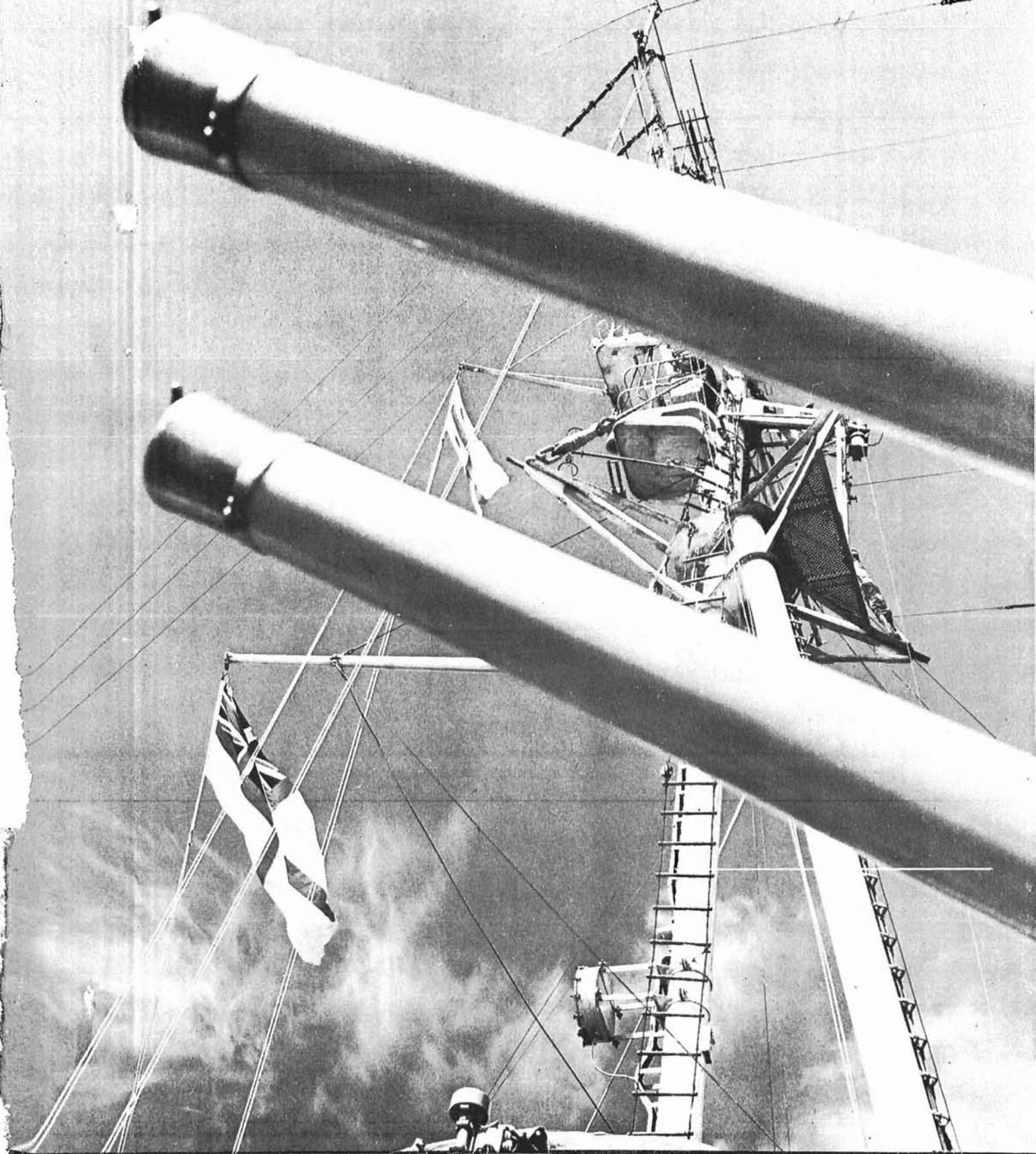


The CROWSNEST



Vol. 7, No. 3

January, 1955

A Message From the Minister

WHILE the past year has brought me new and greater responsibilities, it has also provided me with an increased opportunity of meeting and getting to know the personnel of our defence forces, including those of the Royal Canadian Navy, at work and during their hours of leisure.

The year 1954 was a year of continued growth for the navy. New ships have been commissioned, new shore accommodation has been provided and the RCN has attained a record peacetime enrolment of more than 18,000 officers and men. The regular force and the reserve represent an ever-growing contribution to the forces standing on guard for the free world.

We look forward to the New Year in the full expectation that the achievements of the past will be matched in 1955 and that the outstanding co-operation of uniformed and civilian members of the department which made this possible will be continued.

Only a few short months ago the guns fell silent on the last of the earth's major battlefronts. Let us hope, pray and work towards the end that they will remain silent and that the New Year will represent a stride forward in mankind's march toward the goal of lasting peace and freedom.

To all members of the Royal Canadian Navy and Reserve and to all their civilian co-workers, I extend my best wishes for a happy and prosperous New Year.

Ralph Campney

Minister of National Defence

The CROWSNEST

Vol. 7 No. 3

THE ROYAL CANADIAN NAVY'S MAGAZINE

JANUARY, 1955

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Cover Photo—What the coming months will bring is always to the fore in the minds of mankind at this time of year. The gleaming guns of HMCS *Quebec*, raised in a silent salute, are symbolical of the world's longing for enduring peace and the joint determination of the free nations to work toward that goal. (QB-1428)

AT THE GATE OF THE YEAR

This and the November issue of "The Crowsnest" have announced essay contests offering hundreds of dollars in prizes to naval personnel who have experiences or ideas to translate into the written word. The editors wish the contestants well.

At the same time, it is felt that there is no harm in reminding officers and men that, even if they do not feel like honing their writing to competitive keenness, there is another outlet for verbal expression—this magazine.

The field is wide. Thoughts, experiences and facts about ships and the sea, the activities of your shipmates at home and abroad can all (within the limits of security and respectability) find a resting place in these columns.

Lyrical or prosaic, factual or fantastic, written contributions from Ordinary Seaman or Admiral can help to strengthen the sympathetic bonds of understanding between all members of the service.

—The Editors

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

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

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

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THE QUEEN'S PRINTER,
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Ottawa, Ont.



RCN NEWS REVIEW

Ships of the First Canadian Escort Squadron are shown at rest beside a Halifax jetty after their Mediterranean cruise. From the jetty outward are the Algonquin, Prestonian, Lauzon and Toronto.

Sioux Becomes Lone Ship in Korea

The destroyer escort *Cayuga* arrived in Esquimalt on December 17 after a 13-month Korean tour—one of the longest by Canadian warships.

The *Cayuga*, which arrived in Japan last January 1, carried out island defence patrols on the West Coast of Korea and engaged in numerous training and operational exercises with United States and Commonwealth ships.

Her operational programs took her to such places as Okinawa and Hong Kong on more than one occasion, while she paid informal visits to such Japanese ports as Tokyo, Nagasaki and Nagoya.

Meanwhile, the *Huron* and *Iroquois* headed homeward on the day after Christmas and are travelling to Halifax by way of the Suez Canal and Mediterranean, visiting several ports along the way. They are scheduled to arrive at Halifax on March 19.

The *Sioux*, which arrived in Sasebo on December 14, will be the sole RCN representative serving with United Nations naval forces in the Far East.

Frigates Readied To Join Fleet

Two more modernized frigates were to join the active fleet in January.

The *Sussexvale*, under conversion at Halifax, was to commission on January 8 for employment in the Atlantic Command, and the *Ste. Therese*, converting at Saint John, N.B., will commission there on January 24 and will proceed to the West Coast for duty in the Pacific Command.

The *Sussexvale* and *Ste. Therese*, both veterans of the Second World War, are

the ninth and tenth Prestonian-class frigates to commission following conversion in Canadian shipyards. Five others have been completed and placed in reserve and six others are undergoing conversion.

Reserve Tender For North Bay

A tender to HMCS *Carleton* was to be established at North Bay, Ontario, early in the new year, as an auxiliary to the Ottawa naval division.

The tender will provide training facilities for RCN(R) personnel similar to those of the parent division.



The latest badge to be authorized by Naval Headquarters to be worn at the option of the wearer when civilian clothing is permitted is a blazer badge for Wrens. The badge consists of an embroidered naval crown in silver superimposed on a light blue foul anchor, with a small silver bird perched on the ring of the anchor. (CN-2224)

Headquarters are in a building formerly a part of the Canadian Army Chip-pawa Barracks and facilities include a drill deck, classrooms and other instructional space, office accommodation and separate messes for officers, chief and petty officers and men.

First Submariners Depart for UK

The first draft of RCN personnel to undergo submarine training in the United Kingdom left Canada by air from Montreal's Dorval Airport on November 28. The draft, which travelled by chartered flight, was commanded by Captain R. A. Webber, Director of Officer Personnel at Naval Headquarters, and numbered 48 volunteers.

Eventually, nearly 200 Canadian naval personnel will be trained for duty in submarines. The second draft, totalling 80 men was scheduled to arrive in the United Kingdom about January 3, with a third group of 38 men arriving about three weeks later.

Six officers are included among those taking submarine training and the first two are already in England.

Squadron Back From "Med" Cruise

The First Escort Squadron (HMC Ships *Algonquin*, *Prestonian*, *Lauzon*, and *Toronto*) returned to Halifax on December 10 after an absence of three months, during which time the group steamed more than 16,000 miles, participated in two NATO exercises and visited several ports in the Mediterranean and western Europe.

The squadron left Halifax in early September, joined ships of other NATO

navies in Exercise "New Broom II" in the western Atlantic; and "Morning Mist" in the northeast Atlantic and spent two weeks in United Kingdom waters.

The ships left Londonderry in mid-October for the Mediterranean and visited Lisbon, Malta, Venice, Athens, Istanbul, Palma, Algiers and Ponta Delgada. The *Lauzon*, delayed at Portsmouth for boiler repairs, joined the group later in Grecian waters.

Labrador Ends Historic Voyage

HMCS *Labrador* completed her history-making circumnavigation of the North American continent on November 21 when she entered Halifax after an absence from her home port of four months.

The new Arctic patrol ship was greeted in traditional style by ships in port as sirens shrieked and whistles hooted their welcome. Since she last saw Halifax, the *Labrador* became the first warship in history to conquer the Northwest Passage.

Her ports of call following her mastery of the North included Esquimalt, Vancouver, San Francisco, Balboa and Grenada.

880 Squadron Trains in Bermuda

For the second time in 1954, 880 Squadron flew to the United States Air Force base at Kindley Field, Bermuda for extensive anti-submarine exercises with Canadian, United States and British ships.

The Avenger squadron left Summerside in mid-November and flew direct to Bermuda, remaining in the area until December 11. The frigate *Penetang* and HMS *Alcide*, Royal Navy submarine based at Halifax, were among the ships that participated in the exercises. The *Alcide* returned to the United Kingdom on December 7.

The squadron took part in similar exercises in the Bermuda area last spring.

Launching Held For Two DEs

Two more destroyer escorts were launched in Canadian shipyards late in 1954.

HMCS *Restigouche*, sponsored by Mrs. J. G. Knowlton, wife of Rear-Admiral Knowlton, Chief of Naval Technical Services, was launched at Canadian Vickers Limited, Montreal, on November 22. Rear-Admiral H. N. Lay, Vice-Chief of the Naval Staff, represented the Naval Board at the ceremony.

HMCS *Assiniboine* was launched without ceremony at Canadian Indus-

tries Limited, Sorel, Quebec, on December 2.

The ships are the seventh and eighth to be launched of 14 destroyer escorts currently under construction in Canadian shipyards.

Huron Spends Four Days in Tokyo

During her third tour of duty in the Far East, the *Huron* paid an informal visit to Tokyo in November. The ship began a four-day stay on November 11 when she berthed at Shibaura Dock and her officers and men began a round of formal and informal functions, sight-seeing tours and shopping.

Captain J. C. Pratt, Commander Canadian Destroyers Far East and command-

ing officer of the *Huron*, paid calls on the Canadian and British ambassadors and on Japanese and American officials. Commonwealth, Japanese and United Nations Command officials were entertained on board at an official reception and a buffet luncheon.

Statue Presented To Training Ship

An interesting example of early Brazilian art was presented to HMCS *Quebec* during the training cruiser's stay in Rio de Janeiro.

The gift was a small statue of Mary of the Immaculate Conception and its donor was Captain Michael Power, a master mariner from St. John's Nfld., who has represented the Old Colony's

Contest for Naval Personnel

Your Best Story May Bring You \$100

"*Canadian Shipping and Marine Engineering News*" will devote its March 1955 issue to the Royal Canadian Navy. This will be the fourth special annual naval issue of this publication.

To mark this event the editors take pleasure in announcing a \$100 Prize Contest, open to naval personnel only, for an article or story describing the most interesting personal experience undergone while serving at sea on board one of Her Majesty's Canadian Ships during the past five years.

The following are the conditions of the contest:

1. The contest is open to all personnel, regardless of rank, serving in the Royal Canadian Navy, regular force or active reserve, as of January 1, 1955, with the exception of
 - (a) Officers and men appointed or drafted for naval information duties.
 - (b) Officers and men of the RCN(R) employed in civil life by the Maclean-Hunter Publishing Co., Ltd.
2. Articles or stories must be original, must be written personally by the contestant, must not have been previously published and must present a true account of an incident or incidents from the contestant's own experience at sea in one of HMC Ships during the five years preceding February 10, 1955.
3. Articles should be clearly legible, written on one side of the paper only, and be from 800 to 1,200 words in length. If type-written they should be double-spaced.

4. Contestants MUST adopt a pen-name to appear on the first page of the submitted manuscript. Contestant's real name should be placed in a sealed envelope securely attached to manuscript by pin or stapler. Material otherwise submitted will be automatically disqualified.
5. Entries should be addressed to Director of Naval Information, Naval Headquarters, Ottawa, and envelopes clearly marked "Contest Entry".
6. All entries must be received at Naval Headquarters by February 15, 1955.
7. Only one entry from each contestant will be considered.
8. Winning entry will be awarded a prize of \$100 and will be published in the March 1955 issue of "*Canadian Shipping and Marine Engineering News*". The editors reserve the right to publish any other entry in any subsequent issue of the publication during the ensuing six months, for which regular space rates will be paid.
9. The Board of Judges will consist of Captain (SB) William Strange, Director of Naval Information; Ralph Allen, Editor of "*Maclean's Magazine*", and Eric R. Axelson, Editor of "*Canadian Shipping and Marine Engineering News*".
10. Decision of the judges shall be final.
11. It is understood that each contestant, in submitting his entry, automatically accepts the above rules and conditions.

fishing interests in Brazil for 33 years.

The carving is a unique example of the lost woodcarving art in Bahia, about 900 miles upcoast from Rio. The detail in the figure, which is about a foot tall, is painstaking and the robes are rich in colour.

Chaplain (RC) Hugh McGettigan, another Newfoundlander, planned to display the statue on his altar during special services. At other times it reposes in the captain's cabin.

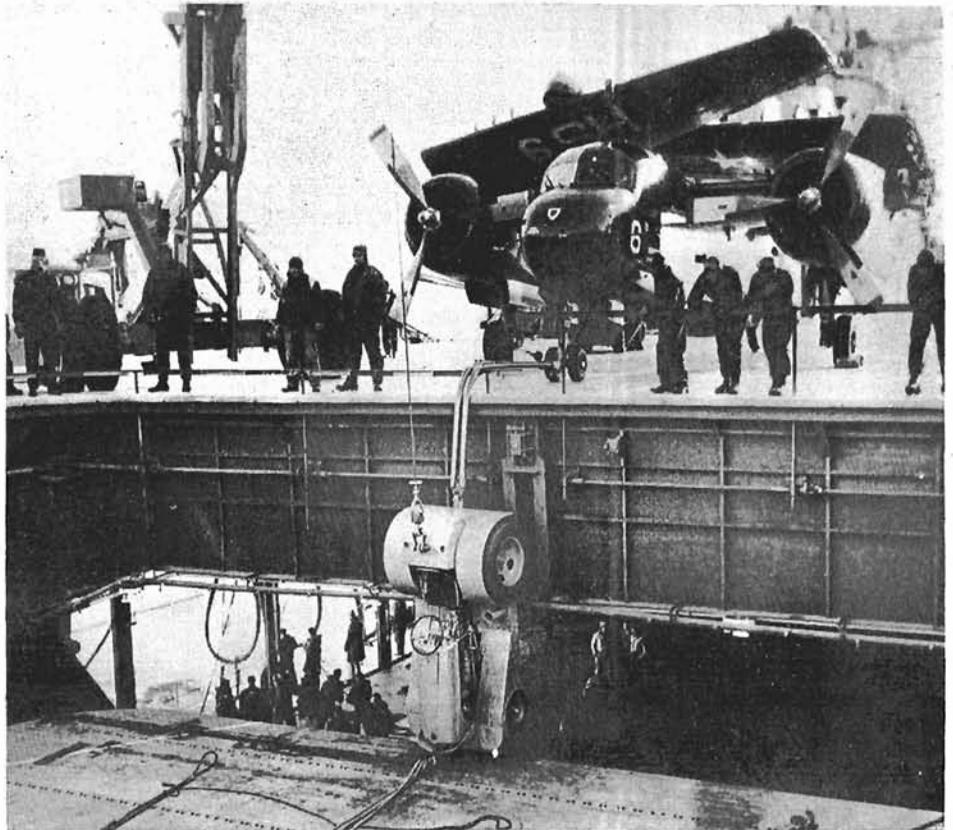
Captain Power and his Greek wife are well known in Newfoundland. He was educated in St. John's and has a brother Rev. John Power, in St. Patrick's Parish there.

Prompt Action Saves Aircraft

Because PO Robert Spicer, RCN, did the right thing at exactly the right moment—namely, slam on the brakes, the U.S. Navy retained in service a slick, new plane which looked to be headed for the junk heap.

As plane captain of a Grumman S2F, PO Spicer was "riding the brakes" across the angled flight deck of USS *Antietam* to the forward elevator. Just as the towing tractor drove onto the elevator, the lift's mechanism failed and the elevator started downward.

The tow bar of the tractor was bent into a right angle as if it were a piece of rope and the vehicle dangled precariously in midair and was slowly drawing the aircraft into the abyss.



If a film of the incident were run in reverse, it would appear that a Grumman S2F anti-submarine aircraft had gone fishing and caught a tractor, instead of the intended game. What actually happened was that the forward elevator on board USS *Antietam* started down on its own and PO Robert Spicer, RCN, in the aircraft, slammed on the brakes just in time to prevent a major smashup. (Official Photograph, U.S. Navy.)

With the nose wheel of the S2F just a couple of yards from the brink of disaster, PO Spicer went into action. He applied both wheel and parking brakes and the plane ground to a halt.

Had there been a second of delay, both PO Spicer and a costly aircraft would most likely have required extensive repairs.

PO Spicer has been training along with a dozen more officers and men in the maintenance and operation of the S2F, the twin-engine anti-submarine aircraft which will replace the Avenger in the RCN. It combines the features of both "hunter" and "killer" aircraft and is designed to hunt down and destroy any kind of enemy submarine.

The son of Mr. and Mrs. L. A. Spicer of Thamesford, Ont., PO Spicer is the husband of the former Ivey Beck of 978 Richmond Street, London, Ont.

Bond Workers Praised by CNS

The success of last fall's Canada Savings Bond campaign has been recognized by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, in the following message to the Fleet:

Belay That Last Pipe

Large whales went to their doom from time to time during the Second World War from barrages of depth charges from warships whose asdic operators had mistaken the marine mammals for U-boats.

Off Sambro Light, outside of Halifax, lies a rock whose appearance from a certain angle caused more than one eager lookout to report a surfaced submarine. There were even rumours—not easily verified—that the cry of "Stand by to ram!" had gone up on occasion. If such were the case, the nature of the "enemy" was learned in time to avert disaster.

Many former lookouts must still be living who blush to recall the occasions on which they had to follow up an aircraft sighting report with: "Sorry, sir. It's a seagull."

The South African armed forces magazine "Commando" has printed a paragraph on an ancient case of mistaken identity. A French war vessel once sighted at night what it took to be an English warship and bombarded it continuously till morning—only to discover that the "enemy" was Sall Rock, a small West Indies island.

"The Canada Savings Bonds Series Nine campaign exceeded the quota by ten per cent, in spite of the fact that this year's quota was 27 per cent greater than last year. Please convey my congratulations to all organizers and canvassers for a job well done."

'Sweeper Down To Crew of Two

*"Oh, I am a cook and a captain bold,
And mate of the Nancy brig,
And a bo'sun tight, and a midship-
mite,
And the crew of the captain's gig."*

If you are acquainted with the poetical works of William Schwenk Gilbert (senior member of the firm of Gilbert & Sullivan), you will recognize the foregoing as an extract from "The Yarn of the Nancy Bell". The narrator had acquired his unique status by dint of diligent cannibalism.

One of Her Majesty's Canadian Ships almost achieved like distinction. It wasn't cannibalism, but the transfer of the *Miramichi* to the French Navy, which brought the ship's company to numerically low estate.

Lieut. David Scott, commanding officer, and his entire ship's company, Ldg. Sea. Fred Duffy, kept the White and Blue Ensigns flying until the French crew arrived to run up the Tricolour.



York Battles Hurricane Hazel

THE DISASTROUS FLOODS that struck Toronto in the wake of Hurricane Hazel in October provided HMCS *York* with what was perhaps an unprecedented opportunity in peacetime to serve the community. And the manner in which the ship's company responded to the call for assistance in this tragic emergency has brought highest praise from many quarters.

From the early dawn hours on the first grim Saturday of October 16, when

the commanding officer's call for volunteers was broadcast in the final mopping-up operations in which *York* personnel participated, more than 200 reservists and permanent force members of the ship's company and a large number of Sea Cadets took part in "Operation Hazel". Two permanent force men, Ord. Sea. R. W. Bawtzenheimer and Ldg. Sea. H. R. Frier, home on leave from the East Coast, also volunteered their efforts.

Chief of Naval Staff Sends "Well Done"

An official "well done" was despatched from Naval Headquarters to HMCS *York* immediately following Hurricane Hazel flood disaster. Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, sent his personal congratulations:

"I congratulate the officers and men of *York* on their efforts during the recent flood," read his message in commendation of the prompt and efficient action taken by personnel of the Regular and Reserve Forces, and the Sea Cadets, following Hurricane Hazel.



Captain R. I. Hendy's call for volunteers to help in the emergency was first carried by Toronto radio stations about 5 a.m. and continued at regular intervals after that, aided by telephone calls to members of the ship's company who could be reached. The response was immediate and by about 6 a.m. a whaler and crew was en route to the Humber River by truck.

With Captain Hendy and Cdr. L. D. Stupart directing operations from *York*, crews were assembled and whalers despatched to Weston, Long Branch, Woodbridge, Etobicoke and later Holland Marsh..

By noon 12 whalers and dinghies from *York* and Sea Cadet Corps establishments *Ark Royal*, *Illustrious* and *Haida* had been sent out to the flood disaster areas complete with crews in addition to other parties to assist in rescue work searching for bodies.

Achievements of the officers and men of the Royal Canadian Navy and Reserve when rescue operations were at their height were reported in the three Toronto newspapers. Some of these have already been mentioned in "The Crowsnest".

During rescue operations in this area, at least six reservists were overcome with exhaustion and required medical treatment.

Whalers loaded with homeless people were pulled by civilians and sailors alike toward waiting ambulances and trucks.

"Men like Lieut. Peter Wilch, Cdr. Wilfred Houghton, CPO Frank Hop-

YOU GO YOUR WAY; I'LL GO MINE

Operation Hazel was not without its unusual and lighter moments.

Early in the day, one of the whalers, with Lieut.-Cdr. W. J. Turner of HMCS York in charge, was temporarily provided with horse power. While looking for people in distress along the Humber River, Lieut.-Cdr. Turner's crew spotted a horse still tied to a stall in a barn with flood waters eddying about the animal. They were able to make a halter of sorts with the boat's painter and tried to tow the horse to dry land. However, the animal had other ideas and set off in his own direction, towing the loaded whaler along for some distance before a crewman was able to jump astride his back and attempt to guide him in the proper direction. This also proved difficult and he was at last turned loose.

Later in the day CPO Franklin Hopkins walking around the muddy river flats at Woodbridge looking for bodies of flood victims wound up in an odd predicament. The sticky ooze was knee deep when he stumbled and fell forward. As he put out his hands to save himself, they sank in past the elbows in the muck and he was unable to move until assisted by another member of the party. He had nothing on CPO W. R. Franklin, however, who lost all his friends by stepping into a septic tank while wading around at Woodbridge.

The flood almost washed out temporarily, the wedding plans of Ldg. Sea. William Lazenby, who lives west of the Humber in the west end of the metropolitan area. Bride and church were in Toronto. However, after a hectic afternoon of phone calls, Ldg. Sea. Lazenby was able to get across the river on time for his nuptials.



One of the many York reservists, who volunteered their assistance in the Hurricane Hazel flood disaster, Ldg. Sea. R. E. Scanlon brings a dog from a flooded Woodbridge, Ont., home, where the dog was marooned all night in an attic.

kings, AB Albert Pucknell, AB John Taggart and Ord. Sea. Jim Doige will indeed never be forgotten by residents of Woodbridge and nearby Pine Grove," said one press report.

One elderly man who told the Navy he would go down with his house was forcibly removed to a waiting whaler by three seamen.

A three-months-old baby girl who spent Friday night in a flooded home with her father and mother, finally made dry land.

In other areas and in other ways, the Navy shared honours with police, firemen and soldiers.

Behind the Old Mill in Etobicoke, Gerald Elliott, 33, took refuge in a swaying willow tree in eight feet of water before midnight Friday. Not before 7 a.m. on Saturday was he rescued by a harbour policeman after futile

Lines Shot Over River by POs

The following letter from the Manager, Bell Telephone Company of Canada, was received by Lieut.-Cdr. Earl A. Grant, Staff Officer, HMCS York:

"During the aftermath of the storm (Hurricane Hazel) Saturday, October 16, Petty Officers M. A. Scott and R. E. Hayward were loaned to our company and were assigned to shoot two pairs of lines across the Humber River at Lawrence Avenue in the town of Weston. The bridge at this location had washed out.

"This work was successfully accomplished and it assisted us materially in establishing temporary vital communication services.

"Will you kindly extend to those concerned our sincere thanks for a job well done and accept our appreciation for your granting permission for assistance."

attempts by volunteer sailors to launch a Navy whaler in the swirling waters.

Following the tragic week-end, naval personnel assisted in the gruesome task of searching for missing bodies. On Monday, October 18, the entire permanent staff complement of the Toronto naval division, along with five reservists, proceeded to the Humber River in the Dundas Bridge area. Small boats were used in the search operation with the men prodding the debris along the banks of the river.

A call later in the week from the chief of police in Long Branch raised ten permanent staff volunteers for search duties along a three-mile stretch of Lake Ontario's shore line. When

the need for more men in this operation was apparent, 30 reservists were telephoned Friday evening. All day Saturday the group searched unsuccessfully for dead.

In addition to search and rescue work, the Navy helped to clear away smashed yachts and other debris. York's supply department supplied blankets for refugees from the flood and oilskins for relief workers.

Only one casualty among the volunteers was reported. AB A. S. Pucknell, suffered torn ligaments in his arm when he was dashed against the side of a swamped boat during rescue operations. (Compiled by Naval Information Staff, HMCS York.)

A SLIGHT ERROR IN IDENTIFICATION

A sidelight on Hurricane Hazel appeared a few weeks ago in a column written by Sub-Lt. A. C. Taylor, RCN(R), of "The Barrie Examiner":

"I got quite a kick out of one little incident which occurred during the rescue operations at Holland Marsh during the weekend.

"I had one out in a rescue boat with Al Harris of Barrie, just as dawn was breaking on Saturday morning and, as we were having a pretty rough passage amid the debris, we suddenly heard the sound of aircraft coming up from the direction of Toronto.

"These were some of the planes which had been called in to survey the damage

and Al, naturally, being an ex-RCAF type, shouted over to me in the boat: 'That's always the way, Scotty. Whenever there is trouble the air force is always right in there!'

"I made a little grunting sound and thought to myself: 'Well, it would be darned hard to get a destroyer or something in here.'

"Just then one of the leading planes in the formation must have caught sight of our little boat because he peeled off from his formation and came roaring down to have a look at us.

"He zoomed over us at about 40 feet and as he did so he wagged his wings and there it was . . . the word NAVY underneath his wing!"

They were aircraft of VC 920, HMCS York's reserve squadron.



Personnel of York followed up rescue operations with financial aid for victims of the floods accompanying Hurricane Hazel. The messes donated \$650 to the Ontario Hurricane Relief Fund. Cdr. L. D. Stupart, executive officer, accepts a cheque from Ldg. Sea. Robert K. Duncan, president of the seamen's mess.

The Bitter Bittern

The Quebec's bitter bittern is strictly a chilled chicken in the Nova Scotia Museum now. The cruiser was taking part in Exercise New Broom II to the east of Newfoundland and Cape Breton when the crew got the bird.

AB Charles Margerison, a communicator on watch on the flag deck, was suddenly whammed in the back of the head. The projectile resolved itself into a feathery bundle of fright and a slashing beak. The darkness didn't help matters any, either.

Cd. Communications Officer Jack Scott stopped the m el e with a flashlight and took the bird in hand. He has nipped sharply for his efforts.

For several days, attempts were made to feed the strange long-billed visitor and it in turn tried its best to slash anyone in range. Lt.-Cdr. Julian Be-



noit, the navigator, poked his head too close and just missed getting his eyes torn out. As it was, he got several cuts on face and hands.

Mr. Scott took the bitter critter to the provincial museum when the ship made port, so it could be identified. It turned out to be an American bittern, habit e of freshwater swamps. Hurricane Edna had blown the bird about 140 miles out to sea.

A bird rarely seen by day, the bittern was requested by the museum. Placed in a tank complete with guppies, it remained as mean as ever, eventually dying from starvation. The museum staff had it in the deep freeze when the Quebec sailed again and intended some day to mount it.

The Armed Services Leave Centre

Organization Is Link Between Civilians, Sailors

A CENTRE, where civilians and service personnel in the Victoria area can get together to strengthen the existing bonds of good fellowship, has become a reality with the recent formation of the Armed Services Leave Centre.

Strongly backed by Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, the idea of forming such a centre was taken up by a group of prominent Victoria business and professional men.

Their society was duly registered as the Armed Services Leave Centre under the Societies Act of British Columbia and the following were named member of the Board of Directors: Logan Mayhew (president of the Centre), president National Motors Ltd.; Claren N. Chubb, manager, Hudson's Bay Company, Victoria; Brigadier F. N. Cabeldu, president, F. N. Cabeldu Ltd.; Thomas G. Denny, Standard Furniture Company; Harold B. Elworthy, president, Island Tug and Barge Ltd.; M. Aubrey Kent, president, Kents Ltd.; Robert H. B. Ker, chairman, Ker and Stevenson; J. Courtney Had-dock, director, Woodward's Stores Ltd.; James M. Lackie, manager, Canadian Stevedoring Company Ltd., Vancouver Island; Lieut.-Col. George Paulin, president, Black Ball Line Ltd.; F. A. E. Manning, director, British America Paint Company and president, Manning Timber Products and Manning Fuel; Hubert A. Wallace, vice-president and managing director of Yarrows Ltd.; Captain Oliver J. Williams, manager, B.C. Coastal Steamship Service; J. Stuart Keate, publisher, Victoria Daily Times Ltd.; Arthur Dowell, president, Dowell's Cartage and Storage; Harold Husband, president, Victoria Machinery Depot; George H. Wheaton, president G. H. Wheaton Ltd.; Ernest W. Arnott, vice-president, B.C. Electric, Vancouver Island; Dr. Gordon H. Grant; the Hon. William C. Woodward, president of Woodward's Stores, and Mr. William Gilmour, manager, T. Eaton Company of Canada Ltd. (Victoria).

Broadly speaking the objects of the society are:

(1) To establish liaison between the civilian population and the personnel of the Armed Services in Greater Victoria and contiguous territory to bring them closer together in a bond of good fellowship.

(2) To provide a centre as a common meeting place whence assistance can be rendered to personnel of the Armed Services in finding wholesome recreation, entertainment and amusements in off-duty hours.

(3) To provide means and facilities and do all such things as are or may be incidental or conducive to the attainment of the above objects.

Mrs. Lynda Murphy was engaged as managing secretary and in September the centre commenced operations with temporary headquarters in Nelles Block at HMCS Naden.

During these first few months Mrs. Murphy made a good start toward establishing a close liaison between the services and civilians—the primary objective. Through this medium the serviceman has been invited out on week-end hunting and fishing trips, Sunday dinners in Victoria homes and to various other private outings. However, it is not a one-way street, for the serviceman

has responded to calls received at the centre for volunteers to assist in local charitable projects.

A further stride forward was made in the progress of the organization with the recent acquisition of space for quarters in downtown Victoria. The address of the new location is 1314-A Government Street.

The new quarters will be ready for occupancy early in 1955 and will include a lounge room, canteen, office and locker room where naval personnel serving in ships can keep their personal belongings.

"I am sure you will appreciate that it is in the national interest that there must be a good understanding in the relationship between the Armed Forces and the other citizens of Canada," Rear-Admiral Hibbard said in a directive to commanding officers of ships and establishment in the Pacific Command, in which he called for wholehearted support of the Leave Centre.

"It is particularly important that the civilians understand the missions of the



In the temporary headquarters of the Armed Services Centre, on "A" deck of Nelles Block, at HMCS Naden, Mrs. Lynda Murphy, managing secretary, is shown with Ldg. Sea. Richard Bennett, Belleville, Ont. (centre) and AB Harry Collie, Toronto. The two sailors called on Mrs. Murphy to make travel arrangements for going home for Christmas. (E-29645)

armed forces and their attendant problems. I believe this can be done best in the field of 'human relations'. It must be accepted that the scale of defence effort is ultimately gauged by the extent of support, both financially and morally by the people of Canada.

"In so far as the Navy is concerned, those views are held by the leading citizens of Victoria, in many walks of life. This is not enough, however, to achieve the understanding which is so necessary. If our sailors are to enjoy many of the benefits of community life in Victoria, they will wish an opportunity to meet and know some of the citizens and become effective members of the community.

"A good liberty port is where you have some friends. It is with these thoughts in mind that an Armed Forces Leave Centre has been formed by a group of prominent business and professional men in Victoria."—B.J.G.

BOILER PARTIES SERVED "QUEENS"

Thumbing through his souvenirs the other day, Lieut.-Cdr. (E) H. S. Salt, RCN(R) (Ret.), of Montreal, came across a wartime cartoon which summed up the "happy" experiences of the stoker working parties, who operated from Jetty No. 4, in the Halifax dockyard.

During the Second World War, the boiler parties cleaned an average of more than 100 boilers a month and in their comparatively idle moments built a chimney and laid a railway track.

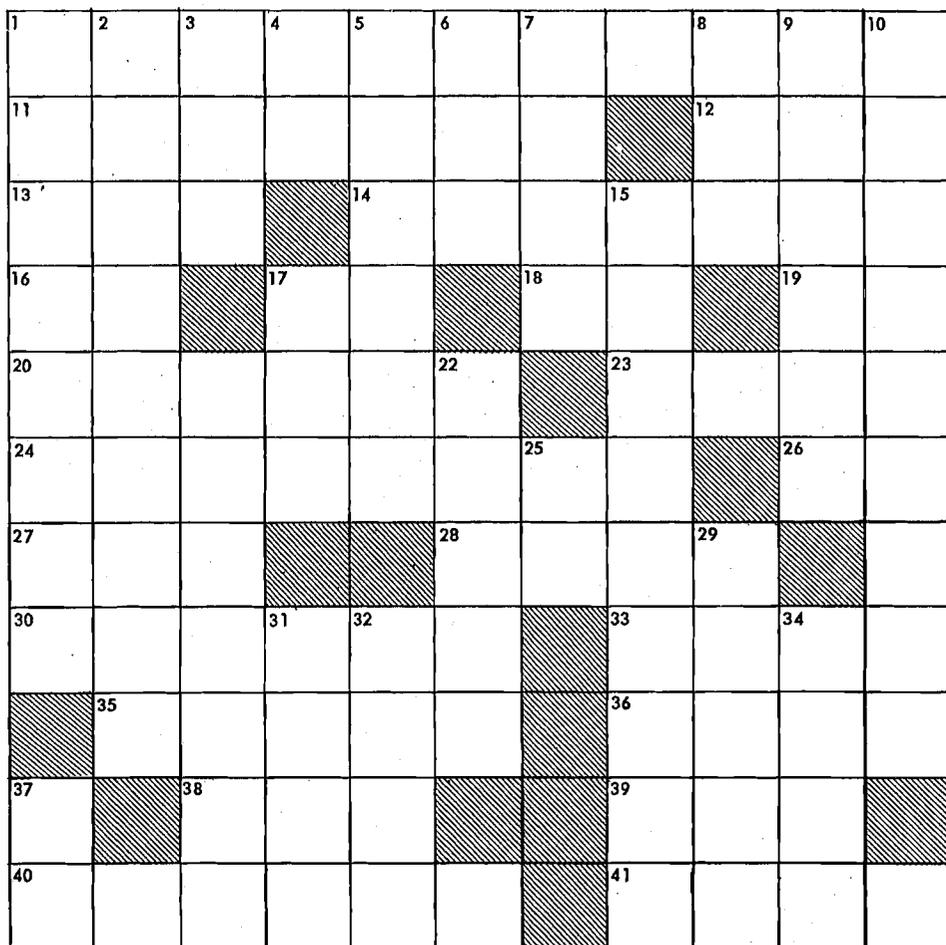
The stokers not only took care of the boiler needs of frigates, destroyers, corvettes and minesweepers, cleaning tubes and stacks and repairing the brickwork, they also performed similar duties on board the "Ocean aristocracy", the *Queen Elizabeth*, *Queen Mary*, *Mauretania*, *Ile de France*, *Pasteur*, *Andes* and many others.

The boiler parties did their work diligently and well, but not without casting envious eyes at those lucky enough to tramp the ice-coated decks of warships in the North Atlantic and breathe salt air instead of soot.

The cartoon which Lieut.-Cdr. Salt unearthed shows a group of "Jeepbrook Salts"—newly-trained personnel from HMCS *Cornwallis*, whose location was then identified by its proximity to Deep Brook, N.S.—arriving on No. 4 Jetty, straining at the bit. Two weeks later, the cartoon indicates, the trend of conversation has changed to: "Has sickbay party fallen in yet?" . . . "Can I get 28?" . . . "I have to go back for my lunch," and "Is the war over yet?"

Crowsnest Crossword

by J. G. M.



Across

1. Spawning ground for an odd fish, generally believed to thrive on noise and confusion.
11. Motive power on Kontiki (var.)
12. Common word in the hatched, matched, and snatched columns.
13. Poetic synonym for our present fighter A/C.
14. Belayed.
16. An abbreviated taxpayer impresser.
17. A prefix again.
18. One notch above a squadron leader (abbreviation).
19. Prefix twice or double.
20. How hot was my toddy?
23. Magnesium silicate lubricator.
24. Under these conditions water becomes a hazard to our safe passage.
26. Amp-eater—marine variety (abbreviation).
27. Pusser pigeon roost.
28. Malayan riot.
30. How the fabled mouse freed the King of Beasts.
33. Cavity filling of more ballistic than dental importance.
35. Synonymous with a tactless reply to a sentry's challenge.
36. Spurs for a pachyderm cowboy.
38. A Service prefix.

39. Army version of UNTD.
40. The antithesis of our natural element.
41. At which we serve most of our time unfortunately.

Down

1. A painful way to prevent a sloppy end.
2. Rain cure "H" for Hazel (anagram)
3. Don't give a "d" for a dame.
4. Abbreviation for a measure of flesh.
5. Of the lowest division of tertiary strata.
6. Gains not legally gotten.
7. Artificial oyster bed.
8. A remarkable weight lifter with social instincts.
9. The tiffy wields a weapon with the utmost glee.
10. Normally done to a monument; what a missionary is.
15. Uncontrollable factors (3 words).
17. Biblical origin of the gentle sex.
22. O-28320; almost a P & RT character.
25. Giant U.S. industrial empire.
29. This was Bartlett's wont.
31. Past indicative plural of "be".
32. Arab prince descendant of Mohammed.
34. Membranous envelopes of a cyst or tumour.
37. Pusser reward for stick-to-it-tiveness.

(Answer on page twenty-eight)

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Cayuga

The *Cayuga* wound up her last patrol in the Far East with her crew members competing for top honours in a closely fought hobby contest.

While in the Far East more than a hundred members of the ship's company took an active part in hobbies, which varied from turning out fishing reels on the ship's lathe to bird watching.

Surgeon Lieut. A. L. Halpern, of Toronto, took a keen interest in the *Cayuga's* hobby fans and was ship's hobby officer during her third tour in the Far East. He made excellent use of the *Cayuga's* Hobby Fund, which was launched by a generous donation from the captain's father F. C. Hayes, Q.C., of Swift Current, Sask.

AB Lloyd Laird of Brantford, Ont., took first place with his leatherwork and was closely followed by PO Dennis Tomkins of Victoria, who took second place with a hand-carved chess set. Ldg. Sea. George Beck, Alert Bay, B.C., was third with his model aeroplanes.

Two petty officers won first place in the photographic section. They were PO Joseph Brown, of Cumberland, Ont., with a kodachrome transparency, and PO Ted Price of Victoria, B.C., with a roll of movie film.

Honourable mention went to POs John Gillot, Fred Meredith and Ted Price, all of Victoria; Ldg. Sea. Robert Cheese, of Montreal; Ldg. Sea. George Smith, of Melville, Sask.; Ldg. Sea. Neil Williams, of Brantford, Ont.; AB John Bean, of Upper Melbourne, and AB Keith White, of Edmonton.

A special prize for original work went to AB Harry Walker, of Edmonton, for a lamp made of a large conch shell. —J.A.B.

HMCS Sault Ste. Marie

The annual ship's dance of the *Sault Ste. Marie* was held on October 14 in the Crystal Gardens (Flamingo Room) with the ship's company, wives and guests attending.

The opportunity was afforded to bid farewell to the former commanding officer Lieut. H. J. Andrews, and to welcome Lieut.-Cdr. E. T. Coggins, (late

commanding officer of HMCS *Oriole*). Mrs. Andrews was presented with a lovely cocktail set on behalf of the ship's company, for which she graciously thanked all hands.

After a busy year of exercising and training cruises from Comox to San Diego, mainly with personnel of Victoria's naval division, HMCS *Malahat*, the *Sault Ste. Marie* now is to get a long rest. After the training cruise to Seattle December 3 to 5, the ship was paid off.

Part of her ship's company was to leave for Saint John, N.B., early in January to steam HMCS *St. Therese* to Esquimalt, the remainder absorbed by other ships and establishments. She was a good ship which could more than hold her own when and where required. —T.E.

HMC Ships Jonquiere, Digby and Brockville

Canada's expanding West Coast fleet has recently acquired three more vessels, two Bangor class coastal escorts, the *Digby* and *Brockville* and a modernized frigate, the *Jonquiere*. The three vessels arrived at Esquimalt on November 5, after a cruise of approximately 8,000 miles from the Great Lakes and Halifax through the Panama Canal.

Points of call were Nassau, in the Bahamas, Guantanamo, the U.S. naval base in Cuba, Kingston, Balboa, and Acapulco, and Manzanilla, in Mexico. Long Beach, California, was the last port visited before reaching Esquimalt.

Out of Halifax, the usual Atlantic ground swell was running, so that it wasn't long before those who had the "sea legs" found them, or those who hadn't suffered in secluded silence where and when possible.

On the trip down to the Bahamas, the first rumours of Hurricane Hazel were in the air. Once in Nassau, which we entered on a particularly beautiful tropical morning, where blue water stretched for miles along coral, palm-studded shores, we were soon absorbed in the romantic atmosphere of the place.

Here, everyone did just as much as time would allow, from swimming in the warm clear water of the marvellous beaches, to shopping for novelties for "the folks back home".



As can be judged by the models displayed here, some pretty stiff competition was generated by the hobby contest held during the *Cayuga's* last tour of duty in the Far East. Commander W. P. Hayes, commanding officer, is shown inspecting two sleek cruisers of the non-naval variety. Cd. Gunner (TAS) E. L. Anderson is in the background. (CA-809)

It was in Nassau, that three of us had a memorable swim in front of the governor's summer residence on the shore, after being told by the coloured police that we might make use of these facilities. We cavorted about for an hour or so in the warm breakers and were met by the friendly aide-de-camp as we were leaving the seclusion of the patio where we changed. "Quite all right boys. Glad you had a good swim!" he said in a thoroughly British accent.

This seemed to be the attitude in Nassau toward Canadian sailors generally, so that when we left it was with the strong feeling that we would be welcome to return.

From Nassau on to Panama we were very much aware of Hurricane Hazel's nearness and spent most of the time on the run there dodging it. On the way to Kingston, Jamaica, we put in at Guantanamo, Cuba, where we stayed overnight, but had to move out in the morning since authorities expected the hurricane to strike and the natives were so distressed they had to be evacuated to other parts.

We missed Hazel by only a few miles and got safely to Kingston.

From the land of Calypso we steamed across the Caribbean and through the Panama Canal, where the temperature was 116 degrees in the engine room, to Balboa. A couple of days' stay gave the crew time to visit Panama City and take a tour that included old Panama City, destroyed by the pirate Morgan, the alligator farm and much of the Canal Zone itself, and also gave an opportunity to purchase leather goods and panama hats.

Acapulco, our next stop, saw five of us sail to Afternoon Beach in the 25-foot cutter. We were swamped in the surf off shore and finally anchored our boat beyond the surf and went ashore in lifebelts where we sat beneath the palm trees and sipped cool, refreshing drinks.

A brief stop at Manzanillo to refuel, gave one petty officer a chance to try his luck at catching a shark on a hook fashioned from a large meat hanger. There were sharks there all right, because Mexican sailors were firing rifles into the water to keep them away from their buddies who were swimming around their ships. The PO, however, only succeeded in nearly hooking a large inquisitive pelican.

We headed north now, and in a few days stopped at Long Beach. Those of us who still had any money to spend, invested it in seeing Long Beach, visiting the huge recreation centre there, going by train or otherwise through Los Angeles to Hollywood and visiting the

broadcasting studios or picture shows, to say nothing of eating a shore-cooked meal or two—although the meals aboard were good.

After a few days travelling north we arrived off Cape Flattery, where a fairly heavy sea was running and the three ships in line rolled and pitched in a final taste of west coast Pacific weather, so that it was with relief to most of us that we entered Port San Juan and anchored for the night.

The big day for many of course was pulling in next day to the jetty at Esquimalt, where the pouring rain didn't hinder anyone from coming to meet the ships or men going ashore loaded with baskets and oddly shaped parcels and heads full of stories of varied adventures.

Stewards Honour Dead Sailor

Stewards from the *Quebec* paused during their ship's five-day visit to Rio de Janeiro at the graveside of the late Ldg. Steward G. E. Stuart, who died on April 11, 1946, during the cruiser's last visit to Rio. Stuart is believed to be the only sailor of the Royal Canadian Navy buried in South America.

The commanding officer of the *Quebec*, Captain E. W. Finch-Noyes, was executive officer of the ship, then known as HMCS *Uganda*, at the time of Stuart's death.

As the only member of the graveside group who had served in the *Uganda* with the dead steward, Captain Finch-Noyes placed a wreath against the tombstone in the old British Cemetery of Rio. Chaplain (P) Bruce Pegler led the small group in prayer.

Those present included Cdr. (S) Peter H. Sinclair, supply officer, Lieut. (S) Leslie Karagianis, catering officer, and five stewards from the *Quebec*: Leading Seamen Gordon Giroux and Gordon Hayman, and Able Seamen André Bourassa, John Marks and Reginald Warren.

"Would you like to make the trip again," I heard someone's wife remark.

"Yes," came the reply, "but not for awhile, and certainly not under the same conditions". I think that about expressed the feelings of all aboard. The Bangor coastal escorts are not equipped for extended tropical sailing. The air conditioning in the engine room and some of the sleeping accommodation are not designed for the tropics. Fresh water supplies, too, are limited in the diesel escorts and of necessity must be rationed.

However, as the Padre remarked on leaving the ship, we were fortunate in being chosen to make the trip which, as civilians, we could not possibly have afforded.—W.P.M.S.

ATLANTIC COMMAND

HMCS *Haida*

One of the busiest visits for officers and men of HMCS *Haida* on her return trip to Halifax from the Far East was to the port of Colombo, Ceylon.

During the two-day visit, Lieut.-Cdr. Mark W. Mayo, commanding officer of the *Haida*, and his officers were luncheon guests of officers of the Royal Ceylon Navy; were hosts to Captain P. M. B. Chavesse, DSC, RN, captain of the Royal Ceylon Navy at luncheon; attended a reception in their honour given by the High Commissioner for Canada and Mrs. J. J. Hurley and entertained at a reception on board.

Before sailing for Aden, members of the ship's company were hosts to children of Canadian families resident in the Colombo area. Both officers and men were entertained in groups by members of the Canadian, Ceylonese and British communities.

HMC Dockyard (Halifax)

The 20-odd vessels of the Royal Canadian Navy docked at Halifax during the holiday season proved once again that this is indeed a "Navy" town.

The usually drab waterfront was, this Christmas, made abundantly cheerful if not uniquely beautiful by the decorative effects of the many ships in port, equalling in some cases but not surpassing the original and delightful panorama achieved within the confines of HMC Dockyard which was the creation of personnel of the Royal Canadian Navy.

From suspended "Santas" to strings of colourful lights strung to and from all vantage points of the ships, to super-colossal electrically-formed crosses plus a generous display of the always popular and essential spruce or fir tree, the entire display drew the acclaim not only of senior naval officers but of the population and press of the city as well.

As in former years the front lawns of the administration building boasted two very large and pleasing decorated Christmas trees, while lesser departments vied with one another in spreading the message of good cheer.

At the Base Supply office, Lieut. S. Mitchell, and his entire staff held open house to hundreds of dockyard employees, while across the main square in the yard craft building, Cdr. K. A. Stone, Queen's Harbourmaster, Cdr. G. H. Stephens, SOYC, and Chief Engineer N. U. Anderson, EOYC, were "at home" to all Yard Craft personnel. Capt. R. G. Boyce, SMYC, was master-of-ceremonies.

In addition to these outstanding social events, various informal parties both on shipboard and ashore characterized the several days preceding Christmas, while the holiday itself was celebrated by senior naval officials in the traditional manner.

It might be fitting at this time to draw attention to the co-operative spirit which has so pleasantly animated relations between the naval and civil authorities in the Yard during the past year and which was so strikingly manifested during the festive season.—W.R.S.

Albro Lake Radio Station

A number of changes in personnel occurred at Albro Lake Naval Radio Station toward the end of the year.

Recent newcomers have included PO William Carson, who spent a year in charge of the Padloping Island radio station in the Arctic; PO Jacob Fehr, from the *Micmac*, and graduates of the CR2 course in *Stadacona*, Leading Seamen Donald Cruve, William Gaudet, Frank Micallef and Hugh Suddard.

HMCS Quebec

Sixty officers and men staged the "Bolero Burlesque" on the quarterdeck of the *Quebec* under tropical stars November 15. It was a rollicking ship's concert in which the actors had as much fun as the shipmates they entertained.

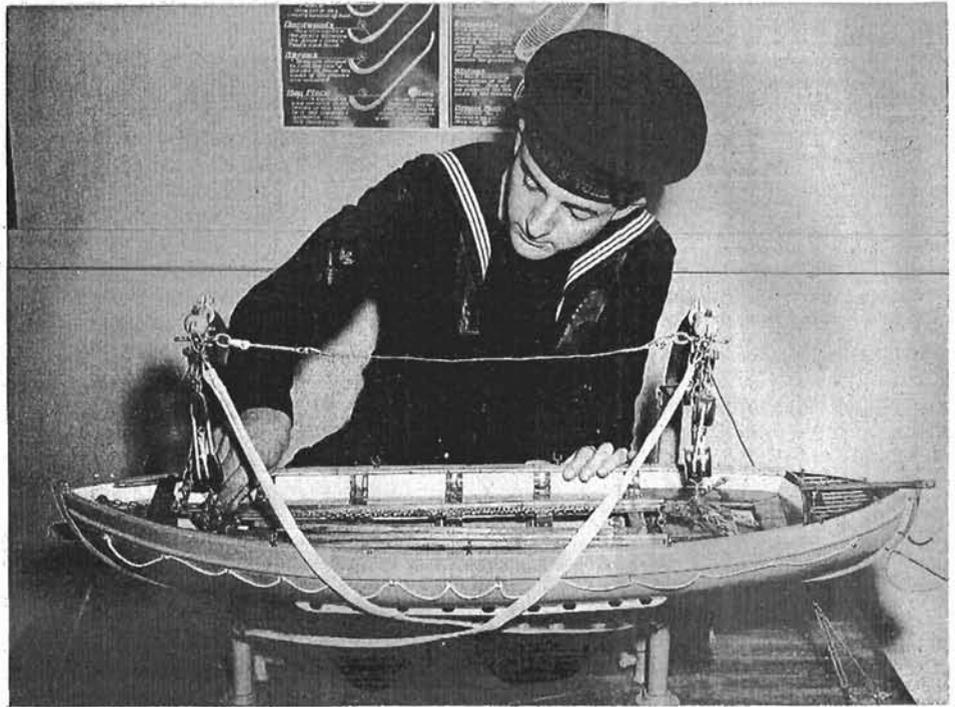
A surprising amount of musical and histrionic talent was revealed in the 14 acts which were presented on the eve of the ship's arrival off Trinidad for fuelling. The concert gave the ship's company a much-needed break in the closing days of a ten-day journey covering 3,500 miles from southern Brazil to Venezuela.

The cruiser arrived at La Guaira, the port of Caracas, which is booming Venezuela's capital, on November 18, during the seven-week training cruise from Halifax.

The visit to Trinidad on the way south in October provided inspiration for the opener. Ten officers and men played and sang a calypso about the *Quebec* which tickled the audience no end.

There were the usual skits about life afloat and pungent comments about shipmates. The old Navy favourite—the defaulter who gets five dollars and three days leave—went over better than ever, with Lieut. (S) Gerry Blackburn, of Halifax, playing the miscreant with telling effect.

"Midshipman Horatio Huff, RCN" was a clever radio farce, complete with commercials, put on by gunroom officers.



The bare hull of a whaler model has been transformed into a valuable training aid by the spare-time industry of AB Ronald J. Lanni, of the permanent staff of York, the Toronto naval division. AB Lanni is shown with his handiwork.

A blues trio—Ldg. Sea. Ron Lowry, Oshawa, and Able Seamen Phil Hollywood, Kingston, and John Cordiner, Stoney Creek, Ont.—was encored.

P.E. Islanders, paced by PO Harvey MacAusland, of Elmsdale, on the fiddle,

rendered some "Down East hoedowns. Tops on the harmonica was Ldg. Sea. Bob Appleyard, of Toronto, who concluded several encores with the "Manuet in G".

In the finale, CPO Jack Taylor, London, Ont., and CPO Don Andrews, Dartmouth, on the accordion, led cast and audience in a rousing "Viola".

Shipwrights and electricians worked hard to rig the stage, which was placed against "Y" turret and well provided with lights and mikes. Ord. Sea. Larry Babcock, North Bay, painted the backdrop with scenes ashore in Port of Spain and Rio.

Lieut.-Cdr. (L) Chris Mitchell, Ottawa, directed the production and CPO Ewart Penny, Toronto, was stage manager. Both are well-known in East Coast dramatic circles. Dozens of others were a great help.

Though hardly of Broadway calibre, the show went over well and accomplished its purpose as a morale booster.—H.W.

Order Baffles Supply Depot

The following message was received last November in the Naval Supply Depot, Montreal, from HMCS *Labrador*, and, despite a thorough search by the Inventory and Audit Division, the Depot has so far failed to fill the order:

"YOUR 252223Z NOV X NEW ENGLAND TRAWLER 20 HP BATHY THERMOGRAPHIC WENCH ON BOARD REQUIRES MODIFICATION X REQUEST SPARE WENCH BELIEVED HELD NSD MONTREAL BE SUPPLIED AND ARRANGEMENTS BE MADE FOR PRESENT WENCH TO BE SHIPPED TO MANUFACTURER FOR MODIFICATION."

The supply people are inclined to think that, despite their long sojourn in the Arctic, *Labrador* personnel are aware of the difference between a winch and a wench and suspect the message was modified en route.

NAVAL DIVISIONS

HMCS York

In Toronto's naval division, the name "HMCS York's Boys' Club" is synonymous with youth training, sports and hobbycraft.

Designed to give the sons of naval personnel within the ship an opportunity to take part in sports, hobbies and other

forms of youth recreation, the club meets Saturday mornings at York. Originally approved to operate during the summer months, the interest has been so keen that the commanding officer granted permission recently to operate throughout the year. The ship's fund gives financial support.

The club is open to sons of regular and reserve naval personnel, and friends from 11 years of age to 16. Membership cards are issued to boys who attend six regular Saturdays.

Instructors are provided by the ship for the training and guidance of the young boys.

Each morning is divided into periods to keep interest high. Softball is the main sport during warm weather. Another period may be taken up with a movie in the ship's projection room or a game of football or deck hockey on the drill deck. Hobby time takes up the final period. Models and other wood projects are constructed in the shipwright shop with help and assistance from the chief shipwright, CPO Frank Hopkins.

Officers of the club include Surg. Cdr. J. W. A. Duckworth, director; CPO Hopkins, assistant director; PO A. Gagnon, secretary-treasurer.—A.G.

HMCS Discovery

A brief summary of his career in the Royal Canadian Navy was contained in the cigarette case presented to CPO Ronald A. (Doc) Myles by the RCN staff of *Discovery* just before he went on leave as a prelude to his retirement in March. Engraved in the silver case were the names of all the ships and establishments in which CPO Myles had

The names of the ships in which he served during 25 years in the Royal Canadian Navy were engraved in the cigarette case presented to CPO R. A. (Doc) Myles by the RCN staff of *Discovery* as he went on leave previous to retirement. (Photo by Artray Ltd.)



served during his 25 years of naval service.

At the time of his retirement, CPO Myles was in charge of the RCN recruiting office at *Discovery*.

Born in Vancouver on December 7, 1910, he attended Henry Hudson and Kitsilano schools and the Vancouver Technical School. He left the last-named before completing his course and worked first as an errand boy for a drug store and later for four years as a butcher.

Plaque Records Battle Honours

A photograph of a wooden plaque showing the insignia and listing some of the battle honours of Royal Navy ships bearing the name "York", has been received by HMCS *York*, the Toronto naval division.

The reproduction was sent by the Lord Mayor of York, England, following correspondence with Captain Robert I. Hendy, commanding officer of *York*. The original plaque is kept in the Castle Museum, York.

The photograph shows the plaque to have a carving of the "Rose of York", which also appears in the crest by the Toronto unit, and lists the following battle honours won by ships of that name:

Schooneveld, 1673; Beachy Head, 1690; Bar Fleur, 1692; Martinique, 1809.

A total of ten vessels of the Royal Navy have carried the name *York* since the first, a third rate of 749 tons and 60 guns, was launched in 1654. The most recent, an 8,400-ton cruiser, was lost in action at Sunda Bay, Crete, in May 1941. Other battle honours won by these ships include: Lowestoft, 1665; Orfordness, 1666; Solebay, 1672; Louisburg, 1758; Atlantic, 1939; Norway, 1940; Mediterranean, 1940-41; and Malta convoys, 1941.

During his spare time he acquired quite a reputation as an athlete. He was named "king" of the Vancouver boy baseball pitchers when he was 12 years old and, in 1928, he won the junior championship of the Marine Drive Golf Club.

However, interest in slicing meat waned and sports headlines could not be converted into cash. He cast about for a new career and his choice finally landed on the Navy.

CPO Myles began his new entry training on March 17, 1930, at Esquimalt and for most of his sea-going career found himself in destroyers. These included HMC Ships *Vancouver*, *Skeena*, *Fraser*, *Ottawa*, and *Iroquois*. It was in the *Iroquois* that he experienced some of the most exciting moments of his life during hard-fought engagements in the Bay of Biscay. During the war, he also served in the Royal Navy's cruiser *Arthusa* and battleship *Malaya*.



Defence Minister Ralph Campney signs the visitors book at naval reserve headquarters in Hamilton on the occasion of his first visit there. Commodore Kenneth F. Adams, Commanding Officer Naval Divisions, looks on.

In December 1945, CPO Myles was drafted to HMCS *Uganda* (now the *Quebec*) and rounded the Horn and circumnavigated South America, thereby sharing in an important peacetime chapter of Canadian naval history.

In February 1947 he was drafted to *Discovery* and began his career as a recruiter. It has been observed that at all times he took more than usual interest in the welfare of new recruits and made every effort to start them off on the right foot.

CPO Myles lives with his wife and three children in a five-roomed house in Lynn Valley Community Centre and has given enthusiastic support to all programs of community improvement.

HMCS Star

The Hon. Ralph Campney, Minister of National Defence, visited naval reserve headquarters and HMCS *Star* in early December, on the occasion of his first visit to Hamilton since becoming defence minister.

Mr. Campney, before arriving at *Star*, visited the Canadian Westinghouse plant where, among other defence projects, torpedoes are being manufactured for the RCN.

He was met at *Star* by Commodore Kenneth F. Adams, Commanding Officer Naval Divisions, and Cdr. John H. Curtis, commanding officer of *Star*. He inspected facilities there and met officers serving at COND and the naval division.

In the evening Mr. Campney attended a dinner at the Hamilton Officers' Institute.

ROYAL CANADIAN NAVY (1954)

Ontario
20,000 miles
nine ports in
five countries

Haida and Huron
on Korean duty
circled the globe

**1st Canadian
Escort Squadron**
Algonquin
Lauzon
Prestonian
Toronto
training cruises
NATO exercises

Korean Duty
Athabaskan
Cayuga
Crusader
Sioux

HMCS Labrador
Northwest
Passage

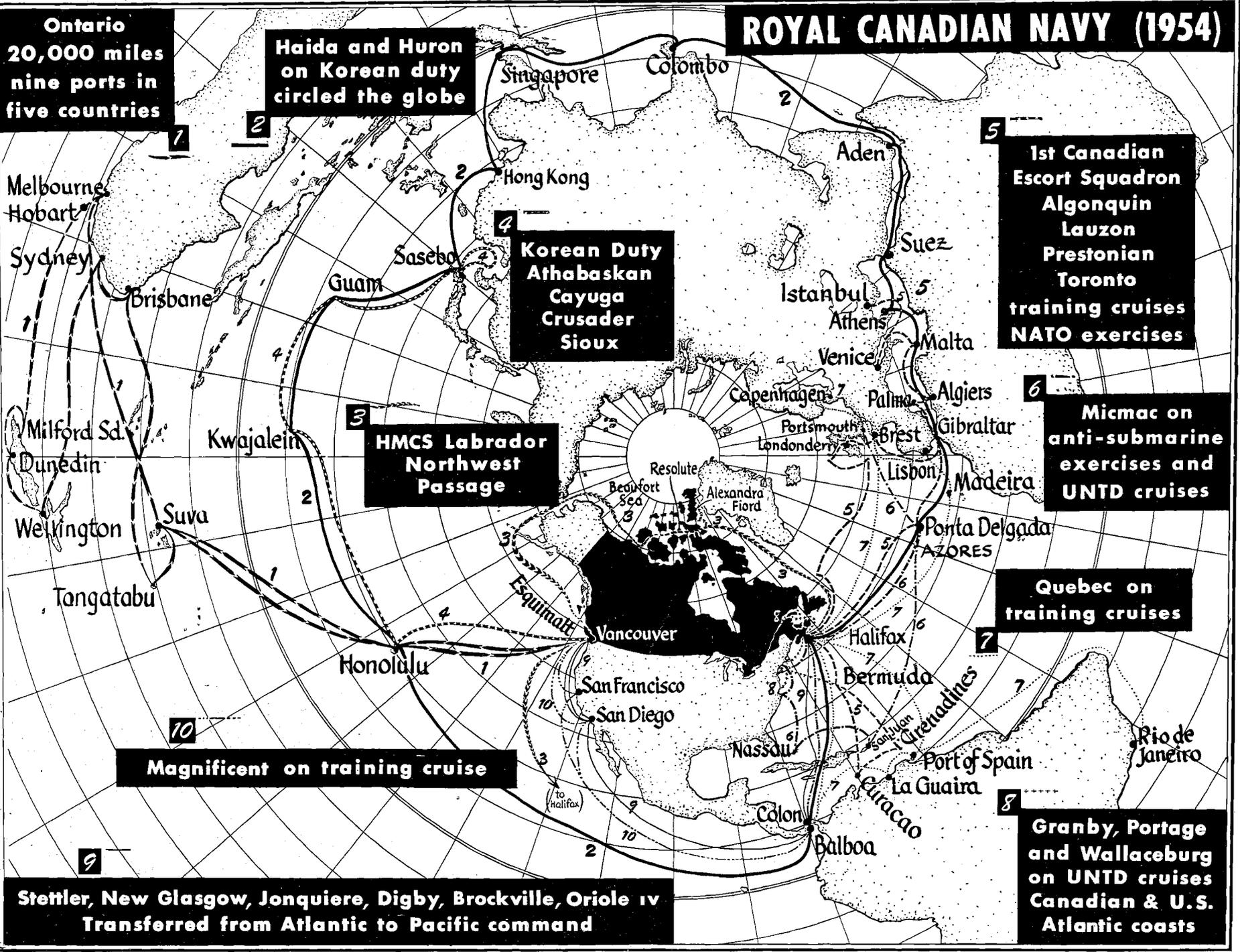
Mimac on
anti-submarine
exercises and
UNTDC cruises

Quebec on
training cruises

Magnificent on training cruise

**Granby, Portage
and Wallaceburg**
on UNTDC cruises
Canadian & U.S.
Atlantic coasts

Stetler, New Glasgow, Jonquiere, Digby, Brockville, Oriole IV
Transferred from Atlantic to Pacific command



THE ROYAL CANADIAN NAVY—1954

A Review of the Events and Advances of an Outstanding Year

TEN YEARS ago, as 1944 ended and 1945 began, the Royal Canadian Navy attained its greatest wartime strength in ships and men. Thereafter, with the enemy in retreat, there was no longer the necessity for maintaining naval strength at this peak.

Now, in an untrusting and uneasy world, it has been necessary to build up the forces on the side of freedom and 1954 has shown a greater growth on the part of the Royal Canadian Navy than any other peacetime year.

During the year, the strength of the RCN regular force increased by nearly 2,000 officers and men. Twenty-five new and converted ships joined the active and reserve fleets. Canadian warships visited more than 30 countries in the course of operational missions and training cruises to all six continents of the world.

By the end of 1954 the total strength of the RCN regular force was about 18,800 officers and men, a record high for the peacetime navy and within striking distance of the current planning target of 21,000-odd.

There are now 49 ships in commission, an increase of nine over last year. They include an aircraft carrier, two cruisers, 10 destroyer escorts, one Arctic patrol vessel, eight frigates, five coastal escorts, eight coastal minesweepers, an auxiliary coastal minesweeper, a repair ship and thirteen small craft. In addition, there are 112 naval auxiliary vessels manned by civilian personnel.

Besides those ships in commission, the Navy has another 53 in reserve, including nine on loan to other government departments. Twenty-five of these ships have been modernized and most of the remainder are in the process of modernization.

Big strides were made in the RCN's shipbuilding program. Eighteen vessels were completed, including the Arctic patrol ship *Labrador*, 10 coastal minesweepers, three of which were among the six turned over to France this year under the mutual aid program of NATO, and seven smaller vessels. Since the shipbuilding program began in 1949, 69 ships have been laid down, of which 26 have been completed and another 18 launched.

At present under construction are an aircraft carrier, fourteen destroyer escorts, six coastal minesweepers, eight

patrol craft and thirty-two auxiliary vessels.

In the Pacific Command, three new minesweepers, three converted frigates together with two coastal escorts from the East Coast were added to the fleet. The 'sweepers form the Second Canadian Minesweeping Squadron, while the coastal escorts and an auxiliary minesweeper form the Second Reserve Training Squadron. The First Minesweeping Squadron and the First Escort Squadron were formed on the East Coast late in 1953.

First Sea Lord Praises Labrador

Congratulations on the feat of the *Labrador* in completing the Northwest Passage and thus becoming the first warship to make the historic journey were extended to the Royal Canadian Navy by the First Sea Lord, Admiral of the Fleet Sir Rhoderick R. McGrigor, GCB, DSO, the Royal Navy's Chief of Naval Staff.

The message, addressed to Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, at Ottawa and repeated to the *Labrador* with Admiral Mainguy's personal congratulations, read:

"We have all heard with great interest of HMCS *Labrador* having completed the Northwest Passage in 27 days and being the first warship to do so.

"I would like to send my warmest congratulations on this historic occasion."

The period of 27 days mentioned in the First Sea Lord's message was taken to refer to the *Labrador*'s actual time on passage when she was not engaged specifically in hydrographic survey work and scientific studies.

The Navy announced in November that an agreement between the RCN and the Admiralty would result in a group of three "A" class submarines being allocated for duty with the RCN, for the training of Canadian anti-submarine ships and aircraft. The group, to be known as the Sixth Submarine Squadron, will be based at Halifax. About 200 Canadian naval personnel, all volunteers, will serve either with the squadron or in other British submarines. The first draft of Canadian trainees left for the United Kingdom in November, and the first two submarines of the squadron are scheduled to arrive in Halifax in March.

The arrangement will provide opportunity for officers and men of the RCN to obtain first-hand experience in submarines, thus acquainting them with techniques of underseas operations they may have to encounter in wartime.

The Navy steamed hundreds of thousands of miles during the year as ships engaged in scores of training cruises and carried out operational duties in many parts of the world. Among the more noteworthy cruises this year were the *Labrador*'s historic voyage through the Northwest Passage and her subsequent circumnavigation of North America—the first warship to accomplish either feat; the cruiser *Ontario*'s three-month, 20,000-mile cruise to the Antipodes; the *Magnificent*'s cruise from East Coast to west and back, via the Panama Canal; the cruiser *Quebec*'s cruise to Trinidad and South America and that of the First Escort Squadron to the Mediterranean.

The destroyer escort *Haida* became the first Canadian warship to circle the globe twice when she returned to Canada from the Korean theatre in November. On her two missions to the Far East from Halifax she has travelled to the Orient via the Panama Canal and Pacific, returning via Hong Kong, the Suez Canal, the Mediterranean and Atlantic.

A dozen Canadian warships participated in three major NATO exercises held during the year in the North Atlantic.

The Navy's training facilities were expanded to the point where, between March 1954 and March 1955, it is estimated that about 7,000 officers and men will have taken general, specialized and technical training courses at the RCN's schools and training establishments ashore, in addition to the practical instruction and training carried out in all ships of the fleet. Another 700 officers and men will have completed courses of various kinds in the United Kingdom and United States.

Highlight of the year's training expansion was the opening of the new junior officers' training establishment, HMCS *Venture*, at Esquimalt, where some 160 cadets began their two-year course in September. The establishment accepts suitable candidates who have junior matriculation standing and is designed to accommodate a number of new trainees each year.

The new-entry training course at *Cornwallis* was re-designed early in the year to permit new entries to receive two weeks of sea training during their regular 20-week basic course. A frigate, the *Buckingham*, has been attached to the establishment for that purpose. As a result of the increased complexities of naval weapons, all new entry seamen now go from *Cornwallis* direct to the specialist schools instead of to sea. This change cuts down drafting changes in HMC ships and ensures that the young seamen have adequate weapon specialization before becoming part of a ship's company.

The scope and activities of naval aviation continued to expand during the year. At present, nearly 3,000 officers and men of the RCN are engaged in full or part-time duty with the air branch.

The formation of a second utility squadron at Patricia Bay early in November increased to eight the number of active naval air squadrons, while the number of reserve squadrons rose to five with the formation of two units, one at Calgary, the other at Quebec City.

Twice during the year naval aircraft engaged in important anti-submarine exercises while based at Bermuda, and for the first time an Atlantic Coast based anti-submarine squadron flew across Canada to engage in exercises on the Pacific Coast. Two squadrons were embarked in the *Magnificent* during her fall cruise to the Pacific. Two helicopters were embarked in the *Labrador* and were used most effectively for ice-reconnaissance during her cruise through the Northwest Passage.

Announcement was made in the spring that the RCN would purchase 100 Canadian-manufactured Grumman S2F aircraft to replace the Avenger anti-submarine aircraft now in use. In addition, the RCN has arranged to purchase from the USN, F2H3 Banshee all-weather, carrier-based jet aircraft to replace its Sea Fury fighters.

Naval reserve activity reached a new peak during the year. A record number of personnel received summer training on board escort vessels and smaller craft, on the Great Lakes and on both coasts.

Existing facilities in all 22 naval divisions continued to be extended and improved. One of the year's highlights was the participation by a contingent of RCN Reserve personnel in the Jubilee celebrations of the Royal Naval Volunteer Reserve in London.

In October, Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, officially opened the new Pacific Naval Laboratory at Esquimalt, where scientists of

the Defence Research Board will provide scientific services for the Navy's West Coast fleet.

The Navy's permanent shore facilities were improved and expanded during the year and, since 1949, nearly 1,500 married quarters have been built, as well as three dependents' schools, barracks, seaward defence bases at St. John's, Halifax and Esquimalt, supply depots, workshops, power plants, repair depots and magazines.

The RCN, in line with a decision by Commonwealth nations to reduce their

armed forces in the Korean theatre by two-thirds, withdrew in December two of the three destroyer escorts serving in the Far East. With the departure of the *Huron* and *Iroquois* from Japan on December 26, the Esquimalt-based destroyer escort *Sioux* became the RCN's sole representative in the Korean theatre. Since Korean hostilities broke out in 1950, eight Canadian destroyers and about 5,000 officers and men have served in that area. Fifty-three received honours and awards for outstanding service during hostilities.

TRAMID 54

AS ANOTHER spring rolled around the minds of several interested people turned toward "Tramid 54". Those involved in cadet training in particular checked eligibility lists to select the deserving cadets for the two-week course in amphibious operations at the United States Amphibious Training Base in Little Creek, Virginia.

Across Canada, in the University Naval Training Divisions, third-year cadets held high hopes, some to be sustained, others to be dashed for one reason or another. At Little Creek lectures and demonstrations were rehearsed so that the midshipmen from the U.S. Naval Academy and their Canadian counterparts could be assured the best course possible, fitted into a tight schedule.

Throughout the early spring and into May the preparations continued on each side of the border. A pre-Tramid course designed to better the knowledge of the cadets on matters pertaining to the U.S. Navy and a physical training and drill program to loosen up the winterized muscles of the selected cadets was organized. On May 25 the group assembled in HMCS *Stadacona* as a unit for the first time. Most were old friends from previous training periods on the West Coast and cruises together.

Lieut.-Cdr. D. S. Bethune, directed the pre-Tramid training program and escorted the 26 Canadian Naval Cadets to Little Creek. On the morning of June 3 the group departed via Moncton and Boston to Washington, D.C., where a pleasant evening was spent seeing the magnificent government buildings and monuments attractively lit by flood lights. The next day a chartered bus took them on a daylight tour prior to departure from Washington to Annapolis.

At the U.S. Naval Academy the group was greeted by Captain P. K. Will, USN, former Deputy Chief of Naval Aviation at Naval Headquarters in Ottawa. An hour after arrival at the Academy all 800 of the midshipmen and cadets were aboard the USS *Glyn* ready for the over-night passage to Norfolk, Virginia.

At 0700 a fleet of buses ran a shuttle service to the U.S. Naval Amphibious Base at Little Creek and by 0900 all were settled into the Quonset hut community that was to be home for the next ten days. The headquarters of the Midshipman Brigade was established in two Quonset huts across the road from the living quarters.

The community included in its facilities a barbershop, sick-bay, sports stores, laundry collection hut and reception huts for guests. The base itself included everything from a golf-course to a theatre with current pictures changing daily. The officers' beach was available with an excellent canteen. There were

Marines' Assault Saw Three "Firsts"

Three "firsts" were introduced into landing operations by American forces during the recapture of Guam from the Japanese in July 1944, according to Major O. R. Lodge, of the U.S. Marine Corps, in his book, "The Recapture of Guam".

One of these was simultaneous air and naval bombardment of enemy positions, accomplished by flattening the trajectory of the gunfire and simultaneously controlling the pull-out levels of the aircraft. The Japanese defenders were thus pounded just about twice as hard as if the two methods of bombardment had been used separately.

Three days after the U.S. Marines had launched their attack the first waterborne blood bank reached the island. It was made up of 100 pints of whole blood donated by the Marine garrison on Eniwetok three weeks earlier.

The novelty that topped all others on this occasion was the use of "plain language" for radio communications. No military secrets were disclosed, however, for the broadcasters were Navajo Indians speaking their own language.

also some girls at the beach, a welcome attraction to say the least.

Despite the early conclusion of "liberty" each night many enjoyable evenings were spent ashore by the cadets and the first evening was no exception. Mrs. Barton Meyers, Jr., the mother of one of the midshipmen on the course, entertained the whole Canadian group and 50 USN midshipmen with some Norfolk girls to a buffet supper that was a tremendous success.

The next morning the cadets, now integrated with the Fourth Midshipman Battalion, marched to the large Shelton Theatre for a welcoming address by Rear-Admiral R. Rose, USN, Commander Amphibious Training, United States Atlantic Fleet, and the Mayor of Norfolk, W. F. Duckworth. The latter presented each Midshipman and cadet with a miniature of the historic mace of the city of Norfolk, Virginia. By 0830 the course was fully underway.

The use of demonstrations, full and scaled models, films, sand tables and ship visits was excellent. Dry net training was done from a large steel platform representing a ship and the cadets and midshipmen climbed down the nets into landing craft sitting on dry land alongside. This was done with a full kit as worn by a marine in a wartime assault.

During the first week a demonstration landing was made with the cadets and midshipmen as spectators sitting in bleachers. This did much to cement the previous and following lectures together into a comprehensive whole.

The last three days of the final week were spent at sea to gain an idea from a close view of the problems and functions of ships of the attack force. Rear-Admiral R. P. Smith, USN, and his commanding officers did all that was possible to make the brief visit profitable and enjoyable. Their objectives were an unqualified success. The successful full-scale landings at Camp Pendleton, Virginia, on the final day of the course with the cadets and midshipmen carrying out their assigned roles proved this beyond doubt.

That evening the Fourth Midshipman Battalion took passage in the USS Brockbridge to Annapolis. A brief visit was had with the Midshipmen at Annapolis and, after a conducted tour of the Academy, the cadets proceeded by bus to Washington to board the train to Boston.

On Tuesday, June 22, the cadets arrived in Halifax with much to relate to their less fortunate friends who stayed behind. Much was learned, many pleasant times were had, new friends were made, *Tramid '54* was a complete success.—D.S.B.



The *Tuna*, a sister ship to the *Grilse* is shown above shortly after her arrival in Canada from Europe as a German prize of war. The sturdy sloop in this instance was caught shortly after she won the initial open regatta of the naval sailing group in 1951. At the helm is Captain E. W. Finch-Noyes. The regatta featured 72 participating yachts creating at the time an all-time record for local yachting regattas. (DNS-2192)

Busman's Holiday

The Sailor Goes Yachting

YACHTING interest along Canada's East Coast has become more and more marked with the passing years. Nova Scotia especially has made great strides in the sailing pastime particularly around Halifax and the Royal Canadian Naval Sailing Association has contributed in no small way towards the overall picture.

Utilizing the excellent sailing facilities offered by Halifax Harbour, Bedford Basin and the sheltered waters of

the North West Arm are several yacht clubs including the Royal Nova Scotia Yacht Squadron, Armdale Yacht Club and the Bedford Basin Yacht Club. The Armdale and Bedford organizations dominate the small boat field while the Royal Nova Scotia Yacht Squadron is more active in the large boat class. The Royal Canadian Naval Sailing Association (Halifax Squadron) is affiliated with the latter and naval yachts are regular participants in weekly fixtures.

Since 1948 when officers and men of the Royal Canadian Navy began to take an active part in local sailing activities, interest has steadily mounted and great strides have been made towards solidifying their status as a yachting organization.

The movement took root at the Royal Canadian Naval Air Station, HMCS *Shearwater*, where a handful of enthusiasts endowed with an inimitable spirit of competition formed the Shearwater Yacht Club. All racing was confined to whalers and Admiralty dinghies, and membership in the organization was opened to members of the service along with civilian employees of the air station.

Led by pioneers Lieut. James Cutts, RCN, and Lieut.-Cdr. L. R. (Tan) Tivy, RN, the modest group flourished as a result of a series of keenly contested races and before long their enthusiasm attracted yacht clubs in the area. When the 1949 sailing season opened Shearwater Yacht Club found itself involved in the principal regattas of both the Royal Nova Scotia Yacht Squadron and the Armdale Yacht Club through the medium of their Whalers and Dinghies. Before the season was too advanced the 50 German-square-meter sloop *Grilse* made her initial appearance. Having recently been acquired from the Germans, the sturdy *Grilse* was transported across the ocean by HMCS *Magnificent* and was rapidly outfitted for racing. Her first bid was of an international nature.

It was the year of the biennial running of the Marblehead, Mass., to Halifax ocean race and the trim beauty barely completed her refit in time for the 366-mile classic. Skipped by Captain E. W. Finch-Noyes, the craft had the following crew: Lieut. J. M. Cutts, Cdr. (S) C. V. Laws, Lieut.-Cdr. "Tan" Tivy, Lieut. G. W. Brooks, CPO J. M. Pettigrew and PO Clarke.

In spite of hasty pre-race preparations, the *Grilse* made a splendid showing, being the first of seven Canadian entries to cross the finish line for the Col. Jones Cup. It was following that eventful classic that Royal Canadian Naval Yachtsmen of Halifax really entered the fold to be recognized for their sailing material.

The following year, 1950, with the point of operation focused at *Shearwater* the active group took up headquarters in an improvised club house attached to one of the hangars bordering the beach. Early in May regularly scheduled races got underway among whaler and dinghy crews. The first regatta of that season saw the following results:

Dinghy: Lieut. W. D. Farrel, Lieut. J. M. Cutts, Lieut. P. MacLeod, and Lieut. J. L. Maclean.

Whalers: Lieut. G. H. F. Poole-Warren, Lieut.-Cdr. L. R. Tivy, Lieut.-Cdr. J. N. Donaldson, and PO J. A. Sutherland. The second dinghy classic ended like this: PO D. J. Telenko, Lieut. (S) W. M. McPherson, Lieut. J. F. Millen, Lieut. F. G. Henshaw, and Lieut. A. S. Bronskill.

In August of the same year the active group played host to visiting yachtsmen in their first major open regatta and the event proved to be nothing short of stupendous; seventy-two yachts in all participated, record attendance in the history of East Coast individual regattas. The *Tuna*, a sister ship of the *Grilse*, was pressed into operation for the meet and under the capable handling of Captain Finch-Noyes she walked off with the principal event of the program. Other naval wins went to whaler skipper Lieut. E. A. Wiggs of the *Haida*, and dinghy skipper Lieut. Fisher of the *St. Stephen*. Among the classes competing were Snipes, Bluenoses, Roue 20s, A and B Handicaps.

Since the eventful season of 1950, yachtsmen of the Royal Canadian Navy have continued to contribute towards the marked enthusiasm of yachting on the Atlantic Coast through a succession of events. A short time ago the Royal Canadian Naval Sailing Association replaced the Shearwater Yacht Club, and HMCS *Stadacona*, across the harbour, added considerable strength to the association which exists today.

One of the greatest milestones in the career of the association was the Bermuda-to-Halifax race in 1952. That year the 64-foot staysail-rigged schooner *Wanderer IX* was leased to the RCN by the estate of the late D. R. Turnbull of Halifax. Under the direction of Cdr. J. C. Reed, the trim craft proceeded to Newport, Rhode Island, to compete in the Bermuda race and completed the classic against some of the finest sailing craft in the world. After arriving in Bermuda preparations were made for another race to Halifax, this event being jointly sponsored by the Royal Bermuda Yacht Club and the Royal Canadian Naval Sailing Association of Halifax.

Four yachts started—the Navy's *Wanderer IX*, John Hemmerdinger's *Gulf Stream*, the schooner *Junior Terragram* of the United States Coast Guard Academy, and *Ticonderoga* owned by John Hertz Jr. of New York.

In the midst of great international fanfare *Wanderer IX* walked off with the win over the 750-mile course. In her all-RCN crew were Lieut. G. R.

Hutcheson, Lieut. R. A. MacKay, AB B. A. Booth, Lieut. G. H. F. Poole-Warren, PO J. Ayers, PO P. J. Quinlan, Ord. Sea. R. A. Woodill, Lieut. J. Prosser and navigator Lieut. D. O. Campfield.

Other ocean races have taken place since then and many honours have been gained. The spirit of competition continues to rise in spite of many obstacles uncommon to yachting organizations on civvy street.

The Squadron officers for the year 1954 have been Lieut.-Cdr. Gordon S. Clark, Commodore; CPO Charles Church, Vice-Commodore; Lieut. Anthony Q. Keasbey, Rear-Commodore; Lieut.-Cdr. Walter S. Blandy, Fleet Captain; Lieut.-Cdr. (S) E. L. Pendlebury, secretary-treasurer.

Throughout the 1954 season the *Grilse* and *Tuna* carried the vanguard in open competition. The *Grilse* was standard-bearer, walking off with the Zetes Cup (Lieut.-Cdr. M. J. H. Bonner); Rear-Commodore's Cup (Lieut.-Cdr. W. S. Blandy); Lord Nelson Hotel Trophy (CPO C. F. Church) and the Seaman-ship award (Ldg. Sea. J. C. McCluskey).

The *Tuna*, although not as outstanding, nevertheless placed well in both the J. F. Lessel fixture and for the MacCaughan Cup.

Among whalers and dinghies a total of six events were distributed over alternate Saturdays under the capable direction of Lieut. A. Q. Keasbey. An inter-service regatta held August 27 saw the Army take top honours for the first time, under the leadership of Major Hacon, with PO R. B. Aggas of *Shearwater* as runner up.

A special regatta for ships and establishments held September 1 proved highly successful with PO Aggas coping whaler honours while the dinghy win went to Midshipman R. T. Wilson of the *Toronto*.

A crew from the Hamilton and Halifax squadrons participated at Hamilton and Toronto in a series for Dragon-class yachts, won by the Royal yacht *Bluebottle*, manned by an RN Sailing Association crew. In August the Royal Canadian Yacht Club at Toronto was host to the RCN Sailing Association squadrons from Ottawa, Hamilton and Halifax, in a two-day team race for a new trophy donated by Vice-Admiral E. R. Mainguy, Chief of Naval Staff. In this race the Halifax Squadron was represented by CPO C. F. Church (Vice-Commodore, Halifax Squadron), Cdr. F. W. Bradley, Lieut. (E) (AE) G. H. F. (Peter) Poole-Warren and CPO Jack Lawrence.

(Continued on page twenty-five)

OFFICERS AND MEN

Escort Squadron Sends Flood Aid

Officers and men of the First Canadian Escort Squadron were in Lisbon, Portugal, on their way to the Mediterranean when news of the destruction wrought by Hurricane Hazel in the Toronto area was received.

Within a matter of hours, officers and men of the *Algonquin* had contributed \$343 from their own pockets and voted another \$200 from the ship's welfare fund. Shortly afterward the *Prestonian* and *Toronto* raised a further \$400 and the *Lauzon* another \$125, bringing the total to more than \$1,000 from the squadron.

Admiral Denny Pays Ottawa Visit

Admiral Sir Michael M. Denny, GCB, CBE, DSO, RN, commander-in-chief of the British Home Fleet and NATO Commander-in-Chief, Eastern Atlantic, paid a two-day informal visit to Ottawa late in October.

During his visit, Admiral Denny called on His Excellency the Governor General; Prime Minister St. Laurent; Lieutenant-General Sir Archibald Nye, High Commissioner for the United Kingdom; Defence Minister Ralph Campney; General Charles Foulkes, Chairman of the Chiefs of Staff, and the Chiefs of Staff of the Armed Forces. He also met with members of the Naval Board before returning to the United Kingdom by way of Montreal.

6,454 Trained During Summer

While the Great Lakes Training program of last summer was the greatest ever attempted, it represented only about one-third of the total effort directed to summer naval training.

Such training was received by the following: RCN(R) officers, 943; UNTD cadets, 667; Canadian Services Colleges cadets, 166; RCN(R) men, 1,127; RCN(R) Wrens, 378; Sea Cadet officers, 161, and Sea Cadets, 3,012, for a grand total of 6,454.

The largest single undertaking was the training of more than 2,000 Sea Cadets at "Camp Protector" at the Point Edward naval base, Sydney, Nova Scotia. Their course included many aspects of seamanship, with practical application of their work on board the harbour craft *Scatari* and in boats, communications, naval traditions and a broad program of physical and recreational training.

The camp was attended by Sea Cadets from all corps east of Winnipeg, western cadets attending the Sea Cadet camp at Comox, B.C., where a similarly active program of training was carried out.

Warships Meet In Mid-Pacific

The *Cayuga*, homeward bound from the Far East, and the *Sioux*, outward bound for the Orient, rendezvoused early in December in mid-Pacific.

The purpose of the meeting was to exchange boats—and, as it turned out, to exchange family greetings.

CPO Max Bernays, CGM, of Victoria, the *Cayuga's* chief boatswain's mate, met his 19-year-old son, Max jr., for the first time in two years, and two Hamilton, Ont., brothers, AB Robert Semple, of the *Cayuga* and AB William Semple, of the *Sioux*, also met for the first time in two years.

The previous day the *Cayuga* crossed the International Date Line and two of her ship's company observed their birthdays twice. They were CPO Robert J. Hamilton and Ldg. Sea. Gordon E. Raymer.

Ten Qualify for Trade Group IV

Ten chief petty officers of the cook and steward branches recently completed an 11-week course which commenced September 20 and was completed on December 3 last. The course held at HMC Supply School, Esquimalt, qualified them for advancement to Trade Group IV.

The course covered such subjects as catering, valeting and mess duties, supervision, accounting, non-public funds, field training, general knowledge, practical cookery and instructional technique.

Successful graduates were Chief Petty Officers H. A. Rogers, T. I. Chisholm, Walter Rowan, M. A. Barriault,



Christmas far from home would be that much lonelier without the arrival of the ditty bags, provided annually by the Women's Auxiliaries to the Navy League of Canada. This past Christmas about 1,000 ditty bags, with their varied contents of books, good things to eat, games, smokes and useful odds and ends, went to the three Canadian warships in the Far East and to radio stations in the Far North. C. K. McLeod, of Montreal, national president of the League, and Cdr. (L) T. R. Durlay, RCN(R) (Ret.), are shown inspecting some of the bags. (ML-1867)

G. R. Boudreau, Gordon Dark, R. G. McIntyre, V. H. Noon, A. W. Shano and J. M. Vanasse.

High man in the class was CPO H. A. Rogers with an average of 86.9. CPOs T. I. Chisholm and Walter Rowan followed with 83.7 and 81.8 respectively.

Esquimalt Visited By S. African Adviser

Brigadier P. De Waal, senior military, naval and air adviser to the South African High Commissioner in Ottawa paid an official visit to Royal Canadian Establishments in the Pacific Command in October.

During his visit, Brigadier de Waal called on Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, following which he toured Esquimalt harbour and visited *Naden*. During his tour of the dockyard, Brigadier de Waal was accompanied by Commodore B. R. Spencer, Superintendent of HMC Dockyard.

Ex-Shipwright Carves Plaque

Teak once used to crate the household effects of fugitives from the Japanese invasion of Malaya has been transformed into a tastefully carved and highly polished memorial plaque honouring the memory of Edmonton naval volunteers who died in the Second World War.

The wood was obtained by Henry Stroppel, former shipwright, from the ex-residents of Malaya, who now are



Handcarved from teak by Henry Stroppel, ex-shipwright, a plaque honouring the memory of officers and men of the Edmonton naval division, HMCS *Nonsuch*, who died in the Second World War, is inspected by Rear-Admiral H. F. Pullen, Chief of Naval Personnel, and Captain George P. Manning, commanding officer of *Nonsuch*, in Mr. Stroppel's presence. (Photo courtesy Edmonton Journal.)

living in Edmonton, and, in the course of 200 work-hours, was transformed into the three-by-four-foot plaque.

At ceremonial divisions at HMCS *Nonsuch*, the Edmonton naval division, the plaque was received from Mr. Stroppel by Captain George P. Manning, the commanding officer, and was conse-

crated at the same ceremony by Chaplain (P) Ian Kemlo and Chaplain (RC) George L. Green. The ship's band was in attendance.

Following the dedication of the plaque, Mr. Stroppel was presented with a matched set of luggage by CPO K. C. R. Barker on behalf of the ship's company.

Three Complete Medical Course

Two medical assistants and a laboratory assistant were successful in passing the Trade Group IV course, which ended at the Medical Branch School, *Naden*, October 15. Successful were Petty Officers Jesse Battle, Germain Bouchard and Robert Armstrong.

Ambassador Proud Of Quebec Crew

The Canadian ambassador to Brazil was proud of the impression made by the ship's company of HMCS *Quebec*, during the cruiser's five-day stay in Rio de Janeiro and he put his feelings in writing.

His Excellency Sydney D. Pierce, in a message to Captain E. W. Finch-Noyes, the *Quebec's* commanding officer, said:

"As you leave Rio, I would like you to know how happy and proud we Canadians in Brazil have been to have you with us. You have made a fine impression on everyone and I am sure the Brazilians who have met you admire Canada the more because of it.



Everybody is happy but 20-month-old Rickey, who is frustrated by the fact that the new toy car is inedible. The others in the picture are PO James Baker, Douglas, aged 4½, and Mrs. Baker and the occasion is the home-coming of HMCS *Cayuga* from the Far East to Esquimalt on December 16. (E-29740)

"On behalf of all of us here, I wish you a pleasant voyage home."

Captain Finch-Noyes, reading it to the ship's company, termed it an "extremely nice message".

"I feel exactly the same way," he added. "The behaviour was extremely good and a credit to all."

Administrative

Writers Pass

All 15 members of the 35th administrative writers' class at the Supply School, Esquimalt, B.C., passed with the class as a whole averaging 77.2 per cent.

The course, which covered secretariat subjects, lasted for a period of fourteen weeks.

High man in the class was Ord. Sea. J. A. Dey, with an average of 89. Ord. Seamen W. C. Palen and R. C. Wilson followed with 87.1 and 85 respectively.

The following were the members of the class: Ordinary Seamen W. C. Palen, R. C. Wilson, M. A. Bain, J. M. Farup, F. A. Gale, C. W. Graves, R. E. Hesson, E. H. Mieraw, J. E. Neely, W. Olah, J. W. Robitaille, D. J. Ruelle, D. J. Turgeon and D. J. Wilson.

Nursing Officer

Dies in Victoria

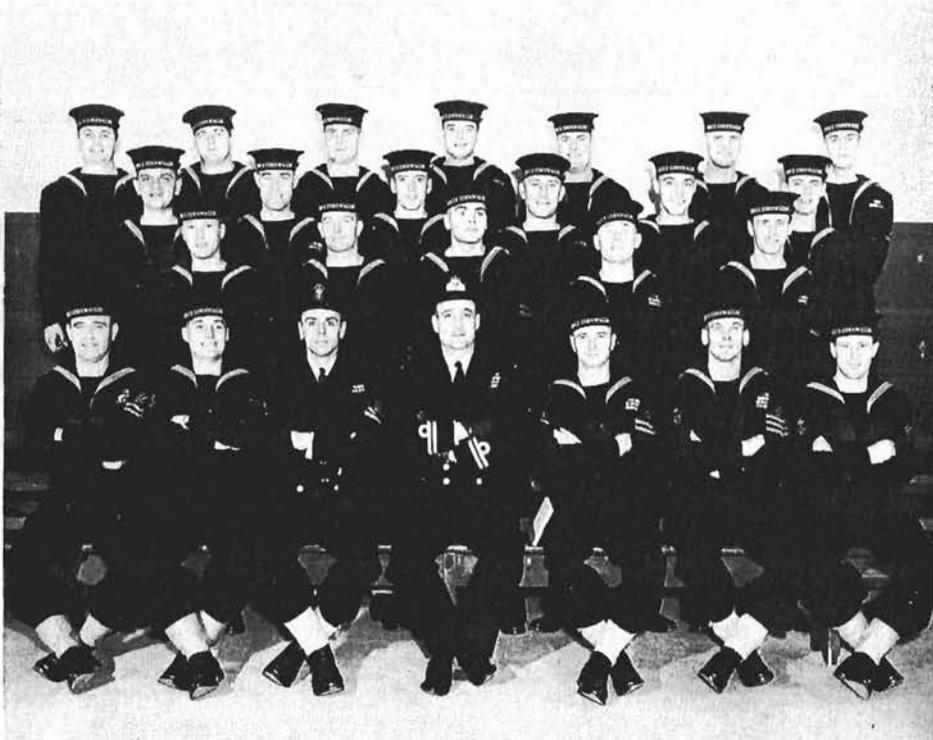
Funeral services with full naval honours were held November 24 for Lieut.-Cdr. (MN) Eula W. Wolfenden, RRC, (née Ledingham) who died in the Royal Jubilee Hospital, Victoria, after a lengthy illness.

Chaplain D. G. Peebles conducted the services which were followed by cremation at Royal Oak Burial Park.

Born and educated in Vancouver, Lieut.-Cdr. Wolfenden graduated from Vancouver General Hospital in 1927 and subsequently took post-graduate courses



These are members of the No. 29 Officers' Divisional Course held at Cornwallis between July 19, 1954 and August 30, 1954. Front row, left to right: A/Cd. Ordnance Officer C. J. McNeil, A/Ordnance Lieut. Reginald Brearley, Lieut. L. J. Parry (Course Officer), CPO D. E. Graves (Course Instructor), A/Con. Lieut. J. A. Smith, Ord. Lieut. H. R. Taylor. Back row: A/Sub-Lt. J. W. Hall, Lieut. P. L. Bender, A/Lieut. R. A. Jones, A/Lieut. C. M. Comba. (DB-4503)



The No. 54 Petty Officers' Leadership Course was held at Cornwallis from the 18 October, 1954 to the 29 November, 1954. Front row, left to right: Petty Officers John Laurent and Gordon Hewitt, PO A. F. West (Course Petty Officer), Lieut. P. S. Cox (Course Officer) and Petty Officers George Obee, Geoffrey Embly and Douglas Gillis. Second row: Petty Officers Jacques Bousquet, William Rigg, Rhene Deschenes, Wellwood Smith, Ralph Lewis. Third row: Petty Officers Robert Self, Richard Denman, Frederick Seltzer, William Poets, Raymond Shellard and Derek Sherlock. Back row: Petty Officers Howard Chapman, George Crawley, David Russell, Robert Hamilton, Bradford Fox, Hugh Wyatt and Jules Corbin. (DB-4754)



LIEUT.-CDR. (MN) EULA W. WOLFENDEN

in the California Lutheran Hospital, Los Angeles. She later became superintendent of nurses at Vancouver General.

She joined the naval nursing service early in 1943, and served in the naval hospital at *Stadacona*, Halifax, and as matron of the naval hospitals at *Cornwallis* and *Naden*. She was appointed matron of the hospital at *Stadacona* and matron-in-chief of the nursing service in 1947, with the rank of lieutenant-commander.

She resigned in March, 1948, when she married Lieut.-Cdr. John E. Wolfenden.

The late Lieut.-Cdr. Wolfenden was awarded the Royal Red Cross in 1946 for "outstanding service".

Cook Attains Mark of 88

Fourteen members of the 96th cookery class for Trade Group I at HMC Supply School, Esquimalt, obtained pass marks with the class as a whole averaging 78.5 per cent.

High man in the class was Ordinary Seaman R. J. Hackenschmidt with an average of 88. Ordinary Seamen R. W. Boad and Joseph Blaschek followed with 86.9 and 86.2 respectively.

Members of the class included Ordinary Seamen R. J. Hackenschmidt, R. W. Boad, Joseph Blaschek, E. M. Chew, A. M. Crowe, G. A. Clarke, B. A. Colban, L. B. Deacon, C. F. Hawes, A. T. Lovas, D. M. March, C. J. Migneault, T. R. Morgan and J. A. Thrasher.

Ensign Presented To RCNVR Club

A White Ensign was presented to the Toronto Branch of the Pre-War RCNVR Club in a short ceremony held at evening quarters November 17 at *York*, before the ship's company and a group of club members.

The presentation was made by Captain Robert I. Hendy, who praised the past support given to the Navy and *York* by the Pre-War RCNVRs. A. Allen, president of the club, received the ensign on behalf of the club and, in turn, presented to Captain Hendy a cheque from the club to go towards the *York* war memorial plaque.

All Storesmen In Class Pass

All members of the first Naval Storesman class for Trade Group III have passed their qualifying examinations, with the class as a whole averaging 84.2 per cent.

The 11-week course, held at HMC Supply School, Esquimalt, started on October 4 and ended on December 17, 1954.



