—flowers, romance, spring fever—but to serious-minded people like those in the photo section at HMCS *Shearwater* it can mean but one thing, namely spring cleaning. Three of the staff, Cd. Officer John M. Turner, photo officer, PO R. W. Blakley and AB W. J. Parrell, were absent on detached duty and weight-lifter William Duggan, civilian photostat operator, is out of sight doing some strenuous repairs inside the bellows. At the top are PO William E. John and broom-wielding Ldg. Sea. D. A. Peeling, PO R. C. Duiven occupies a central position. Left to right across the bottom are AB W. N. Gridland, Edgar (Tarzan) Westhover, film librarian, and AB E. D. Manuel. It will be noted that the standard spring-cleaning ratio of one supervisor per cleaner has been carefully preserved.

Evidence that the plan is working well may be found in the fact that during the Christmas and New Year holiday period 267 naval men accepted invitations to be guests in the homes of citizens of Victoria and surrounding district.

In addition to arranging for the acceptance of the traditional hospitality of the people of Greater Victoria, the Centre has arranged theatre parties, skiing trips, dancing and fencing classes and other forms of entertainment and recreation. The Odeon Theatre has a

standing weekly invitation to out-patients of the Naval Hospital at *Naden*, and the Totem Theatre, producers of legitimate stage shows, invited more than 800 men to various productions in a period of two months. Local transportation and sightseeing companies are co-operating and arranging low-fare trips to other cities and points of interest in the Pacific Northwest.

The Centre publishes regularly a bulletin which carries notices of forthcoming activities, suggestions for spending leisure time, and other items.

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS *Sioux*

Since the turn of the year, the *Sioux* has been kept busy working up her ship's company. On January 12 she left Esquimalt, following a week of anti-submarine exercises, to rendezvous with the *Ontario* the following day and escort her on the first leg of her Australasian cruise, as far as Pearl Harbour. This proved to be quite a busy time, getting the ship tiddly for her stay in the Hawaiian Islands, and at the same time carrying out evolutions with the *Ontario*.

On arrival in Pearl Harbour, both ships were greeted by hula dancers, complete with grass skirts and flowered leis, and then all hands settled down to enjoying the sunny tropical climate. The *Haida* had arrived the previous week on her way to Korean waters. Everyone had a most enjoyable stay in the islands, and having sped both the *Ontario* and *Haida* on their separate ways, the *Sioux* reluctantly set course for what was then a cold and very wet Esquimalt.

Members of the Royal Winnipeg Ballet Company met the Royal Canadian Navy on board HMCS *Quebec*. In Halifax, sailors in the cruiser were treated to the sight of graceful lasses and the sound of girlish chatter as the ballet troupe explored every corner of the ship. Shown here are the dancers assembled on the quarterdeck, after touring the ship in groups. (HS-29612)



The ship arrived in her home port in the rain on Sunday morning, January 31.

A ship's company dance, the first since the refit period, was held the Friday following return at the famous Club Sirocco in Victoria. With almost a hundred per cent attendance (duty watch excepted) the dance proved to be a great success.

The following week was occupied with anti-submarine exercises in company with HMCS *Sault Ste. Marie* and the U.S. submarine *Greenfish*. The ship sailed on March 1 for Port Alberni. This began a cruise in summer-like weather around one of the most scenic places in Canada, Vancouver Island.

On leaving Port Alberni, the ship steamed up the West Coast of the island into Nootka Sound for a brief look around (to the benefit of all camera fans on board) and then on to Port Alice. Here part of the ship's company was taken on a tour of the Alaska Pine and Cellulose plant in the afternoon, and that evening all who wished to attend were entertained at a bridge and euchre party by the townspeople.

Several valuable prizes were in evidence on sailing the following day for Alert Bay.

The people of Alert Bay proved every bit as hospitable as the previous hosts had been, and in honour of the visit a dance was held in the recreation centre.

From Alert Bay the ship moved to Vancouver where she spent the weekend, and those with homes in this west-coast metropolis made the most of it. HMCS *Discovery* opened the doors of all messes to the ship, and many of the city's high spots were paid visits.

Leaving Vancouver astern, the *Sioux* then entered Nanoose Bay, to carry out gunnery exercises and general drills for a week, on completion of which she returned to Esquimalt on Friday, March 12.

Masset Radio Station

Personnel of this Queen Charlotte Islands naval outpost held a smoker on February 6 as a farewell to Cd. Officer (SB) D. W. Smith, officer-in-charge, who has been appointed to HMCS *Gloucester*.

Mr. Smith has been succeeded by Cd. Officer (SB) D. C. Filewod.

Members of the radio station staff and their wives trod the boards on February 23 and 24 in the village of Masset when they presented a variety show. A can-can number by the wives, under the direction of Ldg. Sea. William Jackson, was undoubtedly the program item meriting top billing.

Hitherto unrevealed talents as vocalists were disclosed by Mrs. W. E. Butchart and Mrs. L. C. Laurie. A tumbling act, vocal quartette and a pantomime were other items on the program.

Members of the Masset branch of the Canadian Legion presented a highly realistic portrayal of "The Shooting of Dan McGrew".

HMCS *Elk*

The *Elk*, formerly ML 124, has maintained a fairly active pace during the past few months. Highlight of her activities during the past month was a cruise to the northern waters of B.C. and the coast inlets.

The little ship left Esquimalt on March 5 and made her first stop at Comox. The next day the *Elk* departed for Duncan Bay, on the southern shore

of Seymour Narrows. March 7 saw her at Port Hardy, on the northern tip of Vancouver Island, where warm sunshine was enjoyed.

Crossing Queen Charlotte Sound to the mainland, the ship stopped at Klemtu, an Indian village. Here the crew received an invitation to participate in a basketball game with the local inhabitants but had to decline when the ship's company failed to yield sufficient basketball players.

The next stop was at Kitimat, site of the huge aluminum plant, where the ship continued to enjoy balmy weather that had followed her from Victoria. Two days were spent at Kitimat, during which tours were arranged of the aluminum company's development.

Leaving Kitimat, the *Elk* sailed for Kemano, where the power is generated to supply the mills at Kitimat. The *Elk's* crewmen were greatly impressed with the development at Kemano. The power plant itself is built inside a mountain. The water fall which supplies energy to generate the power is twice as high as Niagara and the tunnel through which the water flows to the massive power plant is 11 miles long.

Homebound, the ship stopped again at Klemtu then on to Port Hardy, meeting unsettled weather all the way, rain, snow, hail and sunshine. Sailing via Plumper Bay and Seymour Narrows the ship reached Comox, where she stayed overnight due to a heavy snow storm. The *Elk* departed for Esquimalt on March 16.

Disturbed by the unfamiliar sound of women's and children's voices in a man's world and by the added fact that he had to get into his fiddly uniform, Swampy, Mark II, nevertheless accepted the hubbub of the Huron's homecoming from the Far East with a certain amount of savoir faire. He is shown being reassured by PO Raymond Bromley, of Toronto, that things are not always thus in the new, strange land of Canada.



With a crew numbering 12 men, HMCS *Elk* enjoys the distinction of being the only one of HMC ships commanded by other than a commissioned officer. Her captain is CPO Sydney Dobing, a member of the quartermaster branch.

During the past month PO W. Y. Armit joined the ship from HMCS *Naden*.—J.E.B.

Aldergrove Radio Station

The biggest thing that has happened at Aldergrove Radio Station in a long time has happened. If personnel (and their families) have a peculiar, stiff-necked look about them, it's because they have all qualified as sidewalk superintendents, Trade Group IV.

This results from the personal attention they have given the erection of the station's new recreation building, from the moment the sewer trenches were dug. They saw the foundations well and truly laid and then watched the seven laminated wooden arches raised skyward, and braced and bolted into position. That's when the cricks in the necks developed.

The arches arrived wrapped in paper strips, which became scuffed in handling. Aldergrove now boasts more "Irish pendants" than any other ship or establishment in the Royal Canadian Navy.

Work is being done on the station's softball diamond, but delays occasioned by an unusually wet spring make it unlikely the diamond will be in use before late May.

Married quarters has noted with concern the numerous "new entry" listings for Albro Lake Radio Station in a recent issue of "The Crownsnest". While this has caused temporary worry, it is regarded as by no means a permanent state of affairs.

ATLANTIC COMMAND

Shannon Park

One Sunday morning early in January, following the service at the Inter-denominational Church, the residents of the Shannon Park married quarters bade a final farewell to a popular padre.

Chaplain (P) T. L. Jackson, who for more than two years had served the spiritual needs of this naval community, was to take up a new appointment and his parishioners were gathered together to present him with a souvenir of his stay at Shannon Park. CPO N. Higham, on behalf of fellow residents, presented Padre Jackson with a handsome watch. Earlier that same morning a fine brief-case was given to him



The Royal Canadian Navy has presented to the Maritime Museum at Halifax a model of the S2F1, a Grumman A/S aircraft which will replace the Avenger ultimately in the RCN. Lt.-Cdr. J. M. Clarke, Kearney Lake, B.C., is shown holding the model of the aircraft. (HS-29644)

as a token of affection from the members of the Sunday School class.

It was just before Easter, 1952, that Padre Jackson came to Shannon Park to see what could be done for the naval personnel and their families. He had not been officially appointed as Chaplain of the community, but what had been intended originally as a visit turned into a two-year tour of duty. In those two years he spent so much of his time and effort for the good of everyone living in the naval married quarters at both Shannon Park and Harbourview, that the residents took it for granted that Chaplain Jackson was their padre.

Help, advice and encouragement were readily given, and the Padre was never too busy to see anyone in need of assistance. Many who now reside in Shannon Park are there solely through his efforts. The Sunday School, which grew from a small gathering to a throng of youngsters approximately 300 strong during this period, is but one church organization that will miss Padre Jackson.

He has been succeeded at Shannon Park by Chaplain (P) A. G. Faraday.

HMCS Gloucester

Thirty men from HMCS *Gloucester* marched in the tri-service parade which was held in conjunction with the opening of the annual campaign of the Canadian Red Cross Society in Ottawa.

Lt.-Cdr. G. B. Tamburello, USN, has been appointed to *Gloucester* as advisory training officer and has taken up residence in the married quarters.

Their 16-week course completed, 10 members of Class 41 are now serving at Churchill Radio station. They are Able Seamen R. C. Bourdeau, R. J. Chafe, K. A. Clarke, J. A. Douglas, H. R. Garret, R. W. Hines, W. H. McGeein, J. H. Madden, R. L. Purdy and Donald Stevens.

The entertainment committee earned itself congratulations for a highly successful smoker in the ship's company mess on February 26.

Torpedo Anti-Submarine School

Lieut. T. L. B. Hebbert has left the staff of the Torpedo Anti-Submarine School, *Stadacona*, to join HMCS *Algonquin*.

Lieutenants D. B. Babineau, A. A. Butchart and R. Dorken, of the TAS School, have joined the Junior Officers' Technical and Leadership Course.

HMCS *New Liskeard*

The son and infant daughter of Lieut. and Mrs. Allan Guy were christened on board the *New Liskeard* on Sunday, March 14, by Chaplain A. G. Faraday.

Godparents for the son, David Allan, were Cd. Stores Officer and Mrs. A. J. Thornton, Edmonton, Alta.

For the infant daughter, Judy Lynn, Lt.-Cdr. and Mrs. N. L. Pendlebury, Saskatoon, Sask., stood up as godparents.

Following the service, a reception was held in the wardroom of the ship.

Gunnery School

New additions to the staff of HMC Gunnery School, *Stadacona*, on their return from a gunnery instructors' course in HMS *Excellent*, in England, are PO Ernest Watson, PO James Callington, CPO Thomas Starky and PO Cyril Coyle.

Floating Cards Trace Wind Drift

Cards in plastic envelopes have been strewn far out over the North Atlantic ocean by the Royal Air Force to assist the United Kingdom's National Institute of Oceanography in their study of wind drifts—something which has an important bearing not only on navigation but also on rescue operations and beach pollution by oil.

The first wind-drift card has been picked up off the coast of Spain and its course and time of arrival fitted fairly well the Institute's estimate of average wind speeds and directions.

A reward of half-a-crown (about 30 cents Canadian) or its equivalent in foreign money goes to the sender of each postcard received.



Looking understandably pleased about things is this prize-winning trio of RCN Reservists on board HMCS Unicorn, in Saskatoon. They carried off the honours in the fifth annual awards night held recently in the Hub City training establishment. Left to right are: AB George Holdstock, winner of the all-round proficiency award; Wren Dorothy Lewis, winner of the prize for best Wren; and Ord. Sea. Charles Prentice, who was judged best of the new entries.

PO Edward Crooks has left the staff of the school and is serving in HMCS *D'Iberville*.

Top man in a Second Class Anti-Aircraft Gunnery Course and winner of a Gunnery School commendation, with an average of 86.3 per cent in his final exams, was Ldg. Sea. Bruce Robinson. The class consisted of Leading Seamen Murray Darrah, Douglas Ivany, Kenneth Kirk, David Smith, Ronald Robertson and Fred Byrne.

First in his class of 15 men qualifying for Third Class Anti-Aircraft Rates was Ord. Sea. James Robson, with an average of 85.5 per cent in the finals. Other members of the class were Able Seamen Albert Beckwith, Gerald Burnett, William Dishman, David Deane, Edward Easton, William Kilbridge and James Starchuk, Donald Scopie and Karl Kowalski; and Ordinary Seamen Laurie Little, Ronald Lea, Ian Morrison, John Macdonald, Rod Richardson.

Qualified as Third Class Layer Rates were Able Seamen William Aylward, Robert Fletcher, Philip Parker, Thomas Smith, Joseph Montrueil and Ray Donovan.

Albro Lake Radio Station

A smoker was held at Albro Lake Radio Station in honour of CPO Charles W. Bourgeois, on his leaving to join the staff of Captain Patrick D. Budge, Chief of Staff to COND. This will be his second period of service under Captain

Budge, his last being on board the *Quebec*. In his new station, he will organize the Reserve radio communications training on the Great Lakes.

NAVAL DIVISIONS

HMCS *Unicorn*

The fifth annual Awards Night at *Unicorn*, the Saskatoon naval division, Saskatoon, saw Superintendent A. W. Parsons, officer commanding the district's RCMP Detachment, stress the vital role reserve personnel would play in the event of "another blow-up". The Navy, he said, was in all respects the senior service—the service on which all others depended.

Three members of the ship's reserve company and five cadets from the University of Saskatchewan Naval Training Division were honoured in the ceremonies.

In addition, Captain O. K. McClocklin, commanding officer of *Unicorn*, pinned United Nations medals on two veterans of Korean service now stationed aboard the Saskatoon training establishment.

Presented with the UN medals were CPO George Dyson, of Victoria, and Ldg. Sea. William Ross, of Saskatoon. Former Ldg. Sea. Ralph Crawford, of Watrous, Sask., recently retired from the RCN, was also to have been presented with a UN medal but was unable to attend.

In the awards to reserve personnel, Able Seaman Oliver George Holdstock received the all-round proficiency award, open to all members of the ship's company. Wren Dorothy Lewis received the best Wren award. The award for the best new entry went to Ordinary Seaman Charles Alfred Prentice.

Commander J. B. Mawdsley, UNTD Comanding Officer, made the presentations to award-winning cadets. Third-year Cadet R. D. Yanow received the proficiency award for best all-round cadet. Awards to first year cadets went to Cadet A. G. Keith for navigation, and Cadet D. J. Junk, for seamanship. Cadet R. T. Upton won the second-year navigation award and the second-year seamanship award went to Cadet E. C. Boychuk.

A colourful climax to the ceremonies was the march-off of UNTD cadets recently promoted to the rank of sub-lieutenant. On orders from Cmdr. Mawdsley, Sub-Lt. R. J. Rushford, marched his new fellow officers, Sub-Lieutenants M. A. Bisal, D. L. Hicks, W. Kochanski and I. F. Rogers, away from their position with UNTD units and across the deck to take their places with members of the ship's regular reserve company.

HMCS York

The Toronto naval training division is one of five establishments selected to provide specialist training in the Supply Branch for men and Wrens of the Royal Canadian Navy (Reserve),

Nonsuch, the Edmonton naval division, is justifiably proud of the division's band and choral group. A feature of one Sunday evening concert was the playing for the first time in public of a march, "HMCS Nonsuch", written and conducted by the bandmaster, PO W. A. Halliwell. Band officer and supervisor of the division's musical programs is Lieut. (SB) D. R. Jones. (Photo by Dave Bain, Edmonton).

it has been announced by Commodore Kenneth F. Adams, Commanding Officer Naval Divisions.

York and *Nonsuch* in Edmonton will train writers and storemen for the Supply Branch while the other three establishments, *Donnacona* in Montreal, *Discovery* in Vancouver and *Chippawa* in Winnipeg, will provide training for writers, storemen, cooks and stewards.

This new training program brings up to three the number of categories in which training is available at the Toronto division.

VC 920, Toronto's own reserve naval air squadron, is on the lookout for young men to train as radio and radar operators to man anti-submarine aircraft.

The reserve squadron believes the biggest response will come from high school students, as at least one full summer will have to be devoted to flying training. First chance will go to Grade XI students who will be able to start this summer by taking at least two week's basic naval training. Flying training will occupy the following summer (1955) and wings will be awarded to those who pass the course prior to their entering Grade XIII.

The training syllabus will include instruction on the operation and servicing of aircraft radio and radar sets, radio communications procedure and morse code. The ground training will be concentrated during the period between September and May on a part-time basis at HMCS *York* and Downsview Airport. The flying training will follow this after school exams, at the

RCN's Air Station at Dartmouth, Nova Scotia.

Those who win their "wings" will be able to stay in the Reserve and fly with VC 920 as regular members of the squadron the following year. The squadron is aiming for sufficient trained pilots, observers and observer's mates to form complete aircrew teams to man Grumman Avenger anti-submarine aircraft. Training flights by squadron aircraft will take place during week-ends in the Toronto area. Flights to the East Coast for exercises with the fleet are planned for the future.

HMCS Cabot

Officers and men of *Cabot* had important roles to play in Exercise Trade Wind III, an exercise in naval control as it is put into effect over merchant shipping in wartime.

Officers participating were Lt.-Cdr. F. C. Anderson, *Cabot's* executive officer, and Lieut. (SB) F. H. Bragg. Personnel from *Cabot* manned HC 268 for the purposes of the exercise.

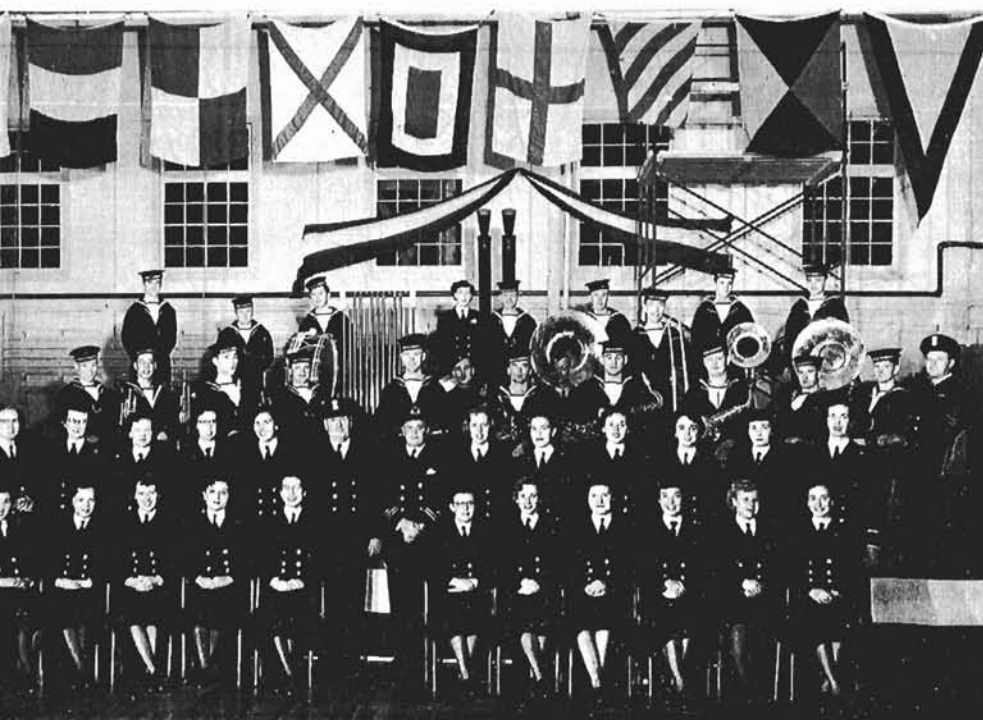
Courses and annual naval training have already begun for officers of this Newfoundland naval division. Lieut. G. G. R. Parsons, training officer, has undergone two short gunnery courses at *Stadacona*. Others who left for courses included Lieut. (E) R. G. A. Lawrence, Cd. Officer (SB) T. E. Giannou, Sub-Lt. R. C. Knapp-Fisher and Sub-Lt. E. H. Winter. Surg. Lt.-Cdr. P. O. Gallagher joined the *Stettler* early in March for a training cruise.

HMCS Donnacona

More than 70 present and former officers of the Montreal naval division attended a mess dinner on January 29 in observance of the 30th anniversary of the establishment of the RCNVR in Montreal.

The Montreal Half Company of the Royal Canadian Naval Volunteer Reserve was established in 1923 and had its first home in shabby quarters over a Chinese laundry—a far cry from the present quarters of HMCS *Donnacona* on Drummond Street and a circumstance that led the original quarters to be dubbed in jest "HMCS Hong Kong".

The honoured guests at the mess dinner included Commodore K. F. Adams, Commanding Officer Naval Divisions; Cdr. Guy St. A. Mongenais, commanding officer, and former commanding officers of the division. They were Commodore Paul Earl, now Naval Officer in Charge, Montreal; Captain R. B. Warwick, Cdr. A. R. Webster, Cdr. D. J. Desbarats, Cdr. Harold Beaumont, Cdr. P. A. Langlois and Cdr. John F. Stairs.



THE BULLETIN BOARD

Institution Offers Wide Facilities

A library, containing what is probably the finest collection of military literature in existence, a lecture theatre for the discussion of professional subjects, a military museum and a quarterly journal are the facilities offered to members by the Royal United Service Institution, Whitehall, London, England.

A brochure has been received from the Institution drawing attention to the fact that membership is open, without formality, to all commissioned officers of the active and retired lists within the British Commonwealth. Naval, military and air force cadets are eligible on the recommendation of their commanding officers.

Officers, on payment of the annual subscription of £1 10s, are entitled to the full benefits of membership, including the four quarterly journals and use of the lending library.

The Royal United Service Institution was founded in 1831 and was originally called "The Naval and Military Library and Museum". The Royal Charter of Incorporation, granted in 1860, laid down the purposes of the institution as "the promotion and advancement of naval and military science and literature". The scope of the Institution has since been broadened to include the Royal Air Force.

The library contains books by all the best known writers and specialists on every aspect of Commonwealth defence and the conduct of war, ranging from the latest publications to many rare old editions long since out of print.

A large proportion of these books form a lending library from which members can borrow four volumes at a time. The purpose of this is to make available to officers works of value for the study of their profession.

In the lecture theatre, officers hear subjects of interest to the services expounded by the best professional authorities. Listeners take part in open discussions irrespective of rank.

The Journal, recognized as the leading publication of its kind, provides a medium whereby lectures and discussions reach members and messes all over the world. It also contains articles by officers and others with special knowledge of professional scientific mat-

ters, and of those aspects of international affairs or other subjects which are of particular interest to the services. It is designed to give officers of each service a better understanding of the others.

The Royal United Service Museum, which forms an integral part of the Institution, is housed in the historical old banqueting house of the former Whitehall Palace. Here are to be found personal relics of famous commanders, trophies of great victories, models, uniforms, medals and mementoes. The museum has been called "a veritable temple of irreplaceable treasures — symbols of the services' greatest achievements and traditions".

Another section of the museum displays modern exhibits, including models of warships, armoured fighting vehicles, aircraft and weapons. Here also is shown a series of dioramas, depicting famous episodes of military history, beginning with the landing of Julius Caesar in Britain and including epic

battles which helped to found the British Empire.

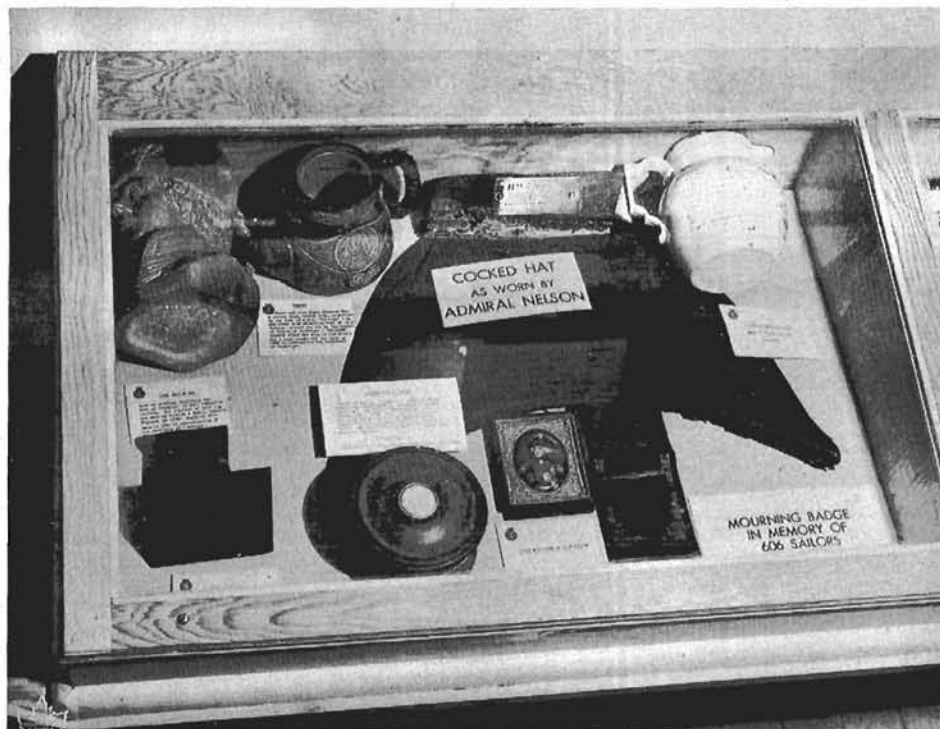
Detailed particulars of memberships are available from the Secretary, Royal United Service Institution, Whitehall, London, SW1.

CPOs Receive Course Preference

First preference is being given Chief Petty Officers in the supply trades in advancement to and selection for courses leading to Trade Group IV, as that trade group has now become a requirement for supply branch advancement to Chief Petty Officer First Class.

The courses are not compulsory, but those who decline to take them disqualify themselves from further promotion until they qualify for Trade Group IV.

Commanding officers have been urged, in the interests of the service and the individual, to make men available for the courses.



Snug in his inland home at Maple Lawn Farm, in Uxbridge, Ontario, Leonard H. Ball read in a Toronto newspaper an item about the collection of relics relating to Admiral Lord Nelson, now on display at the Maritime Museum in Halifax. Pleased to see such interest in this country, Mr. Ball presented a teakwood snuff box to add to the collection in the Maritime Museum. The snuff box is made from teak taken from the HMS Victory, Admiral Nelson's flagship, and commemorates the battles of St. Vincent, the Nile, Copenhagen and Trafalgar. It is shown above, second from the lower left-hand corner in company with relics loaned by the Navy League of Canada to the Museum.



The Navy Plays



Sell-out Crowd At Boxing Fiesta

Shearwater put on six boxing bouts and three wrestling events to a sell-out crowd in the air station gym on February 3. In the feature presentation, Ace McCloskey, Halifax, 190, former Maritime middleweight professional champ, decisioned Pat Phillips, former RCN East Coast middleweight titleholder.

In the opener AB Ron Thibeault, *Shearwater*, 145, TKO'd AB Al White-man, *Stadacona*, 149, in their debut to ring warfare. Sea Cadet Basil Killgar, *Shearwater*, 147, was awarded the bout on low blows from AB E. Roberts, *Stadacona*, 140. AB Karl Kowalski, *Stadacona*, 147, decisioned AB Dan Kane, *Shearwater*, 147. AB Bob Matchett, *Shearwater*, 160, decisioned ex-sailor Ron Grady, 155, Eastern Passage. AB Fred Doucette, *Stadacona*, 154, got the nod over B. Leadly, Dartmouth, 160.

Ldg. Sea. Roland (Wildcat) West, 160, won a single fall wrestling match by a shoulder press on Ldg. Sea. William (Kirk) Knatchbell, 172. In the second single fall vent, AB Ed Krul, 190, outgrappled AB Tony Mattia, 190.

The last event on the card was a tag team match which gave excited

The crew decked out in war paint and feathers and a Canada lynx (stuffed) snarling defiance in the bows, the Indian war canoe entered by the cruiser *Ontario* in the Royal Hobart Regatta won top honours in its class. The builders of the war canoe dodged the irksome task of hollowing out a cedar log by constructing their craft around a ship's boat. (OT-1526)

fans a rare show in and out of the ring. In the ensuing debate both teams were disqualified and the referee lost his shirt. William AB (Alaska Bill) Smethurst, 235, and AB Bill (Russian) Melnechuk, 175, battled AB Don (Sonnyboy) McNeill, 190 and PO (Dannyboy) McCowell, 210. All the wrestlers were from *Shearwater*.

Officials included: Hon. referee, Captain A. H. G. Storrs; referee, CPO Andy Chartren; chief whip, PO L. J. Moro, timekeeper, CPO Mel Lumley, master of ceremonies, CPO L. J. (Ginger) O'Brien; weigher, PO Bernard (Spud) Hughes, and judges, Lt.-Cdr. (S) E. J. Lloyd, Lt.-Cdr. Charles Richardson and Lieut. Ed. Wiggs.

Ontario Repeats Sailing Victory

Sailing enthusiasts of HMCS *Ontario* again won the coveted Costello Shield in a regatta with the Royal Suva Yacht Club when the cruiser called there at the end of March en route to Esquimalt to close a three-month Australian cruise.

Canadian sailors first captured the trophy when the *Ontario* visited the Fijis early in 1951 in the early stages of her first voyage to the Antipodes.

The shield, a highly polished tortoise shell, is offered for competition each time one of HM Ships makes a peacetime visit to the capital of the islands. The *Ontario* has been the only visiting ship to win. Particulars of each competition are inscribed on separate silver shields mounted on the shell and retained in the Suva clubhouse. The *Ontario* will get a replica for permanent possession.

Coxswains of the boats with which the *Ontario* racked up a winning total this year were: Captain D. L. Raymond, commanding officer of the cruiser; Lt.-Cdr. A. R. Pickels, Lieutenants E. B. Stolee, H. C. Tilbury and H. D. W. Bridgman, Lieut. (S) Robert Leckie, Cd. Bos'n P. S. Cox and Midshipmen R. T. Wilson, M. L. Verrier and John Harwood.

Harbour Ice Hockey Asset

While the *Wallaceburg* remained alongside at Pictou for her annual refit last winter, thick harbour ice was employed with benefit to both shipyard workers and the ship's company.

The refitters chipped and scraped the flare and outboard side of the ship with the help of trestles placed on the ice.

The crew on the other hand, constructed a passable hockey rink accessible from a jumping ladder rigged over the stern.

"The rink, coupled with recreational facilities offered by the community hall, provided adequate athletic outlets to offset the lethargy normally encountered by personnel during refits," Lieut.-Cdr. W. A. Manfield, new commanding officer of the Algerine coastal escort, related in his February report of proceedings.

Unicorn Tops Two-City Meet

Unicorn teams outpointed their southern guests 32½ to 17½ when the Saskatoon naval division was host to a 30-member contingent from Queen in Regina recently for a week-end of inter-divisional sports.

Marksmanship, curling, volleyball and badminton matches were played and the total computed on the basis of five points per victory.



Sub-Lt. M. D. Cameron led the *Unicorn* squad to victory in the marksman-ship competition with his 97 out of 100 score. Wren Dorothy Bligh's 89 was tops for the visitors.

The badminton teams split 20 points. Queen's Petty Officers P. M. Doyle and Norman E. Richardson chalked up consecutive wins over CPOs Bill Settler and Stan Jamieson of *Unicorn*, while Sub-Lieut. Dorothy George and AB Ron Ferguson emerged from mixed doubles with a pair of wins for the home team from Sub-Lt. Edith Williams and AB Bill Bellerose, of Regina.

Volleyball teams split the first two games for five points each, but *Unicorn's* entry under Wren Dorothy Lewis edged Regina's, captained by Sub-Lieut. Alice Curry, to take the deciding points.

A *Unicorn* rink, skipped by Lieut. Norm McPherson, topped the *Queen* foursome 10-8 in the only curling match completed. The second match was called a draw with the score tied after eight ends when natural ice gave way to a balmy chinook. The arrival of the warm breeze also forced a call-off of a scheduled hockey game.

Lieut. Alex Rowney, training officer at *Unicorn*, made arrangements for the meet. Sub-Lt. C. D. McKenzie was in charge of the *Queen* party.

A return competition is proposed for Regina later this year.

From novice to marksman in less than the proverbial ten easy lessons is the record of Wren Dorothy Smith, a medical assistant at *Unicorn*. Under guidance of the training officer, Lieut. Alex Rowney (above), Wren Smith brought her score up from a beginner's 50 to join the Saskatoon division's exclusive "Over 90 Club" recently. She had no previous shooting experience before showing up at *Unicorn's* newly-completed rifle range for the Sunday morning shoots. (Esquire Photo, Saskatoon.)



PO Maurice Arbick, goalie for HMCS *Bytown's* first season in the National Defence Hockey League in Ottawa, was chosen as the most valuable player of the four-team league. *Bytown* lost in the semi-finals to RCMP after finishing the regular schedule in second place. (O-6441)

***Bytown* Hockey Team Ousted**

Bytown was ousted from the National Defence Hockey League playoffs at Ottawa in February by a re-inforced RCMP team which sank the sailors 6-1 and 5-0.

The Navy team, playing its first year in Ottawa hockey circles, had finished second in the regular league schedule, during which it had beaten the RCMP in every encounter.

Bytown's goalie, PO Maurice Arbick, of Ottawa, was selected as the four-team league's most valuable player.

The headquarters sailors journeyed to Kingston on March 13 where they lost to *Cataraqui's* pucksters 6-3. The return engagement was to be played at Ottawa later that month.

Now that the initial step into headquarters sport has been taken, *Bytown* plans to enter a team in the National Defence Softball league this season. Represented are RCAF (Uplands), Army Headquarters, and the RCMP—the same units who made up the hockey league last winter.

Next year, *Bytown* will renew hockey wars in an expanded league, composed of three RCAF squads plus a team each from the Army and RCMP.

***Sioux* Excels in Puck Encounters**

The *Sioux*, her refit over, entered hopefuls in all the major sports. The ship's pucksters beat the *Sault Ste. Marie* 8-1 on February 12 and two weeks later downed *Naden* Miscellaneous 6-2.

Sioux hoopsters made their season debut in Pearl Harbour against USS *Shea* (destroyer minesweeper) and lost 77-37. The next try, against *Alert Bay*, was better, the ship earning a 31-30 decision after a close game.

The softball team lost 12-7 to the U.S. submarine *Gudgeon* in an out-of-season contest at Pearl Harbour. The British Empire Games trials to be held at Vancouver beckon and the *Sioux* has produced three track prospects, a boxing candidate and two cyclists.

Sea Cadet Shoots Possible 100

Able Cadet George Rex Camp, of RCSCC *Victory* in Montreal became the first Sea Cadet to fire a possible 100 this season in the Armed Forces Section, Province of Quebec Rifle Association. He is a regular attendant at Sea Cadet headquarters on Closse street, despite the length of the trip from his home at 12035 O'Brien boulevard, Cartierville.

Two champions battled to a draw in an exhibition bout during the C. E. Hand Trophy tournaments in Stadacona gymnasium in February. They were (left) Leroy R. Jones, of Halifax, Maritime professional featherweight champion, and AB Freddie Deegan, who holds the Dominion, Atlantic Command and Maritime lightweight amateur titles for 1953. (HS-29423)





HMCS *Shearwater* captured the C. E. Hand Trophy for boxing on February 18, when they nosed out HMCS *Stadacona* by one point, with a score of 11-10. PO Mohamed S. Shah, left, captain of the *Shearwater* boxing team, is seen here as he accepted the trophy from Commodore E. P. Tisdall, Commodore RCN Barracks.

Shearwater Takes C. E. Hand Trophy

Shearwater took the C. E. Hand trophy away from *Stadacona* this year by nosing out the Halifax-side sluggers 11-10 in a boxing tournament on February 18 in *Stadacona* gymnasium.

The highlight of the annual card was an exhibition between AB Fred Deegan, 135, of *Stadacona* and Leroy R. Jones, 129½, of Halifax, in which they battled to a draw.

Jones is the Maritime professional featherweight champ while Deegan holds the amateur Dominion, Maritime and Atlantic Command lightweight titles.

Eleven bouts were staged in all, five resulting in knockouts. Commodore E. P. Tisdall, Commodore RCN Barracks, Halifax, presented the trophy after the fights to PO Mohamed S. Shah, captain of the *Shearwater* team.

Cabot Forms Rifle Team

For the first time since the commissioning of *Cabot* at St. John's Nfld., a DCRA team has been formed and interdivisional shoots organized. Team "A", consisting of the permanent staff, and Team "B", reserve personnel, are on the range every Thursday. Wrens in Team "B" show an aptitude with rifles that has amazed Lieut. Greg. O'Grady, the range and gunnery officer.

Mild weather's arrival cancelled further hockey. The final outing had *Cabot* drubbed 8-3 by Parson's Garage of the City League.

An entry into the city league table tennis tournaments is planned. Last year, *Cabot's* team was beaten only once, that time for the championship. Basketball plans have been laid, new uniforms procured and it is hoped that a strong team from the division will play exhibition games with city teams before too long.

Onysko Rink Unbeaten in 'Spiel

Ordinance Lt.-Cdr. Bill Onysko skipped his rink to a clean-sweep victory in the RCN Curling Club's closing bonspiel in Halifax on March 26 and 27. Eleven rinks competed in this first Atlantic Command 'spiel.

Lt.-Cdr. Onysko's rink edged the runners-up, Dockyard Supply Department, by one point in an extra end after the game had been tied.

Commodore E. P. Tisdall, Commodore RCN Barracks, Halifax, presented prizes to the winning rinks at a club smoker held in the chief and petty officers' mess at *Stadacona*.

Members of the winning rink were: Lieut. W. W. Palmer, lead stone; Instr. Cdr. J. D. Armstrong, second; Instr. Lieut. Terry Hicks, mate, and Ord. Lt.-Cdr. Bill Onysko, skip. Number Two

rink consisted of Lieut. (S) S. F. Mitchell, AB A. E. Warman, CPO R. G. Skinner and Lieut. (S) A. C. Tassie.

Final standings showed that Lt.-Cdr. Onysko's rink was first with five wins, no losses, Lieut. Tassie's rink won three and lost two and the rinks of T. J. C. Thomas, Gordon Belliveau and James Wilkie were tied for third with three wins and two losses.

Committee officials were: Lt.-Cdr. T. J. C. Thomas, chairman; CPO Roger Curtis, treasurer and prizes; James Wilkie, records and starter; Lieut. (S) A. C. Tassie, publicity and printing, and Lieuts. A. L. Smith, Terry Hicks, and James Wilkie, match committee.

Cornwallis Wins Return Match

Cornwallis won a return .22 rifle shoot at its own range in mid-March 1825-1813 against *Stadacona*. Wren Helen Cameron, of *Stadacona*, fired the highest individual score of 97. Earlier in the month, *Cornwallis* lost 1,745-1,824 to the Halifax marksmen on the *Stadacona* range in the first of the intership challenge matches.

In the second engagement, the visitors won the senior class 472 to 461, but *Cornwallis* won the intermediate, junior and Wren competitions. Scores were: intermediate—*Cornwallis* 460, *Stadacona* 456; junior—*Cornwallis* 457, *Stadacona* 545, Wrens—*Cornwallis* 447, *Stadacona* 431.

Stadacona's senior "A" team broke a 17-year-old record of 487 out of a possible 500 score when they posted 488 early in February during the race for the Halifax Garrison Indoor Rifle League championships. The crack marksmen are, front row, left to right: CPO Archie Moore, Commissioned Gunner John Abraham and CPO Douglas Clarke. Rear row: Chief Petty Officers Jack Wolfe, Lyle Millward and Howard Oliver. (HS-29322)



Under the Red Duster

OF THE HEROES of the Second World War, the merchant seamen were probably the least publicized. Yet through months of war they braved mines, raiders, U-boats, wind and wave with a quiet, dogged courage which became an inspiration to all men who go down to the sea in ships. "Touching the Adventures . . ." tells us something of the life and exploits of these seamen, and the ships they served.

This book consists of 20 sketches written by merchant seamen and blended into a whole by the editorial hand of J. Lennox Kerr. In simple but exciting narrative, these stories reveal the fibre of the merchantmen. "We Who Came Back" tells of a "dugout" seaman who, answering the call of national duty after years of the beach, finds himself pacing a ship's bridge once more. This was not an easy thing to do, for as the author says:

"We had always been secretly ashamed of deserting the Merchant Navy . . . In all of us was our secret pride in having been—we even liked to think we still were—seamen. Now we had to face up to the real, the genuine, working seamen, and we were nervous and diffident."

Peter Dawlish, who contributes this story, reveals his struggle to convince his master, his brother officers and crew members of his competence. He had to convince himself that he had not lost the seaman's touch and in wry style he records an agonizing moment when charged with the task of hoisting DEMS gunnery stores aboard, elementary seamanship momentarily escaped him.

"I stood there, aghast and ashamed, my neck and face getting hotter every second. I had forgotten how to shorten a rope sling. I looked upward, and saw the shipmaster standing on the lower bridge, watching me."

But that crisis passed and later, in the Bay of Biscay, an encounter with a drifting mine restores him to the respect of his shipmates. As Peter Dawlish puts it: "I was back again".

Much in this book tells of the harder shocks of war. The crash of torpedoes, the wild scramble for the boats in the darkness, the protracted agony of air attacks, the endurance of survivors adrift in an open boat.

There is the record of the *Jervis Bay* and the day Captain E. S. Fogarty Fegen won the Victoria Cross. The story is told by Captain P. J. Davis who had an awesome ringside seat aboard one of the merchant ships "in that floating city, the convoy, under Captain Fegen's mayoralty". The fight the *Jervis Bay* put up against a pocket battleship has been told many times, but Captain Davis paints a glorious picture of her as he watched her turn to engage. "I looked around for the *Jervis Bay*, and . . . felt a surge of pride when at last I picked her out, steaming boldly ahead of the convoy, her stern gripping deeper into the water and smoke belching out of her funnel. She was heading desperately towards the raider to close the range of her smaller guns. At the sight of her steaming in to sure slaughter to save the rest of the convoy I felt,

as every man who witnessed that heroic deed must have felt, a glow of inspiration and defiance."

There is humour, too. "No Medals for Josephine" is the story of the cable ship *Faraday*, the captain's canaries Joey and Josephine, and an attack by a German Heinkel III. The way in which Joey and Josephine survive this ordeal has to be read to be appreciated.

It is fitting that the forward to "Touching the Adventures" is written by John Masefield, sailor and poet. The merit of this collection of stories is made clear in Mr. Masefield's words . . . "In this book you will find more of the real history of the war than will be put into the history books."—C.T.

"Touching the Adventures . . . Of Merchantmen in the Second World War" . . . edited by J. Lennox Kerr, with a forward by John Masefield, O.M.; 256 pages; Clarke, Irwin & Company Ltd., Toronto; \$2.65.

Spring Comes to Ottawa

Spring comes to Ottawa!

The sap is stirring:

Trees don their verdant coats:

Spring hats perch jauntily on fancy hair-dos:

The young men feel their oats.

And, too, the chairborne, deskbound saps are stirring—

The poor benighted souls of Cartier Square,

Dreaming of ships and sparkling spindrift blowing,

And cool salt-laden winds ruffling the hair.

Good shipborne sounds and smells and sights assail them;

Imaginations soar unchecked and free;

They feel once more the living deck beneath them.

Thalassa! Moody: bountiful. The Sea!

Ah me! That pens and paper were invented,

To plague the souls of sailormen like we.

Come, fling the files to well-deserved perdition,

And we'll aboard and beat to open sea.