The No. 31 Officers' Divisional Course was held at Cornwallis between November 1 and December 13, 1954. Front row, left to right: Lieut. H. C. Aisthorpe, Surgeon Lieut. L. R. McMaster, PO A. F. West, (Course Petty Officer), Lieut. L. J. Parry (Course Officer), and A/Lieut. Arthur Bibby (killed in car accident December 21). Second row: Cd. Officer (SB) D. K. Lockyer, Lieut. R. E. Learoyd, A/Sub-Lt. Geraint Parry, Sub-Lt. V. F. Penfold. Third row: A/Cd. Engineer Kenneth Campbell, A/Cd. Engineer John Lehman, A/Cd. Engineer C. E. Huestis, A/Cd. Radio Officer L. R. Parks and Lieut.-Cdr. (SB) R. H. Swansburg. Rear row: A/Sub-Lt. J. M. Jones, A/Cd. Officer (MT) A. R. Westerbert, A/Sub-Lt. A. J. Steward, A/Sub-Lt. R. S. Spencer, Lieut. (S) J. P. Good and A/Cd. Engineer A. T. McNeil. (DB 4771)



Chief and Petty Officers' First Class Leadership Course No. 55 began in Cornwallis on October 25 and ended on December 3, 1954. Front row (left to right): CPO Clifford Morris, CPO James Maxwell, Cd. Writer Officer A. L. G. Hayley (course officer), CPO D. E. Graves (parade instructor), PO Arthur Julius and PO Clifford Boyd. Centre row: PO William G. Smyth, CPO Robert P. Wight, PO Robert Dykes, PO John W. Craig, CPO Norman A. Kleyh, CPO Albert Chisholm, CPO George W. Grotke. Rear row: PO Keith N. Salloway, CPO William G. Barnett, PO Donald W. Eastmond, PO Leslie Ransom, CPO Albert Williams, PO Sidney L. Hart, PO Charles Longson. (DB-4759)

PO William Foster was high man in the class with an average of 89.6 per cent, while Petty Officers V. F. Lambert and A. A. Todd followed with 89.3 and 89.1 respectively.

The 16 members of the course were Petty Officers William Foster, V. F. Lambert, A. A. Todd, A. D. Christopher, K. M. Hurl, I. G. Kaiser, O. J. L'Heureux, G. G. Mumford, A. R. Olsvik, A. M. Robertson, D. J. Rourke, W. H. Sauder, Gerald Soucy, R. D. Sutherland, L. M. Wallace and J. E. Wright.

Calgary Hobbyist Collects Badges

There's a possibility that some officers and men of the Royal Canadian Navy may have the same hobby as a resident of Calgary who has written to *The Crowsnest*.

Rollie Hayes, of 2436 33rd Avenue SW, Calgary, describes himself as a collector of hat badges and insignia of the armed forces from all parts of the world.

At the present time he is particularly interested in badges of the Riel Rebellion, Crimean War, Boer War, First and Second World Wars and the Korean War. He would like to receive such badges in exchange for badges surplus to his collection.

Class Topped by Mark of 86.3

The 51st Naval Storesman class for Trade Group I, which commenced on October 11 at HMC Supply School, Esquimalt, and was completed on December 17, 1954, had 12 successful members in the final examinations, with the class as a whole averaging 73.5 per cent.

The course covered such subjects as general stores, air stores and typing.

Ord. Sea. R. H. Boughner was the high man in the class with an aggregate average of 86.3, while AB R. F. Halifax and Ord. Sea. J. L. Davies followed with 82.2 and 80.4 per cent.

The successful storesmen were Ordinary Seamen R. H. Boughner, J. L.

Air Reservists Flounder in Sea

Shearwater got its spare immersion suits tested and VC 920 members gained valuable experience in approved methods of air-sea rescue during the York squadron's training period at the East Coast.

All aircrew members of the squadron, clad in "Long Johns" and immersion suits had the interesting experience of being lowered from a hovering Sikorsky helicopter into the chilly waters of a nearby lake.

After being left to flounder for five minutes they were "rescued" by the helicopter in the same manner.

Heaven Help a Sailor

DO YOU know of heat in the tropics
Down below the iron deck?
Where flame and steam are topics
And the sweat pours down your neck?

Have you stood a watch, a-timing
That thirty knots and more;
Watched dancing gauges climbing,
Listened to the dyno's roar?

Worked from boiler rooms to engine room,
From gear room to the bracket,
Watched the symphony of teamwork,
Heard the cacophonous racket?

Cursed the maze of pipes and gauges,
Slippery decks and shimmering heat,
As outside the wild storm rages
While you strive to keep your feet?

Have you felt the latent power
In the turbine's driving shaft;
Handled throttles by the hour;
Known from fan to bilge your craft?

Felt the broadsides as they thundered,
Shaking ship from stem to stern;
And the crashing charges rumble
As the TASmen take their turn?

Have you seen the paintwork peeling
From the overheated stack?
Or with slim destroyers reeling,
Felt the fan spray soak your back?

What! You've never been there, sailor?
And you've never seen it done?
Pray! Someone help that sailor,
For he's no stoker, son.

—By L.W.T.



It was "hello and goodbye" when sailor father and son met in mid-Pacific on December 1. CPO Max Bernays, chief bos'n's mate on board the *Cayuga*, was homeward bound when his ship met the *Sioux* between Kwajalein and Pearl Harbour. Eighteen-year-old Max, on his way to Far East duty in the *Sioux*, came on board the *Cayuga* to greet his father. (CA-148-C)

High man in the class was Ordinary Seaman R. W. Colquhoun, with an average of 88.4. Ord. Seamen G. D. Withers and E. C. Beeson, followed with 87.2 and 84.8 respectively. The class average was 81.2 per cent.

Members of the class were: Ordinary Seamen R. W. Colquhoun, G. D. Withers, E. C. Beeson, W. J. Browne, B. A. Denyer, L. Ellefsen, G. J. Greyeyes, D. Hartley, G. J. Lejambe and R. G. Lemoine.

14 Pass Pay Writers' Course

Fourteen men of the Royal Canadian Navy have successfully completed the 34th pay writers' Trade Group I course at HMC Supply School, Esquimalt, B.C. The course, which started on September 13 and ended on December 17, 1954, was of 14 weeks' duration.

Ord. Sea. L. H. Grant was high man in the class with an aggregate average of 86.15. Ordinary Seaman C. E. Campbell and Leading Seaman Dennis Whitehead followed with 83.58 and 81.55 respectively.

The following were members of the No. 34 Pay Writers' Class: Ordinary Seamen L. H. Grant, C. E. Campbell, R. B. D. E. Barron, O. W. Brown, J. M. Champoux, C. E. Corbin, D. A. Gossel, M. K. Henry, P. A. Miron, P. J. Morin, D. R. Parsons, J. R. Rodger and A. J. Singler, and Ldg. Sea. Dennis Whitehead.

Davies, P. A. Conway, T. S. Fox, W. J. Ley, T. J. Miner, R. A. Pratt, F. C. Richardson, L. E. Simpkins and R. C. J. Williams, and AB R. F. Halifax and Ldg. Sea. L. J. Dubroy.

Stewards Gain High Marks

Ten men in the No. 56 stewards' class have successfully completed an eight-week Trade Group I qualifying course, which began at HMC Supply School, Esquimalt, B.C., on October 25 and ended on December 17, 1954.

The Young Dominion's First Warship—*Charybdis*

*"The ship will be delivered to you all standing as she came from the sea, and you may probably find in her a quantity of coal, salt meat and other provisions almost sufficient to do the passage out."**

CAPTAIN SCOTT, the Dominion Government's emissary to England where he was to take possession of Canada's first man-of-war, re-read his sailing orders before proceeding with all dispatch and "the greatest possible economy" for Devonport. The year was 1880.

Upon arrival, the retired Royal Navy officer, who had been engaged by the Department of Marine and Fisheries to bring back the 20-year-old steam corvette *Charybdis*, was ecstatic. The ship, as even her enemies could not deny (and she was to make many of them) was a delight to the eye. Scott, charmed by her beauty, considered at first glance that the vessel, recently returned from 7½ year's service on the China Station, was in fair repair and her hull all that could be expected of a ship her age.

"The ship is a handsome corvette," he wrote, "with taut spars . . . masts standing, yards across, running rigging all rove and her top-gallant masts on deck ready for going aloft".

In accepting their "free gift" from Admiralty the dignitaries involved had no wish to appear ungrateful and it was only after the *Charybdis* had been officially accepted, on December 2, 1880, for the purpose of training a naval reserve force in Canada, that it was suggested Captain Scott ought perhaps to take a closer look at the country's new acquisition.

"What were her boilers like?"

Of her pedigree and background there was never any doubt. Launched at Chatham in 1859, the 17-gun screw corvette, the *Charybdis*, third of its name in the Royal Navy, was of 2,250 tons registry, 1,400 horsepower, 11 knots speed. Trimly proportioned, her length, beam and draught measured 200 feet, 40 feet and 20 feet.

She was the product of the fascinating, mid-nineteenth century period of ship-building when the transitional stage between sail and steam was bridged by a unique combination of both. The screw had replaced the early paddle steamer, but steam was still only an auxiliary to the fully rigged sailing

ship. Pre-dating the ironclad and the armoured ship, the *Charybdis*' guns were mounted on the gun deck for broadside firing. Stripped of her screw and steam she might be considered one of the last of the "wooden walls".

As to her reputation, it rested solidly on a fine record of service on the Pacific Station and in the Far East. Three times in 1874, HMS *Charybdis*, in company with other Royal Navy men-of-war, participated in amphibious operations in the coastal waters and rivers of Malaya. On each occasion her efforts to restore order to the various feuding Malay States were successful.

No one wished to detract from the glories of her past, but concern over her boilers persisted.

Captain Scott was instructed to put her in drydock for a thorough inspection. His disappointment was acute. During the test on the boilers one stay bolt and seven tubes gave way. Moreover, an alarming number of cracks and defects came to light in the furnace. The ship, he insisted, is still a handsome corvette, "but these boilers are fearful".

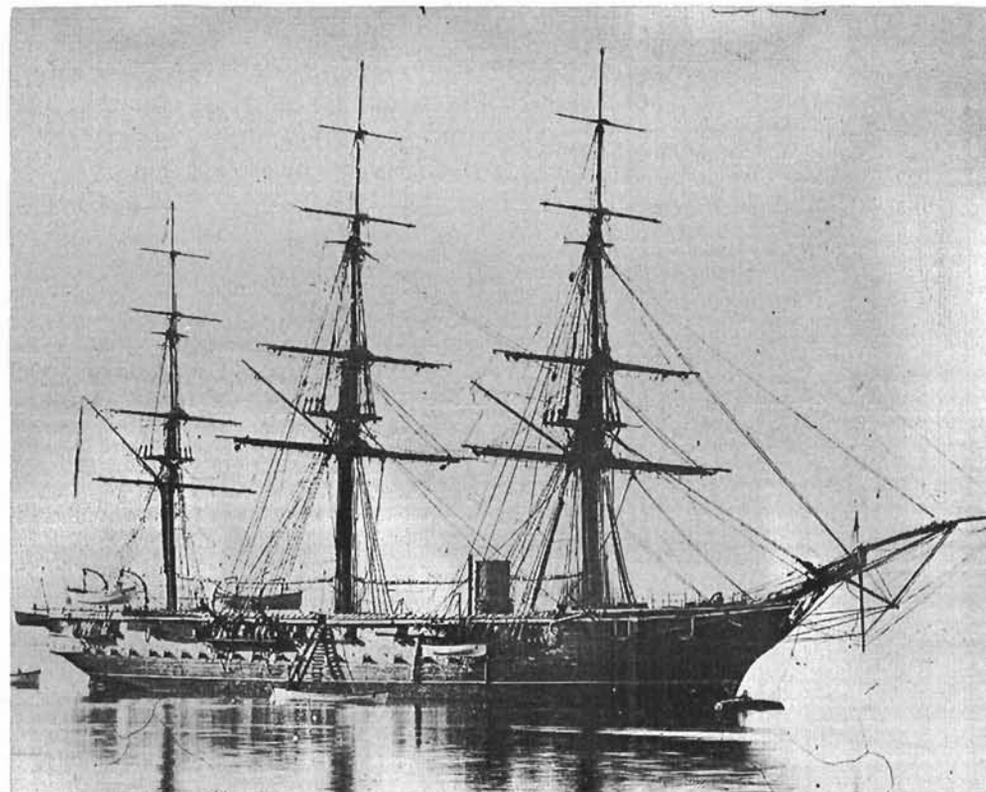
Scott, who had proceeded overseas to accept the vessel in November, 1880, was by January of the following year still very much in doubt as to the ship's ability to manage an ocean crossing during the stormy winter weather. He suggested that the voyage be postponed until the following spring and his proposal was accepted. Meanwhile his troubles had barely begun.

With a ship's crew of 120, (60 below her normal complement) Scott sailed from Plymouth June 16, 1881, on a passage that could best be described as "rough". Thirty-two days later the ship made Sydney, Nova Scotia. Here she took on coal and a 6-pounder gun was put aboard her by the government steamer *Newfield*. On the evening of July 26 the *Charybdis* reached her home port, Saint John, New Brunswick. "What will we do with her?" was the question uppermost in everyone's minds.

The local press recorded her arrival without enthusiasm. The *Charybdis*, however, quickly set about to focus editorial attention upon herself. Although she had been fitted with a heavy anchor, to ensure the safety of shipping in the harbour, the aging warship would not stay put. She broke loose and embarked on a costly escapade round the harbour to the terror and consternation of the citizens of Saint John and of the shipping in the harbour.

A series of calamitous episodes was climaxed in the fall of 1881 by the deaths of two local citizens who were

This, the steam corvette *Charybdis*, was the first warship ever owned by the Dominion of Canada. Presented to Canada by Great Britain in 1880, she was never put to her intended purposes of a patrol vessel and training ship for naval volunteers. She was returned to the Royal Navy with a sigh of relief in 1882. (CN-1997)



* Hon. James C. Pope, Minister of Marine and Fisheries, to Captain P. A. Scott, RN, (Ret'd), November 2, 1880.

attempting to board the vessel, "for the gangplank," exclaimed one incensed Member of Parliament*, "was rotten, like the rest of the old tub . . ."

The Honourable Member for Huron, determined in his efforts to have the "old war horse" returned to Admiralty, reminded the Government that when the King of Siam receives the gift of a white elephant, he always takes the precaution of acquiring, too, a white monkey, which legend says will protect it from evil spirits. He urged the Government to ship a white monkey with all dispatch to the harbour of Saint John where the *Charybdis* was dying of dry rot. This "monster" which once had wrought terror to the Queen's enemies had now become a terror and a dread to the Queen's subjects. "A thing of beauty" he was willing to concede, "but certainly not a joy forever," and the government was exhorted to send her back to England. His motion was agreed to.

Whose brain child had she been? No one could say. Perhaps the circumstances of her arrival could be traced to an obscure paragraph folded into the Annual Report of the General Officer Commanding Canada's Militia (1879):

"It would be a mutual benefit if the Imperial Government would bestow or lend to the Dominion an ironclad or wooden frigate, partly for coast defence in the Gulf of St. Lawrence, as well as for training naval volunteers, and a school for lads on the principle that many line-of-battle-ships and frigates are now employed in the Thames, Mersey, Clyde and other British ports."

For the most part, the country was glad to be done with the issue so that her energies could be turned to the projects uppermost in her mind, the building of railways and the development of her vast natural resources. The creation of a naval reserve force in Canada would have to wait for another day.

When plans to utilize the *Charybdis* as a training ship miscarried, there was some talk of employing the vessel as a reformatory. But there is nothing on record to show that the *Charybdis* was ever anything more than a beautiful white elephant tugging impatiently at her anchor in the tide-ripped waters of the harbour of Saint John.

Towed to Halifax in August 1882, the *Charybdis* was handed over to the Commander-in-Chief West Indies and North America Station the following month. Thus ended the brief but stormy career of the first warship ever owned by the Canadian Government.

* Debate in the House of Commons Feb. 27, 1882.

Doubtless there were many who were glad to see her go; but there were those, too, who were saddened by the unfortunate and regrettable succession of circumstances which had bedeviled from the beginning the efforts and vision of a small but devoted group of men who in the tender years of the country's nationhood strove to instill in the minds of Canadians the first tremulous roots of a naval tradition. (L.M.—*Naval Historical Section.*)

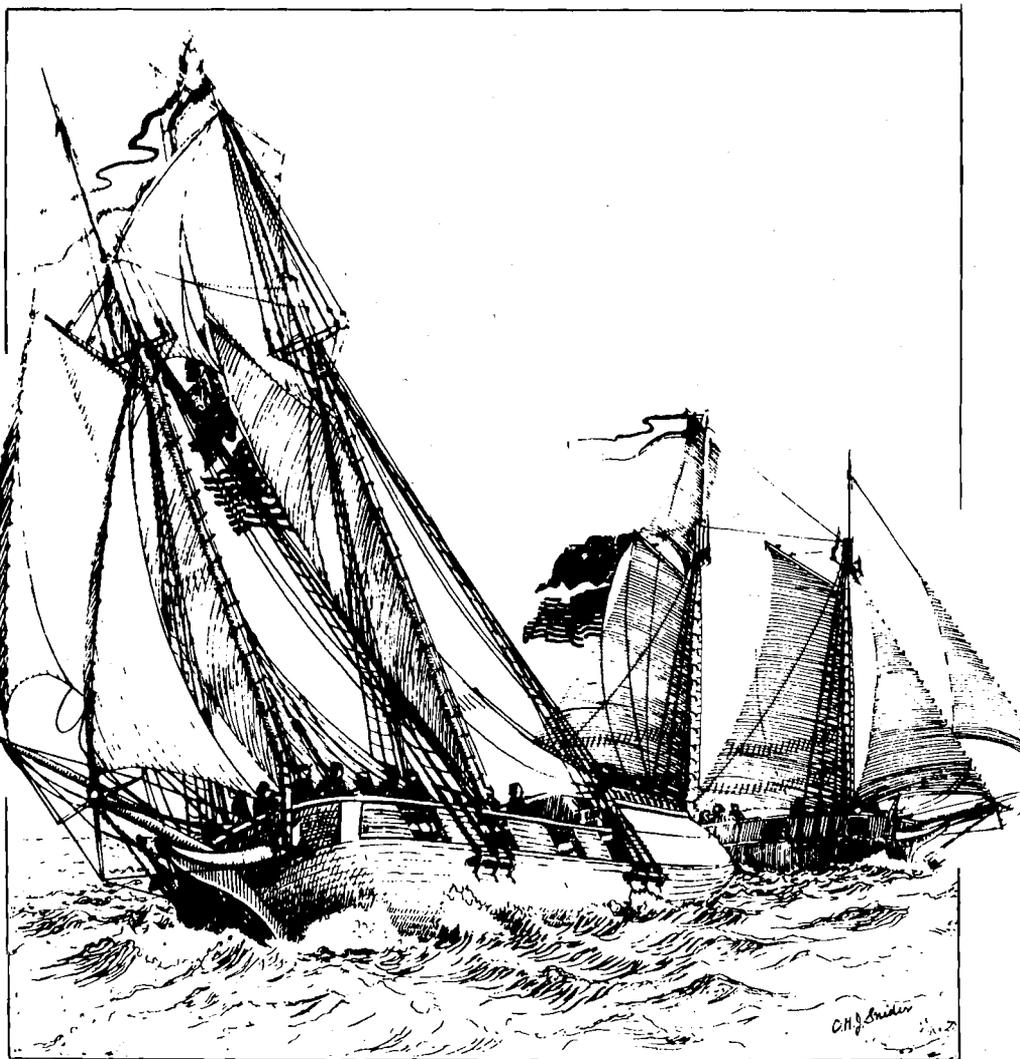
BUSMAN'S HOLIDAY

(Continued from page eighteen)

Early in October the second biennial meeting of the Royal Canadian Naval Sailing Association took place in Ottawa, attended by representatives from all six Canadian squadrons, including Ottawa,

Hamilton, Edmonton, Montreal, Halifax* and Esquimalt. Plans for the future were discussed at great length with particular stress on such pertinent matters as membership, suitable craft, insignia, competition, construction and rigging of 14' dinghys and the future of the recently acquired 54' yawl *Pickle*.

All things taken into consideration the association is proud of the progress made to date but its prime desire is to have a greatly increased membership and a co-ordination of sound ideas that will serve towards even greater development in the future. In the meantime, plans are already afoot for another running of the New England to Halifax Open Ocean Race and for numerous regattas and cruises among the many picturesque havens dotting the Nova Scotia coast.



The caption under the picture heading the article on "The Navy on Lake Huron—1814" in the December, 1954, "Crowsnest" should have accompanied the above drawing by C. H. J. Snider. It shows HM Schooners *Confiance* and *Surprise* (the captured U.S. Schooners *Scorpion* and *Tigress*) beating into Michilimackinac. The picture, accompanying the article actually showed the naval and military establishment at Penetanguishene, Ontario, in 1818, the large building at the water's edge being the naval stores depot. Marked 31 and 32 are HM Ships *Newash* and *Tecumseh*; HMS *Confiance* (ex-*Scorpion*) is 34. The picture was reproduced from a water-colour owned by Professor Watson Bain. Both were made available through the courtesy of the John Ross Robertson Collection, Toronto Public Libraries.



The Navy Plays



Armourer Named Sportsman of Year

PO Joseph Slusarenko, a husky Polish-born gunnery armourer from Winnipeg, was named "Sportsman of the Year" in the *Quebec* near the end of her South American cruise.

Since he joined the training cruiser in February, 1953, PO Slusarenko has taken part in every sport, either in representative or interpart competition, with cricket the only exception. He has played hockey, soccer, basketball, volleyball, baseball, with softball his favourite.

He pitched senior softball on the West Coast and coaches the ordnance department's team. In addition he is a competitive swimmer and is formidable in Canadian football. Apart from athletics, he is a keen bridge player.

Captain E. W. Finch-Noyes, of Oakville, Ont., commanding officer of the ship, presented him with the trophy on December 1 during morning divisions as the ship neared Halifax to close out

the cruise. He described the athlete as the "iron man of sports" in the ship.

Born on November 30, 1926, in Tlouchmach, Poland, he was brought to Canada four years later by his family, who settled in Winnipeg. He left the technical high school there to join the Navy in January, 1946, as an ordinary seaman.

He served successively in the *Uganda*, *Ontario*, *Cayuga* and *Swansea*, transferring to the ordnance branch in mid-1950. Since then he has served in the *Portage*, in Korea with the *Nootka* and now is concerned with the maintenance of secondary and close range armament in the *Quebec*.

Have We Got A Ball Team

"Say, have you guys got a ball team?"

This loud hail was directed from the US Submarine *Rasher* to HMCS *Sault Ste. Marie* when the two vessels found themselves berthed opposite each other at "B" jetty in Esquimalt dockyard.

When the reply came back in the affirmative the *Rasher* crewman boasted, "Well, we have a better one."

This exchange naturally culminated in a game between teams from the escort vessel and the submarine. Surprisingly, perhaps, as the U.S. boat held the championship of submarines based at San Diego, the *Sault Ste. Marie* defeated their confident rivals by a score of 3-2.

Somewhat astonished, the Americans made haste to arrange a return match, played the following week-end in Seattle. This time the submariners evened things up by edging the escort vessel team by an identical score, 3-2.

Later, although describing their team as "average" for the RCN, the *Sault Ste. Marie* sailors admitted it included two of the Canadian Navy's best, PO J. W. Allen and PO H. L. Haskell.

Curling Club Elects Officers

The first meeting of the RCN Curling Club (Atlantic Command) was held November 1, in the P & RT School, HMCS *Stadacona*, and the following executive was elected: Inst.-Cdr. J. D. Armstrong, president; CPO Roger Curtis, vice-president; CPO Robert Henry, publicity, and Lieut. (S) A. C. Tassie, secretary-treasurer.

Sports Keep "Maggie" Busy

An ambitious sports program was undertaken by officers and men of the *Magnificent* during the carrier's visit to the West Coast.

In Victoria, the ship's basketball team eked out a close decision over *Naden*, 47-46. *Maggie's* soccer team lost to *Naden* 6-2, however, the supply volleyball squad on board bested the west coast barracks in two straight games.

The carrier hockey teams did well against the *Ontario*. *Maggie's* officers defeated those of the cruiser by a score of 9-4, while *Ontario's* seamen lost to their opposite numbers in the *Magnificent* 2-0.

Naden's water polo team showed too much class for the carrier men and the latter went down to defeat 8-0. Volleyball matches with *Venture* were cancelled.



A perpetual award, to be known as the Hibbard Trophy, has been donated by Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, for annual competition in Canadian football between cadets of HMCS *Venture* and the Canadian Services College, Royal Roads. Presented for the purpose of "promoting friendly competitive relations between the staffs and cadets of the two establishments", the trophy will be awarded on the outcome of a single game, to be played each year on or near Remembrance Day. Won this year by Royal Roads, the trophy was presented to Navy Cadet Ronald S. Binnie, of Regina, captain and quarterback of the Services College team. Here, Cadet Binnie is being congratulated by Rear-Admiral Hibbard. The trophy is being held by Lieut. David Atkinson. In the background is Capt. John A. Charles, recently-appointed commandant of Royal Roads. (E-29095)

In Vancouver, the *Magnificent* softball team took the measure of the coast city's junior champs 2-0 in a game played under lights. By a similar score the carrier's soccer squad lost to Vancouver's Grandview team in another game under lights, the first for the sailor soccer players.

In one of the most unusual sporting events of the cruise the ship's basketball team took on the Western Rehabilitation Centre (polio clinic) in Vancouver. The polio victims, playing in wheel chairs held *Maggie's* stars, also strapped into wheel chairs for the game, to 40-all draw. Two days later a second match with the WRC saw the sailors defeated 41-29.—W.H.

Ordnance School Naden Champions

The summer "Cock of the Barracks" trophy for interdepartmental sports at *Naden* was won by the Ordnance School. This marked the third time since the inauguration of the competitions that the honours have gone to the Ordnance School.

If any doubts existed as to the right of the ordnance personnel to their trophy, they were dispelled during the final event of the program, the swimming contests. Of the seven events on the swimming card, five were won by the school and in the remaining two, ordnance contestants were runners-up, and this with a team noticeably made up of "older types".

The school continued its winning ways in shooting competitions. A team consisting of Ord. Cdr. M. T. Beardmore, officer-in-charge of the school, Ord. Lieut.-Cdr. H. W. Mayne, Ord. Lieut. W. G. Welbourn and CPO T. D. Angus won the RCN West Coast Revolver Challenge Trophy at the recent PCRA meet.

Pistol Meet Big Success

One of the most successful annual pistol meets of the Pacific High Command Rifle Association was organized by the Gunnery Training Centre at the Capital City Revolver Club range, Beaver Lake, B.C., on October 30.

The 41 participants made this year's attendance the largest for several years. Included were representatives of HMC Ships and establishments and local revolver clubs.

The Henry Birks Trophy for .22 pistol shooting was won by Lieut. George Grivel. The Murdoch and Girard Trophy and the Vice-Admiral E. R. Mainguy Trophy for 9mm revolvers were won by R. Sinclair of the B.C. Game Department and PO R. C. Hawkey respectively. Lieut. J. Betts, RCN(R), was awarded the Esquimalt Meat Market Trophy for .22 pistols and PO J. F. Redlin, HMCS *New Glasgow*, captured the Tyro trophy. High scorer for the ladies was Wren Elizabeth Pater-son, of *Malahat*.



Cadets of HMCS *Venture*, the officer training establishment at Esquimalt, B.C., won the championship of the Victoria Junior Canadian Football League recently when they defeated the Canadian Services College, Royal Roads, in the final game, 11-7. Here, Seth Halton, president of the league, presents the trophy to Cadet Norman J. Etheridge, King, Ont., *Venture* full-back and captain of the team, following the game. (E-29297)

The Ordnance School team, consisting of Ord. Cdr. M. T. Beardmore, Ord. Lieut.-Cdr. H. W. Mayne, Ord. Lieut. W. G. Welbourn and CPO T. D. Angus won the Henry Hodgson Team Match Cup.

Navy Shares HQ Rifle Prizes

National Defence Headquarters Rifle Association got off to a flying start with a successful supper dance at Beaver Barracks, Ottawa, November 29. Highlight of the evening was the prize-giving at which members successful in the 1954 competitions received prizes ranging from tumblers etched with the club insignia to silver steins emblematic of trophy winning.

The Navy was represented during the 1954 season by Cdr. (E) A. G. Bridgman and Lieut. (L) C. R. Nixon, who distinguished themselves on both indoor and outdoor ranges.

Cdr. Bridgman won the Warrant Officers' Trophy and the Shepherd Spoon and was a member of the team winning the Hampton Shield. He is a member of the executive for 1955.

Lieut. Nixon won the Shearer Cup, the Militia Officers' Cup and the Captain's Prize. The latter is presented annually to the member who, in the opinion of the executive, has made the most progress during the year.



The Ordnance School team which won the RCN West Coast Revolver Challenge Trophy at the PCRA meet is shown above. Left to right are Ord. Lieut. W. G. Welbourn, CPO T. D. Angus, Ord. Lieut.-Cdr. H. W. Mayne and Ord. Cdr. M. T. Beardmore, officer-in-charge of the school. (E-29045)

LOWER DECK PROMOTIONS

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

ADAMS, Terry A.....	LSAC1
ANDREWS, Jack A.....	P2RC2
ANTHONY, Earl F.....	LSRP1
ARNOLD, Harry E.....	P2AO2
BAKER, Harold W.....	P2AO2
BANNISTER, John M.....	LSTD1
BARR, Francis S.....	LSQM1
BAXTER, Chester L.....	LSLR1
BILLARD, Victor H.....	P1QM2
BLACK, James L.....	LSTD1
BOYD, James G.....	P1SH4
BOYLE, Allan W.....	P2EM2
BRIDGEO, Leslie W.....	LSCK1
BROCKS, Delmer C.....	LSOM2
BUTCHER, Ronald W.....	P2AR2
BYER, Donald W.....	LSOM2
CHALMERS, Robert B.....	P2TD3
CHAMBERS, Neil P.....	P2QM2
CHAULK, Wilson.....	LSRP1
CHECKLEY, James M.....	LSEM1
CONNORS, Merritt R.....	LSEM1
COSTIN, John C.....	C2ET4
CROTHERS, William R.....	P1SH4
CURRIE, Robert L.....	LSEM1
DALGETTY, George W.....	LSSE1
DALTON, Michael H.....	LSAA1
DELISLE, Albert O.....	LSQM1
DIRADDO, Robert C.....	LSQM1
DIXON, William H.....	P2EG3
DRISCOLL, William D.....	LSQM1
EVANS, Allen W.....	LSOM2
FERGUSON, George A.....	LSQM2
FORSYTH, William.....	LSRP1
FREEMAN, Clifford T.....	C1ET4
GALLANT, Wilfred J.....	LSQM2
GALLEY, William R.....	LSRP1
GAMELIN, Stanley O.....	LSEM1
GASKIN, John.....	P1SH4
GAUDET, Alphonse J.....	LSAM2
GEALE, Robert E.....	C1OM4
GIBBARD, John A.....	LSLR1
GILLOTT, John G.....	P2LR2
GOULD, Charles E.....	LSRP1
GRADWELL, William R.....	LSSE1
GRAHAM, Ralph D.....	LSRP1
GRIFFIN, Lloyd D.....	LSQM1
HALL, Arthur K.....	LSAA1
HAMILTON, John E.....	LSQM1
HAMPSON, John L.....	LSLM2
HARRINGTON, Patrick E.....	LSRP2
HARRISON, Eugene G.....	LSAA1
HANLON, Gregory T.....	LSRP1
HEANS, Pattison R.....	LSQM1
HERRETT, Earl F.....	LSRP1
JACKSON, Walter E.....	LSEM1
JALBERT, Raymond.....	P1SH4
JOHNSON, Beverly C.....	LSAR1
JONES, Kenneth.....	P2RP2
KEHOE, John B.....	LSAM2
KENNEDY, Douglas R.....	LSEM1
KETCHESON, Trent W.....	LSLM1
KRAL, John M.....	P2AC2
LABRECQUE, Roger J.....	LSCK1
LABUTE, Kenneth J.....	P2AO2
LADANCHUK, Stanley.....	LSRP1
LAMOND, John A.....	LSAA1
LANG, Stanley V.....	LSRC1

LEWIS, Albert J.....	C2OT4
LINKLATER, Douglas C.....	LSLR1
MANNING, Roland J.....	LSQM1
MAZUR, Fred A.....	LSRP2
MORRIS, Henry R.....	LSMO2
MORTON, Arthur F.....	LSAC1
MULLIN, Martin F.....	LSAA1
McARDLE, Christopher C.....	LSRP1
McCULLOUGH, James P.....	LSAA2
McGUIRE, John F.....	C2BD3
McHOLISTER, Patrick D.....	LSRP1
McLAY, Harold E.....	P1SH4
McWALTERS, George J.....	LSLM1
MacPHAIL, Gordon B.....	LSQM1
NEWHOOK, Murdock J.....	LSQM1
NEWMAN, John W.....	LSEM1
PATTEN, William A.....	LSQM2
PAUL, Douglas F.....	LSAC2
PICKETT, Bronson E.....	LSRP1
PRESLY, Garry A.....	LSEM1
PRINGLE, Gilbert J.....	P2AC2
PROVENCAL, Robert A.....	LSBD1
RAFTIS, Daniel W.....	P1ER4
RAMSAY, James L.....	P2RS3
RICHARDSON, Foster W.....	LSAA1
RIOUX, Roger J.....	P2SE2
ROBERTSON, Neil F.....	LSRP2
RODGER, Robert.....	LSEM1
ROSS, Douglas J.....	LSAA1
ROSS, Henry G.....	LSAA1
ROSTEK, John J.....	LSTD2
RUTTER, Hugh A.....	LSAA1
SCULLION, James.....	LSAA2
SEDORE, Herbert G.....	LSAA1
SIMPSON, Robert B.....	LSMO1
SINCLAIR, Charles P.....	P1ER4
SMITH, Malcolm L.....	LSAC1
STEWART, Eldon W.....	LSNS1
STORER, Thomas H.....	P1ER4
SWAN, Andrew W.....	P2AR2
TESKEY, Leonard.....	LSRC1
THOMAS, Cyril.....	P1ER4
TOWERS, William H.....	LSQR1
TREMBLAY, Joseph L.....	LSBD1
TROUGHTON, Gordon W.....	LSLR1
URQUHART, James W.....	P1SH4
VAN DER VOORT, Eric B.....	LSEM1
VERES, John.....	LSLM2

WAGNER, Frederick H.....	LSLR1
WALKER, Kenneth C.....	LSLM2
WALLIS, Robert A.....	LSEM1
WATSON, William N.....	LSLM1
WAY, Fraser.....	LSAA1
WHITCOMBE, Ronald G.....	LSLM1
WILSON, Donald M.....	LSQR2
WINDSOR, Gordon A.....	C1PC4
ZEER, Frederick.....	P1SH4

WEDDINGS

Able Seaman Robert Henry Birmingham, *Stettler*, to Miss Maud M. Easthom, Quailcum Beach, B.C.
 Able Seaman Donald Comis, *Stettler*, to Miss Margaret Rose Johnson, Red Deer, Alta.
 Leading Seaman Selwyn Dumaresq, Albro Lake Radio Station, to Miss Sadie Grant, Montreal.
 Leading Seaman L. W. Hines, *Lauson*, to Miss Beverly Turner, Windsor, N.S.
 Leading Seaman George W. Little, *Stoux*, to Miss Fran Steward McAllister, Victoria.
 Petty Officer Edward Pecarski, *Lauson*, to Miss Norma LeBlanc, Lewisville, N.B.
 Leading Seaman Bruce C. Pelly, *James Bay*, to Miss Elizabeth Ann Comeau, Victoria.
 Lieutenant Harry Rusk, *Brockville*, to Miss Margaret Adelaide Brown, Hertfordshire, England.
 Able Seaman Brian Stevenson, *New Glasgow*, to Miss Joan Steeves, Victoria.
 Lieutenant I. J. Strong, *Brockville*, to Miss Irene Hansen, Vancouver.

BIRTHS

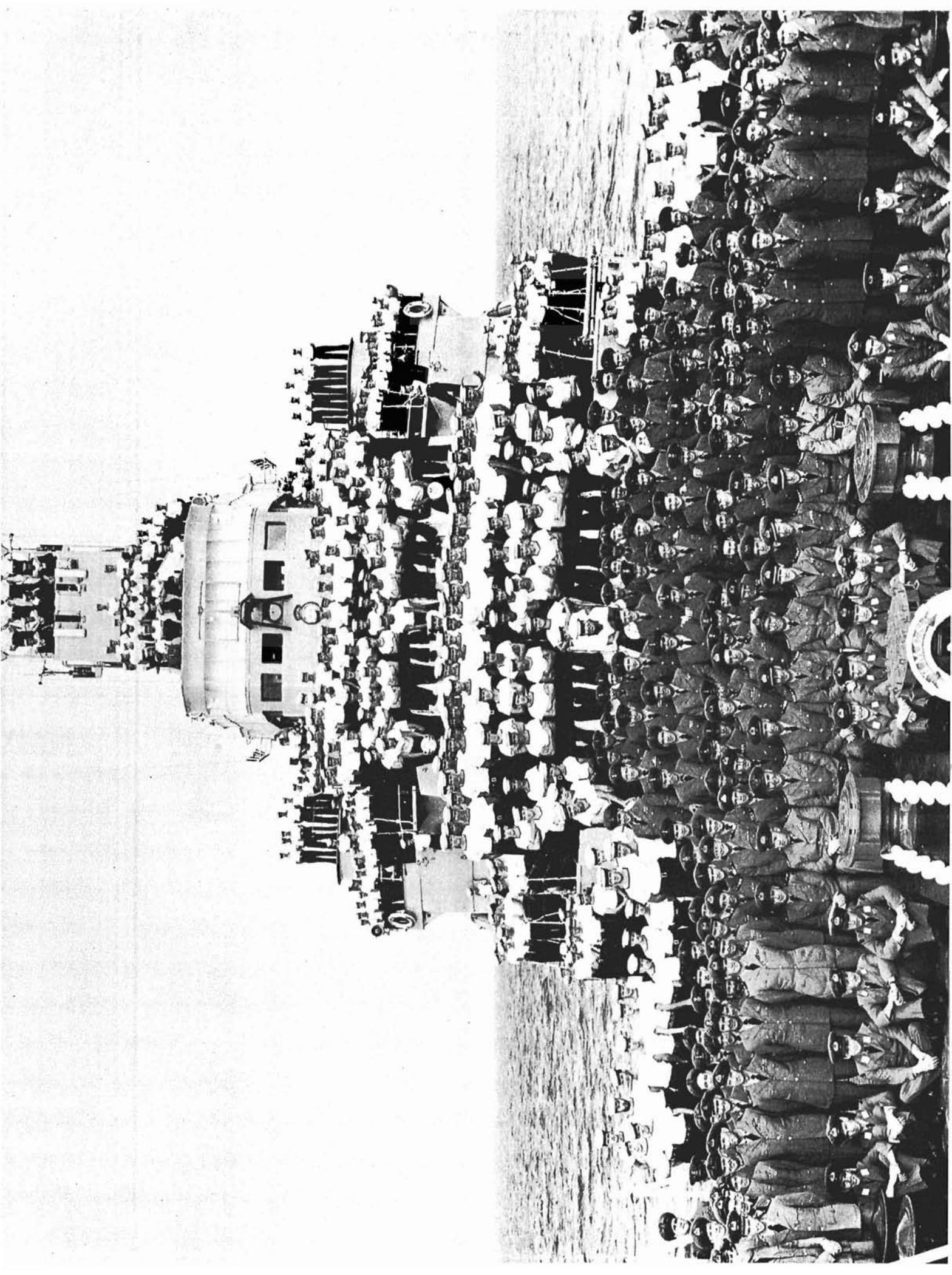
To Chief Petty Officer Frank Blosser, *Star* (COND), and Mrs. Blosser, a son.
 To Leading Seaman Kenneth Buck, *Star* (COND), and Mrs. Buck, a daughter.
 To Leading Seaman H. Delino, *Brockville*, and Mrs. Delino, a son.
 To Lieutenant-Commander (L) Mervin J. M. Dunscombe, *Stadacona*, and Mrs. Dunscombe, a daughter.
 To Leading Seaman Gordon Ford, *Stettler*, and Mrs. Ford, a daughter.
 To Leading Seaman Howard M. James, *Queen Charlotte*, and Mrs. James, a son.
 To Sub-Lieutenant James T. Lindsay, *Lauson*, and Mrs. Lindsay, a daughter.
 To Able Seaman T. E. Rutledge, *James Bay*, and Mrs. Rutledge, a daughter.
 To Petty Officer David Saunders, *Star*, and Mrs. Saunders, a son.
 To Leading Seaman James Skinner, *New Glasgow*, and Mrs. Skinner, a son.
 To Chief Petty Officer Percival Way, *Star* (COND), and Mrs. Way, a daughter.

CROSSWORD PUZZLE SOLUTION

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O	L	A	T	A	N	I	P	I	P
I			W	O		E	R		P
D	E	T	A	T	E	O		E	I
E		N	E	T	O	B	M	H	
D	A	L	A	N	D				

Family Portrait

It seemed to be the hottest day of the seven-week South American cruise to the ship's company of the Quebec during the jockeying for this family portrait on November 24. The ship was steaming northward from Venezuela to Colon over a shimmering Caribbean at the time, on the second-last leg of the training cruise. Temperatures on the "upper" weren't much hotter than those of a central Canadian summer's day but the crew felt a bit over-dressed after five weeks in shirts, shorts and sandals. (QB-1904)





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N.P. 575-1194

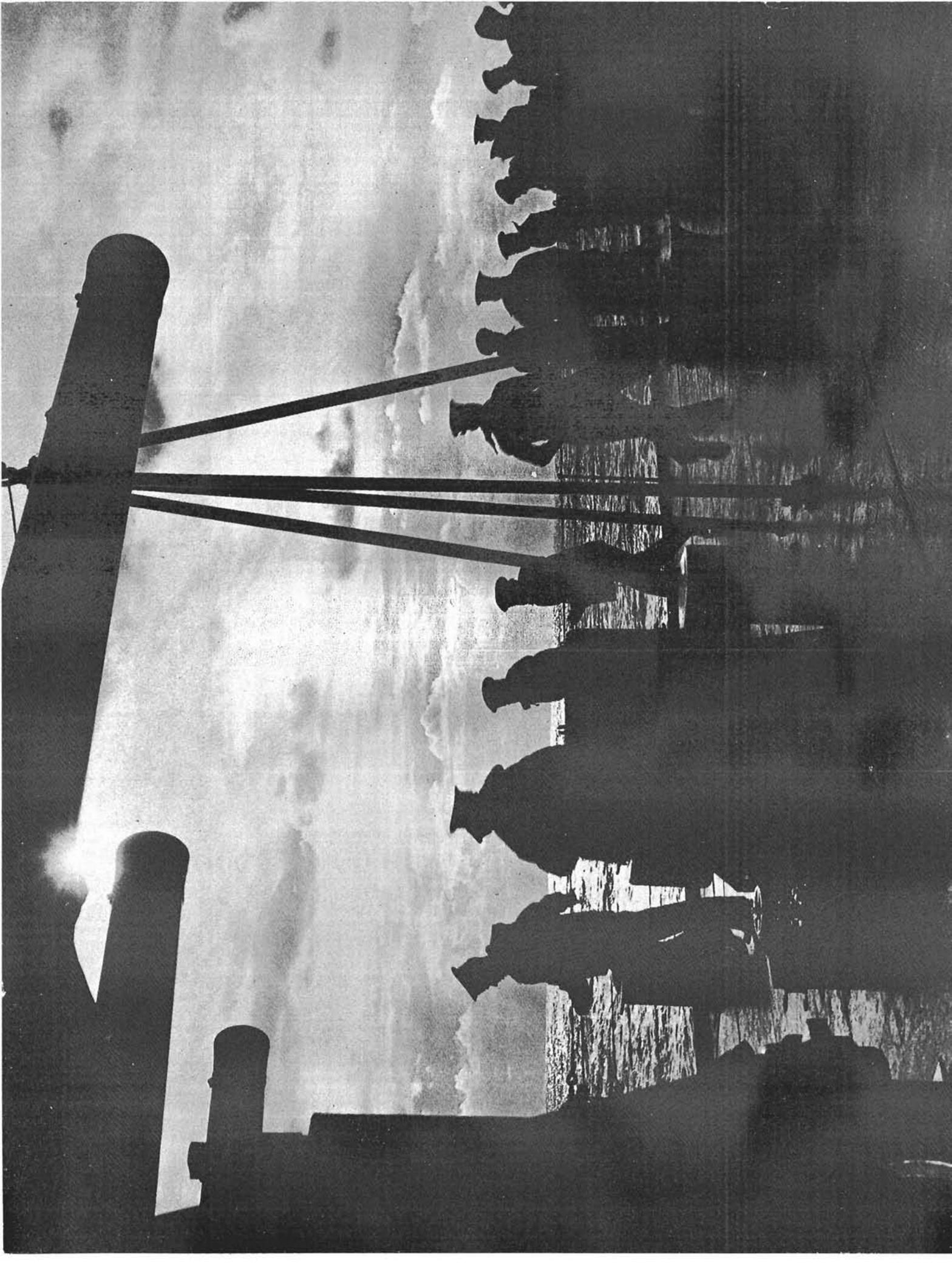
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1955

The CROWSNEST



Vol. 7, No. 4

February, 1955



The CROWSNEST

Vol. 7 No. 4

THE ROYAL CANADIAN NAVY'S MAGAZINE

FEBRUARY, 1955

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<i>Naval Lore No. 26</i>	<i>Inside Back Cover</i>

Cover Photo—No matter how much you modernize a ship, it's still the same old sea, as HMCS *Stettler* demonstrates on the North Atlantic. The modernized frigate has since become part of the 2nd Canadian Escort Squadron on the West Coast and in January exercised in Pearl Harbour with other ships of the squadron and the cruiser *Ontario*. (DNS-11788)

THE END OF THE EXERCISE

Steaming homeward from her cruise to the West Indies and South America, the training cruiser *Quebec* acted as plane guard for the *Magnificent*, returning to Halifax from the West Coast. The two ships rendezvoused at Colon, Canal Zone.

On occasion the *Quebec* streams a splash-target to permit aircraft from the "Maggie" to carry out rocket-firing bombing and strafing. The spectacle of Avengers and Sea Furies screaming down from the sky and the subsequent bangs, whooshes, clouds of smoke and fountains of spray—all only 300 yards astern of the cruiser—provides some exciting moments for the midshipmen and men under training in particular and the personnel of the *Quebec* in general.

Then the exercise is over. Off in the distance, the "Maggie" is landing on her aircraft and on board the *Quebec*, silhouetted against the glow of the sub-tropical sky and sea, sailors run in the splash target against another day. (QB-1936)

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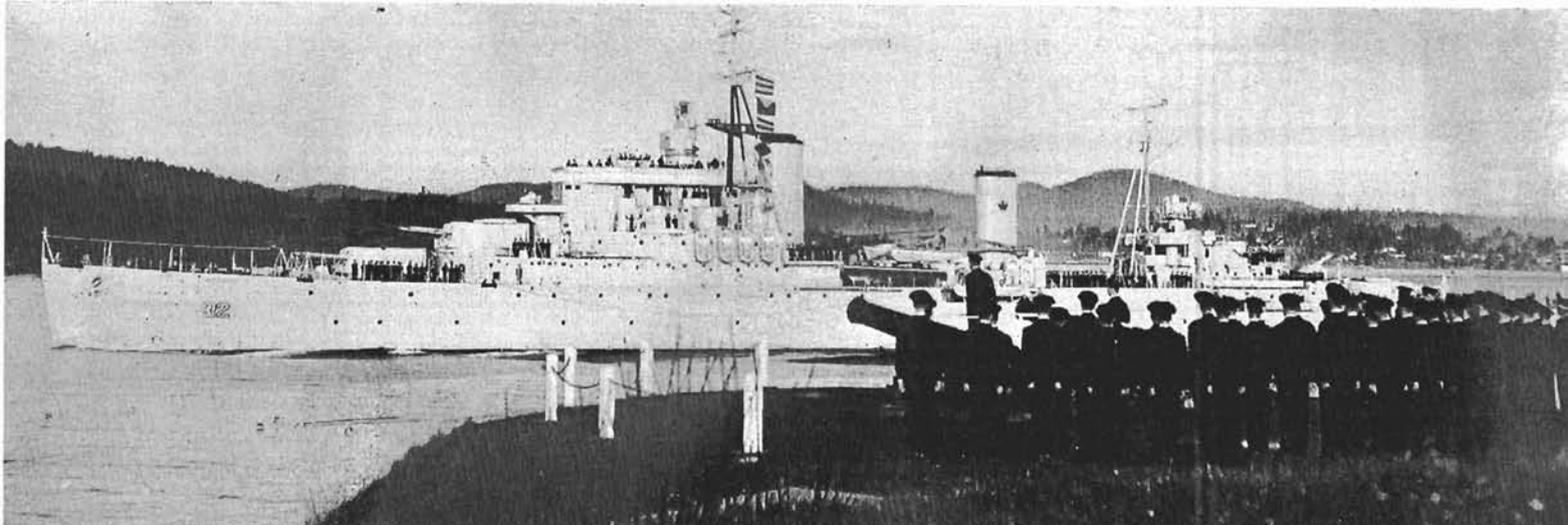
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RCN NEWS REVIEW

Venture cadets whose first major cruise is yet to come watch HMCS Ontario steam out of Esquimalt harbour with 79 of their fellow cadets on board, bound for the South Pacific. (E-29905)

History Topic Needed by March 1

In the November issue of "The Crowsnest", the regulations governing the submission of essays for the Barry German History Prize were announced and enquiries have already been received.

It is pointed out that in the competition this year the candidate should submit the topic on which he intends to write to the Chairman of the Committee by March 1, 1955, indicating the source material that he will draw on in his research. This having been approved, the completed work should be in the hands of the committee by October 1, 1955. Successful candidates will be presented with their awards January 1, 1956.

All personnel on the Active Lists of the RCN and RCN(R) are eligible to compete for the three prizes, collectively amounting to \$300 annually.

Many officers and men of the regular and reserve forces are fortunately serving in centres where maritime historical material is abundantly available. The archives in the provincial capitals as well as the libraries, archives and museums of Ottawa, London and Washington are all in a position to co-operate fully with the student of Canadian naval history.

Shouts Heard; Sailor Rescued

A tumble from the jetty at Saint John Dry Dock Company, Limited, in mid-January might have been fatal for Ldg. Sea. A. F. Searle, of HMCS Toronto, had his shouts not been heard by AB Rankin R. McKeil, on quartermaster duty on board the *Prestonian*.

AB McKeil climbed down the jetty to a beam near Ldg. Sea. Searle and managed to hold him above the frigid water until additional help arrived.

Ldg. Sea. Searle was treated in hospital for shock and exposure and, a few hours after the accident, was allowed to return to his ship.

The *Toronto* and *Prestonian* are undergoing refit in Saint John.

Venture Cadets On First Cruise

The first training cruise for cadets of HMCS *Venture*, officer training establishment at Esquimalt, got underway on January 5 when the cruiser *Ontario* sailed for the South Pacific with about 75 cadets embarked.

The three-month cruise will take the cadets to Pearl Harbour, Suva, Australia and New Zealand. Every opportunity will be taken to carry out training

exercises and manoeuvres with the armed forces of the United States, Australia and New Zealand.

During the passage from Esquimalt to Pearl Harbour, the *Ontario* was accompanied by the destroyer *Athabaskan* and the frigates *Stettler* and *Jonquiere*. The latter three ships remained in the Pearl Harbour area until late in January carrying out exercises with the USN prior to returning to Esquimalt.

Two New Squadrons For Pacific Command

Two new squadrons were formed in the Pacific Command in January.

The Second Canadian Escort Squadron came into being on January 1. When all ships join, the group will include the destroyer escorts *Cayuga*, *Athabaskan* and *Crescent*, the latter undergoing modernization at Esquimalt, and the modernized frigates *Jonquiere*, *Stettler*, *New Glasgow*, *St. Therese* and *Sussexvale*. The last-named ship will commission at Halifax this spring and proceed to the West Coast shortly thereafter. She has recently completed modernization.

Senior officer of the squadron is Commander Geoffrey H. Davidson, of Victoria and Ottawa, commanding officer of the *Cayuga*.

The First Escort Squadron, consisting of the destroyer escort *Algonquin* and the modernized frigates *Prestonian*, *Lauzon* and *Toronto*, was formed in the Atlantic Command in November, 1953.

The Second Canadian Reserve Squadron was formed in the Pacific Command on January 5. The group, HMC Ships *Digby*, *Brockville* and *Cordova*, will be employed in providing training afloat for Naval Reserve officers and

Hammocks Double As Camp Beds

A "new look" in bedding is making its fashion debut in the Royal Navy.

Sailors serving in Her Majesty's Navy are being issued with double-duty hammocks that can be slung in the normal way or can be fitted with metal runners and stretchers to form a camp bed.

As a camp bed, the "hammock" can be used for sleeping on deck in hot weather or where facilities for slinging are not available, and also ashore, particularly where parties are detached from ships.

A longer hammock mattress is also being introduced. It will correspond in length with the new hammock and will also be suitable for use in bunks now being fitted in certain Royal Navy ships.

men. Lieut-Cdr. E. S. Cassels, commanding officer of the *Brockville*, has assumed the duties of Commander Second Canadian Reserve Squadron.

Crusader To Be Based at Halifax

The *Crusader* was to sail from Esquimalt February 14 for Halifax where she will be employed as an evaluation ship for testing new equipment. The *Crusader*, veteran of two tours in the Far East, has been attached to the Pacific Command for nine years, since shortly after her commissioning late in 1945.

The destroyer escort will proceed to Halifax by way of the Panama Canal, arriving at her new home port in mid-March. The *Crusader's* officers and men will commission the modernized frigate *Sussexvale* at Halifax and sail for Esquimalt, where she will be employed in the Second Escort Squadron.

First Jets for RCN Delivered

The first jet aircraft in the Royal Canadian Navy arrived at *Shearwater* on January 5.

Four two-seater T-33 jet trainers, manufactured by Canadair in Montreal, streaked into the Naval Air Station after non-stop flights from Toronto, Ont.

Their role will be general indoctrination of personnel into the characteristics and operation of jet aircraft. The T-33s have been formed into a jet flight within Training Squadron 40, based at *Shearwater*. Officer-in-charge of the jet flight will be Lieutenant (P) A. E. Fox.

The T-33 trainers are preparatory to the introduction of F2H3 Banshee all-weather jet fighters which the RCN is purchasing from the United States Navy to equip carrier-borne fighter squadrons. The planes are manufactured by the McDonnell Aircraft Corporation, St. Louis, Mo.

Quebec Meets Heavy Weather

The cruiser *Quebec* sailed from Halifax on January 14 on a three-month training cruise that will take her around the continent of Africa. Most of the ports she will visit have never before seen a Canadian warship.

Shortly after leaving Halifax the *Quebec* ran into heavy Atlantic weather. Her port and starboard seaboats were both stove in and her starboard gangway was swept overboard. At the height of the storm, she experienced machinery difficulty due to heavy rolling, but she rectified this in short order.



The first step in the RCN's transition to jet fighter aircraft was taken with the arrival at *Shearwater* in January of four T-33 jet trainers. PO Norman Hunt and Lieut. (P) A. E. Fox are shown looking over the controls and instruments of one of the new machines. (DNS-13274)

During the storm, Ord. Sea. Jean Boulay was stricken with acute appendicitis. His appendix was removed, but complications prompted the decision to proceed to Bermuda, where he was hospitalized.

Continued heavy weather delayed *Quebec's* sailing, but she finally cleared Bermuda January 22 for Freetown, Sierra Leone. During February, the ship will visit Capetown, Port Elizabeth and Durban before proceeding to Mombasa, Kenya, early in March. Later, she will travel to the Mediterranean via the Suez Canal.

Huron, Iroquois Homeward Bound

The destroyer escorts *Huron* and *Iroquois* cleared Hong Kong on January 15 after abbreviated tours in the Far East and headed for Halifax via Singapore and the Mediterranean.

The ships will visit ten ports en route home: Singapore, Colombo, Cochin, the Indian Naval Training Base; Bombay, Karachi, Aden, Port Said, Malta, Gibraltar and Ponta Delgada. The visits to Bombay and Karachi, which are formal, will mark the first time Canadian warships have visited India and Pakistan. The ships are scheduled to arrive in Halifax March 19.

Nootka Returns To Active Fleet

HMCS *Nootka* was commissioned at Halifax on December 15 after extensive modernization. She will be employed

in the Atlantic Command. Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, attended the commissioning ceremony and addressed the ship's company.

Lieut-Cdr. E. M. Chadwick, the *Nootka's* commanding officer, stressed the importance of the attainment of the standard set by the ship's motto: "Tikegh Mamook Solleks", meaning, "Ready to Fight"—an apt motto for a ship which has already distinguished herself in two tours of duty in the Korean War theatre.

Dozen Ships Under Refit

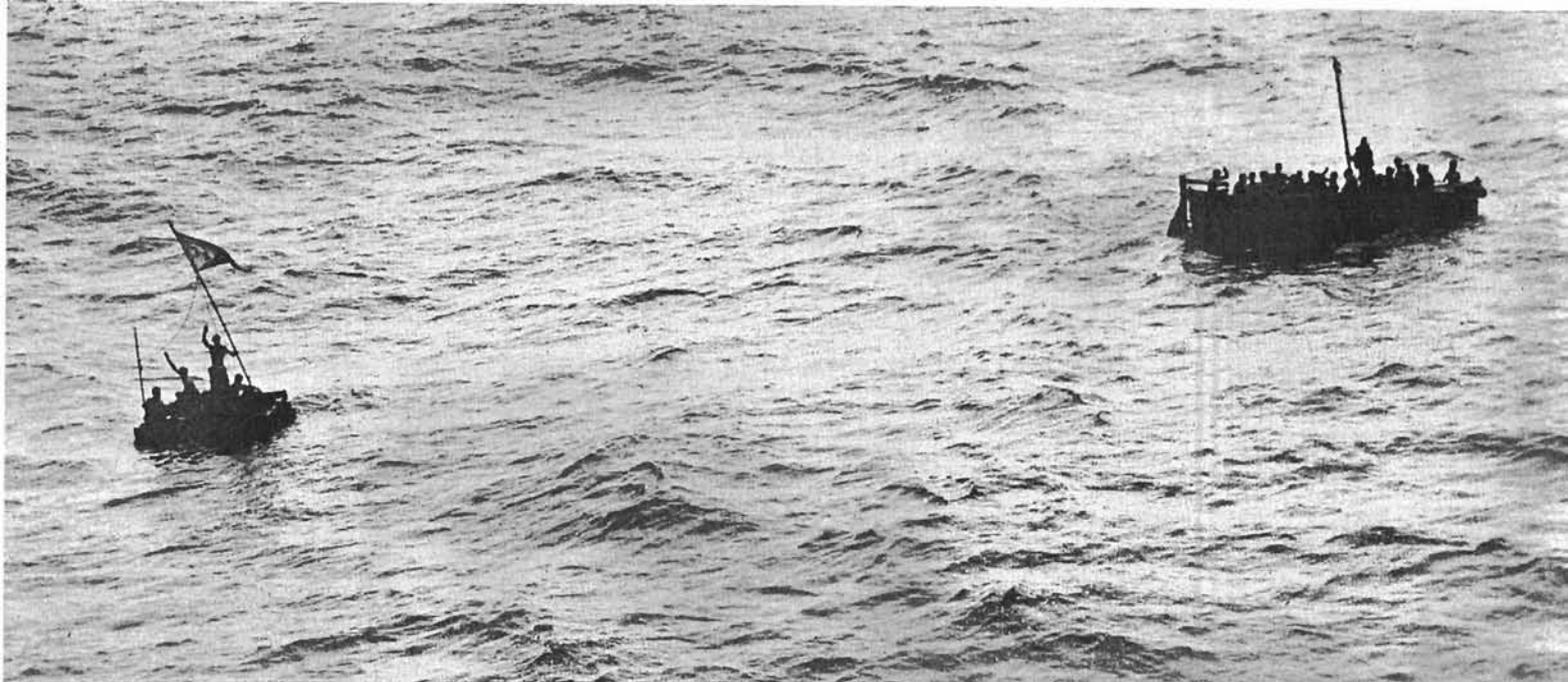
A dozen ships in both commands were in various stages of refit during the month of January.

On the East Coast, the *Magnificent*, *Labrador*, *Haida*, *Micmac* and *Gaspe* were refitting at Halifax, the frigates *Prestonian* and *Toronto* were at Saint John, the *New Liskeard* at Liverpool and the *Wallaceburg* at Pictou.

On the West Coast, the destroyer escorts *Cayuga* and *Crusader* and the coastal escorts *Digby* and *Brockville* were undergoing annual refit at Esquimalt.

Algonquin, Penetang Train Off Bermuda

The destroyer escort *Algonquin* and the frigate *Penetang* spent much of the month of January in the Bermuda area, carrying out anti-submarine exercises with the U.S. Submarine *Requin*.



Survivors of the torpedoed tanker SS Elizabeth Kellogg await rescue in a lifeboat and tiny raft in the Caribbean Sea near the Canal Zone. (Official U.S. Navy Photo.)

The Battle of the Caribbean

by

COMMANDER C. ALPHONSO SMITH
U. S. Naval Reserve

In the summer of 1942, U-boats penetrated far up the St. Lawrence River and the attention of the Canadian public was diverted, naturally enough, from the far more significant Battle of the Caribbean. In that area, Hitler's U-boats were endeavouring to choke off the flow of oil, the life-blood of war, to Britain and the shipment of bauxite to the aluminum plants of Canada and the United States. The following account of the Battle of the Caribbean is reprinted from the September 1954 "U.S. Naval Institute Proceedings" by kind permission of the editor.

THE Battle of the Caribbean lasted nine and a half months — from February 16, 1942, to November 30, 1942. In that comparatively brief time, German submarines torpedoed 263 ships in the Caribbean and its approaches, with a gross tonnage of 1,362,278.

It is a little known, or at least neglected, fact that the sinkings in the Caribbean during this period were greater than the losses incurred on the North Atlantic Convoy Routes, the Eastern Sea Frontier, and the Canadian Coastal Zone, all three combined.

This tremendously damaging blow coming as it did when the nation was struggling to get its teeth into the world conflict was achieved by the Germans with the loss of only four submarines from which there were 77 survivors. To say that it was a cheap price to pay is a classic of understatement.

This article will attempt to describe the battle from its dramatic, intense beginning through the hopelessly one-sided first six months of no escorts and

insufficient escorts to the days when convoys made the 7,810-mile trip from Curaçao to Swansea, Wales, and return without the loss of a ship.

The outbreak of war in Europe, September 1, 1939, caused scarcely a ripple in the broad expanse of the Caribbean. Slow, seven-knot, First World War vintage tankers plied the oil ports of Curaçao-Aruba and Trinidad and set sail for England without thought of a submarine. The U-boats were concentrated in the North Atlantic, the English Channel, and the approaches to Great Britain.

This peaceful state of affairs continued until the German invasion of the Lowlands — May 10, 1940. Within 12 hours, all German and Italian residents of the Netherlands West Indies were on their way to an internment camp on the island of Bonaire, close to Curaçao. With typical Dutch thoroughness, the wife of the Governor's secretary, an Austrian, was likewise interned.

The British, too, reacted with unusual speed to this threat. On the very next day, May 11 — four days before the Dutch homeland capitulated — English troops landed in both Curaçao and Aruba. The troops were prepared to seize the islands by force, if necessary; but no shots were fired. Terms of an agreement left civil control and administration of the island in the hands of the Dutch.

While the once-cold war in Europe waxed hot, the Caribbean remained its

ABOUT THE AUTHOR

Son of Dr. C. Alphonso Smith, head of the English Department at the U.S. Naval Academy, 1917-24, the author spent two and a half years in the British West Indies, French West Indies, and Netherlands West Indies during the Second World War. He attained the rank of Commander in May, 1945, while serving as Commanding Officer of the U.S. Naval Advanced Base, Fiji Islands.

Commander Smith is at present in the Public Relations Department of the Electric Boat Division of General Dynamics Corporation, builders of the nuclear-powered submarines Nautilus and Sea Wolf.

NAVAL FORCES AVAILABLE TO COMCARIBSEAFRON AND PANAMSEAFRON

February 15, 1942.

San Juan	Destroyers <i>Blakely</i> and <i>Barney</i> ; 2 First World War Eagle boats; 3 S-class submarines; 12 PBV Catalina flying boats from Patrol Squadron 12, with their tender <i>Lapwing</i> .
Trinidad	2 500-ton converted yachts, the <i>Opal</i> and <i>Turquoise</i> ; 2 yard patrol craft, the YP-63 and YP-64; 4 PBV Catalinas from Squadron VP-31, with their sea-plane tender and 1 utility transport.
Aruba	1 Dutch motor whale boat, 3 7½-inch coast defence guns.
Curaçao	1 Dutch light cruiser, HMNS <i>Van Kingsbergen</i> .
Caribbean side of Canal	4 destroyers, the <i>Borie</i> , <i>Barry</i> , <i>Tattnall</i> and <i>Goff</i> ; tug-boat <i>Woodcock</i> ; 2 patrol craft; 2 small converted yachts for surface patrol and local escort; Patrol Wing 3, comprising 24 PBV Catalinas, with their tenders.

beautiful, calm self. Life went on as usual. There were no blackouts — a dreadful thing in the tropics — no submarines and no war as far as the West Indies was concerned.

This state of affairs did not change even when the United States began to build the 99-year lease bases given in exchange for the 50 four-stack "over age" destroyers. In fact, it did not even change when Germany declared war on the United States four days after Pearl Harbour.

But while Admiral Doenitz was reshuffling his cards and planning to redeploy his submarines, a host of rumours emanated from South America and spread northward like wild-fire. These reports were to the effect that the "fix" was in — that some high-powered deal had been made whereby the highly sensitive refineries in Curaçao and Aruba would not be damaged if the Krupp Works in Germany were not bombed.

In spite of the rumours, the United States landed troops in Curaçao on February 11 from the transports *Evangeline* and *Florida*. The transports were escorted by the USS *Blakely* and USS *Barney*. These two destroyers constituted 95 per cent of the Tenth Naval District's Navy.

In January, 1942, the Lago Refinery in Aruba, then the world's largest refinery, produced 7,100,000 barrels of aviation gas, motor gas, diesel oil, lubricants, fuel oil, and kerosene. It was oil from Aruba that kept the British Navy at sea; it was oil from Aruba that kept General Montgomery's "desert rats" from backing into the lobby of Shepherd's hotel in Cairo; and it was oil from Aruba that kept the Royal Air Force in the air until American aid could make itself felt.

Here it was the middle of February, 1942, and not a ship had been torpedoed

in the Caribbean since the outbreak of war in Europe, September 1, 1939. Small wonder that the "wisenheimers" thought the situation was passing strange, to say the least. The answer came on February 16. At 0130 German submarines appeared off Curaçao, Aruba, and at the entrance to Lake Maracaibo. Before the sun rose, seven tankers had been torpedoed, 56 men had died a flaming death, the refinery at Aruba had been shelled — miraculously escaping any damaging hits — ten per cent of Aruba's lake tanker fleet had been destroyed, and the Battle of the Caribbean had begun.

The effects of this one-night-stand against the oil ports were infinitely greater than the Germans ever realized. One of the first results was mutiny of

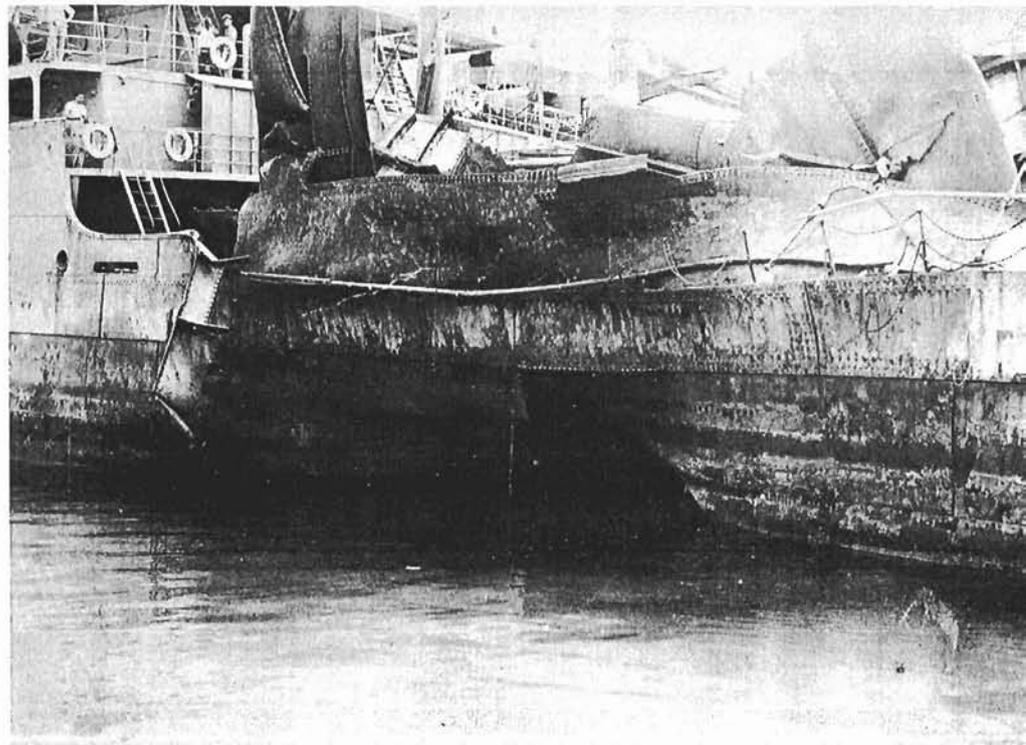
the Chinese crews of the lake tankers which every week-day start the 163-mile journey to Lake Maracaibo. Crossing the sand bar at the entrance of the harbour, the specially-built, shallow-draft, tub-like tankers load Venezuelan crude oil, wait for the tide, and start back. The round trip takes two and a half days.

The Chinese refused to put to sea without the protection of non-existent escorts. Aruba's naval forces consisted of one motor launch. For seven days not a ship entered or left Aruba or Curaçao. Production quickly stopped in Venezuela because of the lack of storage capacity at Lake Maracaibo. The refineries shut down. They had no crude oil to refine. Every day's loss of production meant a loss of thousands of barrels of oil products vitally needed to help General Montgomery mount an offensive.

The Dutch jailed the mutinous crews, but that didn't get the ships sailing. By February 21 a few of the less timid souls among the Chinese were ready to put to sea again, but on that day a Norwegian tanker was torpedoed a few miles from Curaçao and the Chinese again preferred jail.

In the meantime, Vice-Admiral John H. Hoover, US Navy, (then Rear-Admiral) Commander of the 10th Naval District and the newly established Caribbean Sea Frontier, flew to Curaçao to take command of the situation. He ordered the destroyers *Blakely* and *Barney* back to Curaçao-Aruba to serve as escorts for the lake tankers, to-

The tanker *Esso Aruba* was one of three ships torpedoed within a few minutes of each other while in convoy in the Caribbean in August 1942. Her engine and steering machinery did not share in the terrific damage shown here. Although she was in imminent danger of breaking in two, she made port in Guantanamo and was back at sea again in February 1943. (Official U.S. Navy Photo.)



gether with the Dutch light cruiser, HMNS *Van Kingsbergen*; and on March 1, Rear-Admiral Jesse B. Olenndorf, US Navy, arrived in Curaçao with the title Senior Naval Officer Present. Shortly thereafter, he became Commander All Forces, Aruba-Curaçao (CAFAC) by proclamation of the Governor as ordered by Queen Wilhelmina.

The lake tankers began to sail again and the "fire" was out as far as the oil refineries in the Netherlands West Indies was concerned. Strangely enough, the Germans never repeated their tremendously successful attack against Curaçao-Aruba. To this day, Admiral Hoover wonders why.

But the battle was now on in earnest and it spread throughout the Caribbean. In 1942, practically the entire bauxite output of the Western Hemisphere was centred in the British and Dutch Guianas. Here again sand bars prevented ships drawing more than seventeen feet from entering. As a result, small ships maintained a shuttle service up the Demerara and Surinam rivers and back to Port of Spain where they trans-shipped their ore to fleets of ships backed up waiting for this all-important cargo.

The Germans knew well that the bauxite pipe-line was almost as important as the oil pipe-line. Without this strategic material aluminum cannot be made, and without aluminum airplanes would be the crates of the First World War. The U-boats started

in on this traffic on February 18-19, just two days after the attack on Aruba-Curaçao. A U-boat entered the Gulf of Paria, entrance to Port of Spain, and torpedoed two merchant ships, both of which were salvaged. The sub steamed out on the surface, showing running lights.

Three weeks later — on March 9 — another U-boat made a daring entrance on the surface into Castries, St. Lucia, and torpedoed the splendid [Canadian] passenger-cargo ship *Lady Nelson* and the merchant ship *Umtata* with the loss of 20 lives. An alert native fired a 30-calibre machine gun at the sub and raised a few sparks. Both ships were salvaged, but the *Umtata* was torpedoed for good while in tow back to the States.

In February and March, 23 critically-needed tankers were torpedoed in the Caribbean. April was a "breathing" month with only 11 ships sunk; but this was due entirely to the fact that Germany did not have enough submarines at this time to maintain unceasing operations.

Commander, Caribbean Sea Frontier, was faced with the largest of all sea frontiers and the forces at his command were ridiculously small and spread pitifully thin. In addition Rear-Admiral Hoover was responsible for the patrol off Fort de France, beautiful, spacious deep-water harbour of Martinique, where the sleek, fast French cruiser *Emile Bertin*, the slow, fat aircraft car-

rier *Bearn*, eight other French warships, and fifteen merchant ships, including six tankers, lay at anchor. The United States made repeated efforts to get France to sell the tankers, but Admiral Robert, while detesting Germans, took his orders from Laval and looked forward to his own early retirement.

Also, in Fort de France were 384 million dollars in gold and 106 U.S.-built war planes. The planes were permanently out of commission, but the United States did not know this at the time. The United States was determined that Vichy France should not get the ships, the planes, or the gold. A daily PBV patrol operating out of next-door St. Lucia kept a watchful eye on Martinique.

In May, the U-boats were back with a vengeance. Thirty-eight ships nosed to the bottom in this single month and in June the figure hit the all-time high of 48 ships—a total of nearly half a million tons in these two months alone.

June marked the penetration of the Caribbean all the way up to the approaches to the Panama Canal by the U-159 and another unidentified submarine. Between them they disposed of a ship a day for two weeks without even being attacked, except from the air. The skipper of the U-159 dismissed these attacks with this laconic report to Admiral Doenitz: "Increased air activity, unpractised."

The experience of one merchant seaman during this period was not altogether unusual. Torpedoed on June 14, he was rescued on June 15, and torpedoed again on June 16. He was taken aboard the U-boat where he remained for four days, undergoing two attacks from U.S. planes. He reports the food was terrible. On the third day, the U-boat stopped a Venezuelan schooner and removed 700 oranges, 500 lemons, and eight live chickens. The prisoner was required to kill and skin the chickens, a job which it was generally agreed he did very badly. On the fourth day, he was delivered over to another schooner carrying as cargo two Venezuelan prostitutes.

In July, sinkings again dropped — down to 17 — as the U-boats headed back for replenishing. In this month, the first U-boat to be sunk in the Caribbean met its fate. In a well-co-ordinated air and sea attack, the USS *Lansdowne* sank the U-153 near the Panama Canal with no survivors. In July, too, the Germans made their only attempt in the Caribbean to sow mines. A U-boat dropped seven mines in the harbour of Castries, St. Lucia. First warning of the mine field came when three naval officers, enjoying a Sunday

10-MONTH SHIP SINKING RECORDS IN ATLANTIC OCEAN AND CARIBBEAN SEA

February 1, 1942 to December 1, 1942

Month	Caribbean and Approaches		North Atlantic Convoy Routes		Eastern Sea Front	
	Ships Sunk	Tonnage	Ships Sunk	Tonnage	Ships Sunk	Tonnage
February	19	88,679	10	62,731	17	102,846
March	19	116,233	12	78,105	28	159,340
April	11	67,928			23	133,184
May	38	167,127	8	42,475	5	23,326
June	48	273,837	14	63,371	13	73,585
July	17	72,134				
August	46	242,805	25	130,089		
September	25	115,234	28	151,411		
October	15	68,169	26	184,843		
November	25	150,132	29	163,247		
	263	1,362,278	152	876,272	86	492,281

U-BOAT SINKINGS IN CARIBBEAN IN 1942

Date	U-boat	Survivors
July 11	U-153—Sunk by USS <i>Lansdowne</i> in PanamSeaFron	None
August 28	U-94 —Sunk by HMCS <i>Oakville</i> in Windward Passage	26
September 3	U-162—Sunk by HMS <i>Pathfinder</i> 50 miles from Barbados	50
October 2	U-512—Sunk by B 18 A U.S. Army Bombing Squadron 50 miles north of Cayenne	1



During the early days of submarine warfare in the Caribbean, German U-boats felt so sure of their safety from attack that they frequently shelled ships instead of using torpedoes. Some of the damage done to the SS *Esso Bolivar* in March 1942 during a gunfire attack in the Windward Passage is shown. The master and six crew members were killed but the ship made port at Guantanamo, Cuba. (Official U.S. Navy Photo.)

fishing party in a small motor launch, were blown about 20 feet in the air. They escaped with minor injuries and a minesweeper brought down from San Juan exploded a total of six mines while thousands of St. Lucians watched the show and rushed out in small boats to pick up the dead fish.

The convoy system was started in July between Key West, Aruba, and Trinidad (WAT-TAW) and the Panama Canal and Guantanamo. Up until this time, the few escorts available had to spend most of their time bringing in survivors. At one time Barbados was so crowded with stranded seamen that the island couldn't clothe or feed them properly.

As a result of the large number of sinkings in the ocean approaches to Trinidad, the Navy also began to escort tankers and merchant ships 200 miles east of Trinidad, but this proved costly, for the U-boats quickly formed the habit of collecting at the dispersal point and picking off ships as the escorts steamed over the horizon.

August, 1942, was disastrous. A total of 46 ships was sunk, second only to June's total of 48. The 500-ton boats were now joined by a bigger sister — the 700-tonner, which carried more torpedoes and had a much larger cruising range. But, despite the sad total of ships that went down in August, this month might be called the turning point.

It is even possible to put a finger on a date—August 27—and say, "the tide turned here." For on that day a PBY and a Canadian corvette, HMCS *Oakville*, working as a team, made the first kill of a U-boat in the Caribbean with survivors. The U-boat was the *U-94*, commanded by one of Admiral Doenitz' most brilliant sub skippers.

The death of that submarine and the capture of 26 survivors marked the beginning of the end of the Caribbean paradise for U-boats. For that reason, the history of the *U-94*'s last cruise and her 24-year-old captain is an interesting one.

Captain Ites of the *U-94* was one of the outstanding submarine commanders of 1942. After his third war cruise, in April 1942, he was awarded the Knight's Cross of the Iron Cross. The citation gave him credit for 11 merchant sinkings, totalling 100,000 tons on this cruise. At 24 he was the youngest of Doenitz' brilliant U-boat commanders. Ites was made skipper of the *U-94*, a 500-ton boat, on August 18, 1941, when the nerves of the previous captain gave way and he had to be given a shore job. Ites made three war cruises on the *U-94* with indifferent success, before starting out on his final journey.

The *U-94* was rewarded with a cruise to the submariner's paradise because on her previous cruise she had operated in the cold waters off Iceland. The

U-94 departed from St. Nazaire on August 2, 1942, after most of the crew had been granted two weeks' shore leave. The *U-94* cruised at slow speed during her crossing via the Azores. The crew took sun baths and even the technical men—who usually were not allowed beyond the conning tower when there was danger of air attack—were permitted to relax on deck. The *U-94* made the trip without incident, sighting nothing and sinking nothing. Landfall in the Windward Passage was made on August 20.

One week later—on the last day of the *U-94*'s life—Captain Ites suspected that he was in the path of a convoy when he sighted several PBYs which he guessed were supplying advance air cover. Ites spent the day dodging the PBYs. Evidently, his success made him careless.

At nightfall, Ites made contact with the convoy which consisted of 21 ships in seven columns (TAW-15). The convoy was escorted by the USS *Lea*, three Canadian corvettes,* a Dutch minelayer, one PC, and three SC's.

Ites manoeuvred into position within the convoy screen, after trailing the convoy for nearly an hour on the surface under a full moon. As he prepared to fire a torpedo at one of the escorts, one of his lookouts reported sighting a plane. The executive officer who was watching another sector replied, "You're seeing a ghost."

The ghost was a PBY which dropped four 650-pound depth charges from 50 feet and tossed out a flare. The *U-94* was between 30 and 60 feet below the surface when the bombs exploded. Despite the frantic efforts of the crew to submerge, the U-boat nosed upward and surfaced. The Canadian corvette, HMCS *Oakville*, closed toward the flare and dropped five depth charges. She then made a quick turn and dropped more depth charges, one of which appeared to explode directly under the U-boat. The sturdy little *Oakville* manoeuvred skilfully and proceeded to ram the submarine, passing squarely aft the conning tower. As men poured out of the conning tower, the *Oakville* opened up with machine guns to keep the crew away from the deck guns. The corvette then sent a boarding party to the stricken submarine, shot two Germans who acted ugly, and took 26 survivors aboard, including the wounded Ites, who had also suffered a broken leg. While the *Oakville* was

* These were HMC Ships *Oakville*, *Halifax* and *Snowberry*. Also serving in the Caribbean were the *Frederickton*, *Lethbridge* and *Sudbury*.—Ed.

battling the U-94, another submarine which had gone unnoticed sank two ships in the convoy and damaged two others.

During this stage of the war, Admiral Hoover, fighting desperately to stem the tide, was forced mainly to use the 110-foot sub-chasers; but they couldn't mount the new "hedge-hog" anti-sub device because of the severe recoil when it threw its pattern of 24 projectiles. The SCs' operating efficiency was further reduced by the fact that they bounced around so much that no cooking could be done often for as long as five consecutive days and the fresh water supply allowed each man was only a quart a day.

September found most of the SCs being replaced by the 173-foot PCs, the latter proving a far more efficient escort vessel and sub fighter. At this time also, the convoy system, which was proving its worth in every area, was reorganized into the highly efficient Interlocking System.

The Trinidad-Aruba-Key West route (TAW-WAT), which in sixty days had sailed 34 convoys, comprised of 746 ships, with a loss of only fifteen ships by enemy action, was changed to terminate at Guantanamo, leaving Key West for the Gulf traffic.

In the Caribbean, the big new convoy route was Trinidad-Aruba-Guantanamo (TAG-GAT). Here the convoys, moving like giant express trains, with precision timing, joined the Guantanamo-New York run (GN-NG). Sinkings promptly dropped from 46 to 25 in September. In October, sub sinkings in the Caribbean reached their lowest point since April. Only 15 ships were sunk.

In November, sinkings again rose, climbing to 25; but the back of the submarine offensive in the Caribbean was broken. On November 8, the Allies made the North African landing and Admiral Doenitz recalled most of his subs to deploy them off the Straits of Gibraltar. Not a single ship was lost in the Caribbean area in the entire month of December.

Early in 1943, the Allies inaugurated direct ocean-going convoys of fast tankers from Curaçao-Aruba to Swansea, Wales. Only 15-knot tankers were allowed in these convoys, each of which carried enough oil to send a thousand bombers over Germany every night for six months. The Germans smashed at some of these convoys in the Atlantic but with very indifferent success. To all intents and purposes, the Battle of the Caribbean was over.

It would be a rash statement, indeed, to call the Battle of the Caribbean a

Two Won Medals In "Sub" Action



The two members of the boarding party who leaped from the corvette *Oakville* to the deck of a U-boat and subdued the crew were awarded the Distinguished Service Cross and the Distinguished Service Medal.

The citation accompanying the award of the DSC to Lieut. H. E. T. Lawrence, RCNVR, (he is now a Lieutenant-Commander, RCN) said:

"For gallant and courageous action in close contact with the enemy.

"Lieutenant Lawrence was in charge of a boarding party of two which attempted to prevent the scuttling of a U-boat. With complete disregard for his own safety, this officer, accompanied by a petty officer, boarded the U-boat and, having subdued the enemy crew, he took action in an endeavour to prevent the scuttling of the U-boat, notwithstanding the fact that it was then sinking. His spirited and determined conduct was worthy of the highest traditions of the Royal Canadian Navy."

The DSM awarded to Stoker Petty Officer Arthur Joseph Powell carried the citation:

"For courageous action in close contact with the enemy.

"In a hazardous leap from his own ship to the deck of the German U-boat, Stoker Petty Officer Powell, one of a two-man boarding party, assisted in bringing the entire enemy crew into submission after a brief resistance. His coolness and efficiency in carrying out his duties on board the enemy U-boat, until she sank, provided an inspiring example of gallantry."

clear-cut victory for the Allies. Two hundred and sixty-three merchant ships were sunk in nine and a half months, with only four sub sinkings to show for it.

Victory it was, but it must be termed one of the costliest victories in the history of naval warfare.

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NAVAL VETERANS PLAN REUNION

The recently organized Peterborough Naval Association, composed largely of former lower deck personnel, is deeply engaged in plans for a reunion of ex-naval officers and men at Peterborough, Ont., on April 30 and May 1.

While Canadian naval veterans from anywhere will be welcome at the reunion, it is anticipated that the attendance will be largely from the communities of southern Ontario.

Among the highlights of this assembly of old friends and shipmates will be a banquet and a dance on Saturday night, April 30, and a memorial service and parade on Sunday.

Already busy with arrangements for the reunion are the following committee chairmen and their associates: Reg Rhodes, billeting; C. (Pete) Meridew, advertising and publicity; T. Bradley, finance; R. Teasdale, entertainment, and R. MacDonald, banquet and church parade.

The Peterborough Naval Association has a present membership of about 60 naval veterans, sharing club quarters in the Canadian Legion Hall.

ADMIRER OF THE ROYAL NAVY FOUNDED LOTT FUND

The man who founded the Herbert Lott Trust Fund, designed to encourage sailor-inventors, was a wealthy British stockbroker, without naval connections. His only motive for establishing the fund was his admiration of the Royal Navy.

Mr. Lott remembered the Navy in the will he prepared in 1906. Twenty-four years later he started the fund which bears his name by presenting £25,000 to the Admiralty. Then, in 1947 the Admiralty received the residue of the Lott estate, which brought the fund to about £125,000 funds and assured a continued income of more than £1,200 a year. His first gift was accompanied by the observation: "I am still of the opinion that on the Navy depends the safety of this Realm".

The foregoing particulars appear in an article by C. Cecil Hampshire in "Nautical Magazine" under the title "Dog Watch Inventors".

As Mr. Hampshire points out, the amount of each award is based on the practical value and originality of the invention, with due regard for the amount of work required to develop the device or idea. The invention is not necessarily a mechanical one, but can be a good idea for tactical plans or the tactical use of ships and weapons.

OFFICERS AND MEN

34 Promoted From Lower Deck

No fewer than 34 men of the lower deck were promoted to acting commissioned rank in the regular force during the latter half of 1954. All became branch officers but five, who are now junior officers.

The following were promoted:

CPOs T. W. Marsden, J. R. Rafter and W. H. Aveling to A/Cd. Gunner; PO R. H. Eldridge, to A/Cd. Gunner (TAS), and CPO C. J. McNeil, to A/Cd. Ordnance Officer.

CPOs Frank Fenn, G. C. Green, A. P. Howard, J. M. Reid and A. E. Young, to A/Cd. Communications Officer; CPO D. W. J. Walker and PO E. M. L. Kennedy, to A/Cd. Officer (SB). The latter two are in supplementary communications.

CPOs John Lehman and A. T. McNeil, and POs Kenneth Campbell and C. E. Huestis, to A/Cd. Engineer, and CPO J. A. Turner, to A/Cd. Engineer (A/E).

CPOs Donald Tripp, D. G. Morris and L. R. Parks, to A/Cd. Radio Officer; CPOs E. B. M. Young, A. M.

Brevig and I. N. Johnston, to A/Cd. Electrical Officer.

CPO A. R. Westerbert, to A/Cd. Officer (MT); CPO E. T. Jones (bandsman) and CPO R. F. Moxam (painter), to A/Cd. Officer (SB).

PO Wesley Donison and CPO R. G. Skinner, to A/Cd. Stores Officer, and CPO W. A. Wolfe, to A/Cd. Writer Officer.

PO K. P. Sheedy (engineering mechanic), to Acting Sub-Lieutenant; POs J. T. L. Thibault and Bruce Cormack, Leading Seamen K. R. Campbell and J. H. Dougan, all to Acting Sub-Lieutenant (S).

Reserve Training Pays Dividends

Bound for HMCS *Quebec* last summer for a month's voluntary service and naval training, Lieut. (E) William C. Patterson left his home naval division, HMCS *York*, with certain doubts as to what his experience would net him.

For one thing, could he learn a worthwhile amount in four weeks on board the training cruiser? For another, how

would the regular forces officers and men among whom he would be serving react to a reservist?

It would be too much to say that he returned to his business life in Toronto with stars in his eyes. However, Lieut. Patterson, who completed his stint on board the *Quebec* on the eve of her departure on last fall's South American cruise, did say: "Sometimes I wish I had stowed away."

The novelty of going to sea wasn't a factor. Belfast-born and 38 years of age, Lieut. Patterson is a former engineer officer in the merchant service, with 15 years at sea behind him. He lived on the West Coast while serving on the Canada-Australasia run and came to Toronto three years ago to work in the engineering and loss control department of an insurance company. Subsequently he joined the Toronto naval division.

What he did find in the *Quebec* was an opportunity to qualify for a naval engineer's watchkeeping certificate and unexpected companionship and friendly interest among regular force personnel.

The cruise also brought back memories of his merchant service days. The cruise took him as far as the Canal Zone which he had visited twice in bygone years.

Ex-Naval Officer Heads Legion

K. Lorne Lyons, who served in the Navy, was elected president of Branch 290, Canadian Legion, at Tobermory, Ont., at the annual meeting in the Legion Hall there late last year.

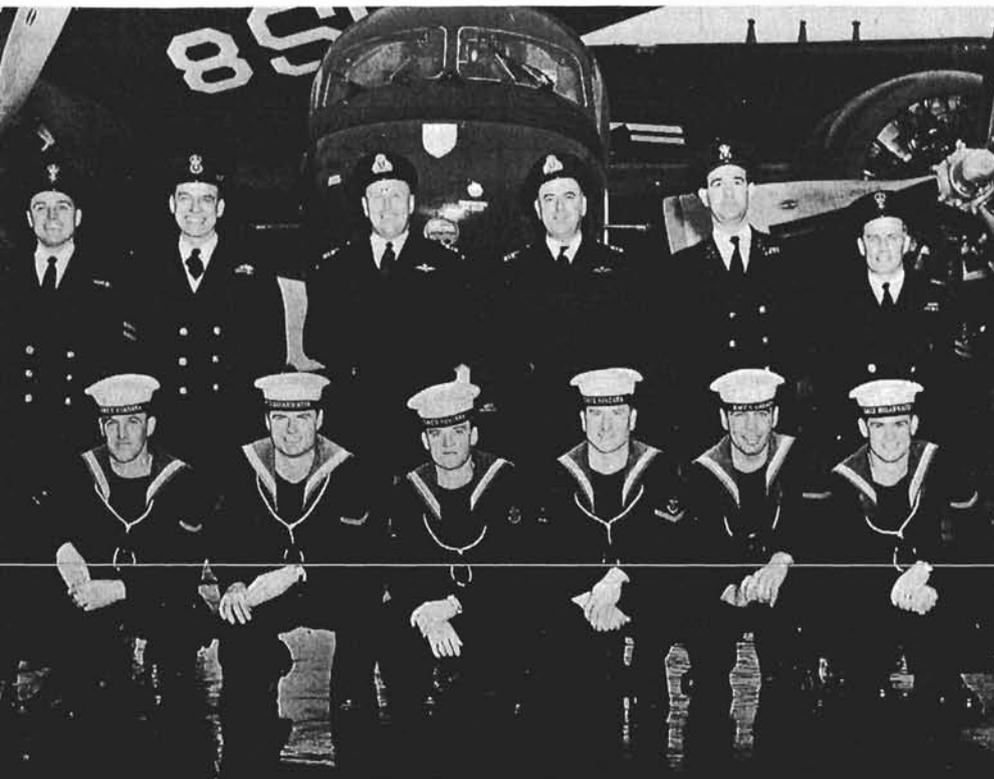
President Lyons is formerly of London, Ont., and served as a chief skipper during the Second World War.

22 Reservists At 3 Colleges

The number of RCN(R) cadets studying at the three Canadian Services Colleges at present totals only 22, according to Naval Headquarter's records. This represents slightly less than 12 per cent of the 185 naval cadets under instruction at the colleges.

Year-end figures showed 43 naval cadets registered at Royal Roads, 75 at Royal Military College and 67 at Collège Militaire Royal, St. Jean. Another 160 naval cadets enrolled last

Thirteen officers and men of the RCN have served with Norfolk-based Air Anti-Submarine Squadron 26. Left to right, front row, are: AB R. C. Andrews, AB G. (Bubbles) Hotham, Ldg. Sea. William K. Campaigne, Ldg. Sea. Robert A. Cade, Ldg. Sea. Robert E. Matchett and AB William E. Cowan. Top row: PO Donald G. Teflok, CPO Arthur Turnbull, Lieut.-Cdr. R. L. Hughes, Lieut.-Cdr. H. J. Bird, CPO J. H. Gower and PO Robert Spicer. Missing from the picture is Lieut.-Cdr. R. Denis Feagen, who was participating in flight operations. (Official USN Photo.)



fall at HMCS *Venture*, Esquimaux, under the "Venture Plan" leading to short-service or possible permanent commissions in the regular force.

Captain John A. Charles, commandant at Royal Roads, has drawn attention to the fact that the estimate of "more than 100 cadets of the RCN(R) attending the Canadian Services Colleges", in an article on the UNTD in the November issue of "The Crowsnest" was much too high.

The introduction of the Regular Officer Training Plan has resulted in a reduction of the number of reserve enrolments at the colleges and the only future additions to this category are expected to be from students awarded scholarships.

Award Presented For First Time

The first presentation of the Mackay Award, for the officer attaining the highest results in the communications long course at HMC Communication School, *Cornwallis*, has been made to Lieut. (C) Francis John Dunbar, of Hamilton, Ont.

Captain R. W. Murdoch, Director of Naval Communications, presented him with the inscribed telescope at Naval Headquarters on January 13. Lieut. Dunbar is now serving in the Directorate of Supplementary Radio Activities.

The award, instituted in 1953, is named in memory of the late Lieut.-Cdr. Thomas C. Mackay, DSC, RCN, Vancouver and Saint John, N.B., who died as a result of an automobile accident in the United States in 1951. He had undergone the first RCN long communication course at HMCS *St. Hyacinthe*, wartime signal school at Ste. Hyacinthe, Quebec, in 1944. The fund for the award is maintained by the donations from specialist communi-



tion officers. Lieut. Dunbar topped the long course which completed January 14, 1954.

Born in Hamilton on April 6, 1928, he graduated from Royal Roads in 1946, and subsequently trained as a midshipman in HMS *Jamaica* on the East Indies Station. After completing sub-lieutenant courses in the United Kingdom and Canada in 1949, he was appointed to the destroyer *Haida*.

Later he served in the destroyer *Huron* in the Far East and then as executive officer of the coastal escort *Brockville* prior to his appointment to *Cornwallis* where he underwent the 1953 long communication course.

Farewell Said To Staff Officer

Ship's officers recently presented a farewell gift to Lieut.-Cdr. Earl Grant, staff officer at *York*. Lieut.-Cdr. Grant, who has served in the Toronto naval division for the past two years, has been appointed to sea duty.

Cdr. L. D. Stupart, executive officer, made the presentation on behalf of the wardroom officers.

In his remarks to the departing officer and members of the wardroom, Cdr. Stupart paid tribute to Lieut.-Cdr. Grant's fine record of service in *York*.

RN Naval Adviser Visits Halifax

Captain W. G. Parry, RN, senior naval adviser to the British High Commissioner in Ottawa arrived in Halifax on January 17 for a five-day visit to the Atlantic Command.

Arriving by air at *Shearwater*, Captain Parry began his tour by calling on Commodore E. P. Tisdall, Commodore RCN Barracks, Halifax. He toured *Stadacona* and its schools on the 18th.

HALF-YEARLY PROMOTIONS LIST

The names of 20 officers were contained in the half-yearly promotions list of the Royal Canadian Navy announced December 30. The regular force is represented by 13 members and the Royal Canadian Navy (Reserve) by seven.

The list of promotions follows:

ROYAL CANADIAN NAVY

To be Captain (2)

Commander Antony Fenwick Pickard, Canadian Naval Commander, Newfoundland.

Commander Patrick F. X. Russell, RCN Director, Joint RCN-RCAF Maritime Warfare School, Halifax.

To be Commander (7)

Lieut.-Cdr. William D. F. Johnston, Staff Officer (Logistics) to the Director of Naval Plans and Operations, Naval Headquarters.

Lieut.-Cdr. John William McDowall, Deputy Director of Naval Training, Naval Headquarters.

Lieut.-Cdr. Joern E. Korning, on Royal Navy Staff Course.

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Lieut.-Cdr. R. I. W. Goddard, Headquarters Supreme Allied Commander, Atlantic, Norfolk, Va.

Lieut.-Cdr. Eric Philip Earnshaw, Staff Officer (Seamen Personnel) Naval Headquarters.

Lieut.-Cdr. Kai Hugh Boggild, Staff Officer (Navigation-Direction) to Flag Officer Atlantic Coast.

Lieut.-Cdr. James R. B. Coulter, on Royal Navy Staff Course.

To be Commander (E) (A/E) (1)

Lieut.-Cdr. (E) (A/E) Edward Bernard Morris, Staff Officer (Engineering) to Naval Member, Canadian Joint Staff, Washington.

To be Commander (S) (1)

Lieut.-Cdr. (S) William J. H. Floyd, Deputy Supply Officer, HMCS *Stadacona*.

To be Commander (SB) (2)

Acting Commander (SB) John Stanley Hall, Commanding Officer HMCS *Gloucester*, Senior Officer Supplementary Radio Stations.

Acting Commander (SB) Arthur Robert Hewitt, Director of Supple-

mentary Radio Activities, Naval Headquarters.

ROYAL CANADIAN NAVY (RESERVE)

To be Captain (1)

Commander G. A. Victor Thomson, Commanding Officer, HMCS *Malahat*, Victoria.

To be Commander (1)

Acting Commander W. Graham Allen, Commanding Officer, HMCS *Scotian*, Halifax.

To be Acting Commander (2)

Lieut.-Cdr. James R. H. Kirkpatrick, Commanding Officer, Kitchener tender to HMCS *Star*, Hamilton.

Lieut.-Cdr. Reginald George Stapley, HMCS *Chippawa*, Winnipeg.

To be Commander (S) (2)

Lieut.-Cdr. (S) Keith Aubrey Nicholson, HMCS *Tecumseh*, Calgary.

Lieut.-Cdr. (S) William Donald Moncur, HMCS *Donnacona*, Montreal.

To be Surgeon Commander (1)

Surgeon Lt.-Cdr. Patrick O'Donnell Gallagher, HMCS *Cabot*, St. John's, Newfoundland.

On subsequent days he toured HMC Dockyard, Halifax Shipyards, the seaward defence, York Redoubt, the Naval Research Establishment and *Shearwater*, as well as the Maritime Headquarters of the RCAF and the Maritime Museum. During the visit, Captain Parry was the guest of Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast.

Officer Retires After 39 Years

Lieut. Arthur Harwood, aged 55 on February 3 and with 39 years of varied service in his wake, has finally wrenched himself away from Navy life. He was retired with appropriate fanfare from the active list of the reserve at HMCS *Star*, the Hamilton naval division January 18.

Navy people will approve his alternative to naval life. He will now devote his full time to the greens and fairways of the Burlington Golf and Country Club where he is secretary-manager.

But the Navy isn't out of his system entirely, for his son, John, is a midshipman in the *Magnificent*. A graduate of Westdale Collegiate, the youth was a member of the *Lion Sea* Cadet Corps in Hamilton before attending the Canadian Services College, Royal Roads.

Lieut. Harwood joined the Royal Navy in 1916 as a boy seaman, and served during the First World War in the battleship *Royal Sovereign*. He qualified as a gunner's mate in 1926 and, as a pensioner, was loaned to the RCN in 1940.

He served on the instructional staff of the Gunnery School in Halifax and then at *Cornwallis*, when the big base was opened. He was promoted to warrant rank in September, 1942, and in



Four members of the group pictured here had a deep personal interest in the commissioning of HMCS *Nootka* at HMC Dockyard, Halifax, in December. Flanking Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, are: R. J. Nelson, general manager and vice-president of Halifax Shipyards which built the *Nootka*; Commodore H. S. Rayner, her first commanding officer, Lieut.-Cdr. E. M. Chadwick, who commands her now, and Cdr. Richard Steele, who commanded her during her second tour of duty in the Korean War.

early 1945 was made a commissioned gunner. After a brief period at the Gunnery School in Halifax, he went to *Star* to be assistant training officer and was demobilized in September, 1947.

Lieut. Harwood entered the active list of the reserve early the following year and in late 1950 joined the staff of the commanding officer UNTD at McMaster University.

He and his wife live at 9 Shadeland Ave., Aldershot, Ont.

Veterans Elect Officers for '55

Richard C. MacDonald took the helm of the Campbellton, N.B., branch of the Main Brace Naval Veterans' Association of Canada at the group's annual meeting in mid-January.