—Deadlight

LOWER DECK PROMOTIONS

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

AINSLEE, William A.....LSEM1
 ALLDAY, Beverley J.....C2TD2
 ANDERSON, Alfred E.....LSEM1
 ANDERSON, Frederick C.....LSEM1
 ANTHONY, Maxwell S.....LSSW1
 ARCAND, Paul A.....P2VS2
 ARCHIBALD, Hector M.....P1AW2

BABB, Edward W.....LSEM1
 BAKER, Carl R.....LSEM1
 BALL, Richard R.....P1QR2
 BARON, Harold R.....P1RC2
 BARTLETT, Eugene A.....LSEM1
 BASDEN, Norman S.....P2BD3
 BEDELL, Kenneth A.....LSRP1
 BELLEROSE, William C.....LSEM1
 BENTLEY, David L.....P2LR1
 BERNIER, Marcel J.....P2NS2
 BEVAN, David P.....LSMA1
 BLAND, John T.....LSRPS
 BOHUCK, Joseph.....P2VS2
 BORLAND, Ronald J.....LSEM1
 BOUCHARD, Germain.....P1MA2
 BOUCHER, Alfred J.....P2CK2
 BOURGOUIN, Andre J.....LSCK1
 BOWMAN, Leslie W.....LSMA1
 BOYD, Robert H.....LSLRS
 BOYKOVICH, William.....LSEM1
 BROOKS, Cyrus A.....P1EM2(NQ)
 BROWNELL, Arnold H.....LSEM1
 BUCHAN, William.....LSEM1
 BULL, William S.....LSEM1
 BURKE, Wilfred H.....P1SH4
 BUTLER, Finlay J.....P2RC1
 BUTLER, Russell G.....LSNS1

CALDWELL, Ralph L.....P1CK2
 CAMPBELL, Bernard R.....LSEM1
 CAYEA, Gilbert L.....LSEM1
 CHIRIN, Michael.....P1ER3
 CHOUINARD, Guy J.....P2AW2
 CLAIR, Frederick G.....LSEM1
 COCHRANE, Peter.....P2SW2
 COULTER, Orval G.....LSEM1
 COWAN, Terrance A.....LSEM1
 CRESSMAN, Robert T.....LSSW1
 CRESWELL, Robert L.....LSEM1
 CRUMP, Eric A.....P1MA2
 CURTIS, Edwin H.....LSEM1

D'ALLAIRE, Benoit J.....LSEM1
 DAWSON, Charles E.....LSEM1
 DENOMME, Louis W.....P2SW2
 DENUKE, Carl E.....LSEM1
 DEWHIRST, John V.....LSEM1
 DICKS, Horatio H.....LSAAS
 DOOLITTLE, Francis C.....P1ER4
 DOUCETTE, Allison J.....P2AA1
 DOW, Robert A.....LSEM1
 DOWHEY, Steve.....P2EM2(NQ)
 DUGGAN, Donald C.....LSVS1
 DUNN, Leonard W.....P2CK2

EAGLES, William S.....LSEM1
 EARLE, Donald E.....LSEM1
 EASTERBROOK, William J.....P2EM2
 ELLISON, Robert J.....LSEM1
 ESPIN, George W.....LSMA1
 ESTABROOKS, Rex R.....LSEM1
 ETCHISON, Henry W.....LSEM1
 EVANS, Thomas J.....LSEM1

FARMER, William L.....P2AW2
 FAULKNER, Ralph B.....P2QR1
 FERRIS, Robert L.....LSEM1

FLANDERS, Clayton E.....P1ER4
 FORESTELL, Peter G.....LSSW1
 FOURNIER, Robert J.....LSEM1
 FREUND, Norbert M.....LSCS2

GADSBY, Edward L.....LSEM1
 GAMBLE, Melvyn A.....LSMA1
 GARSIDE, Charles T.....LSEM1
 GILLISS, James F.....P2AA1
 GILROY, Charles A.....P2EM2(NQ)
 GLENEN, Roy C.....P1EM2(NQ)
 GOODWILL, Neil J.....P2EM2(NQ)
 GORDON, John S.....LSEM1
 GOUCHIE, Gerald J.....LSEM1
 GRANT, Reginald P.....P2AW2
 GUISE, Ernest G.....P2CK2
 GUNN, Thomas H.....LSEM1

HAGEN, Lewis L.....LSAW1
 HAWBOLDT, Laurie B.....LSEM1
 HAWKHURST, William R.....P2EM2(NQ)
 HENDERSON, Colin E.....P2CK2
 HENDERSON, Simpson S.....LSEM1
 HENSON, John C.....LSEM1
 HILL, David S.....LSVS1
 HILLIARD, Joseph A.....LSEM1
 HOLLOWAY, Harold W.....P2NS2
 HOLMAN, Ernest L.....LSEM1
 HOLMES, William R.....P2CK2
 HURL, Kenneth M.....P1NS2

IMESON, Norman A.....LSEM1

JAMES, Barry K.....LSEM1
 JOHNSON, John K.....LSEM1
 JOHNSON, Maynerd V.....P1EM2(NQ)
 JONES, Edward J.....C2ER4

KAISER, Ivan G.....P1NS2
 LAKINCHUK, Arthur W.....LSEM1
 KAUFMAN, John E.....LSPW1

KELLY, David W.....P2EM2(NQ)
 KESLER, Walter A.....LSEM1
 KIGHTLY, Kenneth A.....LSSW1
 KLOKEID, Ralph B.....P1SW2
 KNIGHT, Richard C.....P2BD3
 KOHARSKI, Nicholas.....LSEM1
 KOZUB, Thomas A.....P1CK2
 KWAPIS, Frederick T.....LSTD1

LACASSE, Gerald E.....LSEM1
 LANDER, Thomas H.....LSEM1
 LAPIERRE, Guy J.....LSEM1
 LAVERGNE, Vincent J.....LSEM1
 LAVIOLETTE, Paul J.....LSAW1
 LECKY, Alexander A.....LSEM1
 LEONARD, Osborne M.....LSEM1
 LIDDICOAT, Allan D.....LSPW1
 LINDSAY, John F.....P2EM2(NQ)
 LOCKYER, Robert D.....P1CK2
 LONGHURST, Alfred T.....P2AA1

McANDREWS, John R.....P2NS2
 McCARTHY, Joseph T.....LSNS1
 McGILLIS, Leo P.....LSEM1
 McGINNIS, Donald K.....LSEM1
 McHARDIE, Donald A.....P1SH4
 McINTOSH, Garnet L.....P2AA1
 McKENZIE, Morris D.....LSSW1
 McKINNON, Vernon E.....P2TD1
 McLAREN, James A.....P2SW2
 McLAUGHLIN, Irvin J.....P2AN2
 McLEAN, Denis M.....P2CK2
 MacDONALD, Colin D.....LSMA2
 MacLEOD, Harry B.....P2EM2(NQ)
 MacVITTIE, Roy A.....LSEM1
 MATIACHUK, Peter.....C2ER4
 MEIR, Jerrold.....LSEM1
 MEIR, Ralph J.....LSCK1
 MENU, Marcel L.....LSSW1
 MILLER, John R.....P2CK2
 MILLOY, Douglas F.....LSEM1



A mock court martial was the means of acquainting supply personnel and other members of the ship's company at Donnacona, the Montreal naval division, with the workings of naval legal procedure. The "accused", Lieut. (S) Jesse Cohen (standing) was represented by defence counsel Cadet (S) André Bertrand, Lieut. E. J. Lattimer and Lieut. (S) D. H. Wood, shown left to right. (ML-640)

MILLS, John..... P1SH4
 MILLS, George A..... LSEM1
 MOREAU, Joseph R..... P2EM2(NQ)
 MORROW, Kenneth D..... LSQMS
 Moulton, Douglas G..... P2AW2
 MULLETT, Gordon..... LSEM1
 MUNSIE, Douglas G..... P2EM2(NQ)
 MYERS, Edward C..... LSCK1

NORRAD, Donald C..... P2EM2(NQ)
 NYQUIST, Leonard J..... LSEM1

OLSVIK, James E..... LSNS1
 ONUFRIKCHUK, John..... LSEM1
 O'REGAN, Richard G..... LSEM1
 OSECKI, William R..... LSEM1
 OSHANEK, John A..... LSEM1
 OUELLETTE, Leo E..... P2SW2

PALMER, James..... P2CK2
 PALMER, Robert E..... LSMA1
 PARSONS, John E..... P2LR1
 PERRY, Arnold J..... LSEM1
 PERRY, David J..... P2CK2
 PLANT, Gordon N..... P1EM2(NQ)
 POTHIER, Richard D..... LSEM1
 PRESSE, Lionel A..... P2NS2
 PRICE, Ellis T..... P2LA2
 PURDY, Robert C..... LSEM1

QUAIFE, John V..... LSVS1

RANDALL, Edward H..... C2QM3
 RAVEN, Donald P..... P1PW3
 REEVES, Stanley F..... LSEM1
 REID, Donald K..... P2QR2
 REID, James W..... LSEM1

WEDDINGS

Lieutenant (E) James Graham Clinton Atwood, HMCS *Shearwater*, to Miss Janet Louis, Revelstoke, Torridge, Plympton, England.

Able Seaman Ronald Beattie, Gander Radio Station, to Miss M. Greening, Port Blandford, Nfld.

Able Seaman Robert Brown, HMCS *New Liskeard*, to Miss Shirley Hall, Toronto, Ont.

Able Seaman Victor Cornut, HMCS *Cornwallis*, to Miss Lillian Mary White, Halifax, N.S.

Able Seaman John Donald, HMCS *New Liskeard*, to Miss Winnifred Butt, Moncton, N.B.

Able Seaman Langdon W. Gehman, HMCS *New Liskeard*, to Miss Ruth Appleton, Woodstock, Ont.

Sub-Lieutenant Paul J. Godbout, HMCS *Thunder*, to Miss Carol Moran, Cleveland, Ohio, U.S.A.

Able Seaman R. W. Hines, HMCS *Gloucester*, to Miss Edna Isobel Joynt, Ottawa, Ont.

Sub-Lieutenant (E) James Allan Inglis, Royal Naval Engineering College, Devonport, to Miss Margaret Elaine Mercer, New Westminster, B.C.

Wren Betty Jean Layton, Churchill Radio Station, to Able Seaman Norman Wilfred Kelly, Churchill.

Wren Irene Martha Lowen, HMCS *Bytown*, to Leading Seaman Terence D. Whalley, HMCS *Gloucester*.

Lieutenant Richard Knox Niven, HMCS *Stadacona*, to Miss Edith Eleanor Bower, Shelburne, N.S.

Leading Seaman Matthew Penny, Gander Radio Station, to Miss Elizabeth Morgan, Seal Cove, Nfld.

Able Seaman Donald Reeves, HMCS *New Liskeard*, to Miss Margaret Massett, Kentville, N.S.

Able Seaman Archie M. Ross, HMCS *New Liskeard*, to Miss Mary Lavole, Bathurst, N.B.

RIEGER, Valentine J..... LSVS1
 RIGGS, Bruce A..... LSNS1
 ROBERT, Wesley L..... LSEM1
 ROE, Sherwood R..... LSEM1
 ROSS, Kenneth B..... P2EM2(NQ)
 ROURKE, Albert L..... LSMA1
 RUSSELL, Charles B..... P2CK2
 RYAN, James E..... LSRPS
 RYCKROFT, Claire E..... LSEM1

SAVOIE, Yves J..... LSMA1
 SEVEGNY, Robert G..... P1ER4
 SEWELL, Norman E..... P2CK2
 SCOTT, Morley A..... P2AW2
 SHEPHERD, Arthur A..... LSEM1
 SIMMS, George R..... LSEM1
 SIMMS, Harold A..... LSEM1
 SLATTER, Donald F..... P1QM1
 SMITH, Glenn..... LSEM1
 SMITH, James I..... LSEM1
 SMITH, Ralph W..... LSEM1
 SPAIN, Leopold N..... P2BD3
 STARR, Ronald E..... LSEM1
 STEPHENS, Charles J..... LSSW1
 SWANSON, Harry E..... C2ER4

TANAKA, Shasaku..... LSPW1
 TAYLOR, Clarence J..... LSEM1
 TAYLOR, Francis M..... LSNS1
 THOMPSON, Wilfred J..... LSEM1
 TREFRY, Walter E..... LSEM1
 TUCKER, Peter..... LSEM1

VAN WELTER, Leslie M..... P2SW2
 VAUDRY, Raymond T..... LSPW1
 VEILLEUX, Joseph M..... P2CK2
 VERVILLE, Jean-Paul J..... LSW1

WANNOP, James R..... LSEM1
 WESELE, Frank E..... P2EM2(NQ)
 WEST, William J..... LSEM1
 WHITE, William C..... P2VS2
 WIENS, Frank N..... LSEM1
 WILDE, Marnon K..... LSEM1
 WILSON, John S..... LSEM1
 WOELFLE, Francis F..... P1CK2

RCN (R)

WALLACE, Mathew..... LSAAS
 IZZARD, Edwin..... C1MR3
 LAIDLAW, Robert..... P1AW2
 WALKER, Leslie..... C2MR3
 WITHERS, Kenneth..... LSAAS
 REID, Lloyd..... C2TD1
 HODDER, Eric..... LSQMS
 DOHERTY, Robert..... LSRPS
 CAMPBELL, Joyce..... WLAW1
 COUSINS, Lewis..... P1QMS
 STRELAEFF, Peter..... LSTDS
 HARTRICK, Robert..... LSMA1
 LAIRD, Martin..... P1ER3
 GALE, George..... LSNF1
 HAINES, Edgar..... LSEM1
 KEWLEY, Gilbert..... LSAR1
 LONG, Roswell..... P1QMS
 COMEAU, Russell..... LSEM1
 SAULNIER, Norman..... LSEM1
 ZASLOWSKY, William..... LSAW1
 JEANNOTTE, Paul..... C1ER4
 CAPPELLI, Giglio..... LSAA1
 KEEGAN, William..... C1TD1
 MORRISON, Stanley..... P1CK2
 GALUSKA, Ronald..... LSAAS
 DAWES, Edward..... LSQMS
 SIMPSON, Frank..... P1RN3
 STEPHEN, George..... C2MR3
 CHMILTSKY, George..... LSAA1
 MCGREGOR, Leslie..... P1PB3
 SMITH, Nita..... WLAW1
 WHITELY, Lawrence..... LSAW1
 DUQUETTE, Eugene..... LSCK1
 COPETIUK, Raymond..... C2TD3
 OAKES, Carl..... P2AA1
 COPELAND, Charles..... C1MR3
 SPEED, Harry..... P1CR2

DAVIS, Walter..... LSAAS
 WAREHAM, Douglas..... P1PB2
 ROURKE-FREW, Herbert..... C1MA3
 MICHAUD, Leo..... LSNS2
 CHAPMAN, Shelagh..... WLCV1
 ATKINSON, Geraldine..... WLAW1
 KING, Herbert..... LSNS1
 SMALL, Ruth..... WAMA1
 SILLS, Harriet..... WLPW1
 MAYNARD, Edward..... P1PW2
 HUES, Helen..... WLAW1
 BARBER, Robert..... LSAAS
 GRAVELLE, Roger..... LSAW1
 MURRAY, John..... LSEM1
 GOVAN, Brian..... P2AW2
 WESTHAVER, Francis..... C2MM3
 SINGLETON, Helen..... WLAW1
 LAIRD, John..... LSAAS
 MONTGOMERY, Donna..... WLPW1
 ALEXANDER, James..... C1MA3
 FARRAR, Frances..... WSDS
 CAMPBELL, Kenneth..... LSCV1
 ARNOLD, Frank..... C1EM3(NQ)
 DELPH, Ronald..... ABPW1
 BEAUDOIN, Yves..... ABMA1
 LOHNES, John..... ABCK1
 DUNCAN, Elizabeth..... WLAW1
 SMITH, Russell..... ABNS1
 HOGG, Dorothy..... WLPW1
 BURRY, Ralph..... C1SH4

BIRTHS

To Ordnance Lieutenant-Commander B. J. Ackerman, HMCS *Naden*, and Mrs. Ackerman, a son.

To Lieutenant (L) Derek Bate, HMCS *York*, and Mrs. Bate, a son.

To Leading Seaman Len Cavan, HMCS *Quebec*, and Mrs. Cavan, a son. The birth makes Chief Petty Officer James Hann, HMCS *Micmac*, a grandfather.

To Lieutenant M. A. Considine, HMCS *Naden*, and Mrs. Considine, a son.

To Leading Seaman J. C. M. DeSalaberry, HMCS *Bytown*, and Mrs. DeSalaberry, a son.

To Able Seaman Norval Dix, Gander Radio Station, and Mrs. Dix, a son.

To Commissioned Officer (SB) D. C. Filewod, Masset Radio Station, and Mrs. Filewod, a son.

To Lieutenant-Commander Earl A. Grant, HMCS *York*, and Mrs. Grant, a son.

To Lieutenant (S) Allen R. Guy, HMCS *New Liskeard*, and Mrs. Guy, a son.

To Leading Seaman W. T. Harling, Masset Radio Station, and Mrs. Harling, a daughter.

To Lieutenant T. L. B. Hebbert, HMCS *Stadacona*, and Mrs. Hebbert, a son.

To Leading Seaman Daniel Kostuk, Albro Lake Radio Station, and Mrs. Kostuk, a daughter.

To Chief Petty Officer James Lawrence, Aldergrove Radio Station, and Mrs. Lawrence, a daughter.

To Able Seaman Stephen Matthews, HMCS *New Liskeard*, and Mrs. Matthews, a son.

To Lieutenant-Commander (SB) C. L. Mofford, HMCS *Naden*, and Mrs. Mofford, a son.

To Petty Officer S. J. Morency, HMCS *Donnacona*, and Mrs. Morency, a daughter.

To Petty Officer William Murray, HMCS *New Liskeard*, and Mrs. Murray, a son.

To Petty Officer Ernest S. McMenemy, Albro Lake Radio Station, and Mrs. McMenemy, a daughter.

To Able Seaman A. S. Perry, HMCS *New Liskeard*, and Mrs. Perry, a daughter.

To Petty Officer Gordon J. Roach, Albro Lake Radio Station, and Mrs. Roach, a son.

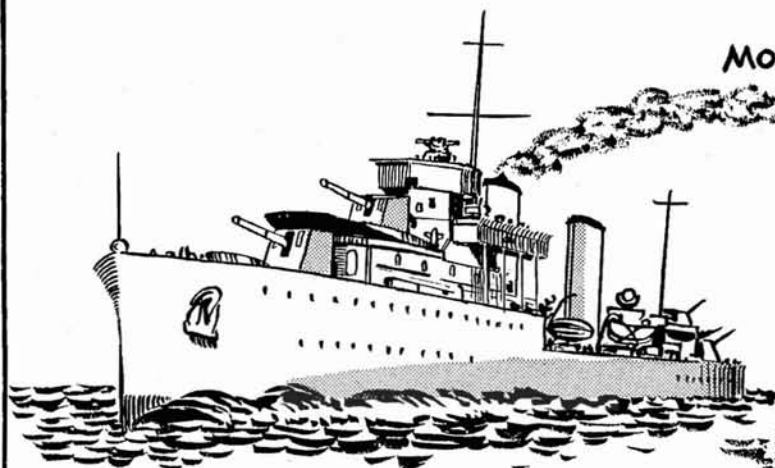
To Leading Seaman Bruce Thompson, Gander Radio Station, and Mrs. Thompson, a daughter.

To Able Seaman Maurice Vezina, HMCS *New Liskeard*, and Mrs. Vezina, a son.

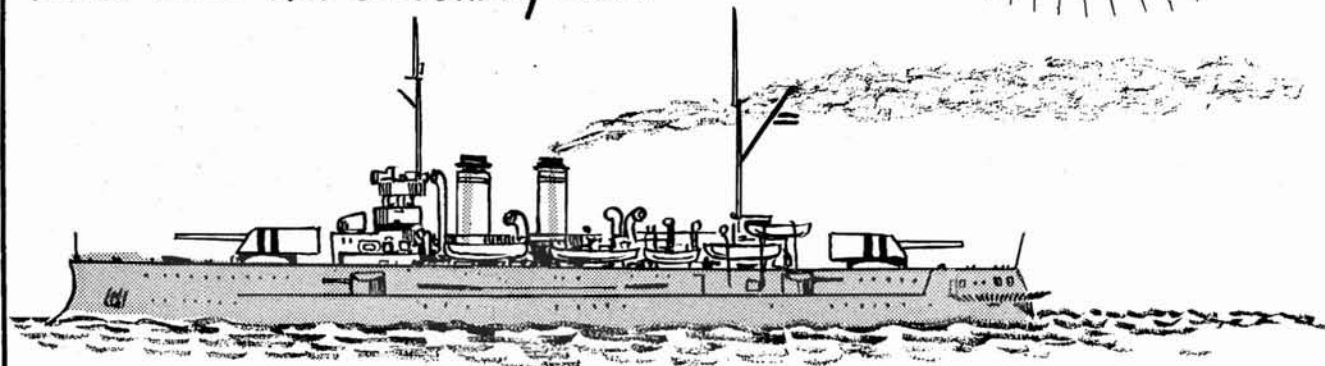
NAVAL LORE CORNER

NO. 20
ODD NAVAL MOMENTS..

MODERN NAVAL MERCENARIES



WHEN THE REPUBLIC OF COLOMBIA DECIDED IN 1934 TO REVIVE ITS NAVY, THE DESTROYER 'ANTIOQUIA' WAS PURCHASED FROM PORTUGAL. AS THERE WERE NO QUALIFIED COLOMBIANS, THE ENTIRE CREW WAS RECRUITED FROM EX-BRITISH NAVAL PERSONNEL, WHO CONTINUED TO WEAR THEIR R.N. UNIFORMS, ETC...



COMMANDED BY A CREW OF MUTINEERS, & PURSUED BY BATTLESHIPS, CRUISERS & AIRCRAFT, THE DUTCH BATTLESHIP 'ZEVEN PROVINCIE' RACED THROUGH THE JAVA SEA & INDIAN OCEAN SHORTLY AFTER THE GREAT WAR. SEIZED IN SUMATRA BY HER CREW OF 400 SUMATRAN NATIVES, SHE WAS FINALLY RECAPTURED FIVE DAYS LATER WHEN SHE WAS BOMBED BY DUTCH AIRCRAFT, KILLING 22 OF THE MUTINEERS WHO MUTINIED BECAUSE OF A PAY DECREASE...



10,100-4-54
Q.P. 209339
N.P. 575-1194

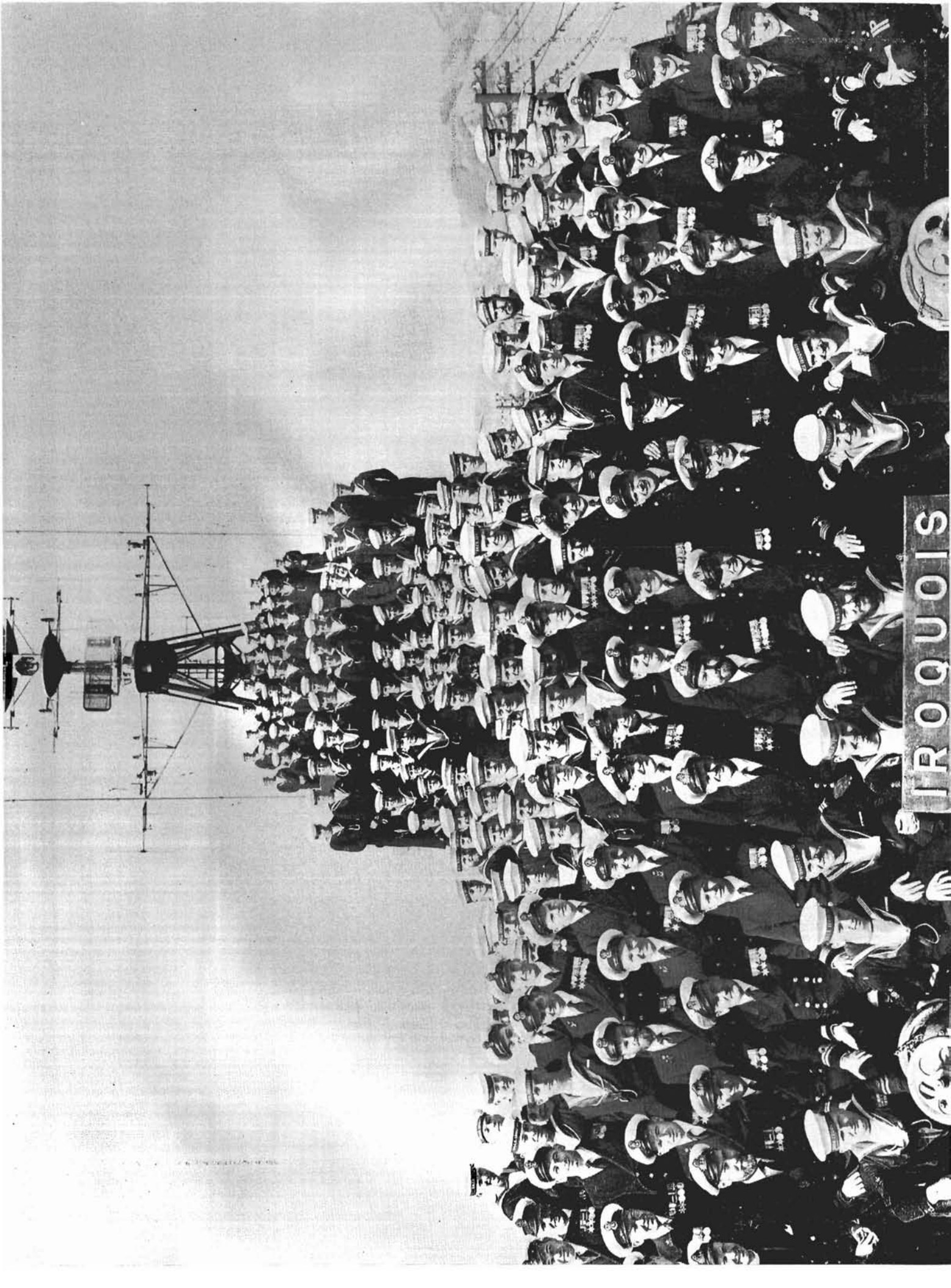
OTTAWA
EDMOND CLOUTIER
Printer to the Queen's Most Excellent Majesty
1954

The
CROWSNEST



Vol. 6, No. 7

May, 1954



IROQUOIS

The CROWSNEST

Vol. 6 No. 7

THE ROYAL CANADIAN NAVY'S MAGAZINE

MAY, 1954

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>The Ontario's Cruise</i>	5
<i>The Sports Record</i>	7
<i>The Atlantic Command's Nursing Service</i>	8
<i>Officers and Men</i>	11
<i>Tag with the Enemy</i>	13
<i>Ship's Supply Problem</i>	16
<i>Afloat and Ashore</i>	17
<i>Weddings and Births</i>	18
<i>The Call of Duty</i>	20
<i>Benevolent Fund Annual Meeting</i>	21
<i>The Navy Gets a Green</i>	23
<i>The Navy Plays</i>	24
<i>Lower Deck Promotions</i>	27

Cover Photo — Time heals all things, even the hatred and destruction of war. Framed by palms and floating on a peaceful sea, HMCS *Haida* seems remote from the terrors and ravages of battle. Her anchorage is, in fact, Pearl Harbour where a sneak attack more than a dozen years ago plunged half a world into war. (HA-617)

TWO SHIPS' COMPANIES

On the inside covers of this issue of "The Crowsnest" are shown the officers and men of two ships with notable records of service in the Korean war. Until the ship's company is assembled in this manner, it is often difficult to realize the size of the team required to operate the machinery, armament and services of a relatively small ship, such as a destroyer.

The *Iroquois*, pictured on the opposite page, fought some of her most stirring battles ten years ago in the English Channel and Bay of Biscay. She carried her tradition of a hard-hitting ship into the Korean war and has served two tours of duty there. She returned from the second early this year and is now preparing to go to the Far East for a third time. The picture was taken in Hong Kong.

The *Crusader* (inside back cover), completed too late to take part in the Second World War, won all her laurels in the Korean war—and handsome laurels they were. She achieved the distinction of being the leading "train buster" in the entire United Nations fleet. On her present tour she has settled down to the more prosaic task of patrolling Korean waters and joining in exercises designed to keep the warships there at peak efficiency.

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

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

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8 x 10 glossy or matte finish50
11 x 14 matte finish only	1.00
16 x 20 " " "	3.00
20 x 24 " " "	4.00
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THE QUEEN'S PRINTER,
75 St. Patrick Street,
Ottawa, Ont.



RCN NEWS REVIEW

Beachcombers from the Ontario on the white coral sands of Tonga. (OT-1620)

West Indies Goal Of Training Trips

Canadian sailors swarmed in Bermudian and West Indies ports during April as training cruises in southern waters allowed for brief visits ashore.

HMCS *Quebec* returned to Halifax the latter part of April after a shake-down cruise which took her to Tortola in the British West Indies and Guantanamo Bay, Cuba. On her way home she called at Baltimore, Maryland, for a six-day visit. Then after a week in

Halifax the *Quebec* sailed April 30 on a five-week spring training cruise in European waters.

The First Canadian Escort Squadron spent the month in the deep south, with the *Algonquin*, *Lauzon* and *Prestonian* visiting Charlotte Amalie, Virgin Islands; Kingstown, St. Vincent; Bridgetown, Barbados; Bequia, Grenadines, and Willemstad, Curacao, in the West Indies, and St. Georges, Bermuda. The *Toronto* rejoined the squadron the latter part of April after exercising earlier in the month with the United States submarine

Cobbler and the Royal Navy submarine *Tally-Ho*. The squadron was scheduled to return to Halifax May 9 for a leave and maintenance period.

The destroyer *Micmac* visited Providence, R.I., early in April and the latter part of the month was on a training cruise which included calls to Norfolk, Nassau and San Juan, returning to Halifax May 17.

Naval Avenger aircraft of 880 Squadron were based at Kindley Field in Bermuda, carrying out anti-submarine exercises, while Avengers of 881 Squadron spent most of the month at Patricia Bay exercising with West Coast ships. The former squadron was scheduled to return to Summerside, P.E.I. May 8, while the latter squadron returned to HMCS *Shearwater* for a leave period commencing May 1.

A tender eucalyptus leaf holds the interest of a koala, prototype of the teddy bear, in Taronga Park Zoo at Sydney, Australia. The koala's Canadian friend is PO Donald Trim, of Galt, Ont., and Victoria. (OT-1585)



Navy Scores Again In Public Speaking

What with their monopolies on New Year babies and the hamburger-eating championship, nobody was surprised when the West Coast navy beat out Victorians for the second year in a row in the Golden Gavel public speaking competition at city hall there on April 7.

Winner this year of the gavel and its miniature was Sub-Lt. (S) K. Ross Murray, of Toronto, attending the supply officer technical course at HMCS *Naden*.

CPO Frank Moxam, also from *Naden*, and last year's winner, made the presentation after Sub-Lt. Murray bettered seven other speakers in the finals before a packed council chamber.

At Portsmouth, HMCS *Magnificent* was well into her electronic refit, while at Halifax the destroyers *Huron* and *Iroquois* were refitting for another Korean stint. The Algerine coastal escorts *Wallaceburg* and *Portage* finished off annual refits the first week in May and were undergoing trials and workups.

On the West Coast the cruiser *Ontario* returned to her home port in mid-April after a three-month Australasian cruise. On the last leg of her homeward voyage she was met by the destroyer *Sioux* and the two ships carried out air-sea exercises with Avenger aircraft from Patricia Bay.

Two recently converted frigates, the *New Glasgow* and *Stettler*, arrived at Esquimalt where they are now based and for operational purposes formed a task unit the latter part of the month with the commander in the *New Glasgow*.

In the Korean theatre the destroyers *Haida*, *Crusader* and *Cayuga* continued their routine vigil under United Nations command.

Former Navy Minister Dies

The man under whose guidance the Royal Canadian Navy grew to a force of 400 ships and 90,000 men in the Second World War, Premier Angus L. Macdonald, head of Nova Scotia's government for many years, died in Halifax on April 13. He was 64 years of age.

As Minister of National Defence for Naval Services, Mr. Macdonald undertook in July 1940 the task of serving as political and administrative head of the rapidly-growing navy—a burden which he only laid down when it became obvious in April 1945 that Germany was defeated.

He was born of poor parents in Dunvegan, Inverness County, Cape Breton Island, and, after his early schooling, went on to a distinguished academic career at St. Francis Xavier University, Antigonish, where he took a degree and remained on the teaching staff.

During the First World War he served with the 185th Battalion, Cape Breton Highlanders, as a lieutenant. Just before the armistice he was promoted to captain and was wounded by a rifle bullet.

After he had recovered from his wound, he entered Dalhousie University, where he graduated in law in 1921 and later lectured. Special studies at Columbia University and Harvard Law School won him the Harvard degree of doctor of science in jurisprudence in 1929.



"In Their Hearts Forever . . ."

Shortly before he resigned as Minister of National Defence for Naval Services, in April 1945, the late Angus L. Macdonald paid tribute to the officers and men who served in ships of the Royal Canadian Navy during the Second World War. The words that follow are the closing sentences of his valedictory address in the House of Commons only a few days before the surrender of the German forces in Europe and on the high seas:

Our men have fought
on every sea in the world.
They have brought honour and
glory to this land.

They have been actors in a
great drama which now seems
to be drawing steadily,
inexorably to its close.

Soon they will come back—
those who are left—
back over the great oceans
where their laurels and honours
have been gathered.

They will come back to knit up
the unravelled skein of their lives,
and some of them will dwell
far from that element
which was once their home
and their battleground.

Yet I venture to say
that so long as memory lasts
the recollection of these great
days will be with them,
and along with the consciousness
of duty done
they will carry
in their hearts forever
the image of a gallant ship
and the spell of the great sea.

The next year Mr. Macdonald became assistant dean of the faculty of the Dalhousie Law School. He was drafted as leader of the Nova Scotia Liberal Party in 1931 and two years later, at the age of 43, he became premier of his province, a position he held until his death except for his period of service at Ottawa.

Mr. Macdonald was an ardent supporter of Scottish tradition. He spoke the Gaelic tongue and last November presided over the National Scottish Mod in Scotland.

Naval aviation and the great training establishment at *Cornwallis* are two memorials of his service to the Royal Canadian Navy during the Second World War.

Typical of his interest in knowing everything about conditions in the Navy were several cruises on board corvettes on operational duty in the North Atlantic.

He leaves his wife, three daughters and a son.

On the day of his funeral, Easter Monday, colours were lowered to half-mast in Nova Scotia naval establishments and all RCN ships in Nova Scotian waters. A tri-service guard and massed bands marched in the funeral procession from Province House to St. Mary's Basilica. Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, was among the mourners.

Burial was in Gate of Heaven Cemetery at Lower Sackville, 14 miles from Halifax. Soil from his home village of Dunvegan was sprinkled over the coffin after it was lowered into the grave.

Dominion Council Of NOAC to Meet

The Dominion Council of the Naval Officers' Association of Canada will hold its ninth annual general meeting in June at HMCS *Hunter*, the Windsor naval division, under the auspices of the Windsor branch, NOAC, whose president is W. A. Wilkinson.

A meeting of the executive committee of the council will be held on June 2 to be followed by the Council meeting, June 3 and 4.

Highlight of the three-day meeting will be the annual dinner which will afford an opportunity for a reunion of all former naval officers in the district. It is expected that representatives of branches in Toronto, Hamilton, London and Kitchener-Waterloo will be in attendance.

Guest speaker at the dinner will be Defence Minister Brooke Claxton.

The president of the council, H. W. Balfour, Saskatoon, will be chairman for all meetings and the dinner.

HMC S ONTARIO

Captain D. L. Raymond C.D., R.C.N.

AUSTRALIAN CRUISE

1954



Neptune, Ruler of the Waves and Deeps of the Oceans, having demanded and received proof of fitness for Our Service of

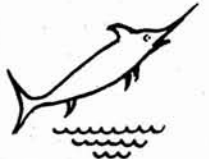
and he having been duly initiated,

is awarded this Certificate, that he may navigate freely within Our Realm as Our loyal subject.
Given at Our Court held onboard H.M.C.S. ONTARIO on the EQUATOR in Longitude 170° 30' W. this 25th day of January, 1954.

ESQUIMALT
Sailed 12 Jan.
Returned 15 Apr.

PEARL HARBOUR
18 Jan.
5 April.

Neptunus Rex



FIJI
29 Jan.
27 March

TONGA
24 March



BRISBANE
15-19 March

SYDNEY
9-13 March

MELBOURNE
6-10 Feb.

HOBART
11-23 Feb.

MILFORD SOUND
25 Feb.

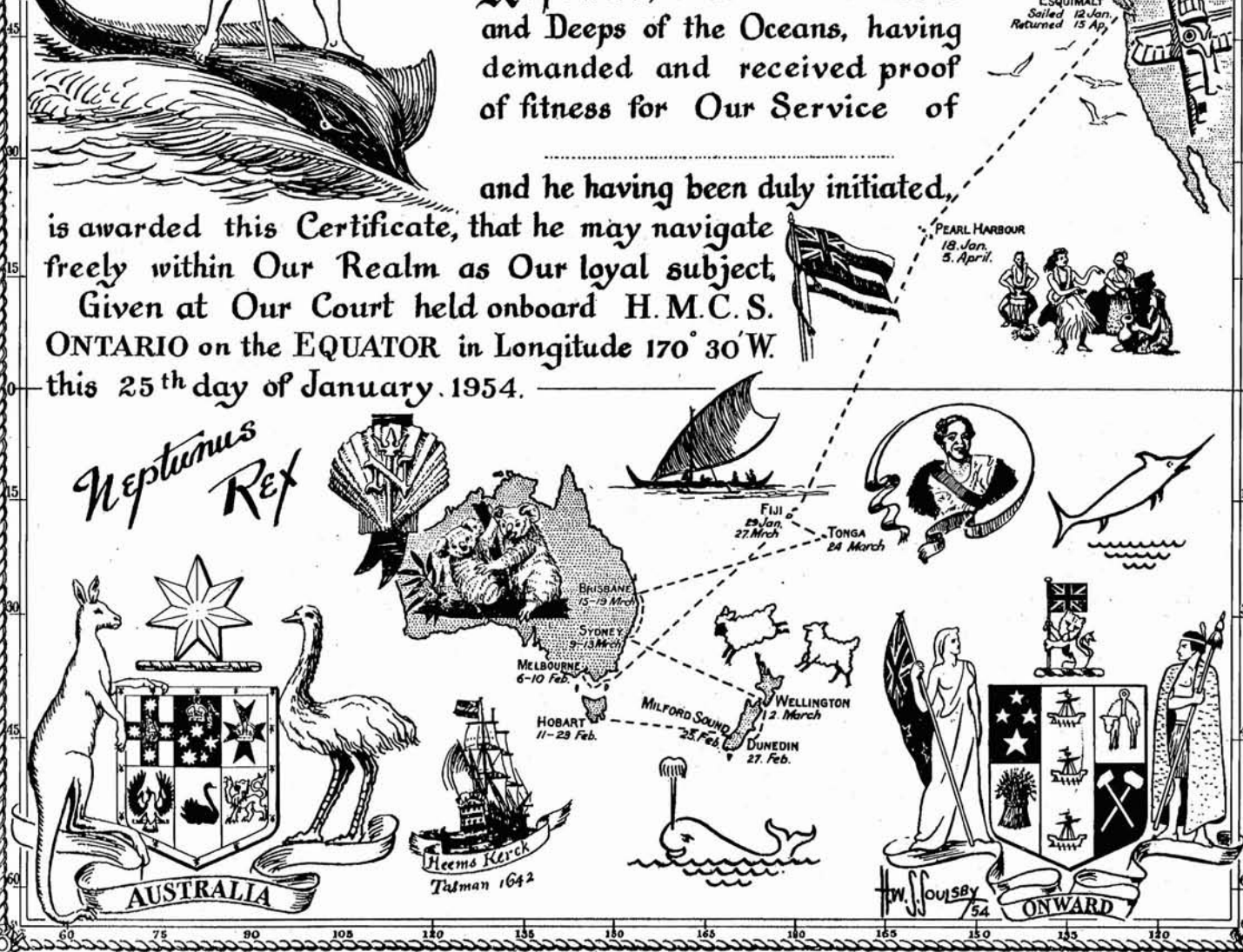
WELLINGTON
12 March

DUNEDIN
27 Feb.



H.W. LOUISBY /54

ONWARD



The Ontario's Cruise

New, Heart-Warming Experiences Abound
On Cruiser's Second Voyage to Antipodes

By R.L.

AFTER PAYING a second visit to the South Pacific and Australian waters, HMCS *Ontario* completed on April 15 one of the longest peacetime cruises ever undertaken by a Canadian warship. Commonwealth relations have been considerably welded by the extensive cordiality, hospitality and mutual understanding of all countries visited.

The *Ontario* left Esquimalt on January 12 under winter conditions, and headed for warmer seas where the flying fish, coral reefs, coconut palms, and equatorial sunshine became something more than the pages of a South Seas novel.

Shortly after sailing, HMCS *Sioux* joined company to give support to the many training exercises which the *Ontario* was able to carry out—navigation and direction, officer of the watch manoeuvres, station keeping, radar and surface and anti-aircraft gunnery and refuelling at sea.

Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, was on board, proceeding to Honolulu for conference with the United States High Command. He appeared both pleased and gratified with the result of the exercises carried out.

Hawaiian girls, dressed in their colourful costumes with grass skirts, greeted the arrival of the ship in Pearl Harbour. The port gave opportunities for sightseeing and many sports, particularly swimming.

It was upon the next leg of the cruise that the ship struck heavy weather, incurring the loss of a whaler which was severely damaged by a large wave which hit the port side.

The weather, however, could not dampen the enthusiasm which the whole ship's company showed in the "Crossing

On the opposite page appears the certificate designed and drawn by Cdr. H. W. S. Soulsby, RCN (Ret'd) for presentation to those who qualified as shellbacks in Crossing-the-Line ceremonies on board HMCS *Ontario* during her Australian cruise. Cdr. Soulsby, with his active navy days behind him, is an artist and woodcarver with a studio at 209 St. Lawrence Street in Victoria. He joined the RCN as a cadet in 1912 and retired on pension about 10 years ago. Readers of "The Crow's Nest" will recall previous examples of his work, including Crossing-the-Line certificates and one commemorating the cruise of the Canadian Special Service Squadron (HMC Ships *Magnificent*, *Micmac* and *Huron*) to Europe in 1950.

the Line" ceremonies. The heavy seas had subsided, and the atmosphere had become hot and humid, which made the tradition of forcible submersion by King Neptune's minions both a welcome and a merry occasion.

A cordial and friendly reception awaited the ship at Suva in the Fiji Islands. Many new and strange tropical fruits and flowers became centres of interest, as did the busy Suva market situated at the port entrance to the town. Bushy-haired Fijians in the street were ever ready to give a smile of welcome to men of the *Ontario*, and the sea baths were gladly thrown open for those who found the heat overpowering.

The Fijian police, although novices at the game of softball, managed to give the *Ontario's* team a few anxious moments at one period of the game.

The ship's company sailed for Melbourne after three days, happy in the knowledge that they would be returning to Suva on the homeward run.

Melbourne, second city of Australia, was reached without incident. No time was lost by the few mixed Canadian-Australian families, now resident in Melbourne, in asking Captain Raymond's permission to have their offspring baptized on the *Ontario's* quarterdeck. Seventeen baptisms overtaxed the chaplain's supply of certificates, but the others were forwarded later. It is, however, unlikely that the bulkheads of the captain's quarters have ever before echoed to the shrieks and cries of so many infants, as when tea was served to all the families after the ceremony.

Among many motorbus and sightseeing trips arranged by the Melbourne municipality was a visit to the open coal-cut works at Yallourn, which lies about 90 miles due east of Melbourne. The coal face is claimed to be one of the largest of its kind in the world, and was one of the particular points of interest for Her Majesty the Queen during her visit.

A day after leaving Melbourne, the *Ontario* steamed into the beautiful, natural harbour of Hobart, Tasmania, with Mount Wellington rising majestically in the background. The city of Hobart rises sharply from the shores of the mouth of the river Derwent, and reaches a considerable distance up the side of Mount Wellington. The entire ship's company was faced with a busy



King Neptune's barber (CPO Arthur Jones) lathers a "tadpole" during Crossing-the-Line ceremonies. (OT-1475)

time training for both street-lining duties for the arrival of Her Majesty, and boat pulling and sailing events at the sesquicentennial Hobart regatta.

Many Commonwealth ships were present to take part in these celebrations, including HMS *Ceylon*, HMNZS *Black Prince* and HMA Ships *Australia*, *Vengeance*, *Anzac* and *Quadrant*. Two hundred sailing boats of all shapes and sizes were across the river entrance, while inshore, close to the fairground, could be seen aquatic exhibitions and competitions before the thousands gathered to enjoy the day.

Two outstanding features of this inshore gathering were the Indian (*Ontario*) and Maori (*Black Prince*) decorated canoes. The crews of both canoes were dressed and coloured to represent national characteristics, as was the *Ontario's* band in a whaler. The prize for the event was carried off by the *Ontario*. Prizes for greasy-pole and pillow-fighting events were also won.

Her Majesty the Queen and the Duke of Edinburgh received a tremendous ovation in Hobart which was made more colourful by the many visiting ships.

Although a city of small population, Dunedin, New Zealand, extended a great welcome to the *Ontario*. The inhabitants turned out en masse to greet the ship's arrival and it was noted that more visitors swarmed over the decks during "open ship" than in any other port visited.

The visit to a Canadian warship blossomed into a series of never-to-be-for-

Crippled by polio, eight-year-old Alistair McLay won the hearts of the men of the Ontario when he came on board during "open ship" at Dunedin, N.Z. They decked him out in a real navy uniform, took him on the voyage from Dunedin to Wellington, paid his air fare home and contributed \$500 for the welfare of Alistair, his three brothers and a sister. Two of the other children are also crippled. He is shown surrounded by AB Lloyd E. Eisler, Ldg. Sea. Donald E. Perry, PO Arthur Dayton, AB Orville Cairns, and PO W. G. Mitchell. In the other picture AB Eisler makes sure Alistair is comfortable in his hammock during his night at sea on the way from Dunedin to Wellington. (OT-1555; OT-1558)



gotten experiences for an eight-year-old Dunedin polio victim. During the "open house", one of those who went on board was a crippled boy, Alistair McLay.

AB Orville (Curly) Cairns, of Port Elgin, Ont., saw that Alistair was having trouble getting around in the ship and so he picked the boy up and carried him from one point of interest to another. They became firm friends and when the rest of the visitors went ashore, Alistair stayed on board as a supper guest in the engineering mechanics' mess.

Afterwards, Alistair was fitted with a naval uniform, provided with an ample supply of chocolate and other treats and taken home in the ship's jeep.

That, however, was just the beginning of his adventures. Members of the ship's company obtained the permission

of Captain Raymond, and of Alistair's parents, for him to go along as guest of the ship from Dunedin to Wellington, N.Z., the next port of call.

In Wellington, the boy was taken on a sightseeing tour of the city, which included a visit to the zoo, and then was placed on board a commercial airlines plane and flown home to Dunedin. In addition to paying Alistair's plane fare home, officers and men of the *Ontario* presented him with a cheque for \$500. The money was raised by voluntary subscription for the welfare of Alistair and his three brothers and one sister, two of whom are also crippled.

Wellington was no less hospitable than Dunedin. Receptions, sightseeing tours and outings were plentifully arranged, and the people turned out in their thousands to give the ship a grand welcome. The ship's rifle team was

invited by the New Zealand Rifle Association to a shoot and several members of the *Ontario's* team won cash prizes.

The famous New Zealand Maoris, dressed in native tribal costumes, graciously performed their traditional dances for the benefit of their guests.

The weather then decided to play its part and, on the stretch between New Zealand and Australia, in the Tasman Sea, heavy seas and high winds were encountered. At times the ship's speed was reduced to seven knots, and considerable damage was done to two of the ship's whalers.

Sydney, Australia, however, made up for any sufferings caused by the elements. For the first time since leaving Canada, the *Ontario's* hockey players were able to don their skates and show their talent in beating the opposing teams on two occasions. Sydney's very excellent zoological gardens gave officers and men an opportunity of seeing many of the types of animals only to be found in Australia.

The intense heat and humidity made no difference to Brisbane's welcome and a large program of sports, tours and outings was presented for approval. Cricket, water polo, badminton and rifle shoots were all included as well as visits to Redcliffe swimming beach and to outlying places of interest. Here again the *Ontario* crossed paths with the Royal Tour and Canadian sailors helped to line the parade route.

Excitement ran high throughout the ship at the prospect of seeing the next port on the ship's itinerary which was Tongatabu, meaning the Forbidden

South (also known as the Friendly Islands). These islands proved to be quite the type of South Pacific paradise which one had always imagined. The weather was perfect with a constant cool breeze, and the population, both white and coloured, lost no opportunity in showing the tropical beauty of their island. Extraordinary sights, such as the coral blowholes, where the sea spouts high like geysers, and the massed flying foxes, were seen. Ancient tombs constructed of immense blocks of coral and modern schools and colleges were visited by the ship's company. Polynesian folk dances were performed and native-style feasts were prepared, where everyone sat cross-legged around a spread of tropical fruits and vegetables, whole roast suckling pigs and fish, and ate with their fingers. In this simple way the Tongans entertained their visitors and it was here that the true uncommercialized aspect of the South Sea Islands was

presented to the *Ontario*. There were mutual wishes for an early return and a longer stay the next time as the ship sailed to pay her second visit to the Fiji Islands.

Many friends of the previous visit were waiting in Suva to escort the Canadians on 'tours of places that they had not seen before and to entertain them in their homes. Three years previously, during the *Ontario's* visit, the Costello Shield for sailing between the Royal Suva Yacht Club and HM Ships had been won by *Ontario's* teams. On this occasion the regatta was arranged again to coincide with her visit, and again the *Ontario* won the trophy. She is the only warship ever to have done so twice.

Thus, with exception of a three-day stop at Pearl Harbour en route home, ended HMCS *Ontario's* 1954 training cruise to the South Pacific, a journey of more than 20,000 miles, to five different countries and nine different ports.

THE SPORTS RECORD

The measure of success and failure accorded *Ontario* athletes in sporting events at a half-dozen ports of call "down under" was attributed to both the quality of competition and the inevitable difficulty of sailors in acquiring their land legs again. Up to 150 officers and men, excluding those in sailing and pulling regattas, took part in sports in each city.

Ontario pucksters came from behind to draw four-all with a sextet at Melbourne, Australia, the first port of call.

Odd Tonga Mail Service Recalled

The visit of HMCS *Ontario* to Tonga in the course of her return journey from Australia and New Zealand sent Lt.-Cdr. W. J. Mock, of HMCS *D'Iberville*, rummaging through his personal effects for a philatelic curiosity.

The oddity was a "first day cover", which marked the inauguration of the "tin can mail" from the small island of Niuafou'ou, or Tin Can Island, in the Tonga group.

Because regular mail steamers did not stop at the island, a German-born resident, Walter George Quensell, originated the idea of sending the mail out in watertight cans borne on the backs of swimmers. The Tonga stamps on the cover carry the picture of the popular Queen Salote.

The tin can mail came to an abrupt end in 1946 when volcanic eruptions forced the evacuation of the island. It just lasted long enough to add sharks and barracudas to the normal mail hazards of storm and hail and dark of night.

In Sydney a few weeks later, they opened the 1954 season there by defeating New South Wales talent 6-2 and repeating the performance 8-2 the following night.

Ontario hoopsters had their ups and downs. They beat HMAS *Lonsdale* in Melbourne 52-21 but lost to the outstanding Melbourne Mormons 48-102 in the next encounter. At Hobart, the *Ontario* split four games with the locals.

The Canadians travelled 100 miles from Wellington to Palmerston North to play New Zealand's leading combination. A long layoff at sea rendered shooting inaccurate among the sailors so that basketball play was closer than the 25-50 loss indicated. Better shooting might have turned the tables later when the Latter Day Saints won 32-25. In Sydney, *Ontario* marksmanship improved too late, the team picking up 20 quick points but losing 49-64 to St. George's leaders of a 16-team league. *Ontario* led Lithgow, the best team in New South Wales, by a point at half time but the superior condition of the landlubbers paid off for a 36-21 win. In the final Sydney meet, the *Ontario* nosed out YMCA in a two-game total point series 77-76. Canadians won the first encounter 36-26 and lost the second 41-50.

Lacrosse, which is supposed to be a Canadian game, caught the *Ontario* team without enough knowledge and skill to better the Melbourne Lacrosse Club. Although limited in accomplishment, the Canadians showed creditably.

Softball players started with two losses in Melbourne. The RAN beat the *Ontario* 5-3 and the Australian All Stars scuttled the sailors 14-3. Hobart was the opposite as the Canadians submergered North Hobart 20-2 and when the undaunted Tasmanians challenged for baseball, the latter lost 11-2. Meanwhile the electricians lost an interpart fixture with Ordnance-TAS 4-5. At Dunedin, the ship's team clobbered the engine room 18-3 and technicians beat G mess 11-5. A local team was blanked 11-0.

At Wellington, the *Ontario's* infield, who were without spikes, lost 9-3 on a wet track to Jenkin's Gym, one of New Zealand's strongest teams. A drizzly rain made cricket shoes no match for the cricket boots worn by the local champs.

The *Ontario* played a 4-4 tie with the Lower Hutt Cardinals with three of the Cardinals' runs scoring on errors. Ord. Sea. J. O. L'Esperance struck out 17 batters and displayed unusual control. A combination of technicians and ERAs was fielded against Ford Motor Company, the game ending after five innings with *Ontario* leading 3-0.

In the Hobart Regatta one-mile trans-Derwent swim classic, Ord. Sea. Ronald MacKenzie and AB Albert Simmonds gained fourth and fifth places. The *Ontario* won second place in the relay and arrived third in the 80-yard heat. A prideful note is that service teams were faster than their civilian competitors.

At two badminton tournaments with Hobart Clubs, *Ontario* players won four of 20 matches. Three officers and eight men competed in a handicap golf tournament at the Royal Hobart Golf course. CPO Dennis Mann won the handicap with a net 63. Best officers' net was Instr. Lt.-Cdr. B. S. Lake's 70.

Otago University, Dunedin, soundly thrashed the *Ontario* in cricket, knocking up 200 runs and more to the ship's 66. In a try against a Wellington RNZAF eleven, they were outscored by 68 to the flyers' 196. The supply types in HMAS *Platypus* challenged their *Ontario* counterparts to sand cricket in Sydney and when great clouds of Sydney's fine white sand had cleared, the score was tied at 54 apiece.

Otago Swimming Club, the leading team in New Zealand's South Island, outplayed the *Ontario* 6-4 in water polo.

The *Ontario* and RNZAF split a tennis tourney at two apiece in Wellington, while the Canadians couldn't find their footing with the flyboys at soccer, for they bowed out 2-0.



An important phase of the work done in the Royal Canadian Naval Hospital in Halifax is the operation of a well-baby clinic for the children of naval personnel. Diet and general care are discussed with the children's mother, and any necessary medicines are supplied free of charge. In the picture, Lieut. (MN) Louise Corriveau, Penetanguishene, Ontario, is shown with Mrs. Jules A. Fortin, Quebec City, as they weigh Mrs. Fortin's five-month-old son Louis. Mrs. Fortin is the wife of Ldg. Sea. Jules A. Fortin, Quebec City. Well Baby clinics are paid for by officers and men by contributions from canteen and welfare funds. (HS-29167)



The Royal Canadian Navy's hospital in Halifax includes the latest therapeutic treatment for paralysis and polio victims or others suffering temporary loss of the use of muscles. Lieut. (MT) Frances E. Merkley, Toronto, Ont., a graduate of the University of Toronto in occupational therapy, is shown with AB James Miller, Brantford, Ontario, a polio patient. AB Miller is exercising his legs by operating a treadle jigsaw, constructed from an old sewing machine by members of the staff of the Mechanical Training Establishment, in Stadacona. (HS-29333)

The Atlantic Command's Nursing Service

THEY HAVE TAKEN the Florence Nightingale pledge but, as they go their capable and business-like way, they would probably be the first to cringe before sentimental comparisons with the Lady with the Lamp.

The women in the blue and white uniform of the Royal Canadian Navy's nursing officer are far removed from the appalling lack of sanitation and ordinary comfort of a hundred years ago. On both coasts of Canada they serve in bright, modern, completely-equipped hospitals.

It is in these hospitals, large and small, that they provide the nursing care that spells the difference between a stay that is bleak and unfriendly and one that provides a restorative atmosphere.

Here, too, in the Navy's hospitals, the nursing technicians play their important role. They operate the physiotherapy and occupational therapy departments, assist in the operating rooms, make up and check all hospital diets, dispense drugs and medicines in the hospital pharmacy or dispensary, and check blood counts and slides for a thousand and one things in the laboratories.

Nor do the naval nurses' and technicians' duties end in the hospitals. Nursing officers have been assigned to well-baby clinics, to dependents' schools, to naval housing units in the large naval centres and to certain naval radio stations.

The RCN's nursing service is young in years. It was first organized in 1941, and at the peak of the war years there were 400 nursing officers at naval and other hospitals across the country. RCN nurses served at Royal Navy hospitals, with the United States Navy and in hospital ships. With the cessation of hostilities most of these war-time nurses returned to their civilian status and the nursing service was reorganized under Lt.-Cdr. (MN) Fay L. Rutledge, of Streetsville, Ontario, as Director of Nursing with headquarters at RCN Hospital, HMCS Stadacona. Assisting her is Lt.-Cdr. (MN) Mary Nesbitt.

During the past few years these two have completely re-organized the branch. Nursing officers are now designated "Medical Nurses" and "Medical Technicians", with the former actually engaged in the nursing care of the patient while the technicians con-

Safeguarding patients at RCNH, Stadacona, against disease germs while undergoing surgery or during medical examinations is the job of Sub-Lt. (MN) Ann McSween, of Sydney, N.S. Sub-Lt. McSween checks the steam pressure gauges of the autoclave before she opens the pressure door to remove medical instruments that have been sterilized. (HS-29266)



tribute to the patients' care and recuperation within their own specialized fields.

Before the nurse has been too long in the Navy she is given a two-week divisional course at HMCS *Cornwallis* where she learns the fundamentals of the navy life and some of its traditions, and is taught to take pride in the service as well as in her chosen profession.

At naval divisions across Canada there are many highly trained nurses in the RCN(R) and here they help professionally and socially to promote good public relations for the Navy and at the same time they stand ready to serve their country in time of national emergency. As reservists, they spend all or part of their annual holidays in training with the Navy at either coast.

At RCNH, *Stadacona*, there are about 30 medical nurses and technicians, at *Cornwallis* about 13 and at the naval air station, HMCS *Shearwater*, there are four.

The medical nurse, like Lieut. (MN) Carla Carr, of Stellarton, N.S., may be assigned to any one of a number of duties. She may be on ward duty either day or night, she may be in the operating room, or she may be in the sterilizing room where all instruments, gauzes, bandages and pads are sterilized carefully. She could be assigned to the well-baby clinic, like Lieut. (MN) Louise Corriveau, Penetang, Ont., to assist naval personnel with their problems about their children. Sub-Lt. (MN) Elizabeth Hebb, of Lunenburg, N.S., also a public health nurse, looks

Hospital Ship Ends Career

A hospital ship to which Canadian sailors serving in the Far East resorted for attention to aching molars, minor injuries or, on occasion, for major hospital care has been offered for sale by the Admiralty.

HM Hospital Ship *Maine* is now at Hong Kong, where at last word her Merchant Navy crew was to be paid off. Her medical staff had earlier been appointed for other duties.

The *Maine*, according to "The Admiralty News Summary", is the third hospital ship of the Royal Navy to bear the name. She was built in 1924 by the Italians, under whose flag she served as the *Leonardo da Vinci*. She was captured by the Royal Navy at Massawa, was converted to a hospital ship in 1943, and was renamed the *Empire Clyde*. She was named the *Maine* in January 1948.

When war broke out in Korea in 1950, the *Maine* was the only hospital ship in the Far East, and she did particularly good work in transporting wounded men from Korea to Japan.



Pictured above are nursing officers of the staff of the Royal Canadian Navy's hospital in Stadacona. Front row, left to right they are: Lieut. (MN) Marion Coote, Outremont, P.Q.; Lieut. (MN) Joan MacLeod, Halifax; Lt.-Cdr. (MN) Mary Nesbitt, St. Stephen, N.B.; Lieut. (MN) May Doyle, Charlottetown, P.E.I.; Lieut. (MT) Frances Merkley, Toronto, Ontario. Back row: A/Sub-Lt. (MN) Eleanora Reed-Lewis, Windsor, Ontario; Lieut. (MN) Margot Carson, Hampstead, Montreal; Sub-Lt. (MN) Joan Taylor, RCN(R) Ottawa; Sub-Lt. (MN) Elizabeth Hebb, Lunenburg, N.S.; Sub-Lt. (MN) Mary Burton, Saskatoon; Lieut. (MT) Margaret Ball, Stouffville, Sask. (HS-29112)



Nursing officers at HMCS Cornwallis are, left to right (front row): Sub-Lt. (MN) Norma M. Bernard, Tignish, P.E.I.; Lieut. (MN) Mary A. Morrison, Ste-Anne de Bellevue, P.Q., Matron, RCNH, Cornwallis; Sub-Lt. (MN) Mary G. Gralton, Douglastown, N.B. Rear row (left to right): Sub-Lt. (MN) Anna V. Carson, St. Andrews, N.B.; Sub-Lt. (MN) Gertrude M. Marshall, Bridgetown, N.S.; Sub-Lt. Kathryn F. Wiswell, Halifax; Sub-Lt. (MN) Mary C. Brett, Shelbourne, Ontario and Sub-Lt. (MN) Mary G. Keirstead, Wolfville, N.S. (DB-3698)

after the children of the 500 families at the naval housing unit at Shannon Park. Lieut. Corriveau and Sub-Lt. Hebb as well as Lieut. (MN) Connie Lonbartis of Coverdale radio station, have a preventive role in medicine. Their task is to assist the mothers and fathers of the navy in keeping their children free of illness and disease.

Well-baby clinics are paid for by every man in the Navy. It is their money, voted out of welfare and canteen funds, that pays for the clinics at the various naval centres.

Public health nurses also work closely with civic authorities.

Today the RCN's nursing service is expanding to help provide the proper medical care for our growing navy. The nursing staffs are being equipped with the best in hospital needs and they are given the opportunity to take post-graduate courses to keep the service abreast of modern trends in medicine.

Recently a young seaman on leaving the hospital at *Stadacona*, remarked that the care he had received at the hands of the nursing staff could not, in his opinion, be equalled anywhere in the world or by any other navy.

Be that as it may, it seems that the sailor who has the misfortune to wind up in one of the Navy's hospitals is not so unfortunate at that.

Helicopter Flies To Aid of Priest

An RCN helicopter of the Royal Canadian Navy flew from Summerside, P.E.I., to Miscou Island, at the northernmost tip of New Brunswick, Monday, April 5 to remove a stricken priest to the Hotel Dieu Hospital at Tracadie.

Rev. Father Romeo Lanteigne, a native of Caraquet, N.B., was taken ill during the week-end and required immediate hospital treatment. Several attempts to remove him by car and snowmobile proved futile, due to the uncertain condition of the shore ice.

After several rescue attempts on Saturday and Sunday had failed, authorities on the island put in a call for help, and a helicopter, piloted by Lieut. G. John Laurie, Dartmouth, N.S. and Saskatoon, Sask., was despatched from the Naval Air Facility at Summerside. Landing at Miscou Island near the church, the helicopter took off immediately with the patient and flew the 40 miles to the hospital, setting down on the grounds.

The helicopter returned to Summerside on completion of the mission, and later information indicated the priest was resting comfortably.



Shown above are nursing officers from the Royal Canadian Naval Hospital in Stadacona. Reading from left to right they are (front row): Lieut. (MN) Vera Burton, Halifax; Sub-Lt. (MN) Olive Gloster, Toronto; Lieut. (MN) Kathleen Howe, Sussex, N.B.; Lt.-Cdr. (MN) Fay Rutledge, Streetsville, Ont., senior nursing officer of the RCN; Sub-Lt. (MN) Alfreda Chaput, Verdun, P.Q., and Lieut. (MN) Nellie MacAulay, Glace Bay, N.S. Back row: A/Sub-Lt. (MN) Irene Masterton, Galt, Ont.; Lieut. (MN) Elizabeth Serson, Ottawa; Lieut. (MN) Lillian Clemens, Woodstock, Ont.; Lieut. (MN) Esther Hull, North Sydney, N.S.; Lieut. (MN) Elizabeth Abraham, Wroxeter, Ontario; A/Sub-Lt. (MN) Mildred Williamson, River John, N.S.; Sub-Lt. (MN) Patricia Austin, Toronto. (HS-29113)



Above, HMCS Shearwater's nursing staff. Left to right are: Lieut. (MN) Maude Huntington, Marian Bridge, Cape Breton, N.S.; Sub-Lt. (MN) Joan Taylor, Vancouver; Sub-Lt. (MN) Sophia Starks, St. Phillips, Nfld.; and Lieut. Betty Ballantyne, Toronto. (DNS-11678)

OFFICERS AND MEN

Jet Wings for Two RCN Pilots

The first two RCN student pilots to receive their wings following training in jet aircraft graduated in March from No. 3 Advanced Flying School at Gimli, Manitoba.

The two, Sub-Lt. G. L. Edwards, of Medicine Hat, and Sub-Lt. D. A. Prout, of Victoria, were among 35 graduating student pilots representing four NATO countries—Canada, England, France and Italy. The wings were presented by Group Captain B. D. Richer, commanding officer of Station Gimli.

Before arriving at Gimli the students had completed nine months of basic flying training at Moose Jaw, Sask., and Centralia, Ont. This training was taken in Harvard aircraft and ranged from the old familiar "circuit and bumps" of the primary stages to advanced formation and instrument flying near the end of the course.

Their ground instruction at the flying training schools covered all subjects related to flying, such as navigation, meteorology, airmanship and many others. Apart from subjects wholly related to flying, the students received many additional hours on officer qualities and administrative practices.

The training at Gimli is taken in Canadian-built T-33 Silver Star jets and, although the flying sequences are much the same as in basic training, the instruction is far more advanced. Instead of flying at 150 miles an hour, as he did in the Harvard, the student is now flying in an aircraft capable of speeds up to 600 miles an hour. He does most of his flying at altitudes ranging from 30,000 to 40,000 feet, but the pressurized and air-conditioned cockpits offer almost living-room comfort.

During their training, the students must begin to think like fighter pilots, since in a few short months they will be flying with squadrons. Most of the pilots go to operational training units in Canada and overseas and from there will be assigned to NATO duties in Europe.

The two naval graduates, Sub-Lieutenants Edwards and Prout, will, however, go to the Operational Flying School at RNAS Lossiemouth, Scotland.

Jet flying began at No. 3 Advanced Flying Training School, Gimli, last September with the conversion of qualified flying instructors to the Canadian-built T-33 Silver Star. The training of student pilots began in November.

While both Sub-Lieutenants Edwards and Prout are the first naval pilots to

receive their wings in jet aircraft under the NATO training plan, Sub-Lt. Edwards has the added distinction of being the first RCN student to solo a jet in the RCAF. He is a veteran of the Korean war and has served on board the *Crusader*, *Ontario*, *Athabaskan* and *Sault Ste. Marie*.

Central Alberta "Vets" Organize

Preliminary steps toward the organization of a Central Alberta Navy Veterans' Association were taken recently at a smoker held in Red Deer, Alberta. About 75 former members of the RCN and RCNVR were present.

A pro tem committee, which will look after the business of the new association until an executive is elected this summer, is headed by Hugh Spence, of Red Deer. Other members are Bud Johnson, of Rocky Mountain House, A. Staniforth, of Everts, H. C. Hopkins, of Lacombe, and Ken Sterling, R. T. Swainson and Lyle Lindsay, all of Red Deer.

One of First RCN Men Reaches 85

A man who had seen 23 years service in the Royal Navy and then joined the infant Royal Canadian Navy for another 13 years of service under the White Ensign celebrated his 85th birthday on February 14 last.

Retirement

CHIEF PETTY OFFICER
GEORGE MICHAEL RENTON

Rank: C2 (NQ)
Age: 37
Length of Service: 20 years
Hometown: Victoria, B.C.
Joined: April 12, 1934
Served in: HMC Ships *Naden*, *Skeena*, *Fraser*, *Pembroke*, *Restigouche*, *Stadacona*, *Bittersweet*, *Givenchy*, *Chignecto*, *Niobe*, *Qu'Appelle*, *Peregrine*, *Annapolis*, *Cornwallis*, *Scotian*, *Portage*, *Montcalm*, *Nootka*, *Magnificent*, *Ontario*.
Awards: Canadian Forces Decoration
Retired: April 30, 1954.



Congratulations on his first solo in a jet aircraft are received by Sub-Lt. G. L. Edwards from classmate Sub-Lt. D. A. Prout. Both recently graduated from No. 3 Advanced Flying School, Gimli, Man., after advanced training in the T-33 Silver Star.

He is Charles Robert Hall, of Berkley, California, one of the original members of the ship's company of HMCS *Niobe*. He joined the cruiser after she had been taken over from the RN by the newly-created Royal Canadian Navy in 1910 at Devonport Dockyard.

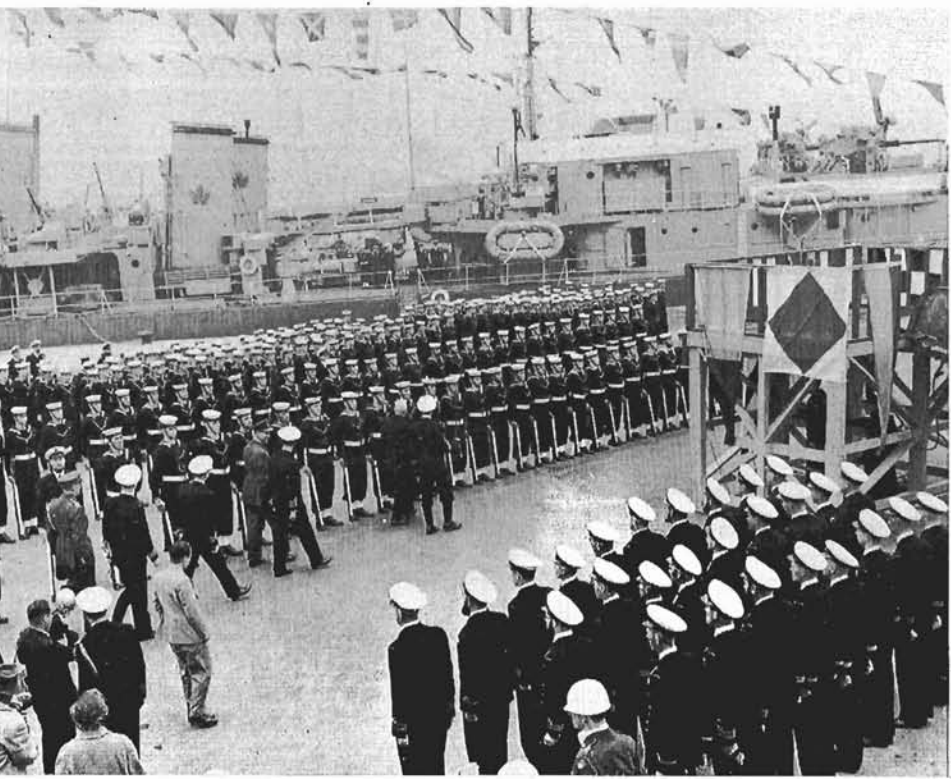
He was a pensioner of the Royal Navy, and had been on pension for about two years when hearing that volunteers were needed for the new Navy, he offered his services. He was notified to report to the ship and commence his duties in July of that year. The first job he undertook was to help to recruit the ship's company. This did not take long, as more men responded than were required. At the time he reported for duty there were only about three officers on board, the ship being in the hands of the dockyard for refit.

The ship arrived at Halifax in October 1910. In the meantime HMCS *Rainbow* was on her way from Portsmouth via Cape Horn to Esquimalt.

Later that year Mr. Hall applied for a transfer to the staff of the newly-formed Royal Naval College of Canada, and was under the direction of Captain Basil S. Hartley, Director of Naval Studies, and Cdr. E. A. E. Nixon, Commander of the College, until it was closed in 1923. After the Halifax disaster, Mr. Hall was transferred to Esquimalt when the college was reopened at that port, after a brief stay at Kingston, Ontario.

When the college was closed due to an economy program, Mr. Hall retired as a senior Chief Petty Officer with a

total service with the Royal Navy and Royal Canadian Navy of 36 years. He went to England for a year, returning to Canada again in 1924. After a year in Victoria, B.C., he decided to reside in Berkeley, California, where he is still living. A son, Frank Hall, is a customs and excise officer in Victoria.



Flash bulbs flickered and shutters clicked as Canadian sailors recorded the historic visit of their prime minister to the destroyers serving in the Far East. Prime Minister St. Laurent had posed for the sailors and shaken hands with many of them just before this picture of his departure from HMCS *Haida* was taken. (Photo courtesy Fednews Photos)

Three Brothers Choose Navy

Three ex-Sea Cadet sons of an Edmonton family are receiving higher education and working toward naval commissions, two of them as recipients of Navy League of Canada scholarships and the third under the Regular Officer Training Plan.

This course of events has prompted their father, G. A. Beare, of 10803 83rd Ave., Edmonton, to put on paper his evaluation of what the Sea Cadet program has done for his boys.

"It was the training, discipline and keenness which they learned there that built up their enthusiasm to continue in the Navy," Mr. Beare wrote in a letter to the Edmonton corps. "Most important of all, perhaps, were the character-building qualities of leadership, self-discipline and co-operation that come from membership in the Sea Cadets, and that are so beneficial to any lad, no matter what occupation he takes up in after life."

Mr. Beare expressed his gratitude to the officers of RCSCC *Warrior* ("The best corps in Canada") for their generous giving of time and effort and their spirit of comradeship.

He added that he had only one son who had not been a Sea Cadet, but he was still a little young—not yet two.

"Don't worry — his turn will come!" Mr. Beare concluded.



The auxiliary cruiser HMCS Prince Robert steamed out of Honolulu harbour in early December 1941, unaware that powerful Japanese task force was bearing down from the north to strike a disastrous blow at Pearl Harbour. The Prince Robert is shown here after her conversion to anti-aircraft cruiser.

TAG WITH THE ENEMY

An Answer to the Wartime Question:

Did HMCS Prince Robert sight the Japanese battle fleet in the Orient?

A WARSHIP of the Royal Canadian Navy missed by a few hours less than four days being a ringside spectator (and possible victim) of one of history's greatest acts of treachery.

The ship was the auxiliary cruiser, HMCS *Prince Robert*, which had already won fame for herself by the capture of the German merchant vessel *Weser*, and the event in which she was so nearly embroiled was the Japanese attack on Pearl Harbour on Sunday, December 7, 1941.

The closing days of November 1941 found the *Prince Robert* steaming homeward from Hong Kong, to where she had escorted Canadian soldiers for the reinforcement of the garrison. Behind her was Manila and ahead her last port of call, Pearl Harbour, from where she would steam northeastward to Esquimalt. Unknown to the *Prince Robert*, a powerful Japanese striking force was steaming an almost parallel course, 1,400 miles to the northward.

Early in the afternoon of December 3, the *Prince Robert* secured at pier 8, Honolulu. That same day, the Japanese task force altered course about 45 degrees to the southward and headed for its appointment with destiny.

At noon, on Thursday, December 4, the *Prince Robert* slipped her lines and began the final leg of her homeward journey.

In the meantime, Japanese intentions

in the Pacific had been thoroughly disguised by the appearance in Washington of the Japanese special envoy, Kurusu, who, in company with the Japanese Ambassador, Admiral Nomura, was conducting prolonged talks with the Secretary of State ostensibly "in the hope of easing the situation".

The journey to Hong Kong had been in anticipation of Japan striking in the Far East, but the timing of the blow, without the preliminary formality of a declaration of war, caught the United States and Great Britain completely off guard.

The sequence of events in the opening hours of the war in the Far East has been somewhat obscured by the difference in time zones. In the third volume of his wartime memoirs, "The Grand Alliance", Sir Winston Churchill shows that, in terms of Greenwich Time, the Japanese attacks in Malaya, the Philippines and Hong Kong occurred within a few hours of that on Pearl Harbour. All, by Greenwich reckoning, occurred on December 7, the first blow being the landing at Kota Bharu, Malaya, at 4.55 p.m., GMT. The attack on Pearl Harbour came at 6.30 p.m., GMT, the first air raid in the Philippines at 9.00 p.m., GMT, and the first air raid in Hong Kong at 11.30 p.m., GMT.*

In other words, the opening attacks occurred thousands of miles apart within a space of less than seven hours.

The *Prince Robert* arrived at her home port of Esquimalt on December 10, a day that piled new and almost unbearable tragedy on the disaster of Pearl Harbour. That was the day that Japanese torpedo planes sank the battleship *Prince of Wales* and the battle cruiser *Repulse* with a loss of 2,000 lives. Fifteen days later, on Christmas Day, Hong Kong fell and the British and Canadian survivors of the bitter defence were placed in abject captivity.

The rumour arose that the *Prince Robert*, which had journeyed through Far Eastern waters such a short time previously, could have warned of the impending disaster, on the basis of what she had seen.

The story went that the *Prince Robert* had sighted the Japanese battle fleet on manoeuvres north of the Philippine Islands, either on her way out to or back from Hong Kong.

There are two points to be considered here:

1. The *Prince Robert* did not pass north of the Philippines;

2. If Japanese warships had been sighted, no special significance need have been attached to their presence, since the general area was one in which the fleet would be likely to conduct peace-time exercises.

How much opportunity did the *Prince Robert* have of learning Japanese intentions and how close did the Canadian warship come to being embroiled in the Pacific war? A study of the ship's log, reports of proceedings and other documents has failed to show the *Prince Robert* sighted more than one ship at any one time during her voyage to and from the Orient — unless one

* The attack on Pearl Harbour was carried out by more than 100 carrier-borne aircraft, including 21 torpedo bombers, 48 dive bombers and 36 high level bombers, and also by a force of small submarines. The Japanese, who had an exact knowledge of their targets, attained complete surprise. Of 202 U.S. naval aircraft in the area, 150 were disabled and only 38 were able to take to the air. Only a few of the 273 army aircraft were able to take off owing to damaged runways. The action lasted for 50 minutes.

Not counting small craft, 86 ships of the U.S. Pacific Fleet were moored at Pearl Harbour. Five battleships, three destroyers, a minelayer, a target ship and a floating dock were either sunk or put out of action for a long time. Three battleships, three cruisers, a seaplane tender and a repair ship suffered lesser damage. Only one battleship, the *Arizona*, was a permanent total loss. Casualties included 2,117 officers and men of the Navy and Marine Corps killed, 960 missing and 876 wounded. Army casualties included 226 officers and men killed or died of wounds and 396 wounded.

Aircraft carriers, based at Pearl Harbour, were at sea at the time of the attack and escaped damage.—Ed.

counts the swarms of Chinese junks encountered after the ship had crossed the 100-fathom line off the Chinese coast. In fact, it may have been the lights of these which left some of the men on board with the impression that they had passed near a mighty battle fleet.

The ship had received a report that Japanese warships were in the vicinity of the Lemna Islands and an alteration of course was made during the night of November 15 to avoid these. The ship and the troop transport which she was escorting, the *Awatea*, arrived at Hong Kong the following day. They were accompanied by HMS *Danae* (cruiser), which had joined off Manila.

The *Prince Robert* sailed for Manila on November 19, the personnel on board including a stowaway who had boarded the *Awatea* at Esquimalt. The passage across the South China Sea was made in fine weather and was uneventful. To those on board the ship, Bataan peninsula and Corregidor island were merely landfalls.

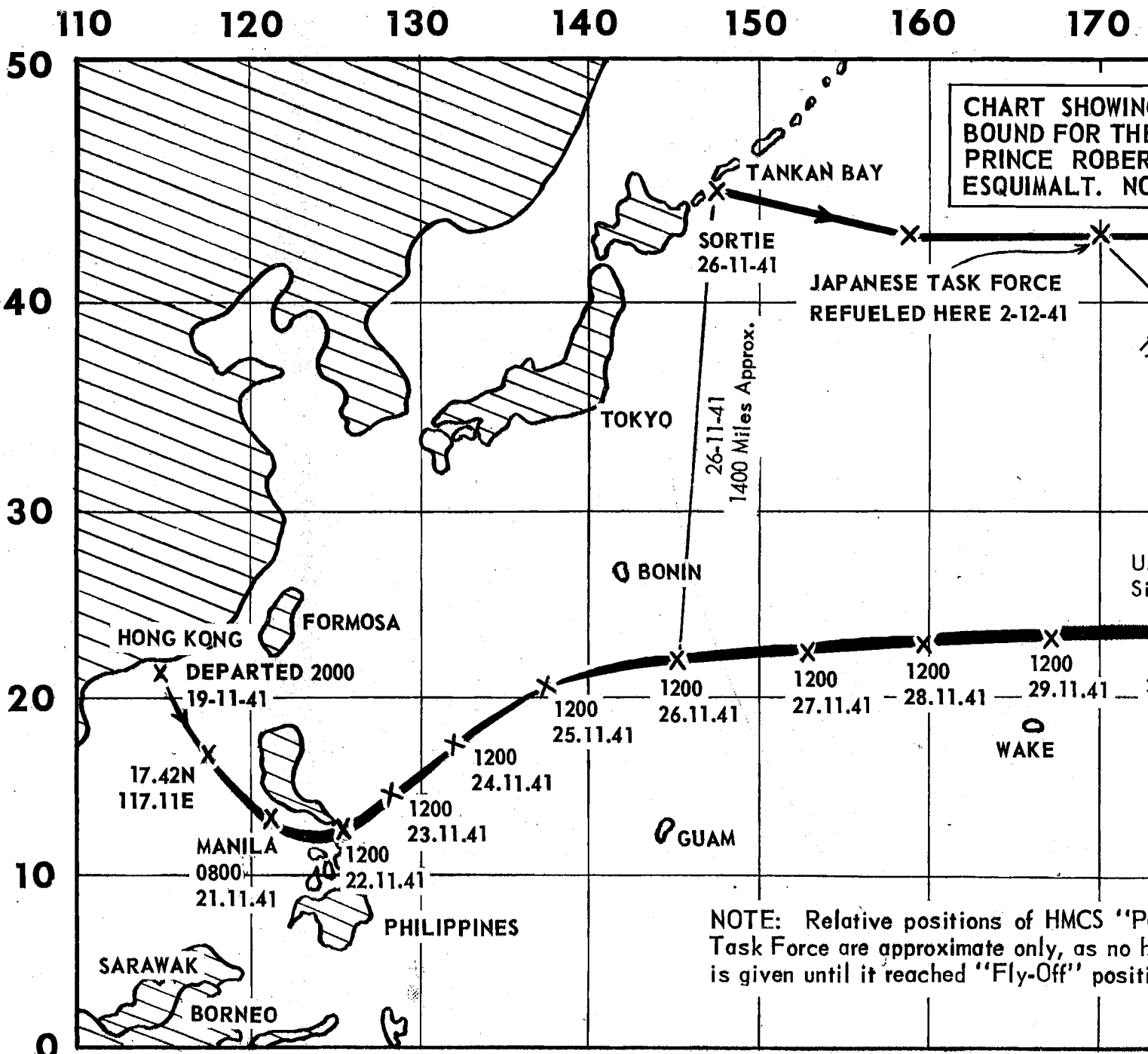
The ship stopped briefly at Manila to top up with fuel and sailed before dark on November 21. She passed through Verde Island Passage and San Bernardino Straits during the night and set her course for Hawaii.

An Admiralty message (the report of proceedings does not indicate its nature) caused the *Prince Robert* to reverse

course at low speed for several hours on Sunday, November 23. Then, on instructions from Commander-in-Chief China, the auxiliary cruiser resumed course for Honolulu. Head winds and heavy seas were experienced throughout the passage from San Bernardino Straits to the Hawaiian Islands.

On the day that the *Prince Robert* crossed the International Date Line, a U.S. Navy aircraft, on patrol from Midway Island, sighted the ship and circled her for almost an hour.

When the ship reached Honolulu on December 3, leave until midnight was granted. One Canadian sailor made the extremely unwise decision that Hawaii was the place for him and failed to



return by the time the ship sailed at noon on December 4 and set course by the Great Circle route for Esquimalt.

The *Prince Robert* steamed north-eastward at the economical speed of 15 knots. During the night of December 5-6 a flare was sighted off the port beam and was identified as coming from a U.S. submarine.

At this same moment the Japanese task force was almost directly abeam, 1,000 miles or so to the northwest, still on its southeasterly course.

By 2100 on the night of December 6, the Japanese force reached its most easterly position, 31N, 158W, and turned due south for Hawaii. This was the closest the Japanese force came to the

Prince Robert, then 500 miles away and a few miles north of due east.

The Japanese steamed south until they reached their fly-off position 200 miles north of Pearl Harbour and launched their attack at 0600 Sunday, December 7.

At 1047, lookouts sighted a vessel, which was not identified, off to port and at three minutes before noon the *Prince Robert* received a wireless message from Esquimalt, informing the ship that hostilities had broken out with Japan and also that the U.S. Army transport *Cynthia Olsen* had been torpedoed and sunk 150 miles to the south of the *Prince Robert's* position.

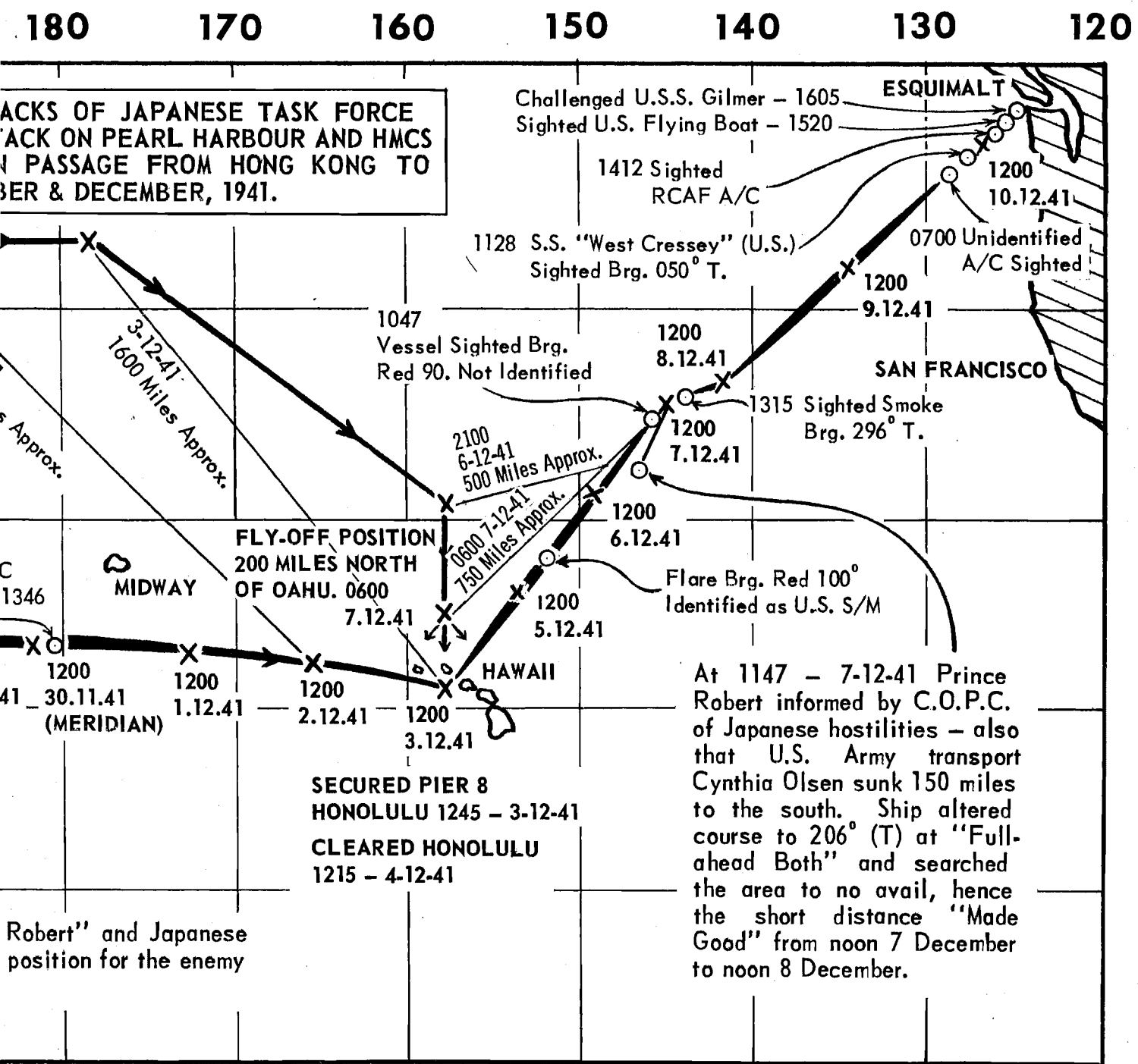
The Canadian warship at once headed

for the spot at 21 knots and made a three-hour search at high speed, covering an area 60 by 40 miles.

Smoke was sighted shortly after course was altered, but it was far from the area of the reported sinking and was not investigated.

The night was clear with a brilliant moon and radar was used in the search. However, no signs of wreckage or the presence of a submarine were found and, on completion of the search, the *Prince Robert* set course for Esquimalt at 20 knots.

As the *Prince Robert* neared the West Coast, numerous aircraft were sighted, the first a biplane which came within four miles of the ship in the morning



twilight of December 10 and flew off in a southerly direction without identifying itself. The ship arrived at Esquimalt at 1947, Wednesday, December 10, 1941, and secured at the magazine jetty. She immediately began embarking fuel to full capacity.

The conclusion to be drawn from a study of the available documents is that at no time during her journey to and from Hong Kong did the *Prince Robert* sight any fleet or group of Japanese warships.

The only basis for the rumour that the *Prince Robert* had seen the enemy lay apparently in the action taken by the Hong Kong-bound ships to avoid encountering Japanese warships and the sighting that same night of numerous Chinese junks in coastal waters.

The *Prince Robert*, which escorted Canadian troops across the Pacific to defend Hong Kong, returned at the close of the war for the Japanese surrender of the colony. Patrols were landed by the Canadian warship to help to maintain order as the Japanese relinquished control.



Ship's Supply Problems Require Planning, Push

ON BOARD HMCS CRUSADER — Canada's Navy is one of the best fed, best paid and best equipped in the world — and Canadian destroyers in the Far East are no exception.

But in this theatre of operations, the job of maintaining that high standard takes plenty of planning and initiative on the part of the ships' supply departments.

HMCS *Crusader*, for instance, is a British-built ship, is fitted with Cana-

At no time was the *Prince Robert* within 500 miles of the force which attacked Pearl Harbour. At the time of her passage through the South China Sea, this force was, in fact, assembling in the Kuriles, to the north of Japan proper and 1,400 miles north of the *Prince Robert's* path across the Pacific.

Even if Japanese warships had been sighted in the South China Sea, it would have been difficult to draw conclusions of Japanese intentions, since nearby Formosa was Japanese territory and Vichy-controlled Indo-China was occupied by Japanese forces. As a matter of fact, the unusual feature of the voyage in view of the activity then brewing, was probably the failure to sight a single unit of the Japanese navy.

ish Navy, whose equipment may not be the same type. And if the *Crusader* has no spares aboard . . . But then, the supply department has managed, so far, to get what it needs.

The matter of pay can be a headache. With the *Crusader* visiting ports in Japan, Korea, Okinawa and Hong Kong, the supply department must have a wide variety of currencies on hand for the ship's company — and in sufficient quantities. At any one time the supply officer may have on board American dollars, Japanese yen, Hong Kong dollars, U.S. military payment certificates and British armed forces certificates — and all at different rates of exchange.

The chief problem with food is to know what to buy and what not to buy. Australian mutton isn't exactly a favourite with Canadian sailors, and American flour—the best available—wasn't too popular with Canadian cooks, until they discovered how to treat it. However, Canadian destroyers prefer to buy their provisions from the U.S. Navy, together with some fresh fruit and vegetables from civilian sources in Japan and other ports of call.

The *Crusader's* supply department procures and prepares all the food eaten by the ship's company; supplies all the protective clothing and equipment required, with the exception of armament; administers the pay accounts and service records of every officer and man aboard, issues their pay, and runs a canteen and soda fountain for the crew.

The department is composed of approximately 25 personnel, headed by the supply officer, and includes cooks, stewards, writers and storemen. All were trained at the Navy's Supply School at HMCS *Naden* in Esquimalt, B.C.

In the *Crusader*, the largest single group in the department is the cooks—eight in all—who by the time the destroyer returns to Esquimalt will have prepared an estimated 180,000 meals for the ship's company.

The chief cook is CPO Ben Humberstone, of Banff, Alta., who when the ship's action alarm sounds is the only person in the entire supply department to go to a "supply" post—the galley. The remainder rush to gun positions, plot rooms or depth charge throwers.

PO Lawrence K. Lynch, of Kindersley, Sask., whose regular duties are as a steward, becomes captain of a Bofors gun at action stations; Ldg. Sea. Valentine J. Rieger, of Regina, a naval storeman, becomes a communicator in "X" gun, and the supply officer, Lieut. (S) Vincent Henry, of Victoria, becomes office-in-charge of "A" and "B" guns.

dian equipment, and is operating in an area where the source of supply is predominantly American. This situation often presents serious problems for the supply department when it tries to procure general stores.

The *Crusader*, for example, requires replacements for certain types of electrical equipment. These replacements may not be available from the U.S. Navy because their ships operate on a different electrical current—or from the Brit-

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Micmac*

HMCS *Micmac*, East Coast training destroyer, recently completed a two-week navigational training cruise into the Bay of Fundy and along the coastline of the New England States as far as Rhode Island. Embarked was "King" class of the Junior Officers Technical and Leadership Course for practical navigation training.

Each officer took his turn navigating the ship under varied conditions. Sextants were in evidence by the dozen and pilotage in the close and tricky waters of the Bay of Fundy was carried out. All the modern electronic aids to navigation were used extensively.

Evolutions carried out included dropping dan buoys, coming to a buoy, ship handling and dummy anchorages followed by the real thing, both day and night.

Maritime ports of call included Yarmouth, Digby, Shelburne, Liverpool,

St. Andrews, Saint John and Grand Manan. A short operational visit to Providence, Rhode Island, gave some well-earned rest and recreation.

Full advantage was taken of the opportunity to satisfy appetites with tasty sea foods, lobster and scallops being enjoyed by all aboard.

Cdr. G. M. Wadds, *Micmac's* commanding officer, and the instructors from the Navigation and Direction School, *Stadacona*, Lt.-Cdr. R. C. MacMillan and Lieut. N. S. Jackson, were well pleased with the progress made.

The *Micmac* earlier completed the second of two cruises in Bermudian waters operating with the British submarine HMS *Tally-Ho*.

The destroyer operated on a five- and six-day schedule each week, regardless of weather. She was based in St. George's, returning only for fresh provisions and fuel.