E. Ronald MacDonald, energetic founder and national chancellor, commended the Campbellton branch for the organization of the town's new Sea Cadet Corps.

Other officers elected were Wendall L. Doyle, vice-president; Robert A. MacKenzie, secretary-treasurer, and Lorne T. Barclay, recording secretary.

Engineer Commands Edmonton Division

Cdr. (E) (A/E) Norman Sidney Cameron, manager of a wholesale building materials concern, has been

appointed in command of *Nonsuch*, the Edmonton Naval Division.

He succeeded Captain George P. Manning, the commanding officer since 1951. Cdr. Cameron took command at a parade of the ship's company on January 11.

Born on February 1, 1911, at Biggar, Sask., Cdr. Cameron moved to Edmonton with his parents the following month, and was educated there. He graduated from the University of Alberta in 1935 with a BSc in Arts and

Retirement

CHIEF PETTY OFFICER DENNIS GERALD WALKER

Rank: C2EM3
Age: 41
Length of Service: 20 years
Hometown: Victoria
Joined: November 1, 1934
Served in: HMC Ships *Naden*, *Skeena*, *St. Laurent*, *Skidegate*, *Vancouver*, *Burrard*, *Moncton*, *Givenchy*, *Peregrine*, *Guysborough*, *Niobe*, *Cornwallis*, *Sussexvale*, *New Waterford*, *Ontario*, *Athabaskan*.
Awards: Long Service and Good Conduct Medal, Coronation Medal.
Retired: October 31, 1954.

Retirement

CHIEF PETTY OFFICER ROBERT ALLISON SHAW

Rank: C1EM3
Age: 46
Length of Service: 22 years
Hometowns: Halifax and Victoria
Joined: August 1, 1932, RCNVR April 9, 1934, RCN
Served in: HMC Ships *Champlain*, *Stadacona*, *Saguenay*, *Ottawa*, *Skeena*, *Naden*, *Cornwallis*, *Gatineau*, *Niobe*, *Peregrine*, *Uganda*, *Chatham*, *Ontario*, *Athabaskan*, *New Glasgow*.
Awards: Long Service and Good Conduct Medal.
Retired: October 14, 1954.

took post-graduate courses in aeronautical engineering at the University of Toronto.

He entered the RCNVR in early 1942 as a sub-lieutenant (SB) and specialized in A/S maintenance duties on the West Coast. Two years later he transferred to aeronautical engineering in the Royal Navy's Fleet Air Arm.

Demobilized in mid-1946, Cdr. Cameron joined the active list of the reserve in *Nonsuch* at the end of that year and in April, 1951, was appointed honorary A-d-C to the Hon. J. J. Bowlen, Lieutenant-Governor of Alberta.

He was promoted to the rank of Commander (E) (A/E) in July, 1954.

Coast Officers On Great Lakes

A couple of thousand miles from the scene, *Discovery*, the Vancouver naval division, nevertheless made a big contribution to the Great Lakes training program last summer.

Lieut. G. S. Levey, for example, served as commanding officer of the *Raccoon* and had as his executive officer Lieut. C. T. Wood, also from *Discovery*. Lieut. J. N. Campbell and Lieut. G. D. Wilson were executive of-



Cold, wet weather accompanied the departure of these submarine volunteers for their destination some 3,000 miles away. The U.K.-bound sailors, part of the second draft, are boarding a TCA Super Constellation at Dorval airport outside Montreal on January 2 for training overseas. They and a small RCAF flight two days later joined the first draft which arrived in England last November. A third draft left Dorval via TCA on January 24. (ML-1883)

ficers of the *Kentville* and *Reindeer* respectively.

Discovery was also the home establishment of three coxswains in ships of the Great Lakes training fleet, CPO William Wilson in the *Digby*, CPO H. J. McCrossen in the *Kentville* and CPO J. Sproston in the *Brockville*.

Officer Honoured On Retirement

Captain (S) Clifford Garret King, 56, formerly of Saskatoon, Command Supply Officer to COND since early 1953, was placed on the retired list of *Donnacona* recently to conclude 16-odd years of naval service.

He was presented with a silver tray, suitably engraved, as a token of the esteem of supply officers in the naval divisions across Canada on his retirement, by Cdr. (S) W. D. Moncur, reserve supply officer at *Donnacona* and Lieut.-Cdr. (S) L. O. Stonehouse, of the Montreal division's permanent staff.

Captain King first entered the RCNVR as an ordinary seaman in 1917 and spent the next two years on convoy duty and minesweeping in United Kingdom waters, being discharged in May, 1919, as a skipper.

He re-entered the RCNVR in November, 1939, as a paymaster lieutenant, serving as supply officer of *Unicorn*, the Saskatoon naval division. Late in 1943 he became base accountant officer at Fort Ramsay, the Gaspé naval base, and a year later became officer-

in-charge of the pay division at *Stadacona*.

Captain King returned to *Unicorn* in December, 1945, as supply officer and was promoted to Commander (S) at the beginning of the next year. Later in 1946 he became supply officer of *Chippawa*, the Winnipeg naval division and as Dependents' Allowance Board representative. He was demobilized in November of 1946.

A short while later he entered the active list at *Unicorn* and spent short periods on naval training and voluntary service in West Coast ships and establishments until mid-1951, when he embarked on a short service appointment to serve with the Director of Naval Reserves and then COND.

He was promoted to Captain (S) on retirement.

Yarmouth Cadets Awarded Shield

RCSCC *Chebogue*, Yarmouth, N.S., was rated the most efficient of the 25-odd Sea Cadet Corps in the Maritimes for 1954, and was awarded the Convoy Shield for its efficiency in December.

Alec Webster, ex-shipwright officer and president of the Halifax Branch of the NOAC made the presentation of the shield in December to CPO Cadet Robert Stewart of the Yarmouth Corps. Lieut. Ian Clue, RCSC, is commanding officer of *Chebogue* and Murray Knowles is chairman of the local Sea Cadet Committee of the Navy League.

Midget Subs Get Fitting Names

Fitting names for ships may not be a monopoly with the Royal Navy, but it is doubtful if it has any close competitors. Tradition, national pride and even humour are reflected in the names of her warships.

The new class of midget submarines which will come into service this year was originally designated by pennant numbers only — "X.51" and so on — but somebody at Admiralty thought this was too bad.

When the second submarine of the class was launched at Barrow-in-Furness on December 30, 1954, she was christened by Mrs. Alexander, wife of Captain R. L. Alexander, DSO, DSC, RN, Chief of Staff to the Flag Officer Submarines and she was named, not "X.52", but HM Submarine *Shrimp*.

The first submarine of the series, launched last October, spent a few glum weeks as "X.51", but now glories in the name of HM Submarine *Stickleback*.

The stickleback is a tiny fish which lays its eggs in a nest. The polygamous male, thoroughly British in his attitude that an Englishman's home is his castle, will defend home and progeny to the death.

The new midget subs are about 54 feet in length and are propelled by diesel and electric machinery. They are manned by a crew of five and their purpose is to assure that small submarine techniques learned the hard way during the Second World War will not die out.



MACHINES WITH A MISSION

*Rescue Operations All
in Day's Work
For VH21*

THE HELICOPTERS of VH21, the search and rescue squadron based at *Shearwater*, have performed a number of timely rescue missions in the maritime provinces during the past few months.

One of the most notable operations took place late in October when Lieut. (P) W. E. James, piloting an HUP, through snow flurries and turbulent coastal winds, picked up a badly injured lighthouse keeper on St. Paul's Island, off Cape Breton, and removed him to hospital.

Lieut. James, with AB John P. Friedrich as crew, took off from *Shearwater* at 0430 for Sydney and for the first two hours flew on instruments. The only lights he sighted before dawn were those at Copper Lake radio range at 0630. At dawn he was over the Bras D'Or Lakes, and at 0710 he landed at Sydney to pick up a doctor.

Lieut. James took off at 0820 for St. Paul's Island, about 70 nautical miles from Sydney. The weather forecast for St. Paul's was for 25-knot winds, visibility 10 miles and light snow flurries. Proceeding up the east coast of Cape Breton, winds became more turbulent as they blew off the rugged coastline. Snow flurries reduced visibility to three miles, and at times to one quarter of a mile. He sighted the island in snow flurries and strong winds, and set the HUP down at the foot of a small valley.

The landing was made more difficult by winds which swept down the valley and over the coast, the shoreline consisting almost entirely of sheer cliffs rising from the sea. Lieut. James did not dare stop the rotors because of the gusty high winds. He sat and waited while the doctor attended the patient.

Thirty-five minutes after the landing, the patient, strapped to a stretcher, was taken aboard the HUP. He had

been seriously injured following a dynamite blast and was suffering from a fractured skull and badly torn arm from flying rocks.

Take-off was easier than landing, as the winds lifted the helicopter without much power being required of the engines. The return trip was made in varying degrees of wind and snow flurries, and the final landing at *Shearwater* was made in summer-like weather after a mission lasting eight and one-half hours.

On November 10, an HUP took off from *Shearwater* with a consignment of blood for HMCS *Cornwallis*, then proceeded across the Bay of Fundy to Grand Manan Island, picked up a seriously-ill woman and flew her to Saint John for hospitalization. The whole operation, from start to finish, was completed at night.

Lieut. James, flying with Cdr. F. W. H. Bradley, assisted in another mercy mission in January, removing two seriously injured Annapolis Royal children to hospital in Halifax.

Ten-year-old Linda and eight-year-old Elizabeth Hicks, received fractured skulls when their toboggan was in collision with a truck near their home. When icy roads blocked any move to Halifax by car, Dr. John R. Kerr, of Annapolis Royal, requested assistance from *Shearwater*.

Cdr. Bradley and Lieut. James proceeded to Annapolis Royal by helicopter, picked up the injured children and Dr. Kerr and returned to the North Common at Halifax, where the youngsters were transferred to an ambulance and rushed to hospital. The mercy operation was carried out in high wind and sleet conditions.

While the primary task of 21 Squadron is search and rescue, it has other and varied tasks. For example, a detachment from VH21 consisting of two pilots and a maintenance crew, with one Sikorsky helicopter, is always borne in the *Magnificent* when she puts to sea for flying operations.

The detachment motto might well be "*First Off, Last On and Ever Ready*" for whenever aircraft are flown off or landed on the carrier, the helicopter is always airborne acting as plane guard.

While aircraft are in the air it is kept on the flight deck ready to go to the aid of aircrew who may be so unfortunate as to ditch. In this way rescue can be effected with minimum delay and this is a prime concern, especially when water temperature is below 56°. Another advantage is that escort vessels formerly used can now be relieved to carry out their primary function.

It is unfortunate that, although it is possible to fly a helicopter at night, no satisfactory method has yet been devised to perform night rescues over water. Consequently the escort vessel has not yet been completely relieved of its duties as plane guard.

Besides its primary role the *Magnificent's* helicopter performs an assortment of other tasks. At sea a transfer service is run carrying personnel, spare parts and mail to and from ships in company. In foreign ports when the squadrons are based ashore a similar service is run between ship and airport.

Thus the helicopter has become an integral part of the carrier organization. In the nearly two years that one has been on board the *Magnificent* it has been required to go to the rescue of one pilot. He was taken from the chilly waters off Greenland 30 seconds after ditching and was taken on board the *Magnificent* before a second minute expired. This rescue alone justifies the squadron's existence.

And so the fixed-wing pilots, long comforted by the knowledge that the "chopper" is ever-ready for an emergency, wish them continued good luck in the future.



"Miss Naval Civil Service Association", Patricia Baker, employed at HMCS Stadacona, presents six-year-old David Glen, patient at the Children's Hospital, a Community Chest Red Feather agency, with a cheque to the Chest for \$1,300 from the recent record Dockyard Major Charitable Campaign Fund. Left to right, Miss Baker, J. C. Tanner, president of the Naval Civil Service Association of Halifax and District, David Glen, and Michael Dwyer, president of the Halifax Community Chest. (HS-34152)

DOCKYARD'S CHARITY CAMPAIGN SUCCESS

Donations totalling \$5,239, a record for any one year, have been distributed to 29 local charities on behalf of the HMC Dockyard Major Charitable Campaign Fund, a once-a-year solicitation of Dockyard employees.

This year's record total is attributed to the fact that the Affiliated Trades and Labour Unions Joint Council and the Naval Civil Service Association of Halifax and District undertook the canvass of all prevailing-rate employees and civil servants in the Dockyard.

Donors to the Dockyard Major Charitable Campaign Fund may have their contributions directed to a particular organization or leave them to the committee in charge to distribute. This year's final distribution reflects the amounts directed to particular organizations by individuals.

The list of benefiting charities is as follows:

Halifax Community Chest, \$1,300; Salvation Army Red Shield Appeal, Halifax Branch, \$1,059; Dartmouth Branch \$353; Canadian Cancer Society, Halifax Branch, \$525, Dartmouth Branch \$175; Canadian Foundation for Poliomyelitis, \$193; St. John Ambulance Society, \$113.50; Walter Callow

Veterans and Invalid Welfare League, \$114; Halifax County Anti-Tuberculosis League, \$115; Canadian Red Cross Society, Halifax Branch, \$300, Dartmouth Branch, \$100.

Army Benevolent Fund, \$25; Rainbow Haven Fund, \$100; Multiple Sclerosis Society of Canada, \$100; Nova Scotia Home for Coloured Children,

\$101.50; Halifax Police Boys' Club, \$100; Canadian Paraplegic Association, Maritime Division, \$50; United Boys' and Girls' Clubs of Nova Scotia, \$30; Dartmouth V.O.N., \$75; Boy Scouts Association, Halifax District, \$50; Halifax Canadian Legion Poppy Fund, \$25; YMCS Halifax Branch, \$10.

Goodfellows' Club, \$50; Halifax Coloured Citizens' Improvement League, \$25; Lions' Club Little League Baseball, \$50; Dartmouth Midget Baseball League, \$25; Nova Scotia Society for the Care of Crippled Children, \$25; Muscular Dystrophy Association of Canada, \$25, and the Cerebral Palsy Association, \$25.

The committee in charge of the Dockyard Major Charitable Campaign Fund included J. Lyons and H. J. McLeod, representing the Affiliated Trades and Labour Unions Joint Council; J. O. Tanner and I. Hawes, representing the Naval Civil Service Association of Halifax and District; H. L. Livingstone, manager industrial relations; J. J. Breen, assistant superintendent (civil); Miss R. Dibbon, District Treasury Office, treasurer of the Fund; and Miss Theresa Melanson, Industrial Relations office, recording secretary.

Discipline First; Sympathy Second

It wasn't any joke at the time but the young man involved can laugh about it now. He is one of the 79 *Venture* cadets in the *Ontario* for her three-month cruise to Australia.

The first day out of Esquimalt the ship encountered heavy seas, in keeping with a long-standing custom of Juan de Fuca strait.

The cadet's stomach, along with those of a good many others among his messmates, was rolling and heaving in time with the cruiser. His face was a chalky white.

"How are you feeling?" he was asked by a passing officer.

"Sick".

"Sick, what?" the officer admonished.

"Sick, sir," came the corrected reply.

97 Years on the Ship's Book

CANADA's history abounds with interesting personalities who have contributed to Canada's naval heritage.

From the French Seigneur La Salle, who was the first to introduce his own shipwrights from France to build brigantines on the Lakes, to the officers and men who formed the Provincial Marine and built ships in the Lakes of Canada and saw action during the Seven Years' War, the War of American Independence and the 1812-15 war with the United States, Canadians of today should be filled with admiration for the exploits of their naval ancestors.

However, Canada's rich maritime background is not confined to the fascinating freshwater naval history of the Great Lakes, and on the Atlantic seaboard we find that Nova Scotia contributed seven admirals to the Royal Navy before the official birth of the Royal Canadian Navy in 1910.

The most illustrious of these officers was Admiral of the Fleet Sir Provo William Parry Wallis (1791-1892), a native of Halifax whose name will always be associated with the brilliant capture of the American *Chesapeake* by the *Shannon* on June 1, 1813. Wallis is not only noted for the fact that he became a centenarian, but also because he served at sea for 53 years and became the Senior Admiral of the British Fleet. Indeed, his name was only removed from the Active List of Her Majesty's Navy when he died in 1892 at the age of 101.

Wallis was born at Halifax on 12 April, 1791, the son of Provo Featherstone Wallis, who was the chief clerk to the naval commissioner at the Halifax dockyard. The then-fortified town of Halifax was the chief naval station for British ships in North America after the revolt of the American colonies a few years before. Wallis was thus born with the breath of the sea to welcome him and he was destined to spend the greater part of his professional life on the Halifax station.

As was common in those days his name was entered on the books of a Halifax frigate as one of her able-bodied seamen in 1795. Technically, therefore, he "joined" the Navy when only four years of age and he became in fact the last survivor of this system



very truly yours
Provo W. Wallis

This autographed photograph of Admiral Provo Wallis, apart from its interest as a portrait of a remarkable personality, gives an excellent idea of the appearance of a mid-Victorian naval officer with the full beard of the period. His decorations include the KCB (1860) and the GCB (1873). He is also wearing the Naval General Service Medal issued for service in the Napoleonic Wars. (Photo courtesy National Maritime Museum, Greenwich)

of entry, whereby youngsters were rated on a ship's book as ABs or servants to serve their apprenticeship on the quarterdeck.

Nevertheless, he continued to do imaginary service in other ships until he actually entered the Navy when 13 years of age and went to sea finally on board the *Cleopatra*, a 32-gun frigate, in 1804

on the North American station. Despite his youth, this was quite in order at that time and it is to be remembered that Nelson himself went to sea at the age of 12.

Midshipman Wallis soon found himself embroiled in the naval war then taking place between Britain and France and was captured when less than 14

years of age by a French vessel. Fortunately for Wallis his captured vessel was soon recaptured and he proceeded to see service as an acting lieutenant in the *Triumph*, serving under Sir Thomas Masterton Hardy, later to become famous as Nelson's Hardy at Trafalgar in 1805. After much action in the West Indies he joined the famous *Shannon* in 1812 at Bermuda under the command of Captain Broke.

Wallis was second lieutenant in the *Shannon* when the celebrated action with the *Chesapeake* occurred off Boston harbour in 1813. The death in action of the first lieutenant and the serious wound received by Captain Broke left him as the senior officer on board and he had the privilege of commanding the *Shannon* and her prize to Halifax. At the age of 22, this was a gallant achievement, for he scarcely slept for nearly six days while the two ships sailed for Chebucto Bay and his home town of Halifax.

His reception in port was ample reward for his seamanlike conduct. Ships in port welcomed the victorious *Shannon* with yards manned and bands playing.

Judge Haliburton of "Sam Slick" fame was in the dockyard at the time and has described the scene for us: "It soon became known in Halifax that the ships now approaching were the *Shannon* and the *Chesapeake*, and that the former was in charge of Lieutenant Provo Wallis, a native of Halifax, who was in temporary command in consequence of the severe and dangerous wounds of her gallant captain. This circumstance naturally added to the enthusiasm of the citizens, for they felt that through him they had some share in the honour of the achievement."

As Wallis walked to the old Exchange Coffee House to relate the news of the battle, Haligonians cheered him as the hero of the hour.

In recognition of his services, Wallis was promoted a commander in 1813, and he continued to command ships on the Halifax station, in the West Indies and the Mediterranean. When he later visited Boston in command of the *Niemen*, he was most graciously entertained by his former foes as an officer of the old *Shannon*.

Queen Victoria made him one of her aides-de-camp in 1847 and he reached flag rank in 1851. Vice-Admiral Wallis came ashore for the last time in 1858 after acting as commander-in-chief on the coast of South America.

After an active employment of 54 years (he was almost 70), his naval career was by no means at an end, for he rose to become Admiral of the Fleet

in 1877. Normally, admirals retired at 70, but all those officers who had commanded ships in the Napoleonic Wars were retained on the Active List, and Wallis qualified under this regulation by his temporary command of the *Shannon* in 1813. Despite his age he was appointed Rear-Admiral and Vice-Admiral of the United Kingdom, positions only occupied by officers of high rank who acted as deputies to the High Admiral and performed duties on ceremonial occasions at Her Majesty's Court.

He thus held offices which had been adorned by sea officers such as Hawke, Rodney, Hood and Cornwallis. On his hundredth birthday he became the first admiral on the Flag List in history to reach the honoured age of 100 and, included in the many congratulations received, were those from the Queen and Mayor and corporation of Halifax.

Born before Napoleon was a public figure, engaged in a naval action before the death of Nelson, and even remembered by a few veteran officers still

alive who were on the same Active List as Wallis in the last decade of the nineteenth century, Wallis became almost a legendary figure and one of the ornaments of the Service.

From humble midshipman to Senior Admiral of the Fleet was a great achievement for this Haligonian who was hailed on his hundredth birthday by Nova Scotian, British and American newspapers as the "Father of the British Fleet".

He had witnessed revolutionary changes in the Navy during his lifetime — the change from sail to steam, wood to iron, and broadside to turret guns — and only 18 years after his death, his home town of Halifax was to witness a further phase in Canada's maritime history when the RCN was officially created. It is to Canadians like Wallis that the Maritime Museum of Canada pays tribute today in its efforts to illustrate and bring to the attention of all, the maritime history of Canada.—L.F.

700 New Entrants to King Neptune's Domain

THE 762 OFFICERS and men on board the *Quebec* now have a dual allegiance, to Queen Elizabeth and, more recently, to King Neptune, mythical monarch of the seas.

The training cruiser crossed the equator on the night of Friday, October 29, en route to Rio de Janeiro and the next day more than 90 per cent of the ship's company submitted to the ritual which made them subjects of the ocean deity.

The landlubbers who became shell-backs included not only young seamen getting their first practical training afloat but also veterans of years of service, who had been in the Battle of the Atlantic and the Korean War.

The arrival of the *Quebec* at the equator was marked by the appearance from the deep of Davey Jones and his gang of "bears", who regaled newcomers with what they might expect on the morrow. The keeper of the locker where repose the souls of those lost at sea was CPO Richard Aldhelm-White.

King Neptune (CPO Maurice (Joe) Trudel, boiler-room chief) appeared the next morning with his highly decorative court, including his consort Queen Amphitrite, played by ample Master-at-Arms Matthew Hall. Awaiting them on the quarterdeck was Captain E. W. Finch-Noyes, commanding officer, who was promptly invested with the "Order of the Honoured Equatorial Star and

Half a Bar", in recognition of his third crossing.

Other singular honours were bestowed on crew members. Cdr. (E) Dennis Forster, who, as engineer officer is responsible for maintaining the fresh water supply at sea, was given the "Order of the Dry Tap". Lieut-Col. H. L. Harris, dental authority for the armed forces in the maritimes, had his first cruise with the Navy recognized by the "Order of the Painless Needle"—a cork-screw syringe.

Lieut. (S) Les Karagianis, who first crossed the line in 1926 as a second cook in a merchantman, was awarded the "Order of the Stale Loaf and Bar". CPO G. Clare, chief cook, received a suitably mounted sausage, a "Ravaged Banger", in gratitude for his hot meals and seconds.

The ritual that followed bestowed suitable punishment on those who had neglected on any earlier occasion to obeisance to Neptune. There was the usual dunking in a canvas tank, the lathering and shaving and the administration of enormous pills and a "tonic". Neptune's police scoured the ship and made sure no one passed up the golden opportunity of initiation into Neptune's realm.

Later in the voyage, certificates were issued to the more than 700 new "shell-backs" as lasting proof that they had crossed the line.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Lauzon

After three months on exercises and courtesy visits with the First Canadian Escort Squadron, life aboard HMCS *Lauzon* has assumed an unusual quiet since returning to Halifax Dec. 10.

Shortly after the ship had secured her lines to a Canadian jetty for the first time since early last September, half of the ship's company proceeded on leave. With the ship in refit early in the New Year, the balance of the ship's company also got in their long leave after a year of extensive cruises and sea training.

Congratulations were heaped on Acting Cd. Stores Officer Wesley Donison, promoted to that rank from PINS3 on the ship's return to Halifax. He has been appointed to *Shearwater*.

Also appointed away were Sub-Lt. Morris Kormarnisky who is taking flying training at the U.S. Naval Air Station at Pensacola, Fla., and Lieut. A. J. Geddes, formerly ship's navigator, now at HMCS *Scotian* as Staff Officer, UNTD, for Dalhousie University and Nova Scotia Technical College, Halifax, and Acadia University, Wolfville.

The first new entry division in Cornwallis ever to do so, proudly poses after everyone had passed the provisional swim test in the pool of the training establishment. Three weeks before passing out of Cornwallis, Champlain division had 13 non-swimmers. By enthusiasm and team spirit, all made it before the deadline. Lieut. (E) Frank Macintosh, divisional officer, is on the left, Ldg. Sea. Rowan J. Carroll, divisional PT instructor, on the right. (DB-4806)

Awaiting the commissioning of the new aircraft carrier *Bonaventure* with more than usual interest is PO Victor J. Dyer. PO Dyer, a former member of the Royal South African Navy, served in HMSAS *Bonaventure* and *Bonaventure II*, naval shore establishments at Capetown.

AB Robert Hellings has left for submarine training.

HMCS Iroquois

As the Yuletide season rolled around, ships' companies, it seemed, experienced a desire to do something to make someone else's Christmas a little brighter. The men of the *Iroquois*, on her third tour in Korean waters, are no exception. Santa Claus, in the form of Commander M. F. Oliver, Victoria, and Lieutenant (L) James A. Kiely, of Montreal and Halifax, visited a small Korean village on the island of So'chong Do early in December with gifts of clothing.

The idea originated some weeks earlier with the ship's welfare committee, which decided to supplement donations of clothing from the men with purchases in Hong Kong during

a forthcoming visit. AB Kenneth Batchelor, of Peterborough, and AB William Cridland, of Toronto, put their money-collecting talents to good use and a substantial gift of shirts, scarves and sweaters was made up for the Korean children.

The last day of the *Iroquois*' patrol was a fitting one for the Christmas presentation. The mercury had dropped to freezing and snow was falling thick and fast—a day to gladden the heart of any Canadian away from home at Christmas—when the two Santa Clauses set forth on their mission of goodwill, (reindeer being in short supply the motor cutter was forced to serve as the sleigh). By noon all gifts had been distributed to somewhat awed, but nevertheless happy, little Korean children and the Santa Clauses returned to the ship.

But in Korea as in Canada it is customary to exchange gifts at Christmas. Late that same evening before the *Iroquois* sailed a motor junk manned by Korean civilians and marines came alongside. They had come out through the wind and the cold to bring a gift of plump young chickens and to wish the ship's company well for Christmas and the New Year.

Those in the *Iroquois* felt that this exchange of gifts and goodwill at Christmas is one more small step toward peace and fellowship throughout the world.

HMCS Prestonian

After a three-month cruise to the Mediterranean, the *Prestonian* in company with HMC Ships *Algonquin*, *Lauzon*, and *Toronto*, as the First Canadian Escort Squadron, arrived back in Halifax December 10.

The first part of the voyage consisted of a convoy exercise along the eastern seaboard of Canada, New Broom II. An American group and many other Canadian ships, including the *Magnificent* and *Quebec* participated in this exercise.

Following a brief stay in Plymouth, the First Canadian Escort Squadron proceeded to sea to take part in NATO Exercise Morning Mist. Upon completion it visited Londonderry, Northern Ireland, and did some brief anti-submarine exercises with the Royal Navy.



On October 21 the *Prestonian* headed south to warmer latitudes. Her first port of call was Lisbon, Portugal. A great painting effort had been put forward by the ship's company on the trip south with the result that the ship was a credit to the navy.

The remainder of the cruise continued to be very pleasant. The weather was most favourable; and a make and mend routine was followed in each port. Altogether the First Canadian Escort Squadron visited eight ports: Lisbon, Valetta (Malta), Venice, Pyraeus (the port for Athens), Istanbul, Palma (Majorca), Algiers and Ponta Delgada (Azores). Although the ships stayed in the Azores for one day, about four days were spent at each of the other ports of call.

Everyone felt that he had had an enjoyable cruise, and they all returned to Halifax stocked with Turkish water-cooled pipes, model gondolas and fezefrom Algiers.

There were a number of new faces on board for this cruise: Lieut. R. W. Carlyle, Midshipmen G. E. Van Sickle, W. L. Verrier, CPO H. D. McLaughlin, CPO L. F. Lambert, PO J. J. Ruxton, CPO W. R. Jones, PO A. M. Randall, PO S. J. Archer, PO W. W. White, Ldg. Sea. J. A. Anderson, Commissioned Gunner E. J. Bonsor and AB L. D. McNeil.

HMCS Penetang

During the first two weeks of December the *Penetang* was employed in the Bermuda area in her normal role of torpedo anti-submarine training, working with USN and RN submarines, in addition to aircraft of 880 Squadron.

On December 20, the day of the ship's Christmas party, the *Penetang* proceeded to sea for a successful gunnery shoot for HMC Gunnery School. The *Penetang* wives were inclined to feel the shoot was arranged on this day in order to spare the fathers the rigours of the Christmas party ashore.

Lieut.-Cdr. J. M. Paul, assumed command of the *Penetang* on December 14. Before his present appointment, Lieut.-Cdr. Paul was senior staff officer in HMC Gunnery School at *Stadacona*.

Mechanical Training Establishment

Three courses at MTE were completed in December and two started, with another beginning in January.

CPO V. G. Scott and Petty Officers G. E. Fairbank, W. F. Buchanan, K. R. Calderbank, C. M. Forrester, H. J. Grace, W. T. Glanfield, A. R. Horne and J. P. Tofin completed "EA4" conversion course. PO Calderbank then headed overseas for submarine training, and Petty Officers Fairbank, For-

rester, Grace and Tofin went to take the General Motors diesel course at Cleveland, while the remainder enjoyed annual leave prior to sea drafts for engine room watchkeeping experience.

The post-entry ER course "E1" was passed by Petty Officers S. J. D'Amico, R. J. Lavallee, P. J. Regan and J. O. Stark. They were drafted elsewhere following annual leave.

The Micmac in Florida

Another first for the *Micmac* was put into the records recently when she became the first Canadian warship to visit Jacksonville, Florida.

It was a most welcome first in so far as the officers and men were concerned. The citizens of that beautiful city went all out to make the visit a memorable one. The United Services Organization, under the direction of Harold S. Colin, laid on a full program of entertainment, recreation and sports.

The people of Jacksonville took every advantage to display real "southern hospitality". Invitations were extended for TV shows, movies, dances, tours, etc.

Ldg. Sea. Robert Tratt, Montreal; AB Jean Charbonneau, Ottawa, and PO Thomas Bradley, Halifax, were guests of the Tommy Tucker and Virginia Adder interview-type TV show.

An invitation to participate in the regional Golden Gloves eliminations was accepted and the ship entered five boxers. AB Gaston Cadieux and Ldg. Sea. Vernon Theoret were successful in winning their bouts. Ord. Sea. John Boulet, AB Bob O'Reilly and AB Karl Kowalsky lost close decisions to their opponents. All Canadian entries were presented with special awards at the conclusion of the tournament.

On the fourth day of the visit, a tour was arranged for 100 officers and men to Florida's oldest city, St. Augustine. On arrival, the "Micmacs" were welcomed by the mayor and other prominent citizens. The tour included nationally famous tourist attractions such as "The Fountain of Youth", "Believe It or Not", the Lightner Museum of Hobbies, an alligator farm and other interesting spots.

On the following morning, information that Hurricane Hazel was expected to hit Florida's coast was received and the scheduled visit to Havana, Cuba, was cancelled. Within a few hours another program of entertainment was formulated and "Hazel" certainly did not dampen the hospitality of the Jacksonville people. Almost immediately, the energetic director of the USO, Mr. Colin, and Mr. A. L. Bonner, the ship's sports

The third course to wind up in December was Basic Technical Course "E1" consisting of one AB and nine ordinary seamen, with their next goal auxiliary watchkeeping certificates.

Ten PIEMs began their "E6" conversion course early in December and another Basic Technical Course was scheduled to get under way on January 4.

and entertainment officer, conferred and the result—another heavy but well-organized program went into operation.

Three dances, a beach party, movies, sing songs, talent shows, etc., all these, with charming hostesses and refreshments, were thoroughly enjoyed.

The Jacksonville churches were not to be outdone and a heartwarming welcome was given all "Micmacs" who took advantage of this added hospitality. Services were followed by "doughnut dunking", or invitations out to dinner, the Canadian sailors frequently being urged to spend a full day with a typical American family.

On return from the visit to Florida, the *Micmac* made a short two-day operational visit to Yarmouth, N.S., with the frigate *Buckingham* in company, during early November. The purpose of the visit was to assist the Navy League of Canada in fostering their Sea Cadet movement.

The ships were open to visitors daily and, judging from the thousands that took advantage of this, it was obvious that the local Nova Scotians were pleased, indeed, to receive and entertain Canadian warships.

The ship's companies of both ships were guests of both local theatres during the short stay. The Navy League of Canada sponsored dances and other forms of entertainment.

The *Micmac* and *Buckingham* played a challenge basketball game at a local "Y" and it was only decided in the closing minutes when a few quick baskets enabled the *Micmac* to eke out a 39-35 win.

The *Micmac* has since gone into Dockyard hands at Halifax for a well-earned refit. The ship has been constantly on the go,—doing all kinds of jobs,—from Royal escort and embarking His Excellency the Governor-General to the sometimes monotonous regularity of gunnery school and TAS school practices.

It has been an interesting commission, since mid-August, 1953, one in which all "Micmacs" know that the ship honorably earned her nickname "the workhorse of the East Coast".

Communication School (Cornwallis)

Christmas week saw five classes complete their instruction in HMC Communication School. PO Roy Wheeler, of Winnipeg, headed the CV2 course while PO Russell Maynard, of Dartmouth, topped the CR3 course.

CV72 and CV73 both completed on December 18, with Ord. Sea. Hugh Gillies, of Kimberly, B.C., and Ord. Sea. James Reid, of Brantford, Ont., heading their respective classes. A "special mention" was given to Ord. Sea. Bryan Walker, of Ajax, Ont., who completed the Trade Group I course 10 weeks early with a 90 per cent average. Ord. Sea. Robert McDonald, of Prince Rupert, B.C., was first in CR73 when it completed at the same time.

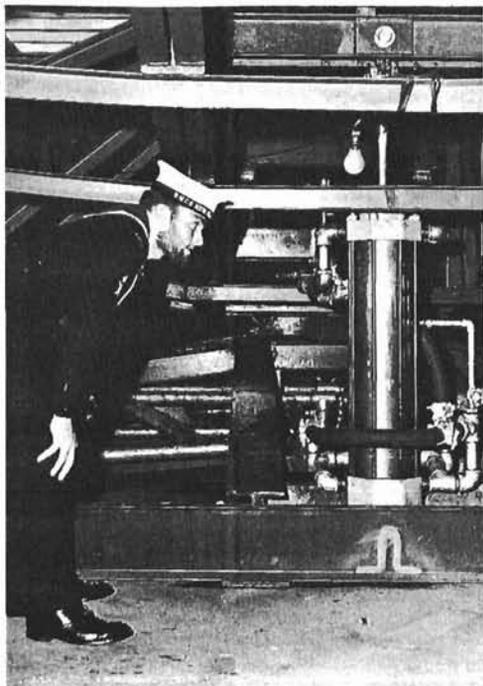
For the fourth consecutive month CV72 under its instructor PO George Mannix carried off the Matheson Flag-hoisting Trophy. This is a new record in the Communication School.

Albro Lake Radio Station

Leading Seamen William Seward and David Lauder have left Albro Lake Radio Station for submarine training.

Newcomers to the station are Able Seamen Robertson Dyer, Gregory Gaudon, David Hook and Wayne Taylor, and Leading Seaman Ronald March, all from the *Haida*; Petty Officers Reginald

The gadget at which AB Henry Turner, of Edmonton, is gazing so intently is a bottled hurricane—in other words the piston that heaves a mock-up of a ship's bridge around in the midst of those wild storms which are almost inevitable in Hollywood sea pictures. AB Turner's ship, the *New Glasgow*, was at San Pedro, California, in December to play the role of an English frigate in the movie "Sea Chase", directed by Hon. Cdr. John Farrow, RCN(R). (E-29677)



Parish, Keith Salloway, and John Smith from *Cornwallis* and PO William Sanderson from the *Nootka*.

CPO J. P. Palmer has been drafted to *Stadacona*. Cd. Communications Officer Jack Scott arrived during December.

PACIFIC COMMAND

HMCS *Stettler*

On September 15 the *Stettler* left Esquimalt for the Panama Canal where she was to meet the *Magnificent*. The ship called at Long Beach on the way down and was accorded a warm reception.

After 12 days at sea, the *Stettler* arrived at Balboa. Just under two sweltering days were spent there and then it was back to sea again, her next stop San Diego.

San Diego was not a new port for the *Stettler* since she had called there the previous February. After a four-day stay she sailed for San Francisco.

Here, among other events of interest, many enjoyed the "Basketball Clinic" which was held at the Mare Island Naval Base. Howard Delmar, the head coach of Stanford University, was speaker during the forenoon lectures and demonstrator during the afternoon of practical application of theory.

The day was topped off with an excellent dinner at the Chief Petty Officers' Club. Among those present was Vice-Admiral E. N. Entwistle, USN, who spoke briefly on Canadian-United States relations, with emphasis on the co-ordination of armed forces' sports activities.

The following day the *Stettler* and *Magnificent* sailed for Esquimalt, arriving on October 25.

Aldergrove Radio Station

Aldergrove Naval Radio Station has taken on a new and substantial mascot in the form of Whiskey, a beautiful two-year-old St. Bernard dog of massive stature.

Originally he was recruited for duty with Vancouver's Grouse Mountain Ski Club rescue squad; however, it became increasingly apparent that Whiskey was not partial to rescue team duties. Even before the contents of the little barrel he carried around his neck had been sampled by the skiers, it was not unusual for them to see this huge St. Bernard riding up and down the ski lift, which to him seemed much more interesting than wading in the deep snow.

Whiskey was charged with "absence without leave and negligence in the



"Even this darn curb makes me dizzy," explains "Whiskey" to "Master of the Hound" AB Robert Purgrave, regarding his decision to leave the rescue service on Grouse Mountain and take up residence at Aldergrove Naval Radio Station in the Fraser River lowlands.

performance of his duties" and retired from the rescue squad.

Fed up with civilian life, Whiskey applied for entry into the mascot branch of the RCN and reported on board this Naval Radio Station at 1200 7 January, 1955. On the successful completion of the necessary physical and recreational examinations, Whiskey was entered as an Ordinary Seaman Communication Dog, Standard Trade Group (OSCDs).

By this date, Whiskey has completed his inspection of the station and proved his over-all satisfaction of conditions by slobbering affectionately over all his shipmates.

Recent orders include additional responsibility for the duty cook as "Master of the Hound".

HMCS *Cedarwood*

Lieut.-Cdr. J. O. Pearson has been named commanding officer of the *Cedarwood* to succeed Lieut.-Cdr. J. E. Wolfenden, who has taken up a new appointment as staff officer, reserve training, at *Naden*.

The *Cedarwood* last fall figured in a two-day battle with heavy seas in Hecate Strait, while carrying out hydrographic and oceanographic duties. She was drydocked for repairs and is now in service again.

Lieut.-Cdr. Pearson is a former merchant mariner who went to sea as a

cadet. He earned his deep sea master's ticket before joining the Royal Navy in 1940.

During the Second World War he held various appointments ashore and afloat. In 1950 he transferred to the RCN and, until his new appointment, was staff officer of *Chatham*, the naval division at Prince Rupert.

Ordnance School

The number of armourer's mates on course at the Ordnance School was brought to 22 in December with the formation of the ninth class. Its members include Ldg. Sea. L. R. Abbe and Ordinary Seamen D. E. McKee, J. R. Lehman, P. D. Walker, C. J. Colville, J. R. Fitzsimmons, J. G. Kerrison, N. D. Samuelson, B. D. Stewart and D. M. Williston.

Back at the school from the *Ontario* are POs E. J. Patridge, N. K. Jones and W. A. Steadman, and Able Seamen B. R. Moreland, L. T. Cove, R. H. Rosell, C. M. Nowell and D. E. Johansen.

Other drafts included PO W. B. Pinkos, to the *Digby*; PO J. R. Heath, to the *Brockville*, and AB E. N. Sorensen, to the *Jonquiere*.

HMCS James Bay

During the latter half of November the *James Bay* proceeded to sea daily, carrying out minesweeping exercises in the Strait of Juan de Fuca. However, during this period the ship's upper decks took on a new and refreshing look. The normal greys and blues of a ship of war were enlivened by bright pinks, reds and plaids such as one is wont to see aboard the Vancouver to Victoria ferry. Even the seagulls were fooled into following the ship.

The cause of all this change was the fact the ship was taking to sea civilian office staff from HMC Dockyard, in conjunction with a familiarization program to afford dockyard personnel a first-hand look at how the Navy functions at sea. The feminine sex predominated in the groups and for the most part proved to be good sailors. However a few green faces were in evidence along with the accompanying loss of appetite.

All the guests said that they had enjoyed themselves immensely, but it was observed that a number of them heaved a great sigh of relief as they crossed the brow to terra firma again.

Early in December the ship proceeded with the second minesweeping squadron to Bremerton, Washington. The ships berthed in the USN Dockyard among towering carriers and battleships undergoing refit. All the facilities of the establishment were thrown open to



Most of the beards grown in the Labrador during the Arctic portion of her cruise around the continent wilted in the tropics. Four of the only seven furry facials to survive are shown, as worn by (left to right) Petty Officers Thomas Brown, Curtis Yool, Edward Petrony and Joseph MacPhee. (LAB 501)

the ships' companies. Others took the opportunity of visiting Seattle, which is only an hour's ferry ride away.

On return to Esquimalt the ship entered drydock for hull inspection. This offered an excellent opportunity for sports activities and several games and activities were scheduled. Notable among these was a seven-a-side rigger game between the *James Bay* and *Comox*, with the *James Bay* coming out on the bottom. However, the game is the thing and everyone enjoyed themselves and bore bruises for a week to prove it.

TAS Training Centre

The West Coast fleet has absorbed graduates of "O" and "P" TD3 classes and two more, "R" and "S" were well into their 11-week struggles at the TAS training centre at the end of the year.

The combined TAS and Electrical hockey team finally came to life, emerging from cellar spot to fifth place in mid-December, thanks to a couple of wins.

Masset Radio Station

One of the first visits in a long time by an RCN vessel to this small port was made by HMCS *Porte Québec* in November while conducting a TB X-ray survey along the B.C. coast. A smoker was held in the station lounge and members of the ship's company were made welcome.

Before *Porte Québec's* arrival, an informal inspection of the station had

been made by Rear-Admiral H. F. Pullen, Director of Naval Personnel. Among the officers accompanying Admiral Pullen were Captain R. W. Murdoch, Director of Naval Communications and Cdr. A. R. Hewitt, Director of Supplementary Radio Activities.

The children's Christmas party was held on December 18, with AB J. P. Arsenault doing the honours as Santa Claus. In the evening a formal dance was held on board with PO S. W. Hill acting as master of ceremonies.

Christmas dinner was served on board by Cd. Officer (SB) D. C. Filewood, the officer-in-charge, ably assisted by CPO J. J. Purcell and H. L. Wyman. This proved to be quite an opportunity for the cook, AB G. J. Gardiner, who had prepared a first class meal with all the trimmings.

Ldg. Sea. S. J. Christie might be called the "Dead-Eye Dick" of this community. To date he has brought down 11 deer, some of which were a fair size considering that they don't grow very big around here. (There is no limit or closed season on deer for residents of the Queen Charlotte Islands.)

Christie is actually becoming renowned for being the cook's best friend. When the rations run a bit short, off he goes to bring home the bacon, and our cook is as versatile as the pieman of Sam Weller's acquaintance who had a fondness for cats. He can turn venison into veal or beef as nicely as you please.—T.G.E.

NAVAL DIVISIONS

HMCS Unicorn

For well over 1,000 youngsters, *Unicorn* once again was Saskatoon headquarters for a very popular gentleman.

The T. Eaton Company, the Masonic Lodge and the Saskatoon City Police Athletic Association were among the many groups which again took advantage of spacious accommodation at *Unicorn* for pre-Christmas parties.

Lieut. (S) James Gray, Supply Officer at *Unicorn* was Santa's stand-in at the party for youngsters of RCN and reserve members of the ship's company. He got some able assistance in the antics of Ldg. Sea. Ormie Stohl, AB Tom Sweeney and AB Glen Haddow who did some convincing clowning for both young and old.

Although the young fry got the lion's share of attention in holiday activities at *Unicorn*, the grown-ups also had their innings.

The annual get-together for members of the ship's company, a feature of the final regular parade night of the year, was highlighted by a special treat arranged by Captain O. K. McClocklin, who provided some 200 fresh oysters.

The Christmas dinner for RCN members of the ship's company, put on by Navy Officers' Wives and Mothers' Association, was its usual success.

Other Navy gatherings which highlighted the holiday season were the Sea

"Let me out of here. You can't fool me with those whiskers." And if Mary Ann, at the age of one and a half, suspected that Santa Claus was really her old man, how right she was. Daddy (PO Bert McInnes) appeared in the role of the amiable saint at York's huge Christmas party.



Cadet officers' party, the party for the Sea Cadets themselves, sponsored by the Mothers' Auxiliary of the Saskatoon Navy League, the seamen's dance on which Ldg. Sea. Howard Humphreys and AB Archie McWilliams did the better part of the arranging.

Most RCN and reserve officers (both active and retired list) ushered in 1955 aboard *Unicorn*, attending the New Year's Eve party arranged by the Naval Officers' Association. Also an annual ritual at *Unicorn*, the New Year's party was as well attended as usual, with association president Jim Roxborough and his helpers coming up with a fine evening of entertainment.

HMCS Griffon

A draft of five new entries which left the Lakehead in January for basic training at *Cornwallis* was notable for the fact that four of the five were former Sea Cadets.

The draft included Ordinary Seamen Ronald Cameron, Edward Ryan, Edwin Bushby, William Fontaine and David Vaillant.

HMCS Discovery

Members of the University of British Columbia's University Naval Training Division took advantage of the Christmas holidays to get in ten days' extra training.

During the week before Christmas and the week after, the cadets received instruction in divisional duties, seamanship and communications as well as getting in sea time. Lieut. D. R. Leary is the new Staff Officer UNTD.

Discovery Wrens held an informal get-together on October 21 to meet new-entry Wrens, to permit old hands and newcomers to become well acquainted.

The annual ship's company dance on November 29 was, by general agreement, the most successful yet held. *Discovery's* new band, conducted by Cd. Bandsman Charles King, provided the dance music.

Sub-Lt. David Sutherland, formerly of *Malahat*, has joined *Discovery* and is assisting in the recruiting office.

HMCS Donnacona

A framed picture of Admiral Jellicoe of First World War fame now hangs in the wardroom of *Donnacona*. Captain (S) R. W. Tiner, CD, RCN(R), (Retired), presented it to the wardroom on his retirement from the reserve in December.

Cdr. M. E. Smith, executive officer of the Montreal naval division, accepted the farewell gift on behalf of the officers.



Down the chimney St. Nicholas (PO Pete Turner) came with a bound, while PO Terry Waters, with a wave of her hand, assured all the children at *Discovery's* Christmas party that the old fellow hadn't broken a leg. Behind Santa's pretty helper is CPO T. C. Bradfield.

Navy Upholds Noah's Tradition

If the Royal Navy ever runs short of beef there's one bull who might be tempted out of sheer gratitude to offer himself to the cause.

The bull, a miniature Socotran, took passage early this year in *HMS Wild Goose* from the island of Socotra, at the entrance to the Gulf of Aden, to Bahrein, on the Persian Gulf. The distinguished passenger was a gift of the Sultan of Socotra to the Bahrein Government.

On arrival in Bahrein, the bull was put to pasture on the government's experimental farm, but alas, he had no mate.

After languishing alone for more than six months the unhappy bull aroused the sympathy of all concerned, including the British Navy. The Senior Naval Officer Persian Gulf was moved to send a message to the Admiralty stating that it would be much appreciated, particularly by the bull, if one of Her Majesty's ships could call at Socotra to obtain a mate for the unhappy male bovine.

Rising to the occasion, Admiralty replied, "In the interests of the bull, approved."

A short time later, HM survey ship *Owen* arrived at Bahrein with one cow embarked, and the pair are reported to be living happily ever after.

In the Mediterranean, two Royal Navy LCT's embarked a whole circus at Malta and transported the lot to Syracuse, Sicily. The circus became stranded on Malta when it was unable to find commercial transport. The two vessels loaded, in addition to caged animals, 112 "loose" ones, including elephants, camels and horses.



This is a picture of HMCS Skeena taken during the early months of the Second World War. The ship's company, so thoroughly "maligned" in the accompanying article, was good enough to share with their compatriots of the corvette *Wetaskiwin* in the sinking of U-588 on July 31, 1942—the RCN's third U-boat kill of the war. (N-1)

Looking Astern

The Day the Skeena Heard the 'Truth'

IF ANY member of the ship's company has the rest of the crew members "taped" and knows their weaknesses and foibles, it's the Engineer Officer.

Down in his ordered mechanical world of wheels and pistons where surging power responds to the touch of the master's hand, the Engineer Officer, in his Plutonic omniscience, *knows* that everything which happens in the upper realms of the ship is pure madness. Through the voice pipe comes maniacal cries of "Full ahead starboard, half astern port . . . You're making black smoke . . . I asked for 193 revs. What're you giving us?"

The Engineer Officer knows that shallow depth charge patterns are fired for the sole purpose of kicking out the circuit breakers and dislodging the boiler brickwork. He knows that the guns are usually fired for the sole purpose of loosening the scale in the stack and putting him into a state of utter humiliation. He knows that if one of the crew members on the forecastle so much as touches a capstan it will fall to pieces in his hands.

Away back in 1942, when HMCS *Skeena* was furrowing the convoy lanes of the North Atlantic, the duller moments were lightened by frank commentaries over the ship's sound reproduction equipment. It came the Engineer Officer's turn to take over the SRE in April 1942.

Lieut. (E) J. S. Horam, RCNR, tackled his subject bravely—heroically, one might say, since there was no escape

except over the side. That he survived without being subjected to anything worse than ostracism is attested by the fact that in the current Navy List appears the name of Captain (E) John S. Horam, CD, RCN, Principal Naval Overseer, East Coast, with headquarters in Halifax.

He began his talk over the SRE with a somewhat insidious reference to the crest of the *Skeena*—a leaping salmon—and then plunged recklessly into his subject:

THIS NOBLE vessel manned by Canadian stalwarts (we hope) received its name from a Canadian river famed alike for its salmon and a tribe of Indians living on its banks. This does not give you aforesaid stalwarts permission to behave like a pack of untutored Indians. On the contrary you must endeavour to emulate the salmon in said river, who, when returning to his spawning grounds, leaps over every obstacle and is not deterred in doing the thing he sets out to do even though death o'ertake him on the way.



It seems a few of you were emulating the salmon at action stations the other morn when a certain poor fish got in your way, but instead of leaping over you leaped on him, much to his distress. However, the cause was just, although he did present a somewhat battered appearance when he finally got to his station.

It has been noticed that the efficiency of this noble vessel is increasing by leaps and bounds (we don't seem to be able to get away from this leaping and bounding, somehow). It was heard said the other day that we should be (at the present rate of leaping and bounding) a really efficient ship come 1949, providing, of course, the war lasts that long and Father Time has not crept up on us too quickly.

And still speaking of efficiency, it has been discussed in authoritative circles—to wit, the ERAs' mess—whether it is more efficient to burn oil in the ordinary way—that is, via the sprayer—or to dig it out of the bilges and shovel it in the fires. Of course both sides have their points for and against: For instance, the ones in favour of putting it through the bilges say the stokers have nothing to do anyway; and by actually handling the oil they become better acquainted with it, so much so that they begin to have it with their meals; while those who favour the shorter route think the less you see of it the better as it is nothing more than a headache at the best of times, especially if it leaves the funnel in the form of black powder.

These discussions are good to note as it shows the members of the ship's company are interested in things going on around them and indulge in healthy criticism now and then. And speaking of criticism, one wonders why at meal-times the QMs allow the ship to get off course and then have a little practice with the wheel—running it back and forth and bouncing the ship hither and yon, with the consequence, as you well know, that one's meal ends in one's lap or someone else's, mostly the latter. This, of course, is very amusing to every one bar the one whose lap has been maltreated.

It has been said that nothing exceeds the love of a man for his horse, but this man was never in the Navy, as it definitely has been proved that the love of a Torpedoman for his job is far in excess of anything yet known. Just to quote an instance or two to bring home the point, should a Torpedoman see a light out where it should be in, or a motor throwing sparks all over the place, or a bell ringing when it should not, or not ringing when it should, he turns away in horror as he cannot bear to gaze on

such awful sights, and, from what has been noted, he keeps turned away, just in case.

As one continues to wander around the ship, one comes in contact with these highly specialized branches of the service, Asdic and RDF (now known as sonar and radar).

Asdics, as we all know, are for detecting underwater craft and are a very delicate instrument, so delicate in fact that in exercise the other day the set got such a shock from detecting an underwater craft it just packed up and died. Some two days later after its more sensitive parts had been attended to by an expert on board, it detected at least a hundred underwater craft in a couple of hours. Due to this detection the ship was able to come through unscathed and so lived to tell the tale.

Now take RDF (someone here said, "You take it; I don't want it"). This is a super-instrument of the Navy. It is guaranteed to lose a convoy every time at 3,000 yards and is very good at spotting submarines on the surface over the horizon (which is a great help I don't think), is made to work by a motor (which prevents any one sleeping in the near vicinity), throwing green lines on a fluorescent screen.

No one seems to have the faintest idea how these things happen and when occasionally a blackout occurs on the screen, certain members of the ship's company come along, tap it in various places, look very wise, drag all the radio valves from the central stores and elsewhere, try to fit them in holes they won't, do some more tapping, spend all night studying electric manuals which tell them nothing about it.

By this time the ship has probably arrived in port, so an urgent message is sent to Headquarters that the RDF is out of business. While alongside, a young man strolls down with a new set, which is in perfect condition, under his arm and away we go to sea again and, while one can see the convoy, this said super-instrument is perfect. But woe betide if you lose it in the dark, as our friend the super-sensitive RDF won't find it for you.

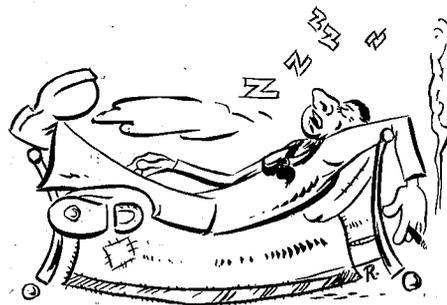
And then we come to those time-honoured, traditional and, shall we say, obsolete pieces of machinery, the guns and gun director, truly masterpieces of ingenuity, if you listen to the soft-voiced lecture by the Gunnery's Mate or the dissertations held forth by the Gunnery Lieutenant in the wardroom.

Much literature has been written concerning these instruments of torture since the days of Nelson, most of it not understood, of course. However, the crowning instance where this noble ship

can lay claim to fame was when the gun's crew of officers manned "B" gun under the direct control of the expert Gunnery Lieut. The gun was loaded, ranged, etc., at the double quick; thereupon the Gunnery Lieut., being an expert, closed his eyes, pressed the trigger and nothing happened, to the Gunnery Lieut.'s horror and the Bronx cheers of the rest of the ship's company.

We wander a little further and come to a place called Sick Bay, where lately another bed was installed just in case of emergency. The ship's company found this and up to date has kept the Sick Bay in the same state of emergency ever since. The spare bed has been found comfortable in every way.

The next thing that strikes one is a great crowd gathered round the galley door with emaciated features and a look of starvation on the faces, all crying, "Give us bread lest we die". A pitiful sight truly! but the hardened son of a



sea cook who tends the pots never bats an eye, because he knows he will have a work all night baking bread for these "Hungry Wolves".

Then at last we arrive at the so-called "hub of the ship" where men toil unceasingly in an endeavour to keep oil burning and a certain amount of moisture in the boilers. It is said that more air is used here than anywhere in the ship—unkind and unfeeling people make that caustic remark, yes, hot air. It may be added that this is the most dangerous position in the ship as it is on record that most stokers have lost their lives through other stokers trampling them to death in an endeavour to get off watch first after sleeping for four hours below.

We amble from there to the engine room, having dealt very kindly with the boiler room. There one sees something really breath-taking. Amidst all the gleaming wheels, polished brass and rotating machinery, the unforgettable sight of living statues, one might almost think they are cast in bronze—the ERAs, to boot—these mortals, nay, almost gods, never waste an effort and their concentration of remaining for hours in one

place without moving a muscle is amazing.

We then saunter to the wardroom, hoping against hope that at last this is the place where some brightness will be found. But no! All one sees is a bunch of recumbent forms sprawled around in seaboots and old clothes with one watchful eye on the Chief Engineer ready to grab his chair should he show signs of vacating it.

So we arrive back at the quarterdeck, having blown to pieces the wonderful illusion of efficiency that we laboured under after reading the newspapers, listening to the radio and such other trash, and we leave this noble ship manned by the aforesaid stalwarts a feeling sweeps over us that after all things might have been worse—but not much.

WEDDINGS

Ordinary Seaman Gerald Andrews, Cornwallis, to Miss Evelyn VanTassel, Digby, N.S.

Sub-Lieutenant John William Hall, Stadacona, to Miss Elizabeth Lappin, Londonderry, Northern Ireland.

Wren Mary Hearst, York, to Mr. William Carrick, Toronto.

Wren Rosemary M. Hegan, Cornwallis, to Ordinary Seaman Joseph Beaulieu, Cornwallis.

Midshipman J. Donald Large, Lauzon, to Miss Dianne Phillips, Charlottetown.

Sub-Lieutenant Gordon McPherson, York, to Miss Nancy Chart, Toronto.

Leading Wren H. June Waddell, Naden, to Able Seaman Thomas Buxton, Discovery.

Lieutenant Keith Young, Cornwallis, to Miss Gillian Weaver-Bridgeman, Victoria.

BIRTHS

To Lieutenant Geoffrey Brockhurst, Iroquois, and Mrs. Brockhurst, a daughter.

To Leading Seaman Charles Cook, Niobe, and Mrs. Cook, a son.

To Petty Officer Grant L. Corey, Iroquois, and Mrs. Corey, a son.

To Chief Petty Officer Donald Currie, Iroquois, and Mrs. Currie, a son.

To Petty Officer Charles Dixon, Cornwallis, and Mrs. Dixon, a son.

To Lieutenant R. B. Dunlop, Prestonian, and Mrs. Dunlop, a daughter.

To Petty Officer Jules A. Fortin, Iroquois, and Mrs. Fortin, a son.

To Leading Seaman Edward Keoughan, Albro Lake Radio Station, and Mrs. Keoughan, a daughter.

To Able Seaman J. E. Morsh, Prestonian, and Mrs. Morsh, a daughter.

To Leading Seaman Eric A. Muise, Iroquois, and Mrs. Muise, a daughter.

To Chief Petty Officer Conn Nast, Cornwallis, and Mrs. Nast, a daughter.

To Chief Petty Officer George E. Ritchie, Iroquois, and Mrs. Ritchie, a daughter.

To Petty Officer George A. Schropfer, Iroquois, and Mrs. Schropfer, a son.

To Petty Officer Gilbert H. Shaw, Iroquois, and Mrs. Shaw, a son.

To Able Seaman Thomas J. Smith, Iroquois, and Mrs. Smith, a son.

To Petty Officer Donald M. Taylor, Iroquois, and Mrs. Taylor, a daughter.

To Petty Officer Bruce L. Timmons, Discovery, and Mrs. Timmons, a daughter.

To Petty Officer William D. Wales, Iroquois, and Mrs. Wales, a son.

To Leading Seaman Donald C. Wheeler, Iroquois, and Mrs. Wheeler, a daughter.

THE NAVY PLAYS

Chiefs Handiest With .22 Rifles

CPOs "A" won the *Quebec's* interpart .22 rifle tournament during the South American cruise with a total score of 588. Wardroom "A" followed with 549 and CPOs "B" placed third two points astern of the officers.

Forty-nine teams competed in the four-target series which began a day after the cruise began in mid-October and finished on the eve of the ship's arrival at La Guaira, Venezuela, late in November.

The winning team included CPO Ted Miller, with 44 points; Master-at-Arms Matthew Hall, 156; CPO Ian Robertson, 151, and CPO Harry Stainsby, 137.

Individual honours went to MAA Hall at the Marine Corps armouries in Colon a week later, with his 192 out of a possible 200 points. The top 26 marksmen of the league, which numbered close to 200, shot at two Dominion Marksman targets there for the individual totals.

Interpart shooting took place at sea from atop "A" turret at targets placed in the eyes of the ship. Although wind and the roll of the ship hampered fine accuracy, MAA Hall noted great improvement in marksmanship each time out.

Captain E. W. Finch-Noyes, commanding officer, presented a large silver cup as team trophy to the winners during morning divisions on December 6 after the ship was once again alongside in Halifax harbour. Small cups went to each team member and MAA Hall, as the highest individual scorer, was awarded another silver cup.

Cd. Gunner Percy Boyd instigated the competition and MAA Hall helped him to carry it out.

RCN Officers in 'Winter Olympics'

Four officers of the RCN are participating in this year's "Winter Olympics" of the British armed forces and already one of them has become the first Canadian to compete in the Trenchard Cup bobsled race over the famous Cresta run at St. Moritz, Switzerland, on January 28. He is Lieut.-Cdr. Ray Creery, of Vancouver, Staff Officer (Air) at *Niobe*, who was on the Navy's bobsled team.

Lieut.-Cdr. Barry German, Ottawa, Staff Officer (Gunnery) at *Niobe*, and Lieut. (E) Stirling M. Ross, Montreal, on courses overseas, will be members of the RN entry in the interservice downhill and slalom ski championships at the famed winter sports resort on February 24 and 25. Sub-Lt. C. M. Seymour, of Montreal, who is taking courses at Greenwich, will be in reserve for the event.

Navy Hoopsters Win Five in Row

Promising Navy hoopsters won three exhibition games, then copped two wins in the newly-formed five-team tri-service basketball league on the West Coast.

The Esquimalt sailors downed an RCAF Sea Island group 64-50 and followed it up with a 49-40 victory over RCSME from Chilliwack, in their first league games at *Naden*.

The teams, which include Esquimalt Army Garrison, and Comox, RCAF as well, will play a round-robin, home-and-home series with the top three squads entering the playoffs.



PO James Redlin, engineering mechanic in the *New Glasgow*, holds the Brock Whitney revolver trophy he won as high scorer in the "Tyro" division at the Pacific Command's Rifle Association's highly successful pistol meet at Beaver Lake last fall. The meet had 41 competitors with nine from the Navy gaining honours. (E-29672)

The Navy's soccer team suffered its first loss of the season 3-2 by RCSME at Chilliwack, but reversed the score in a return match.

Fast-improving Navy pucksters held on to second place in the B.C. intermediate hockey league and aimed to keep on the pressure long enough to clip the Nanaimo Clippers who were in first place in December.

Team Makes Up For Early Losses

Softball was the major sporting interest of the *Iroquois* during her third Korean tour. Practices on the way out from Canada whipped the ship's team into shape, especially after a 9-2 defeat at Long Beach at the hands of men from the *Stettler* and two thorough trouncings from the ship's American namesake USCG *Iroquois* in Pearl Harbour.

Arriving in the Far East too late to challenge the highly-touted *Crusader* nine, the *Iroquois* nevertheless defeated the *Haida* 10-6, the *Cayuga* 11-3 and 2-0, and the *Huron* 17-5. The ship was justly proud of ten wins in a dozen games.

During the visit to Hong Kong, cricket and soccer were played with units of the Royal Navy but due to lack of practice, there was an equal lack of success.

Navy Takes Two Squash Events

Two members of the Pacific Command Squash Club gained wins at the Vancouver Squash Racquets Annual Invitation tournament in the B.C. metropolis, topping the "C" and "D" divisions.

PO Dick Barwis quelled opposition from Vancouver and Seattle for "C" class honours and CPO John Stoddart won all his matches handily in "D" class competitions.

Also rans included Lieut. Brian Bell-Irving in "A" division, and CPO John Waldron and PO Mel Padgett, competing in "B".

MTE "B" Leads *Naden* Sports

MTE "B" athletes took *Naden's* November Cock o' the Barracks trophy after an undefeated schedule in soccer, volleyball, swimming, sports tabloid and hockey. There are 24 teams.

CPO Tom Day and PO Dave Sadler were organizers and coaches and both "A" and "B" teams were being spurred in December to bring the cock to roost again in MTE in the next month's struggle.

Naden Supply led the pack in the interdivisional hockey league, at the end of the year being undefeated. They were closely followed, however, by Gunnery and Ordnance, and Navigation-Direction, each with only one loss.

Quartermasters were on the top rung of the 20-team Command Bowling League.

Hoopsters Defy Player Shortage

Discovery's basketball team defied the handicap imposed by a shortage of players and defeated the St. Mary's Church team 32-30 in a December 29 game.

The *Discovery* team was able to put only five men on the floor, which meant that each player had to go the full game without benefit of substitutes.

Ship's Company Yields Trophy

A team of *Gloucester* officers, chief and petty officers defeated ship's company 5-2 in a sudden death game for the annual softball trophy which made its first appearance in station sports.

Winners included Lieut.-Cdr. Donald Black, Lieut.-Cdr. Ray Tamburello, USN, CPO Burrell Clarke (coach), Petty Officers Eugene Carey, Ray Ker-got, Ray Eastman (captain), Cyril Walker, Larry Tysowski, Jim Kitchin, Ken Krafft, Bill Nevett, Jack Wilson, Hervey Eaton and Bernard Hughes (PT Instructor).

The Petty Officers copped the inter-part softball league and Byles Shield for 1954. Members included CPO Clarke, Petty Officers Graham Sherwood, Hughes, Eaton, Bill Amos, Charles Tupper, Ted Burke, Krafft, Bill Nevett and Carey.

Quebec's 'Old Men' Win Ball Title

The *Quebec's* chief and petty officers, the "old men" of the training cruiser, won the 1954 softball interpart championship at the U.S. Navy's Coco Solo air base in Colon, by drubbing the Ordnance nine 12-2.

The losers, composed chiefly of young armourer's mates, were unable to recover from the 10-run lead their older opponents piled up quietly in the first inning.

Games leading to the championship were played in Port of Spain, Trinidad; Rio de Janeiro, Brazil, and La Guaira, Venezuela, during the South American

cruise, with eight teams taking a lively part.

CPO Bevan Woodacre accepted the trophy later from Captain E. W. Finch-Noyes, commanding officer, on behalf of his teammates.

Bridge, whist and cribbage tournaments were played in addition to darts, checkers and chess contests under direction of Ldg. Sea. J. P. E. Potvin, ship PTI.

Sioux Golfers Win at Pearl

The *Sioux* athletes had little opportunity to play sports after refit, but managed to get in a few games of baseball at Pearl Harbour en route to the Far East.

A ship's company golf team competed successfully in a tournament against six men from USS *Renshaw* (DE), on the well laid out Navy-Marine Golf Course, a short distance from Pearl Harbour Naval Base.

Winning golfers included Lieut. (E) L. R. Johns, Lieut. (L) E. M. Byrnes, Cd. Ordnance Officer A. R. Lee, CPOs James Stewart, L. F. Ferris and H. M. Minckler.

Softballers Off To Good Start

York officers are at it again in the Toronto Garrison Officers' Softball League and up to the year's end were tied in first place with four wins out of five tries.

The hurling of Lieut. (S) D'Arcy Quinn stood them in good stead as they downed RCASC 4-2, Royals 18-2, RCA 11-3 and Signals 4-3. Toronto Irish upset them 5-3 halfway through the 1954 part of the series.

150 Take Part in Turkey Shoot

Discovery's annual turkey shoot early in December was again a great success, with about 150 of the ship's company drawing a bead on the numerous prizes. Three Wrens and three officers were among successful shots for turkeys and hams.

Navy Captures Two Events

Six teams, representing the Armed Services on the West Coast, competed in a week-end double elimination of basketball, volleyball and squash recently with the Navy outclassing all in squash and edging the RCAF from Sea Island 39-36 for basketball laurels. The Esquimalt Army Garrison defeated the Navy in the volleyball finals.



Malcolm Lancaster, (left) and Allan Virtue, two naval transport civilian drivers at HMC Dockyard, won high awards at the Eighth Annual Canadian National Truck Roadeo in Toronto. Competing against 90 transport drivers from across Canada, Mr. Virtue placed third in the semi-trailer single-axle competition and Lancaster fourth in the straight truck class. Snaking their trucks through winding courses, backing into narrow bays and threading lanes with only an inch clearance on each side, Mr. Virtue and Mr. Lancaster, who are Maritime champions in their classes, were also tested for knowledge of rules and equipment and personal appearance. (HS-34258)

"David" Digby Whacks Goliaths

While dockyard maties swarmed over the coastal escort *Digby* during winter refit in January at Esquimalt, her hockey team was proving that a little ship can pack a big wallop.

Digby pucksters won two games out of three against ships with much larger complements from which to choose talent. They blanked the *Stettler* 2-0 in a successful debut and went on to better the team of the sister frigate *Jonquiere* by three markers.

Injuries to key players, added to the drafting depot's inroads on the team, foredoomed the third encounter, which the *Digby* lost 3-0 to the *Crusader*.

Curling Interest High on West Coast

Interest in curling on the West Coast is at a high level, with 36 rinks turning out Sunday evenings for league play. The Christmas turkey bonspiel helped sharpen games generally.

COURAGE AND DEVOTION

(Editorial in the Halifax
Chronicle-Herald)

DURING the Second Great War, a young Royal Navy flyer named Robert Moore won the Distinguished Service Cross. A native of Ireland, he had a meritorious career in wartime, and left the naval service in 1946. He rejoined, however, in 1951, just ten years after his first appointment.

This capable and gallant airman has been on loan to the Royal Canadian Navy from the Royal Navy, and has been stationed at the *Shearwater* naval base on the shores of Halifax Harbour.

On Monday of this week, Lieut. Moore was flying over this area when his plane caught fire. He parachuted to safety to the *Shearwater* football field—"after staying at the controls of the flaming aircraft long enough to divert it from nearby houses and towards Halifax Harbour at Eastern Passage, where it crashed into the water and burned."

Lieut. Moore has described what happened. It was around three in the afternoon, and his plane was about 250 feet from the ground when he received a radio warning from a station observer that flame and smoke was coming from the plane. He noticed the flames and smoke about the same time, climbed to 600 feet, "aimed her towards the harbour" and jumped out.



Lieut. (1) C. R. Nixon, one of two RCN representatives on the National Defence Headquarters Rifle Association, is shown above with trophies won during the past year. Among Lieut. Nixon's awards was the Captain's Prize, presented annually to the member making the most progress during the year. (O-7524)

By the time his parachute opened, he was a scant 200 feet off the ground.

The whole thing happened within a very brief space of time—but it is one of those epics of resourcefulness, courage and devotion to commemorate which such medals as the Distinguished Service Cross are struck. It is in the best traditions, not only of the Navy itself, but of the far younger service, the Air Force.

Said Lieut. Moore after his experience:

"I had decided at first to land the plane. I thought the trouble wasn't serious, but things got worse quickly. I wanted to get to somewhere that was fairly open. The harbour seemed to be the best place.

"The last time I looked at the altimeter it was about 600 feet. Then the cockpit got so full of smoke I couldn't see a thing. I aimed her towards the harbour and jumped out."

It looks so ridiculously simple when service men tell of their experience . . . but it adds up in cases like this to experience, presence of mind, cool courage, devotion to duty, and consideration for others. Lieut. Moore's first thought was for the safety, not of himself, but of those on the ground in a settled area. He saved himself only after he had made sure of that.

We salute him! The British race will always be well served so long as men of the Robert Moore type are in the Services.

What Do You Call Your Friends?

They used to call the Second World War the "Battle of Initials" as a result of the spate of abbreviations which suddenly flooded into the public ken.

The habit continued after the war and peacetime has given us the cherished terms "SOC" and "DOGS" and "DOLS" and "SOAP".

These are convenient short forms of cumbersome titles, although the pictures they conjure up may bear no resemblance to the officers they designate. They're a handy code for use by members of the fraternity, but the general public is likely to find them a bit overpowering.

Take the case of P2EM2(NQ) Joseph Blow, for example. It tells another member of the RCN that Joseph Blow is a Petty Officer Second Class, that he is an Engineering Mechanic with Trade Group II qualifications, but that, because of the abolition of the Stoker Branch to which he used to belong, he has to undertake certain additional training to qualify for promotion.

That's quite a package of information and useful in its place, but does the MAA say "P2EM2(NQ) Joseph Blow, off cap"? And it may be that the folks back home suspect that Joe has joined the secret service when they read under a picture in the local paper: "During an inspection of the guard landed by HMCS *Whatsis* at Wassamatta, Admiral Sowhat chats with P2EM2(NQ) Joseph Blow of . . ."

There's a correct way of handling the situation and it's already laid down in the Royal Canadian Navy Manual of Advancement and Promotion (short title "MAP"). P2EM2(NQ) Joseph Blow, apart from official paperwork, is simply Petty Officer (or PO) Joseph Blow. The same applies to other ranks.

But after all, the use of "P2EM2(NQ)" instead of "PO" is a minor crime compared to the mutilation of a name or the lack of a full set of initials or first name. AB Tug Wilson may turn out, after hours of diligent sleuthing, to be AB George Q. Williston and if it gets into print the way it was first written everybody ends up kind of sad.

Thus ends this little homily which has the simple little moral that scribes who get other people's names right won't find themselves classed with the Pharisees.—*The Editors.*



This picture shows an RCN infantry landing craft discharging troops at Bernières-sur-Mer during the D-Day landings in Normandy. The same scene appears in "Invasion—The D-Day Story in Pictures", reviewed here. (GM-2243)

Book Reviews

D-DAY REVISITED

OVER TEN years ago, on the morning of June 6, 1944, the Allied Armies splashed ashore on the Normandy beaches and commenced their grand assault on Germany's "West Wall". It was the greatest amphibious attack ever mounted and it led to the ultimate defeat of the German military forces and the liberation of Europe.

"Invasion! The D-Day Story", with photographs and text, brings back to mind that historic day.

In the years that have followed D-Day, many excellent articles and stories have appeared documenting the orders of battle and the exploits of individual regiments and units. "Invasion!" embraces in a broad sweep the magnitude of the achievement and the text gives the reader a whiff of the smoke of battle rather than the detailed disposition of troop formations.

It is in the 266 photographs which illustrate the book that D-Day lives again. Here, in sharp focus, we see the blood and sweat of battle and the dirt blackened faces of soldiers crouching on beaches as they face enemy fire. We see the vigilant eyes of the Navy who brought them ashore, and the pilots of the Allied Air Forces scrambling to their aircraft to support them in the skies. As a background to these warriors we see the rubble and horror of war, and its brief moment of triumph.

Almost every phase of the great operation is covered photographically. A picture of General Eisenhower giving a pep talk to American paratroopers before they boarded their transport planes

... the big guns of HMS *Rodney* bombarding the Normandy beaches ... an RAF pilot running for his *Typhoon* ... a WAAF nurse assisting a wounded soldier, are but a few of the scenes that unfold for the reader.

There is the staunch face of Winston Churchill as he visited the beaches ... His Majesty King George VI, in the uniform of Admiral of the Fleet, standing at the salute as the invasion forces put out to sea ...

But the face which dominates the first and last pages of the book is that of Field Marshal Viscount Montgomery of Alamein who led the assault under the

overall command of General Eisenhower. Viscount Montgomery has written the forward to this book. He appears on the last page sitting in a simple tent at Luneburg accepting the surrender of German generals who commanded all the German forces in Holland and Denmark.—C.T.

"Invasion! The D-Day Story in Pictures" ... Written and compiled by John St. John Cooper, designed and produced by Edward L. Matto, with a forward by Field Marshal Viscount Montgomery of Alamein; 122 pages, 266 photographs, 5 maps; Clarke, Irwin & Company Limited, Toronto; \$1.50.

JET AIRCRAFT ARE HERE TO STAY

Nearly two hundred and forty of the current fighting aircraft of the world, from trainers and helicopters to intercontinental bombers are pictured and described in the cloth-bound, pocket-sized "The World's Fighting Planes", by William Green and Gerald Pollinger.

The information is fresh and up-to-date and gives an impressive picture of the predominance which jet aircraft are assuming in the world's air fleets. There is a photograph of each aircraft and, except in the case of the helicopters, there are silhouettes of the side, vertical and end-on views of the plane—a handy feature for those who make a hobby of aircraft recognition.

How the British are faring in the competition for ever-higher speeds is indicated in the description of the English Electric P.1A. Flown for the

first time on August 4, 1954, this combat aircraft is reported to be capable of attaining supersonic speeds (Mach 1.3 to 1.5 in level flight) without using rocket assistance or afterburners. This would put its performance close to the 1,000-mile-an-hour class—a speed hardly dreamed possible ten years ago.

The tremendous productive resources of the United States are evident in the plethora of designs, from tiny reconnaissance planes, through vertical take-off aircraft and supersonic fighters to flying tankers and bombers with a 6,000-mile range. The United States and Great Britain, it will be seen from a perusal of the book, are the only countries to have given much attention to the development of carrier-borne aircraft.

(Continued on next page)

LOWER DECK PROMOTIONS

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

ACHTZENER, Harold J.....	P1CS3
ASTON, Brian.....	LSAF1
BANWELL, Richard J.....	LSLM2
BARON, Lawson E.....	LSLM1
BARRY, Allan.....	P2QM2
BEATTIE, John R.....	LSCS2
BEAUDRY, Joseph E.....	LSEM1
BENDER, Bruce F.....	LSLM2
BETTERIDGE, Donald P.....	LSCV1
BONNEAU, Leonel J.....	P2OM3
BONNER, Douglas V.....	LSAR1
BOURDEAU, Rodrigue J.....	LSQM1
BRIDGEN, Henry J.....	LSQM1
BROCKLEY, Alfred S.....	P1CS3
BROWN, David T.....	LSCS2
BROWN, Gordon R.....	P2BD2
BROWN, Ronald N.....	LSCR1
BULL, William F.....	LSQM1
BURNETT, George A.....	LSLM1
BURNS, Donald J.....	LSLM2
BUTLER, Ronald C.....	LSLM2
CADE, Robert A.....	LSAF1
CAMPBELL, Eugene E.....	LSCS2
CAMPBELL, Gordon A.....	LSLM2
CARLYLE, George M.....	LSCS2
CHESTER, Jerry P.....	LSRP2
CLARKE, Burrell A.....	C2CS4
COOPER, John V.....	LSLM2
COX, Allen R.....	LSCV1
CRAIGIE, Bruce G.....	LSCV1
CULLEN, Wilfred J.....	LSEM1
DAFOE, George A.....	LSRD3
DAHL, Ronald M.....	LSAA1
DAWSON, Alexander R.....	P2EM2
DAWSON, James P.....	LSCS2
DEMPSTER, Lawrence A.....	C2QM3
DESCHENES, Maurice A.....	LSAA1
DOMINQUE, Ronald J.....	LSCS2
DONNER, George W.....	LSAF1
EASTMAN, Raymond C.....	P1CS3
ELLIOTT, Samuel R.....	LSCR1
FENN, George P.....	C2CV3
FERLEY, Roman J.....	LSCV1
FISHER, Norman A.....	LSCS2
FRANCIS, Ernest F.....	LSCS2
GALLAGHER, Kenneth D.....	P2CS3
GERRARD, William T.....	LSCV1
GIBBONS, Frank.....	P2MA3
GOYMAN, William.....	LSTD1
GRIFFIN, Alexander M.....	LSCS2
GRIFFIN, William G.....	P2CV2
GRIFFITH, Arthur W.....	P2CV2
GUSELLA, Otto J.....	LSLM1
GUY, Clifford W.....	LSLR1
HAMILTON, Robert J.....	LSLM1
HANCOCK, William J.....	LSCV1
HAYNES, Howard J.....	LSEM1
HAZELDEN, Russell F.....	P2EM2
HENDERSON, Leslie F.....	P2QM2
HINES, Lloyd W.....	LSRP1
HOLLER, Forbes H.....	LSLM2
HUMM, Lawrence W.....	LSAR1
HUNTER, Gerald K.....	LSQM2
JAMES, Donald R.....	LSAF1
JARY, Walter L.....	P2EF3
JOHNSEN, Paul H.....	LSCS2
JOHNSON, Ross L.....	LSLM1
JONES, William J.....	LSRP1

KEAST, Lloyd H.....	LSRW3
KEEN, William J.....	LSCV1
KING, Robert N.....	LSCS2
KITCHIN, William G.....	C2CV3
KIRKALDY, Lawrence D.....	P2CR2
KOYAMA, Kenneth K.....	P2HA3
KRAFT, Kenneth E.....	P1CS3
KUHN, Frederick H.....	P2AR2
KULLMAN, Morley D.....	LSCS2
LAFONTAINE, Joseph L.....	LSRC1
LAFORTUNE, Jean-Marie J.....	LSCV1
LAMOUREUX, George H.....	P1MA3
LATOUR, Clifford J.....	LSEM1
LAWLER, Karl E.....	P2EM2
LAZARUK, Alexander.....	P2CR2
LECLAIR, Edward A.....	LSCV1
LILLY, John W.....	LSCV1
LITTLE, James A.....	LSLM1
LONAR, Gordon K.....	P2CV2
LUPTON, Albert R.....	P1ER4
MADDEN, Joseph H.....	LSCS1
MARKS, James R.....	P2EG3
MARSAW, Norman R.....	P1CS3
MARSDEN, Jack.....	P2AR2
MARSH, Donald J.....	LSCV1
MASON, Milton.....	P2RR2
MATCHETT, Robert E.....	LSAR1
MAYNARD, John W.....	LSAA1
MELDRUM, Ernest B.....	LSCS2
MENARD, Guy J.....	LSTD1
MILLER, Samuel R.....	C1CS4
MOORE, James K.....	P1SH4
MUISE, Alexander C.....	LSCV1
MUSHING, William A.....	LSCV1

MacFARLANE, Gordon C.....	LSCS2
MacLAUGHLIN, Thomas A.....	LSLM2
MacLEAN, Ronald W.....	LSCS2
MacPHERSON, Ian G.....	LSMO1
McAVOY, James R.....	LSLM1
McCLELLAND, Charles S.....	P2RN3
McGLADE, Francis A.....	P2EM2
McGRATH, Sanford J.....	P2CV2
McNEIL, Thomas L.....	LSRC1

NASH, Ronald A.....	LSRW3
NEAR, Earl H.....	LSRP2
NILES, Joseph E.....	LSAR1
NOLEN, Clifford F.....	P2EM2
NOSEWORTHY, Frank A.....	P2EM2

O'CALLAHAN, James A.....	LSCS2
OLAFSON, Elmer S.....	LSAF1
ORTH, Roy O.....	P2EM2
OWENS, James P.....	LSLM2

PAGEAU, Raymond J.....	LSAF1
PAGEE, David.....	LSEM1
PANTELUK, William.....	P2CR2
PARENT, Bernard J.....	LSRP1
PARKER, Wallace B.....	P2EM2
PATTENDEN, Robert J.....	P2LR2
PEACH, Reginald H.....	LSCV1
PEIL, John G.....	LSAA1
PERENNEC, Jean G.....	LSCS2
PINARD, Gerald W.....	C1CS4
POTTER, Robert V.....	P2RD3
PUBLICOVER, Donald S.....	LSCV1

REW, Donald A.....	LSCV1
ROCHON, Jack C.....	LSCV1
ROSE, Alexander W.....	LSLM1
RUYL, John W.....	LSCS2

SANDILLANDS, Adam M.....	P1SH4
SCULTHARP, Leonard G.....	LSCV1
SEEBOLD, Leslie J.....	P2RC2
SHANNON, William D.....	LSQM1
SALMON, Sidney R.....	LSTD1
SOUTHERN, Roy F.....	P1GA4
SPENCE, Ernest R.....	LSQR2
STEWART, Robert A.....	C2CV3
STEVENSON, Jerry P.....	LSCR1
STOCKMAN, William S.....	LSCV1
STOKES, Barry V.....	LSLM1
STRATTON, Harold.....	LSCV1
STRAUGHAN, Robert F.....	P1MA3
SULLIVAN, Blair G.....	LSCV1
SULLIVAN, Terrence L.....	LSCV1
SUTHERLAND, John D.....	LML2

TAKOFF, Graham J.....	LSCS2
TATE, Ronald J.....	LSCV1
TAYLOR, William H.....	LSMA2
THOMPSON, Bruce A.....	P2CS3
THOMPSON, Ernest B.....	LSAR1
THOMPSON, William.....	C2CV3
TRUDEAU, Alexander J.....	LSEM1
TUPPER, Charles H.....	P1CS3

VERGE, William A.....	LSMO1
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WALES, Garnet T.....	P1SH4
WEBSTER, Frederick C.....	LSAA1
WHITE, Alan T.....	LML1
WHITEHEAD, Gordon E.....	P2CR2
WHITTIER, George W.....	LSRC2
WILLIS, Lloyd K.....	LML2
WILSON, Michael M.....	P2MA2
WILSON, Russell H.....	LSCV1
WITTIG, Gerald J.....	LML1
WOODLEY, Russell F.....	LSCV1
WRIGHT, Arthur J.....	P2EM2

YOUNG, John E.....	LML1
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ZLOKLIKOVITS, Charles W.....	LSEM1
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BOOK REVIEW

(Continued from page 27)

Russia has a naval air service, but no carriers, and the Tupolev (Type 35 Bosun) is one of her more important naval land-based aircraft. It is described as a jet attack bomber, with a cruising speed of 500 mph and a range of 850 miles.

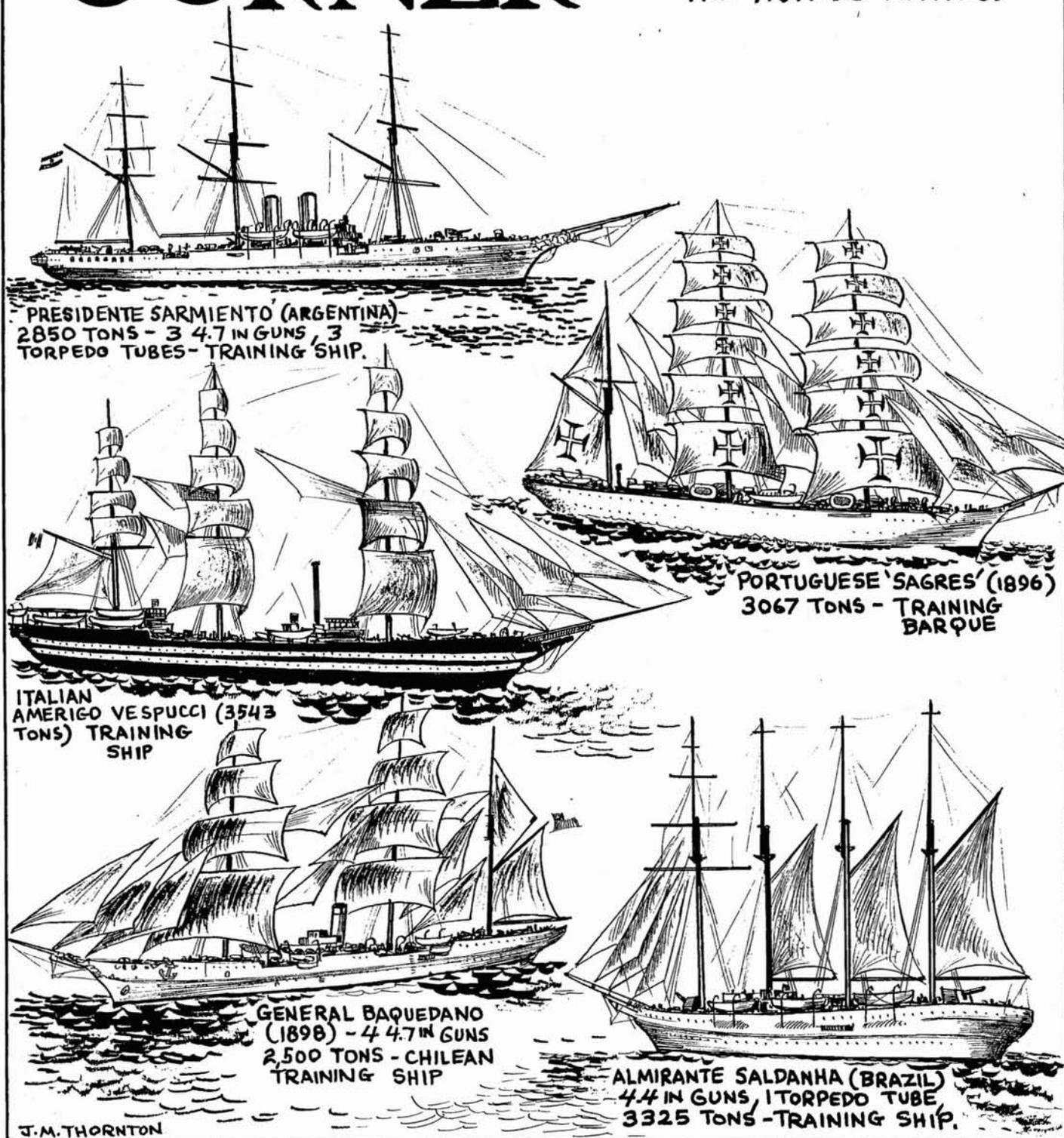
The showpieces of Russia's bombing force appear to be, however, the Tupolev (Type 31) turboprop plane, with a speed of 410 mph and range of 7,500 miles, and the four-jet "Type 37 Bison". The latter — something of a mystery plane — has unusually long tapered wings and is reported to have a speed of 610 mph and range of 5,000-6,000 miles. It has been guessed that its wing design has been chosen for efficient performance at high altitudes.

"The World's Fighting Planes" is clearly not intended to take the place of the larger and more detailed reference works on modern aircraft, but it is equally obviously a medium of handy access to a wide range of information for those interested in the application of aircraft to modern warfare.—C.

"The World's Fighting Planes", by William Green and Gerald Pollinger; Thomas Nelson & Sons (Canada) Limited, Toronto; 240 pages; \$3.00.

NAVAL LORE CORNER

NO. 26
SAILING SHIPS OF
THE WORLD'S NAVIES.



PRESIDENTE SARMIENTO (ARGENTINA)
2850 TONS - 3 4.7 IN GUNS, 3
TORPEDO TUBES - TRAINING SHIP.

PORTUGUESE 'SAGRES' (1896)
3067 TONS - TRAINING
BARQUE

ITALIAN
AMERIGO VESPUCCI (3543
TONS) TRAINING
SHIP

GENERAL BAQUEDANO
(1898) - 4 4.7 IN GUNS
2,500 TONS - CHILEAN
TRAINING SHIP

ALMIRANTE SALDANHA (BRAZIL)
4.4 IN GUNS, 1 TORPEDO TUBE
3325 TONS - TRAINING SHIP.

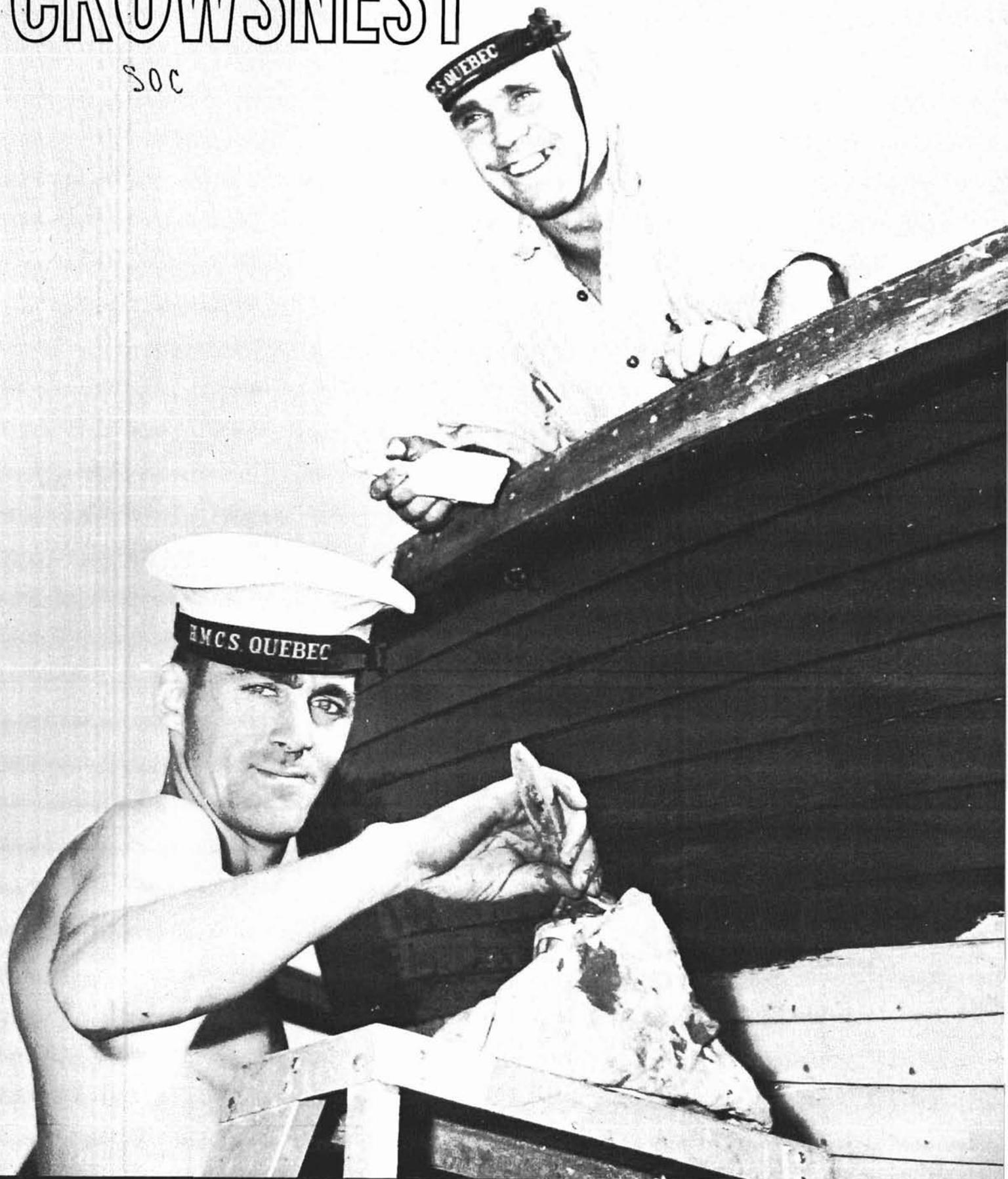


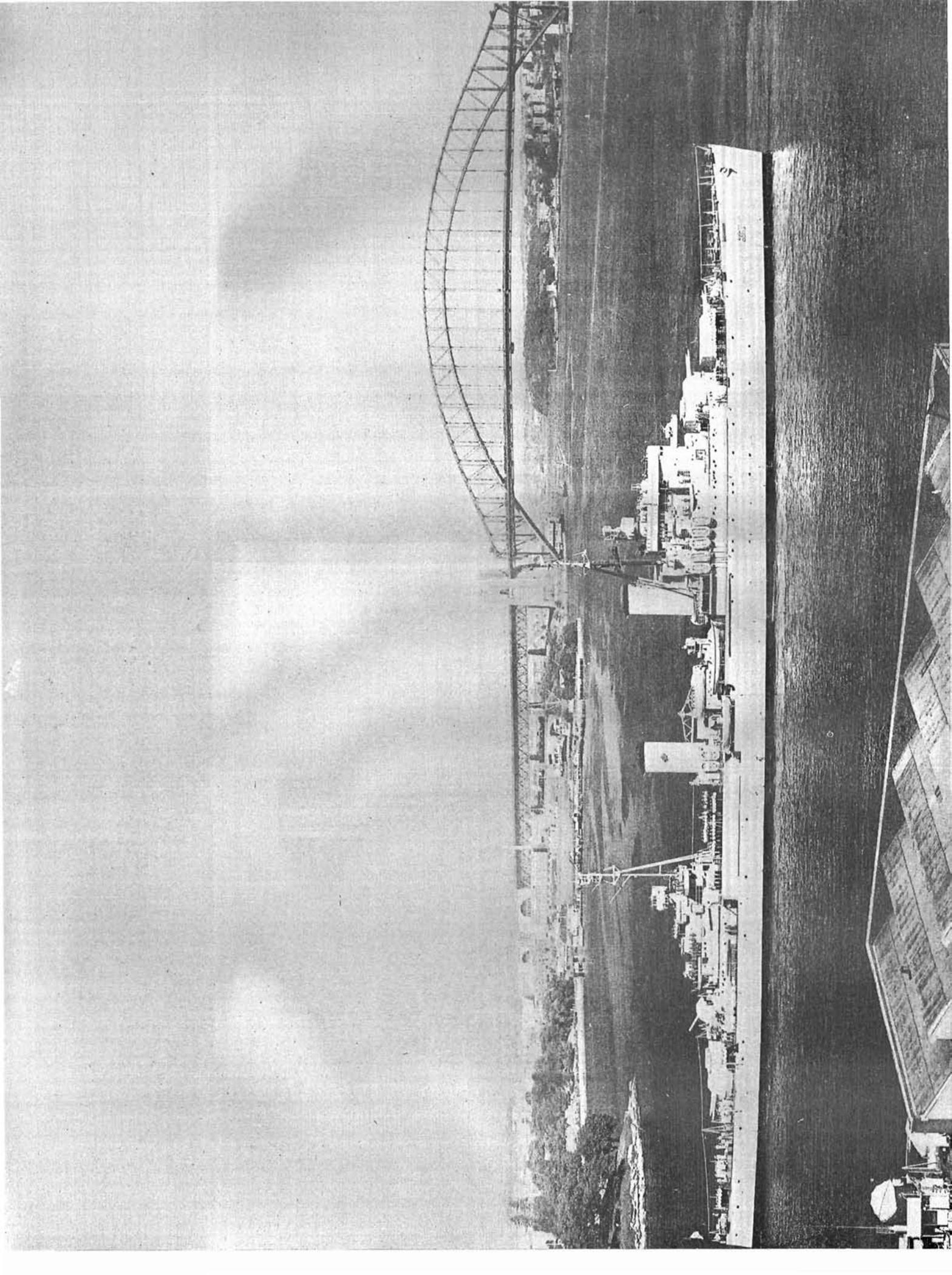
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1955

The CROWSNEST

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The CROWSNEST

Vol. 7 No. 5

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Cover Photo—At this time of year, thoughts ashore turn with a certain amount of dread to the harrying task of spring cleaning. Afloat, the problem is scarcely a seasonal one. Wind, rain, sun and sea are continually taking their toll. PO Douglas Kenyon and (at top) Ldg. Sea. Edward Easton are seen administering a restorative coat of paint to one of the *Quebec's* boats. (QB-1604)

LADY OF THE MONTH

On the opposite page, at her summery best, appears the pride of the Pacific Command, HMCS *Ontario*, serenely floating on the waters of the harbour of Sydney, Australia, as she enters port in the course of the first "Venture" training cruise.

It was a journey that opened vistas, perhaps undreamed of a year or so ago, to the 79 *Venture* cadets on board, introducing them to a world of palms and sharks and coral and seas of an unbelievable blue, well-salted by "Crossing the Line" ceremonies and a rugged tropical storm.

Surely there was someone on board who could repeat to the cadets the story of "Pelorus Jack", the friendly, if slightly balmy, porpoise who for years undertook to guide ships safely along the channel into one of the great landlocked harbours of the world.

The picture is worthy of being put on the record for another reason: it is one of the few in which RCN warship and bridge appear that the latter structure is neither the Lions Gate Bridge at Vancouver nor the one spanning Halifax harbour. (Photo by Maritime Studios, Sydney, Australia.)

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Venture cadets and seamen of the Ontario handle lines side by side as the cruiser comes alongside in Sydney, Australia. (Photo by permission of "Truth" and "Daily Mirror" Feature Service, Sydney.)

Commendation For Rescuer

The rescue of a 67-year-old commissioner from the icy March waters of Lake Ontario has won a Queen's Commendation for PO R. B. Johnson, now serving in HMCS *Stadacona*. Presentation of the award was made at the end of January this year.

The rescue took place at about midnight of March 4, 1954, when PO Johnson, was serving in HMCS *Digby*, then engaged in reserve training on the Great Lakes.

The commissioner, who was on duty on the jetty alongside which the *Digby*

was secured, walked too close to the edge and fell into Toronto harbour. PO Johnson had just returned from a run ashore and was undressing in the mess. A chief petty officer in his bunk heard a splash and mentioned it to Johnson, who looked out of the scuttle and saw the commissioner's head bobbing in the water.

The petty officer dashed up the ladder, across the brow and on to the jetty from where he dove into the water to rescue the nearly exhausted commissioner.

PO Johnson joined the Royal Canadian Navy as an ordinary cook in Hamilton in June, 1947. Since com-

pleting his new entry training in *Naden* on the West Coast, he has served in the *Magnificent* and *Swansea* and at Coverdale.

Escort Squadron To Be Formed

Announcement was made in February that the RCN will form a new escort squadron in the Atlantic Command in mid-April. The group, to be designated the 11th Canadian Escort Squadron, will consist of the Algerine-class coastal escorts *Portage* and *Wallaceburg* and the Bangor-class coastal escort *Minas*, which is being brought out of reserve at Sydney, N.S.

The new squadron will be employed in operations and training functions within the Atlantic Command, except during the summer months when, from May to September, it will serve in the Great Lakes, assisting in the training of Royal Canadian Navy (Reserve) personnel.