Further training was carried out with anti-submarine aircraft from the 30th Carrier Air Group which was based at Bermuda at this time. The *Micmac* and

the aircraft teamed up to deliver many successful attacks against the submarine.

Aboard during the cruise was Dr. T. W. Cook, of the Defence Research Board of Canada. Dr. Cook is attached to the Torpedo Anti-Submarine School of the RCN and is studying training methods and operation of equipment at sea.

In her role as the Training Destroyer for the Atlantic Command, the *Micmac* has averaged 22 days at sea per month since her re-commissioning. She has been affectionately dubbed "Old Dobbin of the Atlantic, the work horse of the Fleet".

HMCS *Magnificent*

The *Magnificent* sailed from the "Eastern Canadian Port" on March 1 and proceeded to Portsmouth, England, arriving on March 10 after an uneventful passage.

The purpose of the visit was primarily that of a general refurbishing of the electronic equipment and, as no flying could be carried out, the Carrier Air Group was not embarked.

Considerable use has been made of the availability of the excellent RN training facilities. HMS *Phoenix*, damage control school, has accepted a steady flow of *Magnificent* personnel, and so enabled many men to be credited with QDC requirements for promotion.

Half of the radar plotters spent about two weeks at HMS *Harrier*, the RN school which provides training in the air aspects of action information. Many of the AA rates were able to get in qualifying and refresher courses.

HMC Communication School

Lt.-Cdr. John G. Waters joined the Communication School staff, trading the aiguillettes he has worn for the past year as Aide de Camp to His Excellency the Governor General for the post of Staff Officer (Visual).

CR 63, which completed training on March 5, was headed by Ord. Sea. Leo Bertrand. All Esquimalt members of the class were most fortunate in joining HMCS *New Glasgow*, when she commissioned in Halifax, for passage back to the West Coast by the Panama Canal.

April 2 was graduation day at the school with four classes completing their training. CPO Jerry Kay and CPO John Reid topped Commissioned Communications Officers' course "Easy" and, together with the remaining members of



Defence Minister Brooke Claxton, during his visit to Halifax for the transfer of four minesweepers to France, paid a visit to the Shannon Park naval housing development. Little Deborah, aged 5½ months, was too intent on the "birdie" to respond to Mr. Claxton's compliments. She was at home alone with her mother. Her father, CPO John Murphy, was in the United Kingdom with HMCS *Magnificent* and five sisters and two brothers were at school or at play.

their class, will shortly commence further training in general executive duties in Halifax.

Ord. Sea. Ray Melski led CR 64 when it passed out of the school. This class will be very strongly represented in HMCS *Labrador* when she commissions this summer.

CV 66, having won the Mateson flag hoisting competition for two months running, departed from the school with 30 days leave in front of them before joining the fleet.

Ord. Sea. Roger Lebrun was high man in the remaining class and, with the rest of the class, was drafted to HMCS *Gloucester* for further training.

PACIFIC COMMAND

HMCS *Cayuga*

HMCS *Cayuga*, now doing her third tour of duty in the Far East, has been commended for her assistance in a recent rescue of five United States sailors following a collision of two boats at a UN naval base in Japan.

WEDDINGS

Wren Jean I. Attwood, HMCS *Cornwallis*, to Able Seaman Arthur C. Cain, *Cornwallis*.

Able Seaman D. J. Belisle, HMCS *Cornwallis*, to Miss Ruby K. Seward, Halifax.

Able Seaman R. Allan Binnington, HMCS *Stadacona*, to Miss Betty Lorraine Harvey, Halifax.

Ordinary Seaman William Henry Birkinshaw, HMCS *Naden*, to Miss Elizabeth Janet Bonfoy, Victoria.

Able Seaman V. J. G. Cornut, HMCS *Cornwallis*, to Miss Lillian May White, Halifax.

Able Seaman George W. Counter, HMCS *Cornwallis*, to Miss Marguerite Potter, Clementsport, N.S.

Able Seaman D. E. Gilby, HMCS *Micmac*, to Miss Elizabeth Ann Moreash, Halifax.

Wren Mary Gladys Gallant, HMCS *Cornwallis*, to Able Seaman Joseph Muise, *Cornwallis*.

Able Seaman Garfield Glover, HMCS *Huron*, to Miss Shirley Kelly, Bridgetown, N.S.

Chief Petty Officer David Spencer Leavens, HMCS *Shearwater*, to Miss Marion Lorraine Mosher, Dartmouth, N.S.

Ordinary Seaman Robert J. Marion, HMCS *Gloucester*, to Miss Fleurette Laganier, Shawinigan Falls, P.Q.

Able Seaman R. S. Melvin, HMCS *Cornwallis*, to Miss Jean Amero, Saint John, N.B.

Lieutenant (E) Donald Patrick Nash, Naval Headquarters, to Miss Jean Isobel McCallum, Ottawa.

Leading Seaman R. C. Orrick, HMCS *Cornwallis*, to Miss S. M. C. Cruickshank, Victoria.

Able Seaman C. C. Ruth, HMCS *Micmac*, to Miss Josephine Meany, St. John's Nfld.

Lieutenant Ian Townley, HMCS *York*, to Miss Virginia Lieshman, Toronto.

Able Seaman R. J. P. Tratt, HMCS *Micmac*, to Miss Patricia Doris Truax, Montreal.

Sub-Lieutenant Brian Valiquette, HMCS *Magnificent*, to Miss Blanche Gloria Girard, Victoria.

Wren J. E. Watson, HMCS *Cornwallis*, to Ordinary Seaman J. E. Rutledge, *Cornwallis*.

Able Seaman Ronald J. Williams, HMCS *Cornwallis*, to Miss Marjorie Handspiker, Digby, N.S.

Page eighteen

Helicopter Lift Brings Thanks

The transport of three seriously ill men from the U.S. naval transport *General H. F. Hodges* by RCN helicopter has prompted a letter of gratitude from the U.S. Ambassador to Canada, R. Douglas Stuart, to Vice-Admiral E. R. Mainguy, Chief of the Naval Staff.

The helicopter, from *Shearwater*, landed on the ship 65 miles off shore and brought the patients to the *Stadacona* parade ground, only a few score yards from RCN Hospital.

"We are grateful for this assistance, which is another manifestation not only of the efficiency of the Royal Canadian Navy but also of its spirit of co-operation," the letter said.

The collision occurred in darkness between a landing craft and a destroyer's whale boat. The latter, returning six men to their moored ship, was crushed by the impact, and all aboard were thrown into the water. Picked up by the landing craft, the injured men were taken to the *Cayuga*, which was moored near by. Swift action followed.

The survivors were quickly examined by Surg. Lieut. A. L. Halpern, of Toronto, the *Cayuga's* medical officer, and his assistant, PO Germain Bouchard, of Victoria. One of the injured was found to be critically hurt, requiring immediate hospital attention. In a matter of seconds, Ldg. Sea. Curtin Fitch, of Belmont Park, B.C., was flashing a signal ashore requesting an ambulance on the dock. The injured man, meanwhile, was already on his way ashore in the landing craft. Unfortunately, the man died of his injuries a few hours later.

In the meantime, while Surg. Lieut. Halpern treated the other injured personnel, two of the ship's stewards, PO Cecil McLean, of Saskatoon, and Ldg. Sea. Charles Thibodeau, of Maymont, Sask., appeared on the scene with food and hot coffee for the victims.

After emergency treatment, the injured, most of whom were suffering from shock, exposure, cuts and bruises, were removed ashore to hospital in one of the *Cayuga's* boats, which, with Ldg. Sea. Givelin Huzzey of Belmont Park at the helm, covered the run in record time.

The *Cayuga* later received a message from the base commander expressing "great appreciation for the prompt assistance rendered personnel involved in the boat collision".

NAVAL DIVISIONS

HMCS *Hunter*

This being Windsor's centennial year, a heavy program of parades and

other public events lies ahead of HMCS *Hunter*.

The Windsor naval division has also undertaken an intensive recruiting drive aimed at achieving a record RCN(R) enrolment. As part of the drive and as a means of acquainting the public with the work of the division, an open house was organized for May 2. The send-off speech for the recruiting campaign was given by Captain P. D. Budge, chief of staff to the Commanding Officer Naval Divisions.

The election of officers for the Seamen's Mess was held on April 5, with the presidency going to Ldg. Sea. Fred White. AB John McGovern was elected vice-president and Wren Ruth Small, secretary-treasurer.

The Wrens at *Hunter* are associate members of the mess and have full mess privileges except for drill nights.—S.H.

BIRTHS

To Able Seaman Donald Blackbeard, HMCS *Shearwater*, and Mrs. Blackbeard, a daughter.

To Able Seaman Scott Burton, HMCS *Stadacona*, and Mrs. Burton, a son.

To Able Seaman Robert Caza, Albro Lake Radio Station, and Mrs. Caza, a daughter.

To Petty Officer S. R. Dunn, HMCS *Stadacona*, and Mrs. Dunn, a daughter.

To Lieutenant-Commander Earl A. Grant, HMCS *York*, and Mrs. Grant, a son.

To Able Seaman Roger Giroux, HMCS *Stadacona*, and Mrs. Giroux, a daughter.

To Lieutenant (SB) R. A. V. Jenkins, HMCS *Stadacona*, and Mrs. Jenkins, a daughter.

To Petty Officer Kenneth E. K. Krafft, HMCS *Cornwallis*, and Mrs. Krafft, a son.

To Lieutenant C. E. M. Leighton, Naval Headquarters, and Mrs. Leighton, a daughter.

To Able Seaman Leander Luther, Albro Lake Radio Station, and Mrs. Luther, a son.

To Petty Officer Roy E. McAlpine, HMCS *Stadacona*, and Mrs. McAlpine, a son.

To Petty Officer Harold MacCullough, HMCS *Gloucester*, and Mrs. MacCullough, a son.

To Lieutenant-Commander Alec MacRae, HMCS *Cornwallis*, and Mrs. MacRae, a son.

To Commander A. D. McPhee, Naval Headquarters, and Mrs. McPhee, a son.

To Able Seaman Allan Moncton, HMCS *Shearwater*, and Mrs. Moncton, a daughter.

To Lieutenant E. S. Parker, HMCS *Cornwallis*, and Mrs. Parker, a son.

To Lieutenant G. D. Pearce, HMCS *Cornwallis*, and Mrs. Pearce, a daughter.

To Chief Petty Officer George M. Perigo, HMCS *Stadacona*, and Mrs. Perigo, a son.

To Leading Seaman Wayne Shattuck, Albro Lake Radio Station, and Mrs. Shattuck, a son.

To Chief Petty Officer J. N. Siddons, HMCS *Cornwallis*, and Mrs. Siddons, a son.

To Chief Petty Officer Harry E. Stainsley, HMCS *Stadacona*, and Mrs. Stainsley, a daughter.

To Petty Officer Wilbert Stephens, Aldergrove Radio Station, and Mrs. Stephens, a daughter.

To Midshipman G. E. Wiese, HMCS *Cornwallis*, and Mrs. Wiese, a daughter.

To Petty Officer J. C. Wilks, HMCS *Cornwallis*, and Mrs. Wilks, a daughter.

To Ordnance Lieutenant W. L. Wood, HMCS *Haida*, and Mrs. Wood, a daughter.

To Able Seaman Joseph H. Yeoman, HMCS *Cornwallis*, and Mrs. Yeoman, a son.

HMCS Discovery

An incident during sailing training on the weekend of April 7 gave an impressive demonstration of the value of a standby motorboat.

Five dinghies from HMCS *Discovery* were sailing in Vancouver harbour waters when one of the craft, with an officer and two Wrens on board, capsized.

A motor cutter, assigned to emergency duty during sailing training, had all the crew on board within three minutes. They were put ashore where a duty driver from *Discovery* was waiting and were taken back to the base, all within half an hour.

Members of the Vancouver division still look back with horror on what the weatherman did to them in the opening weeks of the year. A record snowfall was dumped on the city, so that the natives in many cases had to clamber to their rooftops with shovels to keep their homes from collapsing.

The snowfall meant the closing of Stanley Park, through which *Discovery* is approached by land, to general traffic for two weeks and the resultant cancellation of two parade nights.

The official opening of the Wrens' mess was observed at *Discovery* by a reception on February 6. A cigarette case was presented to the former commanding officer, Cdr. Glen McDonald, who put considerable effort into establishing the mess.

Pictured are the members of Petty Officers' Leadership Course No. 48, which began at Cornwallis on January 25 and completed on March 8. Front row (left to right): Petty Officers Boyd Mohns, Henry Burke and Harry Seip; Cd. Writer Officer A. L. G. Hayley, course officer; PO William Fluskey, course petty officer, and Petty Officers James Saunderson and Lloyd Rushton. Centre row: Petty Officers Ernest MacAuley, Cecil Rutherford, Joffre Beaudry, William Oliver, Frederick Court, John Potter and William Hogg. Back row: Petty Officers Desmond Shelley, George Armstrong, William Simpson, Robert Barrie, James Boam, Paul Martin and Frank Sutherland. PO John Preston is missing from the photograph. (DB-3890)



Chief and Petty Officers First Class Leadership Course No. 47 began in Cornwallis on January 18 and ended on March 1. Front row (left to right): CPO John Jackson, PO Angus Nelson, CPO James Alston, Lt.-Cdr. J. B. Young, course officer, CPO John Hedley, PO George McMaster and CPO William Osborne. Centre row: PO William Hope, PO Robert Logie, CPO Arthur Gilbert, Petty Officers William Powroz, James Muir, Vincent McCloy, Roderick Bolt and Stanley Wyatt, and CPO Arthur Seible. Back row: PO Walter Caton, CPO Edward Whitehouse, CPO Lovett Parks, PO Ronald Knight, CPO Alfred Gold, PO Allan Horne, CPO Maurice Coates, PO John Little and CPO Gerald Freeman. (DB-3833)

HMCS Donnacona

The task of leadership requires an officer to place his men before himself and he will thereby find that in giving, not asking, there is a rich reward, Rear-Admiral H. F. Pullen, Chief of Naval Personnel, told UNTD cadets of McGill University and the University of Montreal.

The occasion was the confirmation in rank of graduating cadets of the two universities. Admiral Pullen was accompanied during his inspection of the UNTD cadets by Capt. P. D. Budge, chief of staff to the Commanding Officer Naval Divisions; Cdr. Guy St. A. Mongenais, commanding officer of HMCS *Donnacona*, the Montreal naval division, and Lt.-Cdr. Max Heayberd, UNTD commanding officer.

Cadet J. B. Cox, a pre-medical student at McGill, was the recipient of the dirk presented to the best all-round cadet of the year. Other awards went to: Cadet R. B. Ryler, McGill, best second-year executive cadet; Cadet H. Cooper, McGill, best first-year executive cadet; Cadet (S) A. Bertrand, McGill, best third-year supply cadet; Cadet (S) H. G. Dentith, McGill, best second-year supply cadet; Cadet (E) Y. Dagenais, U of M, best third-year engineering cadet; Cadet E. C. Lee, McGill, best second-year engineering cadet; Cadet H. Lafleur, U of M, best first-year seamanship cadet; Cadet R. Dalglish, best first-year communications cadet; Cadet (E) G. DeGagne, U of M, best electrical cadet, and Cadet J. E. Singher, McGill, best rifle shot.

A large number of parents and friends attended the ceremony. Special guests included Msgr. Olivier Maurault, rector of the University of Montreal; Lt.-Col. J. W. McLean, officer commanding the McGill COTC; Commodore Paul W. Earl, naval officer in charge, Montreal, and R. C. Stevenson, representing the Navy League of Canada.

The Call of Duty

Coming of War Found No Doubts in Mind of Old China Hand

THE OTHER EVENING while looking through a scrap book of mine I came across a photograph and a page of the wartime supplement of the "London Gazette" Honours and Awards. The deed described and the awards stated on this page made me wonder at the number of similar deeds of valour and selflessness which were never made public due to wartime secrecy, and have gone unnoticed, except for the next of kin and those few who were near or interested, and I felt that perhaps I should relate this story.

I knew Lieutenant Thomas Wilkinson, Royal Naval Reserve, before the war. He commanded ships in the China Trade and was known throughout the East as "Tam". A grand person, a bachelor of some 45 summers in 1939, fond of life, a bit of an athlete as sailors go, a fine seaman, a raconteur with stories for all; he was a natural gentleman, and beloved by all who knew him. I believe I can say that Tam was never in any doubt when duty called, and my first strong recollection of this was during the evacuation of Tsingtao in the winter of 1936, when the Chinese had blown up the cotton mills and scuttled a cruiser across the harbour entrance, and the Japanese had lost no time in bombing and strafing the city. Into this holocaust went Tam to conduct his good friends of that port to the safety of his ship, which I, as his second in command, was packing with thousands of refugees. But then that is another story.

The outbreak of war found Tam a temporary "rocky" Lieutenant, as proud as all get out, having unshipped four rings for two rocky ones, and in command of His Majesty's Ship *Liwo*, gunboat, and was now employed guarding the Malacca Strait entrance to the South China Sea. She was a fine little ship of about 1,000 tons, not unlike the *Ladybird* in appearance, but her armament only consisted of one 4-inch gun, two machine guns, odd rifles and depth charges. I last saw "Tam" at the Singapore Club in 1939 where, over a couple of whisky sodas, he chafed at his inability to get nearer to home and the Hun, and was envious of my good fortune in having completed plans to join the Royal Canadian Navy, which he fondly imagined meant close grips with the enemy.

A lot of water went under the bridge. The *Repulse* and the *Prince of Wales* went down. Malaya became a sinking ship, and on 14th February, 1942, HMS *Liwo* was attempting to reach Batavia from Singapore with some survivors from battleships and cruisers and also a few Army and Air Force personnel. The enemy entered Singapore as she left the harbour.

"Since leaving Singapore the previous day", said the *London Gazette*, "the ship had beaten off four air attacks, in one of which 52 machines took part, and she had suffered considerable damage. Late on the afternoon of the 14th, she sighted two large Japanese convoys ahead, the largest convoy being escorted by a heavy cruiser and several destroyers. The commanding officer Lieutenant T. Wilkinson, RNR, gathered his ship's company together and told them that rather than try to escape, he had decided to engage the convoy and to fight to the last, in the hope that he might inflict damage upon the enemy. In making this decision, which drew resolute support from the whole ship's company, Lieutenant Wilkinson knew that his ship faced certain destruction, and that his own chances of survival were small.

"HMS *Liwo* hoisted her battle ensign and made straight for the enemy. In the action which followed, the machine guns were used with effect upon the crews of all ships in range; the 4-inch gun was fought with such purpose that a large Japanese transport was badly hit and set on fire and other ships, naval and otherwise, also received a baptism as they attempted to interfere. After

a little over an hour of action, HMS *Liwo* had been critically damaged and was sinking. Lieutenant Wilkinson then decided to ram his principal target, the large transport which was burning fiercely, and which had been abandoned by her crew.

"HMS *Liwo*'s gallant fight ended when, her shells spent and under heavy fire from the enemy cruiser, Lieutenant Wilkinson finally ordered abandon ship. He himself remained on board and went down with her. There were ten survivors who were later made prisoners of war.

"Lieutenant Wilkinson's valour was equalled only by the skill with which he fought his ship. The Victoria Cross was bestowed upon him posthumously in recognition of his heroism and self-sacrifice, and of that of all who fought and died with him."

Well, that was the unembroidered story and some little time ago, to cap this story, I was visited by his surviving First Lieutenant, who in the *Liwo* days was Temporary Sub-Lieutenant Ronald Stanton, RNR, a great grandson of Gladstone. Ronald received the Distinguished Service Order, and in the action had charge of the 4-inch gun. He survived by swimming through the night and being cast up with the remaining nine survivors of the crew on the island of Sumatra. While swimming many of the crew were killed by strafing from aircraft; Stanton himself being partially scalped by a bullet. Having lashed his scalp on with a piece of torn clothing he continued to exhort his fellows, and their kicking and shouting evidently kept the many sharks and other denizens of those tropical waters at bay.

On reaching the shore he organised his party and, after a rest, they set out to cross Sumatra with the intention of getting a boat on the Western Side and sailing for Australia or Ceylon. After days of jungle hell they emerged on the other side in a very weak state and unfortunately ran into a large armed Japanese patrol and were taken prisoners. Stanton and his fellows thus spent the rest of the war as prisoners of war.

So that is the story of the late Temporary Lieutenant Tam Wilkinson, VC, RNR, and his very gallant crew.—
J.C.L.

ROK Naval Veteran Studies in Canada

Kun Pak, 27-year-old South Korean naval veteran, finds the University of British Columbia tough sledding compared to Seoul University with its two-hour study day. Thanks to the efforts of war correspondent Bill Boss and Reginald Bowering of Victoria, Kun is studying at UBC for his master's degree in political science.

He won a philosophy degree at Seoul before his navy draft. He thinks there is great need for young politicians in Korea to replace elderly Syngman Rhee when he dies.

"The Salvation of Hundreds of Families and Homes"

Admiral Stephens Reports Increased Demands on Trust Fund

THE WORK of the Canadian Naval Service Benevolent Trust Fund continued to increase in 1953, Engineer Rear-Admiral G. L. Stephens, RCN (Ret'd), reported at the annual meeting in Naval Headquarters on April 12.

There were 832 applications for assistance compared to 774 in 1952. The sum of \$62,912.83 was paid out in grants as compared to \$54,595.08 the previous year and \$85,281.89 was advanced in loans, an increase of \$16,014.02.

"These figures prove conclusively the need for the Fund and the necessity for continuous and increased financial support," said Admiral Stephens, who completed his sixth consecutive term as president.

The invested capital of the fund as of December 31, 1953, was \$2,560,000 at par value now yielding \$74,925 per annum. There was an excess of income of \$11,548.75 when the books were closed but \$10,820.15 in grants for assistance remained to be settled.

Admiral Heads Fund for 7th Term

Engineer Rear-Admiral G. L. Stephens, RCN (Ret'd), was re-elected president of the Canadian Naval Service Benevolent Trust Fund for his seventh consecutive term at the annual meeting at Naval Headquarters on April 12.

Vice-presidents include Captain P. Barry German, RCN (Ret'd), Ottawa; R. C. Stevenson, Montreal; Lt.-Cdr.-at-Arms Wilfred Pember, Victoria, and G. C. DeWolfe, Halifax. Lieut. (S) Harry McClymont, Ottawa, begins his fifth term as Secretary-Treasurer.

Two new directors were elected. They are Rear-Admiral H. F. Pullen, Oakville, Ont., and Ottawa, and CPO Ronald C. Crawford, Pelly, Sask. Re-elected directors are Captain (S) C. J. Dillon, Halifax; Commodore Paul Earl, RCN (R), Montreal; Lieut. (W) Margaret E. McDonald, Ottawa; A. B. Coulter, Ottawa; CPO Griffith Jones, RCN, (Ret'd), Ottawa; CPO D. H. Nelson, Victoria; Cdr. A. C. Bethune, RCN (R), Ottawa; Cdr. K. S. MacLachlan, RCN (R) (Ret'd), Toronto; Lieut. Willard MacKenzie, RCN (R) (Ret'd), Halifax, Captain (S) Joseph Jeffery, RCN (R) (Ret'd), London, Ont., and Captain R. P. White, RCN (R), Ottawa. The president and vice-presidents also serve on the board of directors.

"It is gratifying to note there was an increase in RCN personal donations of approximately \$1,825 in 1953 over 1952, but unfortunately there was a drop of some \$3,600 in 1953 from 1952 in donations from ships' funds and messes, although more ships were in commission in 1953.

"It is very pleasing that financial support from naval reserve divisions has shown a gain in 1953."

On behalf of the directors of the fund, Admiral Stephens extended thanks to the various services and organizations which gave assistance last year.

Scran Locker Bolsters Fund

The scran locker at HMCS *Stadacona* is a profitable business—for the Naval Benevolent Fund.

Stadacona's lost-and-found department contributed \$205.62 to the fund in 1953, a contribution made up of fines paid by owners to redeem articles and of the proceeds of the sale by auction of unclaimed goods.

The scran bag or locker is an ancient institution in warships. Articles which end up there are often not "lost" in the ordinary sense of the word, but left sculling about the decks.

The Benevolent Fund, not being in the laundry business, is grateful that cash fines have been substituted for the levy of former days—a bar of soap.

These included: Naval Headquarters, the Flag Officers Atlantic and Pacific Coast, commanding officers of ships and establishments and naval divisions, the members of their staffs, chaplains, members of the Department of Veterans' Affairs, the Red Cross, the Canadian Legion and the many provincial and municipal bureaux "whose assistance has been of the greatest possible help to the fund".

Admiral Stephens said further that the directors are appreciative of the "cordial relations and splendid co-operation that exists between our fund and the Army and Royal Canadian Air Force funds".

In concluding his annual report, Admiral Stephens said, "I am more convinced than ever as the years go by of the necessity and usefulness of the fund and the salvation it is providing for

Benevolent Fund To Change Name

Two main motives prompted delegates to the annual meeting of the Canadian Naval Service Benevolent Trust Fund in deciding unanimously to change the name to "Royal Canadian Naval Benevolent Fund".

The move is a return to the original name of the Fund when it was set up in 1942. However, when it was decided to incorporate it in 1945, reserve and volunteer forces who had swelled its coffers so much during the Second World War thought the title not sufficiently inclusive and they pressed successfully for Canadian Naval Service Benevolent Trust Fund.

The National Defence Act of 1950 altered the situation, for it defines the title "Royal Canadian Navy" as including all the naval forces of Canada. The new act abolishes the Naval Service Act of 1910 and therefore cancels the title "Canadian Naval Service".

Another reason put forth for the return of the old term is that Her Majesty, Queen Elizabeth II is patron of the Fund.

Since the Fund is incorporated, it is necessary to apply to the Secretary of State for supplementary letters patent. The request is then considered by the Canadian Cabinet and forwarded through the Governor-General to Buckingham Palace for approval of the use of the word "Royal".

The designation "Royal Canadian Naval Benevolent Fund" takes effect this year. The return of the simpler name does not alter in any way the benefits available to reserve forces or Wrens in effect now.

hundreds of families and homes that would be wrecked and broken without its aid.

"I have no hesitation in asking all those who serve the fund to continue their services and in appealing for the fullest financial support from all available sources. The fund not only needs these services and support but merits and justifies both."

Since its inception in July, 1942, the work of the fund has increased year by year. Incorporated in 1945, the fund will hold its tenth annual meeting on April 15, 1955.

The annual meeting was attended by 60 delegates from ships and establishments of the RCN and representatives of former naval personnel.

The ship delegates came for the meeting from as far away as Japan, Portsmouth, England, and Hawaii, as well as from ships operating in waters along the eastern and western seaboard of North America.

They approved unanimously to have the name of the Canadian Naval Service Benevolent Trust Fund changed to the "Royal Canadian Naval Benevolent Fund".

LAST YEAR'S GIFTS TO THE BENEVOLENT FUND

Following is a list of donations received during the year 1953 by the Canadian Naval Service Benevolent Trust Fund:

HMC Ships and Establishments:

Antigonish	Ship's Fund	\$ 130.00
Beaconhill	Ship's Fund	120.00
Chippawa	Ship's Fund	200.00
Cornwallis	Ship's Fund	1,000.00
	Chief and POs' Mess	136.40
	Ward. Officers' Mess	120.00
Crescent	Ship's Fund	300.00
	Ward. Officers' Mess	116.43
Discovery	Ship's Fund	23.84
Donnacona	Ship's Fund	100.00
Granby	Ward. Officers' Mess	25.09
Griffon	Chief and POs' Mess	32.32
	Seamen's Canteen	66.67
	Ward. Officers' Mess	10.07
Haida	Ship's Fund	300.00
La Hullose	Ship's Fund	645.00
Hunter	Ship's Company	300.22
D'Iberville	Ward. Officers' Mess	25.00
Malahat	Ward. Officers' Mess	35.00
Naden	Ship's Fund	2,450.88
	CPOs' Mess	176.35
	POs' Mess	229.93
Nonsuch	Seamen's Canteen	96.99
	Chief and POs' Mess	57.44
Ontario	Ship's Fund	375.00
	Ward. Officers' Mess	90.00
Portage	Ship's Fund	100.00
Prevost	Chief and POs' Mess	20.00
	Ward. Officers' Mess	14.17
Quebec	Ship's Fund	1,770.09
Scotian	Chief and POs' Mess	60.15
	Ward. Officers' Mess	50.00
Shearwater	Ship's Fund	1,360.74
Sloux	Ship's Fund	155.75
Stadacona	Ship's Fund	1,623.00
	Chief and POs' Mess	300.00
	Ward. Officers' Mess	400.00
	Scran Locker	205.62
Star	Ship's Fund	100.00
Unicorn	Ship's Company	50.00
Wallaceburg	Ship's Fund	93.96
Whitthroat	Ship's Fund	40.00

HMC Naval Radio Stations:

Aldergrove	Ship's Fund	72.50
Gloucester	Ship's Fund	96.96

Other Sources:

Daniel W. Barr	25.00
C. A. Beauregard	5.00
Canadian Industrial Editors Association	25.00
Ex-Wren Association of Montreal and District	25.00
Lt.-Cdr. P. H. Grady, RCN	2.00
F. J. Jones	10.00
Margaret G. MacDonald	15.00
Miscellaneous	.15
Montreal Naval Officers' Association	1,000.00
Naval Officers' Association, Ottawa, Ont.	25.00
Naval Supply Depot, HMC Dockyard, Halifax	45.14
Engineer Rear-Admiral G. L. Stephens, RCN, (Ret'd)	20.00
The Wren Association of Toronto, Ont.	100.00
Monthly Allotments by Serving Personnel	4,946.75
Total donations	\$19,919.61

CANADIAN NAVAL SERVICE BENEVOLENT TRUST FUND

Statement of Income and Expenditure
for the year ended December 31, 1953

Income

Bank interest		\$ 137.65
Bond interest	\$74,968.01	
Add: Amortized portion of discount and premium on bonds purchased	5,171.13	80,139.14
Donations (Schedule 3)		19,919.61
		<hr/> 100,196.40

Expenditure

Grants		62,912.83
Administrative Expenses		
Salaries	\$10,643.60	
Office	1,034.87	
Travelling	641.50	
Civilian employees pension plan	326.04	
Fidelity bond	84.89	12,730.90
Provision to maintain reserve for conversion of loans		<hr/> 13,021.96
		<hr/> 88,665.69
		<hr/> 11,530.71

Add—

Profit on sale of securities 18.04

Excess of income over expenditure for the year \$ 11,548.75*

* This amount includes the sum of \$10,820.85 which was approved as Grants during 1954 but not paid out prior to December 31, 1954.

Analysis of Loans Receivable Account

Balance as at 1 January, 1953		\$105,167.44
Loans made during the year		85,281.89
		<hr/> 190,449.33
Deduct—		
Amount received in payment of loans	\$51,955.23	
Loans converted to grants	771.75	52,726.98
		<hr/> \$137,722.35
Balance as at December 31, 1953		

Letter Praises Canadian Sailors

Canadian sailors in HMCS *Ontario*, Canadian cruiser which visited Melbourne, Australia, in February, were highly complimented in a letter written by Roy W. Blake, Commercial Secretary for Canada in the Australian city, to his superiors in Ottawa.

He related one instance concerning 60 men from the ship who were taken on a day's outing to places of interest near Melbourne. The city council organizers of the trip were quoted as saying the Canadians "were the nicest and best behaved lot of men they had ever been with" in their long experience as tour guides for visiting ship personnel.

"The tour organizers said they enjoyed the trip more than the men,"

Mr. Blake continued, "and when they reported the success of the tour to the Town Clerk on their return, he immediately sat down and wrote to the Mayor of Hamilton, Ontario, complimenting him on the conduct of the men."

Mr. Blake's personal endorsement was that "the deportment of the ship's company on all occasions was of the highest order and many favourable comments were received."

During the Melbourne visit, officers and men of the *Ontario* enjoyed a full round of entertainment by organizations and individuals and were given free tickets to dances, trotting and racing and other events. Ship teams played Melbourne teams in hockey, softball, basketball and lacrosse.

The Navy Gets a Green

GONE ARE the days when a Navy pilot can fly with the seat of his pants, and use his instruments only for checking his gas supply. In this modern age, with the swift advance of the aircraft industry, and its consequent increase in technological understanding, it is necessary that the pilot be able to read and fly by the complicated set of instruments that fills his cockpit almost to overflowing.

RCN aviators, since they do a fair percentage of their flying in commercial flying lanes, must be close up on the rules and regulations applying to the various civilian air fields, and thoroughly conversant with the requirements of Department of Transport Civil Aviation Regulations. This entails being able to fly completely on instruments, knowing how to make correct approaches, knowing the limits and requirements of each field and the scope the ticket they are carrying gives them. This knowledge, plus the proper number of flying hours and practical tests, gives them a "green ticket".

When the Navy began to train its flyers in instrument work, the only school in Canada was in Centralia, Ontario. It sent Lt.-Cdr. J. P. Whitby, of Port Perry, Ontario, to the school with the idea of establishing its own school in HMCS *Shearwater*, Dartmouth. In addition, it sent Lt.-Cdr. G. D. Westwood, of Medicine Hat, Alberta, to take the course with the RCAF. On their return, they set up the courses necessary to pass the pilots out, and established the All-Weather Flight School for the RCN.

The RCN has established an All-Weather Flight School at Shearwater which turns out fully qualified "green ticket" pilots. The green ticket is the sign of proficiency in flying with use of instruments up to Civil Aviation requirements. Meteorology plays an important part in the training. A. H. Osborne, Stellarton, N.S., a Grade I meteorologist, is shown instructing a class. Left to right they are: Mr. Osborne; Lieut. R. T. Moore, Belfast, Ireland; Lieut. G. N. Jermoy, Prince Rupert, B.C.; Lieut. A. D. Tate, Edgley, Sask.; Lieut.-Cdr. John W. Logan, Nappan Station and Dartmouth, N.S.

With the necessity for all naval pilots to carry their green ticket, it was understandable that many of the veteran pilots would be among the first ones to be checked out in the school. Some of these first students were able to pass out very quickly, since they had the rudiments and only needed a bit of rounding out to pass the requirements. In this class was Cdr. F. W. H. Bradley, Commander (Air), *Shearwater*.

After they had given a lot of the more experienced pilots their check-outs, the staff of the school began on a systematic plan which consisted of taking small courses through a highly concentrated program designed to give the greatest number of pilots their tickets in the least possible time. Lt.-Cdr. Whitby left the school to take his post as an Air Group Commander and Lt.-Cdr. Westwood assumed charge of the school. Working as instructors with the school are Lieut. S. R. Lindquist, Fort Frances, Ontario, and Lieut. S. M. Rowell, New Westminster, B.C.

The course is the same as the one given in Centralia, with the addition of two things necessary for naval pilots. One of these is instrument take-offs, necessary for men who will some day be expected to be able to handle a night catapult launching. Another feature peculiar to the naval school is a spin recovery on instruments, which is only required for pilots flying single-engine aircraft. This spin recovery is taught in Harvard trainers, while the rest of the training is given in Beechcraft Expeditors.



At Shearwater, pilots are given the intensive training necessary to develop proficiency in all-weather instrument flying. Lieut. Ross Lindquist, of Fort Francis, Ont., an instructor at the All-Weather Flying School, is shown talking to a student, Lieut. G. N. Jermoy, Prince Rupert, B.C., who is seated in a Link trainer. (DNS-11820)

Since the civil aviation regulations for the green ticket call for a pilot to have 500 flying hours, 100 of them instrument flying, and 35 of them cloud flying, it is the practice for the school to ask the pilots to accumulate sufficient hours before entering the course to enable them to pick up their ticket on completion of their tests.

The first part of the course is theoretical. For the first four weeks of the eight-week course, the students take ground school training, Link trainer work, instrument proficiency and meteorology. The meteorological training is in the capable hands of A. H. Osborne, Stellarton, N.S., a Grade I meteorologist and for some time weatherman in HMCS *Magnificent*.

The latter four weeks of the course cover the more advanced aspects of instrument flying with the ultimate goal of cross-country flying and instrument letdowns at strange air fields where a full knowledge of the rules applying to the individual field and the general rules of commercial approaching and landing are necessary.

With the increase of devices to make all-weather flying a reality, instrument flying becomes daily more a necessity, and the Navy is marching along with the advance of flying. Thanks to the AWF, more and more fliers will have their green tickets, and be able to fly "when even the birds are grounded". —G.W.I.





The Navy Plays



Athletes Groomed For Empire Games

The tang of rubbing liniment is ever-present in Navy dressing rooms as hopefuls from afloat and ashore groom for possible berths on Canada's team at the British Empire Games in Vancouver from July 30 to August 7.

P and RT officers have been weeding material in the commands and where possible have arranged pre-trial conditioning for particular events in the one establishment. Thus *Cornwallis* has undertaken the training of East Coast swimming prospects and included an airman from nearby RCAF Station Greenwood with its boxers.

The long, arduous route to a place on the Canadian team began in most sports during April, when provincial trials were run off. The trials will be followed by zonal and national competitions in May and June, final selection being up to the national governing body of the sport concerned.

There has been no dearth of naval contenders in specialties ranging from cyclists to fencers, swimmers to runners, plus a promising crop of pugilists. The magazine deadline precluded an accurate survey of the whole naval en-

deavour, but permitted a cross-sectional view.

Cadet (S) Andrew Nicol of *Prevost* represented the RCN in the Boston Marathon on April 19 as a warm-up for trials to be held at Hamilton, Ont., on June 19. *Cornwallis* has two six-milers, Ldg. Sea. Harry Verran and AB Jim Takaoka being coached by Instr. Lieut. D. D. MacKenzie, who was on Britain's 400-metre relay team at the 1948 Olympics. Lieut. B. C. Thillaye, of the *Ontario*, was among better fencers at the Vancouver trials on April 29. *Cornwallis* is optimistic about Ord. Sea. Laurence Unwins, winner of the recent Atlantic Command 1,650-yard free style swimming race (his time wasn't far behind the Olympic record), and also of the 110-yard free style event.

But it was the provincial boxing trials at each coast that drew most naval attention last month. The Atlantic Command contributed an impressive stable of ten fighters to the team representing Nova Scotia at Toronto May 13-15.

Lieut. (E) Frank Mackintosh managed the Bluenose beltors and CPO Henri Pare served as coach. Both were wily ringmasters in amateur circles a few years ago.

"I'll hang on to the fid, sir. Just you tell me if you don't think that's a pretty good back splice for a cook." The man with what looks like a king-size cigar is AB George J. O'Leary, of *Portugal Cove, Nfld.*, a competitor in the marathon relay held on board the "*Maggie*". Inspecting his handiwork is Lieut. John S. Cottingham, of *Oakwood, Ont.*, and *Dartmouth, N.S.* (Mag-5363)

Navy mittsters were selected for the Toronto eliminations after the provincial trials at Greenwood, N.S., on April 30 and May 1.

They include: Heavyweight — Ord. Sea. Bob Hessen, *Cornwallis*; light-heavy—Ord. Sea. Ron Symons, *Cornwallis*; light-middle—Ord. Sea. Joe Aitkin, *Cornwallis*; welter—AB Jim Mullin, *Stadacona*; light-welter—AB Dan Kane, *Shearwater*, and AB Fred Deegan, *Stadacona*, lightweight — AB Ed Robert, *Stadacona*, and Ord. Sea. John McNeil, *Cornwallis*; featherweight — AB Fred Shanks, *Stadacona*, and Ord. Sea. Vernon James, *Cornwallis*. Deegan was Canada's top amateur lightweight last year.

The West Coast had two contenders of considerable prowess. AB Trent Ketcheson earned a bye into the B.C. trials at Vancouver in the senior middleweight division and promptly won an advance to Toronto. He was coached in this next stage by PO George Rowan, a PT instructor, also from *Naden*.

Ketcheson was last year's Dominion middle and Maritime light-heavy champ and this year holds the Vancouver light-heavy title. A runner-up for the B.C. senior middleweight title, he chilled the Golden Gloves champion in the second round of their recent encounter in Prince Rupert.

Another western prospect, AB David Martin, from the *Ontario*, may have missed his chances for try-out. Maritime light-heavy 1950 runner-up, runner-up in 1952 for the B.C. heavy title and Maritime heavy champ last year, he had been in continuous training while the cruiser was on a three-month South Seas cruise. The night before the ship arrived home, during a rubdown, a pot of boiling water overturned, badly scalding his leg. His chances for getting to Toronto hung in the balance in early May.

Ordnance Tops Interpart Sports

In the winter program of sports, the Ordnance Department of the *Quebec* was the aggregate winner of the interpart schedule. The Cock-of-the-Walk trophy, prize for this effort, was presented to the department representative at Sunday divisions, March 28.



Clean Sweep for Cape Bretoners

Apprentices in the *Cape Breton* still have the zip which made them tops in sports at *Cornwallis* during their basic training days. They made a clean sweep in every contest played during a sports weekend at the establishment late in April.

Cape Breton cagers defeated *Cornwallis* 45-33 and then downed Champlain division 43-19. They beat Champlain division 5-3 and Vancouver division 5-2 in water polo matches and beat the Champlains again, this time 2-0 in volleyball.

"Maggie" Meets English Teams

When the *Magnificent* was in the United Kingdom for an electronic refit, her crew had initial difficulties in arranging sports because most popular English games are unfamiliar to Canadians. However, things improved so that the visitors managed to get in several games of basketball, soccer and water polo with RN ships and establishments.

The ship's hockey team, in trim after some practices in the Southampton rink, was hard put to find games with English and Scottish squads who were engaged in playoffs. However, about 1,200 overseas fans attended an exhibition game wherein the "Maggie" team was split into eastern versus western Canada. East made two early scores but the westerners evened it up and kept it so until the final frame when the East rifled in five with only one West marker in retaliation.

Radar Plotters, who went to HMS *Harrier* for courses, violated the old

"when in Rome" adage by taking along their softball gear. Their later antics in the field puzzled many *Harrier* personnel who soon were convinced that "it's just like rounders", so that several erratic games were played with the Wrens and RN sailors, re-inforced by "Maggie" hands.

Two of the RPs on course represented *Harrier* in a boxing tournament against RNAS *Brawdy*. AB G. J. Guitar's victory and resulting points helped earn a tie in the final scoring. AB D. C. Awery was roundly applauded for a good performance although he lost his bout.

Officers' Teams Tie at Volleyball

In stiff volleyball competitions between the *Micmac's* officers and officers of the USCGC *Chambers* in Bermuda, the result was a draw. Since the games were played on the jetty beside the ship, there were times when they showed promise of turning into water polo.

The Carrier Air Group officers were not so fortunate, however, and suffered defeat at the hands of the *Micmac* officers. On the whole the emphasis was on enthusiasm rather than skill.

Numerous interpart volleyball games were played by the ship's crew. The games were exciting to watch, but never settled any issues, since they were all exhibition.

In softball, the ship's team was defeated in close contests by teams from the *Algonquin* and *Lauzon*.

York Captures Hockey Trophy

York weathered a near gale-force wind in its first outdoor hockey game to down *Star* 6-4 in the playoffs at Hamilton for the Hiram Walker Trophy. The game over, home team and visitors were entertained in the seamen's mess at *Star*.

The Toronto Navy pucksters missed the players they had left behind when *Prevost* scored a 10-4 upset in another encounter. Three players were given leave of absence for the contest and Toronto was forced to pay the penalty for overconfidence.

York's baseball team downed *Star* at Hamilton 32-8 in the annual game in which the teams alternate as hosts.

The officers' team fared better in the Toronto Garrison Indoor Baseball this year than ever before during the five years they have been in the league. They finished in sixth place out of 11 teams, having won six games and lost four.



Here are three members of the winning rink in the last RCN Curling Club bonspiel of the season at Halifax. Left to right are Instructor Lieut. T. D. Hicks, Ordnance Lt.-Cdr. William Onysko and Instructor Cdr. J. D. Armstrong. Lieut. W. W. Palmer was absent when the picture was taken. (HS-29940)

On February 20, they played inspired ball to beat the 48th Highlanders 48-0. Playoff hopes were dashed however when RCOC sank them 11-5. Navy finished the season on March 13 in a stiff contest with RCA, squeezing across a run in the final inning to win 4-3.

The Wrens finished their broom ball season with an equally hard-earned victory, downing Toronto airwomen 1-0.

Eyes are on PO Jim Flemming and Ord. Sea. Jim Rees, sole representatives of the seamen's mess at Sunday afternoon badminton games. They are outnumbered by seven Wrens. *York* was defeated by the RCAF in a recent shuttlecock tourney.

Navy Fourth In Victoria

The Navy wound up in fourth place in Victoria's Commercial Hockey League and was defeated by Nanaimo in the playoff semi-finals.

Volleyball Latest Hunter Craze

Hunter is red hot about volleyball. No sooner had the officers' team shipped their prize crests for winning the initial schedule than the division in a wave of enthusiasm began a second series, this time with a trophy to be awarded the top team.

The Windsor sailors and Wrens have produced some keen marksmen in rifle shoots, archery and even darts. Badminton and pingpong attract the racquet set.

High-Speed Sub Launched in U.K.

Powered by a closed-cycle hydrogen peroxide engine designed to produce high underwater speeds, HM Submarine *Explorer*, the first submarine to be launched for the Royal Navy since the completion of the "A" class submarines in 1948, was launched at Barrow-in-Furness on March 5.

An Admiralty statement said the *Explorer* and a similarly-powered submarine nearing completion would undergo trials this year.

Since the hydrogen peroxide engines are not dependent on the atmosphere for oxygen, the new submarines are, like the atomic submarine, true submersibles.

The Royal Navy also has improved midget submarines nearing completion and is studying systems of nuclear propulsion, according to an Admiralty news release.

Rifle Team Beats Old League Record

Stadacona's senior "A" entry in the Halifax Garrison Indoor Rifle League established a record for the Royal Canadian Navy by topping by one point the old league record of 487 out of a possible 500 which was set by marksmen of the Princess Louise Fusiliers back in 1937.

CPO Douglas Clarke won the spoon with his score of 99.6. Commissioned Gunner John Abraham was second with 99, CPO Archie Moore third with 98 and CPOs Howard Oliver and Lyle Millward tied at 96. The win placed the senior Navy team in the leading position of the league, followed close astern by the senior Navy "B" team while the junior navy team was leading its division.

Last year Stadacona marksmen equalled the old record with practically the same sharpshooters, except that this year CPO Oliver has replaced PO George Lauder.

Players on Champion Team

Members of the *Shearwater* hockey team which won the Atlantic Command hockey championship in February included the following:

Lt.-Cdr. (S) E. S. Lloyd (manager), Lieut. E. A. Wiggs, CPO Jean Paul Potvin (assistant manager), Petty Officers John Crowther and H. V. Gregory, Leading Seamen Allan Browne, William Knatchbell, Stewart Mingo and Douglas Scotland, Able Seamen Jack Adams, William Baird, John Bechtold, Joseph Gemmer, Alfred W. Nicholson, D. C. Nicholson, James Parady and Bruce Robinson, and Ord. Sea. Junior Foote.

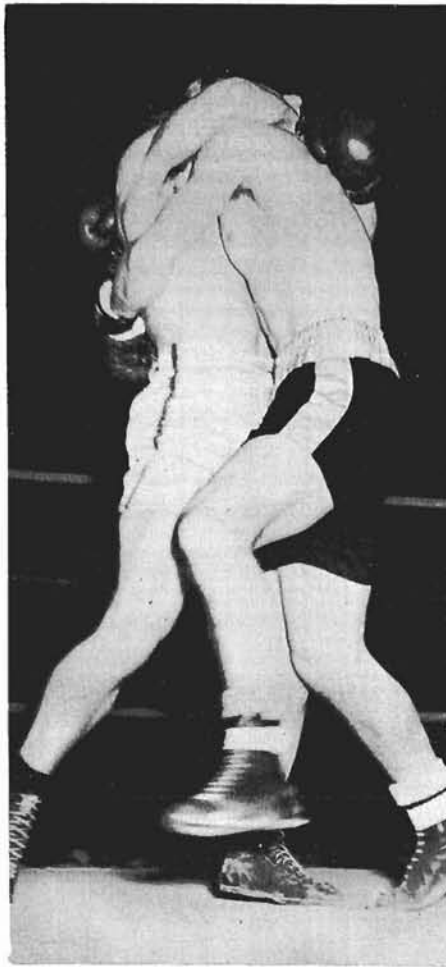
Northern Hoop Title to Unicorn

Unicorn acquired the northern Saskatchewan senior men's basketball title in two straight games and were to meet the southern champs in a home and home total point series on March 28 and April 3 for the provincial title.

For the northern title, the Saskatoon sailors won the opener of the best of three playoff with the Ramblers 65-56. They edged the Ramblers 48-47 in the second contest on March 21 at *Unicorn's* floor.

In the latter struggle, the sailors were hard put for a win right up to the final whistle.

They trailed 14-8 at quarter time and 27-23 at the halfway mark but finally evened the count midway through the



Shall we dance? After the boxers had disentangled themselves from this clinch in Stadacona gymnasium, AB Roland Thibeault, *Shearwater*, went on to win the match by a knockout in the third round over Ldg. Sea. Cecil Graham, *Stadacona*. (HS-29540)

third to lead into the fourth 36-34. They held a 47-41 edge going into the last minute, but the game backfired as Ramblers hooped six points.

Only a free throw by Cadet Bob Upton gave the Navy the slim margin for victory and the northern crown.

Cadet Upton garnered 17 points for Navy. John Beaubier, husky Rambler centre, hooped 22 points to become individual star of the game.

Playoff Contest Leisurely Affair

Atlantic Command Navy pucksters eliminated Springhill in leisurely fashion 12-4 at Dartmouth on March 17 to advance a rung in the provincial intermediate hockey playoffs. Three nights earlier, the sailors swamped the Springhill squad 13-6, which gave them the two-game total goal series 25-10.

Navy completely dominated play in the final game, in which CPO Ed McSweeney collected five markers. One

of them was a blistering, second period shot, face high, which the miner goalie fended off more in self-defence than anything else. It rebounded 20 feet straight up from the netman's glove, glanced off his shoulder on the way down and went into the net.

Navy made three goals in the first period and rifled in four more in the second before Springhill made a tally. At the frame's end, the miners had garnered four, but the sailors had scored two more.

Divisions Tie In Sports Meet

Griffon split honours in 15 sports events during a mid-March weekend at Winnipeg in which the Port Arthur reserves clashed with *Chippawa* in an interdivisional sports meet.

The Lakehead team consisted of four officers, five Wrens and eight men, who competed in volleyball, shooting, curling and badminton. Each division won seven events but the Wrens were tied in curling. Cdr. E. O. Ormsby, commanding officer of *Griffon*, led the Lakehead team to Winnipeg.

Alberta Divisions Meet at Sports

Personnel of *Tecumseh* in Calgary and *Nonsuch* in Edmonton staged home-and-home inter-divisional sports weekends in the latter part of February.

In the first encounter, 36 officers, Wrens and men from Edmonton visited Calgary, winning at badminton, tying their hosts in curling and losing the rifle shoot and basketball events. A dance in *Tecumseh* on Saturday night provided a fitting conclusion.

The Calgary trip was organized by Sub-Lt. A. O. Olson, sports officer at *Nonsuch*.

Softball Team Meets Disaster

Star's first two attempts in Hamilton's Garrison Officers' Softball League this January sent the division's sports officer dashing about desperately for more talent. The Argyll and Sutherland Highlanders had defeated the Navy team by the rather appalling score of 36-0. The Royal Hamilton Light Infantry proved no respite for they marched over the sailors to a 25-1 victory.

Next month, the situation improved to the extent that *Star* was beaten by the comparatively small score of 14-5 by the Royal Canadian Army Service Corps officers.

A slight consolation was the continuing success of *Star's* badminton club.

LOWER DECK PROMOTIONS

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

ACHESON, Ronald.....	LSEM1
AINSWORTH, Gilbert.....	P2TD3
ALLEN, Donald C.....	LSPW1
ANDERSON, Harold R.....	LSTD1
ANDERSON, John A.....	LSEM1
ANDERSON, Robert T.....	LSEM1
ARGENT, Charles H.....	LSPWS
ASHACKER, Urban L.....	LSMA1
ASHLEY, James H.....	LSEM1
AYOTTE, George E.....	P2TD2
BAKER, Neil J.....	P2CK2
BANKS, Edward J.....	LSLR1
BARLOW, William T.....	P2AA2
BARNES, Jerry T.....	LSEM1
BARON, Jack.....	P2QR2
BARR, Paul J.....	LSEM1
BARR, Ross A.....	P2EM2(NQ)
BARTON, James.....	LSEM1
BEATON, Leonard K.....	LSMA1
BECK, Edward C.....	LSEM1
BEECH, Eric.....	P1SH4
BELL, Bernard W.....	LSQM1
BELLEVILLE, Roland J.....	LSCS2
BENNETT, Keith T.....	LSEM1
BENOIT, John D.....	LSLRS
BENOIT, Leo A.....	LSCR1
BERGIN, Roy E.....	P2RC2
BIRCH, Stanley.....	C2GI4
BIRD, Richard H.....	LSEM1
BIRKS, Gilbert S.....	LSMA1
BISHOP, Albert G.....	LSEM1
BITTORF, Douglas R.....	P1BD3
BLAINE, Ralph A.....	P1NS3
BLAXALL, William G.....	P2RC2
BONDESEN, Nels R.....	P1EM2(NQ)
BOUTILIER, Theodore K.....	P2QM1
BOWCOTT, John.....	LSEM1
BOYCE, Bernard S.....	P2CK2
BRADLEY, Thomas A.....	P2RP2
BRAIN, Walter R.....	C2QR3
BRANDT, William H.....	P1LR2
BRECKON, Frederick L.....	LSLRS
BRINEN, Bernard H.....	P1ER4
BROMELL, William C.....	LSCR1
BROOKS, David R.....	P2TD2
BROOKS, Gordon D.....	LSPW1
BROSTER, Gordon A.....	P2RP1
BROWN, Arnold F.....	LSTD2
BROWN, Donald H.....	LSPW1
BRYANT, Giles E.....	LSTD2
BULMAN, Ronald S.....	LSRP1
BUOTT, Leo W.....	LSEM1
BUTCHART, William E.....	P2CS3
CADUE, Edward F.....	P2QM2
CAMERON, James R.....	P1EM2(NQ)
CAMPBELL, Ellsworth H.....	LSRP1
CAMPBELL, Roger E.....	P1AA2
CAMPBELL, Thomas E.....	LSTD1
CAMPBELL, Windsor S.....	LSTD1
CARLE, Gordon A.....	LSAAS
CARRIERE, Roger R.....	LSPT2
CASSIDY, Bernard J.....	LSEM1
CATTERALL, Harry W.....	LSEM1
CATTERALL, James F.....	LSEM1
CHAMBERLIN, John C.....	LSEM1
CHANDLER, Stanley H.....	P2EM2(NQ)
CHERWAK, William T.....	LSEM1
CHILDS, Kenneth H.....	P1QR1
CHOYNICKI, John.....	LSQMS
CHRISTENSEN, Neil A.....	LSEM1
CILLI, Herbert F.....	LSTD1
CLELLAND, David.....	LSED3
COCHRAN, Donald L.....	LSRC2

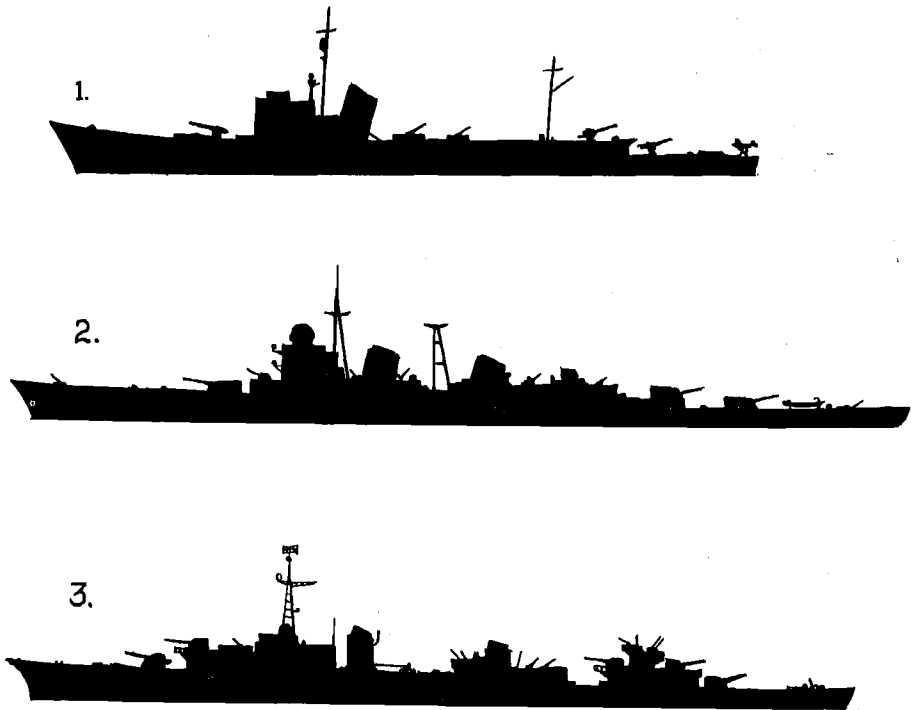
COMEAU, Hugh R.....	LSRP1
COMISH, Frank E.....	P2AA2
CONNORS, John F.....	P2TD3
COOK, Allan W.....	LSQR1
COOK, Frederick C.....	P2LR2
COOK, Gerald D.....	LSRP1
COOKE, Robert E.....	P1RP2
COOPER, Merrill R.....	P2NS2
COTTRELL, Arthur G.....	P2CS3
COX, Derek T.....	LSEM1
COYLE, David N.....	LSRP1
CRANE, Vincent L.....	LSQM1
CRAWFORD, Ronald F.....	P2TD2
CROSS, Thomas C.....	LSLRS
CROWTHER, John D.....	LSCR1
CUTHBERT, Lawrence J.....	LSPW1
DACHUK, Archie.....	LSEM1
DAVIDGE, Desmond S.....	LSCR1
DAVIES, Lloyd J.....	P1AA1
DAVIES, Omer L.....	LSEM1
DAVIS, Bruce W.....	LSVS1
DAVIS, John E.....	LSCR1
DEAKIN, Keith B.....	P2QM1
DEW, Norman A.....	P2EM2(NQ)
DICK, Robert C.....	LSEM1
DIXON, Alan W.....	LSRN3
DIXON, Lloyd R.....	P2LR1
DOYLE, Fred B.....	LSEM1
DUBOIS, Bernard W.....	P2AA1
DUNBAR, Roydon J.....	LSRP1
DUNPHY, Gene L.....	LSEM1
DURHAM, Gordon F.....	LSQM2
EATON, Arnold J.....	LSEM1
EDGINGTON, George W.....	P2AA2

EDMONDS, Leonard R.....	LSCR1
EDWARDS, Charles W.....	P2SW2
ELLIOTT, John E.....	P2QM2
ENGEL, Edward A.....	LSEM1
ENGER, Lawrence L.....	P1SH4
ESTABROOKS, Thomas J.....	LSRP1
ESTES, Ronald W.....	P2CS3
EVERSON, William E.....	LSEM1
FAULKNER, George F.....	P2QR1
FEDDEMA, Robert G.....	LSQM1
FEELEY, Malcolm R.....	P2CS3
FELL, Lloyd A.....	P1EM2(NQ)
FELLS, Richard R.....	LSEM1
FLEMING, Paul H.....	LSRS3
FLYNN, Dominic J.....	P2AA2
FORD, Basil J.....	P1EM2(NQ)
FRASER, William R.....	LSEM1
FRIZZELL, Forman J.....	LSEM1
FUREY, George J.....	P2QM2
GARDINER, Donald R.....	LSEM1
GAUDREAU, Patrice E.....	P2BD3
GEE, Clifford N.....	P2CS3
GEMMILL, William A.....	P2QR2
GEROUX, William R.....	P2QM1
GIBSON, Hugh S.....	LSAA1
GLOVER, Donald S.....	LSEM1
GOLDEN, Kenneth V.....	P2EM2(NQ)
GOODWIN, Lawrence L.....	LSCR2
GORDON, Roy T.....	P2EM2(NQ)
GOUDIE, Lorne R.....	LSLR1
GOULD, Norman A.....	P2CS3
GRAHAM, Kenneth B.....	P1QR2
GRANT, Richard E.....	P2TD2
GREEN, James E.....	LSRN3

WARSHIP RECOGNITION QUIZ NO.4

CAN YOU IDENTIFY THESE SHIPS?

(NOT DRAWN TO SCALE)



J.M. THORNTON

(Answer on page twenty-eight)

GREENFIELD, William E. LSTD2
 GRIFFON, Richard W. LSRC1
 GROOM, Harold W. P1PH3

HANSEN, Aaron W. P1SH4
 HANSEN, Harold L. P2EM2(NQ)
 HANSEN, Willy LSEM1
 HARPER, Hugo G. P1EM2(NQ)
 HARRISON, Kenneth R. LSTD5
 HATFIELD, Clarence E. LSEM1
 HENBREY, John E. P2LR2
 HENDERSON, LeRoy E. LSTD1
 HEPBURN, Donald H. P2EM2(NQ)
 HERBERT, Raoul J. LSEM1
 HILDEBRAND, Abraham LSRP2
 HILLIER, John E. LSEM1
 HINDER, Roy L. LSRP1
 HINDLE, Frederick J. P2RP2
 HINDS, Robert W. P1EM2(NQ)
 HOGAN, Gordon J. LSRP2
 HOOKE, Russell T. P1TD2
 HOPKINS, Walter J. P1CK2
 HOWE, William A. LSRP1
 HUDSON, Joseph A. LSTD5
 HUGHES, George W. LSAA1
 HUGHES, John C. P2CK2
 HUMPHRIES, Stephen LSEM1
 HUTCHINGS, Curwen J. P2TD2

IRVING, Archibald M. P2AA2

JACK, James H. P1PT2
 JARRETT, Henry LSED3
 JATIOUK, Donald M. LSRP1
 JANNES, James G. P2EM2(NQ)
 JEFFREY, John J. LSEM1
 JONES, Maurice D. P2TD3
 JOYNT, Irwin W. P2RP2
 JUPP, Robert H. P2AA1

KEEGAN, John E. LSEM1
 KERR, Robert F. P2CK2
 KILPATRICK, Norman L. LSEM1
 KING, Herbert F. LSCR1
 KINGDON, Leslie LSRC1
 KIRKLAND, John A. LSRN3
 KOHLS, Ewald W. LSEM1
 KORNELSON, Stanley F. P2SW2
 KRYS, Henry B. P2AR2

LACOUR, Alex J. LSCR1
 LALONDE, Donald D. LSKC1
 LALONDE, Gaston LSRP1
 LANGLOIS, Howard F. LSKC1
 LANGRIDGE, Harvey E. LSRP1
 LANHAM, Ronald R. LSAA1
 LAROCQUE, Henry R. LSCR1
 LAW, Robert J. LSRN3
 LAWRENCE, Thomas D. LSTD5
 LAYTON, Gary W. LSCR1
 LEA, Herbert H. LSEM1
 LEAFLOOR, Leonard K. LSEM1
 LEBERT, Wilfred E. LSRP1
 LEBLANC, Gerald J. P2PT2
 LEWIS, Manford L. LSEM1
 LINTON, Gordon M. LSEM1
 LIVINGSTONE, Richard E. LSLR1
 LLOYD, Charles P. LSAW1
 LLOYD, William H. LSEM1
 LOGAN, William C. LSQM1
 LOWDEN, Ronald P1EM2(NQ)
 LOWTHER, Edward P1BD3
 LYSNE, Jack M. P1ER4

McALLISTER, Philip H. LSAW1
 McCAULEY, Cyril C. LSLR1
 McGOWAN, James D. P2CR2
 McINNIS, Ronald R. LSQM2
 McINTYRE, John L. P2AA2
 McKEARNEY, Ivan E. LSRP1
 McLELLAN, Ivan S. LSTD1
 McLEOD, William LSEM1
 McNEIL, Samuel P. LSEM1
 McQUARRIE, James G. C1MR4
 MacDONALD, Robert F. P2CK2
 MacDONALD, Ross A. LSMO2

MacINTYRE, Arthur W. P2CK2
 MacINTYRE, Norman E. LSAA1
 MacKENZIE, Ian T. LSMA1
 MALLON, Paul J. LSCR1
 MANZER, Ronald S. P2RC2
 MARSHALL, Charles N. LSMO2
 MARSH, Gerald I. LSEM1
 MASON, William R. LSEM1
 MASSEY, Robert J. LSLRS
 MATTSON, Ralph H. LSRP1
 MEDE, Harold LSAW1
 MELANSON, Vernon N. P2LR2
 MERRITT, Donald R. LSEM1
 MERRITT, Harry R. LSRC1
 MELLAR, James M. LSRC1
 MILLS, Robert C. P2RP2
 MIRON, Edward P. LSRP1
 MIRON, Michael J. LSAA1
 MONT, Marshall A. LSQM1
 MONTGOMERY, Arthur M. LSAA1
 MONTGOMERY, Barry R. LSCR1
 MOORE, Charles L. P2AA1
 MOORE, Clifford A. LSAA1
 MOORE, George E. LSEM1
 MOORE, John R. LSEM1
 MOORE, William E. LSAA1
 MORE, Bruce C. LSEM1
 MORETON, David R. P2RC2
 MORRISON, Harold S. P2RP2
 MORTON, Herbert H. LSEM1
 MOSES, Russell C. LSTD1
 MOUNTAIN, Arthur J. LSEM1
 MURRAY, William T. LSMA1

NICKERSON, Walter E. LSTD1
 NIXON, Alan W. LSTD1
 NORRINGTON, Barry H. LSTD1

O'HARA, Duncan M. LSEM1
 O'KEEFE, Kevin J. LSQM1
 OLAN, Murray A. P2MO2
 OLSEN, Mitchell A. P1ER4
 OMDAL, Stanley C. LSEM1
 ORRICK, Robert C. LSCV1
 OWENS, Edward C. LSPW2

PARKIN, Douglas W. LSEM1
 PARKIN, George R. P2AA1
 PARKIN, Laurie F. LSRP1
 PARKIN, Thomas F. LSCV1
 PASK, Benedict W. P2TD2
 PATRICK, Allan P. P1EM2(NQ)
 PECARSKI, Edmund A. P2RP2
 PEELING, Donald A. LSPH2
 PERRY, John R. P2AA2
 PETERSON, Dolphus M. LSRP1
 PETTINGER, Delhard J. P1SH4
 PICHE, Albert R. LSEM1
 PIKE, Albert J. P2PT2
 PINNELL, Alfred O. LSAA1
 PORTER, Alfred M. P1GA3
 POTVIN, Paul-Emile J. LSPR2
 PURDY, Douglas F. LSKC1

QUINN, Stephen P. LSEM1
 QUIRING, Frank P1QR2

RAE, Donald W. P2EM2(NQ)
 RANDALL, Arnold M. P1CK2
 RASMUSSEN, Robert N. LSN51
 RIDGLEY, Hubert L. LSQM1
 RIDGWAY, Maurice P. P1RC2
 RIVET, Thomas J. LSCS2
 ROBERTS, Karl D. LSQM1
 ROBERT, Armand J. LSPW1

ROBERTS, John W. LSEM1
 ROBICHAUD, Gordon J. LSEM1
 ROBICHAUD, Henry J. LSRP2
 ROBINSON, David G. P2MA2
 ROBITAILLE, John R. LSCS2
 ROSEBERG, Eric W. LSQM1
 ROSS, Andrew J. LSR53
 ROSS, William T. LSAAS
 ROSTEK, Arthur H. P2LR1
 ROWE, Thomas J. LSEM1
 RUDOLPH, Donald J. P1RC3
 RUSSELL, Donald C. LSEM1
 RUSSELL, Richard L. P2QR2
 RUTTAN, Raymond D. LSTD1

SADLER, Ronald G. LSED3
 SAUNDERS, Ross T. LSEM1
 SCHAFFER, Roy H. P2BD3
 SCHNEIDER, Nicholas G. LSEM1
 SEARLE, Allan F. LSCS2
 SECRET, Selwyn O. P1SH4
 SHEAVES, Roy T. LSEM1
 SHEPHERD, Douglas LSAA1
 SHEEHY, Robert O. LSEM1
 SHIELDS, William G. LSEM1
 SIMPSON, John M. P2CK2
 SINISAC, Donald LSRP2
 SMITH, John E. P2RC2
 SMITH, Thomas A. LSAA1
 SOUKA, Peter J. LSEM1
 STAFFORD, Reginald D. P2CK2
 STEPHENS, Christian G. P2EM2(NQ)
 STINSON, Gordon W. LSRC2
 STITT, William T. C2BD3
 STOBBS, Victor C. P2RC1
 STOKES, William M. P2TD2
 STUNDON, Thomas A. LSAA1
 SULLIVAN, Elmer L. LSEM1
 SULLIVAN, Gerald E. LSAA1
 SUTTON, Frank A. LSQM1

TAYLOR, Barry W. LSTD1
 TAYLOR, Donald C. LSMA1
 TAYLOR, John H. LSEM1
 THOM, Donald J. LSEM1
 THOMAS, John E. P2SW2
 THOMPSON, George M. LSEM1
 THOMPSON, Roy G. LSRPS
 THERIAULT, Robert G. P2CV2
 TRACEY, Douglas J. P2RP2
 TRAINOR, Harold J. LSQM1
 TURCOTTE, Reginald H. P2CK2

UNIAC, Gerald J. LSRPS

VASSEUR, Harry L. LSRCS
 VOEGELI, Frank H. LSQM1

WADDELL, John W. LSRCS
 WADE, Lawrence P2EM2(NQ)
 WADDINGTON, Gilbert M. LSEM1
 WALDEN, Donald K. P2AA2
 WALKER, Clifford L. P2QR2
 WASH, James E. P2CS3
 WATSON, Andrew P. LSPW2
 WATT, George T. LSRC1
 WATT, William D. LSEM1
 WEALE, Thomas W. LSRP1
 WEBB, Edward F. LSEM1
 WEILER, William J. LSAAS
 WELCH, John S. LSEM1
 WEST, Herbert F. LSV51
 WHITE, Howard W. P1TA3
 WHITE, Kenneth H. P1PH3
 WHITTON, Arthur J. P2NS2
 WIGG, Stewart W. LSV51
 WILKES, George A. LSTD2
 WILKINS, Peter J. P2TD2
 WILLOWS, William K. LSTD2
 WOODLAND, David LSTD1
 WRIGHT, James E. P1NS2

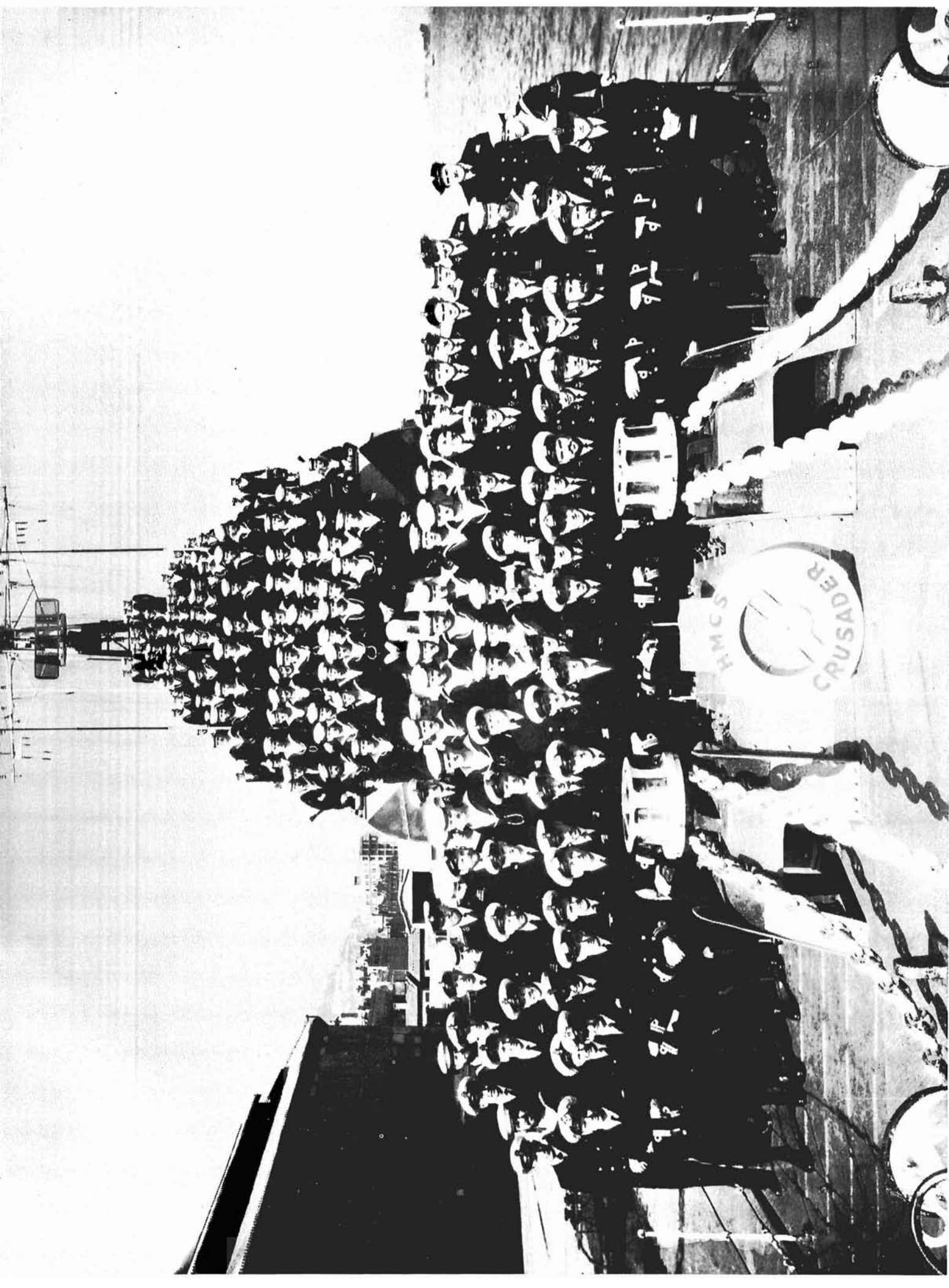
YEATS, Ronald A. P2RP1
 YEO, Kenneth G. LSKC1

ZERBIN, Helmut E. C2ER4
 ZWICKER, Lloyd E. P2CS3

ANSWERS TO QUIZ

Following are the answers to Warship
 Recognition Quiz No. 4:

1. Italian "Libra" class corvette.
2. Swedish cruiser "Tre Kronor".
3. French "Le Fantasque" class destroyer.



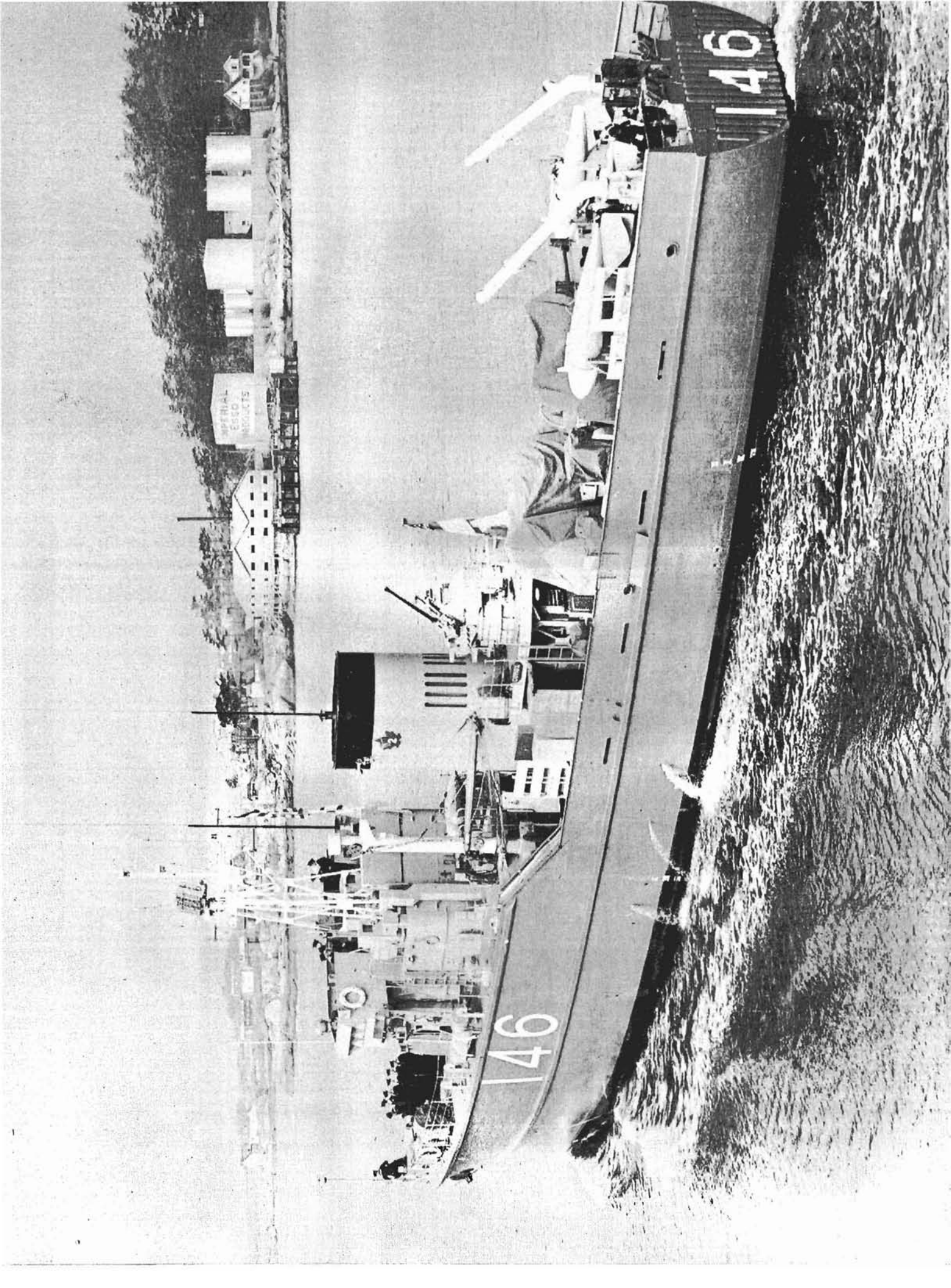


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1964

The CROWSNEST





The CROWSNEST

Vol. 6 No. 8

THE ROYAL CANADIAN NAVY'S MAGAZINE

JUNE, 1954

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>In Aid of the Civil Power</i>	5
<i>Hong Kong Susie Takes Over</i>	7
<i>Officers and Men</i>	8
<i>Benevolent Fund Donations</i>	11
<i>Man of the Month</i>	12
<i>The Huron's 'World Cruise'</i>	13
<i>The Life and Death of a Training Ship</i>	14
<i>Afloat and Ashore</i>	16
<i>Hey Buddy, Can You Spare a —</i>	20
<i>The Navy Plays</i>	22
<i>The British Submarine (Book Review)</i>	25
<i>Weddings and Births</i>	26
<i>Lower Deck Promotions</i>	27
<i>Radmila</i>	29

Cover Photo — A more suitable musical aggregation could scarcely have been found for the opening of the Ottawa Tulip Festival than the 80-piece marine band of the Royal Netherlands Navy, for the myriads of brilliant blossoms derived from bulbs given by their Queen, who, as Princess Juliana, resided in Ottawa during the Second World War. The Tulip Festival ceremony took place before the Peace Tower. (O-6762)

LADY OF THE MONTH

Oldtimers who sailed in HMCS *Comox* during the Second World War probably have dreams that are still infested with soot and cinders and groaning steam winches.

The trim little ship on the opposite page belongs to a new era. She's a minesweeper, it is true, and she proudly bears the name of her predecessor, which toiled so long and patiently to keep Canada's coasts clear of enemy mines.

The new *Comox* is shown departing from Esquimalt harbour just after her acceptance and commissioning as Her Majesty's Canadian Ship. She is senior ship of the 2nd Canadian Minesweeping Flotilla, operating in the Pacific Command.

Comox, upcoast from Nanaimo on Vancouver Island, was the home of the RCN rifle range for many years. Naval commandos trained there during the Second World War and it has been the locale of Sea Cadet camps since then. (E-26933)

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RCN News Review

The Magnificent's guard of honour awaits the arrival on board of the Commander-in-Chief, Portsmouth, Admiral Sir John A. Edelsten. (Mag-5522)

Battle of Atlantic Services Held

The Royal Canadian Navy commemorated the Battle of the Atlantic across the breadth of the country and in ships at sea on Sunday, May 16.

Especially recalled this year were the D-Day landings in France, ten years ago on June 6, to which so much of the effort of keeping the North Atlantic sea lanes open was directed. The observance fell, too, within a few days of the tenth anniversary of the torpedoing of the frigate *Valleyfield* on May 6, 1944, with the loss of 115 lives.

On the night of Battle of the Atlantic Sunday, a special half-hour broadcast entitled "Tell Your Children" was heard on the trans-Canada network of the Canadian Broadcasting Corporation. The wartime recorded voices of participants in the long sea battle were heard, as were excerpts of addresses by the late Angus L. Macdonald and the late Vice-Admiral George C. Jones. The title was taken from the latter address.

Press reports indicated that the observance of Battle of the Atlantic Sunday was spread officially and unofficially far beyond the boundaries of Canada. The day was chosen in Hamburg, Germany, for the unveiling of a monument to the German submariners who died fighting for a doomed cause. It was stated that, in sinking 14,500,000 tons of Allied shipping, the German navy had lost 700 submarines and 32,000 out of 39,000 men.

Search Extends Over Vast Area

Colours were half masted in the Atlantic Command during a memorial service on May 23 for four RCN aircrew lost at sea. The memorial service was a sequel to one of the most exhaustive

sea and air searches ever carried out off the south shore of Nova Scotia.

The search took place early in May after an RCN Avenger vanished May 6 off Yarmouth, N.S., during a nine-hour flight from Bermuda to the 31st Support Air Group's base at Summerside, P.E.I.

The week-long search was ended reluctantly after warships and aircraft of both Canada and the United States had combed some 15,000 square miles of the Atlantic from Nova Scotia to Cape Cod. An immersion glove and one of the Avenger's landing wheels were the only clues to the fate of the missing aircraft.

Crew members of the missing plane were: Sub-Lt. James D. Holden, 27, Minnedosa, Man.; Sub-Lt. Robert H. Jones, 24, of Regina; Sub-Lt. John A. Macleod, 22, Ripley, Ont.; and PO John E. White, 31, Summerside.

Canadian naval vessels which participated in the search included the *Algonquin*, *Lauzon*, *Prestonian* and *Toronto* of the 1st Canadian Escort

Canada's Greetings Radioed from Sioux

Loyal birthday greetings went out from Canada's governor-general to Her Majesty the Queen on May 24 from the radio room of a destroyer escort of the RCN.

Governor-General Vincent Massey was on board HMCS *Sioux*, in the course of a West Coast visit which took him, among other places, to the new aluminum development at Kitimat, B.C., when he despatched his message:

"Aboard Your Majesty's Canadian Ship *Sioux* — I beg to send you, madam, with my humble duty, loyal and devoted good wishes from the people of Canada for the day on which we celebrate Your Majesty's birthday."

Ships and establishments dressed for the occasion and salutes were fired.

Squadron; *Wallaceburg*, *Portage*, *New Liskeard*, *Granby*, *Whitethroat*, *Eastore*, *Sackville*, *LaHave* and *Riverton*.

In addition the USNS *General George W. Goethals* and the USNS *Private Valdez*, along with the Coast Guard Cutter *Barataria*, were employed.

From the air, RCN Avengers from *Sheerwater*; RCAF aircraft from Greenwood, N.S. and USN planes from Quonset Point were employed in the search.

Early in the operation the *Granby* reported an oil slick and an attempt was made without success to obtain a sample of oil. This made it impossible to confirm definitely that the oil slick was from the plane.

An expression of heartfelt sympathy in the loss of four naval airmen was sent to the Flag Officer Atlantic Coast by Vice-Admiral Sir William Andrewes, Commander-in-Chief American and West Indies Squadron. In his message he said: "We have watched with anxiety and admiration your unremitting efforts in the search for lost Avenger aircraft and wish that we could have helped in some way. If search has now at last had to be abandoned please accept our sympathy in the loss."

The lost Avenger had been based at Kindley Field in Bermuda with 880 Squadron of the 31st Support Air Group. Here the squadron had carried out extensive anti-submarine exercises with the Royal Navy submarine *Tally-Ho* and with RCN surface ships.

Three Bangors for Reserve Training

The arrival of three Bangor class coastal escort vessels at HMCS *Star* in May heralded the opening of a busy season for the Reserve Training Establishment, Great Lakes. Some 300 new entry reserve sailors from all parts

of Canada are expected to take two weeks training at the training centre from the beginning of June until the end of August.

The three Bangors will provide increased facilities to train the young reservists. Last year RTEGL had two gate vessels, but accommodation was limited in these ships and facilities were not as plentiful for training as they are in the Bangors. All three Bangors are wartime veterans, having served in escort, patrol and minesweeping duties on the North Atlantic. Since the end of the war they have been modernized and converted.

First of the three vessels to arrive at Hamilton on May 3 was the *Digby*, which had been based in Toronto since last summer carrying out trials on the Great Lakes. She was followed by the *Brockville* on May 7. The *Brockville* had been commissioned at Halifax and made the trip up the St. Lawrence and on Lake Ontario with stops at Montreal and Brockville, the city after which the ship was named. The final arrival to join the training fleet was the *Kentville*, the only steam Bangor of the trio.

The training program at the Reserve Training Establishment, Great Lakes, will be different in many respects this year. It has been the practice in the past for the trainees to spend one week ashore and one week on board the ships. This year, the young reservists will go on board the ships immediately upon arrival at Hamilton and will spend their entire training period in them. Field training and class-room lectures will be carried out while the ship is alongside, but most of the time will be spent in gaining practical experience and training on the water.

The new entries will arrive in Hamilton on Sunday and, after completing "in" routines and parade training, will

Thank You, Mr. Cook

A retiring railway conductor in Parry Sound had kind words to say about travelling newlyweds the other day as he hung up his ticket punch after 48 years of railroading.

"Brides and bridegrooms were always ideal passengers. Never had any trouble with them," commented Mr. Herbert Cook, who claimed a mileage of more than 2,500,000 in his railway career.

Nor does Mr. Cook draw a long bow in expressing an opinion on travelling members of the armed services. He says that personnel of the Royal Canadian Navy are the best-mannered group.

—Quoted in the *Ottawa Journal* (March 31, 1954) from the *Sudbury Star*.



Those Montrealers who recalled a certain liquid transaction in which the Indians sold Manhattan Island to the Dutch may well have shivered with apprehension when they saw Chief Poking Fire of the Iroquois tribe presenting a document on the occasion of the May visit of the Netherlands aircraft carrier *Karel Doorman* to Montreal. However, neither firewater nor Montreal Island changed hands. The birch bark scroll was inscribed with greetings to Rear-Admiral H. Schaper, Flag Officer of the Royal Netherlands Naval Air Service, and was accepted by Cdr. H. Van Oostram Soede, executive officer of the ship. (ML-850)

get their first taste of sea life on Tuesday when they leave on a ten-day training cruise. Short overnight calls will be made at Canadian and American ports such as Kingston, Toronto, and Rochester.

In charge of the training program this summer is Lieut.-Cdr. F. H. (Eric) Pinfold, the reserve training commander.

Now They're All Destroyer Escorts

There are no destroyers in the Royal Canadian Navy. They're destroyer escorts now.

Those who remember the destroyer escorts of the Second World War, with diesel engines roaring and rattling as they plugged along at 20 knots, may wonder at the change in terms.

The change is concerned with the tactical duties of the ships, which, in any future emergency, will likely be assigned to escort duties rather than surface actions and bombardments. The final step in the designation of all former Canadian destroyers as destroyer escorts was made in an amendment to General Order 2.06/8, dated March 1, 1954.

The three ships on duty in the Far East will still carry out the duties of destroyers, but the new designation applies to them as well as to those more intimately connected with NATO duties.

Five "new" classes of major warships now in service with the RCN are: Tribal class destroyer escorts; Algonquin class destroyer escorts (embracing the *Crescent* and *Crusader*, as well as the *Algonquin* and *Sioux*); Prestonian class frigates; Algerine class coastal escorts, and Bangor class coastal escorts.

The Canadian-designed destroyer escorts now in construction will be known as St. Laurent class destroyer escorts.

Miramichi Christened

The new wood-and-aluminum minesweeper HMCS *Miramichi* was launched and christened at the Saint John Dry Dock Company Ltd. yards on Tuesday, May 4. The christening was performed by Lady Dunn, wife of Sir James Dunn.

The *Miramichi* is the fifth of six minesweepers allocated to France under the NATO Mutual Aid agreement.

The ship was blessed by Chaplain (RC) J. P. Quinn and Chaplain (P) H. H. Hoyt, both of HMCS *Brunswick*.

C. N. Wilson, president of Saint John Dry Dock Co. Ltd., presented Lady Dunn with a tray, at a reception held for the official party at the Admiral Beatty Hotel, Saint John, following the launching. Lady Dunn stated what a great pleasure it has been to launch the *Miramichi*. "I will watch her exploits with pride wherever she goes," added Lady Dunn.

Those present for the launching included Sir James and Lady Dunn; His Honour the Lieutenant-Governor of New Brunswick, D. L. MacLaren, and Mrs. MacLaren; Mayor E. W. Patterson, of Saint John, and Mrs. Patterson, and C. N. Wilson, president of Saint John Dry Dock Co. Ltd., and Mrs. Wilson.

Also present were: Rear-Admiral R. E. S. Bidwell, Halifax, Flag Officer Atlantic Coast; Brigadier T. Eric Snow, Fredericton, N.B., New Brunswick Area Army Commander; Commodore (E) W. W. Porteous, Halifax, Superintendent HMC Dockyard; Constructor Commodore R. Baker, Ottawa, Naval Constructor-in-Chief, and Commodore K. F. Adams, Hamilton, Commanding Officer Naval Divisions.

Other naval personnel attending were: Captain C. H. Bonnycastle, RCN(R) (Ret'd), Rothesay, N.B.; Cdr. J. A. MacKinnon, Saint John, commanding officer HMCS *Brunswick*; Cdr. (E) J. S. Horam, Halifax, Principal Naval Overseer, East Coast, and Lt.-Cdr. G. H. O. Rundle, Lancaster, N.B., naval overseer, Saint John Dry Dock.

The *Miramichi* will remain at a Courtenay Bay jetty while work is completed on her superstructure and fittings. She is scheduled to be commissioned in mid-summer.

Sod Turned for COND Headquarters

Sod was turned on Friday, April 30, to mark the beginning of the construction of a new headquarters building at HMCS *Star* in Hamilton for the Commanding Officer Naval Divisions.

The new building will be adjacent to *Star*, fronting on Hamilton harbour, and will be of simple yet attractive design. Two storeys in height and approximately 40 feet by 245 feet in size, it will be devoted almost entirely to office space. The cost is expected to be about \$300,000.

The sod-turning ceremony was performed by Commodore Kenneth F. Adams, Commanding Officer Naval Divisions.

Micmac Carries Contingent to U.K.

The destroyer escort *Micmac* sailed from Halifax the end of May with a contingent of naval reserves aboard to attend the Jubilee Naval Volunteer Reserve at London, England, on June 12. The ship was scheduled to disembark personnel attending the jubilee at Portsmouth and in mid-June return with them to Halifax.

Just before sailing to the United Kingdom the *Micmac* completed a

three-week southern cruise which included visits to Norfolk, Va.; Nassau in the Bahamas; San Juan, Puerto Rico and Ireland Island, Bermuda.

Throughout May the cruiser *Quebec* was in European waters during a five-week training cruise which included calls at Madeira Island, Lisbon, Copenhagen and Brest.

At Brest, members of the directing staff and current course of the National Defence College, Kingston, who were on a tour of Europe, were embarked in the *Quebec* for return passage to Canada. The party included senior officers of all three services.

Four 'Sweepers Cross Atlantic

Four new-construction minesweepers, turned over by the RCN to the French Navy under the NATO Mutual Aid Agreement, sailed from Halifax for France on May 7.

The ships were accompanied as far as the Azores by the French frigate *L'Aventure*, which then returned to her fishery patrol duties off Newfoundland.

Carrier Here In Tulip Time

Tulips aflame in all their spring-time glory were a visual reminder to officers of the Netherlands aircraft carrier *Karel Doorman* and members of the Royal Netherlands Marine Band that Canada was the wartime home of their Queen.

Quebec Sailors Aid Friend of USO

Canadian sailors from HMCS *Quebec* were spending a happy evening at the USO in Baltimore, Maryland, during their ship's visit, when the merriment was hushed by an announcement.

A Baltimore theatre manager and good friend of the USO, Fred Schanberger, was critically ill and in need of blood transfusions.