Ships Scattered Around World

Twelve ships of the Atlantic Command were engaged in training cruises in widely separated waters during the first two weeks of March.

The *Quebec* was approaching the Suez Canal on her round the African continent cruise; the *Huron* and *Iroquois* were in the Mediterranean on their way home from the Far East; the *Nootka* and *Penetang* were in Bermuda waters for TAS exercises; the *Crusader* arrived in Halifax from the West Coast on March 12 to take up new duties; the *Algonquin* was in the Caribbean; the *Buckingham* on a cruise



PO R. B. Johnson receives the Queen's Commendation from Commodore E. P. Tisdall, Commanding Officer, RCN Barracks, Halifax. (HS-34771)

to Savannah, Ga., and the First Canadian Minesweeping Squadron and HMCS *Quinte* were beginning a seven-week training cruise to the Caribbean and Southern United States.

In the Pacific Command, the cruiser *Ontario* spent early March at Auckland, N.Z., then headed homeward from her Australasian training cruise. The *Nootka* was in Korean waters and the *Jonquiere* approaching Esquimalt after making the trip from Halifax by way of the Panama Canal. She will join the Second Escort Squadron.

Drone Target Unit Formed

The RCN prepared to begin operations with radio-controlled drones for anti-aircraft training on March 1, with the formation of No. 1 Drone Target Unit at *Shearwater*.

The mobile units providing targets for surface-to-air anti-aircraft practice for Atlantic Command surface units. The targets are being maintained at *Shearwater* and launched, controlled and recovered from a site at Osborne Head, east of the approaches to Halifax Harbour.

The drone targets have a wing span of 12 feet and are powered by an 80 horsepower engine. They can fly at a speed of about 200 knots and have an endurance of one and one-half hours. Each drone is equipped with a parachute, which when released automatically stops the engine, allowing the drone to descend. The parachute may be released at any time during the flight and the drone may be recovered and any damaged parts repaired.

The unit, consisting of an officer and ten men, is under the command of Lieut.-Cdr. M. H. E. Sandes, and CPO Norman Lambert is in charge of maintenance. Both have received training at the U.S. Naval Air Technical Training Unit at El Centro, Calif.

Senior Submarine Officer in Canada

Rear-Admiral G. B. H. Fawkes, CB, CVO, CBE, RN, Flag Officer Submarines, made brief visits to Ottawa and Halifax last month to confer with senior officers of the RCN on the formation of the Royal Navy's Sixth Submarine Squadron at Halifax.

Rear-Admiral Fawkes arrived in New York February 8 and flew to Halifax the following day for conferences with Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast. Proceeding to Ottawa by train, Rear-Admiral Fawkes met with Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, and officers

at headquarters. He left for Washington February 15.

The Sixth Submarine Squadron will be based at Halifax for an indefinite period to provide additional training facilities for the RCN's anti-submarine warships and carrier-borne aircraft, and Maritime squadrons of the RCAF. The RCN is assisting in manning the three boats of the squadron and at present 170 officers and men are in the United Kingdom undergoing training for this purpose.

Two Appendectomies On Board Quebec

Before her arrival in Capetown, South Africa, the *Quebec* had had her second appendectomy case since leaving Halifax three weeks earlier on a training cruise around the African continent.

Surg. Lieut.-Cdr. D. A. Maciver, of Halifax, the *Quebec's* medical officer, on February 2 performed a successful appendectomy on CPO Edward G. Kimber, of Halifax.

Five days after leaving Halifax, the *Quebec* altered course for Bermuda to land Ord. Sea. Jean L. Boulay, of Mont-

real, after he became stricken with acute appendicitis. His appendix was removed on board ship, in an operation performed by Lieut.-Cdr. Maciver while the *Quebec* was hove to in rough sea, but peritonitis complications prompted the decision to land him at Bermuda for hospitalization.

Ste. Therese Commissioned

The modernized frigate HMCS *Ste. Therese* was commissioned at the Saint John Drydock Co. Ltd. yards on January 22 at an impressive ceremony attended by the Hon. D. L. MacLaren, Lieutenant-Governor of New Brunswick, Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, Rear-Admiral J. G. Knowlton, Chief of Naval Technical Services, and other senior naval and military officers and civil dignitaries.

The following day, under the command of Lieut.-Cdr. W. F. Potter, of Victoria and Calgary, the *Ste. Therese* sailed for Halifax to prepare for her trip to the West Coast, where she will join the Second Canadian Escort Squadron in April.

New Helicopters For 21 Squadron

The RCN is taking delivery of five new Sikorsky HO4S-3 helicopters. The new helicopters are being flown, during March, to *Shearwater*, following acceptance trials at the Sikorsky plant at Bridgeport, Conn.

Initially, the aircraft will be absorbed into VH 21, the Helicopter Utility Squadron at *Shearwater*. The HO4S-3 is a more powerful version of the Sikorsky HO4S now operating in the RCN. The new craft can carry greater loads; its Wright R1300 engine gives it an additional 200 horsepower and makes it capable of better all-round performance. It has a cruising speed of 75 knots with a top speed approaching 110 knots.

CNS on Visit To SACLANT

Vice-Admiral E. R. Mainguy, Chief of the Naval Staff and Air Marshal C. R. Slemmon, Chief of the Air Staff, paid a two-day visit late in February to Admiral Jerauld Wright, USN, Supreme Allied Commander Atlantic, at his Norfolk, Va. headquarters.

During the two-day visit, Admiral Mainguy and Air Marshal Slemmon held discussions with SACLANT and received briefings on the progress made within the command during the past year.

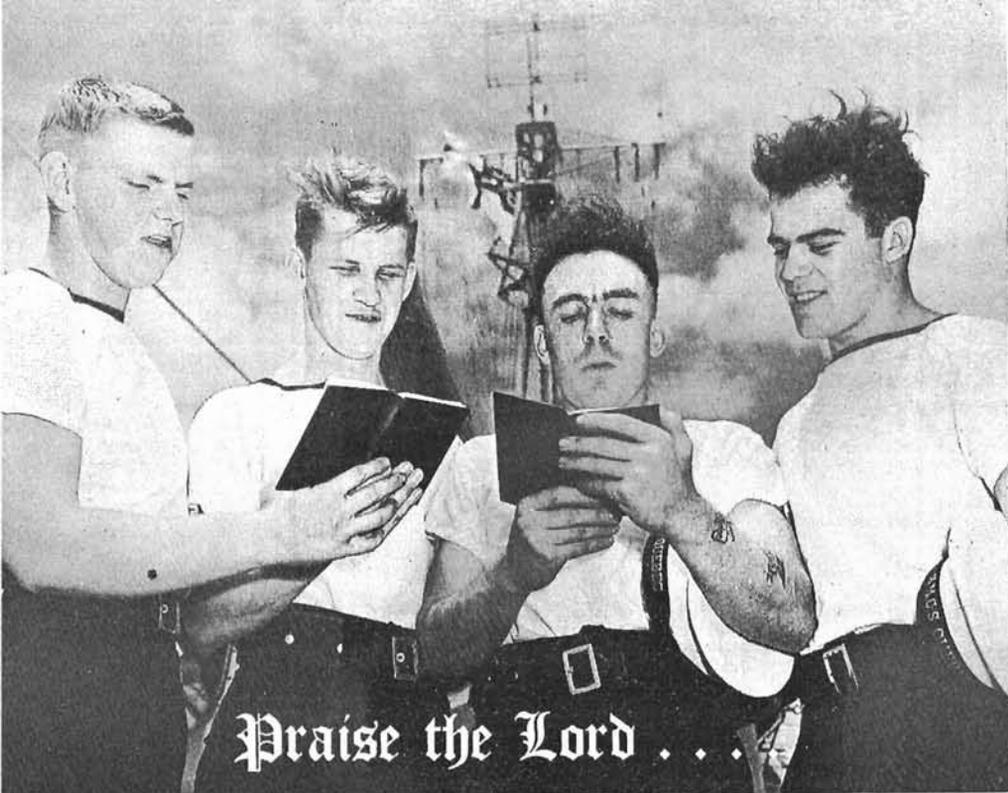
Venture Cadets Learn Fiji Talk

Along with darker tans, new adventures, and assorted souvenirs, the cadets of HMCS *Venture* also picked up some strange-sounding words during the *Ontario's* four-day visit at Suva, Fiji Islands.

"Bula", they learned, is the popular Fiji greeting, and can mean anything from "Good luck" to "Good day", depending on time and circumstances. And if some *Venture* cadets burst forth with "Evei na sala ki", they'll just be asking for directions—"Which way do I go?" Or, in some strange place, "Au vulagi"—"I am a stranger." In expressing gratitude they might say: "Vinaka vakalevu"—which appears to be a Fiji tongue-twister for "Thank you very much."

Souvenirs brought into the ship vary from freshly picked coconuts obtained by many of the cadets, including Russ McGee, North Bay, Ont., to colourful baskets of gnarled coral, such as that possessed by William Matiachuk, Saskatoon. Cadet Clark Gudgeon, Lynn Lake, Man., has added a Fiji Islander's native battle club to his shipboard kit.

Cadets Glenn Brown and Bruce Wells, both of Ottawa, soon caught onto the ways of shrewd bargaining, which is a foregone expectation of the shop and stall keepers of this tropical port. The two Ottawa cadets held out for and arrived at a two-shilling tag on souvenir fish spears originally offered for five. Here, that phase of business is as common as breathing—with both shopkeeper and customer making an interesting game of the custom.—R.W.



Praise the Lord . . .

Hunting the Elusive 'Squeenie'

EN ROUTE to Rio de Janeiro a notice posted outside the Commander's office in the *Quebec* asked for volunteers for a "Squeenie Hunt".

Game or gullible, more than a score put their names down though none knew anything about "squeenies" and the notice didn't disclose when, what or how the hunt should go.

Schoolie thumbed his dictionaries and encyclopedia in vain. The regulating staff parried all questions with a stock "Everyone knows what a 'squeenie' is."

For days the crew was puzzled. Wags told marvelous tales of captures—with weapons ranging from fire extinguisher to 12-gauge shotgun, by foot or by Brazilian Army horseback.

The day before reaching Rio, the lid was lifted from the mystery. Chief and POs who'd signed up were made umpires and assigned part of ship. The remainder of the volunteers were split into six teams, armed with spears (Squeenie, Mk 1) and one box, squeenie (cardboard).

At 1430 sharp they were sent to comb the ship from stem to stern, looking for gash—cigarette butts, waste, paper, etc.

Page four

Commander A. F. Pickard, the executive officer, was chief judge, and weighed the laden boxes. Mr. Percy Boyd, the gunner, kept the tally. Captain E. W. Finch-Noyes, commanding officer, was an interested spectator. Lieut.-Cdr. I. B. B. Morrow, first lieutenant-commander, was convener of the hunt.

The contest was to last exactly half an hour. Only restrictions on competitors were that gash buckets must not be plundered and metal or wooden objects must be left untouched.

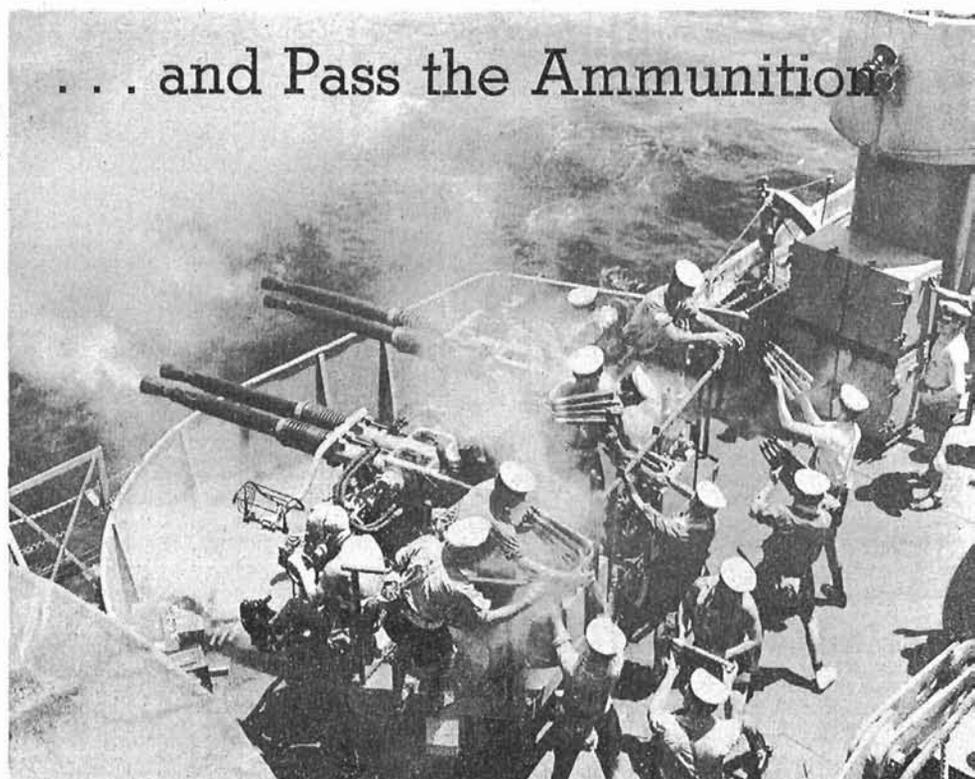
The squeenie hounds, spurred by team prizes of soft drinks, delved deep into normally forgotten nooks and crannies and storerooms. One team came roaring into the schoolie's domain during a class, spearing scrap paper right and left. No mess or compartment was left untouched.

In fact, several heads of departments hovered round the weighing area at the starboard waist to make sure none of their gear had been snatched to make up extra weight. As it was, a hammer, scraper, brass polish tins and sculling clothing were rescued from boxes of keener collectors.

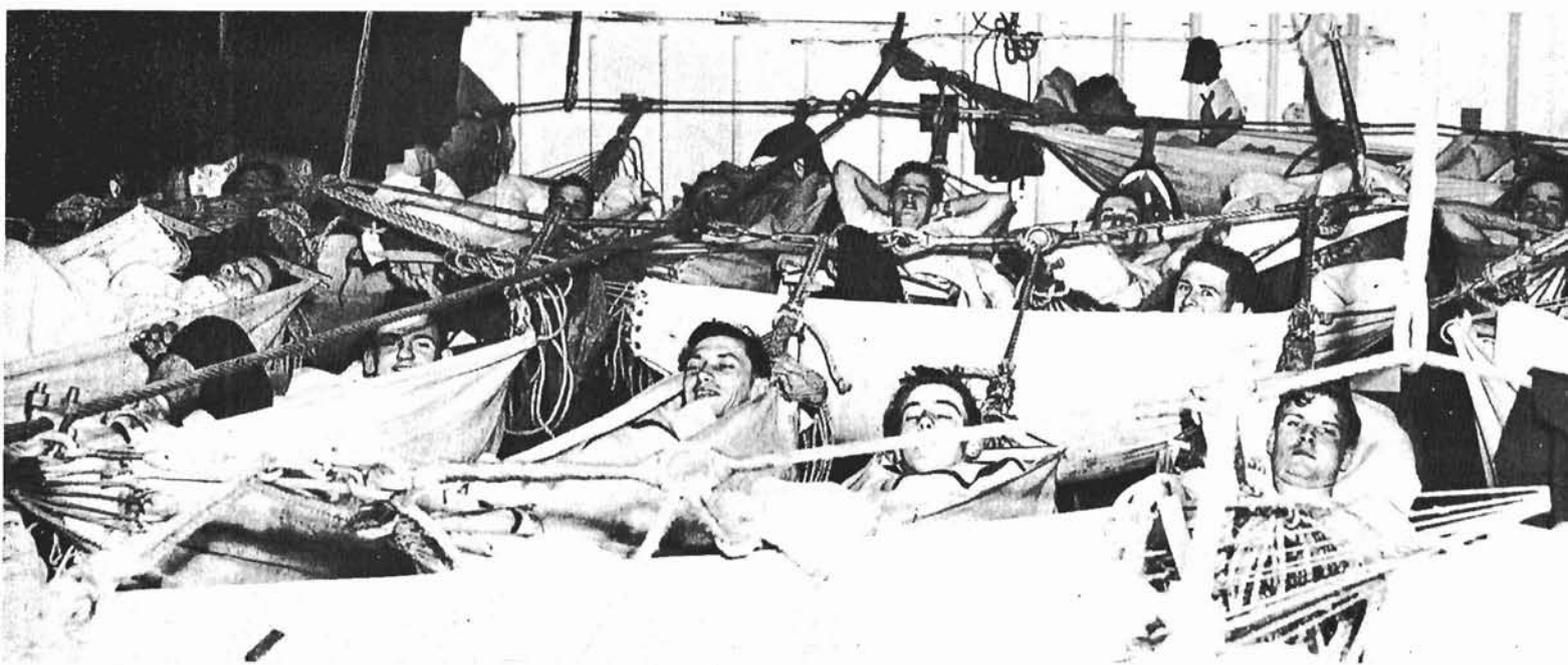
When the whistle blew at 1500, the astounding total of 172 pounds, three ounces, had been collected and heaved over the side. "A" team won after gathering more than 35 pounds of gash. It included Able Seamen Sterling Saulnier, John Forbes and Joe Fellows. The captain himself offered the congratulations and presented awards to winners and runners-up.

"F" team, which picked up the low tally of 12 pounds, was issued with squeenie bags and told to press on with the hunt until each one caught someone else dropping litter on the deck. The bags changed hands several times before the men shook their untidy habits.

Lieut.-Cdr. Morrow devised the scheme to ensure a thorough clean-up before the ship went on public display in Rio. As the first lieutenant-commander, he is responsible for ship cleanliness. With a little originality, he made the objective in just half an hour.



. . . and Pass the Ammunition



FAREWELL TO THE HAMMOCK

Fatigue means lowered efficiency—and so the Navy embarks on a sweeping program of improving living conditions in RCN ships

WE ARE TOLD that in the dawn of civilization, man's first sea passage was made on a log. We can also presume that at some time this intrepid caveman met another equally adventurous soul, but of a different tribe, and so the first sea battle took place. In all probability the loser brooded over the battle and eventually conceived the plan of taking a crew member along to paddle while he swung a club.

This extra weight, he found, necessitated a larger log, which of course required a better means of propulsion—and so it went. If he used the original log he was almost submerged and an extra paddler on the larger log made it too crowded to allow for a good, lusty swing of his weapon.

Thus he was faced with the world's first naval habitability problem—a problem which centred about one thing: the accommodation of men versus fighting efficiency. No matter what sort of a log he had, his crew did the fighting and had to be looked after.

This is still true today. Regardless of how well-equipped a warship may be, her efficiency depends on that of her officers and men. Ever since some ships became specialized as warships, the problems of accommodating the large numbers of officers and men required to fight the ship have been with us and in the last decade these problems have increased sharply with the requirement for more and more technical devices.

Admiral Hopwood, who wrote "The Laws of the Navy", also wrote:

*"Now there may be too much Nelson,
For the times have changed since then,
But as long as man is human
We will have to deal in men.*

*"Tho' machines be ere so perfect,
There may come a day perhaps
When there's nothing quite so helpless
As a heap of metal scraps."*

Although some may look with suspicion on the motive behind any reference to the immortal Nelson, it must be remembered that a large part of his greatness lay in the fact that he, unlike most of his contemporaries, recognized the importance of the human factors and his steps to improve conditions in his ships resulted in their high degree of efficiency and fighting spirit.

Spasmodically or earnestly, depending on the times, efforts to improve shipboard conditions have been made down through the ages—from the time the caveman's descendants first hollowed out their logs so they wouldn't get their feet wet.

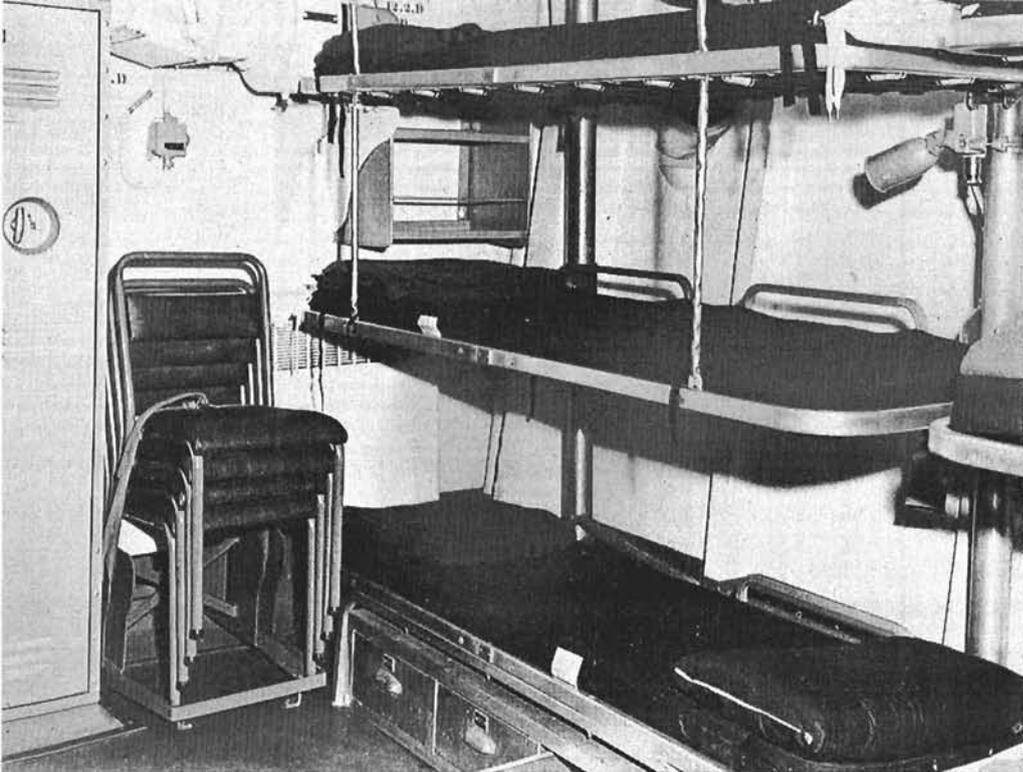
In the very early days of shipping, insistence on comfort could not have been a great factor in the designing of vessels. Voyages were short, living standards were low and, to forestall the translation of complaints into action, the galley slave was chained to his bench.

A GREAT STRIDE forward in shipboard comfort followed the visits of Sir Francis Drake and other English navigators to the West Indies in the Elizabethan era. They saw the natives reposing comfortably in hammocks and the advantages of such accommodation on board ship were immediately apparent. Hammocks were introduced to the Royal Navy about 1590. To this day there are sailors who swear that the hammock is a man's best friend.

In his excellent book "The Navy of Britain", Michael Lewis, professor of history at the Royal Naval College, Greenwich, has described lower deck accommodation in the ship of the line of Nelson's day.

The lower deck was so-called because it was the lower of the gun decks. Below it were the hold and the orlop. The hold contained a deep layer of ballast to counterbalance the great top weight of masts and sails, and also included store rooms and magazines. The orlop, on or below the water level, was devoid of sunlight or fresh air and here the midshipmen messed and slept. Amidships was stowage space for cables and for the gear of the seaman and marines. The boatswain and carpenter had their quarters and storerooms in the bows.

At the stern of the lower deck was the gun room, the home of the gunner and the youngest of the "young gentlemen". Ranged along both port and starboard sides were the ship's heaviest guns, each with its own port.



This shows a corner of a Chief and POs' mess. The middle bunk can be lowered to form the back for a settee. Bunks are equipped with individual reading lamps and foam mattresses. Gear is stowed in drawers below bottom bunk and in individual lockers, of which one is shown at the left. Nesting chairs provide additional seating. (ML-1510)

"Beyond the forward bulkhead of this compartment stretched the main lower deck, where the great bulk of seamen slept and fed," Professor Lewis continues. "This is the reason, of course, why to this day the words 'lower deck' remain a synonym for the rank and file of the ship's company . . . all slept in hammocks slung from the same beams, and the overcrowding was such that the standard allowance of space per hammock was fourteen inches."

However, the ship's company was divided usually into two watches and men from each slept in alternate hammocks.

"In this way a man might hope to have as much as twenty-eight inches in which to take his repose. Even so, here was no palace of luxury. The hammocks were comfortable enough, no doubt, but the atmosphere must have been quite nauseating. The place was perennially damp; in cold weather incredibly cold, and in hot weather intolerably stuffy."

Near the bows was a barrier through which the cables passed from the hawse holes.

The barrier kept most of the water that poured through the hawse holes from the men's mess. Less fortunate were the pigs, sheep and cattle quartered forward of the barrier (the compartment was called the "manger") to supply fresh meat for the early part of the voyage. Professor Lewis notes: ". . . one of the commonest complaints

in ships' logs and officers' journals is that most of the pigs or sheep or cattle have been drowned in the manger during the recent blow!"

It will be obvious from the foregoing that certain improvements have been made in accommodation since Nelson's time. Refrigeration, for example, has deprived the sailor of the odorous companionship of barnyard animals.

STANDARDS of accommodation ashore are bound to be reflected to a degree on board ship. "Central heating" (as the Britons call it) has made little headway ashore in the Old Land and it's still a novelty in ships of the Royal Navy.

A great (some will say "courageous" and others are better not quoted) departure was made in the Royal Canadian Navy in 1947 when the decision was taken to install bunks and cafeteria messing in HMCS *Sioux*. When the destroyer finally emerged from her long refit, the change in eating and sleeping facilities was found to be acceptable and has become a continuing process in conversions and new construction.

This keeping up with modern living trends presented some new problems. One of the advantages of hammocks was that they were lashed up and stowed during the day, giving wide-open living spaces between decks. With the changeover to bunks, the former mess decks ceased to be available for collective recreation and feeding. The

men who slept in the bunks had to live with the fact that they would not compensate for the roll of the ship the way the old "micks" would.

Important advantages of the bunks are that they are immediately available when the tired sailor has a chance to relax during a long action and that he can rise and shine without having to lash up and stow. Experience would also seem to indicate that except perhaps in particularly heavy weather the sailor sleeps better in a bunk than a hammock. A better-rested sailor is more efficient when the going is hard.

There was more to the change than simply throwing out the mess tables and installing the bunks. The increase in complement arising from the installation of new weapons and electronic equipment meant that more men had to be accommodated in less space. It meant that a lot of new topweight would be added to ships already faced with a stability problem because of new topside equipment.

Because Arctic cold and tropical heat reduce the fighting efficiency of men, adequate ventilation and insulation are most important factors. All new and modernized ships have improved insulation and the *St. Laurent* class will be air-conditioned. Here, insulation is achieved by the use of three to five inches of fiberglass, secured to the ship with welded studs and washers and finished with an impervious glass cloth, impregnated with phenolic plastic and sprayed with a vinyl-based vapour seal.

Since the changeover included not only bunks and stanchions but also larger lockers and other fittings, light materials had to be used. Aluminum was the choice.

Berths of tubular aluminum in tiers of two and three bunks (tiers of four bunks will be the rule in the new aircraft carrier *Bonaventure*) were designed to be supported by vertical tubular aluminum stanchions. The hinge of the second bunk in the tier was made adjustable so it could be lowered to form a back rest behind the bottom bunk and thus form a settee. This was, in part, an attempt to compensate for the loss of the old mess stools and seat lockers.

The berths are rimmed by square-shaped hollow extrusions, six feet two inches long and 21 inches wide. The foam rubber mattress is supported by strong, thin interwoven slats of light alloy, attached to the rim by springs. The mattress is enclosed in a cotton-duck slip, which is in turn covered by a blue cotton-duck case, which can be unzipped for removal. A foam-rubber

pillow is also provided and this too is covered with a navy blue cotton-duck slip.

Portable lee-rails are supplied for each bunk. The exposed aluminum stanchions and rails are finished by buffing and wax-polishing for easy maintenance and good appearance.

THE INDIVIDUAL kit lockers were brought into production only after a long study of wooden mock-ups and the experimental stowage of a seaman's complete kit. The design ultimately chosen provides for:

- (a) increased hanging space by using the space under the narrow shelves for short garments;
- (b) wider spaces between shelves and fewer shelves for easier access;
- (c) rubberized wire coat hangers;
- (d) a simplified padlock-and-key type of locking;
- (e) an easily-manipulated turn-buckle handle;
- (f) a portable soap-dish (pressed from the die of an ice-cube tray) which slides under a shelf.

The locker is made of aluminum, is 60 inches high, 21 inches square and weighs 35 pounds. The ventilating louvres are stamped inward, with the openings at the top, to prevent condensed moisture from entering the locker, and additional perforations are punched in the back to assure free circulation of air.

While the bunks were designed to double as settees, it was realized that this would not meet the full seating needs of the messes, cafeterias and recreation spaces. The requirements were that the necessary extra chairs should be sturdy, capable of being stowed in close-fitting stacks and of good appearance. These were successfully met in the new nesting chair.

The nearest approach to what the naval designers had in mind was aluminum garden furniture, but it was not considered rugged enough to stand up to the kind of treatment it could expect in a destroyer in an Atlantic gale.

The prototype of the chair was tested by placing it unobtrusively in the guest room at the *Bytown* officers' mess. The chair survived normal usage there and those concerned with the matter decided to put it to a test equal to anything it was likely to encounter at sea.

Commander B (about 180 pounds) sat in the chair and tipped it backward as another well-fed officer (250 pounds) bore down on his shoulders.

The chair bent, and back went word to the manufacturers that they would have to use a stronger tube.

They did. The next chair not only survived the aforementioned heavy-weight test, but was also heaved from a fourth-storey window and came through unscathed. The seat is of moulded plywood, upholstered in navy blue leather-like plastic cloth.

For recreational purposes, card tables 36 inches square, with folding tubular legs, were developed. To help the sailor keep up appearances, RCN standard shatter-proof glass mirrors were fitted in mess-deck spaces.

Here, then, is a picture of the new mess-deck: bunks, with individual reading lamps, arranged in single or double banks and in double or treble tiers, with lower bunks convertible into settees; kit lockers banked against bulkheads or back to back; card tables and nesting chairs, and decks covered with heavy linoleum in light brown or green, finished at the edges with aluminum strips.

Part of the former mess-deck space had to be "stolen" to provide for cafeteria messing. How drastic a departure this is from former days will be realized in particular by those who served in the early Second World War "Flower" class corvettes. The cook-of-the-mess, in fair or foul weather, had to carry a mess fanny full of rapidly-cooling food from the galley in the after part of the ship to his messmates in the foc'sle—

a task that often involved hazardous clambering over the fiddley deck and past the break of the foc'sle, no hands for the ship and none for himself.

THE NEW SYSTEM of cafeteria messing and the new galley equipment combine to provide better meals in less time and under more hygienic conditions.

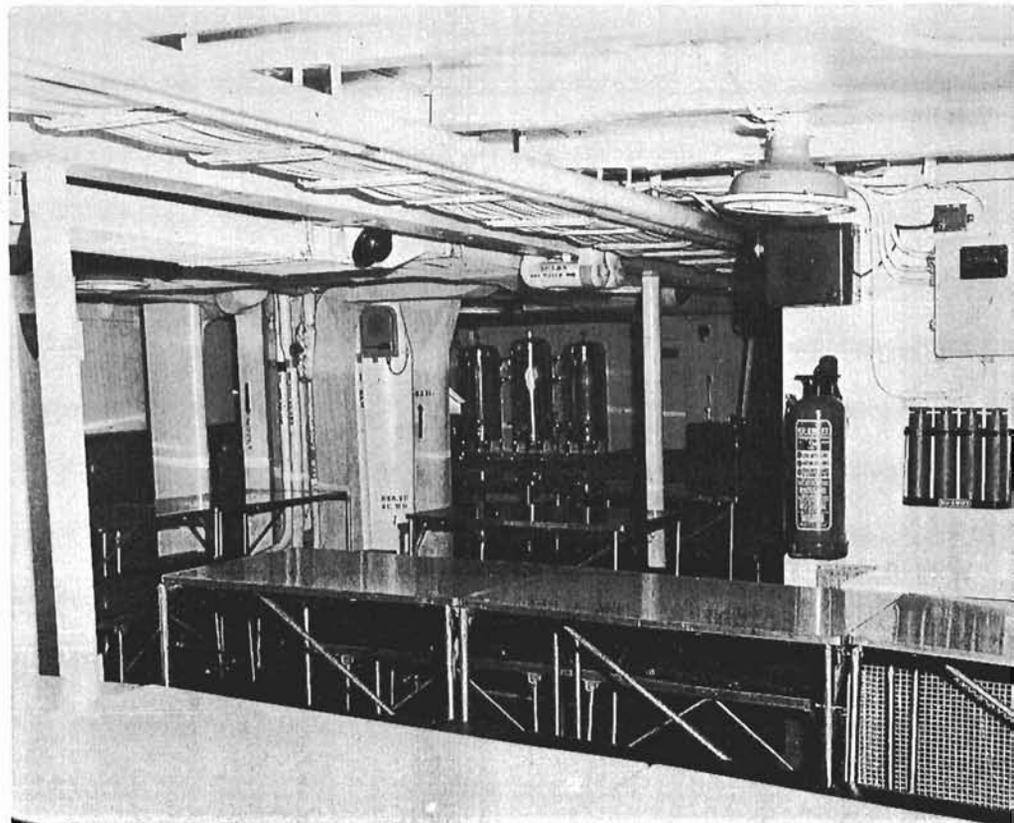
The old wooden tables have been replaced by new ones of a completely different design, incorporating folding legs (in pairs) on a spring pawl and ratchet wheel. The table top is of phenolic core "arborite" plastic in two sizes, to accommodate four or six persons, 40" by 30" and 60" by 30". Mess stools, in lengths conforming to the table sizes, have folding legs and loose cushions of foam rubber upholstered with blue plastic leather-cloth.

Although the newest tables and benches do not "nest", they can be easily rearranged when the cafeteria is required for showing motion pictures.

One of the interesting features of the new accommodation for officers is a foam-rubber upholstered settee, with drawer space below, having a hinged upholstered panel at the back which forms the backrest of the settee. This panel conceals a made-up bed with a foam-rubber mattress similar to that of the ship's company.

Desks are of double or single pedestal type and are made of aluminum. These have arborite tops and plain handles

The ship's company cafeteria in the modernized frigate *Jonquiere*, showing folding, plastic-topped tables, folding stools and restaurant-type coffee urns. (ML-1492)



of buffed aluminum. The drawer locks are of cylinder type and the drawers themselves are finished in a light green baked enamel to match the berth settee.

Chairs for all desks throughout the ship are of square aluminum extrusions, straight backed, with glider-plug feet and rubber socks. These are upholstered in mushroom grey plastic and finished in light green baked enamel.

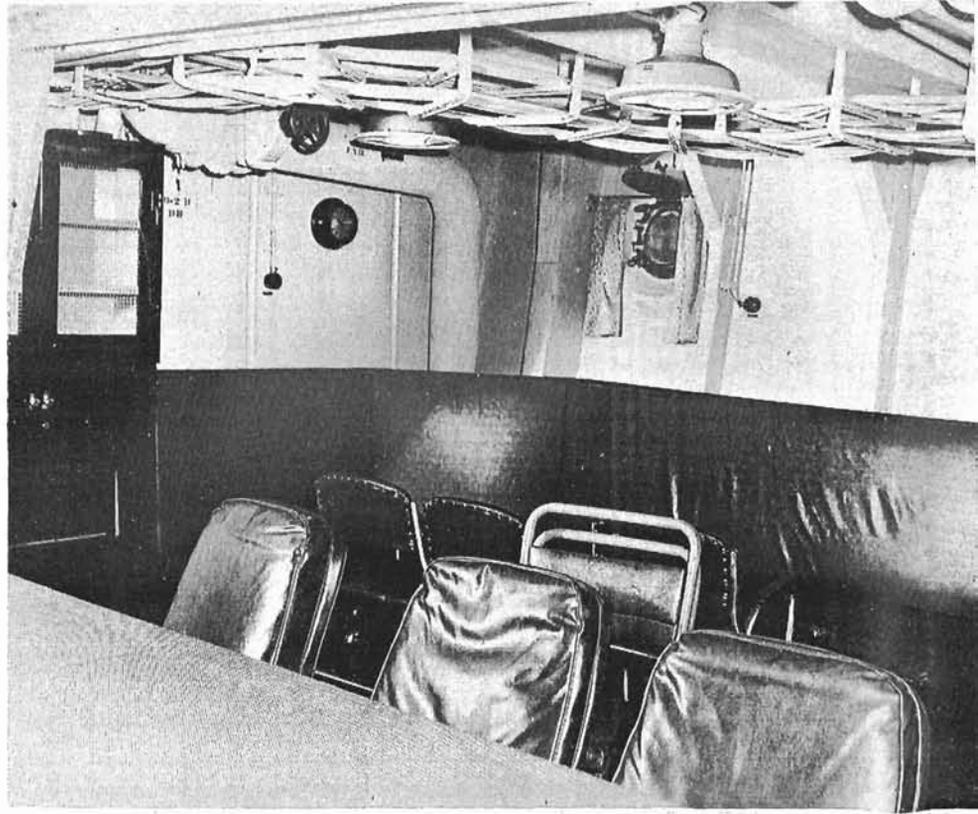
The wardrobes have the same shell as the locker designed for the crew, but are finished in light green baked enamel and are augmented, when space allows, by a greatcoat locker of similar design.

Chests of drawers are made from aluminum with a separate stainless steel base mounting. The top is of arborite, edged with a buffed aluminum fiddle. A sturdy buffed sheet-aluminum book rack sits on top. A tallboy secretaire has also been produced, its segments being interchangeable with those of the chest of drawers.

The commanding officer's cabin and the wardroom have been given a warm, club-like appearance by applying panels of mahogany formica to cabinet furniture, by fitting mahogany tops to desks, table and chests of drawers and by enamelling metal parts in a mahogany-brown shade to match. Wardroom tables are mounted on rectangular pedestals at each end.

Easy chairs are made from square-shaped extrusions and are upholstered in mushroom-grey plastic leather-cloth. Both back and seat are spring-filled.

Dhobey in the new ships no longer involves sloshing dirty clothes in a bucket of soapy water and then searching for a place to hang them to dry. The *Jonquiere's* laundry, in addition to mechanical washers, has a modern dryer. (ML-1494)



A glimpse into one of the new wardrooms. Deckheads, with their unavoidable clutter of pipes and wires, still lack aesthetic appeal. (ML-1517)

In all officers' spaces, deck coverings are of heavy green linoleum, aluminum trimmed, or checkerboard tile. The captain's cabin and the wardroom are carpeted from bulkhead to bulkhead.

A few details are omitted from the foregoing account, but enough has been said to show that the objective of those

Deckheads, with their unavoidable clutter of pipes

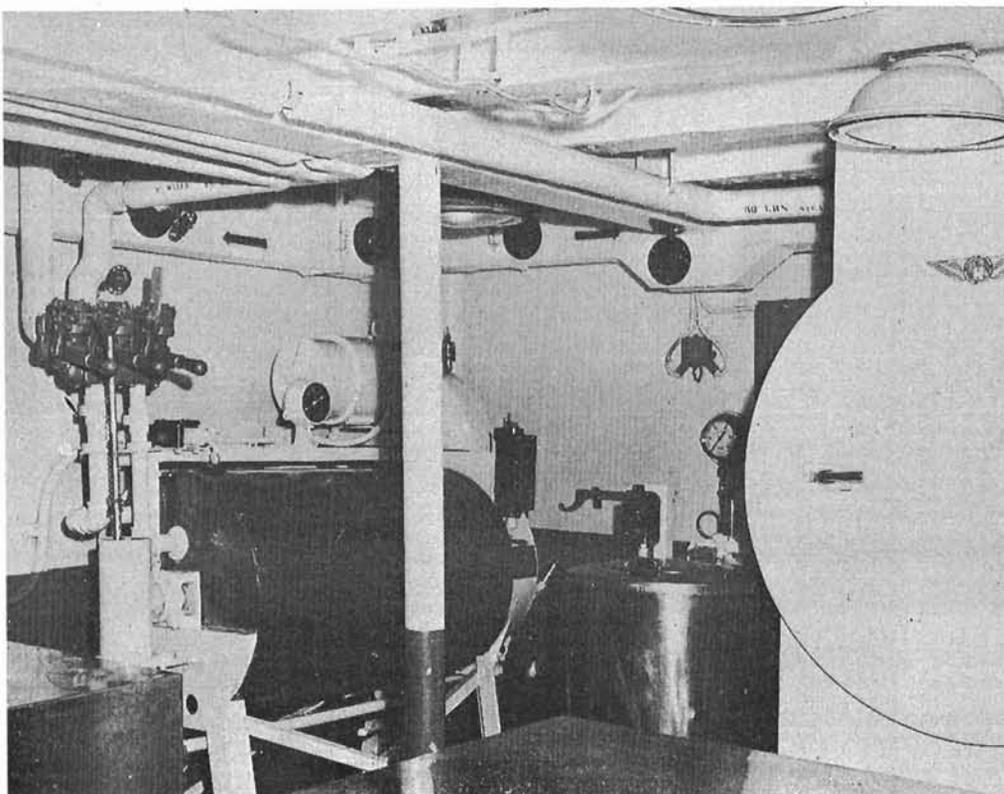
concerned with improving the habitability of Canadian warships has been to achieve the maximum in comfort and efficiency within the limitations imposed by the dimensions and functions of the vessels. Plastic and linoleum surfaces have simplified the problem of cleanliness.

The frustrations inherent in such a drastic departure from tradition can be trivial, as when a distance of 24 inches between tiers of bunks is established as the minimum and it is found that this has to be cut to 21 inches in some ships, or they can be serious, when they involve extensive structural alterations to accommodate the increased complement demanded by new equipment.

The ships so far affected by the post-war improved-habitability program, in addition to the *Sioux*, include the modernized frigates, the *Algonquin* and *Crescent* (converted from destroyers into anti-submarine destroyer escorts), the new wooden minesweepers, the *Labrador*, the *St. Laurent* class destroyer escorts and the *Bonaventure*.

Eventually all Canadian warships will have bunks, but the process is necessarily a slow one and hammocks are likely to be service issue for some years to come.

But progress is being made and the day will come when the sailor, asked to define a "mick stick", won't have a "clew".



OFFICERS AND MEN

170 Give Blood At Royal Roads

The Red Cross Mobile Blood Donor Unit for British Columbia early in January struck oil (figuratively speaking, of course) at the Canadian Services College, Royal Roads. Blood donations were made by 140 cadets and 30 members of the college staff.

The blood gathered by the mobile unit is supplied to 98 B.C. hospitals. Although the response to the Red Cross appeal at Royal Roads was unanimous, the 170 donations amounted to scarcely more than one day's requirement.

Shearwater Tops Regional Drama

The Shearwater Players, who draw their talent from officers, men and wives from the Naval Air Station, took all the top awards at the Dominion Drama Festival finals at New Glasgow during the last week of January.

Hon. Alistair Fraser, Lieutenant-Governor of Nova Scotia, presented the Calvert Regional Trophy and a Calvert cheque for \$100 to Lieut. R. S. Portchmouth, who directed the Shearwater Player's winning entry, "Mr. Bolfray", a comedy.

The best actress award was won by Mrs. Eileen Dailey, while the best actor was Sub-Lt. A. Dawson, both of the "Mr. Bolfray" cast.

Retirement

CHIEF PETTY OFFICER DUNCAN ARTHUR NELSON WALLACE

Rank: C2T14
Age: 37
Length of Service: 20 years
Hometowns: Esterhazy and Regina, Sask.
Joined: January 5, 1935
Served in: HMC Ships *Naden, Skeena, Ottawa, Fraser, Saguenay, French, Stadacona, Dominion, Niobe, Mayflower, Moose Jaw, Baddeck, Sackville, Gatineau, Cornwallis, New Liskeard, Givenchy, Athabaskan, Cedarwood, La Hullose.*
Awards: Long Service and Good Conduct Medal
Retired: January 4, 1955.



Already a 15-time loser (a pint of blood each time), AB Richard J. Cusson, of Montreal, a medical assistant at the RCN Hospital, Stadacona, bared his arm for a 16th donation when a Red Cross Blood Bank clinic was held at Stadacona late in January. His willingness to part with his haemoglobin was matched by more than 1,000 others, so that what started as a two-day clinic ran for three days. Tapping his life blood are Nurse Fay Larramore, of Halifax, (left) and Miss Sheila Russell, Clam Harbour, N.S., both of the Red Cross Blood Clinic. (HS-34751)

The only award not won by Shearwater was that for the best one-act play. It went to the Halifax Players' Workshop for their "Christmas in a Market Place".

Thirteen similar regional drama festivals are being held across Canada with André Van Gyseghem as adjudicator. Eight of the winners will compete in the Dominion Drama Festival at Regina May 9 to 14 for the Calvert National Trophy.

West Coast NOA Chooses Officers

Officers and members of the executive committee were elected at the annual meeting of the Naval Officers' Association of British Columbia at HMCS *Discovery* on January 28. T. G. Phillips was elected president for 1955.

Other officers are: C. G. Brook, past president; P. Stanley, first vice-president; W. Evans, second vice-president; A. W. Moreton, treasurer, and J. F. Lynn, secretary.

The executive committee includes: G. H. Greenwood, W. C. Mulvihill, A.

M. C. Kenning, P. G. Lenox, R. Rich, C. H. Willis, J. C. Samis, N. R. Hacking and D. A. O'Cadleigh.

Naval Service Dated Back to Boer War

At the time of his death in St. John's, Nfld., on January 7, Samuel Crocker, 85, of Harbour Grace, was believed to be the oldest surviving Newfoundland naval veteran of the First World War. A sailmaker, he entered the Royal Naval Volunteer Reserve towards the end of the Boer War and went on active service again on the outbreak of world hostilities in 1914. He served initially in the training ship HMS *Calypso* at St. John's, and in October of that year proceeded on draft overseas.

During that war he served in various heavy cruisers of the Royal Navy and took part in action at the battles of Dogger Banks, Jutland and Falkland Islands. Demobilized in 1919 he went to sea again, mostly on sailing vessels carrying salt cod to Spain and Italy,

until 1924 when he secured a shore job in Cornerbrook. He retired there in 1946.

He was buried in Cornerbrook beside his wife. The pallbearers were former shipmates of the *Calypso*, prior to 1914, some of whom had served in her as far back as 1908. Honorary pallbearers were members of the Royal Newfoundland Regiment in the First World War and active with Mr. Crocker in the Great War Veterans' Associations and the Canadian Legion. A son, Frank, served in the navy during the Second World War.

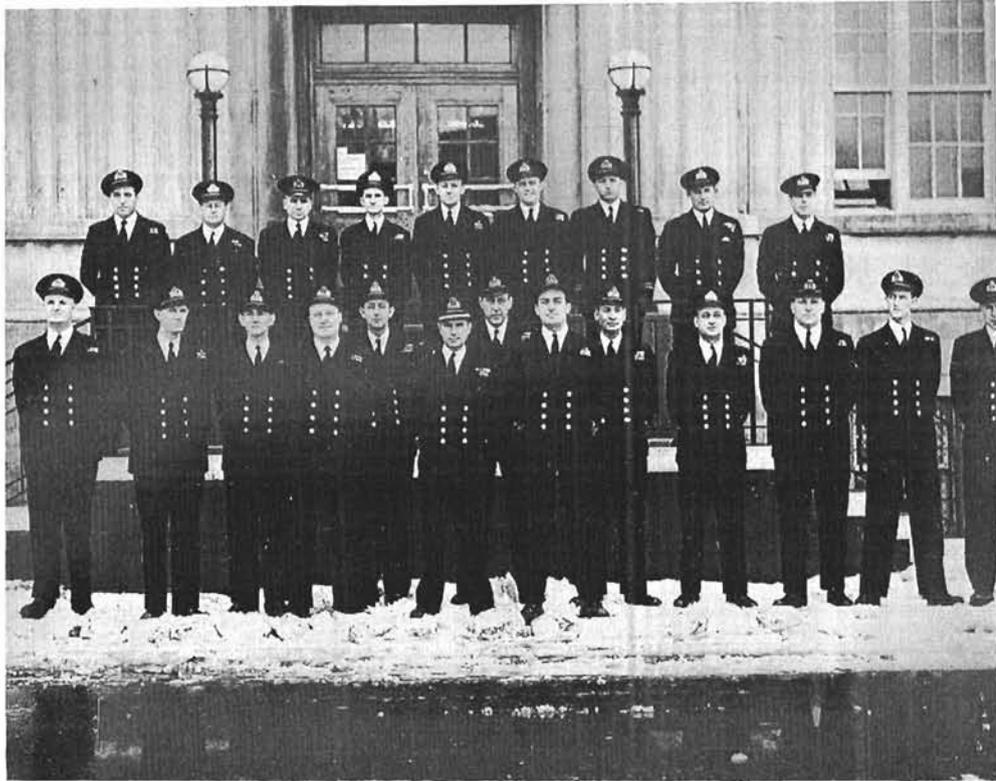
Polish Veteran Joins Cruise

Before departing in HMCS *Quebec* on her cruise around Africa, Captain Conrad Namiesniowsky, RCN (R), passed some of his vast experience and knowledge on to the Junior Officers' Technical and Leadership Courses "L" and "M" and other officers of the Atlantic Command.

In 1939, Captain Namiesniowsky was chief of the Polish Navy's signal department and later was acting Chief of the Naval Staff. He might have become Poland's Chief of the Naval Staff if his country had not fallen in the Second World War.

After escaping from Poland ahead of the invading German armies, he joined the Royal Navy and served with distinction throughout the war. He was first lieutenant of HMS *Grom*, a destroyer which was sunk at Narvik. He was commanding officer of the destroyer *Garland* and the commander of a division of Polish destroyers.

Following the war, Captain Namiesniowsky came to Canada. He says he



Here are the members of Junior Officers Technical and Leadership Class "M", who began their course on January 10 at Stadacona: Front row, (left to right): Instructor Lieut.-Cdr. R. D. Campbell, RTC Staff; Cdr. C. A. Law, Training Commander; Lieut.-Cdr. J. A. D. DeBroughton. Second row: Lieut.-Cdr. B. F. Ackerman; Lieut. G. R. Milne; Lieut. (P) Ian Webster; Lieut. A. C. Gorsline; Lieut. D. S. Colegrave; Lieut. W. H. Myers; Lieut. P. S. Cox; Sub-Lt. F. M. Bayfield-Davis; A/Lieut. R. A. Jones and Lieut. (O) L. C. Rosenthal. Rear row: Lieut. G. W. Peakman; Lieut. (P) S. R. Lindquist; Lieut. V. C. Greco; Lieut. K. F. Moore; Lieut. D. R. Hill; Lieut. J. E. Abraham; Lieut. (O) Diatchenko; Lieut.-Cdr. (P) B. L. Hayter and Lieut. R. L. Wales.

came because he liked the Canadians he met during the war. He was so convinced that he would like Canada that he was willing, when he first arrived, to work as a ditch-digger and lumber mill hand.

Captain Namiesniowsky now works in Ottawa. In October 1954, he made a cruise in the *Magnificent* where he carried out the duties of information officer.

After completing an extended tour of *Stadacona* in January of this year, during which time he visited all training schools, he sailed to Africa on board the *Quebec*.

NOAC Hears Senior Officers

The obtaining of first hand information on what the Royal Canadian Navy is doing and intends to do is the objective of a series of addresses by senior naval officers arranged by the Naval Officers' Association of Montreal.

More than 100 members were present at a meeting in *Donnacona*, addressed by Captain O. C. S. Robertson, commanding officer of the *Labrador*. He described the historic voyage of the *Labrador* last summer through the Northwest Passage and around the continent of North America.

Commodore D. L. Raymond, Assistant Chief of Naval Staff (Plans), addressed the association in early March on "The New RCN", and also brought with him the recently distributed film "Sailors of the Queen", depicting the cruise of the Coronation Squadron.

Other speakers scheduled for early hearing were Commodore W. L. M. Brown, Assistant Chief of Naval Staff (Air), and Commodore R. A. Wright, Supply Officer-in-Chief.

Administration Forum Conducted

"York Administration" was the subject of a forum recently attended by all officers of the Toronto naval division. Sessions under the chairmanship of Lieut.-Cdr. J. L. Morris, were held in the wardroom on successive Sundays.

Designed to refresh officers in understanding the various problems of naval administration, experienced officers talked on such subjects as recruiting, personnel selection, captain's office procedure, training, and pay and allowances. Speakers from the Naval Reserve Headquarters, Hamilton, were also represented.

Each session was opened with introductory remarks by Captain R. I. Hendy, commanding officer, and Cdr. L. D. Stupart, executive officer.

Retirement

CHIEF PETTY OFFICER WILLIAM ARTHUR WALTERS

Rank: C1CR3
Age: 37
Length of Service: 20 years
Hometown: Victoria
Joined: January 5, 1935
Served in: HMC Ships *Naden*, *Skeena*, *Vancouver*, *St. Laurent*, *Restigouche*, *Nootka*, *Saguenay*, *Assiniboine*, *Niobe*, *St. Hyacinthe*, *Venture*, *St. Francis*, *Givenchy*, *Prince Henry*, *Stadacona*, *Chambly*, *Avalon*, *Kirkland Lake*, *Warrior*, *Antigonish*, *Beacon Hill*, *Cornwallis*.
Awards: Long Service and Good Conduct Medal
Retired: January 4, 1955.

Other participating officers included Cdr. P. C. Benson, Cd. Officer (SB) G. Dixon-Lennett, both from COND, and Cdr. (S) J. W. F. Goodchild, Lieut.-Cdr. James H. Day, Lieut. J. M. Powell, Lieut. (W) I. M. Archer, and Cd. Bos'n A. R. Corner, all from York.

JOTLC Course Opens at "Stad"

A new JOTLC course "M" class, got under way in *Stadacona* on January 10 with 20 officers under instruction.

In an effort to provide officers as quickly as possible to the fleet, the Junior Officers' Technical and Leadership Course has been shortened from 12 to nine months.

Members of "M" class will do the first part of their course until April. Then they will serve for four months with the Reserve Training Commander, East Coast, in UNTD Cadet summer training and then return to the JOTLC to continue their studies until February, 1956. At that time they graduate and become available for appointments to the fleet.

Courses for QM Instructors End

In the Quartermaster Section of the Navigation Direction School some intensive training has been going on. Two classes of Provisional Quartermaster Instructors courses have completed and the successful candidates, all Chief Petty Officers, drafted as follows:

Walter Muloin, rescue craft, in command; Gery J. Beaulieu, rescue craft, in command; Robert Slavin, *D'Iberville*; Walter Brown, *Algonquin*; James R. McIntyre, *Quebec*; Jolin Armitage, *Buckingham*; Gerald Giles, *Lauzon*; Kenneth Henderson, *Gaspé*; Joseph Leary, *Stadacona*, and Douglas B. Backman, *Prestonian*.

Retirement

CHIEF PETTY OFFICER

HENRY EDWARD ABERCROMBIE

Rank: C2CR3
Age: 40
Length of Service: 20 years
Hometowns: Vancouver and Victoria
Joined: January 11, 1935
Served in: HMC Ships *Naden*, *Skeena*, *Restigouche*, *Armentieres*, *Stadacona*, *Burrard*, *St. Hyacinthe*, *Niobe*, *Iroquois*, *Hochelaga*, *Chaleur*, *Cape Breton*, *Givenchy*, *Charlottetown*, *Rockcliffe*, *Antigonish*, *Sioux*.
Awards: Long Service and Good Conduct Medal
Retired: January 10, 1955.



The manager of a drive-in bank in civilian life, Captain (S) R. W. Tyner, CD, RCN(R), recently left the post of supply officer at HMCS *Donnacona*, the Montreal naval division, for the retired list. He has been succeeded by Cdr. (S) W. D. Moncur, who was promoted to his present rank at the year-end. Captain Tyner is shown taking leave of Cdr. Guy St. A. Mongenais, commanding officer of *Donnacona*, in the presence of his successor. (ML-1863)

The other QI Class was drafted as follows:

CPO Charles R. Mann, returned to Manual Office; PO Charles Emsley, *Granby*; CPO George W. Borgal, *Sussexvale*; CPO Samuel Rumson, Submarines; PO Robert Amon, Seamanship School; CPO Malcolm T. Meredith, returned to *Cornwallis*; PO Charles S. Lane, ND School; and CPO A. P. Allen, returned to *Cornwallis*.

Several QM Trade Group One courses have been completed during the past few months and the men are now back at sea.

Sailor's Exam Draws Praise

A seaman at HMCS *York*, the Toronto Naval Division, has been praised by Naval Reserve Headquarters, Hamilton, for writing a "superior examination" on marine engineering.

AB Edward D. Harding "should be commended for the high standing he obtained in a test to qualify as a leading seaman", a letter from COND said.

The recipient of the plaudits has been a member of the reserve at *York* for the past three and one-half years.

Kind Words Follow Visit of Quebec

The first visit of a Canadian warship to Capetown, South Africa, was an unqualified success, according to E. W.

T. Gill, High Commissioner for Canada in the South African city.

In a message to the commanding officer of the *Quebec*, Captain E. W. Finch-Noyes, Mr. Gill said: "My staff and I thank you for your co-operation and hospitality. Please convey to ship's company my appreciation, pride and congratulations on the success of visit and manner in which they carried out their individual roles of ambassadors for Canada. We join with Capetonians in saying 'Quebec welcome here any time'."

The *Quebec*, which is on a three-month training cruise that will take her

Retirement

CHIEF PETTY OFFICER ERNEST EDWARD FINTER

Rank: C1CF3
Age: 42
Length of Service: 25 years
Hometown: Ottawa
Joined: January 11, 1930
Served in: HMC Ships *Stadacona*, *Champlain*, *Saguenay*, *Ottawa*, *Restigouche*, *Skeena*, *Naden*, *Givenchy*, *Prince Henry*, *Cornwallis*, *Niobe*, *Crusader*, *Carleton*, *Nootka*.
Awards: Long Service and Good Conduct Medal
Retired: January 10, 1955.

around the continent of Africa, visited Capetown for four days in early February.

The visit to Capetown was a welcome break from the arduous training program being carried out by the ship, and the people of Capetown went "all out" to make the visit a memorable occasion for the 750 officers and men on board the *Quebec*.

The municipality, the Navy League, the Victoria League, Merchant Navy Club and military organizations produced a schedule of events that left hardly a spare moment. Thousands of Capetown residents boarded the cruiser during two "open house" periods.

Ordnance Branch Formed at York

The Ordnance Branch has been constituted in York, the Toronto Naval Division, bringing the ship's departments to 17.

Responsible for the repair and maintenance of all gunnery armament, underwater weapons and the controls of these weapons, the department has been operating as a separate group since last August.

At present the department includes six men, one Wren and four officers. Two more Wrens are scheduled to join the division shortly and another seaman. Training is being provided for personnel as armourer's mates, gunnery and torpedo armourers and ordnance technicians.

A/Ordnance Lieut. G. J. Hutton has been named head of the department. Lieut. Hutton has been in the reserve navy for some years, acting as technical officer with the UNTD and serving in

WEDDINGS

Able Seaman Leo Bertrand, *Stettler*, to Miss Frances Brown, Edmonton, Alta.

Leading Seaman E. E. Biggar, *Queen Charlotte*, to Miss Velma M. McKay, Mt. Stewart, P.E.I.

Able Seaman Frederick Arthur Coxhead, *Cayuga*, to Miss June Margaret MacRae, Edmonton, Alta.

Sub-Lieutenant (W) A. M. Christensen, Naval Headquarters, to Lieutenant Gordon Ramsay Shearly, *Athabaskan*.

Able Seaman Robert Currie, *New Liskeard*, to Miss Joan Spicer, Canning, N.S.

Able Seaman Walter Jackson, *New Liskeard*, to Miss Margaret Petrie, Montreal.

Rear-Admiral Horatio Nelson Lay, Naval Headquarters, to Mrs. Mary Elizabeth Viets, Ottawa.

Leading Seaman Albert March, *Stettler*, to Miss Louise Mulaney, Port Alberni, B.C.

Lieutenant Allan Francis Morris, RNC, Greenwich, to Miss Helen Bradshaw Holm, Summerside, P.E.I.

Able Seaman Francis Neill, *Stettler*, to Miss Joyce Andrew, Southport, Lancashire, England.

Able Seaman Clint Pringle, *Stettler*, to Miss Rosemary Lucy Collins, Victoria.

Wren Dorothy Smith, *Naden*, to Able Seaman Fred Quackenbush, *Naden*.



A painting by a leading Canadian artist, H. J. Simpkins, ARCA, showing Sea Cadets training under sail in a naval cutter, adorns the 1955 calendar of the Bank of Nova Scotia. A Toronto Sea Cadet is shown displaying the original in the presence of H. L. Enman, president of the bank (centre), and J. Gordon Dunlop, president of the Ontario division of the Navy League of Canada, on the occasion of the picture's presentation to the Navy League. (Photo by Gilbert A. Milne.)

HMCS *Magnificent* and with the Defence Research Board.

One of the instructors is PO Wren Dorothy Jones, who is instructing in torpedoes. PO Jones served with the Royal Navy during the Second World War and worked on the German electrical torpedo.

RP Instructors Complete Course

Recently returned from the United Kingdom after completing a Radar Plot Instructor Course are Petty Officers John Meadwell and David Kurts.

With them comes news of others in the RP Branch taking courses abroad. Chief Petty Officers Reg Vose, Strang Gurney and Lionel Roberts are all "sweating" it out, qualifying as bos'n PR. Chief Petty Officer Vose, who is nearest completion, is now in HMS *Harrier* (South Wales). Petty Officers Richard Carter and William Plant, qualifying PRI, are at HMS *Dryad* near Portsmouth.

British MP At D'Iberville

Dr. Horace King, British Labour member of Parliament, opened his Canadian speaking tour at HMCS *D'Iberville* on January 19. His lecture

on "The British Reply to Communism" formed a part of the ship's current affairs program.

Dr. King interpreted the United Kingdom's policy toward communism as one of watchful waiting and an incessant effort to buttress possible weaknesses in the British social and economic structure.

BIRTHS

To Leading Seaman Robert Aquin, *New Liskeard*, and Mrs. Aquin, a daughter.

To Leading Seaman T. G. Ewen, *Masset Radio Station*, and Mrs. Ewen, a son.

To CPO Gerald Halikowski, *Naden*, and Mrs. Halikowski, a son.

To Petty Officer Fred Hodgkins, *Naden*, and Mrs. Hodgkins, a son.

To Lieutenant (L) Gwynn Holtby, Naval Headquarters, and Mrs. Holtby, a son.

To Lieutenant-Commander (E) T. J. Keohane, *Star*, (COND), and Mrs. Keohane, a daughter.

To Leading Seaman Donald L. Kirkey, *Naden*, and Mrs. Kirkey, a son.

To Petty Officer A. J. Kishkan, *Stettler*, and Mrs. Kishkan, a daughter.

To Able Seaman S. R. McLean, *Stettler*, and Mrs. McLean, a daughter.

To Lieutenant-Commander (SB) H. G. Oliver, Air Division, Metz, France, and Mrs. Oliver, a daughter.

To Petty Officer L. W. Rushton, *Naden*, and Mrs. Rushton, a daughter.

To Chief Petty Officer H. A. Thomas, *Naden*, and Mrs. Thomas, a daughter.

To Leading Seaman C. K. Thompson, Albro Lake Radio Station, and Mrs. Thompson, a daughter.

To Surgeon Lieutenant-Commander D. G. Woods, *Naden*, and Mrs. Woods, a daughter.

To Petty Officer George Worrall, *Naden*, and Mrs. Worrall, a son.

The Scorpion Man

by H.R.P.

WE MOVED sweating through Bombay's symphony of smells, lost and — to use Nobby's phrase — "gettin' lost". The smells varied in intensity and subtlety in combination, introducing brief rhapsodic sniffs of perfume, indefinable spices, new leather; but always beneath it all there was discernible the *liet motif* of roasting coffee, wood smoke, joss sticks and inadequate plumbing.

We came to an intersection.

"Where," I said, purely for rhetorical effect, "do we go from here?"

"Baksheesh, master. I tell you where to go."

I looked down into the limpid eyes of beggary, set in a pinched, four-year-old face. One hand, brown-backed, twig-fingered, was on my sleeve, tugging like Conscience; the other pale palm was upturned in supplication, pitifully small.

Nobby told *him* succinctly where to go, demanding no baksheesh. But the brown accusing eyes had not missed the instinctive, barely perceptible movement of my hand pocketward. The urchin sidled around me, placing me strategically between himself and the wrath of Nobby.

"Baksheesh, master." Soft now and infinitely persuasive, like a wheedling woman. "I show you Scorpion Man".

Nobby snorted, implying contempt for all scorpion men; while the child, not so much satisfied as rendered expectant by the two annas I had slipped him when Nobby was not looking,

glided ahead with his padding bare-foot gait and diminutive beckoning finger.

We, ostentatiously not following, followed; followed less from any desire to be led (and wholly innocent of curiosity with regard to scorpion men) than from a need to believe in the possibility of a destination in that labyrinth.

THE SCORPION MAN, we found, could not with any accuracy be called a destination. In a district yet more labyrinthine he sat morose and solitary upon the sidewalk, or what would have been the sidewalk had not trays and baskets of indescribable merchandise and sweating sleeping bodies forced one's feet into the thirsty unswept gutter. As soon as we stopped, a small crowd began to gather; not to watch the Scorpion Man but to watch us watching the Scorpion Man, and, one suspected, to render such support moral or otherwise as he might find necessary in the extortion of his baksheesh.

If what the name conjured up was a thing half man, half scorpion, the error was so far excused by the bald black beetle-sheen of the head and the fleshless claw-like crook of the limbs in repose as to be scarce an error at all: but it soon became clear that what we were seeing was only the human part of the combination, and that the scorpion adjunct, complement or ac-

(Continued on following page)



cessory was contained in two battered and perforated shoe boxes between the man's legs.

The least that could be anticipated of that face, of which we could see now only the bony raptorial nose and the downcast brow, was that its eyes would glow; would pierce and burn and be disquietingly eloquent, if only of starvation. But when the head came up with effort and reluctance in acknowledgement of our two squat neckless shadows it was to hold us in a regard dull and dead like the stare of a stone statue, or even of an ancient bronze, sealed up and sightless with verdigris. Eyes that seemed uncannily to feel rather than to see. One-way eyes, to be looked at instead of into, and that only with distaste.

His fingers, scorpion-like, scuttled over the lid of the smaller box, raising it high enough and long enough to send through the crowd a rippling gasp of simulated horror. All eyes turned upon us to see that we were duly impressed and horrified by this fleeting preview of seething, clawing, charcoal-black legs in the midst of which one saw or imagined black malignant eyes like berries in a bramble thicket.

THEN THE MAN began to talk in a tongue unknown but oddly comprehensible. He communicated to us by mere inflection the import of the words upon which the rest of his audience hung with eyes wide and betel nut arrested in mid-chew, with, of course, half an eye always in reserve for the study of our reactions.

What he said, or at least what we construed him to have said, was that the subduing and training of scorpions was an extremely hazardous and unprofitable (and by implication very baksheesh-worthy) occupation. It called for powers far beyond the scope and ken of ordinary beings, and we were more blessed than we knew in being allowed to witness this exhibition. Moreover, these were no ordinary scorpions. They were larger and more malicious than any we had ever seen before (which of course was true), and they had been subjugated only after a prolonged struggle with a superior will (meaning, we inferred from a challenging toss of the head, a will superior not to theirs but to ours, which we were to take as a compliment).

The small crowd drew closer with murmurous approval, cutting off what I did not for the moment look upon as our line of retreat. The Scorpion Man showed for a moment his gold-toothed gratitude and then flicked off the lid of the smaller box with a dra-

matic flourish. The black seething at once intensified and boiled up in a mound of battling legs; but it was not until the man clicked his tongue and gave a sharp command that several of the legs detached themselves and, becoming a repulsive entity crawled rapidly across the betel-stained sidewalk. None of the others offered to leave the box.

At a second command the creature climbed on to its master's foot and began to labour up the bony incline of his shin, to rest at last smug and triumphant upon his kneecap, raising its tail in the ludicrous likeness of a bow. Here plainly was not only the star of the show, but also the pet and favourite of the master.

The crowd gasped its wonderment, and was emboldening itself to shuffle closer when at a sharp tap of the man's knuckle on the box the whole struggling mass effervesced on to the sidewalk, and after much pulling and prodding of recalcitrants was marshalled into a rough formation, which advanced and retreated for our edification like a starving, mutinous army.

WHEN HIS FORCES were deployed to his satisfaction the Scorpion Man rapped imperatively upon the lid of the second box, whereupon it rose apparently of its own volition and there emerged, leg by terrifying leg, what must surely have been the forefather and paragon of all scorpions. It bestrode the smaller fry like a hen its chicks, regarding us all with playful menace. The Scorpion Man looked on with the imperfect confidence of the parent who assures the visitor that little Willie knows better than to pull the trigger.

Nothing, it seemed, was required of this monster but its existence, just as certain actresses are absolved by the mere impact of their presence from all necessity to act. It stood there in cynical immobility while the lesser creatures strove by their antics to atone for their lack of size.

After a grand finale in which smaller scorpions cavorted round the giant in a

macabre ring o'roses, the Scorpion Man reached into a niche behind him and produced his begging bowl. This he thrust alternately at Nobby and me, jabbering meanwhile his impatience.

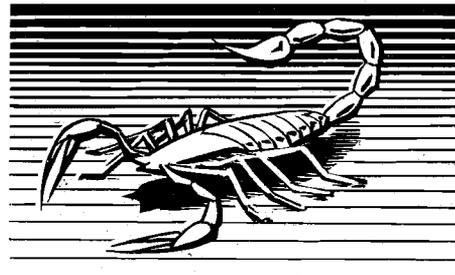
"What," I asked of Nobby, "do you figure it's worth?"

For reply he said "Huh! cockchafers!" He dismissed the scorpions, and by association the Scorpion Man with a contemptuous wave of the hand. The Scorpion Man jabbered louder and faster, and thrust forward his bowl with greater insistence.

ABRUPTLY, then, he stopped. He spat a command at the assembled scorpions and lunged at them with his foot. They moved forward to within a few inches of our feet. Our instinctive backward movement was halted by the sudden press of the crowd behind. The Scorpion Man's unanswerable gaze held us, at once mocking and full of menace, while in the sudden silence we could hear plainly the brittle whisper of scorpion feet upon the sidewalk.

How long the tension endured I cannot in retrospect even hazard a guess. For an interval, during which all laws of time and space seemed to have been suspended, I felt myself held in the strangely indefinite focus of those relentless eyes; and then with the effect of thunder into the silence which stretched thinner and tighter like an over-distended balloon Nobby dropped his cap. Scorpions and spectators alike scattered in confusion, while the Scorpion Man at the centre of things flung to the four winds the magnificent abundance of his invective.

Into the mêlée as we departed I cast a penitent handful of loose change. Perilous as this may have been for the scorpions, I noticed on glancing back that it had robbed his frenzied utterance of all aid of gesticulation. The sight of the Scorpion Man hurriedly gathering in the lesser coinage of the realm while his charges strayed unchecked into the gutter led me, as we strode away, into lengthy speculations as to the relative values of annas and trained scorpions.



Squadron in the 'Med'

THE FIRST CANADIAN Escort Squadron sailed from Halifax on September 8, 1954, and participated in the NATO exercises New Broom II and Morning Mist before carrying out exercises with the Royal Navy north of Ireland. During its time in the United Kingdom the squadron visited Portsmouth, Plymouth, and Londonderry.

Following its visit to Londonderry, and minus the frigate *Lauzon*, which had gone into Plymouth for boiler repairs, the squadron sailed for Lisbon, Portugal, on October 17, on the first leg of its Mediterranean cruise. Once alongside at Lisbon, personnel in the ships enjoyed four days in this ancient city, sightseeing, shopping and visiting the night clubs to listen to the "fados" or folk songs of the Portuguese.

October 25 saw the squadron moving south for Saint Vincent's before altering to the east for Gibraltar. A few miles off Saint Vincent's the *Algonquin* detached to rendezvous with the *Haida*, about 30 miles south, heading from the Far East for Halifax. After passing a few messages the *Algonquin* rejoined the squadron and on the following day passed through the Straits of Gibraltar and steamed east for the Island of Malta. At Valetta, Malta, it was a short stay for fuel but the ship's companies managed to spend one day ashore sightseeing and shopping. Among the distinguished visitors to greet the Canadians was Admiral, Lord Mountbatten of Burma, the Commander-in-Chief, Mediterranean, who has now taken up the appointment of the First Sea Lord in the United Kingdom.

From Malta the squadron set a northerly course for Venice, Italy through the Adriatic Sea. Warm weather and seas, coupled with a flat calm, permitted swimming over the side and exercises and general drills.

At Venice, the City of Canals, the squadron once more went alongside, this time near the centre of the city, the Piazza San Marco, where the famed Ducal or Doges Palace is located. After having become acquainted with *dghaisa* (boats) in Malta the men now tried out the gondolas. A complete sense of relaxation prevailed in Venice, due to the absence of motor vehicles of any kind.



After passing through the sheer cliffs of the Corinth Canal, officers and men of the First Escort Squadron caught their first glimpse of "the glory that was Greece" as they approached Piraeus, the port of Athens. The ship's bows are those of the *Algonquin*. (AL-109)

It was either walk or take a water taxi or gondola.

From Venice the squadron made its way south to the Corinth Canal, a three-mile cut through a hill towering above the masts, and secured, stern to, at Piraeas, Greece, the Port for Athens. At the Corinth Canal the *Lauzon* rejoined the squadron for the remainder of the cruise. Five days in Athens gave everyone the opportunity to visit this famous city which is a museum of ancient culture surrounded on all sides by modern civilization.

Captain R. L. Hennessy, commanding officer of the *Algonquin* and commander First Canadian Escort Squadron, laid a wreath at the tomb of the unknown Greek soldier in Athens and also at the graves of Canadian airmen who were shot down during the Second World War. On both occasions a guard of honour from the ships paraded.

Leaving Athens on November 14 the squadron moved east, through the Aegean Sea, the Dardanelles and the Sea of Marmara almost to the Straits of Bosphorus, for Istanbul, Turkey. An-

chored near Istanbul, off the Sultan Dolmabance's Palace, the squadron lowered all boats for taking libertymen and dutymen ashore. Here again Captain Hennessy, accompanied by Cdr. M. J. A. T. Jette, commanding officer *Lauzon*, Lieut.-Cdr. W. C. Spicer, commanding officer, *Prestonian* and Lieut.-Cdr. A. H. McDonald, commanding officer, *Toronto*, laid a wreath at a monument in Taksim Square.

Leaving the easternmost point of the cruise on November 19 the four ships plied westward to Palma, in the Island of Majorca, Spain, for a three-day informal visit. In this beautiful resort the men swam, went sightseeing and shopping and looked back longingly when, on November 26, the ships sailed south for Algiers, Algeria, for another three-day informal visit.

In Algiers they visited, with guides, the famed Casbah, or old section of the city. Here the streets are extremely narrow, sometimes hardly room for two to pass abreast, the houses come together at the top and the squalour leaves little room for doubt that a man's most meagre possession is reason for theft or even murder.

On November 30 the squadron sailed and on December 2 passed the Straits of Gibraltar. The Mediterranean cruise was over and one call remained, Ponta Delgada, in the Azores, for fuel. After leaving Ponta Delgada on December 8 a medium swell, probably left by storms which had missed the ships, was encountered. Action stations, general drills and a gun shoot were carried out during the last leg of the voyage, although a second shoot was cancelled on the morning of arrival due to poor visibility. The squadron arrived at Halifax at 11 a.m. on December 10, just 93 days after sailing for New Broom II.

During the cruise the ships spent 67 of the 93 days at sea, steamed more than 16,540 miles, visited 11 ports, three in the United Kingdom and eight in seven countries, tried seven foreign languages and seven types of currency. Among the currency were pounds, shillings, pence in the U.K., escudos and centavos in Portugal, lira in Italy, drachma and lepta in Greece, Turkish lira and kurus in Turkey, pesetas in Palma and francs in Algiers. Ponta Delgada, a Portuguese possession, uses escudos.

The ships of the squadron were the first of the RCN to visit Venice, and for most men in the squadron it was their first time in Mediterranean waters.

Since February 1954 the squadron has steamed over 40,000 miles.

Twelve Years After



Twelve years ago, Arthur Davy, mascot of the Windsor naval division, delivered a snappy salute, right from his five-year-old heart, so to speak, to Captain E. R. Mainguy, who is now vice-admiral and Chief of the Naval Staff. Early in February, 17-year-old Arthur Davy became a member of the RCN(R). Ord. Sea. Davy is shown as he was sworn in by CPO Mervin Wright, recruiting chief at HMCS Hunter, and Lieut. L. G. Pearce. The two photos reproduced here appeared in the Windsor Star and were widely circulated by the Canadian Press.



AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS *Ontario*

Action and adventure would appear to sum up the manner in which the *Ontario* has started her new role as Cadets Training Cruiser. On the following morning Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, boarded the *Ontario* and shortly afterward she sailed from Esquimalt on her spring training cruise to the Antipodes.

Accompanying the *Ontario* as far as Pearl Harbour were the *Athabaskan*, *Stettler* and *Jonquiere*, all of whom composed Task Unit 303.0.0. On the way to Hawaii a most enterprising and rewarding series of exercises and manoeuvres were completed. However, when one of the *Ontario's* men fell critically ill, it was necessary for her to detach from the group and race for Pearl Harbour in order to hospitalize him. Consequently the *Ontario* arrived in that port a day ahead of schedule. Pearl Harbour and Honolulu being the interesting and active places that they are, this wasn't found to be any hardship.

After departure from Pearl Harbour and while on passage to Fiji, the *Ontario* was again host to King Neptune and his Royal Court on January 20. The court assembled first on the quarterdeck, to present a few envied and highly merited decorations and later

reconvened on the boat deck to commence the really serious part of the initiation ceremonies.

Fate was kind to the shellbacks for it turned out that even the commanding officer, Captain D. W. Groos, was himself a tadpole. Altogether some 300 tadpoles were initiated—a task which taxed the full resources of the shellbacks.

On the day following all this activity, the ship crossed the International Date Line thereby necessitating the ship's time to be advanced by 24 hours from Friday to Sunday.

Our entry into the harbour of Suva on the sunny morning of 24 January was accompanied by gunfire as a 17-gun salute was fired in honour of His Excellency the Governor. The ship then tied up at Kings Wharf where we remained until January 26, when it was necessary to move out to anchor in the harbour. In Suva, a small port, docking space is at a premium.

Instead of sailing on the 27th as planned, it was decided that the *Ontario* would be better to remain at anchor in Suva's protected, hill-rimmed, harbour as a violent typhoon was reported travelling on the ship's proposed course, about 100 miles off the Fiji Islands. During the day the storm altered course and headed towards Fiji. Consequently the ship was made ready for heavy weather, and that evening

anchor was weighed at 2050 and the *Ontario* put to sea to ride out the heavy weather. By 0115 of the 28th the ship had passed through the N.W. edge of the storm's eye and by 0300 was completely clear of the storm area.

As it turned out the seas did not toss and roll the ship to the extent expected and fortunately no accidents or injuries resulted. However, the curious and changeable action of the violent winds was a source of amazement and concern to all who witnessed the storm.

The month closed on an encouragingly high note when large voluntary parties of both officers and men industriously set about chipping and painting ship on the afternoon of Saturday the 29th. This was normally a make-and-mend but, as the ship's appearance had suffered during the hard wear she had received at the hands of the storm, everyone was glad to lend a hand. In order to enable men to be lowered over the side, the ship was slowed in sight of Walpole Island, one of the new Hebrides Islands group, for several hours, where everyone worked and sunned with gratifying results all round.

At the conclusion of this afternoon's effort the ship's course and speed were again resumed for Platypus Bay, Australia, the next training stop, in early February.—R.R.B.

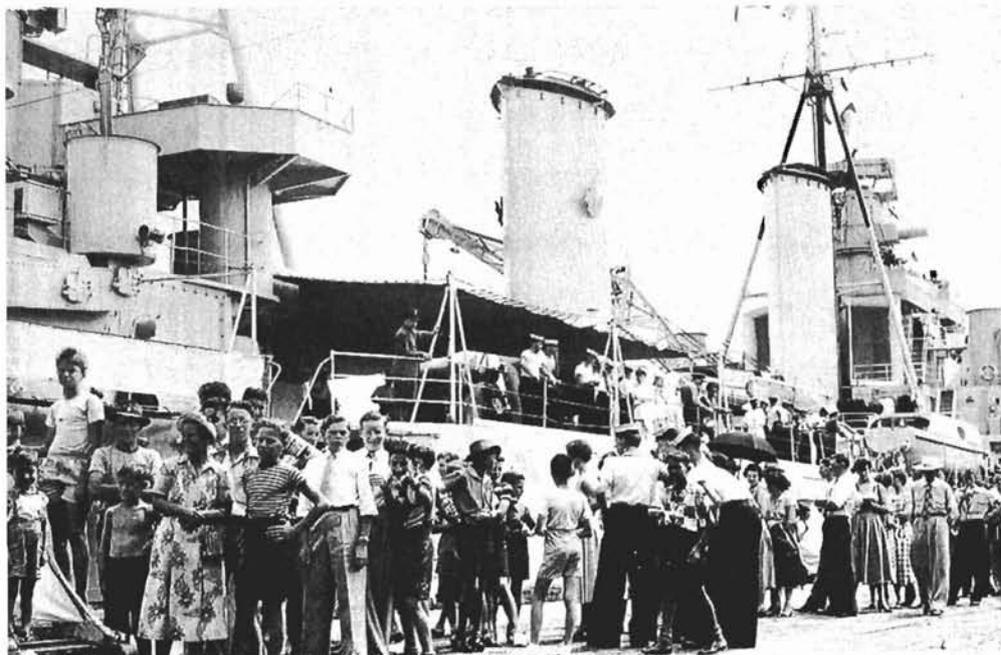
HMCS *Sioux*

The *Sioux*, having arrived safely in the Far East, set out on her first tour of patrol duty a few days before Christmas and remained on duty until early in the New Year. Being on duty over this period meant being on "active service" for both Christmas and New Year.

To be in the position of standing on guard for Canada and trying to carry out the festivities of the season was no easy task but, nevertheless, both of these assignments received due attention.

A lot of work was done by the ship's company to produce the atmosphere of "a home away from home". The abundance of Christmas decorations, the singing of Christmas carols, the visit of Santa Claus to give everyone a shake on Christmas morning, the presenting to everyone of a ditty bag by Santa Claus, together with a sumptuous Christmas dinner, left nothing to

More than 2,500 residents came down to the waterfront to visit the *Ontario* during her recent visit to Brisbane, Australia. This is part of the lineup on the jetty, awaiting the start of visiting hours. (OT-2135)



be desired in the efforts to rise to the spirit of the occasion.

The usual traditional naval customs of Christmas and New Year were observed in full ceremonial form with the captain and officers visiting all messes, officers serving meals, and the oldest and youngest man aboard "ringing in" the New Year.

Having received a request for a donation to the Queen Alexandra Solarium in Victoria, the ship's company rose to the occasion in the spirit of generous Christmas giving by subscribing the sum of \$350. A cheque for the amount was presented by CPO Robert McLellan and Ldg. Sea. Lorne E. McInnis to the commanding officer, Cdr. A. H. Rankin.

Communications Training Centre

The new year has seen a large number of changes in personnel in the Communications Training Centre. Recent arrivals to the staff are CPO Tom MacIntyre to relieve CPO Lang Lendrum as Regulating chief. CPO Al Bouchard has returned to the fold after a holiday in Alberta on recruiting duties. PO N. F. Williams has returned from a TG3 course and CPO W. J. Howarth from the *Crusader*.

Departures to the fleet include PO A. G. Olynick, PO J. B. Smith and PO R. F. Brown, all of whom recently returned from successful completion of the Trade Group III course. AB A. E. Burton, AB T. N. Acheson and AB H. J. Crowther joined the *Ontario* for the cruise.

Farewells have recently been said to CPO Don Waring and CPO Ike Walters, who are on rehabilitation leave.

HMCS Comox

The 36 crew members of the mine-sweeper *Comox* played Santa Claus to the crippled children at the Queen Alexandra Solarium, Victoria, last December.

On pay day the men passed the hat and collected enough money to buy presents for all the children at the Solarium. The Hudson's Bay Company matched their donation, enabling the ship to purchase some very fine gifts.

HMC Ordnance School

The festive season passed with its usual expressions of good will, special leave was granted to all personnel enabling most of them to spend Christmas with their families. The School entrance looked very gay.

The Misses Lettice and Woodford and Mrs. Hunt produced and decorated beautifully the Christmas tree, complete with parcels for all. All these parcels,

The Hong Kong Memorial

The *Sioux* was proud of the opportunity to make a contribution to the impressive ceremonies surrounding the unveiling of the War Memorial at Saiwan Bay Cemetery, Hong Kong, on Sunday, February 20.

The memorial, unveiled by Sir Alexander Grantham, Commander-in-Chief, Hong Kong, was erected by the Imperial War Graves Commission, to perpetuate the memory of 2,200 officers and men of Commonwealth and allied forces who died in the defence of Hong Kong in December 1941 or later in captivity and who have no known grave.

Within the memorial 2,056 names of the missing dead are recorded on stone panels and on a separate panel are the names of 144 defenders of Hong Kong whose remains are known to have been cremated. In the surrounding cemetery, on a headland a thousand feet above the sea, are the graves of 1,500 of their comrades, commemorated by individual headstones. Seven hundred others are buried in other cemeteries in the colony.

Canada's official representative at the ceremony was the Hon. T. C. Davis, Canadian ambassador to Japan.

The share which the *Sioux* had in the ceremonies began when she called at Inchon, Korea, and took on board Lieut. T. M. C. Marsaw and 12 men, members of the Second Battalion, Queen's Own Rifles of Canada, and gave them transportation to Hong



The Royal Canadian Navy and the *Sioux*, only Canadian warship remaining on Korean patrol duty, were represented at the unveiling of the War Memorial at Saiwan Bay Cemetery, Hong Kong, in February, by CPO Robert McLellan and PO Murray N. Mitchell. (SO-513)

Kong, where they represented Canada as part of the guard of honour. The *Sioux* also had the privilege of providing transportation for Brigadier C. B. Ware, commander of the Canadian Military Mission in the Far East, who was the official Canadian Army representative at the unveiling ceremony.

The *Sioux* and the Royal Canadian Navy were represented by CPO Robert McLellan and PO Murray N. Mitchell, while AB Edward Kochanuk attended as the ship's official photographer.

it was found on examination, would have been "misfires" as they were all duds.

Now that the new year is here, classes are hard at it. An Officers' Class, Technicians Qualifying, an Armourers Class and two Armourers' Mates Classes are ensuring that everyone is hard at work. The machine shop is going full bore, all machines being used by personnel qualifying for Trade Group Four.

PO W. A. Steadman has gone to Halifax to commission HMCS *Ste. Therese*. Additional drafts are Ordinary Seamen G. S. Dunning and B. S. Smiley to the *Ontario*, R. W. Simpson to the *Brockville* and L. J. McLaren to the *Digby*.

HMCS Stettler

The *Stettler* left Esquimalt on January 5 with the *Jonquiere*, accompanying HMCS *Ontario* to Pearl Harbour on the initial leg of her three-month cruise to the Antipodes.

Throughout the passage the ships carried out various exercises and gen-

eral drills including squid firing, gunnery shoots and seaboat drills. The constant fleet manoeuvres, screening and search exercises gave all personnel much valuable operational training.

From the moment that the ship was met at her berth by a troupe of hula dancers and singers until the U.S. Navy Band played "Aloha Oe" on departure, the visit to Hawaii was a memorable one, especially to a number of ordinary seamen under training aboard.

On arrival, a busy week-end was spent in official receptions, organized tours of the island of Oahu, swimming parties, and making full use of the splendid recreational facilities kindly made available ashore by the U.S. Armed Forces and private clubs. This was followed by a week of intensive anti-submarine training coupled with a surface and AA gunnery shoot with units of the U.S. Fleet. A number of officers and men took the opportunity

of spending a day submerged aboard a U.S. submarine to observe the underwater craft in operation.

The *Stettler* arrived home at Esquimalt January 30 and prepared to commence refit and annual leave for most hands.

The *Stettler* was sorry to lose Lieut. (E) W. H. DeCosta who was appointed February 11 to the staff of the Mechanical Training Establishment at *Naden*. This shore appointment for the popular officer before his retirement, follows a lengthy sea career, the last four years of which have been spent as engineer officer aboard the frigates *Antigonish* and *Stettler*.

HMCS *Digby*

A ship under refit is somewhat like a home under spring cleaning. Just somewhat. It would take a pretty energetic housewife to reduce her home to the apparent shambles that is a warship at refit time.

These thoughts were prompted by the condition in which the *Digby* and her sister *Bangor* coastal escort, the *Brockville*, found themselves when they went into dockyard hands for the remedying of defects and the scraping of hulls—some of whose encrustation was gained on the 8,000-mile journey from Halifax through the tropics to Esquimalt.

There are the "A's & A's" (alterations and additions) as well to be taken in hand at such a time. The engine-room is perhaps the most chaotic part

of the ship and only an engineer could imagine how the apparently helter-skelter jumble of parts could ever be assembled again.

But if the ship's interior had a strange and forbidding look, the refit brought to at least one man of the *Digby's* ship's company unexpected pleasure. He is CPO W. P. M. Shaw who made the discovery that beneath the grease and civilian working garb of the "dockyard maties" was a host of old friends.

There was William Craig, ex-CPO gunlayer, who was on convoy in the *St. Laurent* and *Skeena*; Keith Johnson, once a seaman in the *Athabaskan* and *Sault Ste. Marie*; James Wilson, who was on "A" gun in the *Loch Achanalt* when that ship and her sister Canadian frigate, the *Annan*, in 1944 sank a U-boat and collected 46 prisoners.

There was the former Stoker McLaren, who served in HMS *Anson* on the Murmansk convoy route and in HMCS *Coppercliff*, Castle class corvette, on the Derry-Newfiejohn run; Frank Hoffman, still a motor mechanic, who was in the *J. A. Cornette*, navy tug working out of Sydney, N.S.

Ted Cox, then a CPO, was a familiar figure on the West Coast during the war. He is still there as a charge hand in the dockyard and shares memories with CPO Shaw of the old HMCS *Nitinat* and the knowledge that a ship of that name really existed in the form of a small West Coast patrol vessel.

Around at refit time is "Cy" Chapman, who was captain of the only gun

on board his corvette that could draw a bead on a U-boat—a fact that, combined with good marksmanship, won him the British Empire Medal. And there is ex-Chief Jimmy Layfield, up in the Diesel Shop.

Most of them have their feet firmly on shore now, but they know warships and what is required of them, and the sailors of today have the comforting knowledge that the men who ready their ships for sea once sailed them and fought them.

Mechanical Training Establishment

A good representation from the Mechanical Training Establishment helped make a success of the Red Cross Blood Donor drive held recently in *Naden*.

Intermediate Technical Trades Course E.7, made up of 15 men, was the only class to complete in January. Four men were successful in obtaining percentages qualifying them for accelerated promotion.

A total of 118 engineering mechanics were under instruction during the month, with the following courses commencing: Higher Technical Trades Course E.1, Intermediate Technical Trades Course E.9 and Basic Technical Trades Course E.4.

HMCS *James Bay*

Christmas and New Year's leave having come to an end, the ship's company returned to its duties with renewed vigour.

First of the tasks after the New Year was that of sweeping a channel to Cape Flattery for the *Ontario* and her escorts when they left for Pearl Harbour. As in a previous search sweep in front of the *Magnificent*, when she left Esquimalt on her return to Halifax, the operation was carried out under simulated wartime conditions.

The exercise provided the old hands with a chance to reminisce and all with valuable experience. Coupled with the ordinary difficulties encountered in minesweeping was the added hazard of a fresh breeze and a not-so-gentle swell.

On January 17 the ship sailed with the rest of the squadron on a week's exercises which saw the *James Bay* sweeping in waters adjacent to Vancouver Island. Part of the exercise was conducted at night and provided the ship's company and a few sleepy fishermen some added thrills. It must have been most disconcerting for them to wander up on deck and find three ships bearing down on them with minesweeping and station-keeping lights burning in addition to steaming lights and look-

The 'Prep' School



Quiet Junior! It's Daddy—I recognize the hat.

ing for all the world like three misplaced Christmas trees.

During this period the ships were targets for the cameras of CBUT television, which was filming a documentary.

After a brief but enjoyable weekend in Vancouver the squadron returned to Esquimalt.

HMCS Fortune

Between rain storms and before television cameras, HMCS *Fortune* was commissioned on November 3, 1954, at Esquimalt. The Flag Officer Pacific Coast, Rear-Admiral J. C. Hibbard, the ship's sponsor, Mrs. B. R. Spencer, wife of Commodore (E) Spencer, the commanding officers of most of the ships and establishments of the Pacific Command, representatives of the shipbuilders, Victoria Machinery Depot, and several ships' company guests were present.

Within a week the *Fortune* joined the Second Canadian Minesweeping Squadron to visit the Albernis. After this began two weeks of working up exercises on her own in that West Coast paradise, Bedwell Harbour, a place destined to catch the rain on its way both to and from Vancouver, but well suited to the job at hand, and the washing of wooden decks.

As December came, the *Fortune* returned once again to civilization. To mark the return, a ship's dance was held; and what at first appeared to be half the children of the Pacific Command were christened on board without a single fight or cry. However, for days after, half-eaten pieces of christening cake and sticky buns were found in the engine room, amongst the navigator's charts, and even inside the ship's TV set.

A short visit was made to Bremer-ton, Washington, during which time the

514 Gallons Of Blood Given

Five hundred and fourteen gallons, enough, if it were gasoline, to refuel two Avenger aircraft of the RCN; enough, since it is blood, to replace completely all the blood in 616 adults. This, by way of saying that *Stadacona*, *Shearwater*, *Cornwallis* and HMC Dockyard personnel contributed 3,080 pints of blood to the Red Cross Blood Bank, Halifax, in five weeks.

Late in December 1954, a Red Cross Mobile Clinic visited *Cornwallis* and collected 762 pints. In January they called on *Shearwater* for another 701 pints and for 652 from Dockyard personnel. The final clinic, held at *Stadacona*, accounted for the remainder, 964 pints, although a record 1,080 turned up for the clinic.



Attaching a practice rocket projectile to the wing of an anti-submarine Avenger aircraft in preparation for an aircraft armament demonstration is AB Robert Brown of Blenheim, Ont. This demonstration recently took place off the east coast of Nova Scotia. The aircraft taking part were from *Shearwater*. (DNS-13332)

Fortune berthed in state with the *Comox* and *James Bay* in the shade of two American ships, the battleship *Missouri* and the carrier *Hancock*, both able to lose the ships in their deep freezes.

Throughout December and January, the ship was kept busy with the Squadron, trying to close the six-month head start of the others in the art of minesweeping, parting wires and losing gear. Fortunately, however, she showed much determination in trying not to become the "little Miss" of the Command to which her name lends itself.

ATLANTIC COMMAND

HMCS Quebec

After three days crammed with social engagements for her officers and men the *Quebec* sailed from Port Elizabeth at 10 o'clock February 15, 1955, for Durban. Upon her arrival in Port Elizabeth, Captain E. W. Finch-Noyes, commanding officer, received calls from the commanding officers of SAS *Donkin*, His Worship Mayor Louis Dubb, accompanied by the town clerk and the chief magistrate, the doyen of the consular corps, Colonel O. J. Oosthuizen, consul for Sweden, who was honoured by a seven-gun salute, and the officer commanding Eastern Province and Border Command, Colonel H. Cilliers.

This was followed by a reception on board the *Quebec* by Captain Finch-

Noyes and his officers for about 250 guests.

On Sunday a steady stream of pedestrians and cars from the city and Uitenhage entered the docks and flocked to see the ship. It was estimated that 4,200 Port Elizabeth people visited the ship in that one afternoon.

During her stay the officers and men of the *Quebec* were taken for drives and entertained in private homes. Five Canadian couples residing in Port Elizabeth entertained about 14 officers by taking them for a drive in the town and suburbs and in the evening a *braai* (barbecue) was held for them.

A large number of ship's company gave a good account of themselves when they took part in the variety of sports arranged by the various clubs in Port Elizabeth. The *Quebec* soccer team met the Port Elizabeth South African Railways team in two games and a cricket match was played with the Walmer Club where the Canadian team was a guest for a luncheon on Sunday. Baseball was played at the Walmer Club. Water polo at the Eastern Province and Border Command was also very popular. The golf course at the Walmer Club was thoroughly enjoyed by Canadian golf enthusiasts.

On the last night in Port Elizabeth the officers were entertained by the mayor at a civic reception in city hall and, in a short speech to which Captain Finch-Noyes replied, the mayor

congratulated the ship's company on the manner in which they conducted themselves throughout their visit. This was added to by the *Eastern Province Herald* when it said: "A better behaved company of naval ratings has rarely been seen in Algoa Bay."

HMCS Cape Breton

Twenty-five cadets from HMCS *Cape Breton* and their commanding officer Cdr. (E) Daniel H. Fairney were guests of the Cape Breton Club of Halifax recently.

The club is composed of persons born in Cape Breton Island and the program of entertainment fittingly included Gaelic songs and square dancing.

The special speaker was Rev. J. W. A. Nicholson, who referred to some of the historic events of world importance which had occurred in Cape Breton. Among these was the linking of the Old World with the new by the laying of the first Atlantic cable and, later, by the erection of the Marconi wireless station.

Ordnance Training Centre

The new year found the Ordnance Training Centre of *Stadacona* a beehive of activity with a full program of classes, trade tests and sports to keep the staff working at capacity.

The latest addition to the branch is a welcome transfusion of young blood from HMCS *Cape Breton* in the form of five able seamen apprentices, Bruce Sine, of Peterborough, Ont.; Howard Nichol, of Vancouver, B.C.; Douglas



HMCS York provided a colorful display at the Toronto Military Institute's "Museum Night" at the Institute January 27. The display, shown here, featured models of the Navy's new destroyer escort, and latest types of aircraft, besides some older equipment, such as Drake's ship, the *Golden Hind* and a Flower-class corvette, at left.

Kelly, of Winnipeg Beach, Man.; Pete Hill, of Ottawa, Ont., and Vern Schwager, of Saskatoon, Sask.

This is the first group of apprentices to try their hand at the intricacies of ordnance maintenance and the staff of the Ordnance Training Centre wishes these budding machinists every success in their chosen field. The class is now busily engaged in delving into the construction and maintenance of guns and

mountings, with CPO Murray Demone as their instructor.

The annual Ordnance smoker, held recently in the Chief and POs' Mess, *Stadacona*, was a well-attended success. Consideration is being given to making the smoker a semi-annual social function, it being felt that these friendly get-togethers do much to further the spirit of fellowship. The smoker afforded the opportunity for all present to extend congratulations and best wishes to Ordnance Lieut.-Cdr. F. E. Barlow, officer-in-charge of the OTC, on his recent promotion.

HMCS D'Iberville

During the week before Christmas the harsh barks of petty officers on *D'Iberville's* drill deck gave way to the shrill shouts and laughter of the ship's seasonal party guests.

On the Tuesday before the holiday, 50 youngsters from Youville Orphan Asylum and another two score from needy English-speaking families in Quebec City were treated to "sugar and spice and everything nice" as served up by CPO B. M. Lavoie and his aides.

The following afternoon the "proud papas" of the ship's company were hosts to their starry-eyed moppets. Both groups were entertained by a talented ballet troupe (ages three to ten) from the Twentieth Century Studio under the able direction of Miss Jeannine Noreau.

January 30 saw a happy blending of RCN spirit and carnival gaiety as *D'Iberville* unveiled her ice artistry. In



Some of Montreal's younger set recently looked over the training facilities at HMCS *Donnacona*. CPO W. N. Thomson and Wren Joan Shackell are seen discussing whaler sailing with Sea Cadet Edward Hurdle and Sea Ranger Debbie Davies. (ML-1865)

a ceremony presided over by the king of the Winter Carnival revels and a bevy of fetching carnival queens, an eye-catching model destroyer was "christened".

The vessel was the RCN's contribution to the hundreds of pieces of ice sculpture that transformed Quebec City into a sparkling winter wonderland.

Preceding the "launching", the king and his formidable cortege were the guests of HMCS *D'Iberville's* officers' mess. From there the party set out in horse-drawn sleighs for George V Square, scene of the ceremony. There, Lieut. Derk Arnould and a squad of hardy new entries had teamed up with the elements—at times over-co-operative—to erect a 40-foot model destroyer that won the plaudits of all who saw it.

NAVAL DIVISIONS

HMCS *Hunter*

Something new has been added to *Hunter* with the formation of a glee club which practises every Thursday evening while the rest of the ship's company is busy with "sports night".

The glee club is under the direction of CPO Bernard Leshley of the band. CPO Leshley is the organist at All Saints' Anglican Church in Windsor and is an accomplished musician. It is hoped the glee club will be sufficiently proficient to provide some special numbers at the next band concert.

The ship's company had a busy time preparing for the annual inspection March 15 by Captain F. B. Caldwell, Chief of Staff to the Commanding Officer Naval Divisions.

Also on the calendar for March were the mess dinner on the 5th and a ship's company dance on the 11th.—R.M.P.