From the crowd, about half Canadian and half U.S. servicemen, 20 men stepped forward. Eighteen of them were from the *Quebec*. Seven were chosen to give their blood at Bon Secours Hospital in Baltimore. Six of the donors were Canadians.

The story was told in Louis Azrel's column in the *Washington News-Post*.

"And the blood they gave," Mr. Azrel concluded, "is in large measure responsible for Fred Schanberger's present favourable condition".

A Baltimore resident clipped the column and sent it to the *Halifax Mail-Star* with the comment: "The ship's personnel enjoyed their liberty here and their conduct was a real credit to Canada."

They were present for the opening of the Ottawa Tulip Festival on May 14 on Parliament Hill during their ship's visit to Montreal in early May.

The *Karel Doorman* subsequently visited Halifax before proceeding to American ports.

On completion of the Canadian visit, Rear-Admiral H. Schaper, Deputy Chief of Naval Staff for Air, Royal Netherlands Navy, sent the following message to Vice-Admiral E. R. Mainguy, Chief of the Naval Staff:

"Upon departure from these shores I want to thank you (also on behalf of the captain, officers and men of the *Karel Doorman*) for the wonderful and most hospitable welcome the RCN extended to us. We shall always retain the most pleasant memories of this visit to your country. Au revoir and best of luck."

RCN Acquires New 'Copters

Three tandem-rotored Piasecki helicopters have been added to *Shearwater's* wide assortment of aircraft.

Purchased from the U.S. Army (which dubs them the "Army mule"), the helicopters were flown by RCN crews from Morton, Pennsylvania, via Bangor, Maine, and reached *Shearwater* on May 18, still bearing their U.S. Army markings.

It is expected that two of the machines will be assigned to the Arctic patrol vessel *Labrador*, while the third will be retained at *Shearwater* for training.

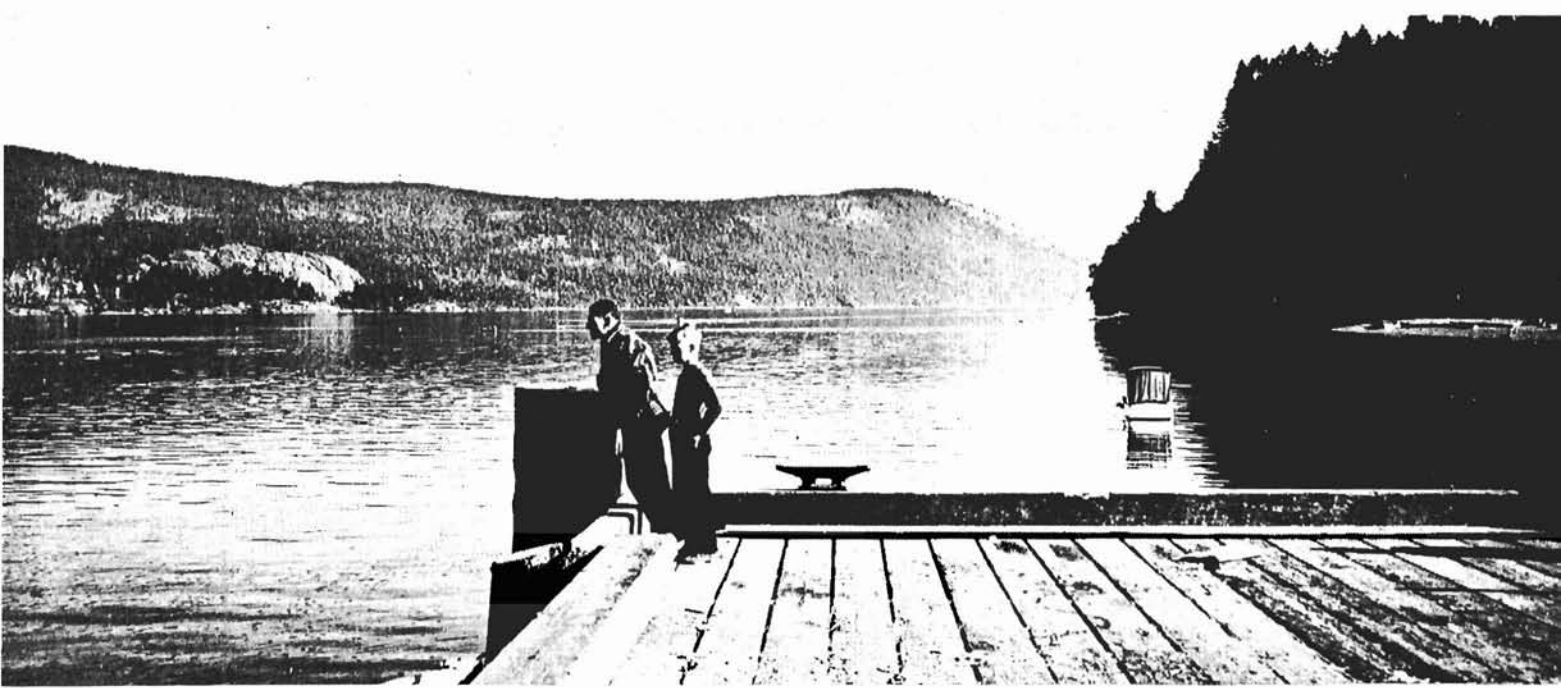
UNTDs Training On Both Coasts

The first of a series of summer training cruises for members of University Naval Training Divisions got underway in mid-May at both East and West Coasts.

The Algerine class coastal escorts *Wallaceburg* and *Portage* sailed from Halifax May 17 on cruise Able. This two-week training jaunt took the cadets to St. Margaret's Bay; Provincetown, Mass.; Gloucester, Mass., and Philadelphia.

On the west coast the newly converted frigates *New Glasgow* and *Stettler* also sailed May 17 on the first UNTD cruise of the Pacific Command. During a month of sea training, these ships were scheduled to visit Bedwell Harbour and San Francisco.

On the Great Lakes the Bangor class coastal escorts *Brockville*, *Digby* and *Kentville* were mustered for a similar program of training cruises for RCN(R) personnel which commenced the first of June.



Cowichan Bay today. (B.C. Travel Bureau Photo)

In Aid of the Civil Power

OCCASIONALLY ships of the Royal Canadian Navy have put to sea with orders to aid the civil power. A well-known case was that of the Japanese merchantman *Komagata Maru*.

In May, 1914, just before the outbreak of the Great War, the steamer *Komagata Maru* arrived at Vancouver with almost 400 passengers on board, natives of India hoping to make new homes in Canada. Finding their plans blocked by regulations, they took over the ship and refused to permit her to sail. On July 18, a force of 175 police and officials attempted to board the *Komagata Maru*, only to be met by a hail of coal and other missiles. HMCS *Rainbow* (cruiser) commanded by Cdr. Walter Hose, RCN, was ordered to the scene from Esquimalt. Under the *Rainbow's* 6-inch guns, the *Komagata Maru* sailed for the Far East.

Perhaps a lesser-known incident was the case of the robbery of a bank at Nanaimo, B.C. It was on December 12, 1924, that the Senior Naval Officer, Esquimalt, was informed that the bandits had escaped by sea, bound for the United States. HMCS *Patrician* (destroyer) under Lieut. W. J. R. Beech, RCN, patrolled the Gulf of Georgia in an effort to intercept the bank robbers.

Once again the navy was ready to do its duty, just as it had a little more than a century ago in the Indian country at the head of Cowichan Bay.

This incident of colonial days is significant in that not only was the navy able to mount quite a good-sized ex-

The Canadian Forces, or any unit or other element thereof, or any officer or man, with material, are liable to be called out for service in aid of the civil power, in any case in which a riot or disturbance of the peace requiring such service occurs, or is, in the opinion of an Attorney-General, considered as likely to occur, and that is beyond the powers of the civil authorities to suppress, prevent, or deal with. (National Defence Act, 1950.)

pedition with the slim resources then at hand at Fort Victoria, but that it was typical of how, on so many occasions, the men and ships of the fleet backed up, to the hilt, the authority of established law, a phenomenon that has been of such great importance in the development of the nation.

On November 5, 1852, while HMS *Thetis* (38-gun frigate), commanded by Captain Augustus L. Kuper, RN, lay anchored in Esquimalt Harbour, news arrived via Fort Victoria that one, Peter Brown, had been treacherously murdered by members of the Cowichan tribe. Brown, a shepherd in the employ of the Hudson's Bay Company, had been busy at his work on the lonely company farm up in the Saanich country when he was attacked by two of the natives.

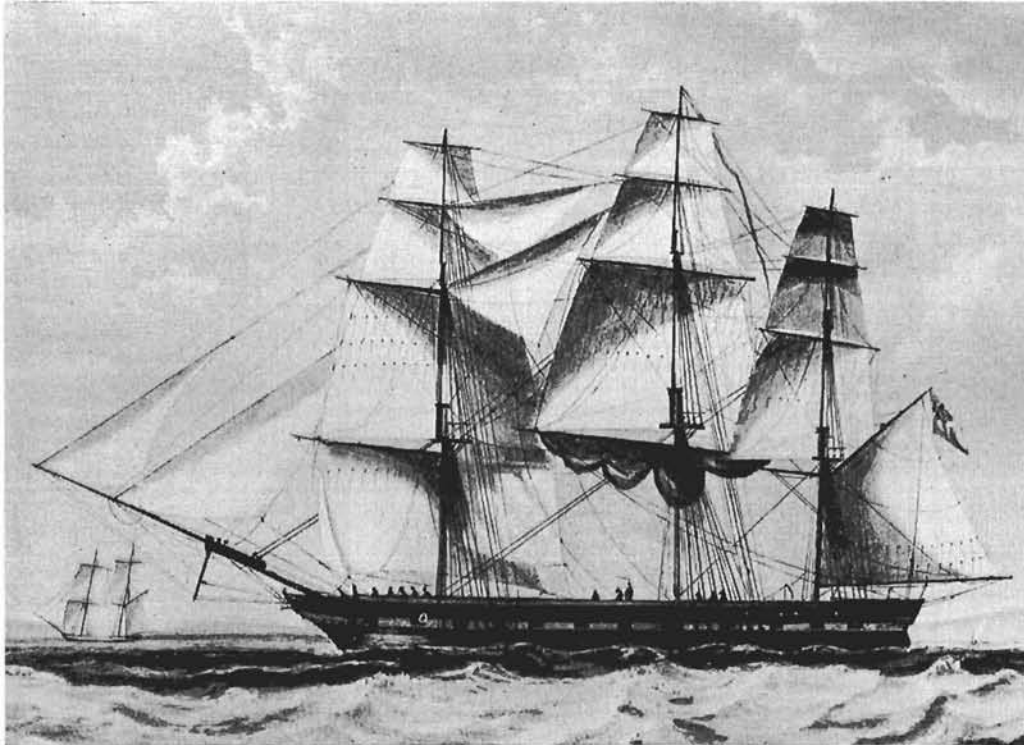
It had been the policy of the Hudson's Bay Company, for many years

prior to colonial rule, to spare no expense in the apprehension of Indians who had maltreated white men, and the Royal Navy carried on in the same tradition. While in this day and age, the relatively huge expedition required to effect the capture of these two murderers would seem unwarranted, it must be remembered that the clan system of kinship among the Indians of the North-West Coast made such measures necessary to the maintenance of law and order.

The governor's demands for the surrender of the murderers having been arrogantly ignored by the Cowichan chiefs, Governor James Douglas of the Crown Colony of Vancouver Island, made formal request to Captain Kuper for naval assistance.

The year previous, Governor Douglas had gone by canoe through the Gulf Islands to Cowichan Bay, and in a letter to the Colonial Office deplored the utter uselessness of the charts then extant for the waters beyond Cordova Bay. Captain Kuper, deciding that the waters to be traversed were too confined and shoal-ridden for a ship as large as the *Thetis*, despatched:

Lieutenant Sansum, Senior of this Ship, with 130 Officers, Seamen and Marines, who together with about 20 men from the Settlement at Victoria were embarked on board the Hudson's Bay Company's Brigantine Recovery and Steamer Beaver taking the Thetis' Launch Barge and Pinnace in tow.



The 38-gun frigate HMS Thetis was on the Pacific Station from 1852 to 1853. Her name is perpetuated by Thetis Lake on the Island Highway a few miles from Esquimalt. Canadian sources have failed to yield a picture of the Thetis, but she is believed to have been similar in appearance to HMS Pique, a 36-gun frigate shown in this 1844 engraving by W. Knell. (CN-1927)

To an observer on Beacon Hill on that frosty morning of January 3, 1853, the spectacle of the little *Beaver* making a full two knots with the *Recovery* and the three armed boats being towed in line astern, must have been a curious sight.

On arrival in Cowichan Bay the motley little fleet anchored beneath the frowning heights of Mount Tzouhalem. Governor Douglas immediately despatched messengers up the Cowichan River to the villages of the Cowichans inviting the chiefs to meet him the next day to settle the differences which had led to his visit. Douglas added that if they failed to come, he would "be under the painful necessity of assuming a hostile attitude and marching the force under my command into your country". The reply came back the same evening. That night, sentries were posted at the guns of the open boats, and the crowded decks of the *Beaver* and *Recovery* displayed much cleaning of muskets and cutlasses for the eventualities of the morrow.

The dawn brought rain and the immediate landing of the seamen and marines under the *Thetis'* first lieutenant, Lieut. Sansum, and his second-in-command, Lieut. Moresby. The naval ratings took up a position on the higher ground of the south shore where the river empties into the bay, while the boats were anchored off-shore where the guns' crews commanded the river mouth. Not far from the shore a tent

was pitched for the governor. A table was set up to display his pistols and cutlass beside an array of gifts—these being symbolic of the two ways of treating with the natives.

Lieut. Moresby describes the first sight of the Cowichans:

Soon rolling down the river came the melancholy boom of the war drums, and far-off cries resolved themselves into war songs, as a fleet of large canoes, lashed together in triplets, paddled furiously round a bend of the river and headed for our position at full speed. The strange and fascinating scene is present with me still . . . and I see . . . over 200 tall warriors, their height exaggerated with head-plumes, faces terrifically painted with red ochre, decked with loin-ropes of shells which met their deer-skin leggings and clattered with every movement as they leaped from the canoes.

Instantly the governor lit his pipe of council. Lieut. Sansum, at his side, had mixed feelings of admiration and alarm, for as the chiefs and a large force of warriors advanced frontally toward the tent, a considerable force suddenly out-flanked the seamen by taking higher ground in their rear and quickly covered the scene with their musket barrels. However, Douglas refused to permit counter measures.

According to the eyewitness, Moresby, Governor Douglas raised his hand in

great solemnity and spoke to them in the native tongue:

Hearken, O Chiefs! I am sent by King George () who is your friend, and who desires right only between your tribes and his men. If his men kill an Indian, they are punished. If your young men do likewise, they must also suffer. Give up the murderer, and let there be peace between the peoples, or I will burn your lodges and trample out your tribes!*

The governor was an old hand at "forest diplomacy".

While the wanted man with his friends and relations stood apart, all "hideously painted and evidently prepared to defend him to the last extremity", the chiefs advanced menacingly and the Royal Marines had to be restrained from opening fire. The traditional lengthy native harangues began while the governor calmly resumed his pipe-smoking. After two hours of heated entreaty and rhetoric, the suspected man was dramatically surrendered by his aged father and immediately put aboard the *Beaver*. The Cowichans had bowed to the relentless will of Governor Douglas and to the impressive display of force at his back.

The Cowichans headed back for their lodges up-river, and the troops were immediately re-embarked:

Having fortunately concluded the day's work, without firing a shot in anger; though several times, on the very point of coming to a serious rupture, which indeed could not have been prevented had the discipline of the troops been less perfect; and my orders not been rigidly enforced by Lieut. Sansum, who, on all occasions, gave me the most hearty and cordial support.

The capture of the second murderer was a much more difficult affair. On the arrival of the ships at Cowichan Bay, he had fled northward to the villages of the Nanaimo Indians. With no intention of "losing character", Douglas ordered the little fleet into pursuit. Taking the inside passage up past Maple Bay and through Sansum Narrows, the force arrived at the mouth of the Nanaimo River, January 9, 1852.

(*) Up and down the North-West Coast, Britons were called by the Indians "King George men" and Americans, "Boston men". This was because the earlier voyages of Captains Cook and Vancouver and the first British traders' expeditions were made during the reign of King George III. The earliest American navigators to visit Vancouver Island hailed from Boston.

The governor carried out the same procedure as at Cowichan Bay, but he found a distinct reluctance on the part of the tribes to surrender the murderer. After several delays, the Nanaimos promised to deliver the wanted man, but at the appointed time offered only to ransom his life with a payment of furs and backed up this concession with a threat of hostilities. Douglas took hostages. After another delay of two days the culprit was brought within half a mile, but when a naval party set out to take him, he bolted for the woods with the seamen in pursuit.

The governor's patience was spent. The force was ordered ashore and the march through the woods to the first village up the river began. The boats of HMS *Thetis* proceeded up the river on high tide and the stockade was taken with little difficulty. The troops slept in the lodges that night and pushed on to a larger village further up-stream as soon as daylight broke. Here the natives had their whole store of winter food. On threat of its destruction, the lair of the fugitive was divulged and the half-breeds of the governor's party captured the murderer some three miles from the village.

At the summary trial on board the *Beaver*, the pair admitted their guilt.

The first steamer in the Pacific Northwest, the *Beaver* rounded the Horn as a sailing vessel and was converted into a sidewheel steamer after her arrival at Fort Vancouver on the Columbia River in 1836. For the next 52 years she plied West Coast waters in the service of the Hudson's Bay Company until she was wrecked off Prospect Point, Vancouver, B.C., in 1888. Her walking beam can still be seen in Stanley Park. Her sidewheels were set so far forward that she had the appearance of a sternwheeler going astern.

A gallows was erected on what has been known ever since as Gallows Point on Protection Island just off Nanaimo. There before the assembled sullen tribes, the murderers were hanged. The white-man's justice had been served. The Indians, though cowed, were not tamed. Lieut. Moresby spoke for his fellow-officers when he wrote: "I fear the pity of this, one of the myriad tragedies of the red man's collision with civilization, appealed to none of us at the time."

However, to the scattered colonists of those early days, Indians on the rampage were felt to be a very real menace. Stern measures had to be employed if the colony was to survive. Captain Kuper's assessment of the expedition expressed the opinion of the time:

This summary measure will no doubt have a most beneficial effect for the safety of the colonists against attacks from the Indians in future, and it is most satisfactory that the object was gained without bloodshed, as the Cowitzzen [sic] Tribe is very numerous, and from their proximity to Victoria would probably have caused much annoyance to settlers, had it been found necessary to resort to hostile measures, and thereby excite their revenge.—E.C.R.

Hong Kong Susie Takes Over

ON BOARD HMCS *CAYUGA*—During their tours of duty with the United Nations fleet in the Far East, Canadian destroyer escorts take time out for a brief visit to Hong Kong, where crew members are given a few days of well-earned leave.

But mass leave, even with only half the ship's company away at a time, is a nightmare for the executive officer and the chief boatswain's mate, who are responsible for keeping the destroyer escort ship-shape.

Happily, it's no problem in Hong Kong, as HMCS *Cayuga's* executive officer found out when the ship arrived for a recent visit to the colony.

As the destroyer escort slid into her berth at Kowloon, a small, battered sampan, flying a red and white flag marked HMCS *CAYUGA*, and filled with laughing Chinese girls, pulled quickly alongside.

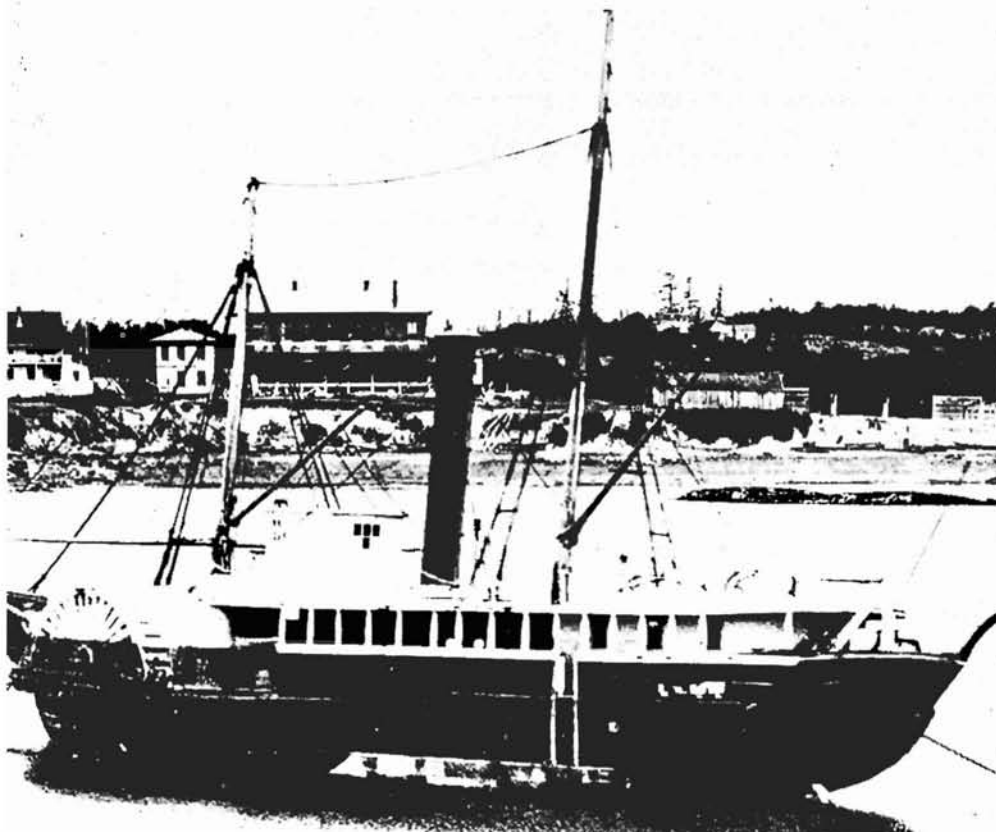
From the group emerged a smiling, pigtailed girl who looked no older than fifteen. She climbed the ladder and shouted, "Good morning, Sir". "Hong Kong Susie" and her side party had arrived.

For the next 12 days, 18-year-old Susie and her five assistants painted, scrubbed, washed and polished with the energy of woodsmen, and their genuine happiness while doing so affected everyone on board. As one sailor put it, "I don't think I've seen Susie yet but what she wasn't smiling". Perhaps that's why her identification card states: "Distinguishing marks — lower half of face — a wide smile".

Given paint and brushes, the girls painted the ship's hull from stem to stern in five days, and when they finished they cheerfully set about polishing brass, washing dishes, scrubbing decks, dusting woodwork and peeling potatoes . . . and every morning Susie delivered the daily newspapers, and often flowers, to the executive officer.

All the payment that Susie demanded for her work was the right to take away the ship's unused food each day, and a soft drink concession on deck. Since the unused food would be thrown away anyway, and since Susie's soft drink prices were reasonable, the *Cayuga* was happy to do business.

Thanks to Susie and her side party the *Cayuga's* crew had their leave, the ship's work was done, the executive officer was happy and the destroyer escort left Hong Kong with a gleaming new paint job.—R.S.M.



OFFICERS AND MEN

First Canadian To Win RN Prize

A naval graduate of the Canadian Services College, Royal Roads, has become the first Canadian to be awarded the Goodenough Memorial Prize. He is Sub.-Lt. Frederick William Crickard, 23, of Vancouver.

The prize is awarded annually by the British Admiralty to the sub-lieutenant undergoing technical courses in the United Kingdom for the rank of lieutenant who makes the highest marks of his year in gunnery, provided he has also taken a first class certificate in seamanship.

The award was established in memory of the late Captain James C. Goodenough, CB, CMG, RN, who was treacherously murdered in 1875 while Commodore of the Australian Station. Captain Goodenough was making rounds of his far-flung command when he landed on one of the dozen or so islands of the Santa Cruz archipelago

on August 20 of that year. Also known as the Queen Charlotte Islands, the group is situated north of the New Hebrides and east of the Solomons and is part of Melanesia.

The savage inhabitants greeted friendly overtures from the naval party with an unprovoked shower of poisoned arrows and Captain Goodenough died from wounds before his ship reached Australia.

Interest from the £800 prize fund is used to provide a gold medal to the annual recipient. Sub-Lieut. Crickard, now serving in the *Magnificent*, took technical courses in England from June 1952 until October 1953. Only one other officer from a Commonwealth Navy has ever won the prize.

Born on November 28, 1930, at Vancouver, he is the son of F. W. Crickard, a broker there and former naval and merchant service officer. Educated at St. George's School in that city where he became senior prefect and played on the school's senior rugby fifteen, Sub-

Lt. Crickard entered the Navy as a cadet to attend the Royal Roads in 1948-49. He was awarded the King's Dirk on graduation in 1950 for possessing the best officer-like qualities among cadets then at the college.

Appointments of Officers Listed

The following officer appointments have taken place or will take place in the near future:

Captain O. C. S. Robertson, to *Labrador* on commissioning in command.

Cdr. J. M. Leeming, to *Labrador* on commissioning as executive officer.

Cdr. L. P. McCormack, to *Huron* in command. Formerly at *Niagara* as Staff Officer (Gunnery).

Lt.-Cdr. J. A. G. T. Haverfield, to *Niagara* as Staff Officer (Gunnery). Formerly at Headquarters on staff of Director of Naval Gunnery.

Lt.-Cdr. F. H. Pinfold, to be Reserve Training Commander Great Lakes and Officer-in-Charge of Naval Personnel, Great Lakes Training Centre. Formerly on staff of Commanding Officer Naval Divisions.

Lieut. J. R. Addison, to *Porte Quebec* in command. Formerly at *Naden*.

Capt. (E) J. MacGillivray, to be Deputy Superintendent and Co-Ordinator Refit and Repair, West Coast and as Deputy Superintendent, HMC Dockyard, Esquimalt. Formerly at Headquarters as Deputy Engineer-in-Chief.

Capt. (E) H. A. Winnett, to Headquarters as Deputy Engineer-in-Chief. Formerly Assistant Command Technical Officer and Command Engineer Officer, Pacific Command.

Cdr. (L) H. D. McCormick, to *Stadacona* as Officer-in-Charge, HMC Electrical School. Formerly at *Naden* as Manager Electrical Engineering, HMC Dockyard, Esquimalt.

Cdr. (L) S. E. Paddon, to staff of Flag Officer Pacific Coast as Command Electrical Officer and Manager of Electrical Engineering, Pacific Coast. Formerly in *Ontario* as Electrical Officer.

Cdr. (L) D. Clark, to *Ontario* as Electrical Officer. Formerly at Headquarters as Deputy Assistant Chief of Naval Technical Services (Ships) for New Construction.



CPO Ken Rae, divisional chief, is shown with some of the trophies won by Canada Division (71 men) by the time they had completed their four months of new entry training at Cornwallis. Competing with an average of 12 other divisions, Canada won the monthly efficiency award twice, the Cock of the Barracks in sports twice, the swimming trophy once, the cross-country trophy once and were runners-up in several other competitions. "We won a few games by default, but we never defaulted a game," said CPO Rae. "It was a 100 per cent effort on everyone's part." (DB-1782)

Surg. Cdr. J. W. Elliott, to *Stadacona* as PMO. Formerly on course at Colby College, Maine.

Surg. Cdr. R. H. Roberts, to London Post Graduate School of Medicine. Formerly at *Stadacona* as PMO.

Surg. Cdr. R. A. G. Lane, to *Magnificent* as PMO. Formerly on course at University of Pennsylvania.

Cdr. (S) H. A. Black, to Headquarters as Secretary to Chief of Naval Staff and Deputy Naval Secretary. Formerly in *Ontario* as Supply Officer.

Cdr. (S) P. H. Sinclair, to *Quebec* as Supply Officer. Formerly Secretary to CNS.

Cdr. (S) B. E. Gaynor, to *Stadacona* as Supply Officer. Formerly in *Quebec* as Supply Officer.

Cdr. (S) G. S. Geddes to *Ontario* as Supply Officer. Formerly in *Naden* as Supply Officer.

Cdr. (S) R. V. P. Bowditch, to *Magnificent* as Supply Officer. Formerly at *Stadacona* as Supply Officer.

Cdr. (S) F. D. Elcock, to *Cornwallis* as Supply Officer. Formerly in *Magnificent* as Supply Officer.

Cdr. (S) D. T. R. Dawson to be Manager Supply, Pacific Coast, and Officer-in-Charge Naval Supply Depot, Esquimalt. Formerly at *Naden* as Officer-in-Charge, Supply School.

Cdr. (S) J. W. Maxwell, to *Naden* as OIC Supply School. Formerly at



The men and women shown here are the chief petty officers and petty officers 1st class who completed Leadership Course No. 49 in Cornwallis on April 19. The course began on March 8. Front row (left to right): Petty Officers Archibald Brayton, R. A. Saedel, Phyllis L. Bayley, L. J. Parry, D. E. Graves, Alice F. Thompson, D. A. Young and K W. Painter. Second row: CPO W. B. Hirst; Petty Officers T. D. Lavery, J. B. Ford and P. O'Donnell; CPO Arthur Turnbull; Petty Officers D. K. Martin, K. D. Jackson and C. H. Rhodes. Third row: Petty Officers R. J. Book and J. A. MacGlashen; CPO R. C. Underhill; Petty Officers R. H. Perkins, H. W. Cantle and I. J. Peerzan. Fourth row: Petty Officers J. P. Fee, L. J. Paget, R. B. Aggas, Nick Lazaruk and J. H. Musgrave.

Headquarters as Director Naval Pay and Accounting.

Cdr. (S) M. E. Doyle, to be DNPA. Formerly Assistant Supply Officer-in-Chief (Administration).

Cdr. (S) D. K. Graham, to be A/SOC (Admin.). Formerly Director of Air Stores.

Lt.-Cdr. (S) J. K. Power, to be Director Air Stores. Formerly Deputy DAS.

Cdr. (S) V. W. Howland, to be Joint Secretary, Canadian Joint Staff, London. Formerly Secretary to Flag Officer Atlantic Coast.

Cdr. (S) S. A. Clemens, to be Secretary to Flag Officer Atlantic Coast. Formerly Chief Staff Officer to the Naval Member, CJS London.

Veterans Organize At Sarnia, Ont.

Although the proposal for its organization was only put forward in February, a Naval Veterans Association with an interested membership of nearly 200 has come into being at Sarnia, Ont.

Preliminary plans for the associated were discussed at a meeting of ex-naval personnel with Cdr. W. A. Childs and Lt.-Cdr. R. M. Young, both on the staff of the Commanding Officer Naval Divisions. Two regular meetings have been held since then, in March and April, in a hall provided by Canadian Legion Branch No. 62.

The officers for 1954 are: John B. Gallo, president; Chester A. Shortt, vice-president; Fred Sygrove, secretary; Ted Moore, treasurer, and Lewis (Bud) Daws, program chairman.



When "Red" Favero, staff photographer for the *Barrie (Ont.) Examiner*, had lined up his picture, he noticed that the "One Way" street sign was apparently sitting on top of the RCN mobile recruiting unit wagon. "Hal" the photographer is reliably quoted as saying, "I'll just leave it like that. 'One way to solve your career problems.' Get it?" Pictured are (left to right): PO Don Stewart; Ralph T. Snelgrove, manager-owner of Radio Station CKBB, Barrie, and a former RCNVR lieutenant; Lieut. Hal G. Elliott, and Charles Taylor, *Barrie Examiner* news editor, ex-RCN(R). (Photo courtesy of *Barrie Examiner*.)

The association has among its objectives the promotion of fellowship among former members of the naval forces and keeping ex-naval personnel and the public informed on the progress of the RCN.

CPO Rushton Promoted

CPO Frank Edward Rushton, of New Westminster, B.C., was promoted recently to the rank of acting commissioned gunner (TAS) while taking courses in the United Kingdom. He joined the Navy as a boy seaman in July 1939. A former torpedo anti-submarine instructor, he was a consistent trophy winner among East Coast rifle marksmen before leaving in January, 1953, for the U.K.

Naden Barracks Block Dedicated

"You who live in this magnificent building, with its many comforts, will be encouraged to hold high the tradition and wonderful achievements of the Royal Canadian Navy."

With these words Mrs. P. W. Nelles, widow of the late Admiral Percy W. Nelles, wartime Chief of the Naval Staff, officially opened the new barracks block in HMCS *Naden*, at Esquimalt, named in honour of the Royal Canadian Navy's first officer to attain the full rank of admiral.

Mrs. P. W. Nelles, widow of the late Admiral Percy W. Nelles, officially opens the new, modern barracks block in HMCS *Naden*, named "Nelles Block" in honour of the wartime Chief of the Naval Staff. Also shown are Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast; C. W. Nelles and Commodore K. L. Dyer, Commodore, RCN Barracks, Esquimalt.



The new block, housing men of the rank of leading seaman and below, was declared open when Mrs. Nelles unveiled the name on the front of the building.

Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, paid tribute to Admiral Nelles.

"It is indeed fitting and proper that the Royal Canadian Navy should name this block after one of her outstanding leaders and naval officers," Admiral Hibbard said. "Admiral Nelles will always be remembered and will continue to be an inspiration to those who serve in Canada's Navy."

Commodore K. L. Dyer, Commodore, RCN Barracks, Esquimalt, also paid high tribute to Admiral Nelles. He added that the new barracks block was a further step in providing for the welfare of men of Canada's armed forces.

Eight Added to Venture Staff

Eight additional instructor officers will be appointed to the staff of HMCS *Venture*, the training establishment at Esquimalt where cadets enrolled in the RCN under the "Venture" Plan commencement studies on September 20.

Instr.-Cdr. George L. Amyot (to be director of studies) and Instr. Lt.-Cdr. A. T. Boudreau had their appointments promulgated earlier. Appointed since then are:

Instr. Lt.-Cdr. B. S. Lake, from the *Ontario*; Instr. Lt.-Cdr. G. L. Connor and Instr. Lt. J. D. Williams, from *Stadacona*; Instructor Lieutenant-Commanders K. D. F. McKenzie and D. A. Robertson from *Naden*; Instr. Lt.-Cdr. C. W. Montgomery, from the *Ontario*, and Instructor Lieutenants J. P. L. Bernatchez and L. W. Maundecote-Carter, from *D'Iberville*.

Air Group Headed By Naval Officer

An officer at Naval Headquarters took the helm of the Ottawa Branch of the new Canadian Aeronautical Institute with election to the chairmanship in the capital of Commander (E) (A/E) C. G. H. Daniel, Assistant Chief of Naval Technical Services (Air) and Director of Air Engineering. His one-year term began in April.

Other branches, in Montreal and Toronto, were formed initially from members of the Royal Aeronautical Society of Great Britain, the Institute of Aeronautical Science of the U.S.A., and the Institute of Aircraft Technicians. The Ottawa branch came about with the dissolving of the Ottawa Aeronautical Society this spring.



An old seafarer (he was a lieutenant, RCNVR, during the Second World War) Lieut. William Howe, 4th Regiment, RCHA, of Sudbury, Ont., became one of the few Canadian Army personnel to have circled the globe when he returned from Korea on board HMCS *Huron*, by way of Singapore and the Mediterranean. (HS-29848)

The first annual general meeting of the new parent body was held late in May at Ottawa where a permanently-staffed national headquarters is to be located.

To date a fair representation of officers and men in naval aviation have joined in one of several grades of membership drawn up by the CAI whose current goal is 500 people from the whole country.

Ordnance Overseer Named to Sweden

A new RCN appointment, that of Resident Naval Ordnance Overseer, was filled at Karlskoga, Sweden, in June by Ordnance Lt.-Cdr. Alexander L. Wells, of Swift Current, Sask., formerly Director of Naval Ordnance (Gunnery) on the staff of the Director-General of Naval Ordnance at Naval Headquarters.

Up to now, Canada has depended on either the British Admiralty Technical Mission or appropriate United States Navy authorities to arrange her "off-shore" naval equipment purchases.

In this new appointment, Lt.-Cdr. Wells will observe and oversee the manufacture, to Canadian specifications, of the L 70 40mm gun contract with the Bofors Company plant in Karlskoga, which is in south-central Sweden. He will be there one to two years. The L 70 is a more recent Bofors unit, with

a much faster rate of fire and greater range than that now used by the RCN.

Lt.-Cdr. Wells, accompanied by his wife and three young children, left Ottawa by train on May 18, boarded the liner SS Franconia at Montreal for passage to the United Kingdom and continued the journey to Karlskoga from there.

Senior Officers Discuss Policy

Naval policy during the coming months was reviewed at the 11th annual senior officers conference in mid-May at Naval Headquarters in Ottawa.

Held under the chairmanship of Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, the conference opened with an address by Defence Minister Brooke Claxton.

Medal Presented By Governor-General

CPO Charles Vander-Haegen, BEM, DSM, 35, of Calgary, was awarded his British Empire Medal on May 18 in Vancouver by Governor-General Vincent Massey.

He was coxswain of the *Athabaskan* during her third tour of duty in Korea and was decorated for his meritorious service in that ship. In 1945 he was awarded the DSM for services at sea in the Second World War.

CPO Vander-Haegen was the only member of the RCN honoured at the investiture. Twenty-four awards went to Canadian Army personnel and five to the RCAF.

The limelight was focussed, however, on a lone civilian, Robert Thomas Waters, aged 14, who was invested with the George Medal for his courageous rescue of the dazed and injured pilot from the flaming wreckage of a Lancaster bomber which crashed into a swamp after overshooting the runway at RCAF station, Comox, B.C., on November 24, 1952.

Ex-Wrens Hold Annual Dinner

Miss Helen Major was re-elected president of the Ottawa Ex-Wrens Association at the annual dinner meeting on May 18. Other officers elected were: vice-president, Mrs. Ross Anderson; secretary, Miss Ethel Mitchell; treasurer, Miss Audrey Logan, conveners, Miss Beatrice Grant, Miss Betty Buckley and Mrs. E. M. Sullivan.

Nostalgic talks of wartime experiences at many naval establishments in Canada and overseas dominated the get-together.

Three Christened On Board *Micmac*

A triple christening was performed in HMCS *Micmac's* wardroom on April 28, by Chaplain (P) Edward McColl, of HMCS *Carleton*, Ottawa. Christened were:

Allen Charles, son of Sub-Lieut. R. D. Okros, *Micmac*, and Mrs. Okros, sponsored by Sub-Lt. and Mrs. R. C. Allen.

Karen Ann, daughter of Sub-Lt. J. P. Jones, *Micmac*, and Mrs. Jones, spon-

sored by John H. Williams, First Officer SS *Nova Scotia*, Miss Beatrice Vatcher, Montreal, and Mrs. John Hodgson, Halifax.

Stephanie Marguerite, daughter of Lieut. Roger Mann, *Stadacona*, and Mrs. Mann, sponsored by Mr. and Mrs. G. H. Richdale and Mrs. Norman Arnold, all of Halifax.

BENEVOLENT FUND DONATIONS

During the first three months of 1954, the Benevolent Fund dealt with 215 applications, 148 from discharged naval personnel, 57 from serving personnel and 10 on behalf of dependents. Of these applications, 184 were approved.

Financial assistance extended amounted to \$40,926 during the quarter, \$21,771.59 of this being in the form of outright grants and the balance, \$19,155.10, as loans.

Benevolent Fund officials pointed out that in cases in which applications are not approved, applicants are frequently directed to municipal, provincial or federal agencies equipped to meet their particular problems or are assisted in other ways.

Following is a list of donations to the fund during the first quarter of 1954:

General Sources:

RCN personnel,	
monthly allotments	\$2,180.25
Canadian Joint	
Staff—Washington, D.C.	100.00
Daniel W. Barr	13.00

HMC Ships and Establishments:

<i>Athabaskan</i>	Ship's Fund	50.00
Naval Radio		
Station	Aldergrove, B.C.	5.65
<i>Beaconhill</i>	Ship's Fund	30.00
<i>Cornwallis</i>	Ship's Fund	2,500.00
"	Chief & POs' Mess	61.41
"	Wardroom	30.15
<i>Granby</i>	Ship's Fund	10.00
<i>Griffon</i>	Chief & POs' Mess	38.12
	Seamen's Canteen	22.05
	Wardroom	10.20
<i>Hunter</i>	Ship's Fund	164.78
	Chief & POs' Mess	108.80
	Wardroom	93.06
<i>Iroquois</i>	Ship's Fund	333.60
<i>Magnificent</i>	Ship's Fund	200.00
<i>Naden</i>	Ship's Fund	502.36
	CPOs' Mess	240.96
	Wardroom	350.00
<i>New Liskeard</i>	Ship's Fund	55.66
<i>Nonsuch</i>	Seamen's Canteen	29.52
	Chief & POs' Mess	90.95
	Wardroom	114.53
<i>Quebec</i>	Ship's Fund	849.83
<i>Sioux</i>	Ship's Fund	136.36
<i>Stadacona</i>	Ship's Fund	10.00
	"A" Scran Locker	18.00
	Wardroom	100.00
<i>Wallaceburg</i>	Ship's Fund	24.75
<i>Whitethroat</i>	Wardroom	25.00

Total donations \$8,498.99



The administration of the Sea Cadet Corps of Canada was transferred to the Commanding Officer Naval Divisions in April when Cdr. (SB) D. C. Elliott, Director of Sea Cadets, and his staff moved from Naval Headquarters to Hamilton. He will continue to carry out duties similar to those in the past, but, under the title of Command Sea Cadet Officer, he and his staff will be responsible to COND for the more than 110 corps and 7,500 Sea Cadets across Canada. Commodore K. F. Adams, Commanding Officer Naval Divisions, and Cdr. Elliott are shown examining the new Sea Cadet ensign.

Departed But Remembered

Former Shipmates Show
Their Regard for
CPO Burnett

PROBABLY they've seen him for the last time in the Queen's uniform, but the ship's company of the *Granby* went ahead anyway to choose Chief Petty Officer James Branch Burnett, 45, of Halifax and Sydney, N.S., as their Man of the Month just before his draft in April to a sister Bangor, the *Brockville*, for his last few months of naval service.

CPO Burnett had been coxswain of the *Granby* for little more than three months when the draft order came. The crew honoured him with a handsome mantle clock shaped as a sailing ship and the cooks prepared a large cake model of the ship to accompany the farewell gift.

Their sentiments should gain the unqualified approval of a host of reserves—officers, cadets and men—who have come under his expert tutelage during the past decade. His naval lore is extensive, for he has 14 years of merchant service in addition to his 11 years with the Navy.

A reserve on full-time duty since 1949, he is too old for transfer to the regular force. However, he is taking a hand once more in the annual training of 300-odd new entry reserves from all across Canada who will turn up at the Great Lakes Naval Training Centre at Hamilton this summer. In October he is due to retire to make room for advancement of younger men on the roster.

Born at South Shields, Durham County, England, on January 17, 1909, CPO Burnett developed into a top-notch player for Gateshead soccer professionals in the Third Division Northern.

His soccer career was curtailed however by Merchant Navy service. In the maiden voyage of SS *Wanstead* of the Watts Line, for instance, he was away from England for more than two years. That was followed by 11 years with the Higarth Steamship Company, of Glasgow, his final ship being the SS *Baron Tweedsmouth*.

He settled in Sydney, N.S., in 1928, and shortly after had the parish priest "splice" him in matrimony with the former Mary Florence Clarke of Cape Breton.

James Thomas arrived in March, 1934, followed by Gerald Clark in August, 1935, and Muriel Irene in April, 1936, all of which prompted him to examine shore employment with a different eye. So CPO Burnett became a foreman painter for the Dominion Steel Corporation's big steelworks there.

His stretch ashore gave him a chance to promote soccer, his efforts being crowned with formation of the Broadway Ramblers. He lived on Broadway Avenue in the lusty Whitney Pier



CPO JAMES B. BURNETT

section of town. He tells the story of the first time he held a practice, and the boys who had prepared the field proudly showed him the goals they had erected—hockey nets!

The abrupt onslaught of the Japanese war machine in December 1941 charged the world picture with dire foreboding. So James Burnett, aged 33, severed his roots in Sydney to don the rig of an able seaman, RCNR, at *Stadacona* the following month.

Within three days he was drafted to HMCS *Kings*, the wartime officer training school established on the university campus in the city's west end. He assisted in the instruction of junior officers there and in April, 1942, joined the crew of HMCS *Glencairn*, a tender which provided them with sail training experience. He came back to the cam-

pus in January 1943 and was promoted to leading seaman several months later.

That August he was drafted to HMCS *Eyebright*, a Flower class corvette commanded by Lieut. (now Captain) Howard Lee Quinn. Made acting petty officer in March of the following year, he was serving as "buffer" when an incident occurred that was an exact parallel to the dramatic sequence on board HMS *Compass Rose*, the fictional Flower class corvette in Nicholas Monsarrat's stirring "The Cruel Sea".

The *Eyebright* was on convoy duty in the North Atlantic when Chief ERA "Fingers" Foster informed the captain that it would be necessary to stop the ship while repairs were effected on the low pressure cylinder. Permission was granted by the escort commander to stop, but since no screen was available the ship was on her own.

Ten minutes after getting permission, Lieut. Quinn received a second message saying there was a U-boat in the vicinity. With the captain personally supervising the repairs, and dead silence maintained in the ship, there were many anxious moments for all, until the work was completed and the ship under way again. Especially nervous were three men in the *Eyebright* who had been in the *Athabaskan* when she was sunk earlier that year.

Burnett's last wartime ship was the *Rosthern*, another Flower class corvette, in which he was the coxswain as an acting CPO. He had volunteered for the Pacific campaign but the war ended before he got out there.

Demobilized as a chief torpedo coxswain at Halifax in October, 1945, he could look back on 50 months of sea-time in the North Atlantic and Mediterranean.

His first postwar job was as a machinist rigger at the local shipyards but ten months later he was among many laid off when the ship-building boom receded. In the meantime, his wife died and it was necessary to arrange for a guardian to look after his children in Sydney.

Then followed a period as a corporal in the Canadian Corps of Commissionaires during which he re-entered the reserve at *Scotian* in Halifax in August, 1947, with the rank of PO torpedo cox-

swain. He left the Commissionaires in November, 1948, for a quartermaster's berth on board the Halifax-based cable ship *Lord Kelvin*, where he stayed until December, 1949, when he embarked on continuous naval duty in the Navy.

In June, 1951, CPO Burnett married another Sydney woman, the former Annie Margaret Squires. On the professional side, he completed conversion to the quartermaster branch that November. Since the start of full-time service, CPO Burnett has served in the minesweepers *Llewellyn* and *Brockville* and the gate vessel *Porte Dauphine*, all of which were tenders to *Scotian* at one time or another between '49 and '53.