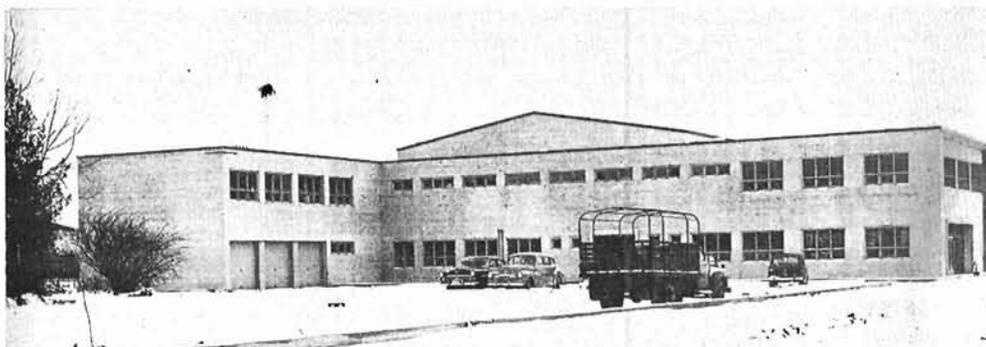
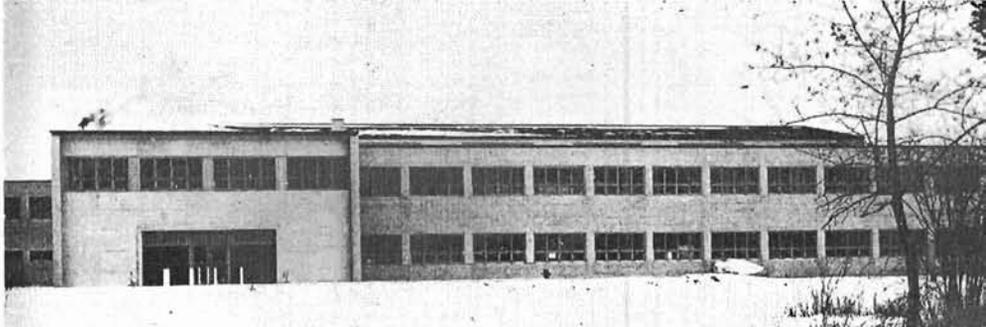
HMCS *Queen*

The transfer of *Queen* to the new building has at last been effected.

The RCN staff with voluntary assistance from RCN(R) personnel managed the task in record time. During this period *Queen* managed to hang the "business as usual" sign out on drill nights, and even managed to increase the tempo on the social side with two ship's company dances, one in December and the other in February.

Credit for the major part of the change-over goes to the regular force staff under the able direction of PO G. A. Grainger. The gunnery department with PO P. M. "Dolly" Doyle at the helm had range activity under way before the paint was fully dry.

Now that the Regina naval division has a home to be proud of, interest



After making the best of "temporary" huts, left over from the Second World War, HMCS *Queen*, the Regina naval division, at last has a permanent home, plus water frontage on Lake Wascana. Before the war, the division shared the Regina Armouries; during it, headquarters were in the Wascana Winter Club building. In recent weeks, the division has completed the move to the new building, three views of which are shown here. (O-7612; O-7614; O-7611.)

and activity in connection with reserve training is expected to reach new heights.

While the new divisional headquarters will not be dedicated until later this year—to coincide with the Golden Jubilee of the province of Saskatchewan—*Queen* has already been the scene of a christening.

The first such event took place in the new barracks on January 9 when Brenda Harriet, the infant daughter of Lieut. Benjamin N. Weber, Staff Officer (Administration) and Mrs. Weber was christened by Chaplain (P) Norman R. Sparks.

Departures from Regina have included Petty Officers J. G. Boyd, G. A.

Grainger and N. E. Richardson. New-comers are Chief Petty Officers M. J. Brunett and R. A. Aitken, Petty Officers J. H. Turner and S. A. Escott, and AB Ronald Bailey.

HMCS *Queen Charlotte*

On the evening of February 10, a farewell smoker was held in the newly re-decorated seamen's mess in honour of Ldg. Sea. Howard James who was recently drafted to *Shearwater*.

It was largely attended by his many friends—made over the past 18 months, who were determined to give him a good send-off. A toast was proposed by Ldg. Sea. Ed Banks, and Ldg. Sea. James responded with a short speech. This was followed by a general sing-

song accompanied by guitar music from AB James MacEachern, AB "Trapper" Forbes, and Ord. Sea. Lyman Moore.

An enjoyable lunch was served later in the evening, and the smoker was voted a tremendous success by all attending.

Honoured guests for the occasion were Lieut.-Cdr. J. N. Kenny, commanding officer, *Queen Charlotte*, and Lieut. J. Clapton, staff officer.

HMCS York

Wren J. E. Fraser was awarded the supply officer's prize recently at *York*.

The cash award and a *York* lapel pin are presented twice each year to the man or Wren of the Supply Branch serving on the active list of the division who is adjudged to have made the greatest contribution to the supply branch and the division. Wren M. E. Gillham received a runner-up cash award.

Both presentations were made by the Commanding Officer, Captain R. I. Hendy, before members of the ship's company.

The division provided a colourful display at the Toronto Military Institute's "Museum Night" held at the Institute on January 27. The display featured models of the Navy's new destroyer escort, and latest types of aircraft, besides some of the older equipment such as models of Drake's *Golden Hind* and a Flower-class corvette.

HMCS Scotian

The East Coast naval division at Halifax, HMCS *Scotian*, has had a new training tender since November 1. She is the new 390-ton coastal minesweeper HMCS *Quinte*, commissioned October 15 at Port Arthur, Ontario. She was to leave Halifax on March 11 for Caribbean and southern U.S. ports with the First Canadian Minesweeping Squadron.

Lieut.-Cdr. Daniel P. Brownlow, 34, of Edmonton and Halifax, commands the *Quinte*. He entered the Navy as an ordinary seaman in 1939, and was promoted sub-lieutenant in 1943 following service in the North Atlantic. For the remainder of the war he was on the staff of the naval officer in charge of Saint John, N.B., and served as officer in charge of the communications station at Mispic, near Saint John.

Since the war, Lieut.-Cdr. Brownlow has had several sea and shore appointments, and served on board the *Huron* during her second tour of duty in Korea. His most recent appointment was as commanding officer of the *Granby*, which the *Quinte* replaces as tender to *Scotian*.



Although he has not yet had the opportunity of visiting the distant worlds of Mars, Pluto, Ceres or Venus which are the stamping grounds of his comic-strip namesake, PO Charles "Flash" Gordon does get around. Last summer (brr) he was photographing icebergs, walruses and polar bears from convenient ice flows. This winter (whew) he was training his camera on palm trees, coral-fringed shores and other tropical delights. That's what comes of being a naval photographer and liable to draft to the Labrador on an Arctic expedition at one time of the year and to the Ontario on a winter training cruise at another. (LAB-271; OT-2074.)



THE NAVY PLAYS

Navy Hoopsters Unbeaten Champs

The Tri-Service Basketball League comprised of teams from Navy, RCAF, Comox, RCAF Sea Island, Army Chilliwack and Army Esquimalt Garrison, drew to a close on February 27, the Navy taking the championship without knowing the taste of defeat.

In league play each team played a total of eight games on a home-and-home series basis. Throughout the entire league schedule the Navy representatives remained unbeaten. In the playoffs with RCAF Station Comox the RCN maintained its undefeated record, winning by a close margin in the home-and-home final series.

In a pre-season invitation tournament hosted by HMCS *Naden* the Navy aggregation won out in a double elimination series in which all services were

represented by two teams. The following were members of the team:

CPO William Stanley Gordon James, Ldg. Sea. Frederic Harvey Eggleton, AB Charles Alfred Doig, AB Adam James Smith, Ord. Sea. Gerald Ernest Vowles, PO John Shelton, Ord. Sea. Gerald King Mulholland, AB Alexander Girvan Peden and AB Donald Howard Little.

Chief and POs Top Volleyball

A five-team volleyball league is halfway through a heavy schedule at Hunter, the Windsor naval division, with the chief and petty officers' team at present leading the league.

Judo instruction is given to interested members of the ship's company each Thursday evening by Mitchell Kozma of the Windsor YMCA.

Twenty players are also turning out each sports night for the basketball team. Games are being arranged with teams in Windsor league.

Ontario Out-Swims New Zealand Team

By a point score of 72 to 32, a nine-man team from the *Ontario* beat a Royal New Zealand Air Force team in a challenge swimming meet at Suva, in the Fiji Islands. It was one of several sports events arranged for members of the ship's company during a four-day stay at Suva.

PO Gordon Lawrence, Victoria, former star of that city's internationally known YMCA Swimming Club, and Ldg. Sea. John Parent, also of Victoria, proved to be pillars of strength for the RCN contingent. Both captured points in free style, breast stroke and back stroke events.

The aquatic contest was staged in the open-air, salt-water pool of the Suva Swimming Club described by most of the Navy's competitors as having the saltiest water in which they had ever raced. Other members of the *Ontario's* team were Lieut.-Cdr. Michael Patterson, Toronto; Sub-Lt. Garry Ernst, Halifax; PO Robert Garrioch, Winnipeg; Naval Cadet Maurice Robins, St. Hyacinthe, Que.; Ldg. Sea. Thomas McGuire, Toronto; AB Clarence Currie, Bridgeport, Ont., and AB Ronald MacKenzie, Welland, Ont.

Lauzon Makes It Three Straight

Hockey has provided a subject of interest in the *Lauzon* as the ship's hockey team has proved itself, losing the first game to the *Toronto* 7-4, then winning the next three against the *Algonquin* 9-7, *New Liskeard* 11-2, and *Pentang* 7-3.

Unicorn Has Big Sports Program

Hockey, basketball, volleyball, curling, target-shooting, badminton!

You name it and sports officer, Sub-Lt. C. J. "Chuck" Meagher, RCN(R) can probably fit you in on the recreation of your choice as part of the most vigorous sports program seen in years aboard HMCS *Unicorn* in Saskatoon.

As in past years, it's the Navy-sponsored basketball team that's getting the



HMCS *Naden's* undefeated hoopsters in the Tri-Service Basketball League are shown here. Front row (left to right): PO John "Dick" Shelton, London, Ont.; Ord. Sea. Gerald K. Mulholland, Winnipeg; CPO W. Stanley James, Victoria; Ord. Sea. Gerald E. Vowles, Powell River, B.C., and AB Adam J. Smith of Winnipeg. Back row: AB Alexander G. Peden, Edmonton; AB Don H. Little, Chilliwack, B.C.; Lieut. (P & RT) R. P. Mylrea, team manager; AB C. Alfred Doig, Vancouver; Ldg. Sea. Frederick H. Eggleton, Lindsay, Ont., team coach. (E-30448)

ship its sports headlines. With the schedule near the half-way point, the high-scoring quintet, which wears *Unicorn* colours, looks like a shoo-in to repeat as champions of the Saskatoon Basketball League. So far the Navy hoopsters have dropped only one of nine league games, and that by a whisker.

Their total won-and-lost record, including exhibition games stands at ten and three on the season's play. Team manager Lorne Ellis thinks his charges are a sure thing to cop the provincial honours they so narrowly missed last year.

Also holding their own against stiff opposition in the Saskatoon Commercial League are *Unicorn's* puck chasers. Eight members of the ship's company have caught regular berths on this year's hockey team. Their league record to date is two and two.

Unicorn's team recently made one of its few "road" trips of the season, journeying to Vonda, 40 miles from Saskatoon, to play an exhibition game against the Saskatoon RCAF Station's squad as the main attraction at the official opening of the Vonda Memorial Arena.

As has been the case since the new indoor rifle range in *Unicorn* was opened in the fall of 1953, rifle shooting is an increasingly popular sport with everyone, including Wrens, in the ship's company.

Due largely to the considerable efforts of Lieut. Alex Rowney, the ship's training officer, a Navy rifle association was organized, late in the fall.

Sub-Lt. Ken Bishop, RCN(R) has taken over responsibility for activities of the association since it was formed. A *Unicorn* team has been entered in the annual fall and winter competition sponsored by the Saskatoon Services Rifle Association and to date is still very much in the running.

In addition, members of the association get in regular practice sessions and are also engaged in individual inter-association matches.

On the general sports scene, Lieut. Meagher is at the moment deep in detailed plans for a ship's company sports invasion of Regina immediately following the official opening of HMCS *Queen*. The inter-divisional competition will see *Queen* and *Unicorn* teams competing in curling, hockey, badminton, rifle shooting and volleyball.

Also in the planning stage are a number of divisional sports nights.

Bangor Pucksters Out in Front

The combined hockey team of the *Digby* and *Brockville* has been giving a good account of itself during the



The Directors Cup of the Naval Officers' Associations of Canada, Toronto branch, was presented to Lieut.-Cdr. T. A. Welch, RCN(R) (Ret'd), by Cdr. L. D. Stupart, executive officer of York, at the annual sailing night in the Toronto naval division. The trophy is presented annually to the skipper of the winning whaler in a race between active and retired officers of York.

winter, while the two diesel escorts are undergoing refit at Esquimalt. The ships' companies have been able to take part in numerous sports and to distinguish themselves, particularly on the ice.

The first game of the series was won by the *Cayuga* hockey team 2-1 against *Digby-Brockville*. The second game was carried by the *Digby-Brockville* team 7-3 on a return game against the *Cayuga*. The third game, against the *Athabaskan*, was again won by the *Digby-Brockville* combination 5-1, so that the latter combined team is on top and, according to PO W. B. Pinkos, *Digby-Brockville* coach, they expect to stay there now that some earlier lack of organization has been ironed out.

Outstanding players on the leading team were Ord. Sea. W. J. Feist, AB D. G. Downey, Ldg. Sea. E. J. Bellefontaine and Ldg. Sea. J. Fortin, while leading in goal scoring are defencemen AB E. Woods and Ldg. Sea. O. S. Coulter.—W.P.M.S.

Shearwater Lags In Hockey League

In tri-service hockey the following are results to date in the Tri-Service League: *Shearwater* vs. *Cornwallis* 3-4; *Shearwater* vs. *Army* 0-3; *Shearwater* vs. *Stadacona* 5-3; *Shearwater* vs. *Stadacona* 4-8, and *Shearwater* vs. *Stadacona* 3-3.

In inter-part hockey in the 15-team league, VT40 are leading with six points, followed by School of Naval Air Maintenance with four points.

In the city volleyball league, *Shearwater* is holding down fourth place with nine wins and six losses, a percentage of .600.

In the last basketball game played in the Halifax and District League, *Shearwater* bowed to Studley 78-108. In an exhibition game against Greenwood, *Shearwater* took the back seat again by 50-47.

Naden Boxers In Keen Bouts

The Naden Boxing Club Team made a good showing in the Pacific Northwest Championships held in Vancouver, January 28-29.

Coached and managed by CPO Thomas W. Rayson, the RCN representatives matched punches with a more experienced team of army boxers from Fort Lewis, Washington.

AB Ira Lefebvre reached the finals in the featherweight class, and received the runner-up award for the Diamond Belt. After a fierce fight AB Gerald Robidoux was finally defeated by Abe Limiras, Fort Lewis, the 1953 Tacoma Golden Gloves champion.

A five-man team from *Naden* represented the RCN at Port Alberni in the annual Athletic Association Boxing Tournament, February 4. AB R. A.

"Buddy" McDonald reached the finals before he was outpointed by a narrow margin, by Dave Sandburg, classy Island pugilist.

More recently in Seattle in the Seattle P.I. Golden Gloves Tournament for the Pacific Northwest Championships, Ldg. Sea. Trent W. Ketcheson represented the RCN in the 165-pound class. The 1953 Canadian middleweight champion lost an unpopular split decision in the semi-final event to L. Hayes of Fort Lewis.

The crowd clamoured for a return match which is being arranged, perhaps for "King's Ring", KING television, Seattle, in a few weeks time, according to coach CPO Thomas W. Rayson. The energetic instructor was also keeping his boys in trim for the provincial Golden Gloves Tournament in Vancouver March 25-26 and had high hopes for a winner in at least two events.—A.J.C.

Navy Out Front In Garrison Shoot

The RCN's Atlantic Command was well represented when the first match of the 1955 season of the Halifax Garrison Indoor Rifle League was fired on January 14, with seven teams in the



CPO Thomas W. Rayson, coach and manager of the Naden Boxing Team, shown in the ring instructing AB Gerald J. Robidoux (left), and AB Ronald A. McDonald. Watching along the ropes (left to right) are AB Louis Smith, AB John Thompson, Ldg. Sea. Trent W. Ketcheson, AB Donald F. Akers, AB Harold R. Roberts, and AB Theodore D. Herrington. (E-30204)

senior division and 12 teams in the junior division.

There are two teams from *Stadacona* and one team from *Shearwater* shoot-

ing as seniors, and one team from *Stadacona*, one from *Shearwater* and three from the *Magnificent* in the junior league.

The Navy put up a fine effort in both divisions with seniors taking first and second place and juniors taking second and third place.

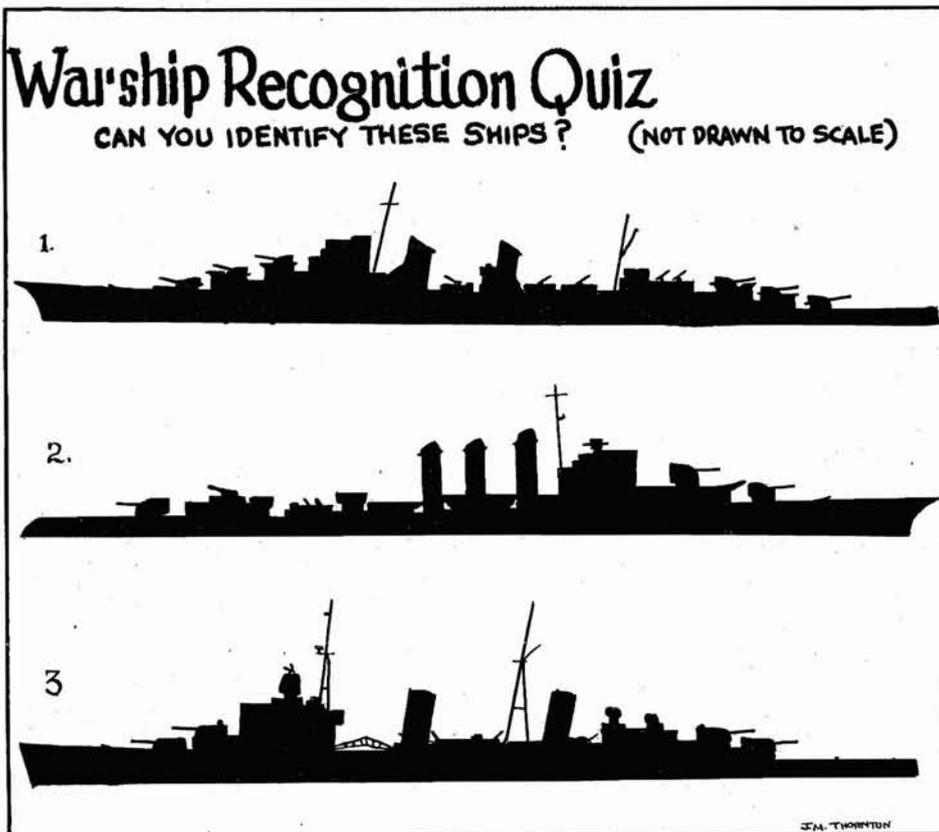
Stad Defeats Studley Grads

In the Halifax and District League, the *Stadacona* representative basketball team pulled the props out from under the highly-touted *Studley Grads* on January 17 in a fast and rugged game. Until this upset the *Grads* had been undefeated and were probably a little over-confident.

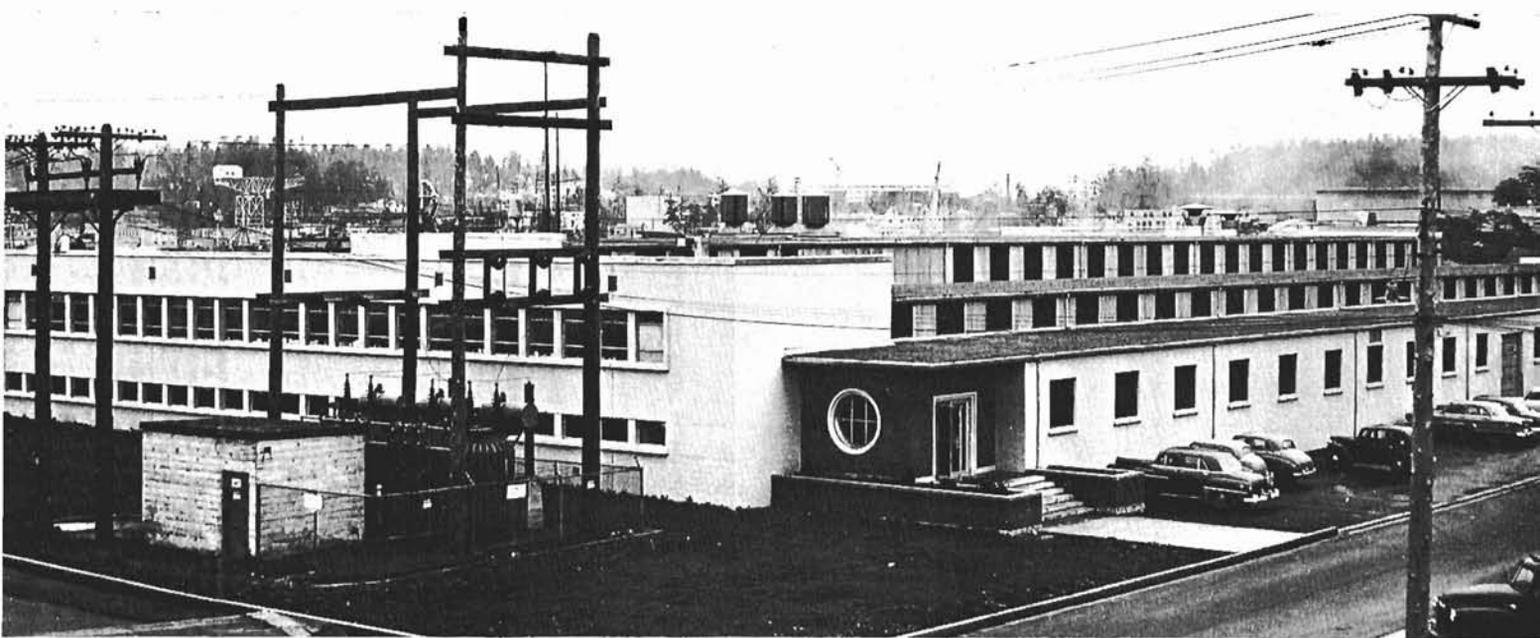
The biggest point-getter was Lieut. (SB) Scott Henderson, team captain, who made 17 of the 48 points for the winners. This was made possible by the strong defence and close checking of the team. They were spurred on by CPO Bob Coe who kept the *Grads'* star players Lorne White and Dixie Walker busy all by himself. Final score *Stadacona* 48, *Studley* 39.

Albro Lake Wins Two Out of Three

The Albro Lake Naval Radio Station hockey team is enjoying considerable success, having played three games and won two by a good margin.



(Answers on page 28)



The new Electrical Workshops building at HMC Dockyard, Esquimalt, opened January 28 by Commodore (L) W. H. G. Roger, Electrical Engineer-in-Chief at Naval Headquarters. (E-29877)

THREE SHOPS UNDER ONE ROOF

Esquimalt Electrical Work Centred in New Building

A new Electrical Workshops Building to house, under one roof, all electrical and electronic activities in the naval dockyard at Esquimalt, was opened January 28 by Commodore (L) W. H. G. Roger, Electrical Engineer-in-Chief at Naval Headquarters, Ottawa.

Construction of the new building began in September, 1953. General Contractor of the project was J. A. Pollard Construction of Victoria. Cost of the building was over \$800,000.

Under the supervision of Commodore (E) B. R. Spencer, Superintendent of HMC Dockyard, and Cdr. (L) S. E. Paddon, Manager Electrical Engineering, all major electrical and electronic installations and repairs to HMC ships in the command will be carried out through the facilities of the new electrical workshops. These include repairs to radio, radar, sonar, weapon control, motors, generators and intercom equipment. In addition, this establishment is responsible for all electrical maintenance of naval shore establishments and repair and maintenance of power distribution and live communications facilities within the command.

The total enclosed space is 55,400 square feet, approximately four-fifths of which is working space and the remainder is for the administrative and service section. The working spaces include machinery, electronic work-

shops, crane and vehicle ways, stock and tool rooms and storage spaces. In the administrative and service section there are first aid room, washrooms, lockers, showers, offices and lunch room.

Electrical supplies of more than a dozen different voltages and frequencies can be provided covering every requirement of electrical and electronic work. When completely equipped the new building will be the latest in electrical workshops.

Commodore Spencer, who introduced Commodore Roger, said that at least as early as 1948 it was fully realized that the facilities for electrical work, electronics and shore electrical maintenance were inadequate.

The electrical workshop was housed on the second floor of the wooden shipwright shop in a small and congested space. The electronics workshop was in the building which served as the Royal Naval College of Canada at the end of the First World War and which was already old then. It later became the naval armament depot and later still the asdic storehouse before becoming the electronics workshop.

The shore electrical maintenance workshop was in an old building originally built for the Department of Transport as a maintenance shop for their radio services. It did duty as the Mechanical Training Establishment during the Second World War.

Commodore Spencer pointed out that in 1948 these buildings and their inadequate facilities service seven warships and 21 auxiliary vessels and harbour craft. By 1955, a total of 17 warships and 23 auxiliary vessels and yard craft were dependent on the same facilities. The work had, in fact, just about tripled, because of the increased amount and complexity of electrical equipment on board ship.

The new building, he said combined under one roof the three electrical workshops, making for increased efficiency in administration and the avoidance of duplication of facilities and services.

"Canada has taken upon her shoulders the responsibility and commitments of building up a modern navy," Commodore Roger said. "Our objective is to turn out and maintain ships that can operate effectively no matter in what select company and where duty may call them.

"The building and equipping of this new shop is evidence that we take these responsibilities seriously. We hold that the place to find out weakness in equipment is on the test floor and NOT in the middle of an ocean or a battle, if we can help it. We are confident that this shop will play its valuable part in helping our ships to be a credit to our country, our navy and ourselves."

LOWER DECK PROMOTIONS

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

ADDERSON, John W. P2EM2
 AGGETT, Roger G. LSCV1
 ANDERSON, Michael W. LSAF1
 ANDREWS, Gordon G. LSRN3
 ARCHIBALD, Walter. LSCV1
 ATKIN, Charles E. LSCS2
 ATKINS, Ambrose A. LSCS2

BARKHOUSE, George A. LSCS2
 BARNES, Gordon K. LSCV1
 BARR, Hubert T. LSCS2
 BARTRAM, Ronald E. P2CR2
 BELLEAU, Gerald A. LSCV1
 BLAIS, Wilfred J. LSOM2
 BLAKEY, Stanley E. LSMA1
 BOHN, Thomas E. P2CV2
 BOURREL, Marcel J. LSSW1
 BOUTIN, Joseph A. P2SW2
 BRAND, William. C2NS3
 BRANDER, Walter E. P2TD2
 BRISTER, Charles E. LSBD1
 BROWN, John M. LSCR1
 BURGESS, David M. LSCS2

CAKE, David G. LSCR1
 CAMBRIDGE, Donald J. P1CK2(NQ)
 CAMPBELL, Ronald P. P2EM2
 CARNAHAN, John W. LSCV1
 CAVAN, Leonard J. P2CV2
 CEDERLUND, John W. LSCV1
 CHAMBERS, Francis J. LSLM2
 CHRISTMAS, James R. LSCS2
 CHUBB, Peter. LSCV1
 CHURCH, Alvin E. LSCR1
 CLARKE, Warren C. LSCR1
 CLARKSON, Henry L. P2NS2
 COCHRANE, Paul R. LSLM1
 COFFILL, Gerald H. P2CR2
 COLTER, William A. P1AW3
 CORMIER, Francis E. P2CS3
 CRAIG, Donald P. P2CK2
 CROMBIE, Ernest W. LSSW1
 CROUSE, Linburn E. LSCM1
 CRUIKSHANK, George K. P2CS2
 CURRY, Donald G. LSCV1

DALE, Terence L. LSCV1
 DEAN, Raymond A. LSCS2
 DEMPSTER, William A. LSCV1
 DERRY, Roy V. P2BD2
 DeVRIES, William P. LSLM2
 DIXON, Leonard J. P2CS3
 DOUCET, James G. LSCS2
 DUBINSKY, Fred. P1NS3
 DUNCAN, James A. LSCV1
 DUNN, Eugene A. LSNS1
 DUNN, William J. P2CK2

EARLE, Clyde W. P1SW3
 ELDRIDGE, Gareth J. LSCS3

FALLAHAY, Ronald J. P2RN3
 FETTER, Edward C. LSCR1
 FINCH-FIELD, Ronald C. P1PW3
 FITZGERALD, Ernest. P2PW2

FLOCK, Hugo W. P1ER4
 FORSYTH, William R. LSCR1
 FORTIN, Jules J. P2MA2
 FRASER, Fred. P2CV2
 FRAWLEY, Robert H. LSCR1
 FREEMAN, George F. P2CR2
 FRIIS, George A. LSCV1
 FURZECOTT, William J. LSCR1

GAGNON, Maurice J. P2AW2
 GEHMAN, Langdon W. LSLM2
 GELINAS, Ernest L. LSCR1
 GILES, Norval E. P1CK3
 GILSON, Percy R. LSCS2
 GRAY, Edward W. P2NS2
 GREEN, Simon. LSOM2
 GRIMSHAW, Ernest W. LSCS2
 GUILBAULT, Eugene E. P2BD2
 GUY, Mervin R. LSCV1
 GUY, William O. LSCV1

HAMILTON, Clark C. LSCV1
 HANCOCK, Eric W. P2SW2
 HARRIS, Frederick L. P1SH4
 HAYMAN, Gordon T. P2SW2
 HECIMOVICH, Joseph S. LSRW3
 HEDDINGTON, Thomas E. LSCV1
 HENDERSON, David J. LSCV1
 HENRY, Walter G. LSOM2
 HEON, Gaston J. LSSW1
 HERRON, Robert C. P2EM2
 HLASNY, Stephen G. LSRP1
 HOLMES, James D. LSCR1
 HOMOUTH, Robert B. LSCS2
 HOUNSELL, Llewellyn. P2SW2
 HUME, Thomas W. C2CV3

INGLIS, Cecil A. LSMA1

JOYCE, Ronald V. LSCR1

KENNEALY, Timothy J. LSCS2

LACHANCE, Nelson J. P1SW3
 LAMONTAGNE, Pierre J. P2EM2
 LANDA, Gerald H. LSCV1
 LANE, Donald A. LSCS2
 LATULIPPE, Robert J. LSCR1
 LAWLER, Karl E. P2EM2
 LEHMAN, Ronald J. LSSW1
 LELLIOTT, William T. LSCV1
 LEONARD, Thomas J. P2MA2
 LIZOTTE, Rosaire J. P2SW2
 LLOYD, Carl P. LSCS2
 LOGAN, Malcolm T. LSCR1
 LOWTHER, Thomas W. LSCR1
 LYON, Howard D. P2SW2

MALLETT, George H. P1ER4
 MARTINEAU, Joseph N. P2BD2
 MAYOTTE, Lorne D. P2BD2
 MEADOWS, Robert E. C2CV3
 MURPHY, Barry J. P2CV2
 MURRAY, Edwin S. LSCV1

MacDOUGALL, Gordon W. LSCV1
 MacQUARRIE, Walter A. P2AC2
 McCALLUM, Graham. LSCS2
 McCULLAGH, Robert J. LSCV1
 McCULLOUGH, James A. P1ER3
 McCURRACH, Arthur. LSCR1
 McLEAN, Robert M. LSCV1

NEVE, John N. P2SW2
 NOSEWORTHY, Frank A. P2EM2

O'LANEY, Ranney S. P2SW2
 O'NEIL, Robert K. P2ED3
 O'NINN, John T. LSQR1
 ORMSHEE, Leslie C. P1SH4
 ORR, Robert J. P1ER4

PANTELUK, Peter. LSCR1
 PAQUETTE, Gaston J. P2SW2
 PATTISON, Robert O. P2EA3
 PAYEUR, George J. P1PW3
 PERRY, Gordon A. P1CK3
 POCKETT, Cecil V. LSBD1
 POITRAS, Everett J. P2MA2
 PRÉECE, James. LSCS2
 PROCTOR, Alan F. LSCV1
 PROKIPCZUK, George. LSCV1
 PURDY, Robert L. LSCS2

REDDEN, Ralston V. P2NS2
 REEVES, Harold. P1SH4
 REMPEL, Gordon R. P2LA2
 RENAUD, Philip E. P2BD2
 RITCHIE, Lyle E. LSEM1
 ROBERTSON, Arthur M. P1NS2(NQ)
 ROGERS, Joseph H. P1AW3
 ROGERSON, Joseph R. LSCR1
 RUMSBY, Nelson L. P2CK2
 RUSSELL, Bruce L. P1VS2(NQ)

SCHLEEN, Donald C. P1NS2(NQ)
 SENUIK, Maurice A. LSCR1
 SEWARD, William K. LSCR1
 SHERBER, John J. P2SW2
 SHEWCHUK, William J. LSSW1
 SIEMINOWSKI, Edward T. LSCR1
 SIMISTER, Robert T. LSCV1
 SLASOR, Robert H. P1ER3
 SMITH, Donald B. LSLM1
 SORETTE, Gordon H. LSAC1
 SQUIRES, Gordon P. LSCR1
 STOBBS, Thomas W. P2SW2
 SUTHERLAND, George. P2CR2
 SUTHERN, Reginald G. LSRD3

TAKOFF, Brian D. LSCV1
 THOMPSON, Frederick G. LSRP1
 TILBURY, Kenneth L. C1WR4
 TOURANGEAU, Charles J. LSMA1
 TURGEON, Armand J. P2QM2
 TURNER, James H. P2PW2
 TWETER, Robert L. LSLM1

VERMETTE, Raymond W. LSCV1
 VINCENT, Dennis M. LSCR1

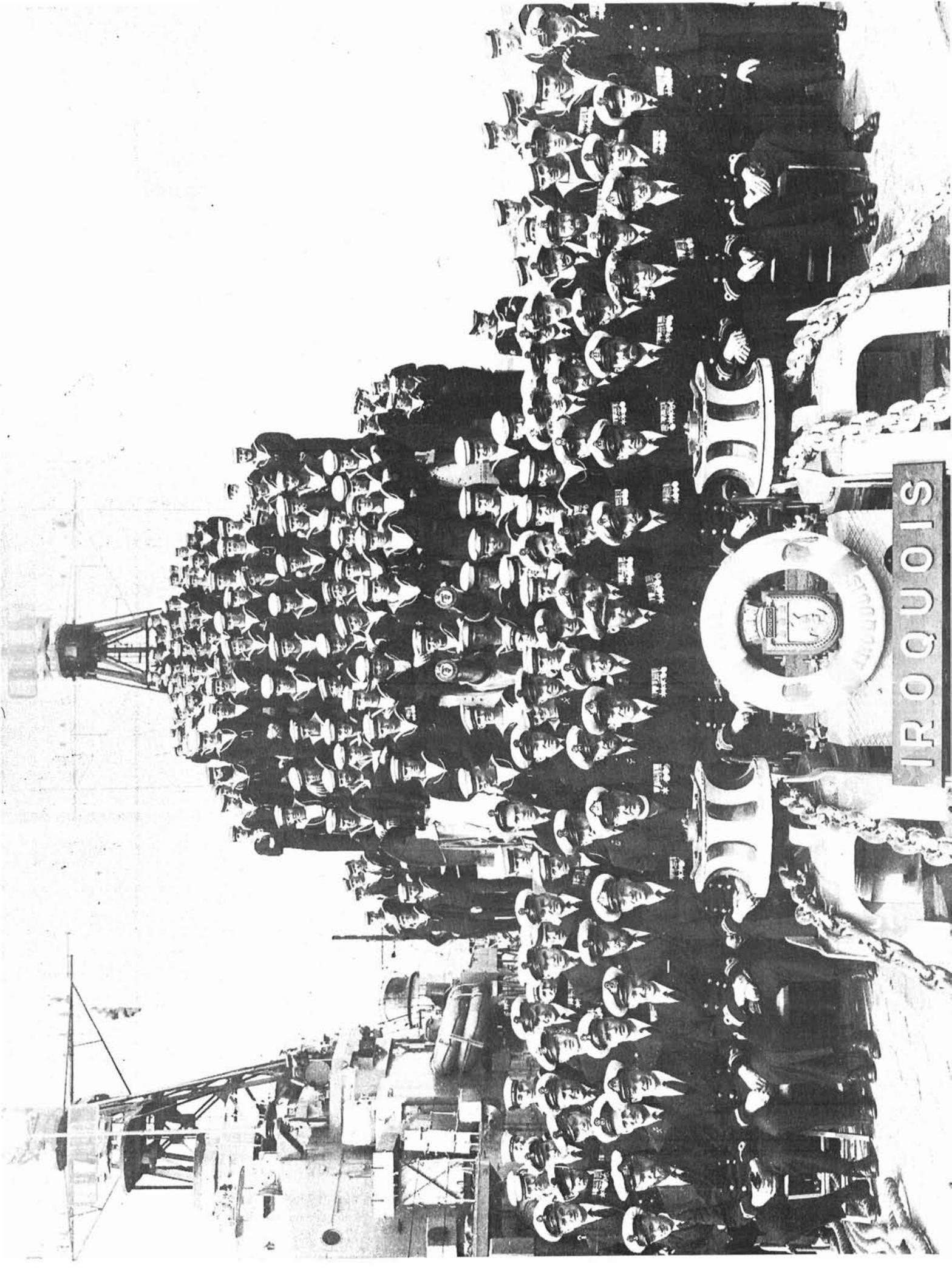
WADDELL, Wilfred A. LSCS2
 WAGNER, Edward D. LSCV1
 WALKER, Douglas W. C1CS4
 WALLER, James. C2CK3
 WALTER, William I. LSCS2
 WATKINS, Ross J. LSCV1
 WATSON, Andrew P. P2PW3
 WEST, Frederick I. P2CS3
 WHITE, Raymond P. LSCS2
 WILLARD, Teddy J. LSKC1
 WILLIAMS, James A. C1CS4
 WILLIAMS, James J. P2SW2
 WILSON, Frederick W. LSCV1
 WILSON, Henry G. LSCS2
 WRATTEN, John G. P2EM2
 WRIGHT, Allen F. P1SW3
 WRIGHT, William S. LSCS2
 WUSCHENNY, Alexander. LSCS2
 WYNN, Howard A. P1NS2(NQ)

WARSHIP RECOGNITION QUIZ

1. Spanish cruiser Mendez Nunez.
2. French destroyer L'Alcyon.
3. HMS Belfast, cruiser.

ON THE OPPOSITE PAGE

Family portrait taken on board the Iroquois in Hong Kong as she began her voyage home from Korean patrol duty. (IR-615)



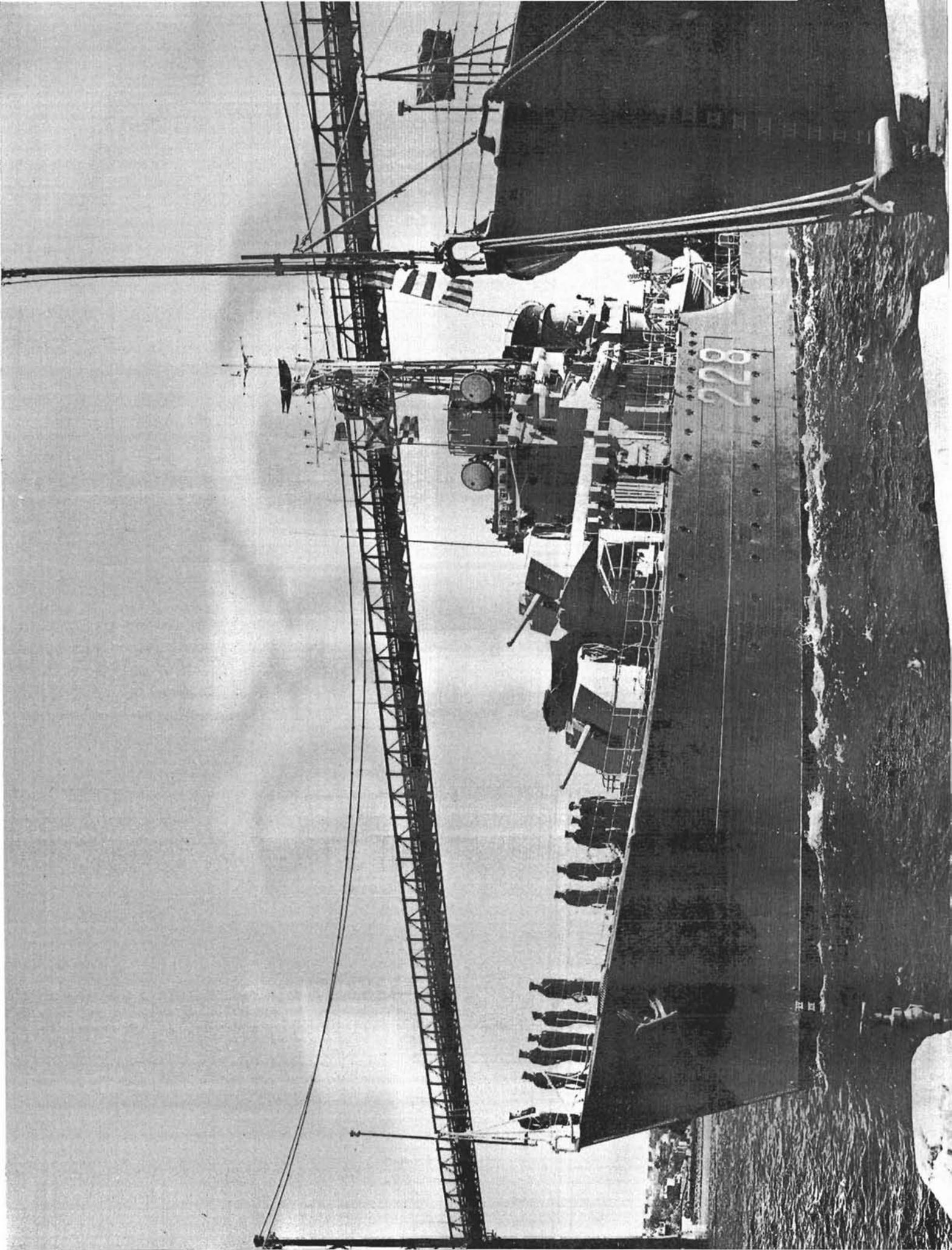


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The CROWSNEST





The CROWSNEST

Vol. 7 No. 6

THE ROYAL CANADIAN NAVY'S MAGAZINE

APRIL, 1955

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LADY OF THE MONTH

The change from West Coast command to East Coast is symbolized in the picture on the opposite page of HMCS *Crusader* as she passed under the Angus L. Macdonald bridge in Halifax on her way to HMC Dockyard. At the right is the bow of the frigate *Sussexvale*, which has been commissioned by the officers and men who brought the *Crusader* to Halifax. The *Sussexvale* will join the Second Canadian Escort Squadron at Esquimalt.

First commissioned in the Royal Canadian Navy on November 15, 1945, the *Crusader* sailed from the United Kingdom for Esquimalt where she arrived in January 1946.

After five years in the Reserve Fleet, the *Crusader* rejoined the active fleet in 1951 and that same year had the honour of carrying Her Majesty Queen Elizabeth (then Princess Elizabeth) and the Duke of Edinburgh to and from Vancouver Island during the Royal Visit.

In 1952, the *Crusader* sailed from Esquimalt on her first tour of duty in the Korean war theatre and bagged four-plus enemy trains for the "train-busting" championship of the UN fleet. She returned from her second tour in Korean waters last September. (HS-35182)

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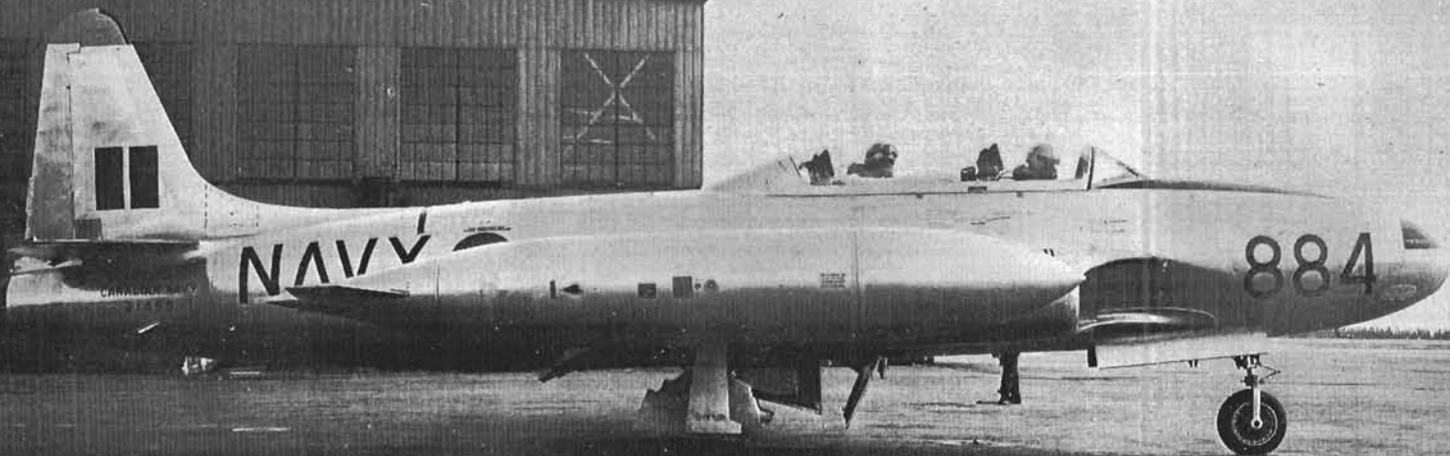
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THE QUEEN'S PRINTER,
75 St. Patrick Street,
Ottawa, Ont.

Cover Photo—At this stage of the proceedings, *Venture* Cadet M. D. Irvine, of St. Mary's, Ont., a long way from home and none too close to the terrestrial globe, may well have been mentally revising the song "Clancy lowers the boom" into a sort of prayer to fit the occasion. The photograph was taken during a boatwork training period while HMCS *Ontario* was anchored in Platypus Bay, Queensland, Australia. (OT-2117-V)



RCN NEWS REVIEW

One of the T-33 jet trainers now in service at Shearwater to prepare personnel for the advent of F2H3 Banshee all-weather jet fighters. (DNS-13506)

Oceanographic Station Opened

HMCS *Shelburne*, the Royal Canadian Navy's section of the joint RCN-USN oceanographic research station at Shelburne, Nova Scotia, was commissioned on April 1. Lieut.-Cdr. R. L. Ellis is commanding officer of the Canadian establishment.

The station will provide information on ocean currents, temperature and salinity and data for oceanographic surveys being carried out by the two navies.

Sweepers on W. Indies Cruise

Ships of the First Canadian Minesweeping Squadron were on the last leg of their spring cruise to the Caribbean and southern United States ports late in April.

By the time the *Gaspe*, *Trinity*, *Un-gava* and *Quinte* return to Halifax on May 1, they will have visited Bermuda, St. John's, Antigua; Bridgetown, Barbadoes; Port au Prince, Haiti; Nassau, Charleston, S.C. and Yorktown, Va.

Huron, Iroquois Back from East

HMC Ships *Huron* and *Iroquois* returned to Halifax from the Far East on March 19, leaving the *Sioux* to represent the RCN in the Korean theatre.

The *Huron* and *Iroquois* left Hong Kong in mid-January and by the time they arrived at their home port they had visited no fewer than ten cities in eight countries. They included Singapore, Colombo, Cochin and Bombay, Karachi, Aden and Port Said, Malta, Gibraltar and Ponta Delgada.

During their visit to India, Acting Captain J. C. Pratt, of the *Huron* and a party of officers and men from the two ships paid a visit to New Delhi, where Captain Pratt was received by the President of India, Dr. Rajendra Prasad and the Vice-President, Dr. S. Radhakrishnan, as well as the Commander-in-Chief of the Indian Armed Forces. Captain Pratt laid a wreath at the Samadhi at Rajghat, and the visitors were honoured at a reception by INS India, the naval shore establishment.

At Karachi, officers and men of the ships attended receptions in their honour

and met personally with members of the Pakistan Navy. During the visits to Bombay and Karachi several sports events were held between the visitors and their hosts.

When the ships left India, Captain Pratt received the following message from Canadian High Commissioner Es-cott Reid:

"Please convey to ships' companies of the *Huron* and *Iroquois* my congratulations on the magnificent impression which they have left in India. They have been first rate ambassadors of goodwill from Canada to India."

First Submarine Takes up Duties

HM Submarine *Astute*, the first boat of the Royal Navy's Sixth Submarine Squadron, arrived in Halifax early in April. The *Astute* is under the command of Lieut.-Cdr. Tom Dowling, RN.

Ten days after her arrival she was at sea again in the Bermuda area exercising with the *Penetang*. The *Astute's* sister boats, the *Ambush* and *Alderney*, are preparing now for their Canadian commission. The *Ambush* is scheduled to arrive in Halifax late in May.

Labrador to Join DEW Line Survey

The Royal Canadian Navy's Arctic patrol vessel *Labrador* will play an important role in operations to be carried out this summer in Canada's eastern Arctic.

The operations involve the transportation of personnel and equipment for construction on the eastern portion of the joint U.S.-Canadian Distant Early Warning—or DEW—line, a radar sys-

Retired List Mail Returned

The mailing of a circular from Naval Headquarters recently has brought to light the fact that many officers and men on the Retired and Emergency Lists have not informed Headquarters of their current addresses.

One of the requirements for the retention of names on these lists is to keep the Naval Secretary informed of changes of address and it is evident that this has not always been done.

Retention of rank in the event of mobilization during an emergency is one of the main advantages of being on the lists. Retired and emergency list personnel frequently have the opportunity of undergoing naval training, either ashore or on training cruises, or of serving for short periods of special duty. There is the additional opportunity of serving in the Active Reserve when openings occur.

The greatest privilege of all, however, lies in the fact that maintenance of Retired and Emergency List status gives the veteran a lasting link with a service in which he has served and in which he stands ready to serve again if the need arise.

tem which will extend eventually across the Canadian Arctic.

In company with a group of USN and U.S. Coast Guard icebreakers, the *Labrador*, as senior ship, will carry out survey work off Baffin Island, after entering the area from Hudson Strait as early in July as ice conditions permit. The United States ships will be the USS *Edisto* and USCG ships *Eastwind* and *Westwind*.

The *Labrador* will survey beaches and possible landing sites carrying the necessary hydrographic and scientific personnel to complete the work.

Following the survey, the *Labrador* and U.S. icebreakers will retire to Hudson Strait, where they will meet U.S. transports carrying men and equipment, and escort them to the landing areas. The *Labrador* will remain in the area as long as feasible.

The *Labrador*, under the command of Captain O. C. S. Robertson, of Montreal, has undergone refit at Halifax. She will carry out survey work in the Strait of Belle Isle and Davis Strait during the latter part of May and the month of June, before taking part in the northern operation, which will be under the overall command of the United States Navy.

"Maggie" on Spring Cruise

After completing post-refit trials the *Magnificent*, with her aircraft embarked, headed southward in mid-April on a spring cruise that will take her to the Caribbean, Bermuda and the United Kingdom. The *Haida* and *Micmac* are in company.

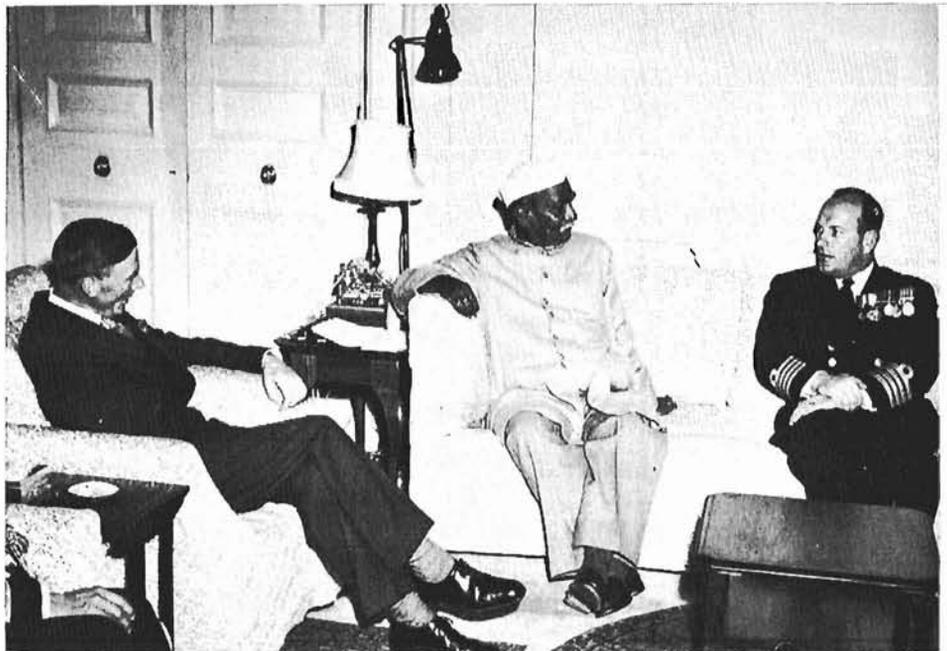
The task group visited San Juan late in April and is scheduled to carry out ASW exercises with the USN in the Bermuda area until May 10, when it leaves for Portsmouth.

The *Magnificent* will embark the staff and course members of the National Defence College in Portsmouth and return with the destroyers to Halifax early in June. The ships will exercise with HM Submarine *Astute*, the First Canadian Escort Squadron and aircraft of the RCAF during the trip to Halifax.

Largest Fleet Yet For Great Lakes

The largest number of Canadian warships ever assembled on the Great Lakes will be based at Hamilton this summer to train naval reserves from all parts of Canada.

Sixteen ships ranging in size from 1,300-ton Algerine escort vessels to 65-ton patrol craft will form the Great Lakes training fleet to provide sea training for 1,500 new entry naval reserves



The president of the Republic of India, Dr. Rajendra Prasad, is shown chatting with Acting Captain J. C. Pratt, commanding officer of the *Huron*. At the left is Escott Reid, Canadian High Commissioner to India. Captain Pratt went to New Delhi during the visit of the *Huron* and *Iroquois* to Bombay. (Photo from Press Information Bureau, Government of India.)

from 22 naval divisions. The ships are scheduled to make a series of two-week cruises during which they will call at Canadian and American ports on the Great Lakes. The ships will leave on the first of these cruises in early June and on the last in late August.

Heading the fleet will be two Algerine escort vessels, veterans of the North Atlantic convoy duty in the Second World War, the *Wallaceburg* and the *Portage*, at present based at Halifax. The Algerines are the largest warships which can enter the Great Lakes.

Other ships in the fleet will include a Bangor coastal escort, five Fairmile patrol craft, three gate vessels and five minesweepers recently completed under the navy's ship-building program.

The Algerines, the Bangor escort and the three gate vessels are expected in Hamilton in mid-May and they will join the five Fairmiles which are based at naval divisions on the Great Lakes. The five minesweepers will arrive late in June and will remain for two months to assist the other ships during the peak training periods from July 1 to September 1.

The Great Lakes are being used more extensively than ever before for the training of officers and men of the naval reserve. Since the Great Lakes Training Centre was established four years ago the number of trainees per summer has increased from approximately 150 to more than 800 in 1954. It is expected that the 1955 total will exceed 1,500 officers and men.

Admiral Hibbard Soon to Retire

The forthcoming retirement, due to ill health, of Rear-Admiral James C. Hibbard, DSC and Bar, CD, RCN, of Victoria, B.C., after a distinguished operational and administrative career in the Royal Canadian Navy, was announced with much regret by Hon. Ralph Campney, Minister of National Defence, in February.

Admiral Hibbard will proceed on retirement leave on July 7 and will be succeeded as Flag Officer Pacific Coast at Esquimalt by Rear-Admiral Hugh Francis Pullen, OBE, CD, RCN, of Oakville, Ont., and Halifax, N.S., present Chief of Naval Personnel at Naval Headquarters in Ottawa.

Admiral Pullen will go on annual leave on May 27 and will be succeeded on that date as Chief of Naval Personnel by Commodore Herbert S. Rayner, DSC, CD, RCN, of St. Catharines, Ont., whose present appointment is Naval Assistant to the Chief of Naval Staff, Ottawa.

Training Cruisers Return Home

The cruisers *Ontario* and *Quebec* returned to Canada in April after respective three-month cruises to opposite ends of the globe.

The *Ontario* steamed into Esquimalt April 2. On board were 79 *Venture* cadets with their first taste of life at

sea. The cruiser had visited Pearl Harbour and Hilo in Hawaiian Islands, Suva, Australia and New Zealand—the ship's third cruise to the Antipodes.

Immediately she arrived, the *Ontario* became a hive of activity as her officers and men prepared to embark another 100 cadets from *Venture* and the Canadian Services Colleges for a four-month cruise to the United Kingdom and northern Europe, leaving Esquimalt April 25.

The *Quebec* returned to Halifax in mid-April after a 20,000-mile cruise around the continent of Africa and visits to south European ports in France and Spain. She was not only the first Canadian naval ship to circumnavigate Africa, but also the first to visit South Africa.

CNS on Annual West Coast Trip

Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, carried out his annual inspection of ships and establishments in the West Coast command between March 19 and 27.

En route to the West Coast, he visited industrial plants at Toronto and Hamilton; later, at Saskatoon, he addressed a meeting of the United Services Institute.

Arriving in Toronto Sunday evening, March 13, Admiral Mainguy visited the John Inglis plant at Scarborough Monday morning and the de Havilland Aircraft plant in the afternoon. On Tuesday morning he travelled by car to Hamilton, where he visited the Canadian Westinghouse Company Limited

RCN in Running For Longest Title

Vice-Admiral Arthur D. Struble, USN, who is Navy representative of the Joint Chiefs of Staff on the Military Staff Committee of the Security Council of the United Nations has, according to the January, 1955, issue of "All Hands", the USN Bureau of Naval Personnel Information Bulletin, "surely one of the longest titles ever held by an admiral".

If the editors look into Canada's naval representation in Washington, they will find Rear-Admiral Harry George DeWolf, CBE, DSO, DSC, CD, RCN, has enough titles to put Admiral Struble right back into the paddock.

Admiral DeWolf is, and here goes, "Principal Military Adviser to the Canadian Ambassador in Washington, Chairman Canadian Joint Staff, Washington Representative in Washington of the Chiefs of Staff, Canadian Representative of the Military Representatives Committee of the North Atlantic Treaty Organization and Canadian Liaison Representative to SAC-LANT".

Match that one!



The "Safe Flying Award", presented by Commodore K. F. Adams, Commanding Officer Naval Divisions, which will be awarded annually to the reserve squadron achieving the best safe flying record of the year. The first winner is VC-921, attached to HMCS *Cataraqui*, the Kingston naval division. (Story on page 10.)

plant. All three companies are producing weapons or equipment for the Royal Canadian Navy.

Departing by air for Saskatoon, he addressed the United Services Institute on the evening of March 17 at HMCS *Unicorn*, the Saskatoon naval division, departing the following day for Victoria.

Sussexvale Sails For Pacific Coast

HMCS *Sussexvale*, modernized frigate, sailed from Halifax April 17 for Esquimalt, where she will join the Second Canadian Escort Squadron on her arrival in May.

Damage Control Lectures Given

Naval officers from *Stadacona*, were at Digby in mid-April to instruct officers and men of the Canadian Pacific Railway's Bay of Fundy steamer *Princess Helene* in the latest methods devised by naval technicians in combatting and preventing fire and other damage aboard ship.

During the 4,000-ton ship's four and a half hour lay-over at Digby before returning to Saint John, two lectures, "The Prevention and Subsequent Control of Damage to Ship's Structure and Machinery" and "Shipboard Fires—Their Prevention, Control and Fighting" were delivered by the naval officers, and a film "Seven Sailors", which deals with

the part played by personnel in preventing and controlling damage, was shown.

The special shipboard instruction is part of a system-wide Canadian Pacific safety and damage prevention campaign in the interests of passengers, employees, goods and equipment.

Coastal Escorts Form Squadron

The Eleventh Canadian Escort Squadron, composed of the *Wallaceburg*, as senior ship, *Portage* and *Minas*, was officially formed on April 15.

The *Minas*, brought out of reserve and commissioned March 15, left Halifax for Bermuda for two weeks trials in mid-April. The *Wallaceburg* and *Portage* will do post-refit trials off Bermuda early in May.

More Wrens Aim Of Western Tour

Commander (W) Isabel J. Macneill, of Galt, Ont., and Halifax, Staff officer (Wrens) to the Chief of Naval Personnel at Naval Headquarters, toured Western naval divisions during late March and early April.

Accompanying Cdr. Macneill was Lieut. (W) Jean Crawford-Smith, of Toronto, Staff Officer (Wrens) to the Commanding Officer Naval Divisions at Hamilton.

The purpose of the tour of naval divisions is to interest young women in joining the RCN(R). From the reserve the majority of RCN regular force Wrens will be recruited in accordance with the decision to build a small group of regular force women.

Stokers Vanish From Royal Navy

Paralleling changes made in the Royal Canadian Navy a year and a half ago, the title "stoker" has been dropped by the Royal Navy.

The term "engineering mechanic" has been substituted for "stoker", since coal-burning vessels in the Royal Navy now are few in number and it was felt the new title would give the public a truer picture of the men's duties. "Junior Stokers" will henceforth be known as "Junior Engineering Mechanics" and "Chief Petty Officer Stoker Mechanics" will be known as "Chief Engineering Mechanics".

Electrical Branch titles have also been revised in the Royal Navy, the word "mechanic" being substituted for the former "mate". Thus "Leading Electrical Mechanic" is the new title of the former "Leading Electrician's Mate".

The Royal Navy's system of rank designation continues to differ from the postwar RCN system in that the trade still forms part of the title by which RN seamen are addressed.

Rear-Admiral Hibbard's Retirement Announced

A DISTINGUISHED naval career, both operational and administrative, is drawing to a close for Rear-Admiral James C. Hibbard, DSC and Bar, CD, RCN, whose forthcoming retirement for reasons of health was announced with regret in February by Hon. Ralph Campney, Minister of National Defence.

Rear-Admiral Hibbard will go on retirement leave on July 7, at which time he will be succeeded by Rear-Admiral Hugh F. Pullen, OBE, CD, present Chief of Naval Personnel.

Arduous convoy duty in the North Atlantic and fierce surface battles in the Bay of Biscay and English Channel are among the recollections of Admiral Hibbard, who followed the footsteps of an elder brother, now Commodore G. M. Hibbard, CBE, RCN (Ret'd), into the naval service.

James Calcutt Hibbard was born on March 26, 1908, at Hemison, St. Malachie, Quebec, the son of the Rev. G. F. Hibbard and the late Mrs. Hibbard.

In 1924 he joined the Royal Canadian Naval Volunteer Reserve as an ordinary seaman and carried out summer training on the East Coast each year until he entered the Royal Canadian Navy in 1926 as a cadet. In the same year he went overseas for training in HMS *Erebus*. He was promoted to midshipman while serving in the battleship *Emperor of India*.

He returned to Canada in 1931 and saw service in the destroyers *Vancouver* and *Champlain*.

Rear-Admiral Hibbard went back overseas in 1936 and, following courses ashore, became Executive Officer of the British destroyer *Ambuscade*. Later he held a similar post in HMS *Bulldog*, attached to the 4th Destroyer Flotilla of the Mediterranean Fleet, which formed a part of the Non-Intervention Patrol off the coast of Spain during the Spanish Civil War. In 1938 he was appointed to Halifax where he joined the training schooner *Venture*, after which the present Naval Officers Training Establishment at Esquimalt is named, and at which his son is serving as a naval cadet.

At the outbreak of the Second World War he was serving in the destroyer HMCS *Restigouche*, but joined HMCS *Assiniboine* (destroyer) in England in October, 1939. He was appointed in

command of the destroyer *Skeena* in April, 1940, which was employed in the Approaches to the United Kingdom and on numerous Atlantic convoy crossings early in the war. On one of these, in September, 1941, the escort group of which he was Senior Officer, and its convoy, were under attack for 66 consecutive hours. Seventeen ships of this convoy were sunk in one of the heaviest U-boat assaults of the war. For his part in this action he received the Distinguished Service Cross.

In January, 1942, he was appointed to Halifax as training commander in charge of the training of the crews of Canadian warships for the Battle of the Atlantic.

In July, 1943, Rear-Admiral Hibbard was appointed to command HMCS *Iro-*



(Photo courtesy Goertz, Victoria)
REAR-ADMIRAL J. C. HIBBARD
DSC and Bar, CD

'Loyalty' Greatest Memory of Service

Commenting on the forthcoming retirement of Rear-Admiral James C. Hibbard, Flag Officer Pacific Coast, an editorial in the *Victoria Times* of February 25 said in its concluding paragraphs:

As Flag Officer Pacific Coast, Admiral Hibbard was quick to emphasize the need for good relations between the Navy and the community on which it was based. He was a moving spirit in the liaison between Navy and business which led to the formation here of the Armed Forces Leave Centre, but on distinct principles: he insisted that his men should make their own way, and contributed as much to Victoria as they received.

In announcing his retirement, Admiral Hibbard expressed the hope that his health would be restored so that he could find a "useful role" in this community. This sentiment will be re-echoed by his many friends in the city of his adoption.

On the day his retirement was announced, Admiral Hibbard was interviewed in his home by Monte Roberts of the *Times* staff. Mr. Roberts asked him to name his greatest memory of the service. Admiral Hibbard's reply was: "Loyalty".

"Loyalty not only to the service and the country, he said, "but loyalty of men to officers, of officers to men. And, perhaps most of all, loyalty of man to man."

quois, Tribal class destroyer. Employed on the Murmansk convoy run for several months, the *Iroquois*, with her sister Tribals, the *Haida*, *Huron* and *Athabaskan*, formed part of the close escort of the convoy which was unsuccessfully attacked by the German battleship *Scharnhorst* only hours before the *Scharnhorst* was sunk on December 26, 1943.

In actions before and after D-Day, the *Iroquois* and other RCN Tribals distinguished themselves in damaging attacks on enemy shipping in the English Channel and the Bay of Biscay. The *Iroquois* participated in the sinking of 21 enemy surface craft.

Rear-Admiral Hibbard was awarded a Bar to his DSC in November, 1944, for his service in attacks on enemy sea communications.

The successful actions fought by the *Iroquois* in the Channel under Rear-Admiral Hibbard also brought him two French awards—the Legion of Honour and the Croix de Guerre with Palms. Norway honoured him with the King Haakon Cross of Liberation.

Granted the acting rank of Captain in May, 1945, Rear-Admiral Hib-

bard was appointed Captain (D), Halifax, in charge of Canadian warships operating out of that port.

Rear-Admiral Hibbard was appointed Deputy Chief of Naval Personnel at Headquarters in December, 1945, and in July, 1947, was named commanding officer of the cruiser *Ontario*. Two

years later he left the ship for a year's advanced war courses ashore. He was appointed Chief of Naval Personnel in August, 1950, and was promoted to the acting rank of Rear-Admiral on September 1, 1952. He was confirmed in rank on March 15, 1953, shortly after taking up the appointment of Flag Officer Pacific Coast at Esquimalt.

A Place for the Sailor In Civil Defence

In the face of disaster, whether inflicted by man or nature, officers and men of the Royal Canadian Navy have training and experience suited to the needs of the civilian communities in which they may find themselves. How they can co-operate with Civil Defence is suggested in the following article prepared for "The Crownsnest" by Major General F. F. Worthington, Federal Civil Defence Co-ordinator.

DURING the Second World War, in a survey taken among the armed services, it was found that the morale of United Kingdom men serving at sea or on foreign soil was greatly improved by the knowledge that a strong civil defence was organized at home.

The men knew that in the event of enemy attack, capable trained units would give all possible help and protection to the families left at home; that medical and welfare services, rescue squads and fire fighters were ready to go into action promptly; and that in case of need, machinery would be set in motion to evacuate civilians, young and old, to safety.

Canada's Navy is not completely a sea-going service. There are a great many shore stations and naval establishments situated in what are considered danger areas. Some of them may constitute the targets, themselves. If the people working in these establishments have homes and families in nearby communities, these homes would be in equal danger with the primary target. Such situations are a major reason for a highly trained Civil Defence.

Canada may never experience either atom or hydrogen bombs—but we have had natural disasters by flood and by serious fires during the past decade. Where there was a civil defence set-up at hand, it was obvious that such trained groups can make a great contribution in welfare service as well as

saving life and minimizing property damage.

There may be the feeling that so long as there is no emergency actually in sight there is no need to rush organization. But emergencies don't give long warning of their approach—they just occur.

There is no time to organize civil defence in a few hours. Workers trained to a peak of efficiency to do the essential jobs, trained to work together and to carry out orders, cannot be gathered in a few hours or days.

Small private groups, regardless of their zeal and desire to help, cannot do the job alone, but they can become part of a nationwide organization of Civil Defence, working through three levels of government—Federal, Provincial and Municipal.

The Federal Government is taking its part in providing advice and guidance in planning organization. For the past year, the Federal Government has operated the Canadian Civil Defence College at Arnprior, Ontario, for the training of key persons and instructors

HMCS York Forms Rescue Unit

Following the important part which it played in rescue operations at the time of Hurricane Hazel in October, 1954, *York* is now in process of organizing a special Search and Rescue Manning Pool.

In an article appearing in "The Yorker", the Toronto naval Division's monthly magazine, it is pointed out: "Going out to save life is not an official requirement of RCN(R) personnel, but it is an unwritten law of the sea and the unwritten duty of every seaman.

"The pool wants willing volunteers who understand the risks and inconveniences of search and rescue operations."

Volunteers are liable to be called on at any hour, night or day, if life is in danger on Lake Ontario or its tribu-

ries from all over Canada. After their courses, these people return to their own communities, there to pass on their knowledge and skills by training others in their provincial or municipal organizations. During 1954 the Civil Defence College trained 1,485 persons, men and women. This year, in addition to the regular training, specialized courses are being taken by physicians, hospital officers, welfare workers and information officers.

These training facilities are available at the Federal level. Additionally, training equipment is supplied to the provinces, which in turn make the distribution to their own municipalities.

The municipalities are responsible for their own protection, with whatever help they can obtain from federal and provincial sources.

Many members of civilian personnel in naval establishments are members of their local civil defence groups. Their wives are, in many cases, volunteers in various branches of the local organizations.

There is a place for everyone in Civil Defence, both men and women, young and old. The training given is of the kind that can be valuable to anyone, in peace or war. First aid alone is of inestimable value to everyone, to the housewife, the car driver, the teenager—to anyone who takes a normal part in daily life. There is not a single branch of Civil Defence training that cannot be of value in ordinary everyday existence where emergencies occur.

We have a very large land mass in this Canada of ours; we have only a small population to protect it. Civil Defence of Canada is everybody's job.

taries and their duties will be to man whalers, dinghies or ships, or shore posts, in all kinds of weather during the Great Lakes navigation season.

It is emphasized that anyone volunteering for this duty must be in top physical constitution as such operations can mean long, wet vigils in small craft in poor weather, calling for considerable physical and mental stamina.

All search and rescue operations will be directed and planned by the search and rescue group, comprised of officers appointed by the commanding officer. Volunteers for the pool will be listed on special "ready lists," showing phone numbers and qualifications and they will be phoned as needed.

"Availability," the article points out, "is the key factor."

Great Britain's Navy In the Nuclear Age

"Sea Power, with its unique characteristics of mobility, and ease of both dispersal and concentration, will be made more important, not less, by the advent of nuclear weapons."

—The Rt. Hon. J. P. L. Thomas, MP, First Lord of the Admiralty.

WHATEVER the scope of a future war and whatever the nature of the weapons used, the task of the Navy will still be to control the seas, to assure the safe passage of supplies and to support the other armed forces.

The unchanged obligations of the Navy were emphasized in an address by Admiral of the Fleet Sir Rhoderick McGrigor, GCB, DSO, LLD, on the occasion of his installation as Rector of Aberdeen University on January 21. Sir Rhoderick has since been succeeded as First Sea Lord by Admiral Earl Mountbatten of Burma.

In his Aberdeen address, Sir Rhoderick had the following to say on the place of sea power in the world today:

TODAY there is much uninformed talk about the role and future of the Navy in this nuclear age, and amateurs in every walk of life have no hesitation in expounding their views on this subject. These are the facts:

As long as we need merchant ships to supply us and to carry and support our forces overseas, they will need protection against whatever danger may threaten them. That protection is the task of the Royal Navy; that is the reason why we have a Navy. Where so many have gone wrong is that they have not realized that air power at sea is not something which replaces the Navy, but it is the instrument by which the Navy today so largely exercises its sea power. Whether the aircraft are shore-based or carrier-borne must be a matter of convenience, of geography, and of availability of shore bases.

The aircraft today is both the striking power of the Fleet, largely replacing the 15-inch gun of the battleship, and the eyes of the Fleet, largely replacing the cruiser in this respect. It plays its vital part in a number of other roles such as killing the U-boat, defence against air attack, and minelaying. In co-operation with the surface ship and the submarine, it is an essential part of sea power.

Since the war we have embarked on a new era of nuclear power. Today it is more than ever necessary for all the fighting services to walk hand in hand

with the scientist to ensure that the lessons they draw from the past are still valid and that they are not preparing to fight the last war over again.

Let us see how far the lessons of the past apply in the conditions of the future.

The first lesson which we never really seem to have learned is not to neglect the Navy. The museum at Amsterdam testifies to the neglect of the past with its collection of trophies and ensigns captured by the Dutch when they sailed up the Medway in the reign of Charles II.

Our experience in the last war points to the same neglect when we so nearly lost the vital Battle of the Atlantic and were driven to bargain bases in our West Indian Islands for a number of ancient U.S. destroyers. There have always been excuses for not spending money on the Navy. Either the finances of the country are said not to permit, or there is no likelihood of war, or there is no Naval power to fight or, as it was recently suggested, the Air Force might be able to do it cheaper. An Admiral I served under many years ago had these words written over his door:

*"God and our sailor we alike adore
When danger threatens, not before.
The danger past, both are alike re-
quired,*

*God is forgotten, and the sailor
slighted."*

We run true to form. Let us look at other lessons we have learned:

IT IS ONLY ten years since we finally won the Battle of the Atlantic against the German U-boats which threatened to cut the life-lines on which we in this Island depended for our very existence and on which our Armies and Air Forces depended for that support without which they would have been unable to fight or fly.

Today Russia has a great and growing fleet of surface ships, U-boats and shore-based naval aircraft, presenting a naval threat greater than we have experienced before. As for us, we still live on an Island and it is still vital to us that supplies should continue to reach us from overseas, so that our

Ark Royal Has All the Latest

The world's first aircraft carrier to be equipped with all the post-war aids for landing and taking off, HMS *Ark Royal* was commissioned by the Royal Navy in February.

The *Ark Royal* was fitted during construction with the angled deck, the steam catapult, deck edge lift and, newest of all, the mirror deck-landing aid.

More than 800 feet long, the *Ark Royal* displaces 36,800 tons and has a complement of 1,632 officers and men in peacetime. The wartime complement would be nearly 600 higher.

A sister ship, HMS *Eagle*, was completed first, but the *Ark Royal* will give her name to the class.

people may eat, our armies may fight, and our aircraft may fly.

However, it is claimed that nuclear weapons will be used, which will so devastate the countries of the opponents that the war must finish in a matter of weeks or even days. One is reminded of the statement of the German Chancellor at the outbreak of war in 1914: "It will be a violent storm, but very short. I count on a war of three months and I have organized all my policy on that assumption".

Well, the Chancellor was wrong by four years!

Whatever might in fact happen, the use of nuclear weapons would cause inconceivable mutual destruction. The aim today must be to prevent war, to deter war, to be so ready and so armed that it will be apparent to any aggressor that even if he brings off a surprise attack he will by the inevitable retaliation suffer such devastation to his own country that aggression is not worth while.

In this new era, such a mutually suicidal war must surely be improbable, provided NATO retains its unity, its strength and its readiness. What is probable is a continuation of this uneasy peace with the likelihood of outbreaks of shooting war, such as occurred recently in Korea and Indo-China . . .

It is the task of the Navies of the Commonwealth to help those in distress, and to prevent trouble or deal with it if it does become active. That duty is world wide. The arrival of a warship has so often calmed an ugly situation, restored confidence and allowed wiser counsels to prevail. When, nevertheless, major trouble does occur we may remember as an example how quickly ships of the Royal Navy arrived off Korea, and brought naval guns and air power to the assistance of the hard-pressed soldiers and marines ashore.

WE MUST also not forget that that campaign opened with a naval action against North Korea torpedo boats. Another time the enemy may well have larger surface vessels, U-boats and aircraft, which have been transferred to him by his sympathizers.

The lesson of the Pacific and other campaigns in the last war was borne out, that in outlying parts of the world, where air bases are scarce, it is on the Navy that the Army must chiefly depend not only for the safe arrival of its troops and supplies, but also for their support both by gunfire and by air power. That is a lesson which still holds good and is one of the factors which requires that in the foreseeable future we should have aircraft carriers as the core of the fleet both in peace and war.

As we progress, methods change, new ships and equipment are brought into

service, but the problem of sea power remains the same. The task of the Navy is to control the sea so as to ensure the safe arrival of supplies, the support of our forces overseas, and the denial of the use of the sea to our enemies. Air power at sea is all important and its place is as the instrument of the Navy in the application of Sea Power.

The fleet we need today is that required to meet our world-wide commitments in support of our Commonwealth interests and trade and in such local wars as may occur in these uneasy days of peace.

We need, too, such additional ships and aircraft as are necessary to ensure that we can play our part in NATO in the deterrent to nuclear war, and in retaliation and support of our Island and of our forces overseas should the deterrent fail.

trate at will, they remain in the H-bomb era both a hard-hitting and elusive force.

The modernized fleet carrier embodies three British inventions, angled deck, steam catapult and mirror landing device, and can operate the latest types of aircraft including those that will be capable of delivering the atomic bomb.

"Carriers are the fists of the fleet and provide it with a formidable punch," the Admiralty said.

Carriers will be supported by cruisers which have proved their worth in peace and war, and later by guided-weapon ships. The Royal Navy has for some time been building and modernizing destroyers and escorts which make an important contribution in peace and war. It has also been especially active in the design and construction of submarines and of craft such as minesweepers.

It was noted that after the Second World War emphasis had to be placed on rebuilding the merchant fleet and, as a consequence, the average age of the fleet was now too high. But in 1950, when rearmament started, particular attention was given to the need to build up anti-submarine and mine-sweeping forces and to expand the Fleet Air Arm. A large program of conversions and modernizations had also started. The result was that five carriers, eight Darings, about 90 minesweepers and 27 destroyers converted to frigates had already joined the fleet

The RN Plans for the Future

A LOOK at the Navy of the future was given the world when the Royal Navy's estimates were presented in the British House of Commons in February and that glimpse presented a picture of aircraft carriers capable of providing a floating base for atomic bombers and of guided missile ships eventually replacing the RN's cruiser fleet.

The tabling of the estimates was accompanied by the announcement that Great Britain intended to produce hydrogen bombs to supplement her present stock of A-bombs and the role of the three services in the nuclear era was outlined. The mobility of the Navy and its relative independence of bases were regarded as outstanding assets in a nuclear war.

It was felt that development of weapons of mass destruction might affect maritime warfare but did not diminish the need for navies. For those living in the United Kingdom and dependent on seaborne supplies, the new threat had increased the need for a navy. In peace, it continued to support national policy overseas and protect Britain's world-wide trade. In local war, as in Korea, the Royal Navy with its air power could be effective in any part of the world.

The role of the Navy, if global war were to come, was clearly:

- (a) to destroy the enemy's ships and prevent him from using the sea;
- (b) to protect communications and safeguard supplies;

- (c) to provide air support for operations ashore and afloat in those areas where it cannot readily be given by shore-based aircraft.

The Royal Navy, as part of its contribution to the allied navies, foresees battle groups of carriers, guided-missile ships and their escorts replacing the concentrated fleets of former times. By their ability to disperse and reconcen-



and the first new-construction frigates would join this year.

From programs of recent years, the Royal Navy intends to complete the *Hermes* (aircraft carrier), three Tiger class cruisers, 26 frigates and another 100 small minesweepers. The *Victorious*, (carrier) *Royalist* (cruiser) and some destroyers are being modernized; six destroyers are being converted to frigates.

The guided missile and its associated equipment are now far enough developed for the Admiralty to feel confident that it can proceed with the design and construction of operational guided-weapon ships to replace the aging cruiser fleet. The first ships will be armed with a deadly ship-to-air guided missile and with medium calibre guns for surface fire and bombardment. It is the intention to replace the guns with ship-to-ship guided weapons which will come into service later.

The Royal Navy also intends to order this year two of a new class of fleet escorts which will embody the newest in the destroyer field. Eight more frigates, both specialized and general pur-

pose, will be ordered, as will ten coastal minesweepers and other small craft.

The British government's statement on defence said that the H-bomb threatened devastation on an enormous scale and therefore served as the strongest possible deterrent to another world war. The Navy reinforced this deterrent by providing a means of hitting back at an enemy by contributing to the allied striking fleet.

Should the deterrent fail, says the statement, and major war break out, the Navy will have a vital task, that of helping to strike back at the enemy and gaining control of the seas. Under attack by H-bombs, one of the jobs which would receive absolute priority was that of getting the Navy to sea. Consideration was being given to the further dispersal of the reserve fleet both within and outside the United Kingdom and to increasing the proportion of ships to be maintained at the highest state of readiness.

"In major war, the Navy must be ready to make full use of its mobility and to act at once to secure command of the seas," the statement says.

An RNVR Officer Looks At Canada's Reserve

By Commander Jack Heming, RNVR

The writer last year made an extensive tour of Canada, during which he made his number with such RCN(R) establishments as were within reach. This article is reprinted from "The Wave", RNVR Officers' Association magazine.

ONE IS impressed on arrival in Canada with the virility of the Canadians and with the enthusiasm with which they work at the things which come most easily to them, and since these are fortuitously what the Dominion most needs at the moment, it is not surprising to find their currency leading the world.

The same atmosphere is discernable in the Naval establishments I visited. Keeness and efficiency were very evident, and while there was a gratifying regard for tradition and established routines, one was nevertheless kept aware that this was the Canadian Navy and not just a command administered by their Lordships.

It is hard to put a finger on what fostered this impression, although the uniform differences perhaps give a lead. They make no distinction between reserve and regular. In the summer they wear khaki in the full American style, which I for myself deplore. True they

have to cope with temperatures which are only a memory to us at home, and they say the khaki is cool and practical.

HMCS *Discovery* at Vancouver is a brick-built establishment situated on Deadman's Island in the Burrard Inlet which divides the city into north and south sections. Access to it is by a causeway from the beautiful Stanley Park. To the west are the Royal Vancouver Yacht Club, the local Rowing Club, Lost Lagoon, golf and tennis, in that order.

The place shines and obviously runs on the slickest of roller bearings. It is a Commander's command and the present CO has been kept pretty busy in recent times doing ADC and other duties for Royal, and other visits. The complement is in a healthy condition, although at times of heavy seasonal employment on the shore side attendances always fall off a lot.

It was surprising to find an establishment in the heart of the prairies. This is HMCS *Queen*, at Regina, in Saskatchewan, which is 1,300 miles from the nearest salt water. Here again one received the impression of untroubled efficiency. Although in normal times recruitment is not heavy, it is fairly steady and in time of war, a quite re-

markable tally steps up from the vast flat plains.

HMCS *Queen* will soon make history because she is moving from her existing wooden huts to a magnificent new building alongside Wascana Lake, near the provincial parliament buildings. It is not the move that will cause a stir (beyond the CO's staff), but the new establishment. Built at a cost of \$750,000 (something under £250,000), it was especially designed for the job with great attention to detail, particularly in the classrooms and in the wardrobe, ante-room and messes. The layout is most attractive and yet useful. I doubt whether any other reserve establishment will compare with it when it is fully in commission.

There was a very cheerful spirit about *Queen*. There were not the same opportunities as in Vancouver for shine, nevertheless there was a seamanlike adaptation of unpromising material.

My last call was upon NOIC Montreal. It was a joy indeed to see the large ensign hanging over the pavement in this French-Canadian city. In a place where one felt almost a stranger, the sudden sight of the flag tugged at the heart.

In all these places one was received with typical warmth and hospitality. Differences there may be in detail, but one knew that if the fleets were to muster again, we should once more find those courageous and able gentlemen of the Canadian reserve wherever there was work to be done.

WHY RPOs GET WRITER'S CRAMP

Sailors come and sailors go and the "reg" office has to keep track of them forever. In this era of an expanded Navy, that means a lot of paper work for the regulating staff.

Some of the older hands (forgetting questions of pay and living standards for the moment) grow a bit wistful about the old days when the master-at-arms and his cohorts knew every man jack that came or went from base or ship and bookwork was approached reluctantly as a mere frill.

The regulating staff at *Naden* recently went to work and came up with statistics on the amount of paper work it required during 1954 to keep track of the movements of men to, from and at the West Coast base. The figures are exact, except for the number of pieces of mail received and delivered, in which case a round figure is given.

Men drafted into <i>Naden</i>	4,205
Men drafted out of <i>Naden</i>	3,594
Men proceeding on Long Leave	3,200
Station cards made out	8,680
Requestman and Defaulters	6,466
Subsistence Allowance Vouchers	3,854
Mail delivered and received	95,000

OFFICERS AND MEN

Two Officers Win Herbert Lott Prizes

Two junior officers of the Royal Canadian Navy have won Herbert Lott Trust Fund Cup prizes as the best all-round pupils in their respective anti-submarine operational flying courses recently in the United Kingdom.

They are Sub-Lieutenants David Frederick Williams, 24, of Hespeler and Galt, Ont., and Geoffrey Hugh Craven, 20, of Victoria.

Sub-Lt. Williams, now with Avenger anti-submarine squadron 881, normally embarked in the aircraft carrier *Magnificent*, was best pupil of course 38 at Royal Naval Air Station Eglinton, Northern Ireland. Sub-Lt. Craven, now in VS-880 at *Shearwater* received his prize on completion of a previous anti-submarine course overseas.

Their flying courses at Eglinton were part of the normal cycle of instruction given to Canadian naval pilots before attachment to front line squadrons of the Royal Canadian Navy. They trained

alongside pilots and observers of the British and Commonwealth navies.

Sub-Lt. Williams entered the RCN as an ordinary seaman at Toronto in September, 1949. After basic training, he went to *Shearwater* to qualify in naval aircrew as an observer's mate, subsequently serving in the carrier air group operating from the *Magnificent*.

Promoted to midshipman (Air) in mid-1952, he underwent training at *Cornwallis*, and then joined the *Quebec* for his cruiser training period in January, 1953. While in the cruiser he witnessed the historic Coronation Naval Review at Spithead, England, that June.

Sub-Lt. Williams began a basic pilot course at RCAF Station Centralia, Ont., in July of that year, on completion of which he was awarded the J. D. Siddle flying proficiency trophy in April, 1954. The anti-submarine operational flying course overseas preceded his appointment earlier this year to VS-881.

His mother, Mrs. Minnie Edith Williams, lives on Forbes St., Hespeler, and his wife is the former Joan M. C.

Bowie, of 90 Water St., Galt, Ont. Married in April, 1954, they are currently residing in Dartmouth, N.S.

Sub-Lt. Craven entered the RCN as a midshipman (Air) in January, 1952, after 14 months in the University Naval Training Division at Victoria, College.

After taking the Junior Aviation Officers' Basic Training Course at *Cornwallis*, he joined the cruiser *Ontario* in September, 1952, and seven months later went to Centralia for pilot training. He took the anti-submarine operational flying course overseas and then joined VS-880 at *Shearwater* in the latter part of 1954.

His parents are Cdr. D. H. S. Craven, OBE, RCN(R), (Ret'd), and Mrs. (Avis) Craven, 3821 Miramontes Road, Ten Mile Point, Victoria.

Safety Award Won by VC-921

HMCS *Cataraqui's* air squadron, VC-921 became the first winner of the Naval Reserve Safe Flying Award by completing the 1954-55 training year without a single accident.

The award, which will be presented annually to the reserve air squadron with the best safety record, was donated for competition by Commodore Kenneth F. Adams, Commanding Officer Naval Divisions.

The Kingston squadron logged 1,092 accident-free flying hours and won the award over the other reserve air squadrons at Toronto, Quebec, Calgary and Victoria.

The award was presented to Lieut.-Cdr. (P) Allan Burgham, RCN(R), commanding officer of VC-921, by Captain Francis B. Caldwell, Chief of Staff to the Commanding Officer Naval Divisions. The presentation was made during the annual inspection of *Cataraqui*.

Resident instructor and staff officer (air) at *Cataraqui* is Lieut.-Cdr. (P) William Gourlay.

Navy Eyes Spot Downed Aircraft

At Fort Churchill, Manitoba, where the armed forces of two nations live and work together, there is no closer co-operation than that between the Royal Canadian Navy and the Royal Canadian Air Force. It was only natural, therefore, that when an RCMP



Captain F. B. Caldwell (right) congratulates Lt.-Cdr. Allan Burgham, officer commanding VC-921, reserve air squadron at HMCS *Cataraqui*, Kingston, Ontario, on the squadron's safety record for 1954-55. The Squadron logged 1,092 accident-free flying hours and won the Naval Reserve Safe Flying Award which was presented for the first time during the annual inspection of the ship Friday, March 25. In the background is Cdr. George Whalley, Commanding Officer, *Cataraqui*. (Photo by Dick Herrington, Kingston)

aircraft with seven persons aboard vanished on a flight from Churchill to Ennadai Lake in the Northwest Territories in February, the men of the navy immediately volunteered to assist the airmen in the search.

The offer was gladly accepted and every aircraft that lifted from the runways at Churchill to search the area where the missing aircraft was presumed to have gone down carried men in navy blue alongside their friends in the air force.

When Dakota 692 took off from Churchill at 1100 on Thursday, February 24, she carried a typical mixed group. The aircrew, from the Air Navigation School at Winnipeg, consisted of the pilot FO D. Henniger, co-pilot, FO L. H. W. Shumka; Navigator, FO D. A. Corker, and navigator, FO Murphy. In the back of the plane were seven Navy men acting as spotters. They were PO James A. Mason, 38, of Ottawa and Victoria; PO Walter G. Rowan, 27, of Winnipeg and Victoria; PO James Wood, 26, of Hartney, Man. and Winnipeg; Ldg. Sea. Donald A. Lane, 23, of Toronto; AB Clifford G. Wilson, 26, of Altamont, Man.; AB J. McArthur, 22, of Edmonton, and Ord. Sea. J. E. MacLean, 18, of Long Creek, P.E.I.

For four hours the aircraft droned over the featureless barrens, sweeping a predetermined area. At 1528 AB Wilson, on the starboard lookout, saw a black dot on the vast expanse of whiteness below. As he watched, he saw a yellow orange streak flash from it. He called Ldg. Sea. Lane and PO Rowan. They saw the spot and another streak which they identified as a flare. They called PO Mason who rushed forward and notified the pilot.

The aircraft swung to starboard and went back. There on the snow was the blue RCMP plane with five of the passengers and crew outside waving wildly. They had set up a tent and had tramped out the word "FUEL" in the snow. The aircraft radioed the position to Churchill and relief aircraft took over until the rescue plane could arrive. The search as such was over and inter-service co-operation had paid off.

In all 43 sailors had flown with the air force in the search.

Petty Officer Wins Gunnery Award

Petty Officer Samuel Henry Shaw, 27, of Medicine Hat, Alta., has been awarded the Commander Llewelyn Prize for the highest average in a recent gunnery instructor course in England.



Naval personnel from Churchill Naval Radio Station shared in the search for a downed RCMP aircraft with seven persons on board in late February. The search was conducted by RCAF aircraft and it was a Navy crew of spotters which first sighted the missing plane. Front row, left to right: PO G. W. Rowan, PO J. W. Wood and AB C. G. Wilson, who was the first to see the RCMP party. Back row: AB J. N. McArthur, Ord. Sea. J. E. MacLean, PO J. A. Mason and Ldg. Sea. D. A. Lane.

PO Shaw attained an average of 88.6 per cent, the highest since 1942 and second highest since 1922, during the autumn 1954, term at HMS *Excellent*, Royal Navy gunnery school at Portsmouth, England.

Results were from 20 oral, written and practical examinations of members of the British and Commonwealth navies. At present PO Shaw is serving on the instructional staff there.

The prize was founded in 1917 in memory of the late Cdr. Robert Harmon Llewelyn, RN, who was killed in action on board HMS *Queen Mary* at the Battle of Jutland the year previous. It is made quarterly or half-yearly with money from a trust fund set up by his parents and sisters and held at Admiralty. It consists of £5 and a sheepskin document suitably inscribed.

Four other Canadians have won the award. They include Lieut. Charles Leonard McDerby, RCN, (Ret'd), of Ottawa and Victoria (1938); CPO James Kenneth Luke, Prince Albert, Sask. (1949); CPO Norman G. A. Anderson, Clayoquot and Saanichton, B.C. (1951), and CPO Richard W. Aldhelm-White, Montreal and Wolfville, N.S. (1952).

PO Shaw was born on April 2, 1927, in Medicine Hat, and entered the Navy as an ordinary seaman in March, 1945. He has served in the cruiser *Ontario* and destroyers *Micmac*, *Crescent* and

Athabaskan, in addition to training and duties ashore in Canada and the United Kingdom.

He served two tours of duty in the Korean war theatre in the *Athabaskan* during 1950-51 and for his services there was mentioned in despatches.

Sea Cadet Corps Awarded Trophies

A Sea Cadet corps in Hamilton, Ont., and another in Harbour Grace, Newfoundland, some 850 miles away as the crow flies, have captured attendance trophies for last year.

Hamilton's RCSCC *Lion*, commanded by Lieut.-Cdr. Ernie Porthouse, was awarded the Gibson Trophy for being the corps of more than 100 members having the best attendance for the year. The presentation was made February 16 during "open house".

In Harbour Grace, RCSCC *Beothic* gained similar honours for corps with less than 100 enrolled cadets. Lieut. R. G. Callahan, commanding officer, received the huge silver bowl from local Navy League officials during a ceremony on February 11 drill night.

Chief Promoted to Cd. Gunner (TAS)

The promotion of Chief Petty Officer George Voldar Hartman, 33, of Kingston and Trenton, Ont., to the rank of

acting commissioned gunner (TAS) has been announced.

Born in October 11, 1921, in Kingston, Mr. Hartman entered the Navy as a boy seaman at Trenton in August, 1939. During the Second World War he served in the destroyers *Saguenay*, *St. Francis* and *Qu'Appelle*, the frigate *Saint John* and the corvette *Oakville* as well as in various shore establishments in Canada and the United Kingdom. He also served in the coastal escort *Wallaceburg* before his demobilization in November, 1946, when his seven-year engagement was completed.

After two years as a grocer, Mr. Hartman returned to the Navy and since then has served in the frigates *Swansea* and *La Hullose*, the destroyer escorts *Micmac*, *Crescent* and *Haida* and the coastal escorts *Portage* and *Wallaceburg*.

His promotion to commissioned rank came during advanced Torpedo Anti-Submarine courses in HMS *Vernon* training establishment in England.

School Offered Space at Queen

"It was a great relief when we were offered HMCS *Queen*", commented Mrs. H. B. DeGroot, founder of the Regina School for Mentally Retarded Children, which took over daytime quarters in the establishment recently.

The latest move was the school's ninth since its inception four years ago. While using the Youth Centre, the building was sold. Mrs. DeGroot said they were becoming worried as to where they would be able to locate next.

"We were very happy and grateful when *Queen* was offered to us. The rooms are more suited to our needs than any place we have occupied to date," she added.

The new quarters are made up of three modern classrooms and a large playroom, which doubles as a gun room for the Navy. Enrolment at the school is 37 at present, but Mrs. DeGroot believes this figure may grow now that suitable space has been obtained.

Pilots Whirled In Centrifuge

Four RCN pilots recently completed a course in aircraft accident prevention as members of the only college class of its kind in the world at the University of Southern California.

The officers who took the unique course are: Lieutenant-Commanders John Martin Burns, Donald John Sheppard, Alan Thomas Bice, and W. H. (Hal) Fearon.



These are the members of the No. 32 Officers' Divisional Course held at Cornwallis between January 10, 1955, and February 21, 1955. Front row, left to right: Instr. Lieut.-Cdr. (P) David D. Mackenzie (Course Officer), A/Sub-Lt. (W) Barbara Lawrie, Lieut. (W) Mary Stephens, CPO David Graves (Course Chief Petty Officer). Second row: A/Cd. Gunner (TAS) Brian J. Brown, A/Cd. Radio Officer Dennis Morris, Cd. Officer (SB) Edward Jones, A/Sub-Lt. A. Shard, A/Cd. Boatswain (PR) Dallas Rogers. Third row: A/Lieut. (E) David Miller, A/Lieut. (E) William Nord, Cd. Officer (SB) Elmer Kennedy, A/Cd. Stores Officer Reginald Skinner, Lieut. (P) Leslie Hull, A/Instr. Lieut. Stewart Morse, A/Sub-Lt. R. Williamson. Back row: A/Cd. Electrical Officer Irvin Johnston, A/Cd. Radio Officer Donald Tripp, A/Cd. Officer (SB) Douglas Walker, A/Cd. Boatswain (PR) Edward Percival, Lieut. Mathew Davidson, A/Cd. Gunner (TAS) Edward Bonsor, A/Cd. Electrical Officer Arthur Brevic, Lieut. (O) Colin Macaulay. (DB-4927)

The No. 56 Chief and Petty Officers' Leadership Course was held at Cornwallis from January 17, 1955, until February 28, 1955. Front row, left to right: CPO R. Biggar, PO Cyril Thomas, CPO J. V. Maxie, Cd. Writer Officer Alonzo L. Hayley (Course Officer), CPO David E. Graves (Course CPO), PO Alan Vaughan, CPO James Wickes. Second row: PO Ernest Milan, PO Gerald Jones, CPO Joseph McCall, CPO Howard Ward. Third row: PO Robert Rogerson, PO Norman Bourne, PO Torrance Williams, CPO James Monohan, PO Gordon Cook. Back row: PO John Henderson, CPO Gordon Scougall, PO Peter Hunter, PO John Thomas, PO Gerald Lavery, PO Kenneth Curtis. (DB-5004)



Also taking part in the course were 15 U.S. Navy and Marine officers. All the students were pilots and many, including the four Canadians, were veterans of the Second World War.

During the training period, which lasted for eight weeks, the officers attended daily lectures in aeronautical engineering and aviation physiology and psychology to enable them to teach aviation safety at their bases and make scientific investigations of crashes to help prevent similar accidents.

Great emphasis was placed in the class on the human factor in aircraft accidents. The students were also given public speaking training so they would be able to conduct better flight safety classes at their home bases. The courses are to continue at regular intervals.

Each Saturday morning the pilots donned "G-suits" and rode the university's human centrifuge—an aircraft cockpit at the end of a 23-foot arm in a closed circular building. The boom is whirled around to subject the pilot to gravity forces he would encounter in high-speed flight.

Lieut.-Cdr. Burns is now on the staff of the School of Naval Aircraft Maintenance in Dartmouth, N.S.; Lieut.-Cdr. Sheppard is Lieutenant-Commander (flying) at the Dartmouth naval air station; Lieut.-Cdr. Bice is in charge of the Accident Investigation and Prevention Section in Ottawa, and Lieut.-Cdr. Fearon is Lieutenant-Commander (flying) in the *Magnificent*.

WEDDINGS

Leading Seaman André Bourgouin, Toronto, to Miss Helen Ann Gallant, St. Nicholas, P.E.I.

Sub-Lieutenant Reginald A. Coombs, Toronto, to Miss Jean Elizabeth Margaret Stevens, Montreal.

Able Seaman S. P. Cooper, Ungava, to Miss Jean Baird, St. John's, Nfld.

Leading Seaman Robert G. Guy, Stadacona, to Miss Helen L. Sonier, Summerside, P.E.I.

Wren Ellie Henaut, Naden, to Able Seaman Robert Barr, Naden.

Able Seaman Frederick Madson, Lauzon, to Miss Elizabeth Stone, London, Ont.

Leading Seaman Frederick Muise, Resolute, to Miss Rose Marie Moulinson, Yarmouth, N.S.

Wren Maureen Mumford, Naden, to Able Seaman Fred Doig, Naden.

Leading Seaman George McNichol, Albro Lake Radio Station, to Miss Florence Ferguson, Charlottetown, P.E.I.

Able Seaman Frederick W. Parsons, Toronto, to Miss Vera Frances Coleman, Cody's Bay, N.B.

Leading Seaman Richard H. Penwarn, Penetang, to Miss Nicole Guenette, Levis, P.Q.

Leading Seaman Hugh Rutter, Donnacona, to Miss Bessie Christine Fraser, Pictou, N.S.

Wren Grace Sabourin, Naden, to Able Seaman Roy McGibbon, Naden.

Wren Dorothy Smith, Naden, to Able Seaman Fred Quackenbush, Naden.

Able Seaman Robert Wilson, Penetang, to Miss Catherine Simms, Halifax.

Able Seaman J. A. Winters, Ungava, to Miss Patricia Sproul, Pictou, N.S.



(Photo courtesy Frank Oliver Studios, Edmonton)

A/CD STORES OFFICER C. M. SMITH, RCN(R)

Petty Officer Commissioned

PO Charles Maxwell Smith, a reserve officer in *Nonsuch*, the Edmonton naval division, was recently appointed acting commissioned stores officer, one of the few promotions made to that rank in the RCN(R) since the end of the war.