His recommendations have been superlative, but each time the matter was broached officially, his transfer to

permanent status was dismissed because of his age. However, it was felt that his steadying influence and superior assessment were particularly suitable for the role in which he was already cast. Those in the *Granby*, which he joined last December, endorse this with the remark that "it will be with regret that his shipmates bid farewell to the popular and highly-regarded coxswain".

Although the trim and twinkly-eyed chief will not be sailing with the RCN for much longer, his name will be carried on in the service by his sons. AB James T. Burnett, 20, returned from Korea in the *Iroquois* early this year and proceeded on course from leave. AB Gerald C. Burnett, 18, has been drafted from shore to the *Iroquois* for her next Korean assignment.

car, which came along presently and escorted the Ford five miles off the main highway into the estate. The planter pointed out how the heavy undergrowth had been removed to permit better observation of the road fringes by travellers.

After tea in the plantation dwelling, the officers were taken on a tour of the estate. The 2,600 acres of rubber trees turn out 1 million pounds of rubber sheet and crepe annually. Five to six hundred people of Chinese, Malayan, Indian and Indonesian nationality comprise the labour force.

The labourers live in mortal terror of the Communists, who use terrorist tactics to obtain food and clothing. The native homes are enclosed in barbed wire and native guards search everyone for hidden food who enters or leaves the compounds. On this estate, six men had been killed by terrorist snipers, and 10 per cent of the trees damaged by slashing. The planter had been ambushed three times, escaping unharmed each time.

One of the most notable features of the whole cruise was the obvious happiness of expatriate Canadians in the distant ports to greet men from home and to see the visual evidence of the growing naval power of the country in whose service they are obliged to make their home for a time on foreign soil.—H.D.M.

The 'World Cruise' Side of a Tour of Duty

Hostilities in Korea brought to the crew of HMCS *Huron* the opportunity of doing what many a Canadian dreams of doing—making a world cruise. Unfortunately the dream is only realized by a few. Among that few were the men of the *Huron*, for they paid calls to many of the countries which are usually only known as names in geography books.

In the course of the destroyer's second tour of duty to Korea, April 29, 1953, to March 17, 1954, they called at ports in the Canal Zone, Hawaii, Japan, Malaya, Korea and many other countries.

The first port of call, en route to Korea in the spring of 1953, where officers and men were able to go on a shoreside tour was the City of Panama. The ship's company visited an alligator farm and purse factory, where expensive purses and shoes could be bought for a third the price they would bring in Canada. In the same area, the crew visited the ruins of the original city, which was razed by Sir Henry Morgan, the English privateer. Sir Henry, in attacking the city, marched overland and struck from the land side, completely surprising the inhabitants, who were planning to defend their city against an attack from the sea. The ruins of one tower are all that stand to mark the site of what was once a great city.

Hawaii, the most publicized playland in the world, greeted the *Huron* with dancing girls and leis on the jetty at Pearl Harbour. Dances and tours of the beauty spots were arranged during the ship's stay.

One of the points of interest in Japan was a tour of a pearl farm outside Sasebo. Here the men were shown the manner in which spheres of clam shells are placed in live oysters, which are then arranged in trays and lowered into sea water. Once a month the trays are raised and the shells hosed off. It takes five years of waiting for one of the spheres of clam shell to become a worthwhile pearl. The manager of the farm showed the men a string of pearls, whose flawless matching and colour would make them worth \$3,000-\$4,000 in Canada.

In Malaya, a tour was arranged with a rubber plantation manager to an area where the British were still stamping out terrorism. Due to the restricted carrying space of his armoured car, he was only able to take two officers on the trip.

The Malay authorities, in granting permission for the trip, insisted that side-arms be carried. The trip began in a new Ford car, driven by a native driver. He drove at a terrific rate along the modern highway, explaining that the excessive speed made him a poorer target for the terrorists, who had a habit of shooting at passing drivers. The only traffic in the other direction was the occasional armoured carrier, with mounted Bren gun.

At each village there were check points, closing the village off completely. Walls of barbed wire, 10 feet high, and floodlights guarded against surprise attacks at night.

In one of the villages, the driver stopped and waited for the armoured

Inspection Tours Spread "Gospel"

Wren authorities thought they'd try hitting two birds with the one stone earlier this year and were so successful they've been doing it ever since.

Periodically Wrens on full-time duty at Naval Headquarters make routine visits to the various naval divisions with Wren complements. This year it was decided to stimulate recruiting and public relations by having future teams address community organizations in the cities where naval divisions exist and thereby get in close contact with various women's groups containing girls who might be eligible for service.

The first team, consisting of Sub-Lt. (W) Evelyn M. Yip, of Vancouver, and Wren Dorothy Chambers, of Westville, N.S., set off on January 16 for a tour of the Maritimes and Eastern Canada.

Their return to Ottawa at February's end teed off another tour, this time as far west as Prince Rupert, by Lieut. (W) Myrtle Allen, of Vancouver and Sechelt, B.C., Staff Officer (Wrens) to the Commanding Officer Naval Divisions, accompanied by Wren Joy Lorraine Tyo, of Cornwall, Ont.

They returned to Ottawa late in April, their tour a great success. They were off again in mid-May, this time for Newfoundland, Prince Edward Island, Halifax and Quebec City.

The Life and Death of a Training Ship

*HMCS Venture Provided
Fine Training for
Young Seamen*

OFF THE COAST of Newfoundland a ship went to her end in the true Viking style, aflame and dying in her final hour of toil. She was the three-masted schooner, *Alfred & Emily*, a coal-carrier plying from Cape Breton to Newfoundland ports. She was a little bit grimy and a little bit tired, but there were the unmistakable marks of gentility about her.

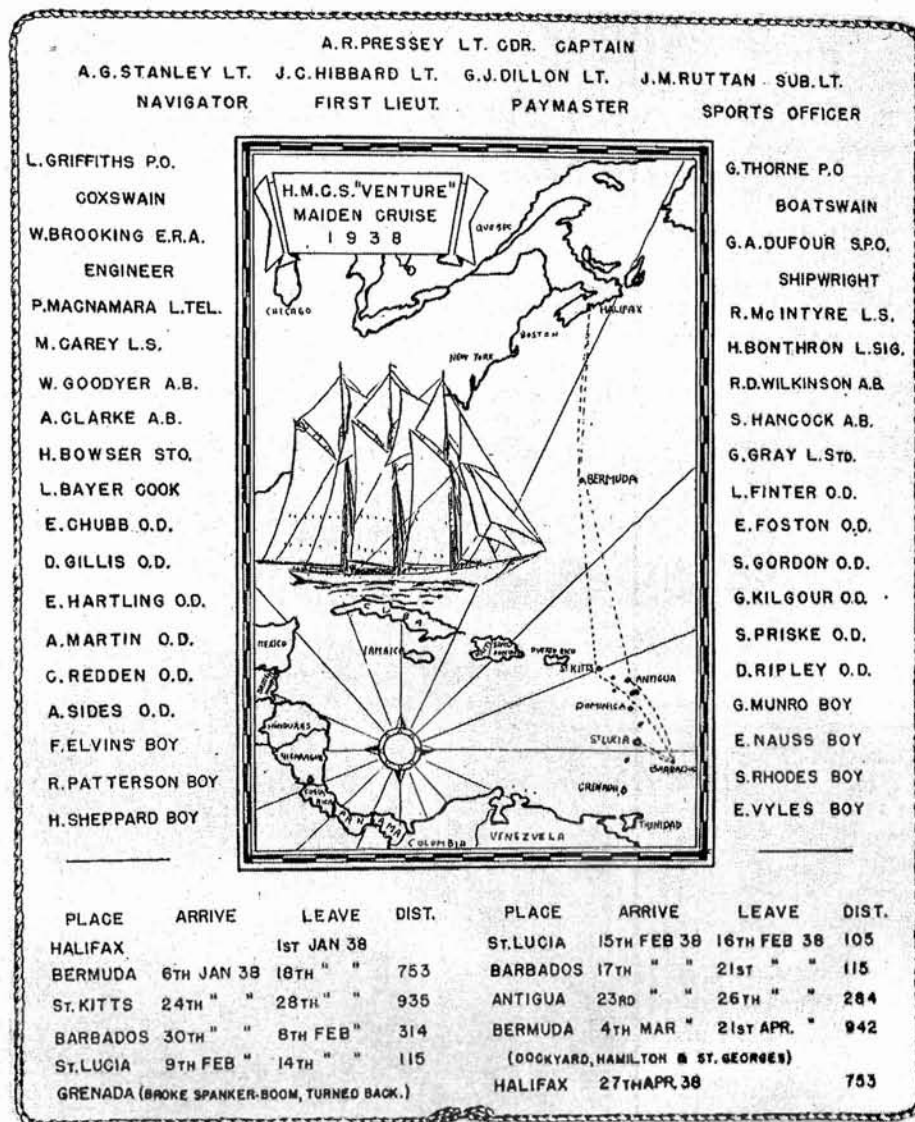
The *Alfred & Emily* started her career as HMCS *Venture*, and she was built along the lines of the famed Nova Scotia schooner *Bluenose*. Turned out in the Meteghan Shipyards, in Digby County, N.S., the *Venture* was designed by W. J. Roue, Halifax ship designer, for use as a training ship, according to Royal Canadian Navy specifications.

A sleek, racy-looking schooner, she was commissioned late in 1937, on the eve of the Second World War. On the first day of the New Year of 1938, she left Halifax on her maiden voyage. Under the command of Lt.-Cdr. A. R. Pressey, she carried a small, experienced crew, with the larger portion of her complement made up of ordinary and boy seamen.

It was a rough trip, with many a hair-raising experience for those ordinary seamen and boys, but they were learning about the sea, and the sea is a harsh mistress. One night in a blow the thimble blocks of the foresheets let go, went through the jumbo and in and out of the jibs, with a great clattering and uproar. Lt.-Cdr. Pressey ordered all the boys and ordinary seamen below, and had the experienced hands secure the damage.

On the same cruise, she lost all her headsheets, in rough weather, as the ship still sailed south. It wasn't until she arrived in Grenada, one of the Windward Isles in the Lesser Antilles, with a broken spanker-boom that her captain decided to set his course for home port. Her trip home was less eventful, and she docked at Halifax on April 27, four months after her departure.

The boys who sailed in the *Venture* had the finest training imaginable, and the ship was a clean and happy vessel. Their boat-pulling was exceptionally good since all the liberty men were taken back and forth by whaler, and



Shown is a chart of the maiden voyage of the Royal Canadian Navy's training schooner, HMCS *Venture*, with the names of the original crew. One of the few men who kept in touch with his old ship is Captain (S) C. J. Dillon, Command Supply Officer, Halifax, the owner of the chart. Captain Dillon, then a lieutenant, served as paymaster in the *Venture* on her maiden voyage.

the watering of the ship was done by removing the thwart from a whaler, and using it as the container for the water. This meant two of the crew would have to row the whaler to the stream they were watering from, and bail it full. Arriving at the ship with the water, they would have to bail it out again. Water was a precious item in the ship, entailing as it did such strenuous procural methods.

Boys will be boys, even in the Navy, and some of the boys decided they were holystoning the deck far too often, on one of the cruises she made around Newfoundland. The first lieutenant had the answer for this, however. Anchor-

ing in St. George's Bay, he had them do the decks with wet canvas and sand, which was far worse to work with, but did the job as well.

The spirit of competition was keen in the ship among the boys and ordinary seamen, and each Saturday when in port they had races, up one side of the rigging and down the other. The hardy winner of one of these races would be fortunate to have a whole skin, and would make 25 cents for his effort.

With the coming of the war, there was no more time to devote to the training. Boys must become men overnight and take their places in ships of

war. Great, steel ships, bristling with armour, hundreds of ships where there had been tens. The nation was preparing for war and there was no place for the *Venture* in the set-up.

De-sparred and idle, she sat at the jetty, used as a floating barracks for HMS *Seaborn*, depot ship for the Rear-Admiral, Third Battle Squadron, watching the boys she had trained, now grown to manhood, sailing out in the ships of war to protect the sea-lanes of the north. She reverted to the RCN and became HC-190, guard-ship in the Halifax Narrows.

The war over, she was sold and entered the sealing industry in Newfoundland, and from there she passed to the coal-carrying job that was to be her last. She burned out, right to the water line, the flames eating at her grimy but once-graceful lines until they had consumed her. *Alfred & Emily* was the name destroyed by the flames, but she will always be HMCS *Venture*, ship of the Royal Canadian Navy, to those who sailed in her.—G.W.I.

Ship's Name Lives Again in New Training Establishment

Some additional facts about HMCS *Venture*:

The name "Venture" has been revived in HMCS *Venture*, the new junior officers' training establishment at Esquimalt.

It was first borne in the RCN by a yacht attached to the Royal Naval College of Canada in Halifax from 1911 to 1917.

The second *Venture*, subject of the preceding article, was designed by W. J. Roue, designer of the *Bluenose*, and was built by the Meteghan Shipbuilding Company Ltd., on the shores of the Bay of Fundy. The keel was laid January 4, 1937, and the ship was launched on June 9, 1937. She was christened by Mrs. Norman McL. Rogers, whose husband was then acting Minister of National Defence.

The *Venture's* displacement was 250

tons, her length over all 142 feet, length on the water line 111 feet, greatest beam 27 feet and greatest draft 14 feet 6 inches.

The hull was built from the same table of offsets as the *Bluenose*, with certain changes in hull and sail plan. The *Bluenose* had two masts, the *Venture* three. The *Venture's* keel was slightly longer than that of the *Bluenose* to allow for the installation of a propeller. The depth of the *Venture's* keel was seven inches less to make visits to the Great Lakes possible.

The *Venture's* sails were of cotton, with a total area of 12,000 square feet. She carried 12 sails: outer jib, jib, fore-staysail (or "jumbo"), fore, main, mizzen (or spanker), three gaff topsails, one jib topsail (or flying jib) and two fisherman's staysails.

She was equipped with two whalers and a 13½-foot dinghy. Twelve tons of fresh water were carried in two tanks under the galley. There was accommodation for a permanent crew of 14 and for 24 boys and seamen under training.

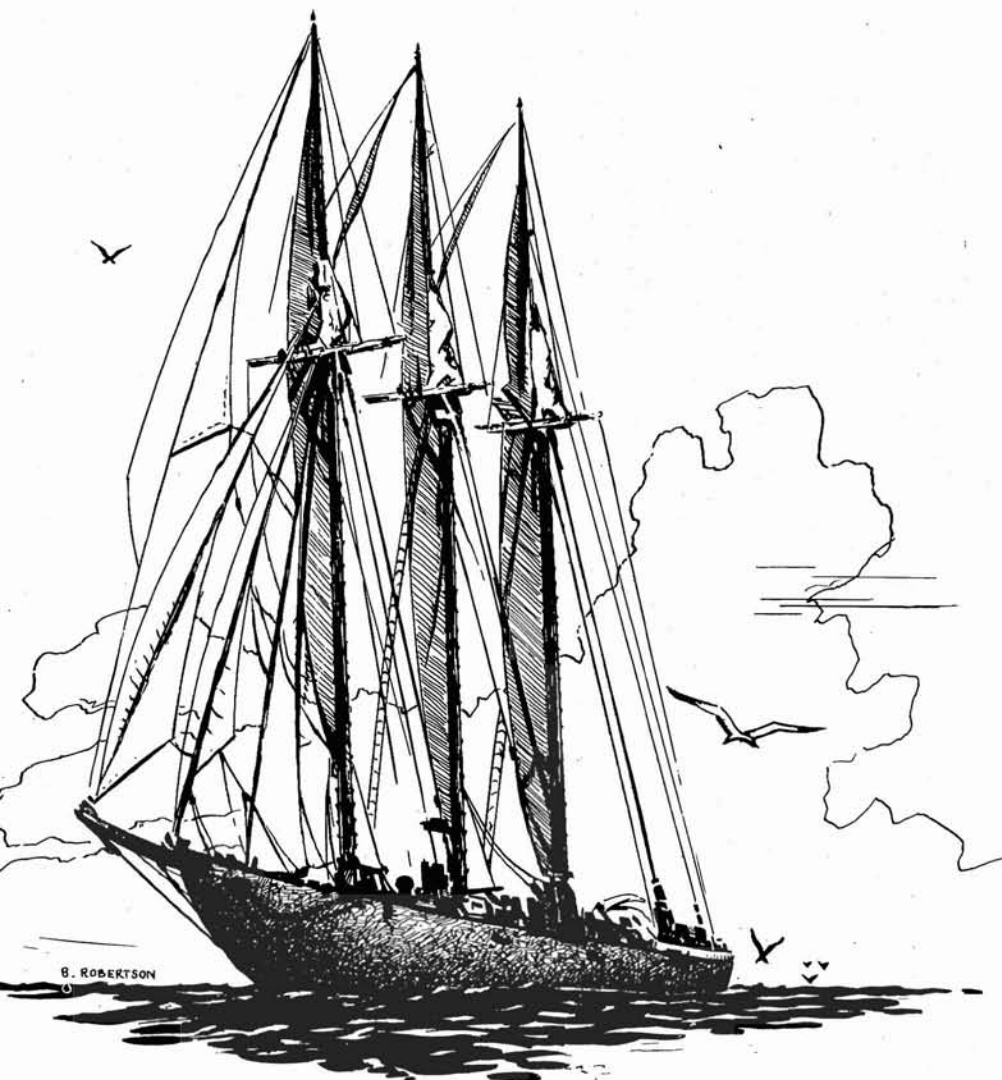
BIRD-WATCHING NAUTICAL HOBBY

When naval officers and men are seen leaning thoughtfully over large-scale ocean charts plotting "sightings" in obscure parts of the Pacific and Polar regions with dividers and parallel rulers, it is possible that their attentions are centred on ornithological rather than service affairs, says the Admiralty News Summary.

They may be members of the Royal Naval Bird-Watching Society, formed seven years ago and open to personnel of the Royal Navy, its reserves and auxiliaries, the Dominion and Colonial Navies and the WRNS, completing their "sea report sheets".

A main object of the society is to increase existing knowledge of seasonal bird distribution with reports from its 230 members plotted regularly on charts in order that periodic movements can be seen at a glance. It also maintains a close liaison with the Meteorological Office of the Air Ministry by helping to identify unknown birds seen by ships sending in weather reports.

The interests of the society are worldwide and during the past year its members have been on the Greenland icecap and also in the Antarctic, while others have sent reports from Korean waters, where the observation of birds has not before been seriously undertaken.



AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Cayuga

HMCS *Cayuga* paid a 12-day informal visit to Hong Kong during April, to allow the ship's company a period of rest and recreation after more than three months of Korean patrols and operational exercises in the Far East.

Shortly after the destroyer escort arrived in Hong Kong, Cdr. W. P. Hayes, the commanding officer, paid an official call on His Excellency, Sir Alexander Grantham, Governor of the Colony. Cdr. Hayes was a luncheon guest of His Excellency and attended the Governor's garden party, which followed the Queen's Birthday parade on April 21, an annual event in the colony. Cdr. Hayes also paid calls on T. R. Fletcher, the Canadian Trade Commissioner in Hong Kong; Rear-Admiral G. V. Gladstone, Flag Officer Second in Command Far East, and Commodore H. G. Thorold, Commodore Hong Kong.

The commanding officer and officers were hosts at an official reception on board the *Cayuga* for members of the Canadian, British and American communities in the Colony and senior Naval, Military and Air Force officers and their ladies.

Shopping was the big attraction for all *Cayugans*, and they didn't have far to go to make their purchases. Scores of Chinese and Indian merchants were waiting for the ship, with samples of their merchandise in one hand and references in the other. The job of selecting the limited number of merchants who could be allowed on board went to Lt.-Cdr. Donald Rutherford, the *Cayuga's* executive officer. Every afternoon the merchants set up shop on deck, selling everything from jade and ivory to teakwood chests, shoes, clothing of every description, and animated lamps.

Perhaps the most welcome group of Hong Kong natives aboard was 18-year-old "Hong Kong Susie" and her side party, who for the privilege of the *Cayuga's* sullage sent the ship away gleaming. Provided with paint and brushes the happy pig-tailed girls painted the ship's hull from stem to stern and when they finished that job they polished brass, washed dishes and scrubbed messdecks.

Hong Kong meant home for the Chinese personnel of the *Cayuga's*

laundering and tailoring firm, and during the visit, W. T. Chao, who heads the firm, was host at a Chinese dinner for the commanding officer and officers. The guests, struggling with chopsticks, were treated to a 12-course feast that included such delicacies as shark fin soup, prawns, shrimps and chow faan. The *Cayuga's* chiefs and petty officers were guests of Mr. Chao at a similar gathering during the visit.

Sightseeing was popular with all members of the ship's company and tours were made to the many famous historic and beauty spots throughout the island and in the New Territories on the Chinese mainland.

When the *Cayuga* sailed for Japan the ship's company was little rested, but well recreated. After two days in



A little Australian miss found both shade and a vantage point from which to view Her Majesty the Queen as the Royal party passed along the streets of Brisbane. Ord. Sec. J. Gordon Rutherford, of Edmonton, was the member of the Ontario's street-lining party chosen by the little girl. (OT-1587)

her Far East base at Sasebo she sailed for Korean waters and a three-week patrol in the Yellow Sea.

HMCS Sault Ste. Marie

The coastal escort *Sault Ste. Marie* visited New Westminster, on the British Columbia mainland, during the weekend of April 24-25, in the course of a training cruise for officers and men of the Royal Canadian Navy (Reserve).

On April 27 the ship sailed again from Esquimalt to take part with the *Sioux* and *Porte Quebec*, and aircraft of 881 Squadron, in an air-sea exercise off the west coast of Vancouver Island.

The *Sault Ste. Marie* was to represent the Royal Canadian Navy at the annual Blossom Festival at Bellingham, Washington. The ship was to land a party of men to take part in the big morning parade and later, with the band of HMCS *Naden*, personnel were to join in the impressive Sunset ceremony.

HMCS Sioux

Add the "Pulp Run" to the "Milk Run", "Triangle Run" and other assorted runs of wartime fame. Within a period of six weeks, the *Sioux* has paid visits to five pulp and paper mills on the British Columbia coast.

On March 29, the destroyer escort sailed from Esquimalt Harbour and headed north along Georgia Strait to Powell River, B.C., home of one of the worlds largest newsprint producers, where the ship was greeted by officials of the Powell River Pulp and Paper Company.

Officers were guests of the plant manager at dinner in the luxurious Elks' Club and nearly 100 members of the ship's company were guests at a dance.

The next port of call was Prince Rupert, where the ship arrived April 2 to spend the weekend. HMCS *Chatham*, the Prince Rupert naval division, threw open its doors to the officers and men and laid on an outstanding program of sports and entertainment.

The final visit of the cruise was paid to Ocean Falls, where the ship secured at the Pacific Mills jetty. After going down to defeat at basketball and rifle shooting and after witnessing a variety show presented by amateur actors, dancers and singers, the *Sioux* left with

the deepest respect for Ocean Falls' homegrown talent.

On April 12, the *Sioux* again left Esquimalt, this time to rendezvous with the *Ontario*, returning home from her three-month Australian cruise. Evolutions were carried out on April 13 and 14 and the *Sioux* shared in the exuberant welcome given the training cruiser when she steamed into Esquimalt on the morning of April 15.

En route from Powell River to Prince Rupert, the chief and petty officers held their first mess dinner on April 1, while the ship was at anchor in Coghlan Anchorage.

Thirty-seven men attended the dinner in the Chief and POs' cafeteria. Guests from the wardroom were Cdr. A. H. Rankin, commanding officer; Lt.-Cdr. R. H. Leir, executive officer, and Chaplain (P) Harry Ploughman. A gavel and block were presented to the wardroom on behalf of members of the Chief and POs' Mess by the mess president, CPO E. W. Cozens.

Aldergrove Radio Station

Progress. That's just what it is. Plain, ordinary, downright progress.

A year ago, Aldergrove was nestled back in the bush on the lower mainland of B.C., nowhere from anywhere. Now the bush has been cleared away from the highway and Aldergrove is there for all to see. And the landscape includes the new recreational building

Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, inspects the guard of honour mounted in HMC Dockyard, Esquimalt, on his arrival for his annual inspection of Pacific Command ships and establishments. Officer of the guard is Lieut. Keith Lewis. Cdr. (S) P. H. Sinclair, secretary to CNS, is at the right. (E-26722)



Mrs. Jessie Coade, Halifax newspaperwoman and chairman of the Cancer Society's recent Halifax drive, travelled by RCN helicopter to collect contributions from schools in and around Herring Cove, Spryfield, and Purcell's Cove. She is shown as she alighted from an RCN helicopter in the yard of the Herring Cove school. Left to right are John McLaughlin, of the school; Sister Vera Marie, a teacher at the school, and Donna Baker, daughter of Percy Baker, who organized the collection in the area, presenting the contribution to Mrs. Coade. In the background is Helen Gates. (DNS-1990)

(mentioned in "Afloat and Ashore" not long ago), which is rapidly nearing completion.

Once the building is in operation it will mean that the station will no longer be so dependent on a somewhat fickle weatherman, and the clip-clop of little feet playing badminton and volleyball will replace the clink-clank of horse-shoes.

There have been some newcomers to the station: AB W. Beiko and Ldg. Sea. B. R. Montgomery, from *Naden*; AB J. Stevenson from the *Ontario*, and Ldg. Sea. H. J. Rousseau, from the *Stettler*.

Departures, all for *Naden*, were Leading Seamen R. E. Bartram, L. D. Kirkaldy and J. S. Oros, and AB D. K. Gray.

HMC Ordnance School

Recent weeks have been busy ones for some Ordnance people, including Acting Commissioned Ordnance Officers R. V. Courtney, W. E. Bell, A. R. Lee, K. J. Province, and W. M. Pitts.

They returned to the school from a month's leave to find they were going to *Cornwallis* for a sojourn of six weeks. From there they are to be dispersed to their different appointments, Mr. Province to HMCS *Quebec*, Mr. Courtney to the *Ontario*, Messrs. Pitts

and Bell to *Stadacona*, and Mr. Lee returning to *Naden*.

Also to add to the excitement, members of the third class of Armourers' Mates completed their courses and went on leave. They are: Ord. Sea. Frank Hickey, AB Norman Lynch, Ord. Sea. J. G. Anderson, Ord. Sea. Earl Speary, Ord. Sea. L. J. McLaren, AB Conrad Bergstrom, Ord. Sea. Donald Little, Ord. Sea. Ronald Thorne, and Ord. Sea. L. J. Bertrand.

The fifth class of Armourers' Mates consists of Ordinary Seamen Walter Gray, Donald Gunderson, Kenneth McMaster, Edward O'Donnell, and C. J. Underwood. They started their course in MTE and then will go to the Electrical School before beginning their Ordnance training.

ATLANTIC COMMAND

HMCS *Magnificent*

Canteen stocks of Canadian chocolate bars dwindled almost to the vanishing point on board the "*Maggie*" during April, the second month of her refit at Portsmouth.

The month is apparently a favourite in the Royal Navy for the granting of long leave in ships and shore establishments. A minor consequence of this was that the inter-ship sports program

was greatly curtailed; a major one, that the "Maggie" was made "duty visitors' ship".

That's where the chocolate bars went—to the hordes of English school children, who swarmed aboard and whom the Canadian sailors couldn't bear to see go ashore hungry.

A third result was that the *Magnificent* was asked to make the largest single contribution of men to line the route travelled by the Queen Mother, Princess Margaret, Prince Charles and Princess Anne when the Royal children arrived at Portsmouth to take passage in the Royal yacht to the Mediterranean to meet Her Majesty the Queen and the Duke of Edinburgh.

The *Magnificent's* party of 100 men was given the place of honour, lining the portion of the route nearest the Royal Yacht *Britannia*. As a result the men had a splendid view of the Royal Family and the yacht's departure. One of the oddities of the sailing was that "stations for leaving harbour" included a lone seaman playing the bagpipes.

The Canadians contributed their own novel touch during a stand-easy, when they gathered around a jeep-load of coffee and chocolate bars from the ship to "dinner music" of a lusty and unmilitary nature from the ship's band.

The electronic refit produced a seamanship problem of some magnitude when it was found none of the available cranes could reach high enough up the mast to remove the main air-warning antenna—an object of awkward dimensions and considerable weight. RPs, RTs and Bos'n's Party combined forces, wits and courage and succeeded in dismantling and lowering the aerial by hand, without any components or personnel taking independent action under the law of gravity.

There was a sequel to this masterly stroke of work.

During the dinner hour, a member of the ship's company reported there was a fire at the masthead. The already harassed OOW was inclined to poopoh this obviously frivolous report, but the man could not be put off.

Sure enough, a thin curl of smoke was ascending heavenward from so high up it didn't have far to go. One of the "steeplejacks" had apparently made a wide miss when trying to flip a cigarette end over the side. It landed in a coil of staging rope.

The ship's normal fire drill calls for a pipe summoning the Emergency Party to muster at the scene of the fire. While the OOW was trying to figure out how to modify this to suit the circumstances, the bos'n seized a CO₂ extinguisher,



An impressive King Neptune now dominates the seamen's mess at HMCS Brunswick, the Saint John, N.B., naval division. AB Robert Irwin is seen putting the finishing touches on the mural. (Photo by Climo, Saint John, N.B.)

scaled the mast and extinguished the fire. He was completely ungrateful to the member of the Damage Control Staff who smugly reminded him that he had used the wrong kind of extinguisher.

Padloping Radio Station

It looks as though spring has, at long last, come to little Padloping Island. For a while it was doubtful whether there would be any warm weather. Now, in early May, the sun is coming in all its glory and residents are basking in temperatures up to 35 and 40 degrees above zero. The snow, which, in many places, had drifted to within a few feet of the electric wires, is beginning to melt and is being replaced by water which, mixed with this sandy soil, makes knee-deep mud to walk in.

Looking out any window one can see the snow on the surrounding mountains slowly but surely decreasing. The mountains are losing their picturesque snowy appearance and are taking on their summer look of cold bleak stone.

There are not many things to break up the monotony of this Northern station. One of the few is an airdrop. Unlike Churchill, and other RCN stations in the north, Padloping has to rely on airdrops for supplies and mail, the latter a very important item.

Now that warm weather is here it is hoped fresh fruit will be dropped in one of the forthcoming airdrops.

During the winter it was impossible to drop fresh supplies since they would freeze possibly even before they reached the ground. A crate of apples was dropped last winter but, due to the intense cold, they arrived frozen.

Lack of movies and other entertainment has brought about many "bull sessions", which are held in the obvious place—the galley. The main source of entertainment is a pool table which has taken quite a bit of wear and tear since the Navy arrived. The library of pocket books, which the Navy League of Canada kindly supplied, has been read through once and now some of them are being read for the second time. Card games pass many an hour but in time the cards wear out and it isn't hard to tell what an opponent has in his hand.

Due to last October's fire the station is without a "reefer" or cold storage for our frozen food. Time was spent in cutting ice for a temporary ice house. The ice was six or more feet thick, which made the cutting a tedious task. This "fridge" will have to last for about four months until the new prefabricated reefer comes up in September.

During the winter, the coldest recorded temperature at Padloping was 38.5 degrees below zero, but the only time one really felt the effect of a temperature such as that was when a stiff wind was blowing. The wind, usually from the northwest, sometimes blows at 50 miles an hour or more. The climate is not as moist as in most of Canada and, accordingly, was not unbearably cold.

Trading has been carried on with the Eskimos. From the ivory tusks of the walrus, the Eskimo, with his primitive tools, carves crib boards, kayaks (native boats) and other figures which are traded.—R.J.Y.

Coverdale Radio Station

The ex-city dwellers and westerners among the men and Wrens at Coverdale were nothing short of astounded when they learned on a sunny April afternoon that there is more to the manufacture of maple syrup than simply sticking a spigot into a tree.

CPO William Leggett organized and conducted a party to a sugar bush near Moncton, N.B., during the height of the maple sugar season. There in a grove of 1,200 trees, they saw the sap being gathered from the trees and boiled down into maple syrup, a process that requires the gathering of 40 gallons of sap for each gallon of syrup produced.

Fresh maple sugar was munched and maple taffy was made in the traditional

way by pouring hot syrup into the snow. The outing ended around an open fire with a supper of hotdogs and coffee.

The second mess dinner in six months was held by the Chief and Petty Officers on April 22. CPO L. J. Matthews presided and the guest speaker was Lieut. (SB) W. N. Inman, staff officer (administration) at HMCS *Brunswick*.

NAVAL DIVISIONS

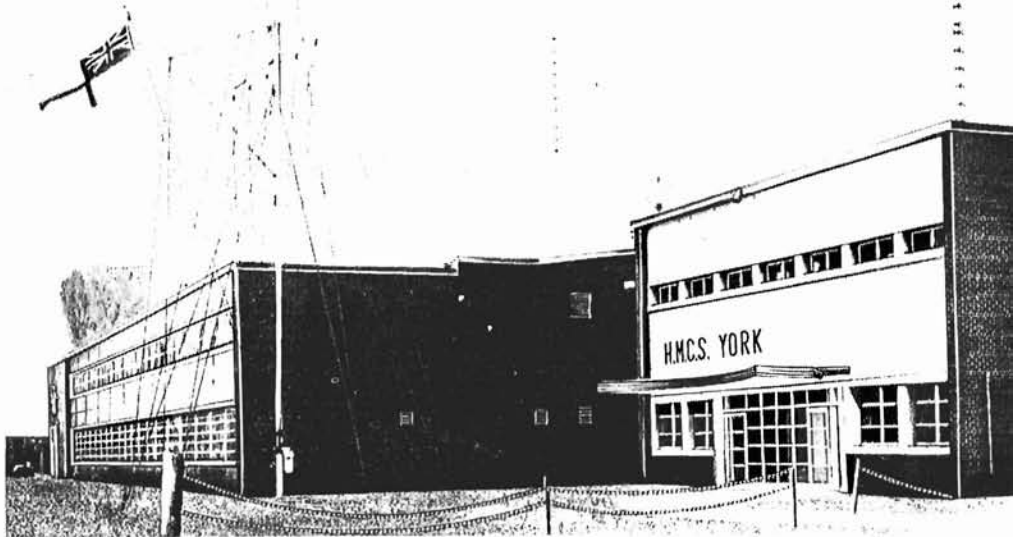
HMCS York

Signalling "full speed ahead" on the ship's engine-room telegraph, Hon. Louis O. Breithaupt, Lieutenant Governor of Ontario, officially opened HMCS *York's* new training wing in May. The occasion was also marked by an "open house", giving the officers and men of the ship an opportunity to acquaint over 3,000 citizens of Toronto with the work of the Royal Canadian Navy (Reserve).

Favoured with excellent weather, the Toronto reservists were able to entertain the visitors with continuous outside activity for the full afternoon. Following the inspection of the guard and the official opening by the Lieutenant-Governor, *York's* trumpet and brass bands entertained with martial and classical music, a boat's crew performed whaler pulling demonstrations, the Reserve Air Squadron VC 920 carried out fly-pasts, and a ferry service operating from the ship's jetty transported the public to HMCS *Brockville* and HMCS *Digby*, both anchored near the division. The minesweepers participated in *York's* open house to further public interest in the Navy.

Even before the gangway was opened at 2:30 p.m., the public started to arrive, to be greeted at the entrance by officers and Wren guides, who handed out recruiting literature and directed the visitors to the starting point of the tour. Over 5,000 copies of recruiting material were distributed during the afternoon. Arrows and posters directed the public to various parts of the ship open for inspection. Two address systems set up on the drill deck and on the jetty outside, directed them to special demonstrations and assisted in keeping up the constant flow of traffic. For those who tired of walking, movies in the projection room afforded relaxation and entertainment.

Each department inside the ship functioned individually and provided a continual commentary of explanation. Demonstrations were given by the asdic, radar, engineroom, supply, shipwright, naval air and medical department. Members of the sick bay staff



The new training wing of HMCS *York*, the Toronto naval division, was officially opened by the Hon. Louis O. Breithaupt, Lieutenant-Governor of Ontario, on Sunday, May 9. The new wing, which doubles the size of the divisional headquarters, is at the left.

attracted much interest with their performance of the Robinson stretcher drill on the division's drill deck. A highlight of the displays was a booth erected by the recently formed *York Boys' Club*, which exhibited handiwork by sons of members of the ship's company.

The ship's monthly publication "*Yorker*" issued a special "Open House" number for the occasion. This contained a message of welcome from the commanding officer, Captain R. I. Hendy, and general articles of interest for civilian guests. Copies of the publication were distributed by Wrens during the afternoon.

Excellent co-operation from press and radio was received following a special ship's tour conducted four days before the event.

The "Open House" committee was under the chairmanship of Lt.-Cdr. W. Houghton.—A.C.T.

HMCS Donnacona

Officers and men of the 51st Heavy Anti-Aircraft Regiment of Montreal paid a visit to *Donnacona* on the night of April 20 and, after observing regular drill night classes, were welcomed to the various messes.

Members of the regiment showed a particular interest in *Donnacona's* gun battery and naval personnel faced a barrage of questions about naval anti-aircraft weapons and the way in which they were used.

Just to impress on the visitors that there are, in fact, certain differences between the Army and the Navy, they were given a run-through in some strictly nautical subjects, such as boat-work.

HMCS Cabot

Officers of the St. John's naval division ushered in St. George's day with

a gala formal dance attended by 150 guests. Soft lights and festoons of signal flags and ensigns provided an attractive setting.

Included in the guest list were Captain L. L. Atwood, Canadian Naval Commander, Newfoundland; Major W. D. Little and Cdr. H. Garrett, former commanding officer of *Cabot*.

UNTD cadets completed their winter training at *Cabot* and left the second week in May for their summer training. Cadets R. N. Abbott, G. R. Parsons, A. M. Sullivan, W. O. English, J. E. Kean and D. A. Janes headed for *Naden*, while Cadets H. W. Paul, J. W. Corick, I. N. Davis, A. M. Goodridge, A. Qinton and J. E. Wicks are based at *Stadacona*.

Lieut. R. A. Whalen, Staff Officer, UNTD, has taken up a new appointment on the staff of the Reserve Training Commander, East Coast, at *Stadacona*.

HMCS Hunter

A successful church parade and "open house" were held at *Hunter* on May 2. The ship's company returned from the church services to a luncheon served at divisional headquarters by the Ladies' Auxiliary to the Windsor naval division.

Later in the afternoon the doors of *Hunter* were thrown open to the public. Visitors were taken on tours of the establishment by Wrens and UNTD cadets. The day's activities concluded with the Sunset ceremony.

On Warriors' Day, May 14, *Hunter* personnel joined with members of the other services and high school cadets in a parade along the main street of Windsor to Jackson Park where General Charles Foulkes, Chairman of the Chiefs of Staff, took the salute and addressed the assembled service personnel and citizens.



This little Korean girl, who fled from enemy territory to join her two brothers on a small UN-held island off North Korea was given warm clothing by the Athabaskan from supplies donated by the Navy League in Victoria, B.C. (AN-214)



Chaplain (P) A. G. Faraday went ashore from the Athabaskan at Pang-Yang-do, Korea, and held a service for American Marines stationed there. He is shown chatting with some of the members of his congregation after the service. (AN-332)



The Athabaskan suffered no battle casualties during her nearly three years of Korean duty. However, she stood ready to aid the wounded of other nations fighting beside her. Here a wounded guerrilla is taken aboard from a Korean junk. (AN-235)



Hey Buddy, Can You Spare A . . .

by H.S.

WHEN MOST PEOPLE think of destroyers, they envisage lean, gray ships streaking through the sea, with guns blazing, depth-charges exploding, battle ensigns flying and a long white wake streaming out astern. Canada's destroyers in Korean waters fitted into this picture very well at times during the pre-truce period, but there was—and is—another side to the activities of our ships which is known to relatively few people. A destroyer is like a little city, with facilities for almost everything, from washing a shirt to supplying enough electricity to light a fair-sized town. The demands made on her resources by persons outside the ship comprise a story in themselves.

For example, we'll go back about a year, to a morning that finds HMCS *Athabaskan* at anchor near a friendly island off the coast of Korea. All night she has been close inshore, ready to beat back any enemy attempt at invasion, but with the dawn she has moved just out of enemy gun range and is now lying at anchor, keeping an eye on things in general. From the island comes an LCM, carrying several United States Marines. The LCM secures alongside, and the marines clamber aboard. They would like to buy some American cigarettes, if we have any, and also some toilet soap, writing gear, etc. One boy from the Deep South wants to know if we have any "see-gars".

The canteen manager soon gets them what they want, and they're about ready to go when they suddenly remember "Baby-san", a small Korean boy who is one of their mess boys, and who hasn't been feeling too well. The ship's doctor examines the serious little chap, and finds he has a parasitic disease which will require hospitalization, so the marines are given a note to the Island Commander regarding the boy's condition. Off they go in a cloud of blue diesel exhaust.

Next to arrive is an incredibly ramshackle sampan, with three South Korean guerrillas in it. They, too, would like some cigarettes and soap, and can

we do anything about their engine? The engine-room branch takes apart the aged power plant, and finds a cracked cylinder-head, which is welded and replaced. The Koreans depart wearing broad grins and puffing on cigarettes as they relax while the engine bangs merrily away.

Conditions settle down to normal, but not for long. One of the ships with us has done a lot of firing, and her heating boiler brickwork has collapsed. All the engineers are diesel men, but we have steam boilers, haven't we? The engine-room branch again swings into action, and long lines of stokers vanish into the other ship with buckets of boiler brick mortar. When the boiler is rebricked they are told to let it set for awhile, and they leave.

The electricians now get into the act. The island comes up on the radio saying that their movie machine has gone out of action. Can we help? Again the American LCM comes out, this time with the Island Commander, who is going to have dinner with the Captain. Two of our radio technicians go back with the LCM to look at the movie machine, carrying with them testers, tubes and all the mysterious implements of the trade. An hour later they are back, wearing smug grins and telling everyone that it was only a bit of trouble in the infragigle but they shorted out the uggleswitch and it is working a treat. In the meantime the Island Commander has had a hot bath and a good meal and he goes over the side into the LCM with much saluting and handing down of cases of beer with which his men are to celebrate the Marines' birthday, which is always tomorrow.

As the LCM pulls away a large junk appears, flying American, South Korean and United Nations flags. These are South Korean Marines, and a very rugged crowd. The junk bristles with helmets and machine-guns, and the men themselves are lean and hard. Cigarettes? They get the cigarettes, but there is still a tendency to linger.

Finally one, a little bolder than the rest, blurts out the thought dear to their hearts. Can they see a movie? This can usually be arranged, and although they do not understand English very well they seem to enjoy the pictures, especially the horse opera where the hero kills innumerable bad men and Indians, kisses his horse, and rides off into the sunset. Anything else is sissy

←
Engineer room personnel of the Athabaskan not only had to keep their own ship running, but were frequently called upon to minister to ailing engines in South Korean and U.S. Marine Corps craft. PO William Rhodes (left) and CPO John Shea examine a damaged piston from a ROK craft. (AN-333)

to the rugged ROK marines. Sometimes while they are watching the movie the ship will be firing at enemy installations or troops, and the thunder of the 4-inch mingles with the crack of six-guns, but that doesn't faze the ROKs, and they stay until the last Red-skin bites the dust.

If things have been quiet lately we may land a sports party. It is known that most of the islands carry large refugee populations, and although the older people are fairly well clothed, the children are often down to very little clothing. The Women's Auxiliary in Victoria supplied us with clothing which they had collected, and it goes down into the boats, along with several boxes of chocolate bars donated by the canteen. Canadian sailors and children are like magnets and iron filings, and Korean youngsters are no exception. In no time at all the Koreans are wearing clothing that was bought in Victoria, and the Coxswain is surrounded by an eager gang to whom he hands out chocolate bars in inverse proportion—the smallest youngster gets the biggest bar.

When the sports party returns the day is almost done. As the sun sets a ROK Navy patrol boat comes alongside to get his orders for the night, and to fill his fresh water tanks. He also asks for, and gets, some fresh bread to help out with his staple rations of rice and vegetables, and with fish. When he pulls away we pick up our anchor and go to our night station, ready for another night of watching and waiting.

All these things happened, not every day and not all on the same day, but they are indicative of the work which went on behind the headlines. Carrying mail, passengers, food and stores, fixing engines, looking after the sick and wounded were all part of the destroyer job. Thanks to the skill, ingenuity and cheerfulness of the Canadian sailor this job was done well in Korea, and the Canadian ships made many fast friends for themselves and for Canada.

CADETS ATTEND CHURCH

Graduation week activity at the Canadian Services College, Royal Roads, began with a church parade to Christ Church Cathedral and St. Andrew's Church in Victoria on Sunday April 25.

The college commandant, Colonel C. B. Ware, attended the services and read the lesson. Cdr. R. W. Timbrell, Officer Commanding the Cadet Wing, was in charge of the parade, while Cadet Wing Commander Paul D. Manson, Deep River, Ontario, commanded the cadets.

Electronics in the Navy

During the Second World War and in these post-war years there has been a marked increase in the use of electronics in the Navy, as in the other services and in industry. It is impossible to be in the present day Navy without coming into contact with an electronic device of some kind. Indeed, the fighting efficiency of a ship has become more and more dependent on the correct functioning and operation of the many shipborne electronic devices fitted.

The operational problem of the Navy—to seek, locate, engage and destroy enemy targets—is unchanged and unchanging, but new techniques in solving

the problem have of necessity been evolved, and electronics in many cases provide the best method of solution. Modern navigational aids, also, are largely electronic in nature. Consequently, as techniques change, the need arises for larger quantities of electronic equipment, often much more complex than anything that has gone before.

The responsibility for the correct and efficient maintenance of all electronic equipment in the Navy rests with the Electrical Branch, and the non-sub rate of Radio Technician was created by the branch to provide highly skilled specialists capable of carrying out this maintenance task.

Training of such personnel is an undertaking of no small magnitude. The problem resolves itself to taking a man from shore with no previous training in electronics and with a Grade X education, and bringing his electronic knowledge up to a level previously only expected at the university level. An electronics section was set up in HMC Electrical School at *Stadacona* to provide the necessary training and this section was gradually expanded during the last few years to the point where it is capable of providing instruction to 12 separate classes at any time.

Three laboratories have been established by the electronics staff to furnish practical training in electronics to classes under instruction. The laboratories are among the most up-to-date of their kind in Canada.

In the basic electronics laboratory, the students carry out a wide range of experiments carefully designed to provide them with a solid basis of understanding of the fundamentals of electronics, which will stand them in good stead when dealing with more complicated theory at a later stage in their training.

The techniques used in the latest radar equipment are demonstrated and practised in the pulse techniques laboratory, while in the practical construction laboratory students are given the opportunity of increasing their practical skill by building actual radio circuits.