He served during the war in the frigate *Port Colborne*, from the time the ship was commissioned in Victoria in 1943, when it was based at Londonderry, Plymouth and Gibraltar and, later, on the Murmansk run.

Discharged in 1946, he joined *York*, the reserve division in Toronto, the following year and in 1953, when he moved to Edmonton, he joined *Nonsuch*.

He is the western sales representative for DeHavilland Aircraft of Canada and is an active member of the Canukeena Club, an ex-servicemen's organization.

Kit Upkeep Allowance Down

Kit upkeep allowances have been reduced, effective April 1, but worn out working clothing will be exchanged for new without charge, and the cost of other clothing has been reduced.

The general feeling of officers in the Supply Branch concerned with the changes is that the reduction in the allowance is offset by reduced clothing prices and the items now listed which may be exchanged at no charge.

Instead of the former \$10 allowance, the following monthly rates will be paid:

Men, class I uniform, \$8.00; men, class II, \$7.00; women, classes I and II, \$8.00 plus \$1.00 clothing allowance for items not sold in naval stores.

Working clothing, worn out through fair wear and tear will be exchanged gratuitously, the items affected including kit bag, working shirts, cap box, working trousers, utility bags and working jackets.

The cost of raincoats has dropped from \$35 to \$25 and overcoats now may be obtained on repayment for \$26, instead of the former \$40. Substantial reductions have also been made in the cost of boots and other items of clothing.

Dixon Heads Victoria NOA

Elected president of the Naval Officers' Association of Victoria at the annual meeting on January 26 was G. C. Dixon.

Other officers included. K. Jones, vice-president; P. L. Sampson, secretary, and P. A. Fecteau, treasurer.

The executive committee includes H. P. R. Brown, V. G. Pinhorn, A. L. Bristowe, D. H. S. Craven and H. S. MacDougall.

BIRTHS

To Petty Officer William Backewich, Lauzon, and Mrs. Backewich, a daughter.

To Lieutenant-Commander Walter S. Blandy, Stadacona, and Mrs. Blandy, a son.

To Leading Seaman R. G. Blondin, Stadacona, and Mrs. Blondin, a son.

To Petty Officer Lionel J. S. Brownsey, Naden, and Mrs. Brownsey, a daughter.

To Chief Petty Officer S. R. Crossley, Stadacona, and Mrs. Crossley, a son.

To Leading Seaman Donald G. Curry, Stadacona, and Mrs. Curry, a son.

To Petty Officer Donald Dennis, Albro Lake Radio Station, and Mrs. Dennis, a son.

To Lieutenant (S) Norman Denney, Toronto, and Mrs. Denney, a daughter.

To Petty Officer Angus Doucette, Toronto, and Mrs. Doucette, a son.

To Chief Petty Officer Ronald Fenwick, Albro Lake Radio Station, and Mrs. Fenwick, a son.

To Lieutenant (E) D. Ewen Galbraith, Naval Headquarters, and Mrs. Galbraith, a daughter.

* To Lieutenant-Commander (SB) Beverley J. Gillespie, Naden, and Mrs. Gillespie, a daughter.

To Leading Seaman Raymond Heddle, Resolute, and Mrs. Heddle, a son.

To Lieutenant Frederick C. Henshaw, Toronto, and Mrs. Henshaw, a daughter.

To Leading Seaman George Hunt, Toronto, and Mrs. Hunt, a daughter.

To Leading Seaman Roy Janes, Toronto, and Mrs. Janes, a daughter.

To Able Seaman Fred (Scotty) Larkin, Naden, and Mrs. Larkin, a daughter.

To Lieutenant Rowland C. Marshall, Toronto, and Mrs. Marshall, a son.

To Petty Officer Donald A. McHardie, Naden, and Mrs. McHardie, a daughter.

* To Lieutenant (SB) R. Stuart Murray, Naval Headquarters, and Mrs. Murray, a daughter.

* To Lieutenant-Commander (SB) William L. Patton, Naval Headquarters, and Mrs. Patton, a son.

To Chief Petty Officer Andrew Reid, Lauzon, and Mrs. Reid, a daughter.

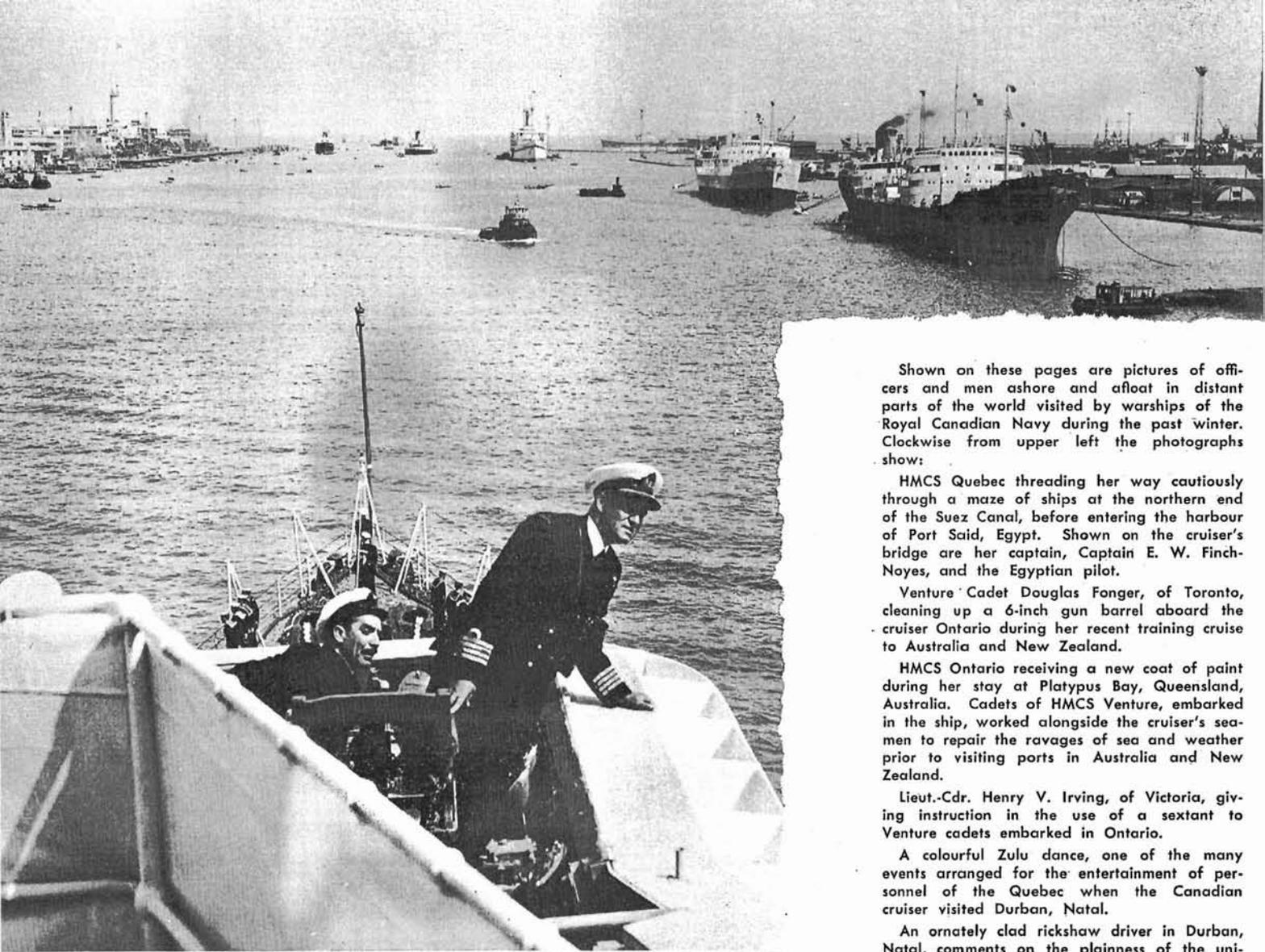
To Leading Seaman Thomas Smith, Resolute, and Mrs. Smith, a son.

To Able Seaman William J. Venator, Toronto, and Mrs. Venator, a daughter.

* To Lieutenant (SB) Howard C. Wallace, Naval Headquarters, and Mrs. Wallace, a son.

To Lieutenant G. B. Wither, Stadacona, and Mrs. Wither, a son.

* Naval Information Officers.



Shown on these pages are pictures of officers and men ashore and afloat in distant parts of the world visited by warships of the Royal Canadian Navy during the past winter. Clockwise from upper left the photographs show:

HMCS Quebec threading her way cautiously through a maze of ships at the northern end of the Suez Canal, before entering the harbour of Port Said, Egypt. Shown on the cruiser's bridge are her captain, Captain E. W. Finch-Noyes, and the Egyptian pilot.

Venture Cadet Douglas Fonger, of Toronto, cleaning up a 6-inch gun barrel aboard the cruiser Ontario during her recent training cruise to Australia and New Zealand.

HMCS Ontario receiving a new coat of paint during her stay at Platypus Bay, Queensland, Australia. Cadets of HMCS Venture, embarked in the ship, worked alongside the cruiser's seamen to repair the ravages of sea and weather prior to visiting ports in Australia and New Zealand.

Lieut.-Cdr. Henry V. Irving, of Victoria, giving instruction in the use of a sextant to Venture cadets embarked in Ontario.

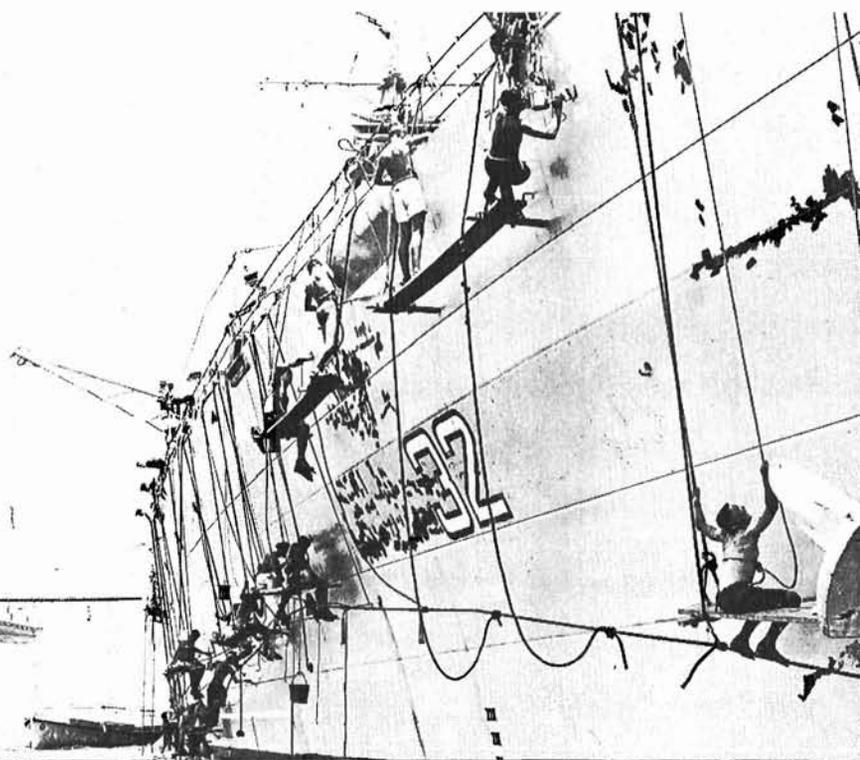
A colourful Zulu dance, one of the many events arranged for the entertainment of personnel of the Quebec when the Canadian cruiser visited Durban, Natal.

An ornately clad rickshaw driver in Durban, Natal, comments on the plainness of the uniform worn by Ord. Sea. G. R. McKinnon, of Fergus, Ont., a crew member of the Quebec.

Two crewmen of the Iroquois trying out a "ship of the desert" during the destroyer escort's visit to Karachi, Pakistan.

Centre photo: Men of the Ontario get expert instruction in the art of hula dancing from members of a troupe which entertained the Canadians at Hilo, Island of Hawaii.





AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Crusader*

The Crescent class destroyer *Crusader* has transferred from the Pacific to the Atlantic Coast. She sailed from Esquimalt, B.C., on February 14, and arrived at Halifax, N.S., March 12. Ports of call en route included Long Beach, Cal.; Manzanillo, Mexico; Balboa and Colon, Republic of Panama and Bermuda. Lieut.-Cdr. Richard H. Leir, of Penticton and Victoria, B.C., was in command.

It was originally thought that the destroyer would be sent back to Korea, from where she returned in September last year, but with the reduction in commitments in that area, she was ordered to proceed to the East Coast, to be exchanged on arrival for the most recent of the Navy's modernized frigates, the *Sussexvale*.

The first port of call on the voyage from Esquimalt to Halifax was Long Beach, Cal., where the *Crusader* arrived on February 17. After berthing along-

side the USS *Weeden*, an American destroyer, Lieut.-Cdr. Leir paid official calls upon Captain J. L. Melgaard, USN, commanding officer of the American naval base at Los Angeles, and Rear-Admiral R. N. Smoot, USN. The *Crusader* left Long Beach, Cal. on February 20, to continue the southward leg of her voyage.

On the morning of February 21, shortly after 8:30, the destroyer picked up a distress call from a yacht, reported to be beached on Cedros Island, off the coast of Lower California. Speed was immediately increased to 24 knots, and a short time later a U.S. Coast Guard seaplane appeared, also in answer to the distress call.

Both the Canadian destroyer and the American seaplane began to circle Cedros Island to locate the stricken vessel, which was eventually found driven ashore on a sand strip. The seaplane spotted the yacht first, and subsequently directed the Canadian warship toward her. The *Crusader*, coming in fast at 30 knots, finally

sighted the yacht at 11:05 a.m., roughly two and a half hours after receiving the first distress call.

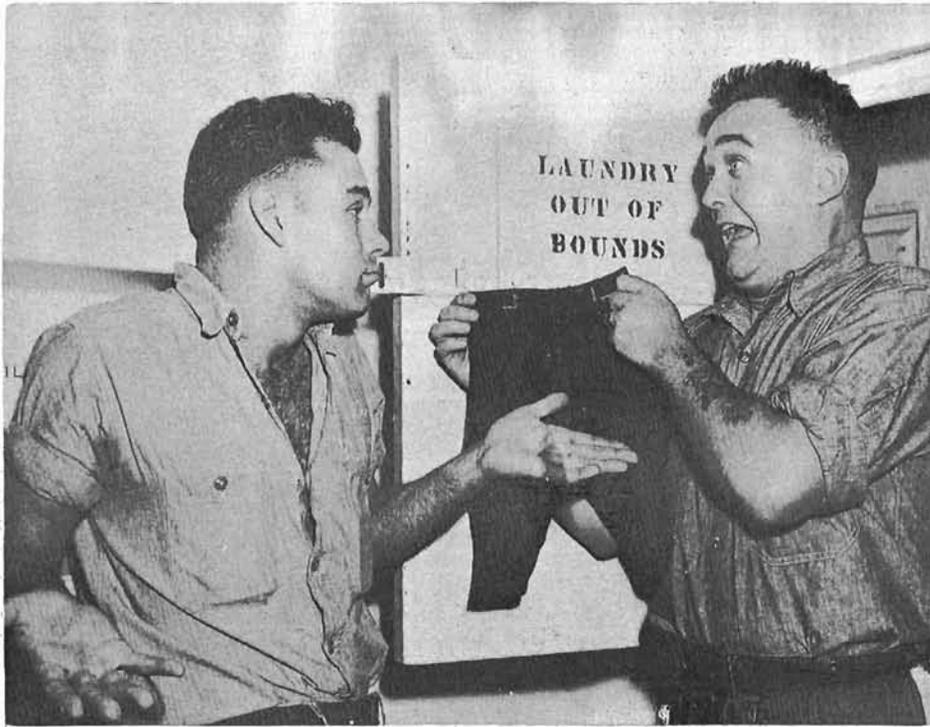
The vessel was identified as the yacht *Goodwill*, a beautiful craft of about 400 tons, measuring 161 feet in length, registered at Balboa, Cal., she was the property of Mr. Ralph Larabee, who was aboard together with several guests.

The *Crusader*, her crew alerted and at their stations, came in as close as she dared to the stricken yacht, finally dropping anchor in only 18 fathoms of water and about three quarters of a mile away from the *Goodwill*. The destroyer's motor cutter was quickly lowered, and a rescue party commanded by Lieut.-Cdr. V. J. Murphy, the destroyer's executive officer, was sent to investigate the trouble. Fortunately, the yacht, although well and truly stuck on the sand strip, was not damaged to any appreciable extent, and certainly in no danger of breaking up. The yacht's owner was hopeful that the Canadian destroyer would pull his vessel off the beach, but there was not enough cable to bridge the distance between the two ships, and so there was little the Canadians could do.

After making sure that the people aboard the *Goodwill* were unhurt, and sufficiently supplied with food, the *Crusader* radioed appropriate American authorities and arranged for a tug to be sent to refloat the stranded yacht. Motor cutter and rescue party returned to their ship, and the *Crusader* continued her voyage southward, arriving at Manzanillo, Mexico, the morning of February 23.

At Manzanillo, the commanding officer paid an official call on the Officer-in-Charge, Sixth Mexican Naval Division, and within only a few hours, the Canadian warship was again under way, this time heading for the Canal Zone and Balboa. That same afternoon, however, a brief stopover was made in Santiago Bay, where members of the crew were given the opportunity of a swim.

At Balboa, where the destroyer arrived on March 1, the customary official call was made, this time to Captain J. Tucker, USN, commanding the Rodman Naval Base. The *Crusader* subsequently passed through the canal locks to Colon, and began her northward voyage through the Caribbean towards Bermuda and Halifax.



YEE-EE-OWWww! — The somewhat alarmed expression on the face of bandsman AB Herbert Airth, Victoria, reflects his concern over what happened to this pair of dungarees in the laundry of HMCS Ontario. And judging by the pose of laundry staff member PO Alan Black, of Prince Albert, Sask., it's a case of "Well, that's the way she goes!" Actually the laundry of the Ontario does a fine job, and this gag shot employs a pair of junior-sized jeans that AB Airth picked up at Pearl Harbor as the cruiser returned from her recent three-month training cruise into the South Pacific.

She arrived at Ireland Island, Bermuda, on March 8, and berthed next to HMCS *Nootka*, which had arrived a few days earlier from Halifax.

The *Crusader*, who among her other attributes, boasts the soccer championship of the Pacific Command, lost no time in challenging the *Nootka* to a match, and won handily by a score of five goals to nothing. The *Nootka* avenged herself, however, by beating *Crusader* at baseball, the score 15-4. The morning of March 10 saw the *Crusader* back at sea, headed for her final destination, Halifax, N.S.

After she came back from her last tour of duty in the Korean theatre last September, the *Crusader* spent the following weeks in company with the *Sioux*, during the latter's final working up before replacing the *Crusader* in Korean waters. Early in December of last year *Crusader* went into the Naval Dockyard at Esquimalt, B.C., for refit, from which she emerged to join the Atlantic Command.

HMCS *D'Iberville*

Included among a number of frost-bitten observers at the Army-Air Force "Operation Breakey", held outside of Quebec City in February, were three officers from *D'Iberville*. After watching the three-day manoeuvres, Instr.-Lieut. Robert K. Sparks, Lieut. George Schober and Cmd. Wtr. Off. George Harvey judged winter to be the real winner. The tons of snow which was accompanied by a howling gale left the three officers happy to return from the blizzard conditions to navy routine.

Commander Dunn Lantier, commanding officer, acted as judge at the Winter Carnival Quebec-Levis boat race across the ice-jammed St. Lawrence last month. The Lachance brothers of Montmagny out-hauled seven other crews to finish two minutes before their closest contenders.

When the results of the Quebec carnival ice statuary competition were announced, *D'Iberville's* name topped the list. Out of hundreds of models, the judges chose the Navy's 40-foot destroyer as the best exhibit by a military establishment in the Quebec area. The trophy was handed over later in the month at a ceremony in Quebec City Hall.

A recent visitor to *D'Iberville* was Dr. Thomas Greenwood, head of the department of English language and civilization, University of Montreal.

During his visit he addressed the ship's company on the strategic aspects of the Formosa situation.

Father George Levesque, head of Laval University's social science department, accompanied Dr. Greenwood on his visit. Father Levesque was recently nominated to the Senate of Canada, but declined the honour.

HMCS *Buckingham*

Based at Digby, N.S., as a tender to *Cornwallis*, the primary function of the *Buckingham* is to give new-entry seamen their first taste of the sea aboard a Canadian fighting ship. The 17th week of the training syllabus at *Cornwallis* is set aside for this purpose, and a division is, usually embarked on a

Monday morning for a full week of training before disembarking the following Monday.

The time aboard ship is spent hoisting and lowering the seaboat, standing watch as helmsman, lookout, lifebuoy sentry, radar plotter etc. They are also familiarized with the different parts of the ship, and some of the various types of anti-submarine equipment carried.

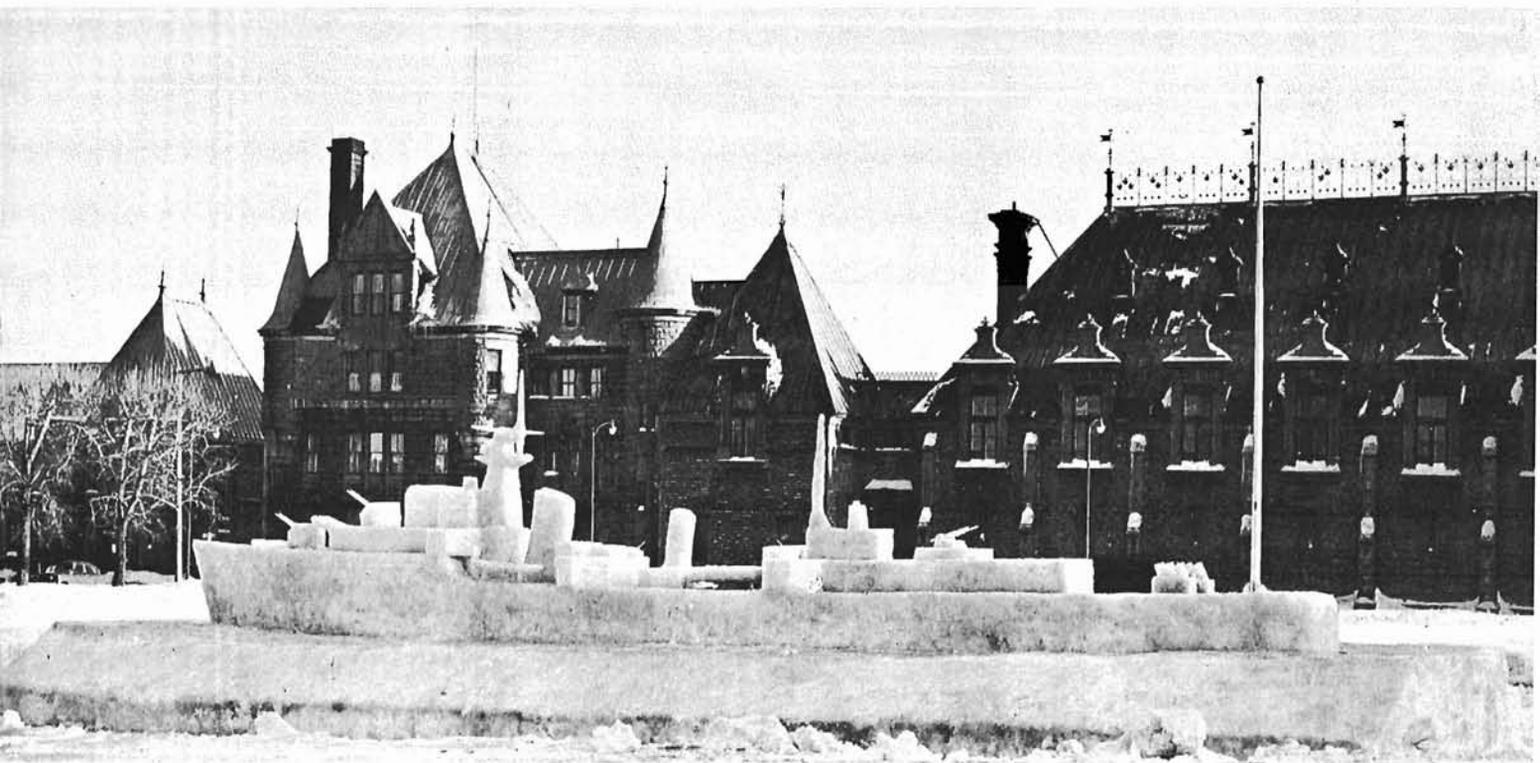
It is the first opportunity for new-entry seamen to practise the theory that they have learned at *Cornwallis*, and one can imagine the real thrill of taking the wheel for the first time, and the feeling of pride in the knowledge that theirs is the responsibility for keeping the ship on her course.

On her training cruises, the *Buckingham* has visited quite a variety of Atlantic seaports. In November of last year, she called at New London, Conn., where the ship's company had the opportunity of seeing the *Nautilus*, the world's first atomic-powered submarine.

A short trip around the Nova Scotia coast to Liverpool, N.S., was undertaken during January, at which time personnel visited the paper mill of the Mersey Paper Company. Later in January another short cruise was made to Portsmouth, N.H., the large U.S. Naval Base primarily devoted to the building and refitting of submarines. Spring cruises promised to be even more interesting.

In the sports department, the ship's hockey team, dubbed the "Buckingham Boom-Booms", kept up the ship's good name in the first four games played.

This is HMCS *Boule-de-Neige* (Snowball), which, like the schooner *Hesperus* sailed the wintry seas, and won the grand award for ice sculpture at Quebec City Winter Carnival for HMCS *D'Iberville*, the new entry training establishment there.



Losing only one game to the *Cornwallis* Leadership School team, they won against both the *Cornwallis* Communications School team and the *Cornwallis* staff team, while a subsequent game against the *Cornwallis* staff team was called because of lack of time.

Albro Lake Radio Station

Two pleasant parties recently took place at the Albro Lake Naval Radio Station, with a good turnout on both occasions.

In sports, AB Lloyd Hall is doing well in the Halifax Garrison Indoor Rifle League, standing second for the high aggregate in the Juniors and winner of a spoon for the highest score in the fourth week of the shoot. The station hockey team, however, was eliminated in the *Stadacona* Interpart Hockey League.

Changes in Albro Lake personnel include Chief Petty Officer Edward Jackson, drafted to *Bytown*; PO Daniel Kostuk to the Communications Training Centre; and Ldg. Sea. Charles Tittford to the *Gaspé*. Newcomers are Ldg. Sea. Allan Bellamy, Ldg. Sea. Jack Brown and AB Garnet Horsman.

HMCS Toronto

Upon returning from her fall cruise in the Mediterranean on 10 December, 1954, the *Toronto* spent a month in Halifax over the Christmas and New Year season and then commenced her annual refit at Saint John, N.B., in the second week of January.

Many members of the ship's company took their annual leave, while others underwent courses to further their advancement in the service. The most noteworthy course, since the *Toronto* is an A/S ship, was the weekly TAS exercises at *Brunswick*, the Saint John John naval division which very kindly offered training facilities for this purpose. A fairly large percentage of those eligible also took a two-week ABCD course at *Stadacona*—a good thing in this day of modern warfare.

Although lack of facilities precluded the major winter sport—hockey—weekly sports afternoons were held in the Saint John YMCA gymnasium, and several basketball games were played against both *Prestonian* and *Brunswick*, as well as against local schools and clubs. In most of these games, the *Toronto* team emerged the victors. A weekly rifle shoot at the Armouries also drew a good turnout and some fine marksmanship was displayed.

While a stay in port is always welcome—particularly to the married men—it is also a pleasant relief to return to sea again, if only to get away from



The sword of the late Lieut. John D. Armour, RN, has been presented to HMCS *Star*, the Hamilton naval division by his father, Stuart D. Armour, DSO, of 216 Aberdeen Avenue, Hamilton. Lieut. Armour, who joined the Royal Navy in May 1940, was accidentally killed in HMS *Scorpion* on July 6, 1951. Cdr. John H. Curtis, is shown above receiving the sword from Mr. Armour. It has been placed on display on the quarterdeck of *Star*.

the incessant "rat-a-tat-tat" of "windy hammers" and the intricate tangles of dockyard pipes, lines and wires, which criss-cross the decks and alleyways like giant spiders' webs.

PACIFIC COMMAND

HMCS Fortune

"Into each life some rain must fall", sang the poet. But it is the considered opinion of the Ship's Company of HMCS *Fortune* that we got more than our share when we visited Prince Rupert along with the *Comox*. After six days of solid rain interspersed by bursts of freezing snow, there isn't a quotation from Bartlett's that would do justice to the force of our collective feelings on the subject of rain.

On Monday, February 7, we left Esquimalt in a heavy rain, the type of rain we learned to call "Scotch Mist" in Prince Rupert. The second day out, the gyro gave out, in spite of the incantations that had been chanted over it by the Dockyard experts. It pointed firmly south, nothing we could do could make it change its mind for very long. Although the more superstitious members of the ship's company took this as an ill-omen we carried on North steering by magnetic compass, this being no mean feat in the *Fortune*, as our magnetic compass—which works by means of periscopes and prisms—is one of the

most complicated on the high seas and required a master's degree in physics to operate.

The voyage north proved uneventful although we did visit such exotic places as Alert Bay, which boasts a nurses residence; Bella Bella, whose claim to beauty is backed by a magnificent clam bank, and Lowe Inlet, a lovely anchorage in Grenville channel. A vicious cribbage and ukkers tournament relieved the monotony of staring at Canada's Evergreen Playground through a steadily increasing haze of rain.

Prince Rupert welcomed us with a splash. The inhabitants proved most friendly whenever we came across any in the mist and rain. HMCS *Chatham* did all possible to make our stay pleasant.

The tides in Prince Rupert also proved impressive and a bit bewildering to the uninitiated. A person would proceed ashore for an evenings entertainment by climbing down ten feet from the brow to the jetty. He would return aboard around midnight by the simple process of falling ten feet from the jetty on to the bridge.

The Tuesday after our arrival we took members of the City Council to watch a demonstration of minesweeping. But the weather proved to be too much even for the locals and they were forced to spend most of the time in the Wardroom.

The next day we were overwhelmed by hordes of young Sea Cadets and Wrenettes. Neither rain nor snow could discourage them a bit and after a brief tour of the ship (to find out which was the blunt end and which the sharp end), they were immediately transformed into enthusiastic sailors and attempted to take over the running of the ship.

They steered the ship, under very close guidance, stood lookout watches, sent signals by lamp and flag, gave expert advice to the engine room personnel and took turns shooting down seagulls with the Bofors. Their only complaint was that we had to return to harbour. They left the ship in a cloud of snowballs and with energy unabated, while we made a swift check for stowaways and then collapsed from fatigue and prolonged mental strain.

We had to leave Prince Rupert on Thursday, for it was discovered that our hair was becoming mildewed, fungus was growing behind our ears, and several stokers were complaining that their toes were webbing together. As we proceeded south, the clouds slowly lifted, the rain cleared until we burst into the glorious sunshine of Victoria and the pleasant prospects of our Annual Inspection.—L.G.S.

Churchill Radio Station

The week of February 9 to 16 will always be known around Churchill as "The Week the Navy Band Was Here". Thirty-five bandmen under Lieutenant (SB) S. E. F. Sunderland and accompanied by Chaplain (P) W. W. Levatt arrived from HMCS *Stadacona* at 2200 on the 9th and stepped from their RCAF aircraft into one of the coldest nights of the winter. A 30-knot wind and 35-below temperature, combined with driving snow, really convinced them that they were in the North. Having a member of the band freeze his face in the next ten minutes did little to change their minds.

The bandmen were billeted in HMC Naval Radio Station, and after a good night's sleep and a hot breakfast found out that the North wasn't too bad, after all. The weather was cold but clear for the remainder of their stay, and they saw more sunshine than they had seen in Halifax in months.

They had a busy week. On Thursday evening, February 10, they played a band concert to a packed audience in the Garrison Theatre in Fort Churchill. On Friday afternoon a special concert was put on for the children and on Friday evening the dance band provided the music for the annual naval ball in the station, which was the highlight of the social season.

Symbol on Funnel Wins Admirers

Canada's maple leaf emblem, carried on the after funnel of the cruiser *Ontario*, made a real hit with New Zealanders during the ship's four-day Auckland visit, according to Grant Howard, Auckland newspaperman.

"Many folk, particularly Navy men, would like to see New Zealand's own silver fern worn on the funnels of its ships," he wrote.

"Silver as a colour has the disadvantage that it would simply merge into the man-o-war grey background. The most popular suggestion for beating this problem is to have the fern leaf on a black field, as it is on the jerseys of the Dominion's famous 'All Black' rugby footballers.

"Khaki summer uniforms, not on issue to New Zealand officers and petty officers, have won a big following too. Many men have been impressed by the practicality of the colour as lined up against the 'whites' issued now.

"There is strong feeling also for a change in non-substantive rate badges. Here again the silver fern could well follow the maple leaf and replace the Admiralty six-pointed star used normally. The change would give more individualism to the Dominion's young and growing Navy."

On Saturday the band made some tapes for the local radio station, and on Saturday night the dance band again beat out the music at a ship's company dance. On Sunday, traditionally a day of rest, a small group played a special

concert for the hospital patients, and in the evening the dance band was the attraction at the sergeants' mess, Fort Churchill.

Monday the band played in the townsite of Churchill, for the civilian personnel. This is the first time that a band has put on a special concert for the townsite people, and it was very much appreciated. On Tuesday evening they closed their schedule with a dance in the "other ranks" mess in Fort Churchill.

When they were not practising or playing, the band members spent their time taking photos of dog teams, snow, Indians and Eskimos, or riding around in oversnow vehicles. At 9:30 a.m. on the 16th they left Churchill by RCAF transport, bound for Halifax, the *Stadacona* parade, and the rain.

Throughout their stay the band members impressed everyone with their behaviour, appearance and ability. As one Army officer remarked "That's the liveliest talent we've had here in a long time".

HMCS Ontario

The *Ontario* spent February in Australian waters, coming to anchor on the first in Platypus Bay where she remained for three days. This Bay is an indentation in Hervey Bay, situated at the southern end of the Great Barrier Reef. It is about the size of Lake Ontario. Its waters are thickly inhabi-



A distinguished naval officer, who was known to hundreds of Canadians who served in the Battle of the Atlantic, was a visitor on board the cruiser *Ontario* when she visited Bay of Islands, New Zealand. Now living in retirement in New Zealand, Rear-Admiral G. W. G. (Shrimp) Simpson was wartime Commodore (D) Western Approaches, with headquarters in Londonderry. He is shown chatting with Captain D. W. Groos, commanding officer of the *Ontario*. (OT-2240)

ted by sharks, sting rays, manta rays, and other deadly tropical fish.

In recent months an interesting newcomer from northern tropical seas called a "sea wasp" has spread down into these Australian waters. It is said to be a distant relation of the more familiar Portuguese-man-of-war jelly fish, with the difference that contact with this new arrival is said to be fatal within two or three minutes. As a result, while miles of wonderful golden sandy beaches line this area, swimming held about as much appeal for the ship's company as a case of leprosy.

While at anchor the *Ontario* underwent a most ambitious and rewarding cleaning and painting by seamen and cadets in order to repair weather damage suffered by the ship during the passage from Suva.

A popular pastime proved to be fishing—particularly shark fishing—but as home-made hooks of bar steel were used they proved ineffective in most cases as they were usually bent out straight. As a result no sharks were landed.

From Platypus Bay, the *Ontario* proceeded to her first call at an Australian port by going to Brisbane. This friendly tropical city is Australia's most northern city and a true sailors heaven. The populace is very hospitable so that all in all it was a thoroughly enjoyable six-day visit here for all in the ship.

After leaving Brisbane the *Ontario's* intensive training program was rigorously maintained throughout her visit to Jervis Bay. Jervis Bay is about 120 miles south of Sydney and provides a large and very beautiful anchorage that is almost totally enclosed and protected by land. In size and shape it is not unlike familiar Bedford Basin. The *Ontario* anchored off the pretty cluster of buildings which were formerly the Royal Australian Naval College. The ship's company were interested to find that these buildings have since been leased and are now used as the residences for a popular ocean-side resort.

During our week in Jervis Bay the scope of training opportunities was greatly increased by the arrival there of other Commonwealth warships. By the week's end the cosmopolitan group present was composed of HM Australian Ships *Sydney* (wearing the Flag of FOCAF) *Anzac* and *Arunta*, HM New Zealand Ships *Hawea* and *Black Prince*, the RN submarine *Thorough* and, of course, the *Ontario*. As the *Thorough* proceeded to sea daily on exercises it was possible for some of the *Ontario's* cadets to spend the day at sea in her.



Like the Colonel's lady and Judy O'Grady, children the world over show a strong kinship under the skin. The little Maori girl's face betrays that she is thinking the Maori version of the old slander of the bagpipes: "An ill wind that nobody blows good." Furthermore it appears that the Band-aids (adv.) are raided as regularly in New Zealand as in northern climes. And when Ord. Sea. J. E. Ford visited the Valley of the Thousand Hills in Natal, on the east coast of Africa, he found his little African friend to be just as avid a collector of used flash bulbs as any child who ever rode a trike in Canada. The saxophonist in the top picture is PO Reinhold Maas and the photographs were taken during the two major training cruises of the past winter—the cruiser *Ontario* to the Antipodes and the *Quebec* around Africa. (OT-2248; QB-2080)

The *Ontario* departed from Jervis Bay in company with the New Zealand cruiser *Black Prince* spending the day at sea engaging in exercises. While fuelling from the *Black Prince* by the abeam method, the *Black Prince* sent over members of her Haka party by

jackstay. These are Maori members of her ship's company who perform ritual tribal dances in native costume to their own singing accompaniment. The team of over 20 members performed on the *Ontario's* quarterdeck, where if anything, the dancing was more spirited

than usual, as our hot deck proved too much for even their tough-soled bare feet.

The jackstay held and eventually the team was returned but unfortunately the fuelling hose; due to an imperfection, did not. Hence, when it suddenly burst on our deck an unwelcome black fountain greeted hundreds of pairs of horrified eyes, not the least concerned of which were the Engineer Commander's.

The pumping of fuel oil was stopped at once but unfortunately at the moment of breaking the hose had gushed a liberal coating of oil onto the boat deck, pools of it rolled in the Captain's motor boat, the port whaler and port whaler space, while a wide black streak appeared down the ship's port side. Happily the oil was cleaned up in time so that no visible clues remained to betray the recent disaster when the ship entered Sydney the following day.

Sydney, with a population of over two million, offers all the usual big city entertainment that one would expect. It is a busy city; an important sea port, and is referred to by Australians as the "Chicago of Australia". There is a sizeable Canadian community residing in and around Sydney, so during the ship's visit a children's party for these young Canadians was held aboard and proved most popular.

The ship's visit ended all too quickly as the *Ontario* sailed from Sydney, at 0900 on 24 February in a downpour of rain. This rain continued, and a few days later caused the damaging floods in the areas north of Sydney.

Following our departure from Sydney the month's end saw *Ontario* crossing a calm though brooding Tasman Sea toward New Zealand—R.R.B.

HMCS *Jonquiere*

Early February found the *Jonquiere* in harbour at Esquimalt. From February 1 to 5, there was little activity on board. The ship's company was given the opportunity of toasting their feet before the home fires. On the latter date, the ship was loaded down with oceanographic equipment and the scientists to operate it, and was told to proceed to the Queen Charlotte Islands for oceanographic survey duty.

The survey consisted of steaming from station to station—a total of 75—and taking samples of the water. The scientists then take the water to their laboratories, and after extensive research into its properties, adjudge it to be fit for fishing.

The trip would probably be nice in the summer, when the weather is balmy and the seas are calm, but at this time

of the year, it trains sailors in the art of balancing and holding their meals down.

The *Jonquiere* stood up well under a ten-day period of continuous rough weather and rain, but had to put in to Prince Rupert over night to land a casualty. There were two casualties on board caused by the weather—one an engineering mechanic who was rather badly banged on the left side of the head while watchkeeping in the engine room. The Captain had just decided to put in to Prince Rupert to land the sick man, when it was reported to him that the Engineer Officer had sustained a black eye when clobbered by one of his large engineering manuals.

As the ship was set on her course for Prince Rupert, into the teeth of a 50-knot gale, the following mutter was heard: "At times I think we do too much for science."—R.J.P.

NAVAL DIVISIONS

HMCS *Chippawa*

The Wrens of *Chippawa* are justifiably proud of three messmates, Ldg. Wren Christine Knight, Wren Heather Mellor and Wren Betty Burdeny, the first Wrens in the RCN(R) to pass Part II of a Seamanship Squadron Board.

Ldg. Wren Knight, who also passed Part I of the board, was among the first group of women to join the RCN(R), in the fall of 1951, and was one of three Wrens to go to England as part of the Canadian Contingent to the RNVR Jubilee, in June 1954.

Wren Mellor joined the Wrens in 1952 and has been outstanding in rifle shooting for which she won the annually awarded Pinfold Trophy for the highest score achieved by a member of the Winnipeg naval division.

Wren Burdeny joined in 1953 and won the Outstanding New Entry Wren award. All three are taking a QMII course and are exercising their power of command as acting petty officers of Wrens' divisions.

HMCS *York*

Toronto's University Naval Training Division held its first annual promotion ceremony at *York* recently. Nearly 200 guests, including parents and members of the University faculty viewed the awarding of the Queen's Commission to 30 senior cadets. All graduates had completed the three-year UNTD training program.

Following an inspection by Captain R. I. Hendy, commanding officer of *York*, Lieut.-Cdr. (E) H. U. Ross, commanding officer of the University Naval Training Division, addressed words of



Honorary membership cards and official club pins were presented by Harold Bailey, president of the Naval Veterans' (Association) Club, of Toronto, recently to Surgeon Commodore Archie McCallum, former Medical Director General, now retired, and Captain Robert I. Hendy, commanding officer of *York*, the Toronto naval division. The association, believed to be the largest of its kind in Canada, has as its patrons the First Sea Lord, Admiral the Earl Mountbatten of Burma and Vice-Admiral E. R. Mainguy, Chief of the Naval Staff. (Photo courtesy The Globe and Mail, Toronto.)

welcome to the guests and introduced the inspecting officer. Captain Hendy spoke briefly to the guests and members of the graduating class and presented promotion scrolls.

Awards were made to the outstanding cadets of the first, second, and senior year. Lieut.-Cdr. J. D. Goad, RCN(R) (Ret'd), president of the Toronto branch of the Naval Officers' Association of Canada, presented the award to the outstanding cadet of the class, Cadet W. E. Paterson.

Cdr. L. D. Stupart, executive officer of *York*, presented the award to the outstanding cadet of the second year, Cadet R. L. McMinn. Lieut.-Cdr. Ross awarded the book prize to Cadet D. F. Barr, the outstanding cadet of the first year.

The evening's ceremony was concluded with a march past by the guard, the graduating class and two platoons of first year cadets. *York's* band was in attendance.

The following cadets formed the graduating class: G. H. S. Ablack, K. F. S. Allen, P. Bacon, J. D. Bodrug, C. H. H. Bourne, W. A. Breukelman, J. R. Burrows, K. H. Clark, W. J. Corcoran, W. B. Dymond, J. D. Floyd, R. J. Garlick, S. P. Godwin, T. I. C. Hamilton, A. F. Haywood, D. M. Hector, W. J. Lovering, W. B. McMinn, D. P. Mitchell, R. H. T. Owston, W. E. Paterson, J. R. Petrie, J. S. Rogerson, W. J. Runball, W. J. Saunderson, J. B. Smith, I. G. Scott, M. A. Tyber and J. B. Curtis.

"First class by any standard," were the words applied by Major-General C. Yokes, GOC Western Command, to the guard paraded by HMCS Nonsuch, the Edmonton naval division, for the opening of the Alberta legislature. The ship's band also took part in the ceremony. Lieutenant-Governor J. J. Bowlen, accompanied by Sub-Lt. W. J. Qualtrough, officer-of-the-guard, is seen inspecting the guard. (Alberta Government Photo by Chuck Ross.)



Captain Francis B. Caldwell, Chief of Staff to the Commanding Officer Naval Divisions, Hamilton, reported to the officers and men of *York* at the recent annual inspection that he was impressed with the standard of deportment and dress of the Toronto naval division.

Captain Caldwell remarked that the keenness of the division as a whole was encouraging. He was particularly impressed with *York's* flying squadron, VC 920. He also praised the engineering and ordnance branches of *York* for their training and divisional performances.

To mark the occasion of the annual inspection, up to 600 officers, men and Wrens at *York* turned out. Both the trumpet and military bands were present.

HMCS Hunter

Highlights of March at the Windsor naval division was the annual inspection on the 15th.

A total of 231 men and Wrens attended ceremonial divisions and were inspected by Captain F. B. Caldwell, Staff Officer, Commanding Officer Naval Divisions, Hamilton. Captain Caldwell and his staff carried out a complete inspection of the division following which he addressed the ship's company, outlining the tasks confronting the reserve divisions.

The wardroom's annual mess dinner was held on March 5. The guest speaker was Commodore Kenneth F. Adams, Commanding Officer Naval Divisions, who spoke about the problems of the naval reserve in the "cold war". Among the head table guests were several American officers from Detroit: Rear-Admiral L. J. Jacobi, Commander of the Michigan Naval Forces; Lt.-Col. H. B. Calahan, U.S. Marine Corps, and Cdr. C. Cleland, U.S. Naval Air Station, Grosse Ile.

After an enjoyable dinner, during which the mess president all but wore out his gavel, Rear-Admiral Jacobi commented on the uniqueness of mess dinner customs.

On March 11, about 500 persons attended the ship's company dance at *Hunter*. The evening's festivities really served a dual purpose—an opportunity for *Hunter's* friends to spend a social evening—and a chance for all to mark that day of days, St. Patrick's Day. The drill deck was beautifully decorated with all those many little items signifying the special day of the Emerald Isle. Guests of the commanding officer, Cdr. W. G. Curry, and Mrs. Curry, were Mr. and Mrs. W. Wilkinson and Rear-Admiral Walter Hose (Ret'd).

HMCS Montcalm

February 22 marked the end of Quebec City's Winter Carnival and some of the most colourful aspects of the Carnival were the many snow and ice statues erected by the enthusiastic citizens.

Snow has been in particular abundance this year and many cubic feet of this were utilized by the Quebec City naval division and HMCS *D'Iberville* to form a 37.7 feet long model of a Tribal class destroyer appropriately "christened" HMCS *Boule de Neige* (Snowball).

The ship was designed by Lieut. V. D. A. C. Arnould, of *D'Iberville*, and later "launched" on the large open space in front of the ancient armouries, next the building occupied jointly by the two naval establishments. The "launching" and "christening" ceremonies were carried out by the Carnival King, "Bonhomme Carnaval", who was attended by five of the Carnival Queen candidates and by Cdr. W. G. Mylett, commanding officer of *Montcalm*, Cdr. Dunn Lantier, commanding officer of *D'Iberville* and officers of both establishments.

On February 4, the United Services Institute sponsored the annual garrison ball at the Chateau Frontenac and, under the chairmanship of Cdr. Mylett, the ball was voted one of the most successful events of the carnival celebrations.

Montcalm was again very much in evidence on this occasion since almost 100 per cent of the officers attended this function, and *Montcalm* under the direction of Lieut. W. Brodrique contributed greatly to the success of the ball.

On Monday, February 14 a ceremonial parade at *Montcalm* was inspected by Lt.-Col. J. D. Caine and officers of the Royal Rifles Regiment of Canada.

After the inspection, the army officers were taken on a tour of the division and were acquainted with the work and training of the various departments. They were then entertained at a reception in the wardroom.

The visit is the result of a recent innovation introduced by the commanding officer of *Montcalm* to cement the relationship among Quebec City reserve units. The officers of the Quebec City RCAF Reserve Radar Squadron under Squadron Leader G. Taschereau had similarly inspected the division in December 1954 and invitations are being extended to the officers of *Montcalm* to return the visits to the Army and Air Force units in the near future.

The Wavy Navy's Own Private Shipwreck

IT WAS NOT another *Birkenhead* nor *Titanic*. In fact no one would have thought of calling it a shipwreck except the 40-odd reservists from the Prairies who happened to be on board, most of them on their first cruise.

To the Navy it was an unfortunate incident, but in light of later events it may have been a fortunate one, for there can be little doubt that the experience gained by the VRs, who happened to be on board, paid handsome dividends in the years of war.

Some 25 years ago in the dusk of a summer evening HMCS *Armentieres* was nearing Comox Harbour with a number of men drafted for a gunnery course. She crossed the bar intending to alter course as Goose Spit light came abeam.

Visibility was poor due to forest fires and mist, resulting in a fire ashore being mistaken for The Light which had been in fact obscured. Suddenly the shore loomed up ahead and the engines had barely been reversed when the ship grounded, running high upon a shingly beach.

It was near high tide and the stem of the minesweeper almost touched the trees. The lookout stationed in the bows was thrown sprawling to the deck, but speedily regained his feet and resumed his post, staring conscientiously into the firs and spruce.

"Why, in Heaven's name, didn't you sing out and report land ahead?" he was asked.

The reservist gave the officer an injured look.

"I thought you could see it as well as I could, sir."

As the tide ebbed, it became obvious that before low water the ship would keel over, as she had already a slight list to port. The Captain ordered a working party to the beach to cut timbers to be used in shoring up as the tide fell. Fortunately there were one or two ratings who had worked in lumber camps and their skill was invaluable.

The water was cold, but the spirit of all on board was excellent. There was a job to do and they meant to do it, wading out to place the timbers in position and working waist deep in the icy water until all was secure.

Shortly after dawn the officer of the watch was making his rounds when a man walked out of the trees, apparently some farmer who had heard noises in the night and had come down to investigate. After inspecting the shoring from stem to stern, he looked up at the officer. "Hi, Mister," he said, "know what you ought to do?"

Thinking he had some suggestion for improving the shoring, the officer bit. "No, what?"

"Put wheels on her, Mister, and keep on going."

The farmer made his way up the beach chuckling to himself, but needless to say the officer saw nothing funny about it—it wasn't funny at all!

At 0630 all hands turned to for the job of lightening ship, which had to be accomplished before there would be any chance of getting her off the beach. Two hundred tons of coal had to be dumped and the work done by hand. Officers and men alike turned to with a will and by noon there were large heaps of coal on both side of the ship.

The SNO Esquimalt arrived to inspect the situation and it was suggested that the VR officers be replaced by RCNs. However the SNO remarked dryly that the VRs had helped run her aground and they could help get her off. Later he commended a VR officer and crew for a seamanlike job in laying out kedge anchors to aid refloating.

At high water that night she was refloated without damage and so far as the VRs were concerned, despite the night and day of gruelling work, they had their reward in a job of real work well done. Besides, they could return to their prairie homes and tell tall stories to their less fortunate shipmates of shipwreck on the Pacific Coast.—A.C.E.

New World For Labrador to Win?

Has our fair world a hole in its head? And, if so, will this offer the Royal Canadian Navy's pride of the north, HMCS *Labrador*, new worlds to conquer?

Ninety-one years ago Jules Verne, who also wrote stories about submarines and trips to the moon, told the tale of a voyage to the centre of the earth. The thesis of the story was that the earth was not a solid ball, such as seismologists and other dull people believed it to be, but was hollow, with a weird concave landscape lighted by a stationary central sun.

Jules Verne's travellers descended to this subterranean world through an extinct volcano in Iceland and were unceremoniously returned to the outer world by a volcanic explosion in the region of Mount Etna. In more recent years, Edgar Rice Burroughs borrowed the hollow-world theory to accommodate the adventurous Tarzan.

Both the late M. Verne and the late Mr. Burroughs had, however, a worthy antecedent in the author of the "Book of Enoch" (one of the so-called "lost books" of the Bible) and reference is made to this in a letter written to Captain O. C. S. Robertson, commanding officer of the *Labrador*, who took the Arctic patrol ship through the Northwest Passage on her maiden voyage.

The letter says in part:

"Today Rear-Admiral Byrd's Antarctica expedition left Boston for Little America, there perhaps to discover the lost Garden of Eden.

"One of you is going to be another Christopher Columbus; perhaps each of you will discover the bottomless pits at both ends of the Great Earth, which Enoch describes, and perhaps you will sail your ships into Eden, the centre of Earth.

"I know that you must consider yourself a man of destiny to be the second Captain to have traversed the Northwest Passage, which mankind has been trying to do since 1,000 AD when the Vikings and the other explorers tried so hard to find the great Passage.

"This booklet which describes the electro-magnetism of the North and South Poles could easily be the one idea which can be your great destiny in the North.

"If you can make this discovery, the name of Robertson will be as very famous as Christopher Columbus, 1492.

"All we ask when you do is to make it known where cometh your inspiration and from what source your knowledge."



THE NAVY PLAYS

Naval Boxer "Golden Boy"

Leading Seaman Trent Ketcheson, 24, an electrician's mate in *Naden*, who became the 1955 British Columbia Amateur Boxing Champion in the middle-weight division at the end of March, has also restored a boxing title to the RCN which it has not held since 1947.

In addition to winning the amateur championship, he was also chosen from 61 fighters as the Golden Gloves winner. The Navy has not had a "Golden Boy" in this tourney since PO Eddie Haddad, a southpaw, took the award in 1947.

Ldg. Sea. Ketcheson, as well as taking the middleweight crown, also won the Irish Fusiliers "Most Scientific Boxer" Trophy and the Debrett Trophy, awarded annually to the "Golden Boy" of the tournament. He is now readying himself for a crack at the Dominion Championship in Regina in May.

Ketcheson had to battle a semi-finalist and a finalist in quick succession to win the middleweight class. He took the semi-final with a technical knock-out over Gary Oakden, who was voted the most aggressive boxer, in the third round. This was the scientific display that helped win for Ketcheson the "Irish Fusiliers Boxing Club Trophy". Following a toe-to-toe slug-fest he took a points decision against his opponent in the final, Darrell Elmore of Langley, B.C. This bout had the 3,000 spectators on their feet, screaming from start to finish. Despite taking a gruelling punishment in the second round, Elmore rallied sufficiently to be voted the boxer with the best "left hand"—and Ketcheson finished the fight with a beautiful right eye "shiner" to substantiate Elmore's rating.

Ketcheson, a veteran of some 70-odd amateur bouts—he's not sure of the exact number himself—has been fighting since his first bout at the age of 13 in Saskatoon and has been a consistent winner ever since.

He ventured into the lightweight division in Nova Scotia in 1953 while stationed at Halifax with the Navy and succeeded in winning the provincial title for that year. In the previous year, 1952, he was the Dominion middle-weight champion. Last year he reached the final bout before being forced to retire with a cut eye. At the present time

he is planning on a few warm-up fights in Seattle before travelling east under Optimist Club sponsorship for the Canadian championships.

Now training under CPO Tom Rayson at *Naden*, he may also take in the western Canada championships, scheduled to be held in Calgary in April.

While proud of his boxing success, Ketcheson considers his four years of ring experience while in the navy as "just for fun". He has no intention of turning professional.

Born in Norquay, Saskatchewan, Ketcheson is married and lives with his wife and infant daughter, Colleen, in Victoria.

Not Enough Ice To Suit Curlers

Interest in curling in the Pacific Command has grown to such an extent that ice time could not be made available for all wishing to take part in the Command League during the past season.

Five teams from the league entered the Victoria Open Bonspiel, which had



Holding the two trophies he won in the Golden Gloves Tournament held in Vancouver in March is Leading Seaman Trent Ketcheson of the *Naden* Boxing Club. Ketcheson pounded his way to the B.C. Middleweight crown along with winning the Irish Fusiliers "Most Scientific Boxer" Trophy, left, and the Debrett Trophy awarded annually to the "Golden Boy" of the Tournament. (E-30768)

an entry of 78 rinks, including top curlers from Saskatchewan, Alberta and British Columbia. The Navy teams gave a good account of themselves, particularly that which was skipped by CPO H. G. Day. This team took third prize in the main event, and other members were CPO J. C. Anderson, CPO R. C. MacPherson and CPO K. A. Toll.

Volleyball Crown To Cape Breton

The Inter-ship Volleyball League crown was won recently by the *Cape Breton* when they defeated the *Magnificent* 16-14 and 15-6 at the *Stadacona* gymnasium.

The *Cape Breton* thus qualified to represent the Intership League in the Atlantic Command championships.

Naden Retains Golf Trophy

With a score of 443, *Naden* retained the George Cole Sports Shop Trophy in the RCN Golf Association monthly inter-ship tournament in March.

HMC Dockyard took second place with 480 and HMC Ships trailed with 499.

Other events scheduled during the 1955 season for RCNGA golfers will include the open championship, match play handicap tournament, Corby-Wiser Cup medal competition, team matches against USN (Bremerton), HMC Dockyard civilian employees and the Cowichan Golf Club.

Instr.-Cdr. G. L. Amyot was elected chairman of the association at the annual meeting, held in February.

Catarauqui Hopes To Win Next Time

Despite being effectively trounced by 54 to 26 points in a recent series of sports events, a group of Kingston reservists were eagerly awaiting a return engagement with *Carleton*, the Ottawa naval division.

In four basketball games, *Catarauqui* took three and lost one; in volleyball they took one and lost three; in 20 badminton matches they lost 14 and won six; in the hockey game—the clincher for the Ottawa sportsmen—*Catarauqui* lost 4-0.

RCN Team Beats USAF Boxers

Recently, at Stephenville, Newfoundland, an RCN team of boxers from Halifax defeated U.S. airmen of the Ernest Harmon Air Force Base by four matches to three.

Ord. Sea. Nelson Lewis, 142 lbs., of *Haida*, who was the 1954 Maritimes

Golden Gloves champion, dropped a close decision to "Nat" Oliphant, 147 lbs. who won the AAU championship in 1952.

Results of other bouts: Ord. Sea. R. E. Hesson, 185 lbs., of *Stadacona*, defeated Charles Hart, 187 lbs.; Maxum Jonston, 116 lbs., *EHAFFB*, defeated AB Pat G. Doyle, 107 lbs., of *Micmac*; Excel Kelly, 130 lbs., *EHAFFB*, defeated Ord. Sea. Roland J. Thibault, 140 lbs., of *Shearwater*; AB D. P. Kane, 134 lbs., of *Shearwater*, defeated Jerry Tarlton, 126 lbs., *EHAFFB*; AB Karl Kowalsky, 144 lbs., of *Micmac*, defeated Paul Frazier, 147 lbs., *EHAFFB*, and Ord. Sea. T. H. Ahern, 154 lbs., *Stadacona*, defeated Reggie Hayes, 154 lbs., *EHAFFB*.

Stadacona Wins Atlantic Curling

Skipped by CPO E. C. Mills, a rink from *Stadacona* won the RCN Atlantic Command curling bonspiel, held on March 24-25 at the Mayflower Curling Club, Halifax.

The event attracted 22 entries from *Stadacona*, *Shearwater*, *Cornwallis*, *Magnificent*, *Iroquois*, *Haida*, *Sussexvale* and *Micmac*.

Match committee for the bonspiel was composed of Instr.-Cdr. J. D. Armstrong, club president; Lieut. (S) A. C. Tassie, secretary; CPO R. R. Curtis,

vice-president; CPO R. L. Henry, PO R. J. Burbine and Mr. J. Wilkie.

On the final night of the 'spiel the prizes were presented by Commodore E. P. Tisdall at a smoker. Other members of the winning team were PO Joe Schreuer, mate; PO D. F. Newton, second, and CPO Harry Patrick, lead.

CMR Captures Claxton Cup

In a weekend Canadian Services College Sports Tournament held at St. Johns, Que., Collège Militaire Royal de Saint Jean defeated Royal Military College, Kingston, and Royal Roads, Victoria, to win the Brooke Claxton Cup.

CMR, the hosts, took first place in volleyball, boxing and swimming.

In the basketball games, Royal Roads defeated CMR by 58 points to 49; RMC defeated CMR 73 to 43, and Royal Roads beat RMC 72 to 49.

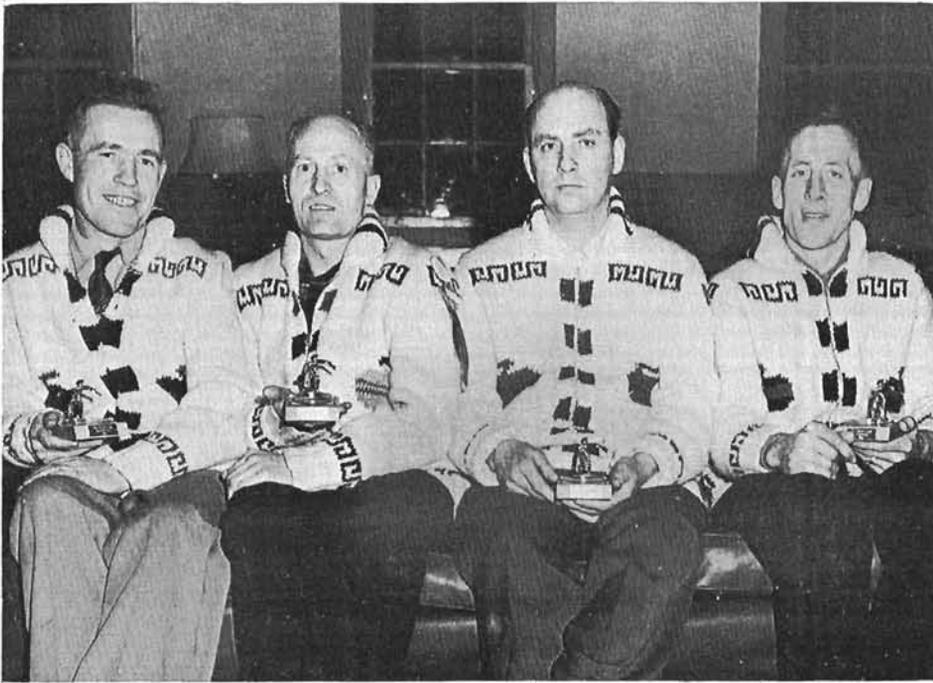
Volleyball saw CMR defeat RMC 15-4, 15-8, 15-12. CMR beat Royal Roads 15-8, 11-15, 15-3, and RMC defeated Royal Roads 15-9, 14-16 and 15-5.

Points in the rifle shooting competition were: RMC 487, CMR 485, Royal Roads 484.

Cadet A. Christie of London, Ont., led CMR to victory in the swimming events, winning the 50-yard free stroke and the 50-yard back stroke. The 100-yard free stroke was won by Keith



Proud possessors of the RCN Atlantic Command curling championship, the four members of the winning rink from *Stadacona* are seen here with their trophy. Left to right: CPO Harry Patrick, lead; PO D. F. Newton, second; PO J. M. Schreuer, mate, and CPO E. C. Mills, skip. The bonspiel was held March 24-25 in the Mayflower Curling Club, Halifax and there were 22 rink entries from *Stadacona*, *Shearwater*, *Cornwallis*, *Magnificent*, *Iroquois*, *Haida*, *Sussexvale* and *Micmac*. (HS-35439)



A thrilling 12-ender in the finals of the British Columbia Tri-City Curling Trophy held at Vancouver recently saw one of the four Naden entries edged out by an 8-7 margin. Victors in the bonspiel were members of the RCAF Sea Island rink which was skipped by Squadron Leader George Moir. The Navy curlers who received runner-up awards are seen here, left to right: CPO Harvey G. Day, skip; CPO J. G. Anderson, third; CPO R. C. MacPherson, second, and CPO K. A. Toll, lead.

Stewart, from Johannesburg, South Africa, swimming for Royal Roads. Bill Broughton of Ottawa took the 50-yard backstroke for Royal Roads while RMC entry G. G. Freill of Montreal won the diving competition.

In the boxing events, CMR registered one win in the lightweight division, two wins in the welterweight, one win in the middleweight, one win in the light-heavyweight and one win in the heavyweight.

Royal Roads had one win in the lightweight. RMC had one win in the middleweight division, one in the light-heavyweight and two in the heavyweight.

Combined points scores for the various events were as follows: basketball, CMR 1, RMC 3, Royal Roads 5; volleyball, CMR 5, RMC 3, Royal Roads 1; rifle shooting, CMR 3, RMC 5, Royal Roads 1; boxing, CMR 5, RMC 3, Royal Roads 1; swimming, CMR 5, RMC 1, Royal Roads 3. Total points: CMR 19, RMC 15 and Royal Roads 11.

"Nav-Airs" Win Air Station Title

The RCAF inter-station league championship was won recently by Toronto's "Navy" hockey team. While named Downsview Nav-Airs because the players were drawn from both the Navy and Air Force, the champions flew navy colours all season.

In a league of 14 teams, they finished in second place at the end of the schedule. They took semi-finals in two games straight and in the finals they also won both games straight in the best two out of three series.

They then completed for the Hiram Walker Trophy, emblematic of supremacy among the reserve divisions of Southwestern Ontario. Teams entered were from *Hunter*, *Prevost*, *Star* and *Nav-Airs*. The Toronto team trounced *Star* by nine goals in their two-game series, but were knocked out of the running by *Prevost* who took a nine-to-five goal margin.

Lieut. (P) M. Turner, manager of *Nav-Airs*, has promised that the team will be back again next season, stronger than ever.

New Glasgow Shines at Hockey

During the past hockey season the *New Glasgow* performed creditably, winning four out of five regular games. Victories were over the *Stettler*, *Jonquiere*, *Fortune* and *Crusader* and the only defeat was met at the hands of the *Cayuga*. In the first playoff game, the *Stettler* proved to have the better team, eliminating the *New Glasgow* from further participation by a 3-1 score in a hard-fought game.

Basketball has become popular with the ship's company and after two wins over the *Jonquiere* and a team selected

from the Second Minesweeping Squadron, they appear confident about going on to victory in the playoffs.

Curling also took hold in the ship. An officers' rink, skipped by Cdr. G. A. LaRue, competed for honours with seven other rinks from the ship's company. However, they met stiff competition, principally from the rink skipped by AB Bill Francis, which showed the best form in early competition winning six games without a defeat.

In addition to inter-ship competition, the *New Glasgow* curlers entered a rink in an open bonspiel at Victoria in February. Although gaining no laurels, the team, all engineering mechanics skipped by PO Jim Redlin, made a good showing.

60 Entries in Squash Tilt

A total of 60 entries were received for the first open squash tournament, held at the P&RT Centre, *Naden*.

The winners and finalists were: Class "A", Lieut. (P) B. Bell-Irving defeated CPO J. C. Waldron; Class "B" PO R. M. Padget defeated CPO J. C. Waldron; Class "C", PO J. H. Jack defeated CPO J. A. Stoddart; Class "D" PO J. S. Searle defeated Lieut. (S) C. P. Ilsley; Beginners, CPO N. G. Anderson defeated A/Ord. Sub.-Lt. R. A. McLean.

Curling Trophy Eludes RCN Rink

The RCN entry, representing Victoria, was edged out of the British Columbia Tri-City Curling Trophy recently when RCAF of Vancouver took a 12-ender win 8-7 at the Pacific Curling Club.

Four participating RCN rinks, including that which was defeated in the finals, were from *Naden*. The Navy curlers who received runner-up awards were: CPO Harvey G. Day, skip; CPO J. C. Anderson, third; CPO R. C. MacPherson, second, and CPO K. A. Toll, lead.

In the final the RCAF Sea Island foursome defeated Day's rink in a thrilling 12-ender with the 8-7 score. At the end of the eleventh end Squadron Leader George Moir, skip, had last rock going home and had to take out Day's rock shot. He was successful and left himself lying one, to win the match and trophy.

Unicorn Takes City Hoop Title

Navy hoopsters continue to make a name for themselves in Saskatoon's senior basketball league.

Unicorn once again walked off with the city championship and had their star, Maurice Anderson, picked as the most valuable player in the loop on his season's play.

The team will now meet a representative group from the south for the provincial title, an honour they are favoured to take this year following their near miss in a tightly contested final last spring.

Discovery Mans 8-Oared Shell

What is believed to be the first eight-oared shell crew in the RCN(R) is scheduled to make its appearance in Canadian regattas this summer.

Made up entirely of reserves from *Discovery*, the crew began its water program on March 15, coached by Lieut.-Cdr. (S) A. C. Penley, who has been boosting the idea since he joined the division in 1953.

The winter training schedule included skiing on Grouse Mountain, to toughen legs and develop co-ordination; rowing in Vancouver harbour whenever weather permitted; playing water polo and making regular runs up to four miles through Stanley Park. To vary the program they sometimes played basketball and once visited an industrial plant—anything to stay together.

After initial training in a flat-bottomed coaching barge, the crew joined the Vancouver Rowing Club since they did not have a shell of their own, or any practice equipment. Membership in the VRC was provided through the ship's fund while the crew members purchased their own strip and training equipment out of their pockets.

The water training commenced March 15 with the crew out in Vancouver harbour daily at 6.30 a.m. for an hour's workout before going to work.

The first event which they will enter will be the Victoria Regatta on May 24 and, in the words of Coach Penley: "If we are good enough, we have set our sights on the Canadian Henley later this summer."

It is also hoped that the crew may have some workouts with the crew from the University of British Columbia which will be competing in the British Empire Games this year.

Lieut.-Cdr. Penley began his rowing activities in England before the war when he stroked his crew from Beaumont College, Old Windsor, to its first victory in 12 years over Eton.

The crew of the eight, apart from the coxswain, Barry MacDonald, an 80-pound Sea Cadet, is composed of AB Albert Holt, No. 8 oar; Sub-Lt. Victor V. Stewart, 7; Ldg. Sea. Ken Johnstone, 6; A/Lieut. Richard Buxton, 5; Lieut.-Cdr. Penley, 4; Ldg. Sea. Ian Muir, 3; AB Ted Roach, 2, and Sub-Lt. Alex Webster at bow. Spare is AB Tom Taylor.

Volleyball Title To Ordnance School

The *Naden* volleyball championship was won by Ordnance School in a closely contested final with Supply School (Staff).

Anglers Organize On Pacific Coast

"Gone fishin'," it would seem, is going to be an even more common phrase in Navy circles on the West Coast than usual. This observation is prompted by the recent news of the formation of the Royal Canadian Navy Anglers' Association.

The new group is restricted to active and reserve naval personnel, civilians employed by the Navy and the Sea Cadets.

Five trophies have been put up for competition, including the Victoria Colonist Trophy, which will be awarded to the member who catches the largest salmon of the season.

The executive of the association is composed of CPO Jack W. Pottinger, president; Cd. Communications Officer A. E. Hawkins, first vice-president; CPO B. E. Colgrave, second vice-president; PO H. E. George, treasurer, and D. F. Coburn, secretary.

Naval Entries in Squash Tourney

Eleven members of the Pacific Command Squash Club took part in the Victoria Squash Club annual invitation tournament.

PO D. I. Barwis was a finalist in the Class "C" competition while CPO C. A. Bryan was the winner in Class "D".

Shearwater "A" Bowling Champs

Shearwater "A" recently won the RCN Atlantic Command bowling championship when they defeated *Stadacona* in the final round 3-1 at the Clarence Park alleys.

Shearwater "A" chalked up a total of 11 points in winning first round in "A" section and *Stadacona* won "B" section with 10. In the semi-finals *Shearwater* downed *Cornwallis* 3-1 while *Stadacona* defeated *Cornwallis* officers 4-0.

Training strenuously for regatta competition this summer are the crew members of HMCS *Discovery's* eight-oared shell. Manning the oars when the picture was taken were: Sub-Lt. D. R. Nesbit, bow; AB E. V. Roach; Ldg. Sea. I. M. Muir; Ord. Sea. J. W. Taylor; Lieut. Richard Buxton; Ldg. Sea. K. R. Johnstone; Sub-Lt. V. V. Stewart; AB Albert Holt, stroke, and Sea Cadet Barry MacDonald, coxswain. (Photo courtesy R. Carphin, Vancouver.)



LOWER DECK PROMOTIONS

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

ABLETT, Edwin J.....C2SH4
 ADDERLEY, John J.....LSCR1
 ANCTIL, Normand J.....LSCS2
 ANDERSON, Earl M.....LSEM1
 ANDREWS, Frank R.....C2T14
 ANSELL, Albert H.....LSEM1
 AUSTIN, Robert O.....LSCS2
 BARBER, Andrew P.....LSCV1
 BARRIE, Robert W.....P1EM2(NQ)
 BATEMAN, Charles H.....C2BD4
 BEACOCK, Bruce P.....LSMA1
 BEDFORD, John C.....LSEM1
 BELL, Harvey C.....LSSW1
 BESSEM, Nicholaas T.....LSLM2
 BIRD, Wilfred L.....LSRP1
 BLACK, Alan L.....P2EM2
 BLAKE, Robert A.....LSVS1
 BOWCOTT, John.....P2EM2
 BOYD, Ross C.....LSEM1
 BRADBURY, Gordon B.....LSVS1
 BROWN, James E.....LSAR1
 BROWNSEY, Lionel J.....P1SH4
 BRUCE, Donald E.....P2CR2
 BRUNER, Peter C.....LSOM2
 BUSSLINGER, Jacob W.....LSEM1
 BUTLER, Gerald M.....C2ER4
 CAIN, Arthur.....P2QR2
 CAMPBELL, Ronald M.....LSEM1
 CHAISSON, Joseph B.....LSCR1
 CHAMBERS, Reginald M.....LSSW1
 CHAPMAN, Thomas E.....LSCR2
 CHORNABY, Victor W.....LSAA1
 CHRISTIANSON, Russell J.....C2ET4
 CLARK, Ernest W.....C1EM3(NQ)
 CLARK, Geoffrey J.....C2VS3
 CLARK, Peter F.....LSQM1
 CLAY, Ronald W.....P2BD2
 DACHUK, Archie.....P2EM2
 DAoust, William M.....P2QM2
 DARRAH, Murray D.....P2AA2
 DICK, Edward C.....LSCV1
 DIOTTE, Samuel J.....LSCV1
 DITCHBURN, Kenneth.....LSCR1
 DIXON, Alan W.....LSLM2
 DONKIN, Charles F.....P2EG3
 DOYLE, Edward H.....LSEM1
 DUQUESNE, Nicholas D.....LSCR1
 DYER, William R.....LSCR1
 EARLE, Edwin B.....LSEM1
 EISON, Earl J.....P2CK2
 ELLIOTT, Bryan W.....LSCV1
 ELLIOTT, James A.....LSEM1
 ELLIOTT, Ronald E.....P2QM2
 ENGLAND, Charles A.....P1EM2(NQ)
 EVANS, Donald C.....LSEM1
 FALCONER, Stanley V.....LSEM1
 FEINDELL, Newton R.....P2CK2
 FIELDING, Ross S.....LSCV1
 FORBRIGGER, John S.....LNSN1
 FOYLE, Ronald J.....LSEM1
 FRASER, William J.....C2SH4
 FUDGE, Angus G.....LSAC1
 GALE, Andrew B.....LSQM1
 GALE, John S.....P2QM1
 GALLANT, Allan J.....P2SW2
 GAUDET, William R.....P2CR2
 GEARY, Robert D.....P1SH4
 GIGUERE, Jean-Paul.....LSSW1
 GIRARD, Armand J.....LSSW1
 GRAHAM, Leslie V.....LSCV1

GRANT, Frederick R.....P2AR2
 GRUNDY, Roger F.....LSCR1
 HANNAH, Allan G.....LSLM2
 HANSEN, Frank A.....P1EM2(NQ)
 HARRIS, Ralph B.....LSCV1
 HARTIN, Alton C.....P1TD2
 HAUGEN, Ivor L.....P1SH4
 HAZEL, Russell J.....LSCR1
 HILL, Arthur R.....P2CR2
 HITCH, William L.....C2ER4
 HOFFENDEN, Leonard A.....LSMA1
 HOPCROFT, Frederick E.....C1PN2
 HOYLE, Frederick W.....P1SH4
 HUGHES, Edward J.....LSEM1
 HURDLE, James.....P1EM2(NQ)
 IZSAK, Steven.....P2QR2
 JEFFREY, John J.....P2EM2
 JOINER, Leo M.....P1EM2(NQ)
 JONES, Percy J.....LSCS2
 JOUDREY, William O.....P2EM2
 KELLY, Peter J.....LSEM1
 KENNEDY, David.....P1EM2(NQ)
 KENNOUGH, John L.....C1ER4
 KERGOAT, Raymond G.....P1CS4
 KING, Eric T.....P2RS3
 KIRKEY, Donald L.....LSAW1
 LANDER, John R.....LSLM2
 LANGENECKER, Frank J.....LSCR1
 LARKIN, Thomas P.....P2CV2
 LAURIE, Douglas T.....C1EM3(NQ)
 LECLAIR, Michael J.....LSAC1
 LEHAN, Ralph E.....LSSW1
 LINTON, Frederick C.....LSCS2
 LISTER, David G.....LSRP1
 LONGCHAMP, Fernand T.....LSEM1
 LONGMORE, Norman.....C1ER4
 LOVERING, Arnold R.....LSLM2
 LYNCH, Delbert J.....P1EM2(NQ)
 MAHAR, Freeman L.....P2SW2
 MARQUIS, Henri P.....P1CK2
 MASON, Gerald L.....C2ET4
 MIDDLETON, Ernest G.....LSSW1
 MOHNS, Boyd D.....P1TD2
 MORISETTE, Claude J.....LSMA1
 MORRISON, Harry V.....LSCS2
 MORRISON, John.....P2BD3
 MUSTARD, Robert G.....LSAF1
 GRANT, Frederick R.....P2AR2
 GRUNDY, Roger F.....LSCR1
 HANNAH, Allan G.....LSLM2
 HANSEN, Frank A.....P1EM2(NQ)
 HARRIS, Ralph B.....LSCV1
 HARTIN, Alton C.....P1TD2
 HAUGEN, Ivor L.....P1SH4
 HAZEL, Russell J.....LSCR1
 HILL, Arthur R.....P2CR2
 HITCH, William L.....C2ER4
 HOFFENDEN, Leonard A.....LSMA1
 HOPCROFT, Frederick E.....C1PN2
 HOYLE, Frederick W.....P1SH4
 HUGHES, Edward J.....LSEM1
 HURDLE, James.....P1EM2(NQ)
 IZSAK, Steven.....P2QR2
 JEFFREY, John J.....P2EM2
 JOINER, Leo M.....P1EM2(NQ)
 JONES, Percy J.....LSCS2
 JOUDREY, William O.....P2EM2
 KELLY, Peter J.....LSEM1
 KENNEDY, David.....P1EM2(NQ)
 KENNOUGH, John L.....C1ER4
 KERGOAT, Raymond G.....P1CS4
 KING, Eric T.....P2RS3
 KIRKEY, Donald L.....LSAW1
 LANDER, John R.....LSLM2
 LANGENECKER, Frank J.....LSCR1
 LARKIN, Thomas P.....P2CV2
 LAURIE, Douglas T.....C1EM3(NQ)
 LECLAIR, Michael J.....LSAC1
 LEHAN, Ralph E.....LSSW1
 LINTON, Frederick C.....LSCS2
 LISTER, David G.....LSRP1
 LONGCHAMP, Fernand T.....LSEM1
 LONGMORE, Norman.....C1ER4
 LOVERING, Arnold R.....LSLM2
 LYNCH, Delbert J.....P1EM2(NQ)
 MAHAR, Freeman L.....P2SW2
 MARQUIS, Henri P.....P1CK2
 MASON, Gerald L.....C2ET4
 MIDDLETON, Ernest G.....LSSW1
 MOHNS, Boyd D.....P1TD2
 MORISETTE, Claude J.....LSMA1
 MORRISON, Harry V.....LSCS2
 MORRISON, John.....P2BD3
 MUSTARD, Robert G.....LSAF1

FRENCH, SPANISH TAUGHT AT NADEN

Classes in conversational French and Spanish are being held at the Educational Training Establishment at Naden under Instructor Cdr. C. H. Little.

The classes proved very popular, with 60 civilian and service people enrolled. The emphasis is on conversation and phonograph records are utilized, so that learning with the ear approaches as closely as possible the desirable method of "learning with the people". The classes are held twice weekly.

Cdr. Little, for a number of years in charge of educational facilities at Esquimalt, speaks five languages himself, so has little difficulty helping to fill what has been a long felt need on the West Coast.—W.P.M.S.

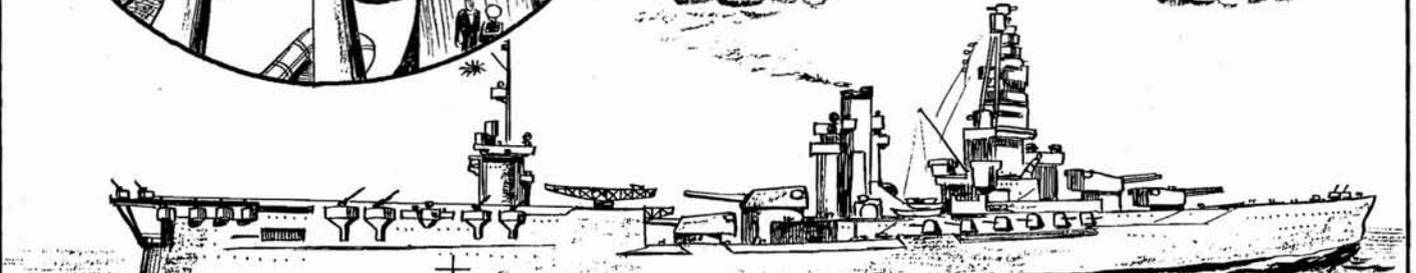
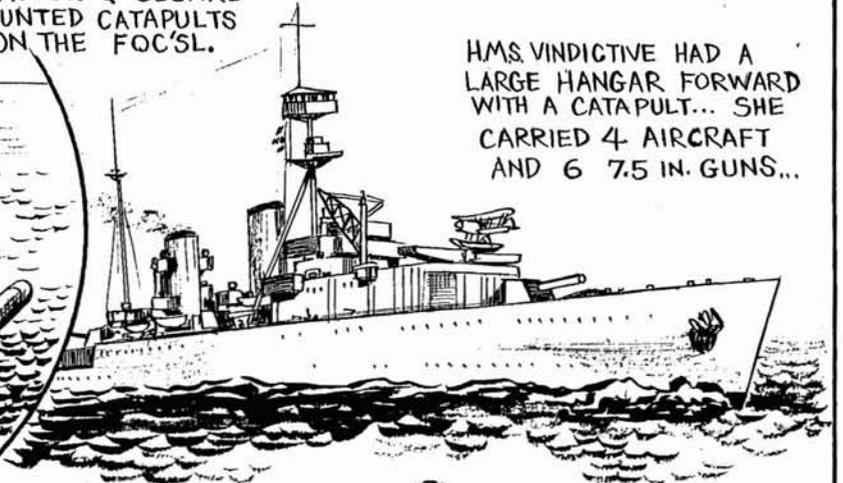
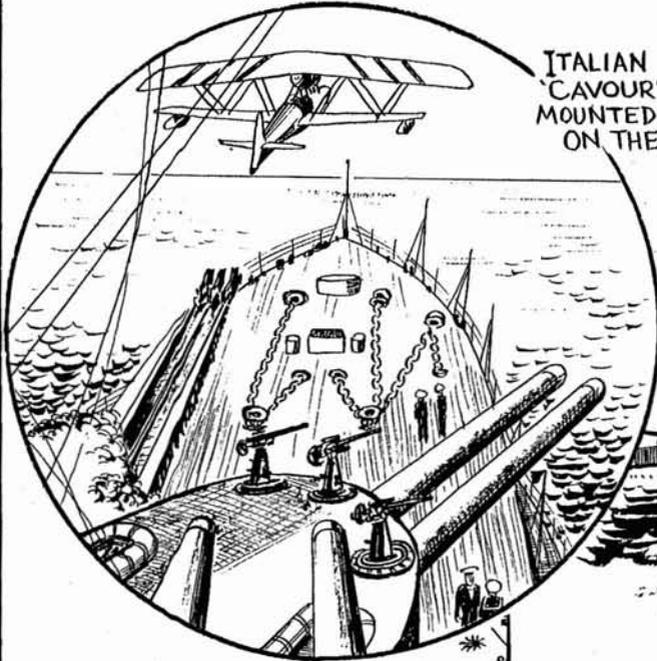
MacCOY, Stanley A.....P2MA2
 MacDONALD, Howard A.....LSEM1
 MacKENZIE, John R.....LSEM1
 MacKINNON, Raymond J.....LSEM1
 MacPHAIL, Thomas G.....P2SW2
 MacRAE, Donald B.....LSLM2
 McCARTHY, Thomas J.....P1TD3
 McCUIISH, Kenneth D.....LSEM1
 McDONALD, John F.....P1EM2(NQ)
 McINTOSH, Alexander S.....P2SW2
 McNEILLY, Roy E.....P2SW2
 McROBB, James F.....LNSN2
 NEILL, Francis G.....LSPW1
 NESS, Donald.....LSQM1
 NEWANS, George W.....LSCK2
 NEWTON, John D.....P2QR2
 NICHOLSON, Frederick M.....P2BD3
 NOBLE, James P.....LSEM1
 NOWELL, Charles M.....LSAM2
 O'DONNELL, Joseph D.....P1EM2(NQ)
 ORCHARD, Kenneth J.....P1EM2(NQ)
 ORMAN, Lloyd E.....LSVS1
 PALY, William C.....P1CS4
 PEASLEY, Roland L.....LSCV1
 PHILPOTT, Earl J.....LSAR1
 PINK, John A.....LSCV1
 PROBETTS, Ronald E.....LSEM1
 PYETTE, Kenneth L.....LSEM1
 RASMUSSEN, John H.....LSLM2
 READ, Norval T.....P1RP3
 REID, Robert H.....C1ER4
 RHODES, William E.....C2ER4
 RILEY, Gerald A.....LSCV1
 RIOUX, Ernest.....P2RW3
 ROBERTS, William J.....P1TD3
 ROBINSON, Charles W.....LSAR1
 RODGERS, Keith D.....LSCV1
 ROSE, Douglas L.....LSSW1
 ROWE, Eli W.....P2PW3
 RUDDY, Cornelius G.....LSCR1
 RUFFELL, Douglas G.....LSSW1
 RUYMAR, Michael A.....P1CS4
 RYAN, Philip G.....P2AW2
 RYAN, Ronald M.....LSPW1
 ST. PIERRE, Yvon J.....LSSW1
 SALM, Gerard F.....LSCV1
 SHERWOOD, Wilfred S.....LSSW1
 SIMPSON, James E.....LSCV1
 SNUTCH, Donald A.....LSCS2
 SOUBLIERE, George H.....P1EM3(NQ)
 STAPLEFORD, George D.....P2AR2
 STEWART, Robert W.....P1EM2(NQ)
 STRYCKER, Howard K.....P1VS3
 SULLIVAN, Donald A.....LSCV1
 TAKOOKA, James K.....LSMA2
 TAYLOR, Wayne E.....LSCR1
 TILBURY, Albert E.....P2EM2
 TINLINE, Franklin A.....P1EM2(NQ)
 TOMKINS, Dennis T.....C2ER4
 TRAPNELL, Brian W.....LSCR1
 TURCOTTE, Bruno J.....LSCR1
 TURNBULL, Norman K.....LSEM1
 VAIR, John G.....LSQM1
 VANSTONE, Russell D.....P1EM2(NQ)
 VENNALL, Charles E.....LSCR1
 WALCZAK, Eugene.....LSCV1
 WALLACE, William N.....P2BD3
 WALSH, Harold E.....LSCV1
 WAPOLA, Frank E.....P1SH4
 WICKMAN, Harry M.....LSEM1
 WILSON, John C.....P1CS4
 WITWICKI, Stanley W.....LSAC1
 WOOD, Frederick K.....P2EM2
 YOUNG, Thomas J.....P1EM2(NQ)

NAVAL LORE CORNER

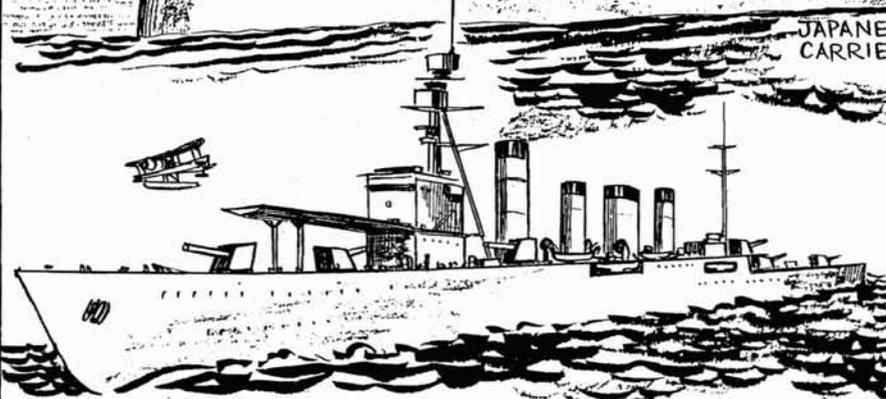
NO. 27
SHIPBORNE
CATAPULTS

ITALIAN BATTLESHIPS
'CAVOUR' & 'CESARE'
MOUNTED CATAPULTS
ON THE FOC'S'L.

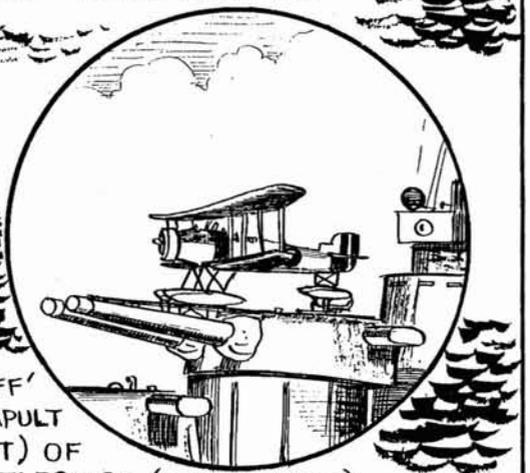
HMS VINDICTIVE HAD A
LARGE HANGAR FORWARD
WITH A CATAPULT... SHE
CARRIED 4 AIRCRAFT
AND 6 7.5 IN. GUNS...



JAPANESE 'ISE' CLASS BATTLESHIPS/
CARRIERS - FLIGHT DECK AFT.



JAPANESE 'JINTSU' CLASS CRUISERS
(5195 TONS - 7 5.5 IN. GUNS)
HAD CATAPULT PLATFORM
FORWARD....



BRITISH 'FLY OFF'
TURRET (CATAPULT
ON 'B' TURRET) OF
BRITISH BATTLESHIPS (WORLD WAR I)



The CROWSNEST



Vol. 7, No. 7

May, 1955

H.M.C.S. QUEBEC - AFRICAN CRUISE

Captain E. W. Finch-Noyes C.D., R.C.N.

1955



Bermuda 19. Jan. 0
 Halifax 14. Jan. 1
 Sailed 15. Apr. 1



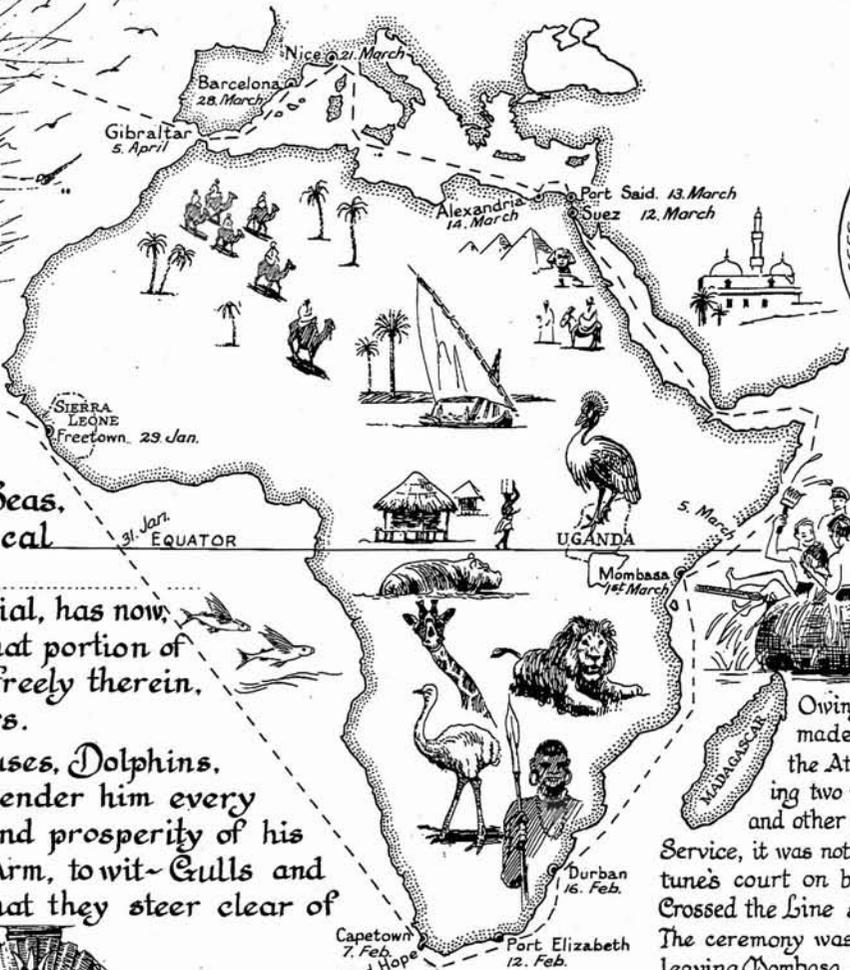
Neptune
 also called Poseidon,
 King of the Oceans, Lord of the Seven Seas,

by virtue of authority in me invested by mythological tradition, do hereby proclaim that having been duly initiated in the prescribed ceremonial, has now, and henceforth shall have Our permission to enter that portion of Our Domain lying south of the Equator, and to travel freely therein, subject only to the authority of his superior officers.

It shall be the happy duty of all Whales, Grampuses, Dolphins, Mermaids, and all Our other loyal Sea Servants, to render him every service in their power for enhancing the pleasure and prosperity of his voyages; also Our loyal assistants in Our Ocean Air Arm, to wit - Gulls and Coonies, Pelicans and Flying-Fish, shall see to it that they steer clear of him whilst on escort duty.

Given at Our Court on the Equator
 in Longitude 8° 21' West
 this 31st day of January, 1955.

Neptunus Rex



Owing to previous arrangements made with Boreas for sweeping the Atlantic, and the need for dry-docking two members of the ship's company, and other exigencies of Her Majesty's Service, it was not convenient to hold King Neptune's court on board QUEBEC when she Crossed the Line south-bound on 31st January. The ceremony was held on 5th March, after leaving Adombasa, where H.M.C.S. QUEBEC was the first Canadian war-ship to visit that port.



H. Louisy 55

The CROWSNEST

Vol. 7 No. 7

THE ROYAL CANADIAN NAVY'S MAGAZINE

MAY, 1955

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In the Wake of the Ancients

They were new seas and new ports of call to a Canadian warship but two and a half thousand years ago, the intrepid Phœnicians traded for gold and ivory and ostrich feathers along those coasts. The calculated daring of the ancient traders built the greatest commercial empire of ancient days — an empire which at last crumbled before the armed might of Rome in the Carthaginian wars.

The officers and men of the training cruiser *Quebec* saw modern cities and great industrial enterprises along the coast of Africa, and they also had glimpses of life among the natives, little changed by the slow march of the centuries.

The *Quebec* returned to Halifax on April 15 as the first Canadian warship ever to circumnavigate the continent of Africa. Only a few months previously the Arctic patrol ship *Labrador* became the first warship in history to sail around the North American continent. The *Quebec* (then HMCS *Uganda*) steamed completely around South America nine years ago and the cruiser *Ontario* rounded that continent late in 1952. Within the past year, five circuits of the globe were completed by Canadian warships serving in the Far East — two each for the *Huron* and *Iroquois*, one for the *Haida*.

Cdr. H. W. S. Soulsby, RCN (Ret'd), of Victoria, prepared the certificate commemorating the *Quebec's* African voyage.

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.

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only40
8 x 10 glossy or matte finish50
11 x 14 matte finish only	1.00

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Persons desirous of receiving their own private copies by mail should send their orders, accompanied by cheque or money order made out to the Receiver General of Canada, to:—

THE QUEEN'S PRINTER,
75 St. Patrick Street,
Ottawa, Ont.

Cover Photo—Those fine virtues, firmness, gentleness and precision are demanded in the last crucial moment as the ship comes alongside the jetty. A bump is embarrassing; a second try equally humiliating. The executive officer shouts orders, the captain silently prays, the winds of heaven withhold that last disastrous offshore puff and the ship nestles snugly into her berth. (HS-35183)



RCN NEWS REVIEW

A thousand veterans attended the Peterborough naval veterans' reunion on April 30-May 1, but attendance at outdoor events was more than doubled by residents of the friendly Ontario city. The enthusiastic turnout (including small boys) can be judged from this picture of the last act of York's famous gun run. (O-8011)

Battle of Atlantic Ended 10 Years Ago

Ten years ago, on May 7, 1945, the war in Europe ended and it was already apparent that victory was within grasp in the Far East.

The surrender of Germany marked the end of the Battle of the Atlantic to which the Royal Canadian Navy had devoted the major portion of its war effort for more than four and one-half years.

From a tiny force of six destroyers and less than a dozen smaller vessels, the RCN had grown to a battle strength of 400 warships. From a manpower of less than 1,800 at the outset, it had attained a personnel strength of nearly 100,000 men and women. Thousands of other Canadians served in the merchant vessels which carried the supplies without which the Battle of Europe could not have been won.

Thirty-one warships of the RCN were lost, 1,800 lives were sacrificed. Their memory was again honoured this year in services across the breadth of Canada and in ships at sea on Battle of the Atlantic Sunday, May 15, which also recalled the valour and sacrifices of the Merchant Service.

On the opposite page appears a poem commemorating the dispersal of the convoys. It is from the pen of Cdr. (SB) F. B. Watt, MBE, CD, RCN, who for much of the Second World War served in the Naval Control Service, that link between fighting ships and merchantmen. The illustrations are by

Cdr. C. A. (Tony) Law, DSC, CD, whose battlefield was the English Channel, where he was in command of a flotilla of MTBs.

RCN Divers Survey River Structure

Royal Canadian Navy divers early in May conducted underwater surveys for the Department of Transport on a huge steel and concrete mattress off White Island Reef, near the mouth of the Saguenay River.

The mattress, which will serve as a foundation for a new lighthouse, was laid last year, and the naval divers were called in to carry out final inspections before work on the light house is started.

The diving team, from the RCN Diving School at Halifax, was in charge of Lieut. G. H. Lawther.

"Maggie" Sails For Portsmouth

HMCS *Magnificent*, with the *Haida* and *Micmac* in company, sailed May 10 from Grassy Bay, Bermuda, for Portsmouth, after exercises in the San Juan and Bermuda areas. The three ships will work together as a task group for varying periods during the summer and fall.

Officers Awarded Legion of Merit

Her Majesty, the Queen has been graciously pleased to grant permission for seven RCN officers to wear the U.S.

Legion of Merit, awarded by the President of the United States in recognition of their services while in command of Canadian destroyers during hostilities in the Korean theatre.

The awards are as follows:

Legion of Merit (Degree of Commander)—Cdr. E. T. G. Madgwick, DSC, CD, executive officer of *Cornwallis*, as commanding officer of the *Huron* during her first tour.

Legion of Merit (Degree of Officer)—Commodore Jeffrey V. Brock, DSO, DSC, CD, Naval Member, Canadian Joint Staff (London), for command of the *Cayuga* there from August, 1950, to March, 1951; Captain Robert P. Welland, DSC and Bar, CD, commanding officer of *Venture*, who commanded the *Athabaskan* throughout her first tour; Captain James Plomer, OBE, DSC and Bar, CD, captain of *Cornwallis*, who commanded the *Cayuga* during her second tour, and Captain Paul D. Taylor, Chief of Staff to the Flag Officer Pacific Coast, who commanded the *Sioux* on two tours.

Legion of Merit (Degree of Legionnaire)—Captain Dudley G. King, DSC, CD, commanding officer of *Shearwater*, who was in command during the *Athabaskan's* second tour, and Captain A. B. F. Fraser-Harris, DSC and Bar, CD, Director of Naval Aviation, who had command of the *Nootka* during her first tour.

Two other Canadian officers wear U.S. decorations for Korean service. For service while commanding the

Crusader from April, 1952, to July, 1953, Cdr. J. H. G. Bovey, DSC, CD, Director of Service Conditions and Welfare, was awarded the Bronze Star, and Lt.-Cdr. Joseph J. MacBrien, also at Naval Headquarters, received the DFC for operations in a jet fighter flying from the USS *Oriskany*.

Cdr. Madgwick already holds the Legion of Merit in the Degree of Legionnaire for his part, as commanding officer of the *Haida*, in the rescue of 18 survivors of a USAF B-29 which ditched off Bermuda in November, 1949.

Minesweepers on West Indies Cruise

The First Canadian Minesweeping Squadron of HMC Ships *Gaspé*, *Trinity*, *Ungava* and *Quinte*, returned to Halifax May 1 after a seven-week training cruise to the Caribbean and southern United States ports.

Other ships, on both coasts, were on the move as May made its appearance:

The *Ontario* was on the first leg of her second cruise of the year, having left Esquimalt April 25 for Halifax, where she is scheduled to arrive May 15, thence to the United Kingdom and northern European waters; the *Athabaskan*, *St. Therese* and *Jonquiere* accompanied the *Ontario* as far as San Diego.

On the East Coast, ships of the newly formed Eleventh Canadian Escort Squadron, composed of the *Wallaceburg*, *Portage* and *Minas*, were finishing trials and looking forward to their first cruise as a unit. They leave later in May for the Great Lakes.

The *Sussexvale*, which left Halifax April 17 to join the Pacific Command was in the Panama Canal Zone. She is scheduled to arrive at Esquimalt May 12. The frigates *Lauzon* and *Prestonian* were preparing to sail for post-refit trials in the Bermuda area.

Three Graduate At Pensacola

Three RCN sub-lieutenants from Montreal and district graduated recently from the United States Naval Pre-Flight School at Pensacola, Florida.

They are Sub-Lieutenants Donald Gray Ramage, James William Stegan, and Louis Joseph Veronneau. All have subsequently been assigned to the U.S. Naval Auxiliary Air Station, Whiting Field, Milton, Florida, where they are engaged in primary flight instruction.

The Canadians are taking aviation instruction with the United States Navy as part of an agreement between the governments of Canada and the United States.



Dispersal

The bunting breaks at the halliard
And the Commodore's word is terse,
Terse and sweet as the ships repeat
With fluttering flags, "Disperse!"
A warn'g wave sighs through the convey
Through the discipline-frozen ranks,
The chill ungrips and the floor of ships
Crumbles along its flanks.

The motor craft that was throttled
For days to a galling mire,
Starts to career to a good fourteen
And drifts from her ordered line.
The breathless tramp on the quarter
Drops back to an easy eight
And the tankers part from the convey's heart
At a lumbering practice gait.

This is the last dispersal
(Pray God that the word is true).
The single course of a welded force
Spreads out in a freedom's row.
Each to his port of choosing
And each to his favoured track -
The channel clear of its close-sown fear
And the perilous tide turned slack.

Each to his own broad fairway
As the bloody page is turned,
But the quiet dead and the seas ahead
Clamour the truth we learned:
That each ship lives by the other
Whatever her turn of speed,
And a free world still means the selfish will
Bent to a consort's need.

G. Commander E. F. B. Watt, R.C.N. (R.)

Labrador Has Underwater TV

When the Arctic patrol vessel *Labrador* sails May 28 from Halifax for her 1955 northern operations, she will carry the first underwater television equipment to be used by any ship of the Royal Canadian Navy.

The equipment, property of the Defence Research Board, will be used for surveys of underwater beach approaches and for studies of the behaviour of divers in cold water conditions in the Far North.

The equipment is portable, which will enable it to be operated from one of the *Labrador's* boats for inshore or shallow water work. It consists of a control unit, including a monitoring screen, to which the camera is attached by cable. The camera is enclosed in a cylindrical case,

measuring 23 inches in length and just under 11 inches in diameter. The latter unit has a slight positive buoyancy, enabling easy handling by the diver.

The actual televising is controlled from the ship or boat, which is in audio-communication with the diver. The latter has only to point the camera as directed from the control unit. The equipment operates on the closed-circuit television principle.

This will be the first time that Royal Canadian Navy divers have operated underwater TV equipment, although Lt.-Cdr. J. H. Bathurst, of Ottawa, who is staff officer clearance diving at Naval Headquarters, has had considerable experience in this field while serving with the Royal Navy. Lt.-Cdr. Bathurst instructed the *Labrador's* diving team in the operation of the camera before the ship sailed.

Warfare in the Jungle

Bamboo Is a Staunch Ally of Unseen Fighters

JUNGLE WARFARE is something which appears to lie well outside the orbit of the Royal Canadian Navy's activities and even in these days when hot spots develop in distant corners of the world the chances of Canadian sailors having to fight their way through steaming tropical rain forests seem remote indeed.

During the Second World War one Canadian officer, Lieut. Ian Alcock, RCNVR, did, in fact, find himself stranded in the Malayan jungle for two and one-half months. His story has been told in "The Far Distant Ships", the operational history of the RCN.

At the present time three officers of the RCN are in Indo-China as part of the Canadian truce team serving with the International Commission to Viet Nam. They are Lt.-Cdr. George C. A. Hudson, Lt.-Cdr. Thomas E. Connors and Lt.-Cdr. (L) Frederick C. Palmer.

Lt.-Cdr. Hudson was intrigued by the problem of how war could be car-

ried on in the jungle under seemingly impossible conditions. His inquiries disclosed to him that the jungle fighters had an extremely valuable and versatile ally in the tallest member of the grass family, the bamboo. From these graceful tropical trees were derived spears which could quietly drop a sentry or stick a wild pig; torches to light the way along jungle trails; water to drink; fuel and cooking utensils to prepare the daily rice ration, and, when supply lines failed, edible green shoots to stave off hunger.

In the following article on jungle warfare, the initials "PAVN" stand for "People's Army Viet Nam", the French equivalent being "APVN" for "Armée Populaire de Viet Nam". Lt.-Cdr. Hudson explains that the title Viet Minh is no longer used, as it was the name of a political party and, now that it controls the north of Viet Nam, its members have called the country the Democratic Republic of Viet Nam, or DRVN.

quite pleasant in the jungle and very safe.

One of the earliest things taught about the jungle was the many uses to which bamboo could be put. It was an axiom that the bamboo tree was of far greater value than a rifle. There are more than 22 varieties of bamboo normally found in Northern Viet Nam.

A simple illustration of one of the uses of bamboo, is the question of movement at night in the jungle. I had asked how their patrols moved around at night, without any light, particularly when they had been trained to move so quietly. I was informed that certain kinds of bamboo trees had leaves of which the underside was ir-

ridescent. When darkness descended, it became luminous. At dusk each man collected three or four leaves and tucked them under the collar at the back of his coat. These leaves are clearly visible on a dark night at five or six yards. All a man had to do, then, was to watch the leaves of the man in front.

Glow-worms pinned to the trees with bamboo splinters, were used as sign posts at night. If carefully pinned to a tree, the insect would remain alive and wriggling for several hours.

Much of the early stages of training in jungle warfare consisted in teaching a man to move quietly. This is done so thoroughly that a soldier can move around you at five yards without fear of being detected. All movement in the jungle is done in bare feet. The practice of keeping completely motionless was greatly encouraged amongst guards and sentries even in peacetime.

Amongst the many reasons given for remaining barefooted in the jungle was that of the leeches. During the rainy seasons, leeches are a plague, and could crawl inside a shoe or down a sock. As the bite produced no pain, a man could lose a great deal of blood before he noticed the leech. When barefooted, however, he could quickly spot the leech and remove it with a sharp knife.

There are two main diseases which affect the fighting efficiency of men in the jungle. One is dysentery and the other malaria. Previously the treatment for malaria had been quinine, but in 1952 a paludrine plant was established in northern Viet Nam and they have been using paludrine ever since.

All water in northern areas was boiled before use, not as a precaution against dysentery, but to remove some of the limestone found in these areas.

Bamboo trees contain much water in the hollow trunk; a tree about four inches in diameter contains the most water. After the water has been drunk, the trunk might be cut into sections, one end of each section being cut obliquely to provide a spout. Water from streams would then be put in these sections and boiled, by the simple process of propping up the section and lighting a fire underneath it, the pith of the inside of the trunk absorbing some of the limestone content of the water whilst it boiled.

To avoid carrying excess weights these hollow sections of the bamboo tree were also used as pans in which to cook rice. To avoid any loss of bulk, the rice was not put in water until the water had first been brought to the boil; the rice was then added (which reduced the temperature of the water) and allowed to cook only until the water again started to boil. It was then drained off and eaten.

As far as food was concerned, nothing was lacking in the jungle except salt. No shortage of food was as serious as that lack of salt, which is absolutely essential in their diet. They would sooner go without food than go without salt.

Soldiers made their own slingshots and easily provided enough birds to supplement the rice ration. Larger animals such as wild pigs and deer were stalked and then killed with a spear made of bamboo and carefully sharpened at one end. Enemy sentries were also stalked in the same way and a sharp bamboo spear could transfix a man.

All troops carried in their pockets the leaves of a plant, which when dried produced a strong smell of cooked rice. In the event of the failure of the rice ration, a man would have to content himself with the smell alone. I am assured that it did not excite his appetite but rather tended to satisfy it. The young shoots of the ubiquitous bamboo tree were eaten if all other food sources failed.

The pay of the PAVN soldier is based purely on a rice ration. A private, for instance, was paid 50 kilograms of rice a month, and a captain 70 kilograms. Each consumed 20 kilograms of rice a month; bartered a small portion of it for other foods, and the remainder was

converted into "dongs" which he could send home. However, the actual amount he could send home would depend on the rate of exchange in the area in which he was at the time

Flashlights are never used in the jungle, as it was found that animals such as tigers and panthers were apt to regard them as the eye of some large beast and would approach to attack it. The use of flashlights was discontinued and once again recourse was made to the bamboo tree to provide flares. These consist of a three-foot length of bamboo split lengthwise and then turned inside out, so that the soft pith was now on the outside. It was then ignited and, provided it was dry (i.e., yellow on the outside), a torch of this length would last the user for nearly an hour.

However, such flares had one grave disadvantage; the ash of the bamboo is extremely attractive to snakes who would attack the man carrying the flare before eating the ash. This danger was generally obviated by having an additional man to act as lookout behind the torchbearer.

On the subject of snakes, experiments have been carried out to ascertain the best deterrent. One PAVN I have spoken to told me that he had taken part in some tests and it was found that nylon seemed to be the best. While they had proved this to their own satisfaction, they were unable to give any reasons as to whether it was the colour, smell or texture of nylon which warded off snakes. Nylon tents and nylon groundsheets were considered ideal. The nylon ropes of parachutes were "un-laid" and the yarn used with bamboo slats to make a hammock which they rigged in the trees, where they could sleep secure from wild animals and where they could also remain as scouts during the daytime.

The difficulties experienced in cooking food without being detected, were solved in 1950 by a Viet Minh soldier who devised a fairly simple stove. The stove is constructed by first digging a hole in the ground; this forms the furnace. From this hole lengths of bamboo are laid in shallow trenches, radiating outwards from the hole like the spokes of a wheel. Each of these

spokes is six to eight feet long, and at intervals of approximately eight inches small hollow pieces of bamboo are inserted; the tops of these pieces being level with the ground. The trenches are then filled in. A tunnel of earth (at least 70 centimetres in length) leads to the main furnace. This provides the draught which keeps the furnace going and which also forces the smoke along the main "spokes" and up the smaller pieces and out into the air.

The effect is to split up the concentration of smoke and disperse it in small quantities over a wide area. At 25 yards it is impossible to observe any smoke whatsoever.

This camp fire was an immediate success and troops were able to have hot meals by day and night. This important contribution to morale was recognized by Ho Chi Minh who gave orders for a special award to be given to its inventor.

It was generally considered that life in the jungle was relatively easy once one had undergone training, which was one of the reasons why large numbers of women were employed in the jungle, even as soldiers.—E.C.H.



Amundsen's Little Gjoa Preserved as Memorial

THE STURDY little *Gjoa*, first ship to conquer the Northwest Passage today sails a fenced-in sea of stone and concrete in San Francisco's Golden Gate Park.

The facts came to light following the appearance in the December 1954 "Crowsnest" of a picture showing HMCS *Labrador* and the RCMP vessel *St. Roch* side by side in Esquimalt harbour. The caption referred to them as the "only two ships in the world today to have completed the Northwest Passage".

A reader, Lieut. John P. Colihan, USNR, of Sausalito, California, was very much aware that an error had been made. If not actually afloat, the *Gjoa* was nevertheless still in existence—preserved as a memorial to the great voyage of Captain Roald Amundsen and his crew of six men, who succeeded in making their way through the Northwest Passage in 1905.

The *Gjoa* rests in Golden Gate Park, her bows facing the Pacific Ocean. The setting is itself an historic one. Off her starboard bow, in the distance, are

the hills of Marin County across the Golden Gate, not far from Jack London's famed "Valley of the Moon". Nearer, but in the same general direction, are San Francisco's famous Seal Rocks.

From newspaper files, Lieut. Colihan unearthed a picture of the *Gjoa* being beached at Golden Gate Park, preparatory to her being presented to the city by Captain Amundsen and West Coast Norwegians as a permanent memorial to the first voyage through the Northwest Passage—just as the *St. Roch* is being preserved at Vancouver as a memorial to her two journeys through the Passage and the first circumnavigation of the North American continent.

When the picture was taken, the records do not say. The *Gjoa* first arrived in San Francisco shortly after the disastrous earthquake and fire of 1906 that destroyed most of the city. It has been guessed that the *Gjoa* was beached in 1907 or 1908, the wearing apparel of the persons in the picture making it obvious the photograph must have been taken about that time.

Capt. Amundsen's memory is honoured by a granite plinth, bearing a bronze bust and inscribed only with his name and the dates of his birth and death—1872-1928.

"It's interesting to note", says Lieut. Colihan, "that the great explorer and his little *Gjoa* were launched in the same year."

The story of the voyage is told briefly on a board near the monument:

THE GJOA EXPEDITION

In command of Captain Roald Amundsen with a crew of six men sailed from Oslo, Norway, 16 June 1903.

Spent 22 months at Gjoa Harbour, King Williams Land taking magnetic observations to determine location of magnetic North Pole.

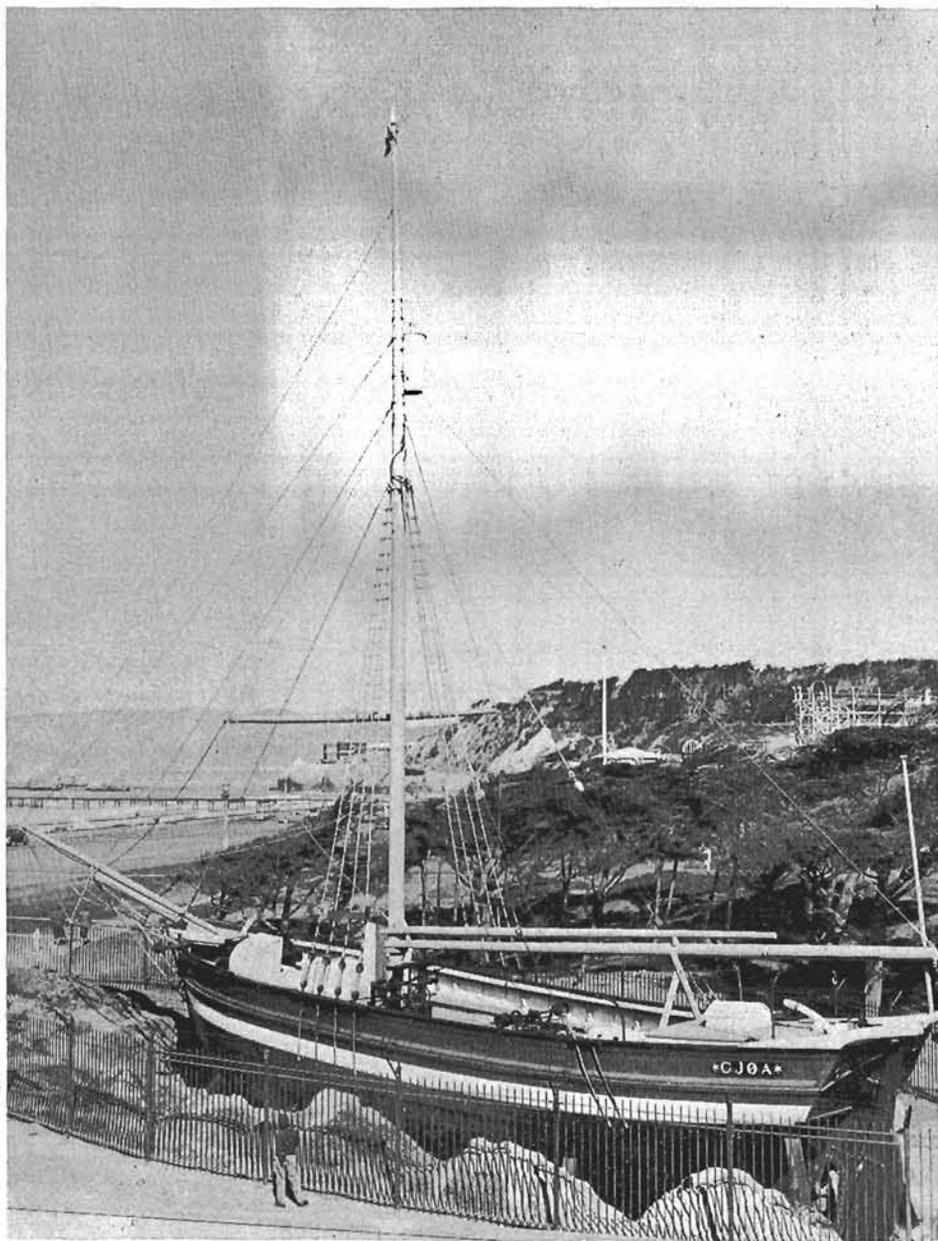
Proceeded westward and sailed through the Northwest Passage, the only time in history, in the summer of 1905.

Arrived in San Francisco in October 1906.

The Gjoa was presented on the 16th June 1909 to the Golden Gate Park Commissioners by Captain Roald Amundsen and Norwegians on Pacific Coast through the Norwegian Consul Henry Lund at San Francisco.

The Gjoa was built in Norway in 1872, length 70 feet, beam 20 feet and of 47 net registered tons.

She was fully restored in 1949 by the Park Commissioners with the co-operation of the Gjoa Foundation.



'Copter Gear Recalls Rosthern Rescue Net

A NEW DEVICE for lifting survivors from the sea has been developed by the Royal Navy as an adjunct to helicopter rescue. Essentially a scoop net, which is lowered from the helicopter, the apparatus has in a series of tests carried out successfully 100 "live" pick-ups, in some cases at the rate of ten or twelve persons in 20 minutes.

Up to now helicopters engaged in air-sea rescue work have lifted persons from the sea by means of a strop which is lowered and secured around the waist. If the survivor is injured or numbed by the cold water, it is often necessary for a helicopter crewman to descend and secure the survivor to the strop.

The disadvantage of the older method, according to "The Admiralty News Summary", is that persons struggling in the sea cannot help themselves, suspension in mid-air is often a completely new and terrifying experience and the lift may cause further injury to an already badly injured person.

The new scoop net was designed by the Search and Rescue Unit at the Royal Navy Air Station, Ford, in Sussex. It can lift a person from the sea as the helicopter moves overhead at a walking pace.

The design is simple. A rope net is attached to a tubular frame in the form of a D. The D frame is lowered, straight side downward, and a drogue keeps it facing in the right direction. Four cables suspend the net from a spacer bar and the whole apparatus is operated by a single cable from the helicopter's winch.

In normal flying, the net is secured alongside the cockpit of the helicopter and does not interfere with flight. The helicopter, in effecting a rescue, flies along at a speed of about five knots about 25 feet above the sea, and lowers the net into the water. The face of the D is submerged and the curved part of the letter is above water.

The net is simply trawled through the water until the person to be rescued is inside it and it is then hoisted level with the cabin of the helicopter. The rescued person is then helped into the aircraft or, if badly injured, is left undisturbed in the net until the helicopter returns to its base aboard ship or on shore.

The new apparatus brings to mind the "Rosthern rescue net" devised on

board the corvette HMCS *Rosthern* during the Second World War and later fitted in many Canadian warships.

Oil-coated and numbed by the cold waters of the North Atlantic, survivors were often unable to help themselves up the standard scramble nets hung over the ship's side. The net itself was often slippery with oil or ice.

The *Rosthern* rescue net, extending out from the ship's side at the end of a boom for as much as 18 feet, could scoop up a man while the ship steamed slowly to his windward and have him safely on board in little more than half a minute. Former rescue methods involved stopping the ship and, particularly if a seaboat were lowered, might take up to half an hour.

Development of the *Rosthern* rescue net was sponsored by the Life-Saving Committee, formed under the leadership of Captain Paul B. Cross, RCN(R), (Ret.), in St. John's, Nfld. The committee also developed another *Rosthern* device, the "Rosthern rescue harness", which was particularly useful in res-

Two Rescued by New Scoop Net

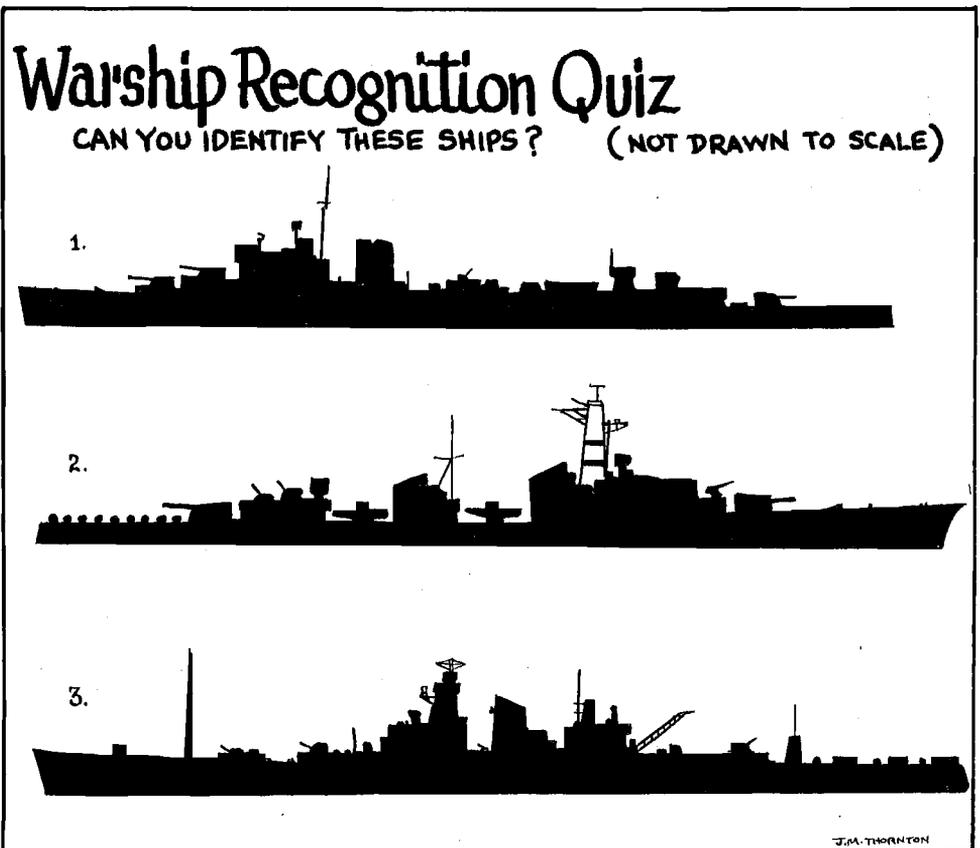
The Royal Navy's helicopter rescue scoop net has saved its first lives.

A Firefly aircraft crash-landed in the sea off Littlehampton, England, on March 16. Three minutes later the pilot had been scooped up by a helicopter piloted by Lieut.-Cdr. J. S. Sproule, RN, inventor of the scoop net.

Later in March the scoop net was used to rescue a man who was thrown into the sea when a dinghy capsized in Chichester Harbour.

cuing survivors from rafts or boats. It was a harness, adapted from RCAF parachute gear, by means of which a seaman could be swung out at the end of a boom to assist exhausted or wounded survivors on board ship.

Captain Cross, who played an active part in designing the equipment and forming the Life-Saving Committee, was experienced as rescuer and rescued. He was one of the RCNVR officers serving in HMS *Rajputana* when she was torpedoed in April 1941. He commanded the *Rosthern* from November 1941 to November 1942, a period during which the corvette was called on frequently to assist in the rescue of sailors from torpedoed merchant ships.



(Answers on page twenty-five)

Admiral Stephens Heads RCNBF for 8th Term

ENGINEER Rear-Admiral G. L. Stephens, RCN, (Ret'd), was re-elected for his eighth consecutive term as president of the Royal Canadian Naval Benevolent Fund at the 10th annual general meeting Monday, April 18, at Naval Headquarters.

Named honorary president was Vice-Admiral E. R. Mainguy, Chief of the Naval Staff. He succeeds the Hon. Angus L. Macdonald, wartime Navy Minister, who died last year. Mr. Macdonald had held the post since the fund was incorporated in 1945.

Capt. D. K. McTavish, RCN(R), (Ret'd), Ottawa, and Cdr. A. C. Bethune, RCN(R), (Ret'd), Ottawa, both past presidents of the fund, were appointed an advisory committee.

Vice-presidents elected were Capt. R. P. White, RCN(R), Ottawa, and CPO R. C. Crawford, Halifax, for two-year terms, and G. C. DeWolfe, Halifax, and Lt.-Cdr. Wilfred Pember, Victoria, for one-year periods.

Three new directors were elected. They were Vice-Admiral H. T. W. Grant, RCN (Ret'd), Ottawa; Capt. (S) T. F. T. Morland, Halifax, and Capt. (SB) A. W. Baker, RCN(R) (Ret'd), Guelph, Ont. Directors re-elected were Commodore Paul Earl, RCN(R), Montreal; Miss A. I. McPhee, Ottawa and Montreal; A. B. Coulter, Ottawa; CPO Griffith Jones, RCN(R) (Ret'd), Victoria; CPO D. H. Nelson, Victoria; Lieut. Willard MacKenzie, RCN(R) (Ret'd), Halifax; Capt. (S) Joseph Jeffery, RCN(R) (Ret'd), London, Ont.; Rear-Admiral H. F. Pullen, Ottawa; Capt. Barry German, RCN (Ret'd), Ottawa, and R. C. Stevenson, Montreal.

Lt.-Cdr. (S) Harry McClymont, who has been for five years secretary-treasurer of the Fund, was appointed general secretary. G. A. Ball, Ottawa, was named treasurer.

"The work and usefulness of the Fund continue to increase," Rear-Admiral Stephens told the delegates in his annual report.

He noted that applications for assistance during 1945 increased by 130 to a total of 948. During the past year, the sum of \$77,950.96 was paid in grants, an increase of more than \$15,000 over the previous year, and \$103,277.46 advanced in loans, almost \$18,000 above the 1953 total.

He reported that the invested capital of the Fund at the year's end was

\$2,610,000. An increase in credit balance at the end of the year of \$45,474.71 was due, he said, to the receipt of \$69,000 from the Prize Fund and a "very gratifying" increase in donations, mainly from serving personnel and ships and establishments of the Royal Canadian Navy.

Admiral Stephens told of his visit to the United Kingdom last year to seek better working arrangements between the Canadian and British funds.

"I was most cordially welcomed by all those with whom I came in contact and given the greatest co-operation. All concerned considered the visit most appropriate and timely and of great value in the interest of Naval Welfare.

"I found there are some 218 societies and funds operating in the United Kingdom for the relief and welfare of sailors generally. It was no wonder that until my visit both the organizations over there and our Fund were frequently at a loss on how to deal with and whom to deal with for various applications for assistance, particularly those which came from ex-Royal Navy personnel resident in Canada.

"As a result of my visit arrangements were established with seven over-riding authorities with whom our Fund can deal direct in certain matters with one master Fund, the King George Fund, for sailors in case of doubt. These authorities have now a good working knowledge of our Fund and we of theirs and they have undertaken to co-operate with this Fund to the fullest extent possible.

"In addition considerable knowledge was obtained of the administration,

methods and regulations of the various organizations in the United Kingdom and I brought back a wealth of information which should be of great help to this Fund as new problems arise."

A problem which was increasing with the growth of the Navy was the number of applications for assistance received from married men under 21 years of age who, under present regulations, are not eligible for Marriage Allowance. When serving in ships or accommodated in barracks it was, Admiral Stephens said, impossible for them to keep out of debt especially when, as was usually the case, there were children.

"It is a somewhat difficult situation for the Fund as it cannot be claimed they are primarily victims of misfortunes and, therefore, have doubtful claim for assistance from the Fund unless, as sometimes happens, they have had exceptional losses or illnesses.

"This is not a situation that normally arises in civilian life where there is equal pay for equal work and wages are not contingent on personal relations.

"It seems obvious there is a trend to earlier marriages in this age and we believe that a definite problem exists which necessitates review of the existing pay regulations and action by service and other authorities to deal with the situation. To this end the Fund has been co-operating with the naval authorities and providing statistics and information on the problem."

The meeting approved in principle a proposal to alter the method of nominating delegates from the RCN to attend the annual meetings. The plan calls for quarterly meetings to be held in both the Atlantic and Pacific Commands which will be attended by representatives from all ships and establishments. From these groups will be selected the delegates to the annual meetings in Ottawa.

Willing Helping Hands Assure Fund's Success

THE ROYAL Canadian Naval Benevolent Fund is far more than a static bank account on which cheques are drawn in time of need. To remain in a healthy state, the Fund requires the continuing moral and financial support of serving and former naval personnel.

Engineer Rear-Admiral G. L. Stephens, president of the Fund, told the annual meeting in Ottawa, that it was gratifying to note that there had been a considerable increase in donations in

1954 over 1953—namely \$33,833.33, as compared with \$19,919.61.

Admiral Stephens said the increase was mainly from RCN sources. Personal allotments from serving personnel had increased from \$4,946.75 in 1953 to \$12,228.74 in 1954 from approximately 1,700 officers and men.

"We are very thankful for these increases in donations, but still greater support is necessary to maintain the Fund permanently," Admiral Stephens said. "We appeal particularly to those

THE ROYAL CANADIAN NAVAL BENEVOLENT FUND

Financial Position of the Fund as at December 31, 1954

Balance as at January 1, 1954		\$2,626,923.97
During 1954 the Fund was increased by,		
Prize Money	\$69,676.69	
Profit on sale of bonds	2,007.60	
Sundry Donations	33,830.33	
Bank Interest	91.10	
Bond Interest and amortization of discounts and premiums	80,676.61	186,282.33
		\$2,813,206.30
and decreased by,		
Grants	\$77,950.76	
Administrative expenses		
Salaries	\$13,530.84	
Travelling	3,624.03	
Provision for doubtful loans current year	12,216.94	
Office	2,915.48	32,287.29
adjustment of prior years' provisions for doubtful loans	31,569.57	141,807.62
Balance as at December 31, 1954		\$2,671,398.68

Analysis of Loans Receivable Account

Balance as at January 1, 1954		\$137,722.35
Loans made during the year		103,277.46
		240,999.81
Deduct:		
Amount received in payment of loans	\$69,197.11	
Loans converted to grants	3,537.99	
Uncollectible loans written off to Reserve	52,615.95	125,351.05
Balance as at December 31, 1954		\$115,648.76

ships and establishments who either did not give the Fund any assistance in 1954 or whose support was proportionately less than other ships and establishments."

Gratitude for assistance given by individuals and organizations in furthering the work of the Fund was expressed by Admiral Stephens.

The Auditor General of Canada, Watson Sellar, had kindly agreed to audit the Fund's accounts for 1954 and he and his staff had been of the greatest assistance to the Fund.

On behalf of the directors, Admiral Stephens recorded their appreciation of the assistance given by the naval commands, ships, establishments and naval divisions and members of their staffs, the chaplains, members of the Department of Veterans' Affairs, the various social services of welfare organizations, the Red Cross, Canadian Legion and many provincial and municipal offices.

"We thank all those doctors and hospital authorities who have assisted by accepting reductions in their accounts

in the interest of the applicant and the Fund," Admiral Stephens said. "We are also very appreciative of the cordial relations and splendid co-operation that exist between our Fund and the Army and Royal Canadian Air Force funds."

He had special words of thanks for the members of the executive and claims committee, who had spent many hours at meetings and even greater periods of time outside meetings considering, investigating and analyzing the problems of the individual and the fund. The honorary legal counsel, Capt. D. A. MacTavish, RCN (R) (Ret'd), and members of his firm had given great assistance and were always ready to help in every possible way.

"It is a great honour to be associated with such devoted and self-sacrificing men and women who have so ably assisted in the administration and operation of the Fund," Admiral Stephens said. "Those who have been helped by the Fund owe them a great debt for the compassionate and humane manner in which their cases have been considered."

LAST YEAR'S DONATIONS TO BENEVOLENT FUND

Following is a list of donations received during the year by the Royal Canadian Naval Benevolent Fund:

HMC Ships and Establishments:

Algonquin	Ship's Fund	\$ 238.69
Athabaskan	Ship's Fund	50.00
Beaconhill	Ship's Fund	30.00
Bytown	Officers' Mess	2.85
Cape Breton	{ Canteen	43.58
	{ Ship's Fund	54.96
Carleton	{ Ship's Fund	100.00
	{ Chief POs' Mess	100.00
	{ Ward. Officers' Mess	100.00
Chignecto	{ Ward. Officers' Mess	21.72
	{ Ships' Fund	7,128.77
Cornwallis	{ Chief and POs' Mess	350.00
	{ Ward. Officers' Mess	120.15
Crusader	{ Ship's Fund	400.00
	{ Ship's Fund	10.00
Griffon	{ Ship's Fund	112.91
	{ Seamen's Canteen	39.21
	{ Chief and POs' Mess	83.39
	{ Ward. Officers' Mess	25.73
	{ Ship's Fund	300.00
Haida	Ship's Fund	50.00
Huron	{ Ship's Fund	164.78
	{ Chief and POs' Mess	108.80
	{ Ward. Officers' Mess	93.06
D'Iberville	Ship's Fund	100.00
Iroquois	Ship's Fund	413.97
Magnificent	Ship's Fund	725.00
Naden	{ Ship's Fund	1,689.30
	{ Petty Officers' Mess	146.49
	{ Chief POs' Mess	240.96
	{ Ward. Officers' Mess	850.00
	{ Scran Locker	25.00
	{ Ship's Fund	164.40
New Liskeard	{ Ship's Fund	164.40
	{ Naval Member, Canadian Joint Staff, Washington, D.C.	250.00
Nonsuch	{ Ship's Fund	46.26
	{ Seamen's Canteen	29.52
	{ Chief and POs' Mess	119.40
	{ Ward. Officers' Mess	144.58
Ontario	{ Ship's Fund	510.00
	{ Ward. Officers' Mess	45.00
Portage	{ Ship's Fund	443.30
	{ Ward. Officers' Mess	176.58
Quebec	Ship's Fund	2,057.83
Shearwater	Ship's Fund	415.69
Sioux	{ Ship's Fund	136.36
	{ Ward. Officers' Mess	6.50
	{ Ship's Fund	1,228.00
Stadacona	{ Chief and POs' Mess	300.00
	{ Ward. Officers' Mess	500.00
	{ "A" Scran Locker	63.70
Unicorn	{ UNTD Scran Locker	7.76
	{ Ship's Fund	50.00
	{ Ship's Fund	150.67
Wallaceburg	{ Ward. Officers' Mess	100.00
	{ Ship's Fund	52.45
Whitethroat	{ Ship's Fund	34.73
	{ Ward. Officers' Mess	300.00
York	Ship's Fund	300.00

HMCS Naval Radio Station:

Aldergrove	Ship's Fund	31.27
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Other Sources:

Serving Naval Personnel— by monthly assignments		12,228.75
Barr, Daniel W.		28.00
Campbell, Aubrey B.		24.00
Holder, G. G. K.		10.00
Miscellaneous Contributions		16.26
MacDonald, Margaret A.		10.00
Naval Officers' Association, Ottawa		25.00
Robinson, R. N.		70.00
Engineer Rear Admiral G. L. Stephens, RCN, (Ret'd)		75.00
Women's Auxiliary, RCN, Esquimalt		35.00
Wrens' Association, Vancouver, B.C.		25.00

Total donations \$33,830.33

OFFICERS AND MEN

Navy Man Tops BCA Essay Contest

The announcement that the inter-service contest sponsored by the Bureau of Current Affairs had been won by a member of the Royal Canadian Navy was received with pleasure, but hardly with surprise.

The prize essay was written by Chief Petty Officer H. R. (Bill) Percy, who is serving in HMCS *Quebec* and who has been a frequent contributor to "The Crowsnest". The initials "H.R.P." were appended to such choice items as "Sailor in the Chair", "Stripey—A Tribute to a Vanished Race" and, recently, "The Scorpion Man".

The contest was open to non-commissioned personnel of the three services (regular force). The winning entry appears on pages 14 and 15 of this issue.

The \$100 prize for his essay on "What I like about Canada" was presented to CPO Percy by Hon. Ralph Campney,

Minister of National Defence, at a special ceremony in the minister's office in the Parliament Buildings, Ottawa.

Mr. Campney also presented a second prize of \$50 to WO2 G. F. Crosby, Royal Canadian Air Force Station, Chatham, N.B., and a third prize of \$25 to Sergeant B. I. Charland, 3rd Battalion, Royal 22e Regiment, 2095 First Avenue, Quebec City.

Six other entries received honorable mention: Sergeant B. Carrier, 1st Canadian Infantry Brigade, Soest, Germany, 126 Preston Street, Toronto; LAC G. F. Day-Jennex, Royal Canadian Air Force Station, Bagotville, P.Q., 171 Main Street, Dartmouth, N.S.; Private D. Eastwood, No. 1 Company Royal Canadian Army Service Corps, Vancouver, 849 Burditt Street, Victoria, B.C.; Sergeant E. F. Genge, Army Headquarters, Ottawa, 738 Chapel Crescent, Ottawa; Sergeant J. L. Marsh, Air Force Headquarters, Ottawa, 311 Cooper Street, Ottawa; LAC B. J. Zebala, RCAF Station, Bagotville, P.Q.

Dr. Harry R. Low, Director of the Bureau of Current Affairs said that response to the contest was "gratifying and on the whole the essays were of high calibre and show a great sense of responsibility on the part of the men and women of the armed services".

Navigators Will Meet in Alabama

The 11th annual meeting of the Institute of Navigation will be held at the Air University, Maxwell Air Force Base, Montgomery, Alabama on June 23, 24 and 25. Presentations will cover theoretical and practical aspects of civil and military navigation, ranging from items of interest to the small boat navigator through the problems of interplanetary navigation.

The president of the Institute of Navigation is now Major General Norris B. Harbold, United States Air Force Director of Personnel Procurement and Training. Past presidents have included Dr. Samuel Herrick, professor of astronomy at the University of California, Ed Link, of Link Trainer fame, and Captain P. V. H. Weems, the father of the Weems System of Navigation and the Weems Plotter.

Marine and aerial navigators, designers of navigation equipment, astronomers, engineers, physicists and manufacturers are included among those present at the annual meeting.

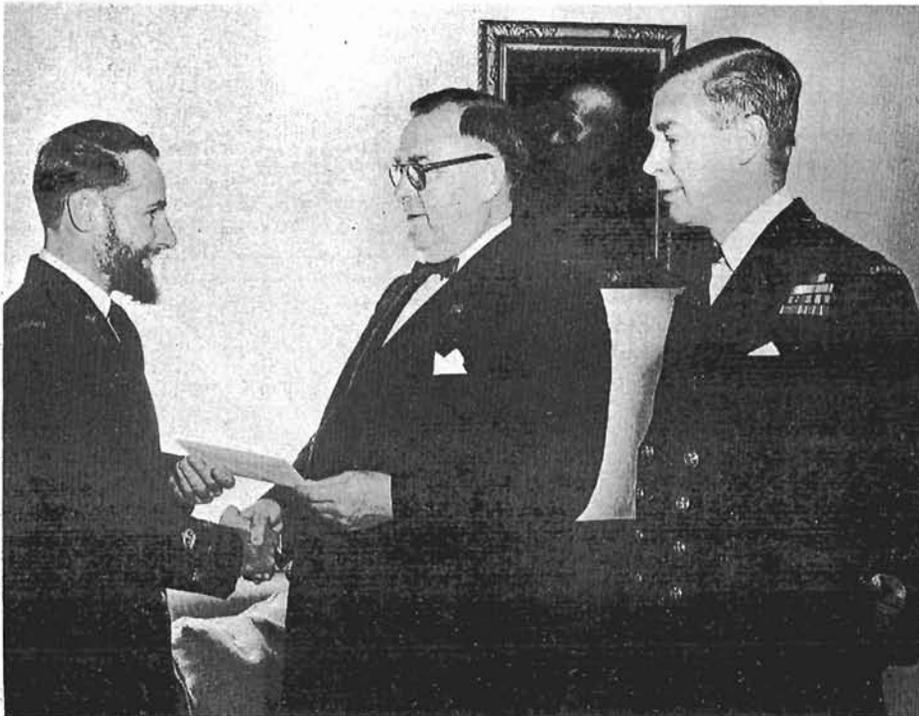
The program will include a tour of the Air University. The city of Montgomery itself is of great interest because of its beauty and historical landmarks, such as the White House of the Confederacy.

Course Standing Brings RN Award

Sub-Lieutenant Neil R. Boivin, 24, of Bonfield, about 15 miles east of North Bay, Ont., has been awarded a five-year membership in the Royal United Services Institution.

The award is in recognition of his high academic standing and active interest in service and non-curricular activities while attending the Junior Officers' General Education and Warfare Course at Royal Naval College, Greenwich, England.

Sub-Lt. Boivin, along with ten other Canadian sub-lieutenants took the eight-



CPO H. R. (Bill) Percy, of Shannon Park, Halifax, is presented with a cheque for \$100 and congratulated by Defence Minister Ralph Campney in a brief but impressive ceremony held in the minister's office April 20. CPO Percy won first prize in the Bureau of Current Affairs' recent essay contest on "What I Like About Canada". He is currently serving in HMCS *Quebec*. Looking on is Capt. P. E. Haddon, Director of Naval Training. Immediately following the presentation ceremony, the essay winners were luncheon guests of the Minister in the New Zealand Room in the House of Commons. (O-7896)

month course as a normal part of the instruction given junior officers of Commonwealth navies.

He is the first Canadian to receive the award, which was established in 1947 for the outstanding graduate of each term at the course who could best use its advantages.

Membership in the institution allows access to a library containing probably the finest collection of military literature in existence, a lecture theatre for the discussion of professional subjects, and a military museum, all of which are located at Whitehall, London. In addition, the library has lending facilities and members get a quarterly journal considered the best in its field.

The institution was founded in 1831 and incorporated in 1860 for the "promotion and advancement of naval and military science and literature". Its scope has since been broadened to include the Royal Air Force. Membership is open to active and retired officers of Commonwealth navies for an annual subscription of £1 10s and to naval cadets recommended by their commanding officers.

Storesmen End Eight Courses

PO A. M. MacLeod topped the Second Victualling Storesman Course (trade group three) at *Naden* Supply School recently with 86.5 per cent. Ten of the 11 on course passed with the class average being 77.7 per cent. Ldg. Sea. F. B. Foster, with 88.5, placed first in the 49th VSI course. The fourteen on course qualified with the class average 76.6.

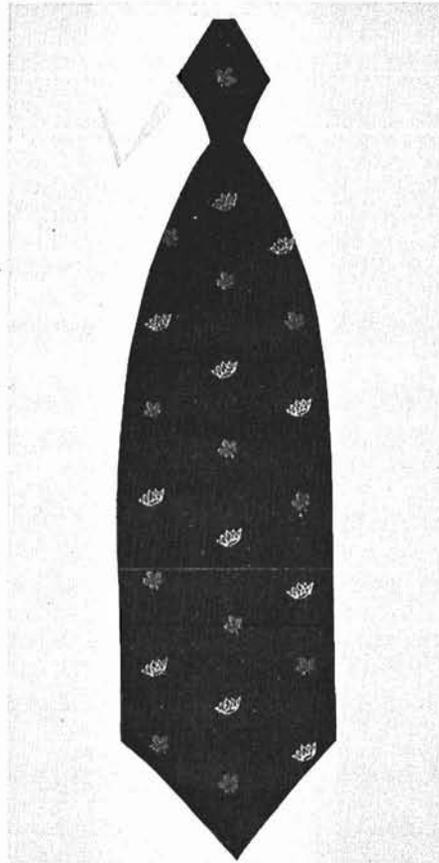
The first and second Naval Storesman courses for trade group three resulted in everybody qualifying. PO William Foster headed 16 in the first course with 89.6 per cent, and PO O. P. Michalkow taking the honours with 89 per cent in the second course of a dozen-strong.

Naval storesmen qualifying for trade group one in four recent final exams included Ordinary Seamen Roy H. Boughner with 86.3 per cent; Ernest F. Bachorski, 85; G. C. Mork, 90.6 and F. P. Galipeau, 93.1, as the graduates with highest results.

RCN Necktie For All Personnel

The RCN necktie is available for purchase and wear by all naval personnel, a reminder from the Naval Board says.

At its 443rd meeting, the Naval Board had before it a proposed tie for Chief Petty Officers and below, the suggestion being that men did not wear the current RCN tie because they felt it was primarily for officers.



The RCN necktie can be worn by all naval personnel, serving or retired, with civilian clothing, the Naval Board has pointed out.

Attention was drawn to BRCN 108 (Uniform Instructions) article 14.05. This states:

"A distinctive necktie consisting of small gold naval crowns and red maple leaves on a blue silk or satin background may be worn by all naval or ex-naval personnel when wearing civilian clothing."

The misunderstanding may have arisen from the fact that blazer badge and button designs differ for officers and men. The Wrens also have their own blazer badge, the buttons being the same as for the men.

Passive Defence Officer Leaves

Before leaving his post as passive defence officer of the dockyard in Esquimalt, H. C. P. Green saw another phase of his planned training completed.

Out of a class of 175 civilian employees in the dockyard who have taken the civil defence basic training, 48 went further and specialized in first aid.

All but one of this group, which commenced its first aid training in December, passed the rigid St. John's Ambulance exams, supervised by the Brigade Staff of the Victoria St. John's Ambulance Society. The dockyard workers

were trained by Kenneth Soles and H. M. S. Nelson, both Society members and both civilian dockyard employees.

Mr. Green left his passive defence post in April for a new appointment as Dockyard Inspector of Stores. W. J. Mosedale succeeds him.

Mr. Mosedale is the former commanding officer of the Princess Mary Regiment, Canadian Scottish Regiment, Reserves, and his military background should serve him well as passive defence chief.

Cheque Presented To Red Cross

A cheque for \$1,070.73 was presented recently to the Canadian Red Cross Society by *Cornwallis* the new entry training base near Digby, N.S.

Present for the presentation of the cheque were: Capt. M. G. Stirling, *Cornwallis* commanding officer; H. M. Warne, chairman of the Digby County Red Cross Campaign; Lieut. A. E. Booth, of *Cornwallis*, and Dr. T. W. Hodgson, president of the Digby Branch, Canadian Red Cross Society.

Two Writers Score Marks in Nineties

PO D. V. Bush came first in the 35th Pay Writer course for trade group one at *Naden* Supply School recently with an aggregate percentage of 91.6. The ten in the class all qualified with the overall average 76.7. In the previous course, Ord. Sea. Leslie H. Grant placed first with 86.15 in a class of 14. All passed with the average being 76.03.

Recent Administrative Writer courses there showed Ord. Sea. J. F. Shafer heading 11 classmates with 90.6 per cent and the whole class qualifying with an overall average of 81.3 per cent. The preceding course of ordinary seamen was led by Ord. Sea. John A. Day, with 89 per cent while the class average was 77.2. The 16th member of the course did not complete the finals.

Only "X" in RCN Tops His Class

CPO R. H. Hughes attained an average of 84.6 to lead trade group four steward exams early in April at *Naden* Supply School. Three of the four candidates passed the exams for an overall average of 78.3.

AB Joseph Xuereb led 15 students with an average of 92.5 in the 59th trade group one class, Ord. Sea. Richard W. E. Colquhoun topped ten in the 56th SW1 class with 88.4, AB R. A. Attwood bested 16 others in the 58th course and Ord. Sea. C. J. Lachance made 84.4 to lead off 15 classmates in the 57th course.

Regular Force Now Opened to Wrens

Approval has been given for the establishment of Wrens as part of the regular force of the Royal Canadian Navy. Although Wrens were re-introduced in 1951, their service to date has been limited to the Royal Canadian Navy (Reserve).

This is the first time in the history of Her Majesty's navies that Wrens have been totally integrated in the regular force. Other Commonwealth navies have Wrens as an auxiliary service or as a reserve.

The ceiling for the new component of the RCN is to be 35 officers and 365 Wrens. The intention is to provide a nucleus of well trained personnel who will be capable of training the influx of women to the Wrens that would be necessary in the event of total mobilization. At the same time, they will perform essential peacetime duties.

At present there are more than 35 Wren officers and 181 Wrens serving full time in the Navy while retaining reserve status. They, together with the more than 45 Wren officers and 500 Wrens on reserve strength in the 22 naval divisions across the country, will receive first consideration for the regular force.

Newsletter in New Format

One of the smartest divisional publications yet to see the light of day made its appearance in March when HMCS *Discovery's* "Newsletter" came out in new format.

The "new look" is mainly due to the efforts of John Thornton, who is in charge of art work, layout and production. His "Naval Lore Corner" is a regular feature of "The Crow'snest". The "Newsletter" is lavishly illustrated with his drawings, from a sketch of HMS *Discovery* on the front cover to a "Naval Quiz", on the inside of the back cover.

The editor-in-chief is Lieut.-Cdr. (SB) W. J. Herbert, information officer at *Discovery*, and the associate editors are Michael Giraud and Mr. Thornton.

Ten-year-old Girl Wins Bermuda Trip

Most naval personnel are satisfied to travel to Bermuda in ships of the RCN, but Cdr. (S) W. J. Floyd will be going and staying there in the style prescribed by the vacation folders—thanks to his ten-year-old daughter Marilyn.

On April 12, at the Ottawa Home Show, Marilyn won two round-trip TCA tickets to Bermuda, plus an ex-

Retirements

CHIEF PETTY OFFICER PATRICK ANTHONY HOOD

Rank: C2TA4
Age: 43
Length of Service: 25 years
Hometown: Halifax
Joined: February 10, 1930
Served in: HMC Ships *Champlain, Stadacona, Saguenay, Festubert, Assiniboine, St. Croix, Ottawa, Avalon, Cornwallis, Micmac, Swansea, Nootka, La Hulloise, Haida, Wallaceburg, Crescent.*
Awards: Long Service and Good Conduct Medal.
Retired: February 9, 1955.

CHIEF PETTY OFFICER WILLIAM JOHN MORROW

Rank: C1TI4
Age: 44
Length of Service: 25 years
Hometown: Preston, Ont.
Joined: February 10, 1930
Served in: HMC Ships *Stadacona, Champlain, Saguenay, St. Laurent, Niobe, Iroquois, Cornwallis, Uganda, Hunter, Nootka, Star, Porte Saint-Jean, York.*
Awards: British Empire Medal, Long Service and Good Conduct Medal.
Retired: February 9, 1955.

PETTY OFFICER LESLIE JOHN INGLIS

Rank: P1SW3
Age: 41
Length of Service: 20 years
Hometown: Vancouver
Joined: February 22, 1935
Served in: HMC Ships *Naden Skeena, Ottawa, Assiniboine, Royal Roads, Prince David, Givenchy, Protector, Bytown, Warrior, Shearwater, Magnificent, Cornwallis.*
Awards: Canadian Forces Decoration.
Retired: February 16, 1955.

penses-paid week for two persons at the Castle Harbour Hotel. She did so by coming within one of guessing the right number of goldfish and periwinkles in an aquarium display. Her guess was 4,438; the right figure was 4,437.

The Floyds had been in Ottawa only a week, Cdr. Floyd having just taken up the appointment of secretary to the

Chief of Naval Personnel after serving as deputy supply officer at *Stadacona*.

The Bermuda holiday will have to be put off for a while but the plans are that Cdr. Floyd, Mrs. Floyd, two-year-old Ian—and, of course, Marilyn—make a family affair of it later this year.

Chaplain Takes Survival Course

Life in the Arctic, winter and summer, is losing its mystery for Chaplain (P) Thomas L. Jackson, who was in the *Labrador* last year when she became the first warship to complete the Northwest Passage.

During March he completed the rugged RCAF survival course in Edmonton and points north and has since returned to the *Labrador* to take part in this summer's program of the Arctic patrol ship.

Chaplain Jackson was minister of Wesley United Church in Edmonton when he joined the RCN(R) in 1949. He transferred to the regular force in 1951 and has served in the *Labrador* since she was commissioned on July 8, 1954.

The survival course was taken by several other naval personnel, including two Royal Navy officers and two officers of the U.S. Coast Guard.

Reserve Officer Appointed Aide

Lieut. (S) Albert Stephen Knowler, a reserve officer in *Nonsuch* since 1951, was recently appointed naval aide-de-camp to the Hon. J. J. Bowlen, lieutenant-governor of Alberta.

During the war, Lieut. Knowler served for two years as a signalman in the RCNVR, and saw active service in the destroyer *Assiniboine*, based in the United Kingdom. He was demobilized in Edmonton in 1945.

Later, he attended the University of Alberta and graduated with a degree in commerce in 1948. He is employed in civilian life as assistant accountant at the University of Alberta.

Supply Officer "Courteous Driver"

Lieut.-Cdr. (S) Eric Rayland Fleming, deputy supply officer at *Naden*, recently became the second man picked by Greater Victoria police as an outstanding driver in a road courtesy campaign.

When stopped by police, Lt.-Cdr. Fleming immediately protested and asked what he had done wrong.

Asking for his driver's licence, police officers told him: "This isn't the usual thing. We stopped you to tell you we thought you were driving very well."

Wartime Radar Officers Meet

Members of a unique organization—The Canadian RN Radar Officers' Association—held their tenth annual meeting and banquet in Ottawa recently.

With a membership of approximately 265, the association is composed of Canadians who served as radar officers with the Royal Navy during the Second World War.

The development of radar and its installation in ships of the fleet created an urgent demand, early in the war, for officers trained in electrical engineering to supervise the operation and maintenance of the new instrument.

There was a desperate shortage of qualified personnel in the United Kingdom, and so the Royal Navy turned to Canada. The response represented one of Canada's most important contributions to the RN.

In 1940, 30 out of 40 radar officers who completed training with the Admiralty were Canadians. At one stage, Canadians were in the majority among the sea-going radar officers in the RN. They served in carriers, battleships and cruisers and were present at practically every major action involving the Royal Navy's larger ships.

All the Canadians who served as radar officers were drawn from civilian life, some straight from university, others from industry and professional

work. Typical of their wartime careers was that of Captain (L) H. G. Burchell, Kemptville, Ont., who is now Assistant Chief of Naval Technical Services (Plans).

A graduate of the University of Toronto, he was teaching physics and mathematics at Earl Haig Collegiate, Toronto, at the outbreak of war. He entered the Army, but transferred to the RCNVR in April 1940 as a lieutenant.

Captain Burchell went overseas almost immediately and by November 1940 was at sea in the cruiser *Birmingham* as radar officer. After months of service with the Home and Mediterranean Fleets, he became officer-in-charge of the radar school at Portsmouth in April 1951.

The following winter he was at sea again in the battleship *Renown* as ship's radar officer on North Russian and Mediterranean convoy duty.

In January 1943, Captain Burchell became Fleet Radar Officer on the staff of the Flag Officer Eastern Mediterranean and Red Sea, with headquarters in Alexandria, Egypt. In May of that year he was appointed Fleet Radar Officer Allied Combined Fleets Mediterranean, his duties including the setting up of radar stations in Sicily, Italy and Turkey. He returned to Canada in June 1944.

Captain Burchell is one of a number of radar officers who remained in the service after the war. Others hold important posts in government and industry and about ten are university professors.

Wren Officer Ends Continuous Duty

The first Wren officer to be appointed to a naval division after the war on continuous duty in an administrative capacity transferred to the reserve active list recently. As Assistant Staff Officer, Lieut. (W) Isabelle Archer had been a member of York's permanent staff since July 1953. She joined the Toronto division as a member of the active reserve in January 1952.

Lieut. Archer first joined the Navy as a probationary Wren in December 1942 and did her basic training at HMCS *Conestoga*, Galt, Ontario. Following service on the West Coast, she was appointed to naval headquarters in Ottawa and served as a paymaster sub-lieutenant with the Director of Trade and Intelligence and as assistant secretary to the Chief of Naval Staff.—A.C.T.

ROYAL MARINE ONCE SENTRY AT NADEN

Once upon a time, but well within the service memory of some serving officers and men, a Royal Marine was posted on sentry duty at the main gate of HMCS *Naden*.

It came to pass as a result of the annual visit of a ship of the British West Indies Squadron to Esquimalt in the days before the Second World War.

During one of these visits a marine was discharged to Shaughnessy Hospital in Vancouver for an operation. His ship sailed for her home base in Bermuda without him.

When he had left hospital the marine reported to *Naden* to remain until arrangements could be made for his return to his ship. He was turned over to the Master-at-Arms for employment, and the latter was left in a quandry.

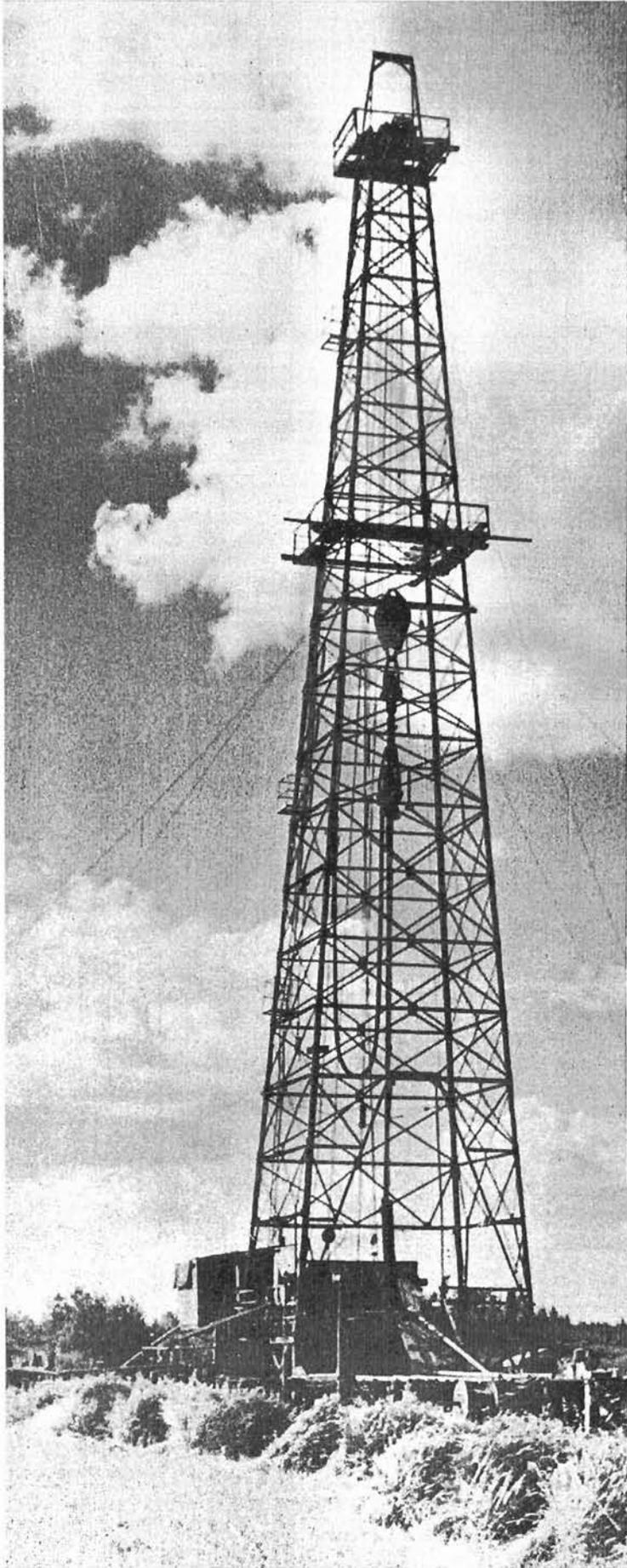
It was the marine himself who suggested that he would consider it an honour if he could be posted as main gate sentry and the MAA was glad to grant the request, once he had the approval of the First Lieutenant. The marine took his place with the seamen on sentry duty.

He also explained why he considered the duty an honour. Canada, he reasoned, did not carry marines and Esquimalt was the farthest western base of what was then known as the British Empire. Hence he would be the first Royal Marine in history to stand sentry duty for the Royal Canadian Navy in the Empire's westernmost outpost.—H.O.



York's trusty old field gun "starred" on television when the Toronto naval division's gun run was featured on CBLT's program "Scope". The gun run was seen as a live show over eastern Canadian stations and elsewhere in Canada by Kinescope. Half the 18-man gun crew is seen here at a climactic stage of the proceedings.

What I Like about Canada



ALTHOUGH I may speak with sincerity of Canada's beauty, her bounteousness and her freedom; of the pleasing variety of her climate and scenery and people; and of the fascination of her history and the inevitable glory of her future, these fine words must fall empty upon the ear unless accompanied by some hint of the experience which evoked them.

When I refer to her beauty I remember immediately a morning when her woods were lovely under snow, and the silence of her deep places was like a song. I recall the lustrous stillness of lakes in summer, portraying the sky in a frame of inverted forest: and the breathless transitory splendour of the fall; the fragile loveliness of city trees encased in ice; the misty green promise of spring in the tree-tops; the far-off grandeur of mountains, purple against the sunset; the plunge of rivers over timeless rocks.

Bounteousness I have seen in the abundant yield of the soil, the limitless resources of forest and mine and oil-well, the immense power of torrents and the native energy of the people; in the comforts and amenities of the city and in the beckoning adventure of the wild lands. I thrill to the potentialities of Arvida and Kitimat, Ungava and Seven Islands, the Edmonton district and the St. Lawrence Seaway. There is bounty also of opportunity, of challenge to ambition and reward for achievement: for every man and woman the door of destiny stands open.



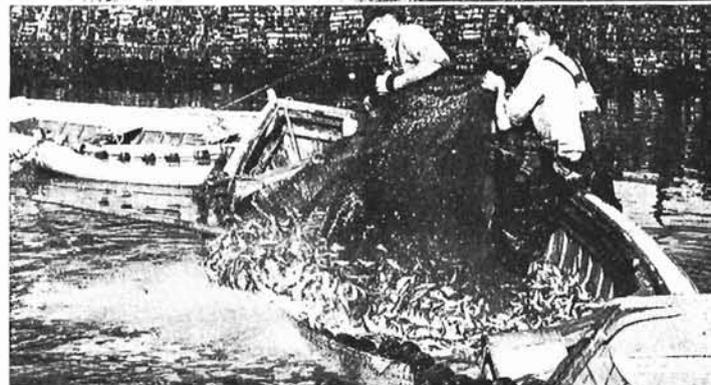
BCA PRIZE ESSAY BY CPO H.R. PERCY, RCN

Canada's history fascinates because her past is near enough to feel, while her greatness lies still in the future. Her great men are not too remote to know. We feel that we can almost remember them; we are aware of playing our part in the story which they began, and which our children will continue. They inspire us with affectionate admiration instead of awe. We share their triumphs and disappointment, and their deeds are like the oft-told adventures of our old-folk. They fire the imagination with visions of the future, with glimpses of the great nation Canada is to become, the great men our children are to be; and the wealth of national history, art and literature they are to produce.

Canada's democracy is as advanced as that of any country in the world, minimizing distinctions of class and recognizing those of individual merit. Her politics are stable, without rancour, and her statesmen are acclaimed the world over for their integrity. The great powers respect her as a partner and a potential equal, and she has no enemies but the enemies of truth.

All these things contribute to that most elusive and most vital of all blessings—freedom. As much as the pleasure of saying what I most like about Canada, do I cherish the right to voice complaints, to seek redress, to advocate change, and to hold fast to my little whims and heresies of opinion. Above all do I cherish the freedom to thank God for all these things in my own way.

(Photos courtesy Canadian Government
Travel Bureau and National Film Board)



AFLOAT AND ASHORE

PACIFIC COMMAND

HMC Ships Digby and Brockville

The two diesel coastal escorts, *Digby* and *Brockville* together with the little minesweeper *Cordova*, completed their fairly extensive refits in late April.

Though the stay in port at Esquimalt meant that crew members were able to get ashore at night to attend to numerous chores, there were many aboard who, now that better weather was in sight, welcomed the approach of the summer training period at sea.

Sailing dates were postponed a number of times due to alterations and additions, but in the end the ships were considerably improved for life afloat, having had bunks installed in the Chiefs' and POs' messes in the *Digby* and *Brockville*, as well as added accommodation aft for reserve training personnel. The ship's machinery and electrical systems were also renovated.

HMC Ordnance School

In past weeks there have been quite a few changes of personnel in the Ordnance School. There are a few new faces around, while some who had become almost permanent fixtures are conspicuous by their absence.

The training in the school is still in high gear. At present there are four classes under instruction: Sixth Ordnance Officers, Third Ordnance Technicians, Fourth Armourers and Ninth Armourer's Mates.

The atmosphere of the Gunnery Section was given the feminine touch by Wren A. C. Gemmel who came out from *Chippawa* for a two-week course.

In the world of sports, the Ordnance Staff team once again proved that experience can triumph over youth by once more winning the sports make and mend. Although considered by all as a "pushover" Ordnance "B" team had little trouble in disposing of its younger rivals.

Medical Branch School

CPO Vic Smith, a well-known sports enthusiast and an instructor in anatomy and physiology in the Medical Branch School for the past year, has left to join the *Ontario* for the European cruise. He will be replaced by PO Kenneth Jackson.

The following Petty Officers have successfully completed Trade Group IV Course, Petty Officers Bruce Burroughsford, Alexander Daley, Sterling Grant, John Sim, George Watchorn, Kenneth Jackson and George Lamoureux.

HMCS *Sussexvale*

The tenth Prestonian-class converted frigate, the *Sussexvale*, was commissioned at HMC Dockyard, Halifax, on Friday, March 18. Based at Esquimalt, B.C., she left Halifax on April 17 to steam via Kingston, Jamaica, and the Panama Canal for the West Coast.

The day of the commissioning was raw but sunny, with many guests on hand for the ceremony. A guard, the ship's company, the assembled guests and a contingent from the *Stadacona* band awaited the arrival of Rear-Admiral R. E. S. Bidwell, who after inspecting the Guard made a short address, and turned the ship over to



her new commanding officer, Lt.-Cdr. R. H. Leir.

The *Sussexvale's* crew are mostly West Coast men, who had formed the steaming crew that brought the *Crusader* from the West to the East Coast. Lt.-Cdr. Leir, in his address, emphasized the superior fighting qualities of the modernized frigate in anti-submarine warfare. Following the hoisting of the White Ensign, he was piped aboard his ship.

Among the guests present at the commissioning was W. E. McLeod, mayor of the town of Sussex, N.B., from where the frigate derives her name. At a reception in the wardroom, he presented the ship with a gold-plated plaque on behalf of the citizens of Sussex. The same plaque, he told them, had belonged to the *Sussexvale* when she was first commissioned in 1944.

Mechanical Training Establishment

Among the highlights of *Naden's* Mechanical Training Establishment for the month of March, 1955, was completion of the following courses:

Intermediate Technical Trades Course E.8 made up of 15 men, Basic Technical Trades Courses E.3 and E.4 made up of ten men and eight men respectively. Three men from Intermediate Technical Trades Course E.8 were successful in obtaining percentages qualifying them for accelerated promotion.

The following courses were begun: Conversion E.7, Intermediate Technical Trades Course E.10 and Basic Technical Trades Courses E.5 and E.6.

The *Naden* interpart swimming championships gala was held, with the MTE making a good showing and finishing in second place.

CPO Thomas Day was drafted to Camp Borden for a three-week ABCD Course and has now returned to his divisional duties.

Senior Engineer J. R. Turner was promoted to Lt.-Cdr. (E) during the month. Lieut. (E) W. DeCosta is an addition to the MTE staff having taken over the duties of Lieut. (E) A. L. Candy who has been appointed to the *Stettler*.

Communications Training Centre

Congratulations have been extended to PO J. E. Radley, of *Naden's* Communications Training Centre, on his election as president of the Esquimalt branch of the Canadian Legion.

The windup of annual leave left the Centre a desolate place in March and early April, but business boomed again in April with the arrival of two visual qualifying classes, followed by a radio class.

Navigation Direction Training Centre

The overall picture at NDTC shows how the complement situation has improved in both our branches. A few weeks ago the West Coast was up to strength in RP3s for the first time. Now the same thing can be said for West Coast QM3s.

Since last reporting, three more classes of QM3s and two classes of RP3s have passed through NDTC. Recent graduates of RP and QM classes are slowly being drafted to the various West Coast ships.

The officer-in-charge, Lieut. J. D. Jellett and Petty Officers J. Black, R. Fitchett and F. McKay have recently taken special radar courses at *Stadacona*.

TAS Training Centre

A smoker was held in April by Pacific Command TAS personnel to honour Lt.-Cdr. Frank Saunders, who has been succeeded as officer-in-charge of the TAS Training Centre by Lt.-Cdr. Murray H. Cooke.

Lt.-Cdr. Saunders, who was in charge of the centre for two years, has been appointed to the U.S. Navy's trials and development staff at Key West, Florida.

ATLANTIC COMMAND

HMCS Magnificent

The *Magnificent* carried out full-power trials in the Halifax approaches in the first week of April, following annual refit in Halifax Shipyards, and then completed radio calibrations while at anchor in St. Margaret's Bay.

The period April 12-15 was spent at sea, with the *Crusader* in company as rescue destroyer, carrying out carrier deck-landing qualifications for VS 880 and VF 871 and the "Guppy" detachment of VS 881. These squadrons, with a helicopter detachment of VH 21, comprise *Magnificent's* carrier air group.

The carrier sailed on April 17 with the *Haida*, later to be joined by *Micmac*, to carry out a cruise program to include a six-day visit to San Juan, P.R., anti-submarine exercises with U.S. Navy and Royal Navy units in Bermuda waters, followed by a weekend at anchor in Grassy Bay, Bermuda.

From Bermuda the carrier task group was to sail May 9 for Portsmouth, England, for a ten-day visit, and to embark the staff and students of the National Defence College, of Kingston, for return to Canada, observing "Exercise Fogbank" en route. This exercise, to be held June 5 and 6 will include, in addition to the carrier group, ships of the First Canadian Escort Squadron and aircraft of the Maritime Air Command.

HMCS Lauzon

With the *Lauzon* in refit since early in February, life aboard was routine, apart from various sports and the opportunity for both officers and men to pursue courses at *Stadacona*.

Officers of the ship have been taking maritime warfare and gunnery courses, while men have been getting in practice at damage control and catching up on various educational courses.

A house bowling league has been operating at the alleys close to the



A group of Antiguan Sea Scouts and Sea Rangers were among the most enthusiastic visitors to ships of the 1st Canadian Minesweeping Squadron when they called in at St. John's, Antigua, during their six-week training cruise to the Caribbean. Here some of the group are seen with Cdr. H. B. Carnall, squadron commander, and Mrs. Lovelace, wife of His Honour Lieutenant Governor Lovelace, Administrator of the Island of Antigua. Mrs. Lovelace is active in work with Antigua's Sea Rangers and Sea Scouts.

Dartmouth marine slip, and at the half-way mark in the schedule the "Ruptured Ducks" (made up from the engineering branch) and the "Pantry Players" (from the steward branch) were tied for the lead. High single by then had been bowled by Ldg. Sea. Kenneth Pettigrew with 126 and the top string was bowled by the "Bubbly Bos'ns" (from the stores branch) with 394.

Hockey was featured by a fine 5-4 win over the *Cape Breton* while the officers, with only one spare, put up a noble fight to hold the *Micmac*, with a full roster of players, to a 2-1 victory.

Ill luck continued to pursue the first lieutenant, Lieut. J. H. Hyman, who last summer fell and broke several vertebrae. This time a fall resulted in an injured hip and confinement to RCNH.

With full spring and summer activity planned for the ship, Lieut. Peter Robinson visited New York to participate in plans leading to a new NATO exercise.

HMCS Cape Breton

Members of the Naval Officers' Associations of Canada (Halifax branch) recently were guests of officers of the *Cape Breton*, the apprentice training ship, at HMC Dockyard.

Through the evening, members of the association were taken on a tour of the classrooms and workshops in the ship and were given a verbal breakdown of the training syllabus carried out in the scheme of technical training.

HMCS Buckingham

With summer training activities looming ahead, the ship's company can look back on an active life since she was made a tender to the new entry training base at *Cornwallis*.

In November, one of the *Buckingham's* cruises took her to New London, Connecticut, where the ship's company had the opportunity to see the *Nautilus*, the world's first submarine propelled by atomic force. On January 18 a short cruise to Liverpool, N.S., was undertaken and the few days spent there were very pleasant. Parties of the ship's company were taken for a tour throughout the Mersey Paper Company paper mill.

Another short cruise was made to Portsmouth, New Hampshire, January 25. Portsmouth is quite a large base and is mainly devoted to building and refitting submarines.

The primary function of *Buckingham* is to train new-entry seamen and the 17th week of their training syllabus is devoted to this. A division is usually

embarked on Monday morning, and after a week's training, members of the division are disembarked on the following Monday. The week is spent hoisting and lowering the seaboard, standing watch as helmsman, lookout, lifebuoy sentry, radar plotter etc.

Also they are introduced to the foc'sle and the quarterdeck, and some of the anti-submarine equipment. In some cases it is the first time that they have been aboard a fighting ship. It is the first opportunity they get to practise the theory that they have learned at *Cornwallis*.

NAVAL DIVISIONS

HMCS Hunter

The annual banquet of the Chief and Petty Officers' Mess of *Hunter* was held April 16, with E. C. Row, president of the Chrysler Corporation of Canada, as speaker.

A reception at the mess was followed by dinner at Mario's restaurant, the guests returning later to the mess to conclude the evening with dancing. CPO W. E. Pickering was chairman of the dinner and CPO Keri Lewis, mess chairman, was in overall charge of arrangements.

Guests included Sam Dinsmore, president of Dinsmore Construction, and Mrs. Dinsmore; Rear-Admiral Walter Hose (Ret'd); Cdr. W. G. Curry, com-

manding officer of *Hunter*, and Mrs. Curry; Lt.-Cdr. P. J. Ryall, executive officer, and Mrs. Ryall; Lt.-Cdr. Charles Smedley, staff officer; Lieut. (S) M. B. Young and Mrs. Young; Surgeon Lieut. V. R. Messer and Mrs. Messer; Chaplain (P) B. A. Silcox; RSM John Grieves, Essex and Kent Scottish; Staff Sgt. Volney, Windsor Regiment, and Sgt.-Major Larry Howitt, RCEME, and Mrs. Howitt.

The same night *Hunter's* drill deck was the scene of the second annual Windsor Garrison Officers' Ball, jointly sponsored by Navy and Army reserve officers of Windsor. More than 400 attended and danced to music provided by a group from the *Hunter* band, under the direction of Lieut. (S) Sidney Levine.

Representatives of the U.S. Navy, Army and Marine Corps from Michigan attended.

HMCS Malahat

Monday night drills have been given added impetus with the visit Monday, March 21, of the Commanding Officer Naval Divisions, and Monday, March 28, of the Wren Staff Officer from naval reserve headquarters, Hamilton, Ont.

Commodore Kenneth F. Adams inspected *Malahat* on March 21 and reviewed also the UNTDs and Wren division. He presented promotion certificates to first-year cadets.

He expressed his pleasure with the work being done at *Malahat* and emphasized the added effort needed all down the line to increase the reserve strength in Canada.

Earlier Commodore Adams, in company with Capt. G. A. V. Thomson, commanding officer of *Malahat*, paid a brief visit aboard HMCS *Brockville*. They discussed training activities with Lt.-Cdr. E. S. Cassels, commanding officer of the *Brockville* and senior officer of the Second Reserve Training Squadron.

Malahat's Wren division was visited on the evening of March 28 by Lieut. Jean Crawford-Smith, Staff Officer (Wrens) at COND. She made her inspection in company with Cdr. Isabel J. Macneill, Staff Officer (W) to the Chief of Naval Personnel, Ottawa, Ontario. Cdr. Macneill addressed the Wrens and explained the details of the move into the RCN regular force. *Malahat's* active group of Wrens has shown a great deal of interest in the career prospects now presented for women in the Navy.

Malahat is a naval division working with added purpose these days. Every "man-Jack" is pitching in with the



Congratulations are extended to Cadet Jack M. Littlefair by Captain R. P. Welland, Commanding Officer of *Venture*. One of the naval cadets who recently completed a three-month training cruise in Ontario to the Antipodes, Cadet Littlefair won an essay contest sponsored by Canadian Shipping and Marine Engineering News. For his story, entitled "My First Days at Sea," he received a cheque for \$25 from the magazine. The money was presented to him while he was in the Ontario by the ship's commanding officer, Captain D. W. Groos. (E-31191)

planned action to have everything ready for the "big move".

It was hoped that the move would be accomplished by the middle of May from the Moresby House location to the new Victoria waterfront headquarters. Training continued smoothly with the use of *Naden* facilities and the help of the Second Reserve Squadron based here.—A.J.C.

HMCS Unicorn

For the first time in its six-year history, the award for best new entry aboard *Unicorn*, Saskatoon's naval division, was won by a Wren. In carrying off the top honors in this category, Wren Dorothy Cuthbert was competing against the largest crop of new entries to sign at *Unicorn* in a number of years.

Captain O. K. McClocklin, *Unicorn's* Commanding Officer, made the presentation in the Annual Award's Night ceremonies early in March.

A retired naval officer who served with distinction during the Second World War recalled proud traditions of Saskatoon's naval division in delivering the main address of the evening. Addressing an almost full turnout of the ship's company and about 50 interested citizens who attended as guests, Cdr. Mervyn Woods, RCN(R) (Ret'd), well-known Saskatoon barrister, said both



citizens and ship's company in Saskatoon could be proud of *Unicorn's* reputation and tradition.

"Speaking now as a citizen," Mr. Woods said, "I can tell you the people of this community appreciate your service and take pride in the things the members of the ship's company have done and are doing".

Mr. Woods spoke at the opening of award presentations following inspection of the ship's company by Captain McClocklin.

In the presentation of awards, PO Nick Kryway received the proficiency trophy for best all-round member of the Ship's Company. Donated by the Hilltop Junior Football Club, the trophy will grace the Chief and POs' Mess for the next year. PO Kryway received an individual miniature trophy which he retains. Mr. Woods made the presentation.

Lt.-Cdr. Carl McLeod, executive officer, presented a special award to AB Ron Ferguson for his outstanding contribution during the year. It was an award well-earned, Lt.-Cdr. McLeod said, and it was one which it was felt had to be made in recognition of exemplary service.

Cadet E. C. Boychuk of Saskatoon received the proficiency award for the best among the senior UNTD cadets at *Unicorn*.

Ord. Sea. Bob Skene, a crack member of *Unicorn's* rifle team, was presented with a marksmanship award by Lieut. Alex Rowney, training officer.

Other members of the ship's rifle team, Wren Dorothy Lewis and AB Glen Haddow, Bill Reagan, Oliver Holdstock and Jerry Moore were presented with crests.

Mr. Woods also presented prizes for top marks in navigation and seamanship for first and second year UNTD cadets. Cadet O. W. Hanson won the first-year navigation prize and Cadet J. A. Webb the first-year seamanship honors. Winners of the second year prizes were Cadet D. J. Junk for navigation and Cadet A. G. Keith for seamanship.

Lieut. C. B. Koester, RCN, Staff Officer UNTD, ordered 10 newly-commissioned cadets to join *Unicorn's* supernumerary officers and then presented first-year certificates to other cadets as a climax of the evening's ceremonies.

HMCS *Discovery*

A warm, sunny typical spring morning found several hundred Vancouver citizens joining the ship's company of *Discovery* at a recent Sunday divine service.

The public had been invited to join *Discovery* in a regular naval service,

as part of an extensive public relations program now being conducted by the Vancouver division.

The church service was prefaced by a march through Stanley Park in which the new *Discovery* band made its first public appearance. The march past on the grounds of the base was taken by Cdr. John Stevenson, commanding officer.

Chaplain (RC) Donald L. Campbell, celebrated mass in the Wrens' mess.

Chaplain (P) John W. Grant, assisted by the Wrens' choir, and with CPO Murray Laidlaw at the organ, conducted the Protestant service. The lesson was read by Cdr. Stevenson.

The parade was commanded by the training commander, Lt.-Cdr. Joseph A. Roberts, with the gunnery officer, Lieut. Peter Power, as second in command.

The annual inspection by COND turned out to be a great success with an 80 per cent turnout. Commodore K. F. Adams publicly complimented the base on its cleanliness. Another visitor was Cdr. (W) Isabel Janet Macneill who was kept busy with press, radio and TV interviews. She was accompanied by the Reserve Staff Officer (Wrens), Lieut. Jean Crawford-Smith.

Book Review

The Log of HMS Stone Frigate

ONCE AGAIN springtime brings the "Royal Military College of Canada Review", subtitled "Log of HMS Stone Frigate"—an almost encyclopaedic review of the year's work and play at RMC.

The number of extra-curricular activities listed in the year would indicate that RMC is thoroughly dedicated to the production of the "whole man". International relations, lectures by outstanding speakers, amateur radio, religious discussion, debating, dramatics, photography, group singing are some of the fields of student interest. There is even a pipe band.

It takes 45 pages of type and pictures to review the sports activities of the year and the sports editor points out that win, lose or draw, RMC cadets have built for themselves an outstanding reputation for sportsmanship.

Field-Marshal Lord Montgomery's lecture, "A Look Through a Window at World War III", delivered last October to the Royal United Service Institution, is reproduced here. It is a controversial speech in which he gave forceful expression to his views on the future roles of the navy, air force and army.

Lord Montgomery recognizes the immediate value of the navy as assurance that the seas will be kept open. It is

At the recent annual dinner of the Chief and POs' mess, life memberships were awarded to three former commanding officers, Captain William Stacey, Cdr. Glen McDonald and Cdr. Kenneth McCrae. Also receiving the same honour were two veteran chiefs, Chief Petty Officers Bill Lindsay and R. A. (Doc) Myles, the latter re-joining the reserve after going to pension from permanent force.

Ldg. Sea. John H. Beattie brought honour to the division when it was announced that he had scored 98 per cent, the highest mark of any reserve in all of Canada, in a recent engineering branch course.

Lieut. Ernest Charles Herbert Norman has taken up his appointment as staff officer (training), vice Lieut. Dave Hurl.

Recruiting officer Lt.-Cdr. (SB) Harold Irish reported that up to March 31, the base had attested 30 men and Wrens.

The Wrens' mess recently held elections, with Bev Whiteside named president; Frederika Wren, vice-president; Julia Peacock, secretary, and Doreen Miller, treasurer.

when he turns to the future that his remarks are, to say the least, speculative, in that they assume that land-based aircraft will be able to stay aloft indefinitely, that there will be no overseas fuel supply problem and that air bases will be immune to attack. On the other hand, they neglect the mobility of naval forces and their adaptability to the problems of the nuclear age. He would call a halt to the development of naval air power and have the navy of the future rely on "the smaller type of vessel and on underwater craft".

One is reminded of the statement of Rt. Hon. Harold Macmillan, then Minister of Defence in the U.K. government, who said in Parliament: "the perfection of modern weapons and techniques is in many respects increasing the ability of the Navy to discharge its historic role." This is the viewpoint of a man with access to all the confidential data relating to the armed forces.

The literary aspirations of RMC cadets find ample encouragement in the pages of the "RMC Review" and their offerings are full of promise for the powers of self-expression of Canada's future officers. The volume is a souvenir which for years to come will revive memories of busy and useful days at Canada's oldest defence college.—C.

To Rent or To Buy

Some Pointers on How
To be Your Own
Landlord

THE PROBLEM of whether to continue paying rent or to attempt the purchase of a house, is one that continually presents itself to most married naval personnel.

The following article, which contains a brief resumé of the salient points of the new National Housing Act, is an attempt at giving guidance and information on home ownership in general. It must be remembered that the Central Mortgage and Housing Corporation can furnish all details and is the final authority on all matters under the National Housing Act.

The most important point to be aware of is that nowhere can the serviceman borrow more money for less down-payment than under the National Housing Act. With this fact in mind we can assume that the NHA offers the most attractive conditions, and proceed to examine it more thoroughly.

The NHA requires a high level of building standards and their book on this subject giving all minimum specifications is available through CMHC. These building standards ensure that your house will conform to certain recognized standards of workmanship and habitability, and that the resale value will consequently remain as high as possible.

CMHC have many plans of one-, two- or three-bedroom houses for \$10 a set



This can be distinguished from Victory Square in Vancouver by the fact there are no sparrows and seagulls mingling with the pigeons. It's St. Mark's Square in Venice and four sailors from the Prestonian have found that an offer of food is sufficient to attract every pigeon in the Pearl of the Adriatic. Besieged by feathered friends are Able Seamen Benson Curran, R. S. Shirley, Robert Woods and F. R. Saunders. (AL-70)

of four complete plans. It is emphasized, however, that you do not need to choose one of the CMHC plans in order to qualify under the Act. As long as the plan you have chosen contains no violation of the building standards it will be acceptable to CMHC.

Once you have settled on your plan, CMHC will provide you with an estimate of how much money can be borrowed on that particular plan. You then take it, in quadruplicate, to the approved lender of your choice. This may be one of the large insurance companies or any chartered bank. The approved lender will scrutinize your plans and lot and your general financial position, and then decide whether or not he is in position to lend you money.

The lender will then forward your formal application and plans to CMHC who will establish the total lending value of your house and lot. In general this lending value will be a reasonable cost of building the house plus a reasonable value for the land. When your application is approved you will be advised in writing by the lending institution. It is to be noted that you must own the lot before construction is started but you must not start construction until your loan is approved.

The maximum loan for a single dwelling will be calculated as 90 per cent of the first \$8,000 of the lending value and 70 per cent of the balance. For example for a house with a lend-

ing value of \$10,000 a down payment of only \$1,400 would be required! For an \$11,000 house, \$1,700 would be needed and for a \$12,000 house \$2,000.

The maximum loan available for a single dwelling is \$12,800.

So you see that for about the price of a second-hand car you can start yourself along the road to the ownership of a home that will in time be worth many thousands of dollars to you.

The monthly payment of principal and interest will be about \$6.11 for each \$1,000 of the loan. If you have borrowed \$8,500 on your house your monthly payments would be \$51.94. This does not include, however, your municipal taxes or heating and lighting costs. As a general rule you should not pay more than 23 per cent of your monthly income for mortgage charges, including principal, interest and taxes.

The interest rate on your loan is agreed upon between you and the approved lender but is usually 5½ per cent convertible semi-annually. The term of the loan is also decided between you and the lender and may be up to 30 years.

It appears, then, that home ownership is not as impossible as we once might have thought. Now let's sharpen up our pencils and figure out how each month we can be buying a valuable equity for *ourselves* instead of a Cadillac for the landlord.—W.L.

The Melody Lingers On

Languid reminiscences of life ashore in Rio de Janeiro obviously slowed the reflexes of a Chief Engineering Artificer of the watch in the *Quebec* as the cruiser resumed her South American training cruise after a five-day call at the glamorous Brazilian capital last fall.

The bridge phoned down to register the usual complaint about the boiler watch making smoke and ruining the paintwork topside.

The officer-of-the-watch reported thus: "There's a big, black cloud over the funnels."

Said the Chief, rousing himself from his reverie:

"Oh? Do you think it's going to rain?"

LETTERS to the Editor

Sirs:

The U.S. Naval Institute *Proceedings* has mailed to me a copy of the February issue of *The Crow'snest* which contains my article (page 4) entitled, "Battle of the Caribbean," which was reprinted from the September issue of the *Proceedings*.

I am glad that you thought the article worthy of reprinting and I am pleased to learn—for the first time—that two members of the crew of the Oakville were decorated for gallantry in the action that resulted in the kill of the U-94.

If any of your readers care to comment on the article, favorably or adversely, I will attempt to make reply, if you so desire. I am reasonably certain that I have my facts correct. I certainly checked them enough.

Sincerely,

C. ALPHONSO SMITH
Commander USNR

National Press Club
Washington.

Dear Sir:

In the February issue of the "Crow'snest" you refer to HMCS *Micmac* as being the first Canadian warship to visit Jacksonville, Fla.

Permit me to inform you that in early March, 1943, six "B" Class Fairmiles of the 72nd ML Flotilla visited that port and remained for two or three days, thus, I think, being the first Canadian ships of war to show the flag in that port. In the meantime, another ML Flotilla, the 73rd, was already operating between Key West, Florida and Cuba as convoy escorts.

Just for the record, the following constituted the 72nd ML Flotilla.

ML 054 (Lieut. W. C. Rigney,
RCNVR) S.O.
ML 050 (Lieut. J. T. Sharp,
RCNVR)
ML 055 (Lieut. F. N. Greener,
RCNVR)
ML 073 (Lieut. S. O. Greening,
RCNVR)
ML 076 (Lieut. J. D. Leitch,
RCNVR)
ML 084 (Lieut. G. E. Cross,
RCNVR)

As a matter of fact, these two flotillas visited many other East Coast ports, in one of which, Savannah, Georgia, a church service was held, with the crews of the six MLs marching to one of the local churches as a unit. In spite of there being a war on, the church's Sun-



Winner of the "true experience" contest conducted by "Canadian Shipping and Marine Engineering News", Toronto, Lt.-Cdr. A. B. German is presented with a \$100 cheque by James Armstrong, agent-general for Ontario in the United Kingdom. At the left is Harold F. Charles, managing director of the Maclean-Hunter Publishing Company Limited office in London. In his prize-winning article, Lt.-Cdr. German described an incident during a NATO exercise. He was serving in the Quebec at the time of the occurrence. The story, "A Lifetime—in Minutes", appeared in the March issue of "Canadian Shipping", the magazine's annual Royal Canadian Navy number.

day leaflet, making no bones about "Security", publicly welcomed "the Canadian officers and seamen from the flotilla of submarines chasers anchored in our harbour".

Yours sincerely,

S. O. GREENING
Lieut.-Cdr. RCN(R) (Ret'd)

WEDDINGS

Leading Seaman Richard, Brockville, to Miss Beatrice Irene Kelly, of Victoria.

Able Seaman John Edward Davidson, *Magnificent*, to Miss Adella Miriam MacBurnie, of Poplar Grove, Hants Co., N.S.

Sub.-Lieutenant J. B. C. Hudson, *Digby*, to Miss S. G. Ferguson, of Victoria.

Mr. Thomas Kearns, (instructor) *D'Iberville*, to Miss Marguerite Landry, of Quebec City.

Petty Officer William Frank Redford, *Stadacona*, to Miss Lillian Mildred Harding of Abea, Alta.

BIRTHS

To Petty Officer E. C. Alexander, *Naden*, and Mrs. Alexander, a son.

To Commander P. C. Benson, *Star (COND)*, and Mrs. Benson, a daughter.

To Dr. Roger Bernier, (instructor) *D'Iberville*, and Mrs. Bernier, a daughter.

To Chief Petty Officer G. E. Copp, *Naden*, and Mrs. Copp, a son.

To Mr. Real Dionne, (instructor) *D'Iberville*, and Mrs. Dionne, a daughter.

To Petty Officer Gilbert L. Dixon, *Naden*, and Mrs. Dixon, a daughter.

To Chief Petty Officer H. C. Dowle, *Naden*, and Mrs. Dowle, a son.

To Leading Seaman Edward L. Henderson, *Naden*, and Mrs. Henderson, a son.

To Petty Officer Fred Hodgkins, *Naden*, and Mrs. Hodgkins, a son.

To Lieutenant H. Clarke McCreedy, *Magnificent*, and Mrs. McCreedy, a son.

To Petty Officer Barry Murphy, *Naden*, and Mrs. Murphy, a son.

To Leading Seaman Kenneth A. Murray, *Naden*, and Mrs. Murray, a daughter.

To Petty Officer F. S. Myers, *Naden*, and Mrs. Myers, a son.

To Lieutenant Andrew C. McMillin, *Magnificent*, and Mrs. McMillin, a son.

To Lieutenant Bendt A. Oxholm, *Magnificent*, and Mrs. Oxholm, a daughter.

To Petty Officer Gordon Pettigrew, *Naden*, and Mrs. Pettigrew, a daughter.

To Chief Petty Officer Andrew Reid, *Lauzon*, and Mrs. Reid, a daughter.

To Chief Petty Officer J. R. Vincent, *Naden*, and Mrs. Vincent, a son.

To Petty Officer George Worrall, *Naden*, and Mrs. Worrall, a son.

Retirement

CHIEF PETTY OFFICER
LIONEL ELFORD GRISDALE

Rank: C1SW3
Age: 50
Length of Service: 25 years
Hometown: Halifax
Joined: April 25, 1930
Served in: HMC Ships *Stadacona*, *Champlain*, *Saguenay*, *Assiniboine*, *Restigouche*, *Cornwallis*, *Naden*, *Uganda*, *Magnificent*.
Awards: Long Service and Good Conduct Medal
Retired: April 30, 1955.

Thirty-Five Years a Shipwright

*First of Trade in RCN
To Receive Training
In Canada*

ON JUNE 11, 1955, Shipwright Lieut. Frederick Arthur Raines, OBE, will commence his retirement leave after 35 years service in the RCN. Not only has Lieut. Raines, or "Father", as he is commonly known among his fellow officers, had an interesting and varied career, but he also has the distinction of being the first Canadian trained shipwright to join the RCN.

Born in London, England, on November 25, 1902, his family moved to Victoria in 1905, and in due course he started his apprenticeship in the old Shoulberg yard which later closed down, causing a move to Victoria Machinery Depot.

Having decided on a naval career, he made application and on March 16, 1921, became a Shipwright 5th class. Little time was spent ashore in those days and on April 1, 1921, he was drafted on board his first ship, HMCS *Aurora* (cruiser). While still serving in the *Aurora* he was promoted to acting 4th class and drafted to the destroyer *Patriot*, at that time carrying out training cruises.

Following a five-month draft to the destroyer *Patrician* in 1923-24, the inevitable East Coast draft turned up and on October 1, 1924, Shipwright 4th class Raines was headed for *Stadacona*. Contrary to West Coast opinion, Halifax proved not too bad, for it was while serving there that he met Miss Mary Louise Grover of Lunenburg, N.S., whom he led to the altar in Trinity Church, Halifax, on April 15, 1925.

In order to write for his Chief Shipwright rating, which in those days had to be done under RN supervision, he escorted a group of prisoners to the RN base in Bermuda. Although it was December 1927 when he arrived in Bermuda and joined HMS *Capetown*, it was not until May 1928 that he wrote and passed for Chief Shipwright. Promotion was slow in those days and he waited until 1935, following short drafts aboard HMS *Dauntless*, and HMCS *Champlain* and a welcome period ashore in *Stadacona* before he was finally rated Chief Shipwright 2nd Class.

February 4, 1938, was a red-letter day, for it was home to Esquimalt for the Chief and while serving in *Naden* he was rated Chief Shipwright 1st Class.

With the outbreak of the Second World War, the shipwright branch along with all the others expanded rapidly and their commitments became many and varied beyond all expectations. Commercial shipyards were building corvettes and the need for Naval Overseers in the various yards arose, resulting in the drafting of Chief Raines in January, 1940, to his old stamping ground, the Victoria Machinery Depot as an overseer. Supplementing his duties there, he also had small boat construction to look after.



SHPT. LIEUT. F. A. RAINES

His diligent and efficient work was rewarded and on June 1, 1941, he was promoted to the rank of Warrant Shipwright (Star). Although the promotion was welcome, it did result in his appointment to the East Coast for duties with the Shipwright Officer, *Stadacona*.

By 1941, Newfoundland had become an important base and the ship repairs required to keep the ships operating were steadily mounting. In May, 1941, HMS *Forth*, a submarine depot ship, left Halifax for Newfoundland to carry out the duties of repair ship. Two Canadian shipwrights and a plumber were loaned to the ship to assist in the work. However, the need of a shore establishment was realized and Warrant Officer Raines was appointed to the staff of Commodore-in-Charge, Newfoundland Forces to form the nucleus of the RCN

base. His staff at this time consisted of Chief Shipwright Ron Pitcher, six shipwrights, one plumber and a painter, with the work being carried out from aboard HMS *Forth*.

Having other commitments, the *Forth* was relieved by HMS *Greenwich*, but her facilities were not adequate for the job so the old Bowring Machine Shop was taken over and converted into a shipwright shop.

Responsibilities, staff and work were increasing by leaps and bounds and promotion was inevitable for the one behind the outstanding record being set by the Newfoundland Repair Base. Warrant Officer Raines became Commissioned Officer in 1943, with a further promotion to Shipwright Lieutenant in 1945.

During this period the base had grown from a mere handful to a staff of over 500 mechanics of all trades in the Constructive Department and through the efforts of these men, the convoys were kept in operation. A few of the ships on which major repairs were carried out on were HMC Ships *Saguenay*, *Columbia*, and *Assiniboine* and HM Ships *Roxborough*, *Oribi* and *Highlander*, not to count hundreds of smaller vessels.

In October, 1945, Lieut. Raines was appointed to Esquimalt Dockyard on ship repairs and after the hectic years of long hours, excessive work and little leave in Newfoundland, this was a welcome change.

May 1946 found Lieutenant Raines once more on the move, this time to HMCS *Niobe*, HMS *Birmingham* and HMS *Theseus*, followed by three months at the U.S. Naval Base in Philadelphia, all for the same purpose—the study of damage control.

The years of experience and the vast store of knowledge which Lieutenant Raines so freely imparts have proven invaluable to his associates on the staff of Manager Constructive Department, Esquimalt, where he has served since 1946. He has never been too busy to coach and advise those serving under him and his superiors have found his experience of great value.

In recognition of his services, Lieut. Raines was awarded the Order of the

British Empire (Member) which he wears together with Defence Medal, Canadian Volunteer Service Medal, General War Medal, King George VI Coronation Medal and the Long Service and Good Conduct Medal.

Although the day of retirement has arrived for Lieut. Raines, he will not lose touch with the branch he has served so well, for his oldest son, CPO William Raines, is carrying on in his father's footsteps as a shipwright.

Having always been a great gardener, which the profusion of flowers and shrubs always to be found in his garden justly confirms, it is understandable that his retirement plans include a small plot of land on Vancouver Island where he can enjoy his much earned retirement in the manner he enjoys most.

Lieut. Raines will be greatly missed by the officers and men who have served with him through the years and it is the wish of all that he will enjoy many years of happy retirement with the satisfaction of a job well done.—A.M.

ROYAL NAVY REVISES OFFICER STRUCTURE

A number of sweeping changes have been made in the officer structure of the Royal Navy, according to an Admiralty announcement.

Captains and Commanders of the Executive Branch have been divided into two lists, to be known as the "Post List" and the "General List". Only the officers placed on the Post List will be eligible for sea-going command. Those on the General List will be eligible for appointments in command of shore establishments and for staff and administrative duties.

The Admiralty says that the change has been made because "it has become no longer possible to provide all Executive Captains and Commanders with sufficient seagoing experience to ensure that those ultimately selected for higher operational appointments have the full

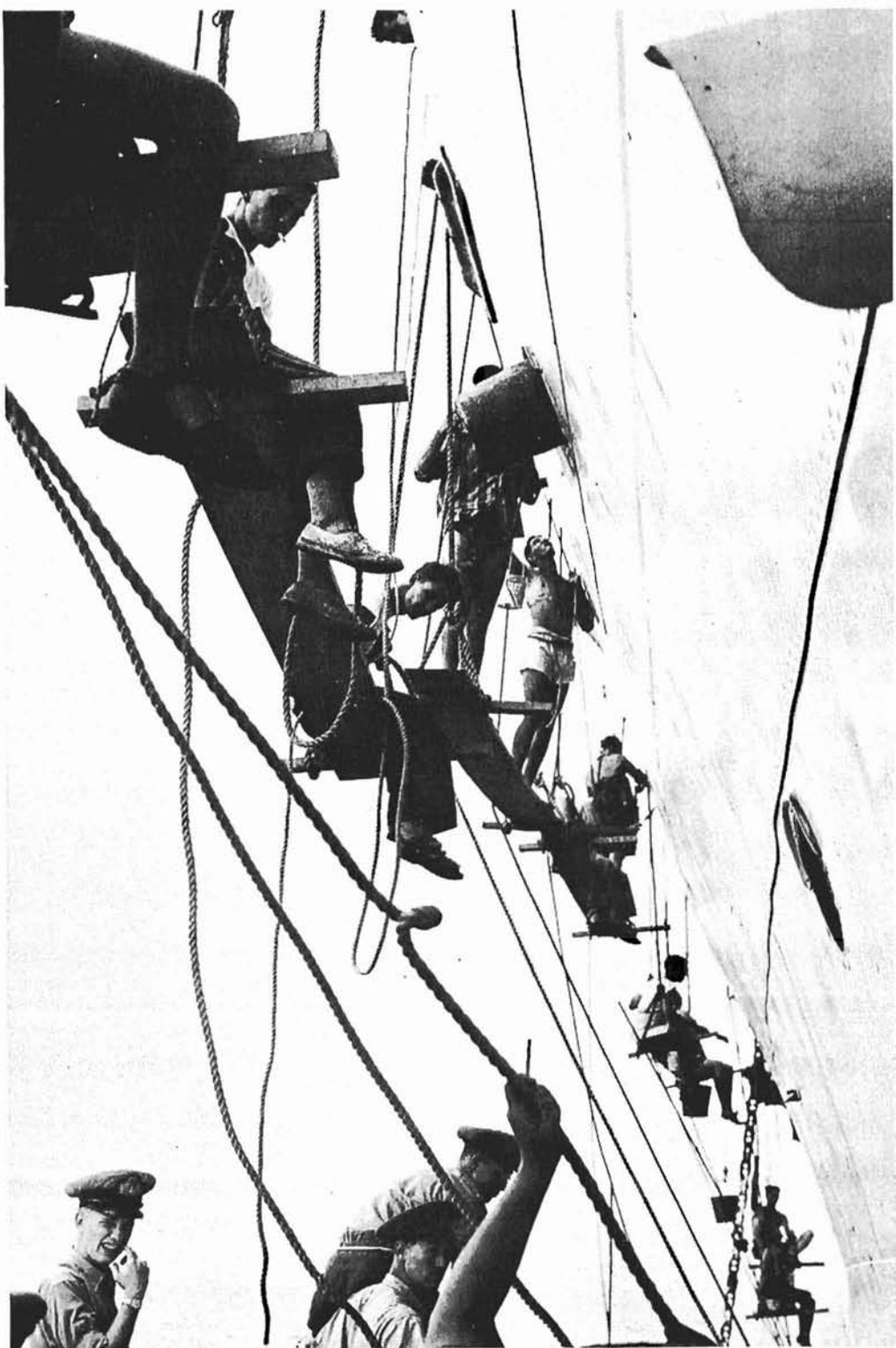
Fund's Help Appreciated

Deep appreciation for assistance given by the Royal Canadian Naval Benevolent Fund is expressed in a letter from the West Coast recently received at the fund's head office. The letter reads:

"Enclosed please find bank draft in the full amount of my loan (\$466.65).