All types of electronic equipment fitted in RCN ships are available in HMC Electrical School for more advanced practical study so that, in the peace and quiet of a classroom, technicians can be shown the answers to many of the problems they will undoubtedly encounter at sea under more hectic conditions.

Gunner of Yore Many-Sided Man

The ship's gunner of 200 years ago was required to be a man of many virtues, if one may judge from the extract, printed below, from "Three Books of Colloquies Concerning the Art of Shooting in Great and Small Pieces of Artillery", which was written in the 18th century. The extract appeared in the "Maginews".

"A Gunner ought to be sober, wakeful, lusty, hardy, patient, and a quick-spirited man; he ought also to have a good eyesight, a good judgment, and a perfect knowledge to select a convenient place in the day of service, to plant his ordnance where he may do most hurt unto his enemies, and be least annoyed by them.

"Also a Gunner in time of service ought to forbid with meek and courteous speeches all manner of persons other than his appointed assistants to come near his pieces, to the end that none of his pieces may be choked, poisoned or hurt and he ought not for any prayers or reward to lend his piece or his gunmatch to another person, because it may be very hurtful to him in time of service to lack the same.

"Also every Gunner ought to know that it is a wholesome thing for him to eat and drink a little meat before he doth discharge any piece of artillery, because the fumes of saltpetre and brimstone will otherwise be hurtful to his brains, so it is very unwholesome to him to shoot in any piece of ordnance while his stomach is empty.

"Every Gunner which shall serve upon the sea in any ship ought before his going to sea to write with good advisement in a paper book for the captain of the vessel in which he shall serve, the weight and price of so much gun-powder, and of so many fit pellets as will be enough to charge all the pieces of his vessel forty times over, and also the price of ten barrels of more gun-powder, which he ought to have for the making of fireworks."



The Navy Plays



Courageous Show Made by Runner

Although his feet let him down, Cadet (S) Andrew J. Nicol, of HMCS *Prevost*, the London, Ont., division, showed plenty of courage as the sole representative of the Royal Canadian Navy in the Boston Marathon on April 19.

He started off with 210 other entrants along the route from Hoppington, through Framingham, Newton, along Massachusetts' Route No. 9 to Commonwealth Avenue to finish in the City of Boston.

Despite a short spring training season and a full-time university schedule, Cadet Nicol was well up in the field at the eight-mile mark. He was wearing new roadster shoes for the race and, though he had given them two previous breaking-in sessions, already they were causing him excessive pain in the right foot and complete numbness in the left.

At the ten-mile mark he took the strongly-sweetened tea he was to have got four miles later as a stimulant. His right foot was so painful that his coach, Lieut. A. T. Orr of *Prevost*, advised him to withdraw.

You can have a field day on the flight deck of an aircraft carrier—and that's just what they did on board the "Maggie" when she was on her way to the United Kingdom for refit. A medley marathon was held, with the departmental CPOs providing unexpectedly tough opposition for the younger set. They lost by a grey whisker to a team largely composed of ABs. The event pictured was not the high hurdles, but the 50-yard dash, with the railing of the forward lift serving as the tape. Contestants were allowed to go over, under or through it. (Mag.-5356)

Nicol gamely stuck it, saying he would finish even if he didn't place well—the crowd of three-quarters of a million people should all get a good look at a jersey that had "Canadian Navy" on the front and "Canada" on the back.

He was still going, but well back in the field, at the 18-mile mark where he took some cut oranges for nourishment. And he still plugged along.

Cadet Nicol finished 89th in the race with a course time of four hours, 11 minutes. His best time in another marathon had been three hours, one minute. At the close of the Boston classic, he was in good shape except for his feet, which an attending physician pronounced to be in the worst shape of any he had ever seen on a participant who made it to the finish line. His coach said their condition wouldn't ordinarily allow a man to run 500 yards, let alone 17 miles. The commanding officer of his UNTD had warm praise for his attitude and moral fibre.

The race, run by Nicol as a warm-up for the British Empire Games trials to be held in Hamilton on June 19, was further complicated by his sitting for a university exam two days before the marathon and another to be written in London two days after.

Six Clubs Enter Soccer League

The 1954 Halifax and District Soccer League was to get underway on June 5 with *Stadacona* and HMCS *Cape Breton* squads taking the field at Shearwater and civilian teams clashing on the Halifax commons.

The league executive held a meeting at *Stadacona* gymnasium early in May and had lined up six clubs for the competitions. PO W. (Bud) Rheubottom, *Cape Breton's* P and RT instructor, is league secretary. Deadline for entry of further teams was May 11 when final selection of referees and linesmen was made.

Supply Captures Cock-of-Barracks

For the third time in four years, *Stadacona's* Supply Department has won the big brass Cock-of-the-Barracks trophy for supremacy in interdepartmental sports.

Supply won the first two years after it was introduced at *Stadacona*, lost it to the Electrical School last year but regained the trophy this year with a total of 695 points to the 666½ of the Electricals. The TAS School was in third place with 650½ points.

Points are gained from competition with other departments in hockey, basketball, volleyball, bowling, swimming and rifle-shooting.

Presentation of the huge cockerel was made at ceremonial divisions in the establishment early in April by Commodore (P) Sir Aubrey St. Clair-Ford, one of 30 Royal Navy officers on a five-day tour of Atlantic Command naval facilities. PO Mike Bidnock, a cook, accepted the award for the Supply department.

Pulp Mill Towns Match for Sioux

Highlighting the cruise north to three B.C. coastal towns of the *Sioux* was a boxing card at Prince Rupert on the first Saturday in April. Navy and locals battered each other to a draw that night, with plenty of bruises afloat and ashore next morning as testimony to the deadlock.

The sailors got some solace from sinking the Ruperts 5-2 at soccer, which



also made up in a way for a 2-1 loss to Powell River earlier in the cruise.

After Prince Rupert came Ocean Falls, maybe a name that jinxed the sailors. They fell 71-46 to the all-star town hoopsters and while this was happening, the ship's rifle team was out-gunned by the local rifle club 675-27 to 698-46.

Stadacona Wins Water Titles

Stadacona won the Atlantic Command swimming and diving championships with a standing of 56 points. *Cornwallis* followed with 31 points and the *Quebec* entry was third with 15. Acadia University cadets salvaged five points and *Shearwater* three.

Ord. Sea. Lawrence Uwins, 18, of *Stadacona*, emerged as the Command's sole contender in trials for a spot on the Canadian swim team entering the British Empire Games at Vancouver later this summer. He won the 1,650-yard free style event in 24.45.5, less than six minutes over the Olympic record and also took the 110-yard free style race at the Command meet.

Poised for a plunge into *Cornwallis* pool during special workouts is Ord. Sea. L. F. Uwins, of *Stadacona*, the Atlantic Command's sole contender in trials leading to the British Empire Games this summer at Vancouver. CPO Al Trepanier of the *Cornwallis P* and *RT School* began conditioning Uwins in March for the June eliminations in the 1,650-yard free-style event, which the 18-year-old star covered during recent Command competitions in near-Olympic time. He is also Command 110-yard free-style champion and currently holds the *Cornwallis* record of 21.5 seconds over the 40-yard distance. (DB-4010)



A rousing soccer game resulted when HMCS *Quebec* accepted a challenge from the Road Town, Tortola, team during the cruiser's spring training cruise to the West Indies. The Virgin Islanders defeated the Canadians 2-1. (QB-1223)

PO Mike Bidnock, *Stadacona*, won the 55-yard free style race and ran up 116.5 points to win the three-metre diving, completing five compulsory and five voluntary dives of different style.

Stadacona won the 330 medley relay with a time of 4.45 and *Cornwallis* took the 880 free-style relay in 11.28.12. Individual winners included: 55 breast stroke—Ord. Sea. Al Gadsbey, *Cornwallis*; 55 back stroke—Ldg. Sea. Bob Palmer, *Quebec*; 110 breast stroke—Lt.-Cdr. E. L. Pendlebury, *Stadacona*; 110 back stroke—AB Ron Baker, *Stadacona*; 440 free style—AB Lloyd Brown, *Stadacona*; 220 breast stroke—Cdt. D. M. Swim, Acadia U.

TAS School Puck Champions

A jubilant team from the TAS School won the *Stadacona* interdepartmental hockey championships this year after downing Supply two straight in the finals. The win placed the school third with 650½ points in the race for the Cock of the Barracks trophy, 16 behind Electrical School, from whom Supply reclaimed the prize cockerel.

Navy Captures Softball Opener

Navy survived a wobbly start to edge youthful Chinese students 7-6 after 11 innings at Central Park in Victoria on May 2 to get the city's five-team men's senior softball league under way.

Students forged ahead with three runs in the first inning and by the seventh had expanded it to 5-2. Only then the Tars rebounded to a 6-5 lead. The Chinese tied the game in the eighth and held fast until two 11th inning errors allowed the winning Navy run across.

Next night, Arrow Furniture shellacked the sailors 19-10 in eight innings, getting 16 hits and making use of wild Navy pitches and three errors to gain an easy victory.

Shell Racing At Shearwater

Would-be scullers at *Shearwater* have been borne on the crest of a wave of revival in Halifax-Dartmouth shell racing. The air station has purchased two shells, at least one of which will be ready and manned for racing this summer.

Co-operation of members of the Micmac Club on the Dartmouth Lakes, who made one of their racing craft available for *Shearwater*, has resulted in rapidly-growing interest among naval personnel at Eastern Passage. Instr.-Lieut. A. Q. Keasbey, RCN(R) (Ret'd) is committee chairman of the new club.

Badminton Team Loses in Finals

The RCN entry in the Lower Vancouver Island Badminton League finished the season as champions of "B"

Section of the fourth division, but lost out to the powerful Cordova Bay group, of the "A" section, for divisional honours. In the regular schedule, the Navy team lost only one game of seven.

Members of the team were Mrs. G. H. Davidson, Mrs. Gordon Churchill, Mrs. R. W. Timbrell, Lieut. (E) Jack Turner (team captain), Lieut. (SB) W. H. Northey, Miss May Warnock, Charles Tolson and Instr. Lt.-Cdr. Donald Robertson.

At conclusion of final play, the runner-up trophy was presented to Lieut. Turner by Robert McMurchie, chairman, Lower Vancouver Island Badminton Association.

"Stad" Shoots Way To Garrison Title

Stadacona's rifle team won the Halifax Garrison Indoor Rifle League to crown a highly-successful shooting season in which the senior "A" team set a new record of 488 of a possible 500 to squeeze by the 17-year-old record of 487.

PO Robert McCallum won the Roberts trophy for the highest individual aggregate award with an average of 97.8, followed by Lieut. John E. Abraham with 97.4.

Bridgetown Ends Navy's Hopes

Abrupt and determined opposition eliminated Navy pucksters from Maritime Amateur Hockey Association playoffs this year when Bridgetown Hawks took the hard-won best of three series.

The Atlantic Command team disposed of Dartmouth Royals in the first of the semi-finals 14-11, tied the second encounter 10-all and won the deciding game 6-4. Then they outclassed Springhill All-Stars 13-6 and 12-4 in a two-game total goal series.

More than 50 children of personnel at Cornwallis qualified during the past season for junior, intermediate and senior swimming awards. The program, laid out by the Nova Scotia division of the Red Cross Swimming and Water Safety Department, was carried out by CPO Joseph R. Carisse and PO Richard Evans of the P. and R. T. staff in the establishment. The youngsters were presented with their awards recently by Mrs. James Plomer, wife of the commanding officer.

The surprise of the season came in the third semi-final series, when the Bridgetown players upset them 6-4.

The sailors stormed back 9-3 in the second meeting but in the third and decisive game, the Hawks poured on the steam in the final period to wrap up the Navy's hockey this season by 5-3.

TAS School Takes Title

A jubilant team from the TAS School won the *Stadacona* interdepartmental hockey title this year after downing Supply two straight in the finals.

Cayuga Loses Two Out of Three

The *Cayuga's* softball team dropped two out of three games to teams from USN ships in Okinawa. In the first contest, the *Cayugans* swamped USS *Wahoo*, 9-0, then lost a 10-inning thriller to USS *Onslow*, 2-1. They dropped the final game to USS *Higbey*, 6-0.

Cayuga's engineering department drew with their counterparts in the *Crusader* in a seven-inning softball contest, 7-7.

In a series of whaler races with the *Crusader*, teams from the *Cayuga* took three contests to the former's one. The ship's supply, TAS and ND seamen beat their opposite numbers in the *Crusader* while the latter's electricians salvaged one win in the series.

Summer Sports Blossom in B.C.

Spring's arrival at Aldergrove Radio Station in balmy B.C. produced a crop of athletes.

The first symptom was the forming of a station golf club at nearby Langley which Lieut. W. H. Waters, officer-in-charge, and some of his senior hands

have been putting to good use. The fever may last long enough for a few contests, although anything so classy as a tournament is out.

Spring hit the ball-players next. A team with better prospects than last year finds itself the sole international touch to a Washington State league, which consists of 11 teams from Linden, Sumas, Everston and Ferndale. There are no handy opponents above the border.

Cabot Enters Ping Pong Finals

After some wild swinging, *Cabot* ping pongsters vectored onto the table and batted their way to a playoff berth in the St. John's city league. In their first scheduled encounter, the Old Colony sailors were outswatted 9-7 by Curtis Academy and then were sunk outright 9-3 by the celluloid barrage put up by the Aces.

The reservists got a firmer grip on their bats to whale UNF 9-0 and the Hikers Club 9-3. Then they shot down the Newfoundland Flying Club 9-5 to make second place plus a guaranteed playoff spot. *Cabot's* only loss last year was the championship final.

Electrical 'A' Tops Shooting

Electrical School "A" outshot a sharp Wren team 367-357 to finish the *Stadacona* interpart .22 rifle competition with a fine aggregate score of 2,842 for an average of 355.2.

Manual and Electrical School "B" scored 355 apiece to finish two points below the ladies, but Manual ended the season's shooting in second place with a 2,810 aggregate and Electrical B finished third with 2,808. The Wrens scored 2,797 to place fourth.



The British Submarine

THE YEAR 1954 is likely to receive a chapter of its own in the history of the submarine. This year has seen the launching of the first atomic-energy powered submarine by the United States Navy and of Britain's first hydrogen-peroxide powered submarine. The motive power of each is independent of the atmosphere, the atomic engine requiring no oxygen, the hydrogen-peroxide engine producing its own. Both types are accordingly classed as true submersibles.

The schnorkel (snorkel or snort), permitting the submarine to operate its diesel while submerged by drawing air from the surface through a long tube, is a partial solution of the oxygen problem, but it is still subject to detection by radar.

The first schnorkel-fitted submarines were sent to sea by the Germans in the spring of 1944. "Thus", says Cdr. F. W. Lipscomb, OBE, RN, in his newly-published volume on "The British Submarine", "the apparatus which has been discussed by (Royal Navy) personnel for more than 15 years had come into being and was used against us."

If the oxygen-supply problem has been solved for the engines, the answer is still wanting for submarine personnel. Recent press and magazine articles have suggested that the U.S. Navy is carrying out experiments in the use of algae, primitive water-grown plants, as a means of rejuvenating the air within a submarine. These tiny, prolific organisms share in the ability of most members of the plant world to absorb carbon dioxide from the air and, acted upon by light, to change it into food, releasing oxygen in the process.

Perhaps the answer lies in another direction. For millions of years fish have cruised the rivers, lakes and oceans of the world, absorbing their oxygen by means of gills from the air dissolved in the water. Medical science has produced mechanical hearts and kidneys for human beings. Is it not possible that some day a mechanical gill will be designed which will permit a submarine at least to extend greatly its underwater endurance?

Maintaining the crew's oxygen supply by such means is a question that Cdr. Lipscomb does not deal with in his book, but it is doubtful if there is another problem concerning the modern submarine which he does not discuss.

Cdr. Lipscomb's aim is to bring the story of the British submarine into its true perspective, because, for obvious reasons, the general public has been more deeply concerned about foreign submarine fleets and the way in which their menace will be met.

"The importance of the submarine cannot be over-emphasized," Cdr. Lipscomb writes in his introduction, "and the part that this vessel will play in any future war has considerably changed the policy and building program of the Navy today so that at least half its ships and men are now employed in anti-submarine work. The battleship is in eclipse and emphasis is now almost entirely on how to destroy the submarine. The aircraft carrier is becoming more

and more an anti-submarine ship and contains in addition to fighters a high proportion of anti-submarine aircraft. Further, three of our largest aircraft factories are devoting the greater part of their production to this type. Added to all this, much of the new construction in the Fleet is devoted purely to anti-submarine escort vessels."

It is evident from Cdr. Lipscomb's presentation of his subject that he has listened attentively to the questions of the uninitiated. Before plunging into an historical survey of the British submarine service from its earliest days to the present, he devotes 60 pages to a careful description of the internal and external arrangements of the submarine, its armament and the problems arising in its functioning. A series of diagrams explains carefully how a submarine dives and surfaces. He does not dodge a discussion of the special dangers to which submarines are exposed and tells of the advances which have been made in circumventing these dangers and of arranging for the crew's escape when all other measures have failed.

In a foreword to the book, Rear-Admiral G. W. G. Simpson, Flag Officer Submarines and Commander Submarine Force Eastern Atlantic (NATO), observes: ". . . I would stress that the subject of escape from a submarine is one to which the British sailor gives little thought and is inclined to regard with a detached attitude of disinterest."

It should be safe to assume, from the questions which he takes the trouble of answering, that Cdr. Lipscomb is a kindly and patient man. Here is the sample: Why cannot a submarine have a window? Why does no water get in through the place where the periscope goes up and down? (" . . . Nearly all submarine officers know well the feeling of a drip of water coming onto their noses while they are looking through the periscope just at the moment when they are about to make a vital decision.") Is it rough under water? Why does a submarine have guns? What happens to the gun when the submarine dives? (It gets wet, says the author.) Why are the holes in the casing?

And he gives a frank answer to the question: "Why do people join submarines?"

"There are a variety of reasons. It is essentially a volunteer service and this tradition has been maintained almost entirely without break through the

The Egg-Shell

By Rudyard Kipling

The wind took off with the sunset—
The fog came up with the tide,
When the Witch of the North took an
Egg-shell

With a little Blue Devil inside.
"Sink," she said, "or swim," she said,
"It's all you will get from me.
And that is the finish of him!" she said.
And the Egg-shell went to sea.

The wind fell dead with the midnight—
The fog shut down like a sheet,
When the Witch of the North heard the
Egg-shell

Feeling by hand for a fleet.
"Get!" she said, "or you're gone," she
said,
But the little Blue Devil said "No!"
"The sights are just coming on," he
said,
And he let the Whitehead go.

The wind got up with the morning—
The fog blew off with the rain,
When the Witch of the North saw the
Egg-shell

And the little Blue Devil again.
"Did you swim?" she said. "Did you
sink?" she said,
And the little Blue Devil replied:
"For myself I swam, but I think," he
said,
"There's somebody sinking outside."

—From *The Definitive Edition of Rudyard Kipling's Verse*, by permission of Mrs. George Bambridge and The Macmillan Company of Canada Limited.

years. Officers join for the opportunity it offers to youth in adventure and early command coupled with the enjoyment of small ship life. There is a slightly higher specialist pay than in other branches which has some attraction. Many of the same reasons apply to the men where instead of early command they have early responsibility and enjoy the comradeship shared by all."

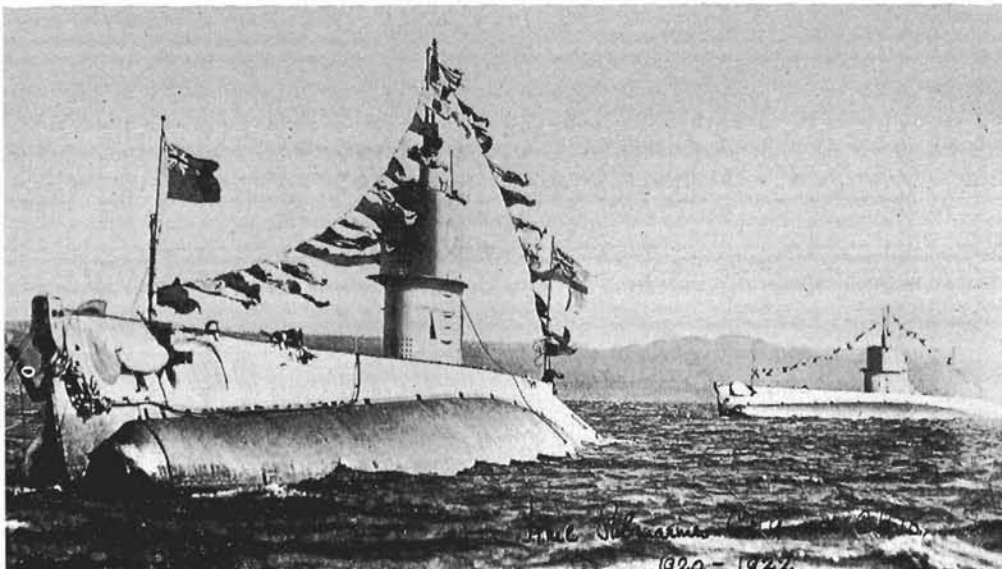
Cdr. Lipscomb has unearthed many unfamiliar facts. Britain started the First World War with 74 submarines and the number of operational boats, even in the Second World War, never reached 100. The peak in the last war was 88 British and nine Allied submarines, under RN operational control. "... The men of the submarine branch have never, in either peace or war, represented more than three per cent of the entire personnel of the Royal Navy."

Yet this comparatively small undersea fleet marked up an astounding record of successes against the enemy. Apart from destroying more than 500 merchant ships, British submarines in the Second World War damaged two battleships, sank six cruisers and pocket battleships and damaged ten more; sank 16 destroyers and damaged two; sank 112 minor war vessels and damaged 35, and, most astonishing of all, sank 35 submarines and damaged six others.

The loss was 74 British submarines and their crews, totalling 341 officers and 2,801 men, plus 50 officers and 309 men made prisoners of war. Twelve officers and two men have been awarded the Victoria Cross for service in submarines.

Between the covers of Cdr. Lipscomb's book are many tales of daring, brilliant success and unearned failure. But in a single volume there is not room

Primarily concerned with the destruction of submarines, the Royal Canadian Navy has during its existence possessed only five undersea craft. Two of these were purchased by the British Columbia government in 1914 and patrolled the West Coast for three years. Two others, pictured here, were presented to the RCN by the Royal Navy in 1920 and were kept in commission until they were sold in 1922. A fifth was the surrendered U-190. (HS-22593)



for all the exploits which deserve recognition.

On the first page are quoted the words spoken by Winston Churchill in 1943:

"Of all branches of men in the Forces, there is none which shows more devotion and faces grimmer perils than the submarine. . . . Great deeds are done in the air and on the land, nevertheless nothing surpasses your exploits."—C.

"The British Submarine", by Cdr. F. W. Lipscomb, OBE, RN, with a foreword by Rear-Admiral G. W. G. Simpson, CB, CBE, RN; 269 pages, illustrated; The MacMillan Company of Canada Limited, Toronto; \$5.

STONE FRIGATE SAILS AGAIN

Another sure sign of spring in service circles is the appearance of "The Royal Military College of Canada Review", sub-titled "Log of HMS Stone Frigate"—a reminder that the ground on which RMC now stands was primarily naval in its function a hundred years ago.

The handsome, paper-bound volume runs to well over 200 pages and represents a good many man-hours of extra-curricular effort on the part of the editorial staff. The choice for frontispiece this year is a colour reproduction of an old print showing Kingston and the Royal Naval Dockyard from Fort Henry in 1828, a view that shows the "mothballed" fleet, dating from the War of 1812-14. The dominant structure in the scene is the old "Stone Frigate", built as a naval stores warehouse and since converted into a dormitory building.

There are the usual departments covering every phase of college life—the graduating class, recreation, education and social life. A literary section consists of a book review, a short story,

poems and brief articles on subjects of military interest.

A novelty that will appeal to the admirers of the residents of Okefenokee swamp is an original Pogo drawing from the pen of Walt Kelly, accompanied by an appraisal of the popular comic strip.

The year book reprints two lectures of wide interest, "Writing in Canada—Its Position Today", by Hugh MacLennan, and "Modern India", by His Excellency the Hon. S. S. Saksena, High Commissioner for India in Canada.—C.

WEDDINGS

Able Seaman John Edward Bowers, HMCS Sioux, to Miss Delores Elaine Jansen, of Victoria.

Wren Dorothy M. Chambers, Coverdale Radio Station, to John A. Gordon, of Moncton, N.B.

Able Seaman George Goodman Capern, HMCS Shearwater, to Miss Beverley June Davies, of London, Ont.

Able Seaman C. M. Collard, HMCS Cornwallis, to Miss Alice Victoria Moore, of Deep Brook, N.S.

Sub-Lieutenant (W) Dorcas Fusedale, Naval Headquarters, to Sub-Lieutenant Robin Anthony Watt, HMCS Shearwater.

Sub-Lieutenant (S) James Andrew David Leamy, HMCS Naden, to Miss Alison Mary Agnes Snape, of Victoria.

Sub-Lieutenant William Allan Nelles, HMCS Ontario, to Miss Nancy Josephine Carmichael, of Victoria.

Midshipman Lawrence William Verrier, HMCS Ontario, to Miss Philippa Hansard, of Westmount, P.Q.

BIRTHS

To Able Seaman C. E. Atkin, Coverdale Radio Station, and Mrs. Atkin, a daughter.

To Petty Officer Jack Bell, HMCS Naden, and Mrs. Bell, twin boys.

To Lieutenant-Commander Jacques Bonneau, HMCS Carleton, and Mrs. Bonneau, a son.

To Petty Officer James George Boyd, HMCS Ontario, and Mrs. Boyd, a daughter.

To Petty Officer Joseph Ernest Carver, HMCS Condor, and Mrs. Carver, a daughter.

To Sub-Lieutenant J. M. Cumming, HMCS Sioux, and Mrs. Cumming, a son.

To Able Seaman W. D. Eddy, HMCS Sioux, and Mrs. Eddy, a daughter.

To Petty Officer Ivor Emberton, HMCS Naden, and Mrs. Emberton, a daughter.

To Captain P. E. Haddon, Naval Headquarters, and Mrs. Haddon, a son.

To Able Seaman N. H. Heseltine, HMCS Sioux, and Mrs. Heseltine, a son.

To Leading Seaman Keray Jones, HMCS Sioux, and Mrs. Jones, a son.

To Able Seaman Reginald Thomas Lynch, Coverdale Radio Station, and Mrs. Lynch, a son.

To Lieutenant S. G. Machan, HMCS Sioux, and Mrs. Machan, a daughter.

To Leading Seaman Ronald MacLellan, Coverdale Radio Station, and Mrs. MacLellan, a son.

To Lieutenant (S) Douglas G. Meredith, HMCS Shearwater, and Mrs. Meredith, a daughter.

To Leading Seaman Donald Mitchell, HMCS Stadacona, and Mrs. Mitchell, a daughter.

To Lieutenant (SB) W. H. Northey, HMCS Naden, and Mrs. Northey, a daughter.

To Able Seaman J. W. Pegg, HMCS Sioux, and Mrs. Pegg, a son.

To Chief Petty Officer John Pinkney, HMCS Naden, and Mrs. Pinkney, a daughter.

To Lieutenant-Commander F. L. Peter Ross, HMCS Bytown, and Mrs. Ross, a daughter.

To Petty Officer James E. Wood, Aldergrove Radio Station, and Mrs. Wood, a son.

LOWER DECK PROMOTIONS

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

ACHESON, Arthur.....LSAA1
ADAM, Walter W.....C2MR4
ALCORN, Carlton L.....LSLM2
ALLAN, Dent A.....LSQM1
ARSENAULT, Augustus J.....P1QM2
ATKINSON, James R.....LSMO1
AUSTIN, Gerald B.....LSLR1

BABIN, Gordon J.....LSAA1
BAILEY, Clifford J.....LSLM1
BAINBRIDGE, Albert.....P1ER4
BAIRD, Garnet T.....P2QM1
BANNISTER, Frank A.....P2QR2
BASTOW, Ernest J.....LSAA1
BAY, Norman D.....P2RP2
BEATTIE, William J.....LSTD1
BEAULIEU, Leo J.....LSRP1
BENNETT, Richard J.....LSRP1
BISHOP, Colin W.....LSLM2
BLAKE, Kenneth W.....P1BD3
BLOIS, Thomas R.....LSEM1
BOOTH, William R.....LSLM2
BOUGHTON, Donald R.....LSLR1
BRADBURY, Ramon E.....LSRP1
BROOKER, Jerome C.....LSLM2
BROWN, George A.....P2AC2
BROWN, Glen D.....LSAA1
BROWN, Jack W.....LSLM1
BROWN, Kenneth T.....LSAA1
BROWN, Lloyd E.....LSLM1
BUCHAN, Donald H.....LSLM2
BULL, David R.....LSLM2

CAIRNS, Andrew J.....LSTD1
CAIRNS, Lawrence K.....P2RD3
CANDLER, James L.....LSLM1
CAREY, Beverley J.....LSVS1
CARON, Gabriel J.....LSRP1
CARRUTHERS, John A.....LSRP2
CATHCART, Donald S.....LSTD1
CAUSLEY, Charles J.....LSAAS
CHILDERHOUSE, Elmer H.....P1ET4
CLARK, Robert B.....LSTD1
CLARKE, Robert A.....LSLM2
CLELLAND, David.....LSED3
COLE, Don G.....LSRP1
COOK, Stanley.....LSQR2
COPELAND, Maurice E.....LSRC1
CORMIER, Roy E.....LSRP1
COSTELLO, Frederick J.....LSQM1
COTTER, John M.....LSLM1
COTTLE, John B.....C1RA4
CREASE, Ronald D.....LSSW1
CROOKER, Kenneth J.....LSRC2
CULLEY, Daniel L.....LSLM2

DALTON, Edward L.....LSLR1
DAVIES, Robert W.....LSLR1
DAY, Ralph R.....P1SH4
DELMO, George A.....LSRP2
DEPOTTIE, John E.....LSRP1
DICKIE, William G.....P2QM2
DIXON, Gilbert L.....P1TD3
DOBSON, George E.....P2RD3
DODGE, Robert D.....LSLM2
DOUCETTE, Vernon D.....LSQM1
DREHER, William M.....LSVS1
DUMARESQ, Selwyn J.....LSCR1
DUTCHAK, William A.....P2RW3
DYNNA, Gilbert O.....LSAA1

EASTWOOD, Norman.....LSCR1
ELLIOTT, John L.....P2SW2

FAIR, Jack E.....LSAA1
FARLEY, Gerald W.....LSEM1

FAUTEUX, Cyr Louis J.....LSLM2
FENN, Ronald L.....LSCK1
FIANDER, Aubrey C.....LSLR2
FLEMING, Paul H.....LSRS3
FREDERICK, John P.....P1ET4
FREEMAN, John W.....C2RA4

GARBIOCH, Robert M.....P2EG3
GIBSON, Howard R.....LSLM1
GIBSON, Hugh F.....LSTD1
GINLEY, Edward W.....P2AA2
GODIN, Albert J.....LSSW1
GONZALES, Claude.....P2CK2
GOOSEN, George.....LSLM2
GOVEIA, Anthony C.....P2RP2
GRANT, Harold B.....P1ET4
GROSVENOR, Jack.....LSTD1

HALL, John W.....LSVS1
HAMILTON, Kenneth W.....P1ER4
HARRISON, Dorek.....LSRP2
HAYES, Robert G.....LSLM1
HERMISTON, Valentine F.....LSLM1
HICKEN, Charles G.....LSSW1
HIEBERT, Edwin P.....P1ET4
HOBBINS, John H.....LSRP1
HOGG, Wilfred L.....LSRC1
HOLLAND, Milford E.....LSLM1
HOOGVELD, Cornelius H.....P1RA4
HOOPER, Jack.....LSLM1
HUZZEY, Givelin A.....LSTD1

IRIZAWA, Masahiro.....LSTD1
IRWIN, Ernest H.....LSLM1
ISAACS, Cecil C.....LSQM1

JACKSON, John R.....LSVS1
JACKSON, Roy M.....P1ET4
JANES, Roy E.....LSRP1
JARRETT, Henry.....LSED3
JONES, Donald M.....P2EA3
JONES, Thomas M.....P1RT4
JORDAN, Donaldson T.....LSLM2
JULIAN, John P.....LSQM1

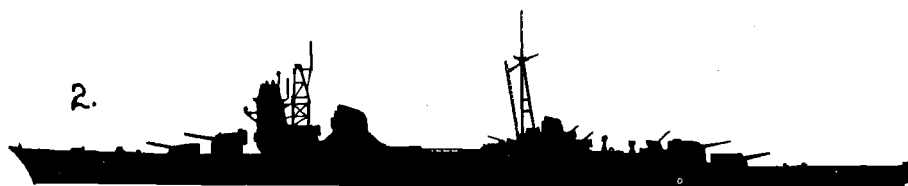
KANE, Cyril C.....LSPW1
KEELING, Arthur L.....LSQM1
KISHKAN, Anthony J.....P1RT4
KITCHEN, James.....P2EF3
KNAPMAN, Norman W.....LSLM1
KONRAD, Roy J.....P1ER4
KRAMER, Frank G.....P2EG3
KRUEGER, William F.....LSCR1

LAMB, James G.....LSAA1
LATIMER, Ivan C.....P1ET4
LEFAIVE, Stanley J.....LSLR1
LEFEBVRE, Gerard J.....LSSW1
LEGGE, Charles E.....LSLM1
LEGUE, Robert A.....P1RT4
LERETTE, Chester C.....LSLM1
LEVACK, William A.....LSPW1
LOCKHART, William E.....LSLM2
LONGMUIR, Malcolm M.....P2RC2
LORY, James E.....LSVS1
LUCAS, William F.....LSVM2
LUMSDEN, Alexander S.....LSAA1
LYNCH, Gordon J.....P2EM2(NQ)

McBRIDE, Frederick G.....LSRP2
McBRIDE, Lorne P.....LSLM2

WARSHIP RECOGNITION QUIZ NO.5

CAN YOU IDENTIFY THESE SHIPS? (NOT DRAWN TO SCALE)



J.M. THORNTON

(Answer on page twenty-eight)

McDONNELL, John E.....LSRP2
 McFARLANE, Robert G.....LSLR1
 McRAE, Gerald J.....LSLM2
 MacCORMACK, John B.....P2EA3
 MacDONALD, Douglas B.....LSVS1
 MacDONALD, Thomas A.....LSTD2
 MacDOUGALL, Robert M.....LSCK1
 MacKAY, Angus D.....P1BD3
 MacKAY, Stanley M.....LSLM2
 MacPHAIL, Parker D.....P2RD3
 MAJEAU, Henri.....P1RA4
 MARCOTTE, Roger.....LSEM1
 MARSH, Frank A.....P2TD2
 MARTELL, Walter.....LSTD5
 MASSE, Romeo A.....P2AA2
 MATTATALL, Francis L.....P1EA4
 MEES, Charles T.....LSLM1
 MEIER, Martin T.....LSCK1
 MEKO, Andrew J.....LSLM2
 MELVIN, Reginald S.....LSSW1
 MERSEREAU, LeBaron F.....P2EM2
 MILLINGTON, Allan T.....P2CK2
 MITCHELL, Alexander J.....LSPW1
 MOORE, Charles M.....LSTD2
 MOORE, John E.....LSLM2
 MORAN, Allan T.....LSLR1
 MORGENROTH, Frederick L.....LSCK1
 MORISSET, Jean-Paul P.....LSPW1
 MORRISON, Robert C.....P1ET4
 MORTIMER, Hayward A.....LSQM1
 MOSS, Brian E.....P1RP3
 MOSS, John R.....P2AR2
 MUIR, John W.....P1ET4
 MUIR, William G.....P2RS3
 MUISE, Eric A.....LSQM1
 MUNROE, Glenn N.....P2RD3

NAGEL, Richard A.....P2RP2
 NEFF, John.....LSTD1
 NEGRICH, Raymond M.....LSCV1
 NELSON, James E.....LSTD1
 NEWMAN, Frederick G.....LSLM1
 NICHOLSON, James A.....LSTD1
 NICHOLSON, Robert K.....P1RP3
 NIXON, Irvn W.....LSTD1
 NORGAARD, Lloyd H.....LSAA2
 NORMAND, Jean-Guy.....P1SH4
 NOWLE, Anthony.....LSLM1

O'HERON, William A.....LSRP1
 OJA, Elgin B.....P2EG3
 ORR, Creighton L.....LSLM1
 OVESTRUD, Erick J.....P1ET4

PARKER, Garnet D.....LSRP1
 PARSONS, Donald F.....LSCR1
 PARSONS, Robert A.....P2AA2
 PATACAIRK, John E.....LSRP1
 PERRY, Henry J.....LSQM1
 PETERSON, Raymond J.....LSRP1
 PICKTON, Clifford J.....LSLM1
 PORTELANCE, Jeannot J.....LSAA1
 PORTER, David R.....LSLM2
 POTTS, Donald G.....LSCR1
 PRICE, Harold E.....P1ET4
 PUGH, Robert L.....P2LR2

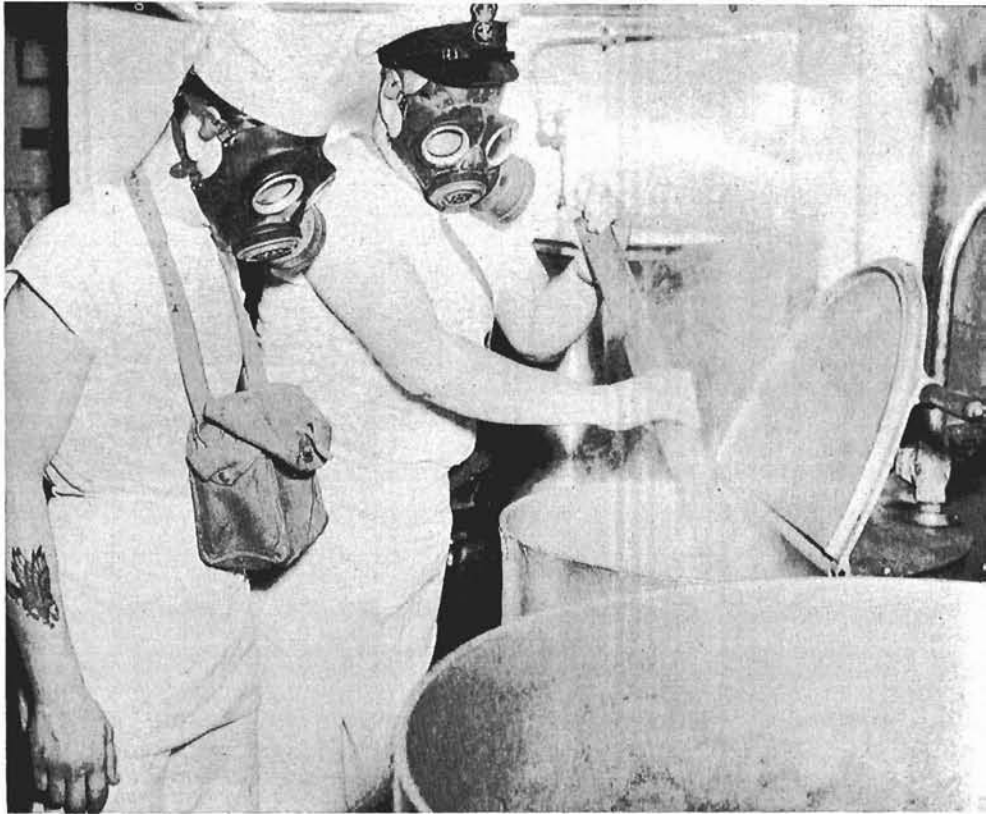
QUEE, James F.....LSLM2
 QUINN, Pearle G.....LSQM1

RANKIN, David F.....LSQR1

ANSWERS TO QUIZ

Following are the answers to Warship
 Recognition Quiz No. 5:

1. British "Daring" class ship.
2. Italian cruiser Raimondo Montecuccoli.
3. U.S. cruiser Roanoke ("Worcester" class).



Every time ABCD drill comes around (and that's for half an hour, once a week) the cooks on board the Magnificent are confronted with their own alphabetical problem: (a) How to sample the soup? (b) How to whistle while preparing plum duff, as required by tradition? (c) How to tick off critics in the honourable manner of seacooks? These questions unanswered, AB L. A. Myers and PO William W. Clinton carry on nobly under adversity, serene in the knowledge that the swarms of libertymen returning on board for meals are proof that gas masks aren't a necessity in preparing the "Maggie's" meals. (MAG-5244)

REEVES, Donald M.....LSLR1
 REYNOLDS, Harry R.....LSLRS
 RIDLEY, Ernest G.....P1PH3
 RIVA, John E.....P1RT4
 ROADHOUSE, Ercell L.....LSCK1
 ROBERT, Lucien J.....P1EA4
 ROBILLARD, George R.....P2RP2
 ROCHEMONT, James A.....LSCS2
 ROE, James G.....LSTD1
 ROSEHART, Kenneth.....P2EG3
 ROSKO, Sam.....LSEM1
 ROSS, John A.....LSRS3
 RUTKA, Nicholas F.....LSLM2
 RYAN, Jeremiah R.....LSLM1

SABOURIN, Laurier E.....LSLM2
 SAMS, Kenneth H.....LSAA1
 SAMSON, Paul J.....LSLM1
 SCALES, Darrell.....LSCK1
 SCHERMERHORN, Norman C.....LSTD1
 SEAGER, Kenneth R.....P2ED3
 SEARS, George E.....LSAA1
 SHANKS, Raymond F.....LSRP1
 SHAW, Garneth.....P2RC2
 SIEMANS, Aaron P.....LSQM1
 SIMMONS, Albert.....LSQRS
 SIMPSON, Lloyd W.....LSLM2
 SLAUNWHITE, Nelson E.....LSLM1
 SMITH, Alan G.....LSEM1
 SPICER, George.....LSRC2
 STACK, John J.....LSLR1
 STANHOPE, David A.....LSRC1
 STEVENS, Ronald G.....P2AA2
 STEWART, Lea C.....P1RT4

TAYLOR, Murray F.....LSLM2
 TAYLOR, William H.....LSAA1
 THERIAULT, Eugene J.....LSMA1
 TILLEY, John B.....LSAA1
 TREMBLAY, Alfred J.....P2EM2(NO)
 TUCKER, Andre J.....LSLM1
 TUCKER, Thomas E.....LSAA1

VAIL-BARBIN, Solomon J.....LSMA1
 VERNER, Burston J.....LSAAS
 VERSCHUERE, Julian G.....P2DV3
 VINCENT, John J.....LSLM2

WALKER, Albert S.....P2RS3
 WALL, James J.....LSTD1
 WARWICK, Donald E.....LSCK1
 WHITE, Kenneth A.....LSRC2
 WHITEMAN, Albert A.....LSLM2
 WILLIAMS, Kenneth J.....LSRP1
 WYBER, William D.....LSQR2
 WYLIE, Philip J.....LSEM1

YAWORSKI, Joseph J.....LSLM2
 YOUNG, Howard J.....LSCK1

ZAHN, Arthur K.....LSLM1

"Bumboat" Not Hobo Haven

"Bumboat" was the name used by RCN personnel for the swarms of water taxis which plied the waters of St. John's harbour, Newfoundland, during the war.

The name is more properly applied to the small boats used by native traders in tropical ports, also familiar to thousands of officers and men of the Royal Canadian Navy as a result of postwar training cruises.

The name "bumboat" casts no aspersions on the occupants. It derives, as a matter of fact, from "boom boat", the craft being permitted in former times to tie up at the ship's boom.

This is six-year-old Radmila, a Yugoslavian girl in Germany, who has been adopted by the coastal escort Wallaceburg under the Foster Parents' Plan for War Children. (HS-30392)

RADMILA: *Warship of Steel Discloses Heart of Warm Humanity*

A ship, though a mass of steel, can have a human heart and evidence of this lies in the story of how HMCS Wallaceburg became a foster mother.

At a ship's welfare meeting on board the Algerine coastal escort on November 17, 1953, presided over by Lieut. R. F. Gladman, executive officer of the ship, AB David Frederick Smith, of Toronto, introduced a motion that "application be made to the Foster Parents' Plan for War Children on behalf of the ship to become parents of a young girl".

The motion, seconded by PO Orville Boicey, of Almonte, Ontario, was passed unanimously, and it was agreed that the cost of maintaining the foster daughter would be borne by the Ship's Fund.

Lt.-Cdr. Ian A. McPhee, commanding officer, of the Wallaceburg, applied to the Foster Parents' Plan for a child for adoption. The plan was founded

in London, England, by Major John Langdon Davies, and now has projects in England, France, Belgium, Western Germany, Greece, Holland, Italy and Korea.

The organization, after careful consideration, chose Radmila Jovetic, a six-year-old Yugoslavian girl, a displaced person in Germany. Radmila's father had been serving in the Yugoslavian army under General Mihailovic when he met and married his childhood sweetheart. His wife, like many other Yugoslav women, joined with her husband and fought in the strange triangular war against Tito's partisans and the Nazis.

In 1945 their unit was cut off and they crossed the border into Italy, where they were met by the British and placed in a camp. In 1947 they were moved into Germany, where Radmila's father was given a job as block leader by the International Reconstruction Organization. A few months later, when they tried to emigrate to Australia, it was found that the little girl's mother and brother were suffering from tuberculosis of the lungs. They were hospitalized and Radmila was placed in another camp. Later, Mr. Jovetic developed a serious liver complaint, which calls for a very strict diet. Since this diet is impossible on their meager income, his health is steadily deteriorating.

In view of these circumstances, it was felt that Radmila would be a worthy subject for adoption by the men of the Wallaceburg. The little girl, with her big blue eyes, and blonde hair, has developed an ambition at her tender age to be a nurse, and her quiet disposition has made her well-liked by all who know her.

Arrangements were completed for the adoption, and the Wallaceburg became the mother of a little girl. Any members of the ship's crew who so desire may write letters to their little foster-daughter, which are translated for her by members of the organization, and Radmila's replies are the property of the whole ship when they arrive.

Parcels of food, clothing and little luxuries are made up for Radmila, and dates of interest to any little girl, such as birthdays and Christmas, are not forgotten. Maybe some people personalize a ship lightly, but to one little girl in Europe a ship of the RCN is indeed a person—in fact, a mother.—G.W.I.



Ship's representative to the National Welfare Committee, PO Arnold Maw, of Rockwood, Ont., packs a parcel to send to Radmila Jovetic, the little Yugoslavian girl "adopted" by the ship's company of HMCS Wallaceburg under the Foster Parents' Plan for War Children.



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N.P. 575-1194

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Printer to the Queen's Most Excellent Majesty
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