"Having just sold my house it is a pleasure to be able to lift this debt.

"Your courtesy and kindness and that of your staff and everyone concerned here at Victoria is greatly and sincerely appreciated."



This dramatic "painting ship" scene was photographed while HMCS Ontario was in Platypus Bay, Australia, where she carried out exercises before proceeding to Australian and New Zealand ports. Just as at a circus, the act is done without nets, but the sailors (a close look will reveal) have lines about their waists to avert the possibility of landing with a thud or a splash. (OT-2101)

measure of up-to-date experience in command at sea essential for the efficiency of the Fleet".

Non-Executive Officers are affected by a decision to discontinue the wearing of coloured distinctive lace except by Medical and Dental Officers and Ward-masters. Furthermore, the use of suffixes (E), (L) and (S) following the rank has also ended in the Royal Navy

except for Branch List Officers of all ranks. Officers of the Instructor Branch, although the blue stripe will disappear from their sleeves or shoulder straps, will continue to have the prefix "Instructor" before their ranks.

Differences in the marks of respect to senior Executive and non-Executive Officers as they exist in the Royal Navy today are also being wiped out.

THE NAVY PLAYS

Fore-and-Afters Top Winter Sport

Officers, chief and petty officers snagged the Cock of the Barracks, when it appeared for the first time at HMCS Gloucester, Ottawa radio station, to round out the station's most ambitious winter sports program to date.

Seven teams vied in broom ball, volleyball, basketball and table tennis from late November to mid-March. Class 13B, training department, won the broom ball title; officers, chief and petty officers headed the volleyball tourney but were edged out in the table tennis finals by 13B. Hoop honours also went to the officers, chief and petty officers.

Gloucester's hockey team finished the schedule of the National Defence League in fourth slot but was turfed out of the quarter finals by Army HQ.

The summer sports program, which gets under way at the end of May, includes outside and interpart softball,

four cross country runs and four tabloid sports meets, all under direction of PO Bernard (Spud) Hughes, station PTI.

He is introducing Borden Ball to compensate in part for the limited recreational facilities at Gloucester. It is played on a football field with hockey nets for goals. A Canadian football is used and play limited to running and passing with no kicking or bodily contact allowed. Just the same, a rifle pass at point-blank range by some of the better tossers can cause a goalie a lot of grief.

Sailing Squadron Launches Program

The Ottawa Squadron of the RCN Sailing Association launched an ambitious program this season with its first regatta, May 15, on Dow's Lake.

The squadron, equipped with 16 Navy patterned 14-foot dinghies, is

based at HMCS Carleton, the naval division on Dow's Lake.

The intention is to hold regattas every weekend, with the top point-getter in four consecutive regattas winning a trophy. Every Tuesday evening, from the 14th on, races are scheduled for a perpetual trophy to be awarded the highest scorer for the season.

Lt.-Cdr. A. A. Turner, re-elected Commodore of the squadron, promised a variety of sailing activities this year.

There will be evening treasure hunts for prizes along the lake shore accessible only by boat, night sailing, and excursions by ten boats or more at a time for week-end sailing through the Rideau Canal to the four and a half mile stretch of Ottawa River water between the Inter-Provincial Bridge and RCAF Station Rockcliffe.

An experiment this year will be formation sailing, whereby the dinghies will be sailed in various precision patterns over Dow's Lake. In addition, competitions are planned with local sailing clubs.

Other members of this season's slate of officers include Superintendent K. W. N. Hall, RCMP, Vice-Commodore; Lt.-Cdr. (E) S. J. Morehouse, Rear-Commodore; Ordnance Lt.-Cdr. C. C. Brown, Fleet Captain; Commissioned Engineer A. T. Satchwell, Assistant Fleet Captain, and PO R. V. Kierstead, Secretary-Treasurer.

Curlers Report Successful Season

The RCN Curling Club (Pacific Command) completed its most successful season on March 14. Much of the success was due to the efforts of the president, CPO Harvey Day, and the secretary-treasurer, PO Andrew George. The large number of enthusiastic members who turned out was also a contributing factor.

At the commencement of the season there were 32 regular rinks which was later expanded to 36 rinks which curled every Sunday evening.

Throughout the season club rinks were entered in the local commercial bonspiel, the Victoria Curling Club Open Bonspiel, the Tri-Service Bonspiel, held this year in Vancouver, and the Nanaimo Open Bonspiel. The host clubs have become aware of the RCN



Winners of trophies in Atlantic Command Pee Wee Hockey League are shown here. The trophies were presented by Cdr. F. C. Frewer, executive officer, Stadacona, at a banquet held in Shannon Park School on the night of March 26. Front row (left to right) Michael O'Brien, rookie award (Shannon Park); Ralph Roberts, leading scorer and G. B. Murphy Trophy (Shannon Park), and Wayne Kramer, top goalie (Shannon Park). Back row: Kenny Hines, top goalie (Shearwater); Robert Simpson, most gentlemanly player (Shannon Park); Yvon Cote, most valuable player (Shannon Park), and Thomas Bell, rookie award (Shearwater). (HS-35440)

Curling Club, as one of its rinks always managed to qualify for prizes.

There are two trophies up for competition in the club — Murdoch-Girard Aggregate Trophy awarded to the rink which has the best winning record over the season's play; and the Henry Birks' Pacific Command Curling Trophy which is awarded to the winning rink in the end of season playoffs. Both trophies carry their individual miniatures which are awarded to each rink member.

The rink skipped by CPO Clifford Anderson was the winner of the Murdoch-Girard Trophy, and the rink skipped by CPO A. G. Bowbyes was the winner of the Henry Birks' Pacific Command Curling Trophy.

Discovery Better On Second Try

The newly-formed squadron of the RCN Sailing Association based at *Discovery* had its first go at competitive racing when it sailed in a home-and-home team race against Esquimalt Squadron.

The event took place under the auspices of the Royal Vancouver Yacht Club and the base team used 14-foot service dinghies.

The score in the first meeting in Vancouver for five races was 118 for Esquimalt and 52 for *Discovery* while in the second contest, at Victoria, the score for five races was 82 to 56, again in favour of the Island sailboat enthusiasts, but an indication that *Discovery* was on the way up.

Prevost Keeps Walker Trophy

Prevost, defending champions for the Hiram Walker Trophy, emblematic of Southern Ontario naval hockey supremacy, overcame an early two-goal deficit and then went on to defeat *York* 9-5, to retain the cup.

The game, played at St. Thomas arena, before a crowd of some 200, saw very few penalties, and some fine defensive and goal-tending work.

The undisputed star of the game was Cadet Matt Luchovich, UNTD, University of Western Ontario, who, while only scoring one goal, and one assist, was a standout on defence. Twice, while *Prevost* had two men short, he almost singlehandedly kept the "Hog-towners" off the scoreboard.

Malahat Scores High at Shoots

Sport is hitting its outdoor stride in *Malahat*, as yachting, outdoor rifle shooting, and many other activities get under way. The *Malahat* Rifle Club is taking on all challengers, after having

Cruiser Has Front Seat For Volcanic Display

AN ASHEN sky and smoky day and an eerie, fiery glow by night formed an unusual backdrop for HMCS *Ontario* during her three-day stay at Hilo, the crater-surrounded largest city of the island of Hawaii from where she sailed for Pearl Harbour.

Anchored a short distance off shore, the ship was within sight of one of the most severe volcanic eruptions the island has known for years. At one stage during the *Ontario's* presence in the area the fracture in the earth's crust spewed flames an estimated 600 feet into the sky. At night the weird and fantastic glow could be seen for many miles.

The most spectacular view of the flame and ash-spouting mountainside was witnessed several hours before reaching Hilo's harbour March 21. At 0400 that morning the *Ontario* passed within 20 miles of the great spectacle. Word of the volcano flashed through the cruiser and within minutes most of the ship's company was on open decks looking in awe at the amazing sight. Through binoculars one could clearly see great chunks of molten rock being shot high into the air.

The volcano erupted about a month previously. Within a short time three fingers of molten lava were creeping down the mountain side. Chamber of Commerce officials estimate damage to

sugar cane and papaya crops has already exceeded \$3 million. Many families have been evacuated from the eruption area and tourist travel to the danger zone is forbidden.

In strange contrast and periodically in full view to the west was the towering (14,000 feet) snow-covered peak of Mauna Kea.

The close proximity of the active volcano was another in a long series of unforgettable experiences for personnel of the cruiser. During the three-month training exercise into the South Pacific, the *Ontario* had been close to several widely varied ravages of nature. On her southern course she narrowly missed a vicious tropical storm in the Fiji Islands area. By the time she left Australia a great area of that country was being ravaged by floods. In New Zealand the country was experiencing some of the worst droughts known for years and, to complete the picture, at Hilo there was the constant threat of tidal waves.

A string of sirens located throughout the port city was tested each evening at a set time. Should their wailing be heard at any other time of day or night the populace would know the meaning of the warning. Several years ago a large portion of the city was devastated by such an onslaught of the sea.—R.W.

defeated the Royal Roads cadet team, and the Canadian Scottish (Princess Mary Regiment), in two successive shoots.

The team meets every Wednesday evening at the *Naden* range, and Saturday afternoons several of the members take part in the Pacific Command Rifle Association (full bore) shoot, at Heal's Range.

The reserve division team is at present in the middle of an individual shoot with *Naden* and led by CPO Walter Burch, who himself has taken five "Spoons" from *Naden*, have been scoring very well.

In the national competition, the DCRA, the *Malahat* team has won the prize money in two of three comparative score shoots.—A.J.C.

"Maggie" Takes Intership Trophy

The *Magnificent's* hockey team won the Atlantic Command intership trophy, the Hiram Walker Cup, defeating a

hard-playing team from the *Labrador* in the play-offs.

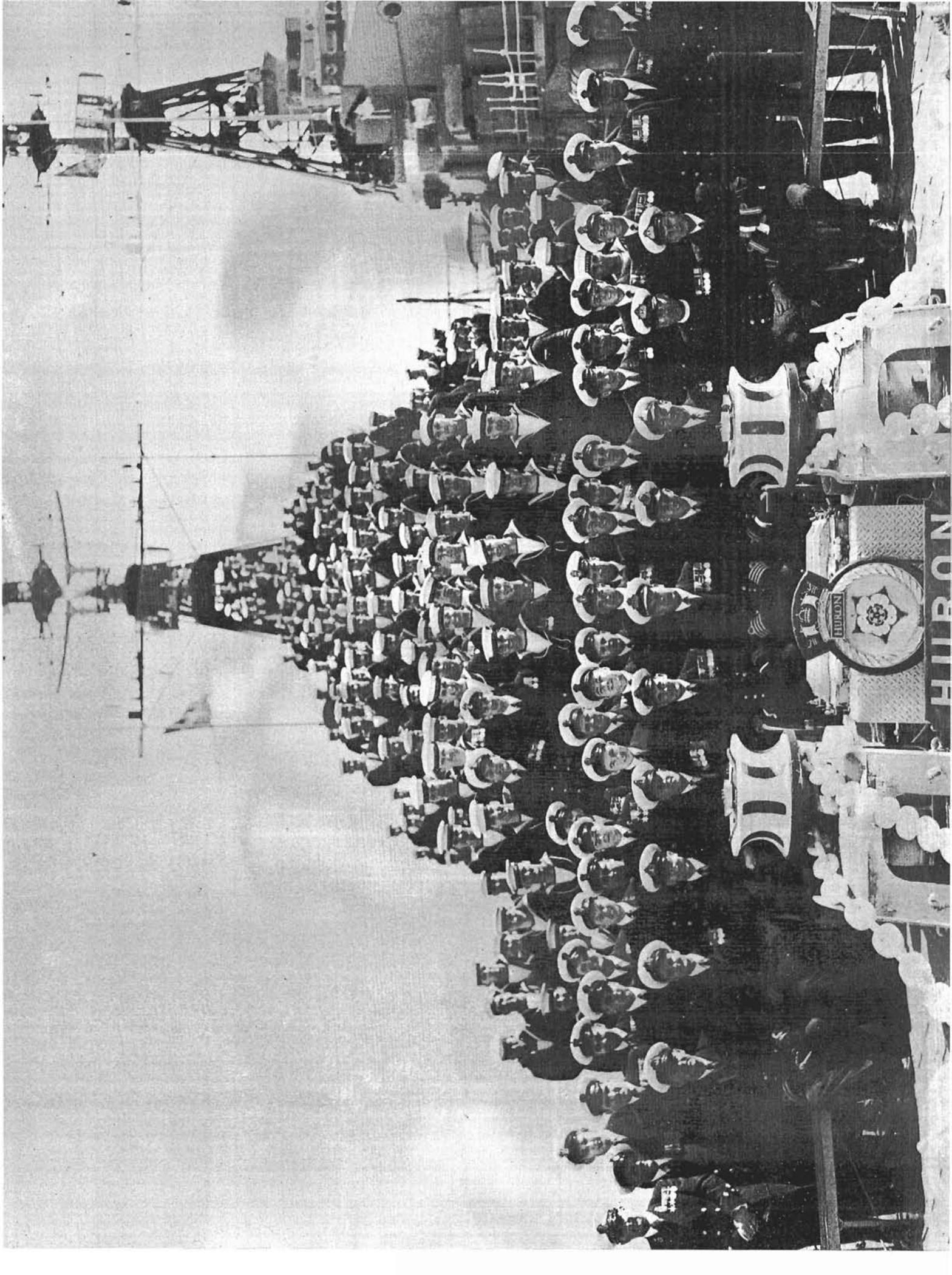
Coached by PO Melvyn Payne and managed by Surgeon Cdr. Richard Lane, the *Maggie's* players chalked up over 150 goals in the 19-game series, with 55 goals against. The only loss of the season was an exhibition match with Halifax City Police.

After five periods of evenly-matched play for the Atlantic Command Cup, *Maggie* was edged by *Cornwallis* 9-8.

During the four-month season 48 games were played by ship's and interpart teams, the interpart trophy being awarded to the Seaman Branch team, which defeated the Engineering Branch for the title.

ANSWERS TO WARSHIP RECOGNITION QUIZ

1. Netherlands cruiser *Tromp*.
2. Russian destroyer, *Ognevoi* class.
3. USS *Northampton*, task force command ship.



LOWER DECK PROMOTIONS

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

ACHESON, Ronald.....	P2EM2
ALEXANDER, Jackie M.....	LSEM1
ARMSTRONG, Thomas E.....	LSCV1
ARPIN, Andre L.....	LSCK1
ARSENAULT, Reginald J.....	LSCK1
ARTHURS, Malcolm G.....	C2RT4
ARTHURS, Thomas S.....	LSEM1
ARTHURS, William J.....	LSRP1
BADGER, Donald E.....	LSLM2
BASKEY, James A.....	P2CR2
BATE, Alan W.....	LSRN3
BEAUDET, Andre J.....	LSMA1
BEAVER, Kenneth J.....	P2CV2
BEKE, Joseph P.....	C2ET4
BERGMAN, William C.....	LSRP1
BERRY, Darrell W.....	LSTD1
BIGNELL, Frederick W.....	C1RT4
BLAIS, Robert N.....	LSLM1
BLANEY, William H.....	LSEM1
BLONDIN, Rheel G.....	LSTD2
BOICEY, Orville.....	C2ET4
BOORMAN, Raymond.....	LSQM2
BOUGHES, Norman C.....	LSEM1
BOUGHTON, Benjamin E.....	P2AA2
BOURQUIN, Stanley E.....	P1RA4
BRECKON, Frederick L.....	P2LR1
BRODEUR, Paul J.....	P2EF3
BROOKS, Boyd J.....	LSCK1
BROOKS, Donald J.....	LSRP1
BROWNE, James C.....	LSNS1
BRUTON, Howard J.....	LSEM1
BRYAN, James A.....	LSNS1
BUDD, Robert J.....	C2RA4
BULL, William S.....	P2EM2
BURNETT, James T.....	LSTD2
BURNS, Alexander.....	C1Q14
BYRNE, John.....	LSEM1
CALDWELL, William T.....	P2EM2(NQ)
CALLAGHAN, Brian P.....	LSEM1
CAMPEAU, Roland J.....	LSEM1
CAMPBELL-HOPE, Alden.....	LSTD1
CAQUETTE, Guy J.....	LSTD1
CASCADDEN, Myles W.....	LSOR1
CASSIDY, Ingram M.....	C2EA4
CATTON, Eugene L.....	LSMO1
CHABON, Frederick.....	P2EG3
CHADDOCK, Dale A.....	LSRP2
CHANDLER, Roderick J.....	P2ED3
CHAPMAN, Hartin I.....	P1RP3
CHARLES, Ernest W.....	LSPH2
CHARRON, Adrien J.....	LSLM1
CLARK, Mervyn C.....	LSTD2
CLARKE, Keith A.....	LSCS2
CLARKE, Lloyd F.....	LSNS1
CLOUSTON, Wesley J.....	LSRN3
COKER, Bernard A.....	C2ET4
COLLINS, Donald M.....	LSRP1

COLLINS, John P.....	LSCK1
CONNOLLY, John F.....	P1RP3
CORRICK, George.....	LSRC2
COSBY, Walter B.....	P2ED3
CRIPPS, Ivan R.....	LSDV2
CROSSON, Robert W.....	LSEM1
CROWTHER, Alfred R.....	LSAR1
CUMMINS, George E.....	P2EA3
DANCE, George P.....	LSLM2
DAVIS, Frank C.....	P2EM2
DAVIS, Gordon K.....	P2RP3
DAVIS, Robert W.....	LQSM2
DODSWORTH, Guy K.....	C2RT4
DONAGHY, Thomas J.....	LSTD2
DONNACHIE, Alexander M.....	P2TD2
DONNAIT, Victor F.....	P2TD2
DOREY, Halton I.....	LSEM1
DOUCET, Howard J.....	LSRC1
DUFFY, William C.....	P2TD2
ECCLES, John A.....	LSCV1
EFFORD, Frederick V.....	LSTD2
ELLIS, Robert B.....	LSTD2
EMSLEY, Jack L.....	LSVS1
FAREWELL, Gordon E.....	LSTD1
FEDDEMA, James C.....	LSTD2
FELLS, Richard R.....	P2EM2
FERGUSON, Loyd R.....	LQSM1
FITZSIMMONS, George E.....	LSRP1
FLETT, Victor C.....	LSTD2
FLYNN, Royal P.....	LSRC2
FOLEY, Howard P.....	P2QM2
FOSTER, Albert W.....	LQSM1
FOSTER, Robert W.....	LSPH2
FOX, Homer A.....	P1TD3
FREDERICKS, Leonard H.....	P1RA4
FULFORD, Norman.....	P1EA4
GALE, Eric J.....	LSRP1
GARDINER, Donald R.....	P2EM2
GAUTHIER, Robert J.....	LSEM1
GOWLAND, Donald L.....	LSRP1
GOYETTE, Rolland J.....	LSEM1
GRAHAM, John E.....	LSEM1
GRAHAM, Samuel R.....	P1TD3
GRANT, Benjamin H.....	C2AA3
GRECZKOWSKI, Victor J.....	LSEM1
GREENHALGH, Bruce F.....	LSCS2
GRIFFIN, Clement F.....	LSRC1
HALL, Dennis E.....	C2QM3
HALMBERG, Douglas P.....	LSCS2
HAMILTON, George F.....	P2EM2
HERDA, John D.....	P1SH4
HILL, Ollie C.....	LSEM1
HINDE, James R.....	P2RN3
HODGINS, Harvey G.....	C1RA4
HONOUR, Jack J.....	LSRP1
HORSMAN, Garnet W.....	LSRC1
HOWES, Douglas S.....	C2PH4
HOWLES, Barry.....	LSTD2
HUCKLE, James W.....	P2RW3
HUGHES, Clifford N.....	LSRC1
HUNTER, Douglas H.....	LSTD1
HUNTER, John J.....	LSCV1
INCH, Ray D.....	LSTD1
JARDINE, Alvin K.....	LSEM1
JONES, Brython E.....	LSEM1
JONES, Gordon G.....	LSRW3
JONES, Harvey A.....	P1RP3
JONES, Keray.....	P2PR2
JULIEN, Frederick J.....	P1AA2
KAZIMIRI, Frank M.....	LSTD1
KEELER, Anthony P.....	P2RS3
KEELING, Gordon E.....	LSAW1
KELLY, Ronald M.....	P2RP2
KENDALL, Richard F.....	LSSW1
KENNY, James L.....	P1RA4

KERR, William H.....	LSCV1
KILBURN, Jack E.....	P2RN3
KROMM, Allen N.....	LSEM1
KUZAK, Stephen.....	LSCS2
LADNER, Warren J.....	P1ET4
LADOUCEUR, Clarence J.....	P2RP2
LANE, George A.....	LSCK1
LAPIERRE, Arnold J.....	LSEM1
LAPIERRE, Kenneth J.....	LSRP1
LAWLEY, William E.....	P2QR2
LEBLANC, Ronald J.....	LSCV1
LECLAIR, Richard J.....	P2EM2(NQ)
LECLERC, Alfred J.....	LSLR1
LEGRAND, Donald L.....	P2RN3
LEONARD, Osborne M.....	P2EM2
LEVAC, Pierre J.....	LSLM1
LINK, Garry F.....	LSEM1
LOVERING, Lawrence D.....	LSEM1
LUNDY, John G.....	LSRP1
LUSTY, William A.....	LSAA1
LYLE, David H.....	LSTD1
MANNING, Vivian C.....	LSRP1
MARTIN, Denis J.....	LSRC1
MATTHEWS, James.....	LSTD2
MAJOR, William F.....	LSEM1
MERCER, Jack W.....	LSLM1
MERCIER, Gilles J.....	LSTD2
MILBERRY, William L.....	P2RP2
MOLL, Ronald W.....	P2RC2
MONAHAN, Robert J.....	P2EA3
MONTGOMERY, Norman E.....	LSSW1
MOORE, Stewart L.....	LSAC1
MORRISON, Kenneth G.....	LSVS1
MORRISON, Roderick.....	LSTD1
MUISE, Fred W.....	LSTD1
MURFIN, George D.....	LSEM1
MURPHY, John.....	P1QR2
MYERS, Vincent A.....	C2EA4
MYTRUK, Victor.....	C2RT4
MacDONALD, Basil J.....	LSVS2
MacKAY, John J.....	LSEM1
MacVITIE, Alvin J.....	LSTD2
McAVOY, Thomas H.....	LSEM1
McCORMICK, Kennedy R.....	LSAA1
McDONALD, Harry S.....	LSRP1
McDONALD, McAvoy A.....	P1RP3
McDONNELL, Robert F.....	LSAA1
McFARLAND, Harry V.....	LQSM1
McGINNIS, Reuben G.....	P1AA2
McISAAC, Harold C.....	LSRP1
McKEE, Donald R.....	P1TD3
McNAIR, Scott C.....	LSEM1
McNEIL, Ralph E.....	P2RP2
McRAE, Allan R.....	P2EG3
McTAVISH, James K.....	LSRP1
NANLEY, Richard P.....	C1ET4
NELSON, Kenneth I.....	P1BD3
NICKEL, Daniel B.....	LSEM1
NICKERSON, Randall E.....	LSCK1
NUTE, Darrel E.....	C2ET4
O'BRIEN, Arnold E.....	LSLR1
OGDEN, Lawrence P.....	LSLM2
OMDAL, Stanley C.....	P2EM2
PARE, Harvey N.....	P2CR2
PARISE, Edward J.....	P1RP2
PARSONS, James E.....	LSLM1
PATTERSON, William T.....	P1AA2
PAYETTE, George R.....	LSVS1
PERESSINI, Louis A.....	P1ER4
PETERS, John R.....	C1RA4
PILLER, Edward C.....	P1RP3
PORTEOUS, George M.....	LSLM2
POTTS, Kenneth A.....	LSEM1
POYNTER, William H.....	LSTD2
PRATT, William E.....	LSLM2
PROKOPOWICZ, Joseph A.....	LSCK1
PURDY, George E.....	P1RT4
PURVIS, David A.....	P1AA3

ON THE OPPOSITE PAGE

The Huron paused in Hong Kong with the Iroquois before the two ships began their journey home to Halifax by way of countries of the Far East and the Mediterranean. This is the family portrait of Huron's ship's company taken in Hong Kong. (HU-389)

REESOR, Franklin J.....C2EA4
 REID, Andrew G.....C2ET4
 RENAUD, Maurice J.....LSTD1
 ROBERT, Edward J.....LSPR2
 ROBERTSON, Ronald A.....P2AA2
 ROBINSON, Bruce W.....P2AA2
 ROGERS, Thomas S.....P2EF3
 RUMMERFIELD, Arthur W.....P2ED3
 RUSSELL, William J.....P2PH2
 RYAN, Theodore C.....LSVS1

SANGRET, Hugh A.....LSBD2
 SCOPIE, Dean W.....LSAA1
 SERIGHT, George.....P2QR2
 SHIELDS, Ronald D.....LSEM1
 SHIPLEY, William R.....P1SH4
 SHOFF, Dennis M.....P2RN3
 SIGRIST, Gerald W.....LSCR1
 SLACK, Earl E.....C2EA4
 SMALL, Alexander M.....LSRP1
 SMITH, David B.....P2AA2
 SMITH, Donald B.....LSCV1
 SNUTCH, Robert C.....LSRP1
 SOMERS, James P.....LSEM1
 SOUKA, Peter J.....P2EM2
 SOULSBY, George.....P1SH4
 STACK, Edward P.....P2RP2
 STEVENS, David S.....P2RN3
 STEVENS, Roland M.....P1PH3
 STOKKE, Jerome J.....P2LR2

THERIEN, Roger P.....LSSW1
 THIBAUT, Joseph O.....P2RN3
 THOMAS, Robert C.....P2RP2
 THOMPSON, George.....LSRP1
 THOMPSON, Robert J.....LSDV2
 THOMPSON, Ross C.....LSRC2
 TIEULIE, Maurice A.....LSRC1
 TORY, George S.....P1RT4
 TURCOTTE, Richard G.....LSCS2
 TURPIN, Arthur W.....P1QM3

UBRONKI, Jerome P.....LSRP2

VANZIELEGHEM, Andre O.....P2QR2
 VILLENEUVE, Homer A.....P2BD2
 VINCENT, John J.....LSQM2
 VOLKER, George W.....P2RP2

WAGNER, John L.....PIEM2(NQ)
 WALKER, Vernon S.....LSVS1
 WEBB, Edward F.....P2EM2
 WESTBURY, Leslie V.....P2TD2
 WHITE, Norman G.....LSAA1
 WILCOX, Gerald J.....P2QM2
 WILLMS, Frank J.....LSSW1
 WILSON, John F.....LSEM1
 WILSON, John K.....C2RA4
 WILSON, Joseph F.....C2TI4
 WIRA, Robert.....LSEM1
 WRIGHT, William A.....LSEM1

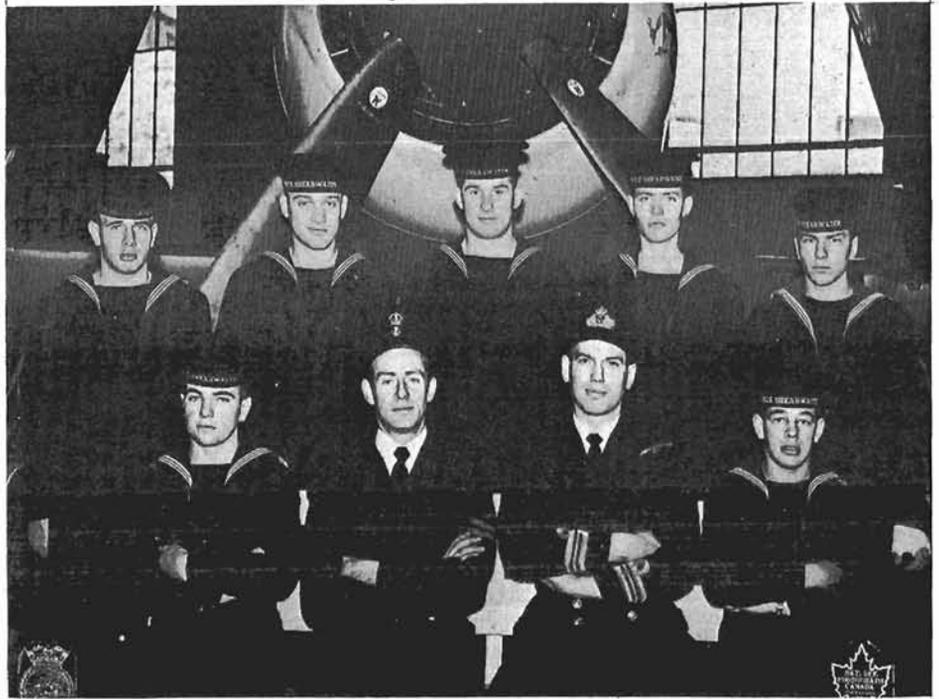
YOEMANS, Gordon W.....LSCR1

ZEITZ, R. Robert.....P1SH4
 ZRUNA, Frank A.....LSOM2

RCN (R)

ALLEN, Harold.....LSVS1
 ALSOP, David.....LSEM1
 AULT, Sidney.....C1EM3(NQ)

BEATH, MacDonald.....P2AR1
 BLAHOUT, Harry.....LSTD5
 BLISS, Colleen E.....WLMM1
 BLOUIN, Joseph L. R.....ABBD1
 BLOVIN, Monique.....WLAW1
 BORTHWICKE, Jas. B.....C2AA1
 BOSTON, Harold George.....C2EM3(NQ)
 BRAIDEN, Thomas J.....LSCR1
 BREEZE, Winnifred E.....WLCS2
 BRUNELLET, Marie J. G.....WAAW1
 BURROWS, Marie.....WLAW1



Seven graduates of the 41st air riggers course at the Naval Aircraft Maintenance School, Shearwater, are seen with their instructor and training officer. Front row: Ord. Sea. Douglas Heggie; PO Alan Moore, instructor; Lt.-Cdr. H. O. Arnsdorf, training officer, and Ord. Sea. Andre Arcand. Back row: Ordinary Seamen Allen Harrington, Clifford Moore, who took top honours in the course, Nolan Shannon, Edward Last and Donald Forster. (DNS-13432)

CHERY, Elizabeth T.....WAAMS
 CHISHOLM, Margaret I.....WLPW1
 COCKING, David E.....P2NF1
 COOPER, Joyce May.....WAAW1
 CONNOLLY, Elizabeth A.....WLCS2
 CORRELL, Audrey.....WLNf1
 CRAWFORD, Maxford B.....LSORS
 CROWN, Rosalie B.....WLAW1

DEBISON, Glinna M.....WLAW1
 DERBYSHIRE, Roy G.....LSQRS
 DIBBLE, Thomas D.....LSNF1
 DUFF, Katherine Laura.....WACC1

FISH, Francis Victor.....ABOMS
 FLYNN, Frederick J.....P2LP1
 FOLEY, Joan M.....WLCC1
 FRASER, Isabelle M.....WAMA1
 FROST, Eileen M.....WACC1

GARVIN, Donald G.....ABCRS
 GAWTHORPE, Ernest.....LSQMS
 GERVAIS, Paul E.....ABCV1

HARRIS, Donald J.....LSQRS
 HARRIS, John David.....P2RP1
 HILL, James Donald.....ABEMS
 HINES, Colleen Carol.....WLSDS
 HODSBERGER, Esther E.....WLMM1
 HOREL, Helen L.....WARPS
 HOUSSIAN, Mary.....WAMA1
 HUGHES, Cornelius T. F.....ABLMS

JOHNSON, Earnest R.....C2CR3

KAGETSU, Mae M.....WACC1
 KARN, Kenneth Charles.....P2QMS
 KENKLEY, James E.....LSNS1
 KNIGHT, Christine W.....WLQMS
 KOKESCH, Ronald O.....ABEMS

LATENDRESSE, Jean M.....P1SH2
 LESLIE, Marion W.....WLCC1
 LOCKER, William L.....ABRPS
 LORTIE, M. F. Franciner.....ABBD1
 LOWEY, Lorna.....WAPW1
 LOWTHER, Patricia.....WALMS

MACHALEK, John M.....LSAAS
 MACPHERSON, Verna.....WP2CC2
 MALAK, John.....ABRPS
 MANN, Audrey.....WAMA1
 MARLER, Robert.....LSAAS
 McCAHILL, Mavis E.....WLPW1
 McGHEE, Gordon.....LSRPS
 McGLONE, Frederick.....LSAW1
 McKINNEL, David P.....P2TD1
 MORRIS, Douglas M.....P2QMS
 MORRISON, Doris.....WARP
 MORRISON, Georgan.....WLCC1
 MOSS, Jonathon H. B.....AB(NQ)
 MUNROE, Martha L.....WLNS1

NEILSON, William G.....C2AA2
 NICHOLSON, John L.....ABNS1

PEGGIE, Robert G.....C2ER4
 PHILLIPS, Vernon B.....ABOMS
 PROCEVIAT, Jean.....WLCC1

RAYMENT, Lloyd F.....LSCV1

SMITH, Richard Milton.....LSQMS
 SOROCHAN, Daniel.....ABAW1
 STANGER, J. A.....WACV1
 STEVENS, Roy Ernest.....P1NR2
 SYKES, Doreen M.....WAAW1

TAPIO, Gertrude L.....WLPW1
 TASKER, Sheila Francis.....WACC1
 TAYLOR, Dorothy J.....WLMA1
 THOMAS, Joyce E.....WLCS2
 TOOMBS, Hillard L.....LSMA1
 TROU, James R.....C2QR2

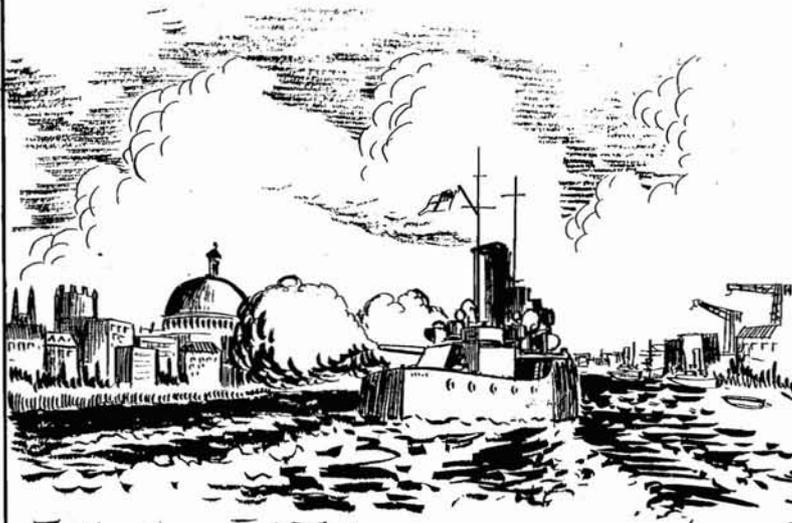
VILLENEUVE, Maurice.....ABEMS

WEBBER, Harold George.....ABBD1
 WEBSTER, Charles R.....LSAMS
 WESTWELL, Juliana D. D.....WLMA1
 WITHERELL, Florence M.....WAVS1

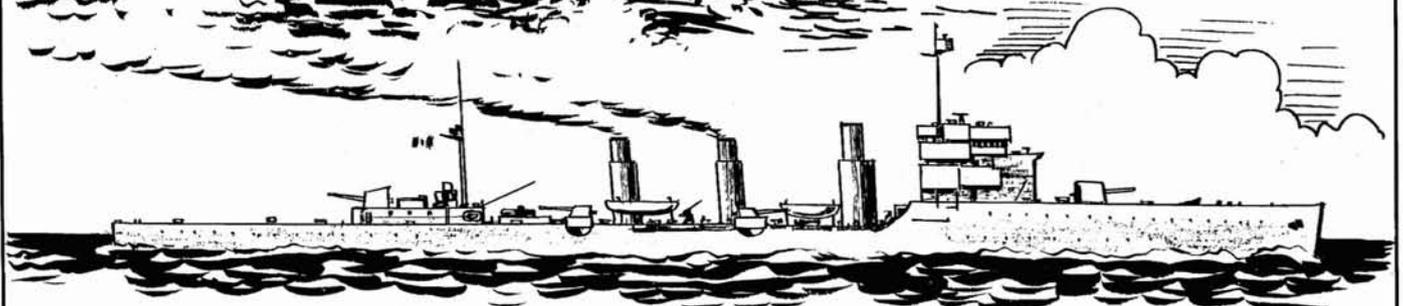
YOUNG, Margaret L. W.....WAAW1

Naval Lore Corner

NO. 28
NAVAL ANECDOTES....

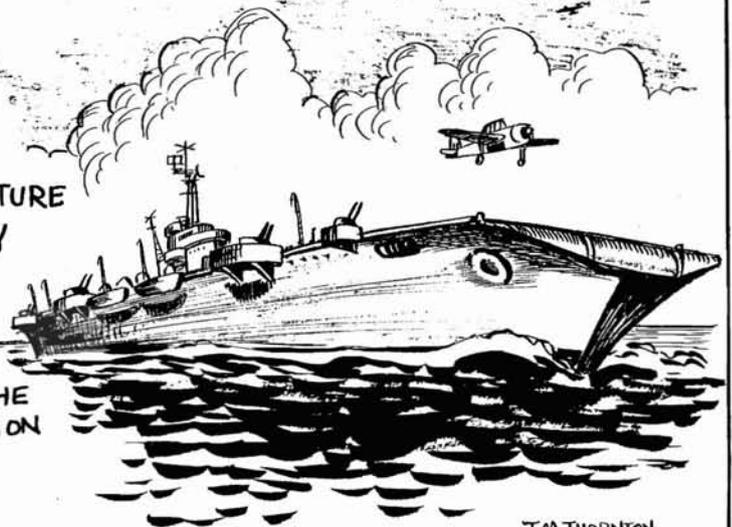


THE IRISH REPUBLIC WAS THE FIRST NATION TO START ITS NAVY WITH A SHIP THAT ONCE FOUGHT AGAINST HER. THE BRITISH GUNBOAT 'HELGA', WHICH STEAMED UP THE RIVER LIFFEY INTO THE HEART OF DUBLIN IN 1919 AND BOMBARDED REBELS HOLDING THE LIBERTY HALL, WAS LATER TRANSFERRED TO THE NEW IRISH NAVAL SERVICE, AS ITS FIRST SHIP, AND RENAMED 'MUIRCHU'.



THE ITALIAN CRUISER 'BARI' WAS BUILT IN 1915 FOR THE RUSSIAN NAVY, & NAMED 'MURAVIEV AMURSKI'. SHE WAS SEIZED BY GERMANY IN WORLD WAR I & RENAMED 'PILLAU', AND FINALLY CEDED TO ITALY IN 1920, AND RENAMED 'BARI'..

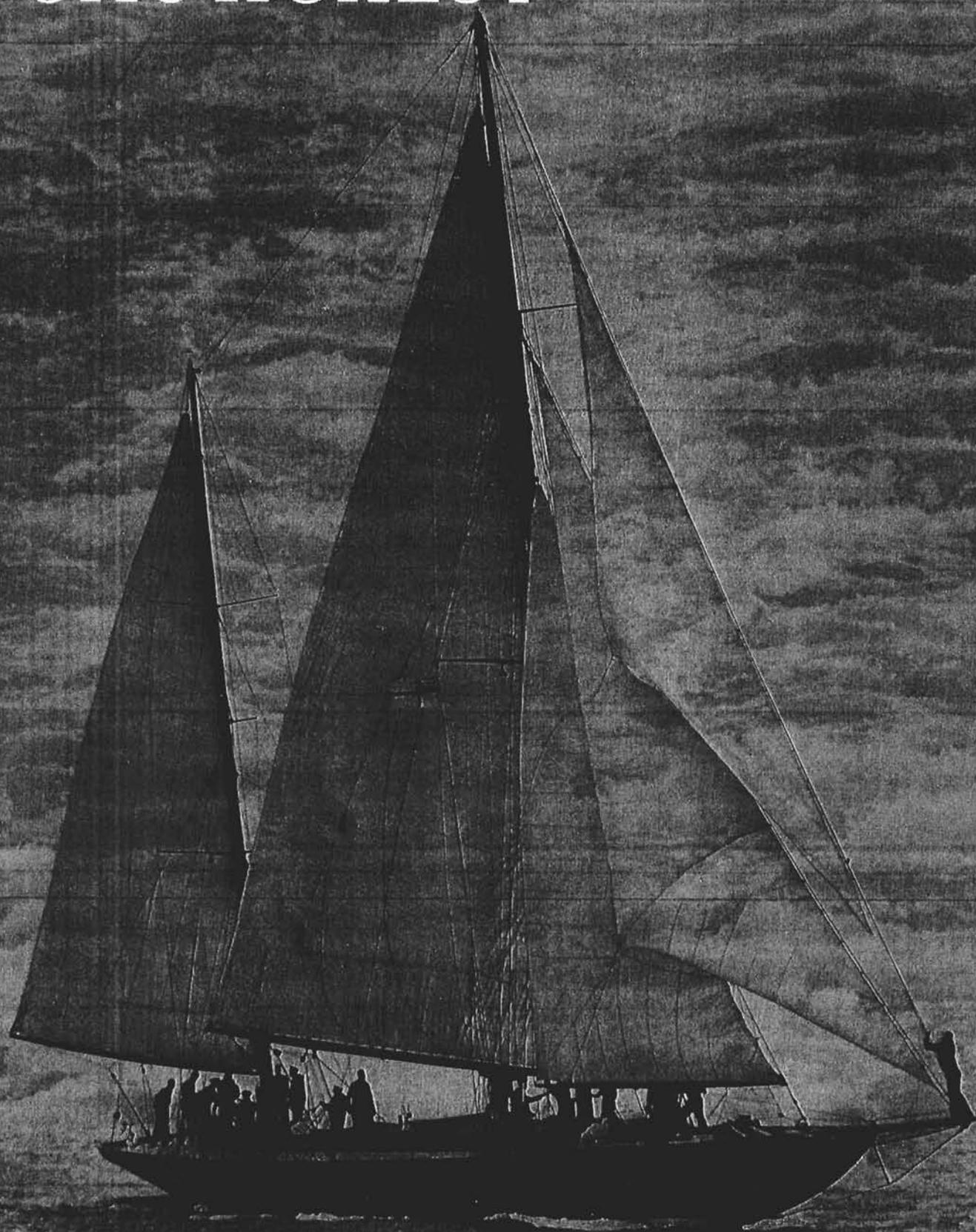
DURING THE LAST WAR, AIRCRAFT CARRIERS BUILT OF ICE FOR THE NORTH ATLANTIC WERE PROPOSED. THE IDEA WAS TO FORM A STRUCTURE OF ICE, LARGE ENOUGH TO SERVE AS A RUNWAY FOR AIRCRAFT. IT WOULD BE OF SHIP-LIKE CONSTRUCTION, DISPLACING A MILLION TONS, SELF-PROPELLED AT SLOW SPEED, WITH ITS OWN AA- DEFENSE, AND WORKSHOPS, ETC. (THE ICE TO BE STRENGTHENED BY A PROPORTION OF WOOD PULP.), AND A REFRIGERATION PLANT FOR ITS OWN EXISTENCE.



J.M. THORNTON



The CROWSNEST



Vol. 7, No. 8

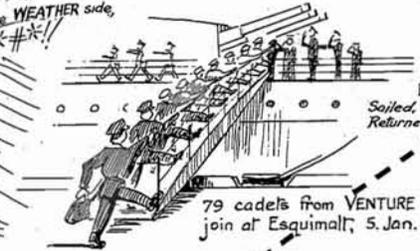
June, 1955



"... a program designed to give them the practical aspect of life at sea in a ship of war."



OFF FLATTERY... Extract from the press.



79 cadets from VENTURE join at Esquimalt, 5 Jan.



ESQUIMALT Sailed 5 Jan. Returned 2 April.

(See SUVA - same date)



King Neptune holds his Court on board the EQUATOR in Longitude 169° 42' West, 20th January.

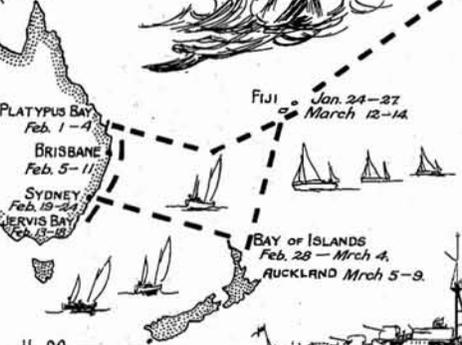
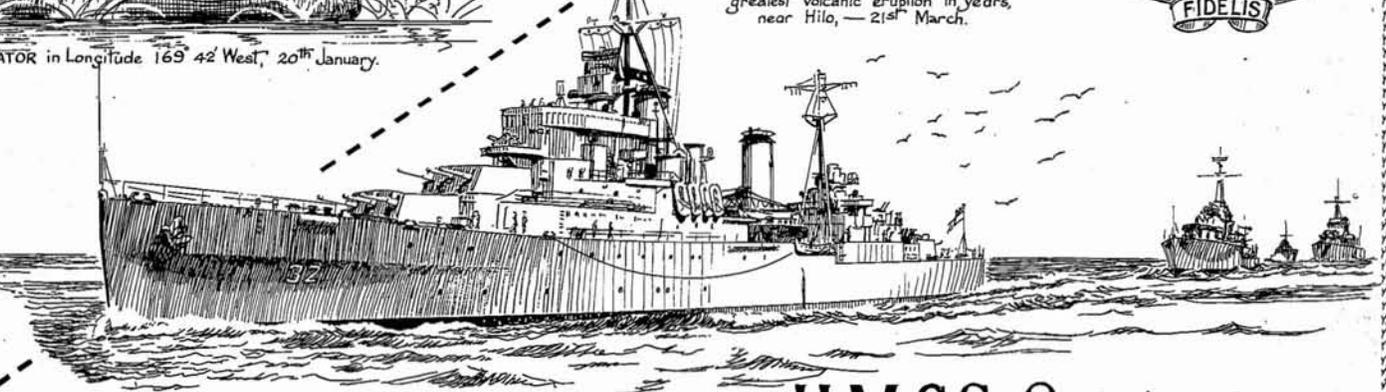
PEARL HARBOUR Jan. 12-16, March 24-27



ONTARIO passed 2 miles off the greatest volcanic eruption in years, near Hilo, - 21st March.



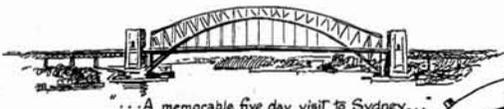
Painting ship at Platypus Bay. Query: the boiling-point of paint?



PLATYPUS BAY Feb. 1-4
BRISBANE Feb. 5-11
SYDNEY Feb. 19-24
JERVIS BAY Feb. 25-28

FIJI Jan. 24-27 March 12-14

BAY OF ISLANDS Feb. 28 - March 4
AUCKLAND March 5-9



"...A memorable five day visit to Sydney..."

We had a good time at Brisbane too

H.M.C.S. ONTARIO

Captain D.W. Croos D.S.C., R.C.N.
Cruise to Hawaii, Fiji, Australia,
and New Zealand
1955



The CROWSNEST

Vol. 7 No. 8

THE ROYAL CANADIAN NAVY'S MAGAZINE

JUNE, 1955

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<i>Naval Lore Corner</i>	<i>Inside Back Cover</i>

On the Opposite Page — Memorable events during the first major training cruise of cadets from HMCS *Venture*, the junior officers' training establishment at Esquimalt, form the subject of the certificate prepared by Cdr. H. W. S. Soulsby, RCN (Ret'd), to commemorate last winter's voyage to the Antipodes by the cruiser *Ontario*.

THIS MONTH'S COVER

The creative cover photo of the training yacht HMCS *Oriole* is the work of James A. McVie, APSA, a top-ranking Canadian photographic salon exhibitor. McVie photographs have been displayed in 120 art centres throughout the world and he has won some 650 awards. Outstanding among these were the Rochester Gold Medal (1954) and the Royal Melbourne Medal. The latter was presented during the opening of the Melbourne Salon by Her Majesty Queen Elizabeth II.

Created as an exhibition print, the composite photo on this month's cover symbolizes the transfer of the *Oriole* from the Atlantic to the Pacific Ocean. It is entitled "From Ocean unto Ocean". The montage was made by using a print of the ship's wake as a background pattern for the photo of the *Oriole* manned by cadets from HMCS *Venture*.

A former Canadian Army captain, Mr. McVie is employed with the audit staff of the Naval Supply Depot in HMC Dockyard, Esquimalt.

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

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

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

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only40
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

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Persons desirous of receiving their own private copies by mail should send their orders, accompanied by cheque or money order made out to the Receiver General of Canada, to:—

THE QUEEN'S PRINTER,
75 St. Patrick Street,
Ottawa, Ont.



RCN NEWS REVIEW

The Cornwallis band marches off following a noon-hour concert at the Parliament Buildings in Ottawa. (O-8014)

Chief of Naval Staff Commends Two

Two men of the Royal Canadian Navy have been officially commended by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, for their performance of duty in the oceanographic survey vessel, HMCS *Cedarwood*, during a violent storm off Northern British Columbia last December.

The men are PO Thomas Daniel Lavery, 32, of Warman and Saskatoon, Sask., and PO Gordon Ernest Whitehead, 25, of Vancouver. The commendation takes the form of an official scroll, accompanied by a covering letter from the Naval Secretary.

The 566-ton *Cedarwood* was in the news early last December when she reported that she was leaking badly while being buffeted by a 50-mile-an-hour gale and 15-foot waves in Hecate Strait, about 350 miles north of Vancouver Island.

The 166-foot, wooden-hulled vessel was carrying four officers, 20 men and five scientists and was engaged in a survey of the area for the Pacific Naval Laboratory at the time.

The waves washed away upper deck gear and damaged the engine room hatch. Pumps could not cope with the flood of water through sprung seams, and it was necessary to form bucket brigades to prevent the ship from sinking. However, she made it back to base in Esquimalt, B.C., December 8, under her own power.

PO Lavery was commended for keeping the ship's vital electric system functioning throughout the four-day period of distress, from December 2 to 6.

PO Whitehead was praised for keeping radio communication open under adverse conditions.

Ontario Steams Across Atlantic

HMCS *Ontario* stopped off at Halifax in May on her way to the United Kingdom and Northern Europe.

The cruiser, with about 100 cadets from HMCS *Venture* and the Canadian Services Colleges embarked, was to visit Portsmouth, Rosyth and the Clyde in the UK, and was to transit the Kiel Canal in mid-June on her way to Aabenraa, Denmark.

Later she will visit Copenhagen and Oslo.

Venture Cadets Learn to Fly

Some 60 naval cadets from HMCS *Venture*, the junior officer training establishment, Esquimalt, have been selected for naval aircrew training.

Through an arrangement between the Department of National Defence and the Victoria Flying Club, the *Venture* aircrew cadets will commence flying training next September. Instruction in the air will be given by instructors of the Victoria Flying Club at the Patricia Bay airport. Cadets selected for this training will be given ground in-

struction at HMCS *Venture* along with their officer training.

Venture cadets who chose a career in naval aviation were given aptitude tests earlier this year at RCAF Station, Centralia, near London, Ont.

Under the flying training arrangement with the Victoria Flying Club, it is intended to bring the cadets up to civilian "A" standard. Upon successful graduation from *Venture* at the end of the two-year course the aircrew cadets will undergo more advanced flying training to qualify them as naval pilots and observers.

Wartime Naval Historian Dies

Professor Gilbert Norman Tucker, director of the Naval Historical Section from 1941 to 1948, died in May at Vancouver. He was 58.

He was professor of Canadian history at the University of British Columbia, a post he assumed after resigning as Naval Historian. His research in the latter position did much to consolidate and record the history and traditions of the RCN and his two-volume "The Naval Service of Canada" is the chief result.

Born in Vancouver on November 11, 1896, he served for three and a half years as a lieutenant in the 18th Battalion, Canadian Expeditionary Force, during the First World War.

He later obtained his BA and MA in history from the University of Western

Ontario, was at the University of Wisconsin briefly before winning an IODE scholarship which resulted in a PhD from Cambridge University where he studied under J. Holland Ross, Harmsworth professor of naval history.

Dr. Tucker's specific field of study was the British Empire and he was also considered one of Canada's foremost authorities on French-Canadian history. Near completion at his death was a history on the latter theme. Other published works include "The Canadian Commercial Revolution, 1846-51", "Maritime Discovery," his naval history and numerous articles.

Professor Tucker taught in various universities for more than 20 years. He served in the history faculty of the University of Western Ontario and for eight years before entering the naval service was assistant professor of history at Yale University (Fellow of Branford College). He had given courses in Canadian, English, British Empire, general European and modern European history.

He leaves his wife, Frances.

Atlantic Command Inspected by CNS

Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, carried out his annual inspection of Royal Canadian Navy ships, establishments and facilities in the Atlantic Command between May 16 to 21.

Leaving Ottawa May 11, Admiral Mainguy spent two days in the Montreal area before flying to Halifax. In Montreal he attended a mess dinner at *Donnacona*, the Montreal naval division, and on May 13 visited various industrial plants holding defence contracts.

Admiral Mainguy arrived in Halifax May 14 where he was met by Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, and senior officers of the East Coast command. The following day he attended services in observance of Battle of the Atlantic Sunday.

From May 16 to 19 he carried out his inspections of *Stadacona*, HMC Dockyard, and *Shearwater*, as well as the principal ships in harbour. The following two days he spent at *Cornwallis*.

Divers Survey Lighthouse Base

Royal Canadian Navy divers in May carried out underwater surveys of a huge steel and concrete "mattress" for the new lighthouse at White Island Reef, near the mouth of the Saguenay River.



A memorial service at the National War Memorial and parades to three city churches marked observance of Battle of the Atlantic Sunday, May 15, in Ottawa. Personnel from HMCS Bytown, HMCS Carleton and HMCS Gloucester and members of the Ottawa Branch of the Naval Officers' Association took part. During the memorial service a wreath was laid by Engineer Rear-Admiral G. L. Stephens, RCN (Ret'd). The photograph shows officers, men and Wrens of the three establishments, with the band of HMCS Carleton, passing the West Block of the Parliament buildings on their way to Christ Church Cathedral, St. Patrick's Cathedral and Dominion United Church.

The naval diving team headed by Lieut. G. H. Lawther, from the RCN's clearance diving school at Halifax, did the job for the Department of Transport.

The divers, using self-contained equipment and working in an area of unusually strong tides, surveyed the mattress, on which the lighthouse will be constructed, to make certain it had not shifted since being placed in position last year.

The new lighthouse will replace a light vessel now in operation off the reef.

Ambush Joins A/S Training

The Royal Navy submarine *Ambush* arrived at Halifax May 27 to join the Sixth Submarine Squadron. The first boat of the squadron, HMS *Astute*, arrived in March, and has been operating with units of the RCN in the Halifax and Bermuda areas since that time.

The *Ambush*, under the command of Lt.-Cdr. A. J. Boyall, RN, put to sea again three days after her arrival at Halifax, to carry out training exercises with the frigate *Penetang* in the Gulf Stream area.

Toronto Rescues Weather Observer

Fishing U.S. airmen out of the drink off Bermuda is a habit of long standing with the RCN. The latest instance in-

volves the frigate *Toronto* (Lt.-Cdr. A. H. McDonald), which pulled a weather observer from the Atlantic Ocean off the sunny island this spring.

Capt. Wallace M. Taylor fell from a USAF plane at 8,000 feet, 30 miles off Bermuda. His parachute opened and after he hit the water, was seen in a one-man dinghy attached to the 'chute.

Four planes from Kindley Air Force Base circled the area and a rescue kit was dropped. He was picked up 2½ hours later by the *Toronto*, exercising in Bermuda waters at the time. A U.S. Coast Guard cutter was also directed to the scene.

A couple of more RCN rescues of ditched airmen remembered off hand are the life-saving feat of a boat from the *Prestonian* a year or so ago, and, of course, the *Haida's* famous episode in 1949 whereby her ship's company became "Honorary Texans" for bringing aboard 18 crew members of a ditched B-29.

Frigates Train UNTD Cadets

The frigates *Stettler*, *St. Therese* and *Sussexvale* will be employed in training UNTD cadets on the West Coast this summer. The ships left Esquimalt on their first cruise May 23.

Most of the training will be carried out at Bedwell Harbor, although visits will be made during the summer to San Francisco, Portland and Seattle.

1,000 Naval Veterans Reunited at Peterborough

PETERBOROUGH will long remember the weekend of April 30-May 1, 1955. So will the thousands who participated in, or just watched and enjoyed, the activity-packed program which comprised the Naval Veterans' Reunion held in that "not too large and not too small" Ontario city.

It was the first ex-naval personnel get-together of its kind ever held in Canada. Judging by its unqualified success it will not be the last.

Sponsored by the eight-year-old Peterborough Naval Association, and assisted by the Royal Canadian Navy, the reunion attracted approximately 1,000 former naval personnel (many with their wives) from cities, towns and communities throughout Eastern Canada, and other parts of the country. A number arrived from distant parts. James J. Lawson came all the way from his home in Pittsburgh, Pa., to meet old shipmates.

From the commencement of registrations early on the morning of April 30 until a wind-up band concert staged the following afternoon, the reunion program was one filled with a quick

succession of events. Some were solemn and evoked nostalgia; others were filled with laughs and fun.

Rear-Admiral H. F. Pullen, Chief of Naval Personnel, representing the Chief of Naval Staff, headed a group of naval officers attending the gala affair. Others included Engineer Rear-Admiral G. L. Stephens, RCN (Ret'd), president of the Royal Canadian Naval Benevolent Fund; Capt. (SB) William Strange, Director of Naval Information; Capt. R. I. Hendy, Commanding Officer of *York*; Cdr. W. R. Inman, representing *Carleton*, and Cdr. W. A. Childs, representing COND.

The reunion was officially opened during a civic reception at the Peterborough City Hall, during which Mayor John Dewart welcomed the visitors.

Apart from parades and church services, re-union activities centred about the Peterborough Armoury, facilities of which were provided through the kindness of Lieut.-Col. Howard Hammel, Commanding Officer, 50th HAA Regiment, of Peterborough.

A parade and display by members of the *Carleton* band opened activities of

Veterans Offered Glimpse of New Navy

Many and varied were the "side-line attractions" at the Naval Veterans' Reunion staged in Peterborough.

Of particular interest to residents and visitors alike to the city for the two-day program was the RCN's 44-foot model of the aircraft carrier HMCS *Magnificent*, complete with models of her aircraft.

On display by the Peterborough Armoury throughout the reunion, the model was constantly surrounded by youths and adults alike. To assist in answering their many questions about the ship, RCN personnel stationed by the model distributed information sheets dealing with the carrier.

In the Armoury attention was attracted to a large photographic exhibit which showed HMC ships of the Second World War and the present day.

Large crowds attended the showing of RCN films, which included such subjects as the Navy's participation in the Korean conflict, and the RCN contingent's part in the Coronation of Her Majesty Queen Elizabeth.

Another display booth was designed to familiarize delegates and their friends with "*The Crownsnest*", and enable them to keep in touch with the Navy through subscriptions to the magazine.

the first day, and from then on it was a matter of one event following close on the heels of another. A second display by the *Carleton* band was followed by *York's* gun run. Early that afternoon Harvards and twin-engined Beechcraft of VC 920, the reserve air squadron of *York*, staged an aerobatic display over the heads of the several thousand persons gathered about the Armoury.

Later the constantly busy band and guard of *Carleton* Beat the Retreat and followed with the sunset ceremony.

Rear-Admiral Pullen and Rear-Admiral Stephens were guest speakers at the reunion banquet which saw the Armoury filled to capacity on the evening of April 30. Those at the head table were introduced by J. J. (Bob) MacDonald, president of the Peterborough Naval Association.

The enormous changes the RCN has undergone since the end of the Second World War were briefly outlined to the veterans by Admiral Pullen.

He spoke of the new emphasis on naval aviation, which is the direct concern of 3,000 officers and men of the present strength of more than 19,000. New ships and new weapons were giving Canada a truly modern fleet.

On the personnel side, the whole structure of the Navy had been changed to keep the fleet abreast of technical developments.



An old sailor pays his respects to comrades lost in two world wars during the Naval Veterans' Reunion ceremonies at Peterborough Cenotaph. Standing proud and erect, 88-year-old naval veteran William Searle, Toronto, steps back and presents a smart salute after placing a wreath before the monument. (O-8003)

National Veterans' Association Urged

Hope that some form of a national naval association might be formed as a result of the first Naval Vets' Reunion held in Peterborough, was expressed by Rear-Admiral H. F. Pullen, Chief of Naval Personnel, in an address to the reunion delegates on the evening of April 30.

"It may well be—and I personally hope this may come about—that from this reunion there may spring some form of national association, drawing its members from all ranks, and with a continuing interest in the service as its most important qualification," Rear-Admiral Pullen said:

"Such an association might well have lasting value to its members and to the Navy — and through both, to Canada."

To the assembled naval veterans he remarked: "No one can help get the Navy understood, and the need for it appreciated, better than those who have served the Navy."

"There are all sorts of rates in the Navy now which literally did not exist during the Second World War," Admiral Pullen said, "and training in all branches is intensive and continuous."

He had mentioned these points, he said, to drive home the point that the Navy was no temporary organization. "It is a permanent national necessity."

Maintaining a progressive fleet in time of peace was, in many respects not less exacting than fighting a war.

"If we are to discharge the job with success—as we must, for that is our duty—we need serious and continuous support. We need it especially for the Naval Reserve. As a regular force officer of some years service, I wish to pay tribute to the officers and men of the reserve—many of whom are here tonight. We could never have fought the last war without them.

"We shall never be able to fight any future war without them.

"If you carry away nothing else from this reunion, I hope you will carry with you this thought: *Nothing is more important to the development of the Navy than the development of the naval reserve.* There is only one Navy, and the reserve is a vital part of it. We need more reserves, and we need those who are already in the reserve to stay with it and see the job through."

The task of the Navy had not been lightened by the appearance of nuclear weapons, nor would it be eliminated by them, any more than it had by the gun, the high-explosive shell, the steam engine, electricity, the bomb or the aircraft.

"Until the oceans are dried up, navies



A large delegation of ex-Navy personnel from Toronto attended the Peterborough Naval Veterans' Reunion. Among them were, from left: Andy Allen, Len Payton, Bert Houlston, William Cotter, N. J. Yorkston, Jim Clarke, Gordon Mugford and "Pony" Moore. (O-7970)



Some of the rare, happy moments of the last war were relived by naval veterans as bygone days were recalled by stars of the famous wartime Navy Show. As delighted to be at the reunion as was their audience, were the now internationally known dancing team of The Lunds (Blanche and Alan), at left; popular singer Terry Dale; and John "You'll Get Used To It" Pratt, whose comedy skit based on that song again sent waves of laughter rolling through the Peterborough Armoury. (O-7987)

will be needed," Admiral Pullen said. "The shape of navies will change, but that has happened before. The need for the Navy will not change, and it is up to us to see that the spirit of the Navy,

without which that need can never be met, neither dies nor fades away.

"It is up to all of us who love the Navy, and who believe in the Navy, to see that these things never happen."



Souvenir mugs were popular at the big reunion. Admiring a couple of them here are, from left: Ross Belson; Sam Wheeler; Surgeon-Commodore Archie McCallum, RCN (Ret'd); Capt. R. I. Hendy, Commanding Officer of HMCS York; AB Harold Hanson; and William Barr, all of Toronto. (O-7979)



It was a time for reminiscence, as the naval veterans got together for—in most cases—the first time since the end of the war. Here, recalling what must have been some humorous event, from left, are: R. A. Purchase, Woodstock; Mable Shaw, Woodstock; T. A. Whyte and V. B. Welsh, both of Peterborough. By sheer coincidence, this picture also gets in a plug for "The Crowsnest". (O-7969)

Laughs of the moment and memories of days long past prevailed that night when the veterans saw and enjoyed a stage show presented by former members of the famous wartime "Navy Show".

There was John Pratt, whose performance again of his famed "You'll

Get Used to It" song and comedy act brought tears of laughter streaming down the collective faces of his audience. The spirit of the moment took him back to the war years when that same performance brought laughter and relaxation to fighting sailors. He seemed

to enjoy the show as much as those before him.

And there were the Lunds, Blanche and Alan, who went from the Navy Show to fame on stage and television. Round after round of applause followed their dance routines.

The singing voice of pretty Terry Dale, star of TV and radio, completed the entertainment picture. Lt.-Cdr. (S) Harry McClymont, secretary-treasurer of the Naval Officers' Associations of Canada, was master of ceremonies.

The Kawartha Room of Peterborough's Empress Hotel, with the music of Paul Minicola, was the setting for the reunion dance that night.

Thousands of Peterborough citizens turned out on the morning of May 1 to witness the church parades. Mass at St. Peter's Cathedral was conducted by Chaplain of the Fleet (RC) M. P. MacIsaac, and at the Trinity United Church the sermon was delivered by Chaplain of the Fleet (P) E. G. B. Foote.

Early that afternoon, and as fitting climax to the reunion program, participants and onlookers by the thousands gathered at the Peterborough Cenotaph where wreaths were laid in honour of those who gave their all in service to the Navy and their country.

The city's Victoria Park was jammed that final reunion afternoon as the Cornwallis band under CPO Albert Delamont, which had participated in the earlier church parade, presented a two-hour concert which captivated old and young alike.

By train and bus and car the reunion delegates swarmed out of Peterborough that Sunday evening and night. It had been a great event. It had been an ideal opportunity to see old friends again . . . to relive days long past when they were all a part of a great organization devoted then, as now, to the cause of freedom.

For Good Weather "Call in the Navy"

The citizens of Peterborough are saying that if you want good weather "just call the Navy".

And they base their statement on a recent weather-wise experience.

For days prior to the two-day Naval Veterans' Reunion the city had known cloudy skies, drizzle and rain. The evening before the reunion, heavy clouds rolled away. The dawn of April 30 broke clear and warm. It was a perfect day. The following day was even better.

The day after the reunion started with a cloudy morning. By mid-afternoon it was raining. By nightfall the rain was so heavy one could barely see a block away.

AT PETERBOROUGH

"Among those present . . .



Times have changed, and so has Navy life, since Clifford "Pops" Tivy, of Peterborough, commenced his life at sea in 1898 with the Scandinavian merchant service. He joined the Royal Navy in 1901, serving first in the square-rigger HMS Merlin. Between 1914 and 1920 he was a quartermaster in the Australian Navy's HMAS Melbourne. The sturdy, bemedaled oldtimer had a grand time at the reunion. Here, he finds lots of questions to ask AB D. C. Simpson, Ottawa, about ships of the RCN. (O-7972)



Rear-Admiral H. F. Pullen, Chief of Naval Personnel, who represented the Chief of Naval Staff, headed the group of RCN personnel which attended the reunion. He is showing interest in one of the veteran's caps which were worn by many who attended the big get-together, while J. J. "Bob" McDonald, president of Peterborough Naval Association, discusses the head-piece. At the left is Eng. Rear-Admiral G. L. Stephens, RCN, (Ret'd), president of the Royal Canadian Naval Benevolent Fund. (O-8013)

THOUSANDS HEAR CORNWALLIS BAND

The band of HMCS *Cornwallis*, under the direction of CPO A. W. Delamont, of New Westminster, B.C., filled a busy schedule of appearances in Ontario early in May.

The 30-piece organization took part in the church parade which was a part of the Naval Veterans' Reunion in Peterborough on May 1 and later in the day played to an enthusiastic audience at Victoria Park.

In Ottawa, the band played a well-received concert on the grounds of the Parliament Buildings May 3. The following day the sailor-musicians entertained personnel of National Defence Headquarters at a noon-hour concert. On May 5, war veterans and other patients at the Rideau Health and Occupational Centre and the Ottawa Civic Hospital heard the band in two separate concerts.

The band's last engagement before leaving for *Cornwallis* was to provide the musical program for a mess dinner at HMCS *Carleton* at which His Excellency the Governor General was guest of honour.

CADETS LEAVE ON SUMMER CRUISE

The cruiser *Quebec* and the destroyer escorts *Huron* and *Iroquois* left Halifax May 17 on the first of three summer UNTD training cruises.

During Cruise "A" the ships, with about 160 cadets embarked, were to visit St. Margaret's Bay, Philadelphia and San Juan, Puerto Rico, before returning to Halifax June 17.

Retirement

CHIEF PETTY OFFICER JOHN BURROWS STEWART

Rank:	C1QR3
Age:	44
Length of Service:	25 years
Hometown:	Ottawa
Joined:	May 3, 1930
Served in:	HMC Ships <i>Stadacona</i> , <i>Champlain</i> , <i>Festubert</i> , <i>Saguenay</i> , <i>St. Laurent</i> , <i>Skeena</i> , <i>Ottawa</i> , <i>Cornwallis</i> , <i>Port Colbourne</i> , <i>Peregrine</i> , <i>Carleton</i> , <i>Bytown</i> .
Awards:	Long Service and Good Conduct Medal
Retired:	May 2, 1955.

Annihilation of Matter

Secret of H-Bomb

BACK IN 1945, when President Truman first announced the atomic bomb to an awe-struck world, he said the new weapon tapped the source of the sun's power.

This statement was only partly correct in relation to the A-bomb, but is wholly true of the A-bomb's descendant, the hydrogen bomb.

The A-bomb operates by "fission"—the splitting of large atoms into smaller ones.

The H-bomb depends for its short and tragic life on "fusion"—the building up of small atoms into larger ones.

In both cases a certain amount of matter is annihilated and in its place appears a terrific outburst of energy. The fact that matter could be converted into energy and vice versa was first expressed by Dr. Albert Einstein in the formula $E = mc^2$ (energy equals the mass times the square of the velocity of light). The splitting of a single U-235 atom is said to release 200 million electron volts of energy. The units are small and the released energy is unimpressive until it is added to that of billions of other split atoms in a nuclear reactor or an atomic bomb.

Once an atomic bomb has exploded a column of superheated air rushes skyward, carrying with it an immense quantity of pulverized rock and other debris, much of it rendered highly radioactive. Then, as can be observed in this picture of a British A-Bomb explosion, the winds of the upper atmosphere take over and, in the case of an H-bomb, thousands of square miles downwind will be showered with radioactive particles. It is in this poisoned area that a knowledge of decontamination procedures is vital. (Photo from United Kingdom Information Office).

The picture of the atom usually presented today is that of a planetary system in which electrons (the planets) whirl about a nucleus (the sun). The electrons carry a negative electrical charge and the nucleus has a positive charge.

The Periodic System of classifying the elements starts with the lightest element, hydrogen (a single electron revolving around a single proton) and ends with uranium, adding up to 92 elements found in nature. The thing that bothered scientists for a long time was that the atomic weights of elements did not tally with the position in the Periodic Table. It was true that they got progressively heavier from hydrogen to uranium, but the atomic weight of hydrogen was a little more than one and that of uranium was more than two and one-half times as great as it should have been if it were composed simply of electrons and protons.

It was this discrepancy which led to the discovery of the neutron, a nuclear particle of about the same weight as the proton, but without an electrical charge. Ordinary hydrogen was found to be a mixture of Hydrogen-1 (one

Radiation detection units of the Canadian armed services witnessed their first atomic bomb blast in early May on the Nevada desert and carried out procedures in which they had already been thoroughly trained.

It is the intention of "The Crowsnest" to publish from time to time articles on nuclear warfare and the Navy. The civil defence aspects of this were discussed recently in an article by Major-General F. F. Worthington, Civil Defence Co-Ordinator.

electron and one proton) and Hydrogen-2 (one electron orbiting around a nucleus composed of one proton and one neutron). Hydrogen-2, now generally known as "deuterium", is the kind that combines with oxygen to form "heavy water". U-238 has a nucleus of 92 protons and 146 neutrons.

The third particle in the atom, the neutron, was the one which had confused the issue and it was this same particle which proved to be the means of deliberately releasing energy from the atom.

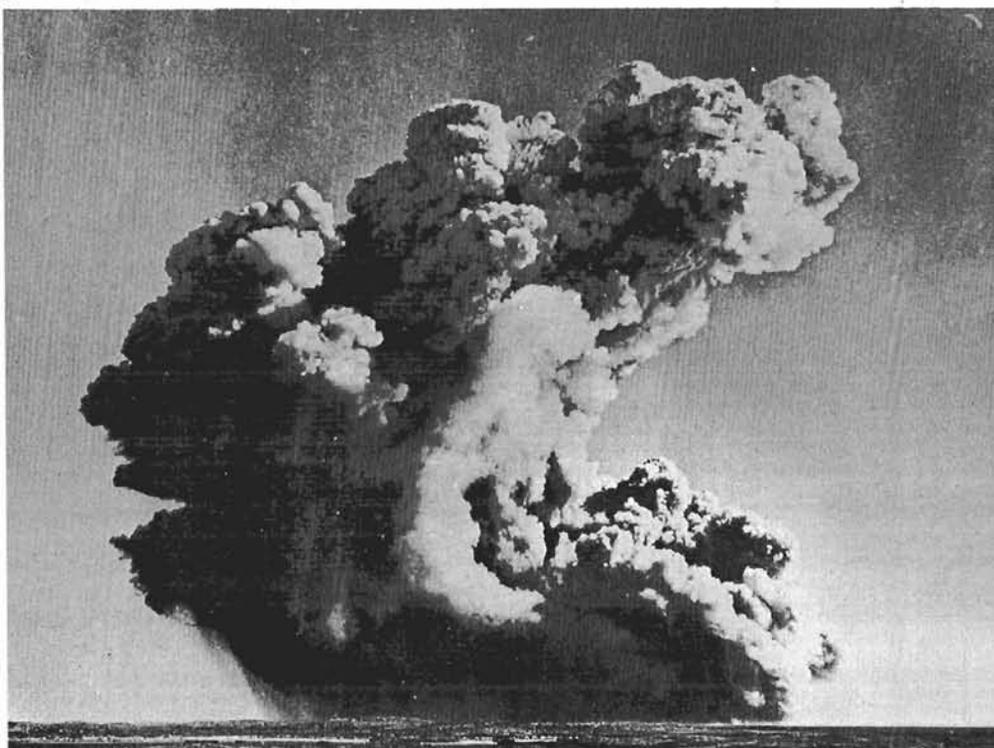
Natural uranium was found to consist of U-238 mixed with a small amount of U-235, the latter being the only substance which would sustain a "chain reaction".

When U-235 is struck by a vagrant neutron it splits, forming two or more atoms of lighter weight and at the same time discharging surplus neutrons which go on to split more U-235 atoms that happen to be in their paths, and so on.

If the U-235 is pure and in sufficient quantity, and the neutrons run wild, the result is an atomic explosion. If natural uranium is involved, some of the neutrons are absorbed by the U-238, and after an intermediate change into neptunium, plutonium is formed—a substance unknown in nature. Plutonium, like U-235, is fissionable. The first atomic bomb, which burst over Hiroshima, was reported to have been made of U-235, the second, which devastated Nagasaki, of plutonium.

At this point the H-bomb enters. How the sun maintained its output of energy over the last three or four billion years had long puzzled scientists. If it had depended on oxygen for burning, as on earth, it would have died out in a few years; if on contraction, under the force of gravity, in only a slightly longer period.

Five hundred years ago, the alchemists were still searching for a method of converting base metals into gold.



What the Bomb Can Do

They failed, and it was concluded from their failure, that matter was indestructible and eternal. The discovery of radioactivity by Henri Becquerel changed all this and provided the clue to cosmic energy. (Gold has been made artificially, but it's a lot cheaper to dig it.)

The sun is mostly hydrogen and it is this, combining to form heavier atoms under intense pressure and heat, which keeps the sun burning. The same process is utilized in the H-bomb. The principle is the one the alchemists were seeking—the change of one kind of matter into another.

A depth charge (as every sailor knows) consists of a detonator, primer and main charge. The detonator explodes the primer, which sends a shock wave through the TNT, amatol or torpex filler, and everything goes.

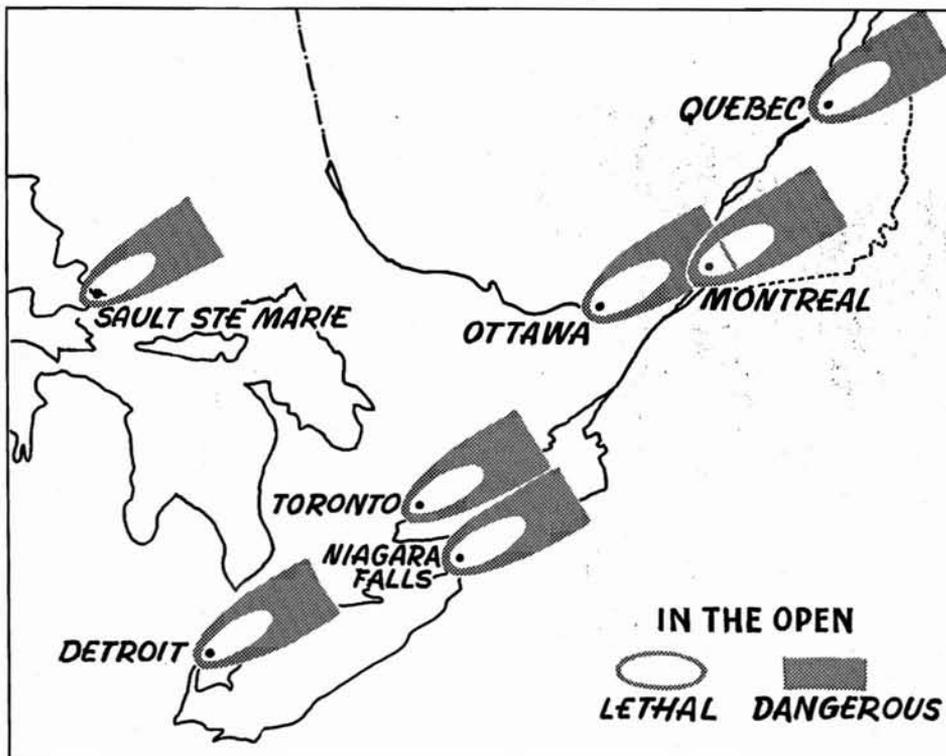
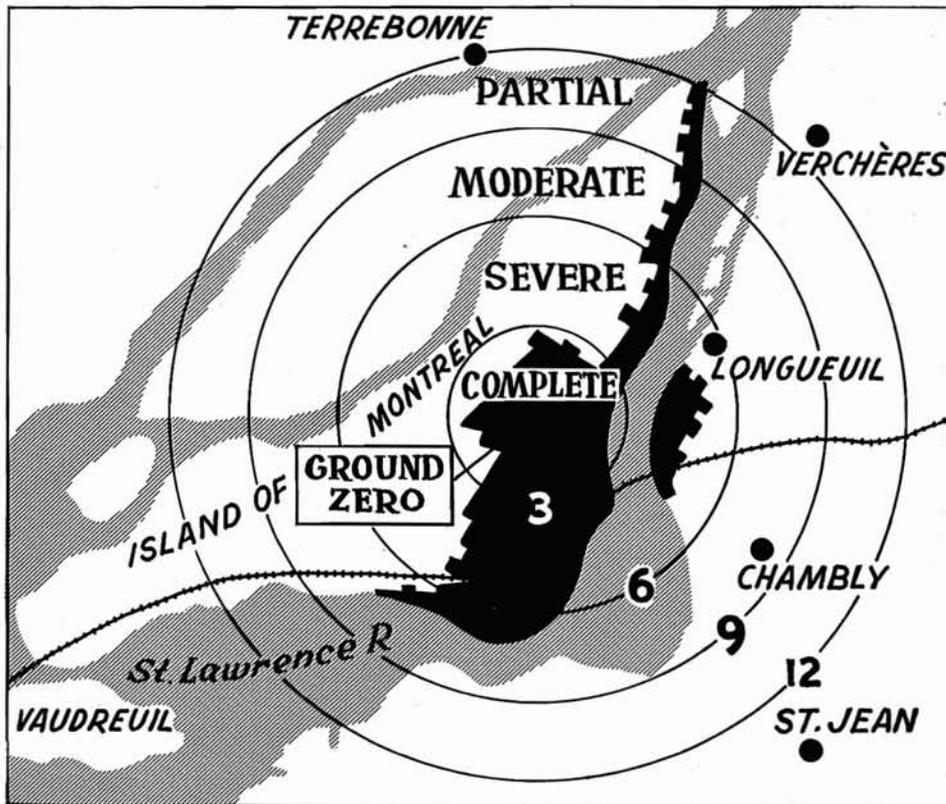
The A-bomb is the "primer" of the H-bomb. It provides the source of heat (measured in hundreds of millions of degrees which sets off the "hell-bomb" explosion. What the main "explosive" of the H-bomb is has not been disclosed, although it is presumed to be H-2 (deuterium), H-3 (tritium), the light metal lithium, or two or more of these in combination. Tritium, the heaviest form of hydrogen and radioactive, will produce the biggest bang, but is extremely rare in nature and costly to produce artificially.

In any event, there is theoretically no upper limit to the size of an H-bomb. When the public is told such a bomb will lethally poison with radioactive by-products an area of 7,000 square miles, this is presumed to refer to a specific bomb and the poisoned area could be much greater or much less. Similarly, the area of total devastation, in which there is no hope of survival, would depend on the size of the H-bomb.

Part of the poisonous nature of the H-bomb is due to the great surplus of neutrons produced, which unite with the atoms of the bomb's outer casing, the surrounding atmosphere and the earth or sea below the burst to produce radioactive substances.

It is obvious that defence against such a weapon is rather a special problem unless one is immediately under the burst. Otherwise, a great deal can be done to remove contamination and maintain the serviceability of the ship or establishment affected.

The main problem however is to prevent such weapons ever being used and this is a political matter outside the sphere of this grossly over-simplified discussion of nuclear weapons.



The above charts have been prepared by the Civil Defence Division to show the effects of hydrogen bombs dropped over populated areas. Dropped over Montreal, an H-bomb of "moderate" size would cause damage of varying intensity over an area of more than 100 square miles. Except for the area of seven square miles completely destroyed, there would be hope of survival, which would be immeasurably increased by a knowledge of radiation defence measures. The lower chart shows the "fallout" effect, resulting from the downwind drift of radioactive particles. Ships at sea would immediately steer from such an area and wash down all exposed surfaces.

OFFICERS AND MEN

RCN Pilot Shares In Mercy Flight

Pilots of the RCN and RCAF flew a T-33 jet from Edmonton, Alberta, to Redwood, California, late in April with a consignment of the world's rarest type of blood to save the life of a California baby as yet unborn.

The pilots were Lt.-Cdr. Alan J. Woods, officer-in-charge of the naval detachment at the Central Experimental and Proving Establishment, RCAF Station, Edmonton, and Flight Lieut. Howard Robertson.

The flight was occasioned by the imminent arrival of a child to Mrs. Nadene Robertson, of Redwood. Because of the conflict between the blood types of the parents (one had Rh positive, the other Rh negative blood), there was little hope of the baby surviving unless its blood could be promptly exchanged for a suitable type. Of four earlier pregnancies only one child—the first—had survived.

The blood type needed for the unborn baby is so rare that only 25 persons are known to possess it and 21 of these are Cree Indians in Alberta. An

appeal from the International Red Cross brought two donations from Indian women living west of Edmonton and this was flown from the Alberta capital to California in the T-33, with a brief stop at Calgary because of icing conditions.

The baby—a girl—was born about ten days later and doctor's reported the child's blood has been successfully exchanged for that flown south by Lt.-Cdr. Woods and Flight Lieut. Robertson. The attending physicians said no further transfusions would be necessary.

Professor Baker Retires at Guelph

The founder of the Royal Canadian Navy's University Naval Training Division and a member of the faculty of the Ontario Agricultural College at Guelph, Ont., has retired from college life.

Captain (SB) A. W. Baker, RCN(R), was demobilized following his war service with the Navy in December 1946. Now he has retired as head of the Department of Entomology and Zoology at the Ontario Agricultural College,

where he has been teaching, apart from his war service, since graduating from OAC in 1911.

Professor Baker joined the RCNVR at York early in 1943. He served with the Commanding Officer Reserve Divisions and, in 1946, he served temporarily at Naval Headquarters in Ottawa as Director of Naval Reserves.

He and Mrs. Baker will live in Thorah township, near Beaverton, Ont.

Relics of French Fleet Located?

An ex-Navy frogman, John Sweeney, thinks he may have finally located the scuttled fleet of the French Duke of d'Anville, partially burned and sunk in Halifax harbour in 1746—three years before the city was founded as a British garrison town and naval port.

After 70 minutes of searching the bottom of Bedford Basin early in May, he surfaced clutching a 30-pound iron plate and iron rod, both badly corroded. He has been searching all spring for such relics of the ill-fated fleet.

Sweeney, formerly an officer with the EDU in Halifax, believes the iron plate to be part of a gun mounting, its square holes being similar to those for iron spikes used 209 years ago.

Fifth Llewelyn Prize to RCN

CPO Peter George Lecuyer, 32, of Drumheller, Alta., has won the Commander Llewelyn Prize for highest average in the Spring 1955 gunnery instructor course at the Royal Naval Gunnery School, Portsmouth, England.

CPO Lecuyer attained an average of 83.1 per cent in 20 oral, written and practical examinations.

Three other Canadians, CPO Robert M. Heath, CPO John D. Jamieson and PO Thomas William Miller, passed the course with him. All will stay on the Gunnery School staff for a further period before returning to Canada.

CPO Lecuyer's award brings to five the number of Canadians who have won the prize. PO Samuel Henry Shaw topped the autumn term last year with the highest marks since 1942 and the second highest since 1922. His standing was 88.6 per cent.

The prize was founded in 1917 in memory of Commander Robert Harmon



Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, presents the commanding officer's dirk awarded each year to the outstanding UNTD cadet attached to HMCS Donnacona. The recipient is Cadet Fred Abbot, of McGill University. At left and right are Cdr. Guy St. A. Mongenais, commanding officer of Donnacona, and Cdr. V. M. Heayberd, commanding officer of the McGill UNTD. (ML-2378)

Llewelyn, RN, who was killed in action during the Battle of Jutland. His parents and sisters set up a trust fund, held at the Admiralty, from which a prize of £5 and an inscribed sheepskin document are awarded quarterly or half-yearly at the discretion of the Captain of *Excellent*.

Born on July 17, 1922, at Drumheller, CPO Lecuyer was a butcher before joining the Navy in September, 1940, as an ordinary seaman.

During the Second World War, he served in the destroyers *Skeena* and *Iroquois*, the corvette *Sherbrooke* and frigate *Orkney* in addition to shore training on the East Coast and in the United Kingdom.

After the war, he had further sea time in the training frigates *Charlottetown* and *Antigonish* and in the destroyer *Athabaskan*, one of the first three Canadian warships to serve in the Korean war theatre. He went ashore in 1952 but returned to sea the following year in the frigates *La Hullose* and *Lauzon* on the East Coast.

Early in 1954 he joined *Stadacona*, and a few months later began the gunnery course overseas.

Officer Heads United Services

Captain (L) Archibald G. Hodge, RCN(R), of Donnacona, was elected president of the United Services Institute in Montreal recently. A strong naval representation was included in the rest of the slate.

Columnist Thinks Wrens Should Sail

An "Acorn Fleet" for the Wrens?

Such a conjecture arises from an analogy quoted by the well-known columnist Lotta Dempsey, writing in her "Person to Person" column in the *Toronto Globe and Mail* recently.

During the last war, Miss Dempsey points out, one of the perils of the Silent Service, so far as the women of the RCN were concerned, was that they couldn't practice their new-found skills afloat. Their answer when asked if they had any complaints was always that they wanted to go to sea.

Miss Dempsey explains: "Not that the Navy is planning to sign the girls aboard battleships, aircraft carriers or destroyers. So far, the plan is to train them to operate harbour craft. In Toronto, that means small motor boats, and in the spring they will be out with instructors working around the Bay."

The writer concludes: "This is a long way from battle (we hope), but little boats can lead to bigger ones.

"You know what acorns turn into, if you just bide your time."



These are members of the No. 33 Officers' Divisional Course held at Cornwallis between February 28, 1955, and April 11, 1955. Front row, left to right: Lieut. Leslie J. Parry (Course Officer), CPO David E. Graves (Course Chief Petty Officer), Lieut. John Smallwood. Second row: A/Sub-Lt. (SB) Charles Taylor, Lieut. William J. Pearce, A/Instr. Lieut. Allison H. Gibson, A/Sub-Lt. Peter Coleman. Back row: Lieut. Donald J. Loney, A/Sub-Lt. Roy Busby, A/Sub-Lt. John F. Faulkner, Cd. Officer (SB) William J. Blomeley, A/Cd. Gunner (TAS) Richard H. Eldrige. (DB-5074)



Ten graduates of the 39th course of air fitters at the Naval Aircraft Maintenance School, Shearwater, are pictured here. Front row (left to right): Ord. Sea. Gerald Baskette, Ord. Sea. Sherman Hoddinott, PO Milton Droeske, instructor; Lieut. D. A. Chandler, course officer; PO William Sopko, instructor; Ord. Sea. Ralph Swackhammer, and Ord. Sea. James Readshaw. Back row: Ordinary Seamen Phillip Steele, Robert Lawton, George Fleming, James Chennel, James Mineard and Roy Clifford, who took top honours in the 19-week course. (DNS-13431)

Franklin Poem Given to Labrador

An illuminated copy of Lady Franklin's poem, commemorating the last expedition of Sir John Franklin to the Arctic in 1845-47 has been presented to the *Labrador* by Col. J. C. McKeen, of Halifax.

The picture was presented at a ceremony in the wardroom of the Arctic patrol ship and was received by Capt. O. C. S. Robertson, the commanding officer.

The Franklin expedition was not heard from after the summer of 1847 and its disappearance has since been an unsolved mystery of the Arctic. Search parties, however, confirmed that Sir John had established the existence of the Northwest Passage and it was along channels explored by him that the three ships which have traversed the Passage—the *Gjoa*, the *St. Roch* and the *Labrador*—sailed.

Cookery Class Results Listed

CPO G. F. Hutchinson's 85.5 average placed him at the head of the third trade group four cookery class completed April 7 at *Naden* Supply School. Seven CPOs took the course for a class average of 80.9 per cent.

First place results in four recent cookery exams for trade group one are



The No. 57 Petty Officers' Leadership Course was held at Cornwallis between January 24, 1955, and March 7, 1955. Front row, left to right: Petty Officers Hugh MacArthur, Samuel Gillen, Lieut. L. J. Parry (Course Officer), PO Arthur West (Course Petty Officer), Petty Officers Stewart Burnett, Russel Steel. Second row: Petty Officers Harold Mercer, Stanley Moody, Leonard Earl, Leonard Atkinson, Peter Medcalf, Donald Mieske, Frank Nutter. Third row: Petty Officers Desmond Smith, Edward Jones, Albert Parry, Lloyd Germa, Lorne Trask, Peter Oldrieve. Back row: Petty Officers Joseph Horvat, Donald Murray, Gordon Woolley, John Race, George Pembroke, Brian Byrne. (DB-5005)



The difference between the models built by PO Carl E. Moench and the handcraft of others is that you can eat them. Sticking to his trade (he's a cook on board the *Athabaskan*), PO Moench uses icing sugar as the material for his models, which have included a merry-go-round and a ferris wheel. Here he presents a ten-foot-to-the-inch scale model of the *Athabaskan* to the ship's commanding officer, Lt.-Cdr. C. E. Richardson.

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as follows: Class 96—Ord. Sea. Richard J. Hackenschmidt, 88 per cent; Class 97—Ord. Sea. Joseph C. Kent, 87.4; Class 98—Ord. Sea. J. F. Durfy, 90.1, and Class 99—AB K. E. McLeod, 88.9.

Officers Chosen By Jill Tars

Mrs. Frank Walford was elected president of the Jill Tars in Halifax recently. The organization, formed several years ago, welcomes Navy wives to Halifax, gets them acquainted and sponsors a variety of functions. It is open to wives of men serving on the lower deck.

Other officers elected include Mrs. D. A. Potter, first vice-president; Mrs. Robert Henderson, second vice-president; Mrs. E. Duncan, secretary, and Mrs. R. Macdonald, treasurer.

Delegates Taken On Harbour Tour

Delegates to the national convention of the Canadian Circulation Manager's Association, held in Halifax in early May, were taken for a tour of Halifax harbour in two ships of the First Canadian Minesweeping Squadron, the *Ungava* and *Resolute*.

Ex-Soldier Heads AA Gunnery Class

Ord. Sea. Mark L. Downes, of Belleville, Ont., scored the highest marks in his class in the passing out ceremonies of the latest course for Anti-Aircraft gunners after eight weeks at the Gunnery School in *Stadacona*.

Before joining the RCN at HMCS *Cataraqui*, Kingston, in January, 1954, Ord. Sea. Downes was a member of the 27th Infantry Brigade from May 1950 to February 1953 and served two years in Germany.

Sea Cadets, York Present Display

Ever-watchful for an opportunity of drawing the Navy to public attention, HMCS *York* and RCSCC *Ontario* co-operated in arranging a recruiting display in the lobby of the Park theatre during the showing of "The Caine Mutiny" in downtown Toronto.

The display of naval gear and photographs was the second in as many months for *York*, which had a similar exhibit in the Imperial Theatre lobby during the showing of "The Bridges of To-ko-Ri".

Heads AA Class With Honours

Ldg. Sea. Aquilla Northeast, of London, Ont., led his class with top honours in the passing out ceremonies of the 14th course for Anti-Aircraft gunners after seven weeks at the Gunnery School in *Stadacona*.

Ldg. Sea. Northeast had wartime service in the RCNVR from 1941 to 1944 and rejoined the RCN in April, 1953, at HMCS *Prevost*, London, Ont.

Divers Recover Jet Wreckage

Recovering wreckage of a Silver Star T-33 jet aircraft from beneath ice-covered Lake Winnipeg, near Gimli, Manitoba, with surface temperatures ranging to 20 degrees below zero, was an operation carried out recently by divers from the Diving and Explosives Disposal Training Centre, *Naden*.

The crash occurred March 17, about 13 miles out on the lake.

Following a request for naval diving assistance the *Naden* party, headed by CPO W. E. Cubitt, arrived at Gimli and immediately inspected the crash area. Test holes were cut through four feet of ice and depth of the water was found to be 32 feet, with four to seven feet of mud on the bottom.



Air temperatures were 20 below zero and the ice was four feet thick on Lake Winnipeg when a diving team from HMCS *Naden* arrived from the West Coast to search for the wreckage of a crashed T-33 jet trainer. The top picture shows the crash area being cleared of snow, preparatory to cutting a hole in the ice. Below, AB R. E. Olsen emerges after spending two and a half hours searching the bottom of the lake. A ton of fragments was recovered by the time a thaw came and dangerously softened the ice, ending the search.

As the aircraft was completely disintegrated, recovery was carried out by wire basket and hand rake. Over 2,000 pounds of the 'plane was recovered.

Two divers were employed every day, averaging two-and-a-half hours per dive. Twenty-four dives were made during the entire operation, totalling 60 hours. Contact with sharp metal

proved to be hazardous and 13 patches had to be made to diving suits.

Thawing conditions towards the end of the second week caused large cracks to appear in the ice at the crash area and the search had to be terminated.

In addition to CPO Cubitt, members of the diving party were Petty Officers M. L. Wilson and G. W. Shaw and AB R. E. Olsen.

Sailors in Eskimoland

Natives Look to RCN Petty Officer for Medical Care

"The number of cases of apparent acute uncomplicated influenza has reached epidemic proportions in this area. Majority of Eskimo population infected."

THIS PORTION of a message which arrived at Naval Headquarters in April from the Naval Radio Station on Padloping Island, off the east coast of Baffin Island, was more than a straightforward statement of medical fact—it was typical of the problems which at any time can face PO Thomas E. Dalglish, of Kingston, Ont., the medical assistant on the island.

PO Dalglish was one of 19 volunteers from the RCN who went to Padloping Island last summer to begin a year of service at the Arctic weather station. They replaced RCN personnel who took over operation of the Arctic station in September, 1953, from the United States Air Force.

The station was established during the Second World War by the USAF with the approval of the Canadian government to gather and transmit weather data. The Navy mans the station at present, but eventually it will be taken

over by the Department of Transport, which will be responsible for its operation. At the present time PO Aubrey J. Smyth, of St. John's, a communicator, is the petty officer in charge.

The nearest medical practitioner in the area is Dr. Geoffrey VanCortlandt Secord, of the Indian Health Service, Department of National Health and Welfare. He is located at Pangnirtung, about 160 miles south of Padloping. The two points are separated by the Cumberland Peninsula which juts out into the Davis Strait.

Dr. Secord, a native of Toronto, served in the RCNVR during the Second World War as a sub-lieutenant from February, 1942, until March, 1943, and later transferred to the Army. After seeing service in northwest Europe he finished his military service early in 1946.

He graduated from the University of Toronto in 1952 and went directly into the Indian Health Service. After spending one year at the IHS Hospital, Edmonton, he left for Pangnirtung in September, 1953. He is due to return home this summer.

When he sent his message on the influenza epidemic, PO Dalglish reported: "Dr. Secord, Pangnirtung, reports a similar epidemic in that area but believes the symptoms there point to pneumonia rather than acute influenza.

"A rapid recovery of the first patients treated here seems to indicate influenza. However, am treating with antibiotics as for pneumonia. Aureomycin has proved most effective.

"Ship's company not infected to date."

IN A LETTER describing the life which is being held at Padloping Island, and which was written on March 3, PO Dalglish says:

We have had only two mail drops in Padloping since our arrival in August of 1954 and in both of these I received clippings describing our existence in the Arctic as primitive to say the least.

We are not dining on walrus blubber and living in igloos as a few imaginative newspaper reporters would have the public believe. We do have the occasional meal of seal liver for variety but our diet actually differs very little from that of any other naval ship or establishment.

Our quarters are adequate and comfortable and the sick bay is quite as modern as any existing . . . I have to be a bit more frugal with my supplies of course.

The Eskimo village I visit on medical rounds is actually split up into three small sections. The first, consisting of three families, is only 200 yards from the base. The second section includes seven families and is about a mile away, while the third is two miles away and entails a trip by rowboat for half that distance to a small point jutting into the bay. There are an additional three families there. The bay is frozen over for seven or eight months each year and medical rounds are more easily made. Rounds are made at least twice a week and, during the summer or when the weather permits, they are made daily.

The Eskimo houses in the area are all rather typical. The outer doorway leads into a storeroom or vestibule. This is usually piled high with seal carcasses, dog harness, firearms and sundry items. The inner doorway leads into the living



This is one of the few Padloping Island huskies that look like one. Most of the others, although of the husky build, are mottled, blotched or streaked with black and white.

quarters. All the skinning, scraping and everyday work is carried on here. It also serves as a bedroom.

There are no chairs, tables or beds as we know them but low benches serving as seats in the daytime and beds at night. The average white person cannot stand erect in an Eskimo house, although there are two or three exceptionally large houses in the village in which he could do so.

The exterior of the house is covered with sealskin, canvas and tarpaper. The interior is windproofed by pasting packing vouchers, comic books, newspapers and pages of magazines over the walls and ceiling. None of the adjoining rooms are on the same level nor are the roofs at the same angle, giving the whole structure the appearance of impending collapse.

THE ESKIMO'S food supply is entirely dependent on the existence of local game, seal being the chief form of sustenance. They eat the greater portion of their food raw and consume the internal organs as well. They bolster this monotonous fare with the occasional caribou, polar bear, fox, hare and wildfowl.

Strangely enough they also eat the proverbial 'boiled owl' and I understand it is as tough as it is supposed to be. In the summer months they collect a few quarts of some small berry but certainly not enough to affect their diet.

Their clothing is made from the skins of the seal, caribou and dog. Small animals, weasel or ermine for example, are used in decorative trimming.

I have a complete outfit and have often worn it in sub-zero temperatures, finding it not nearly as bulky or heavy as our Arctic issue, although one is as warm as the other.

(PO Dalgleish goes on to explain that he has maintained a daily log concerning all medical events since his arrival.)

Last fall (he continues) each Eskimo family was issued 1,000 inter-service vitamin capsules. They have been taking them religiously, children included, and although I have no manner of checking, I believe they may have helped reduce the number of minor infections somewhat.

I do know that only one case of stomatitis (thrush) has appeared and I have had no dermatitis cases since last summer. My predecessor had stated that both were quite prevalent over the 1953-54 period. We both agreed at the time that the high incidence of stomatitis cases was very likely aggravated by the tendency of Eskimo mothers to continue breast-feeding of their youngsters into their third and sometimes



A fine example of modern Eskimo architecture is this Padloping Island bungalow, constructed of canvas, crating, seal skins and even an old bed spring.

well into their fourth year, usually without observing any between-feeding hygiene.

I have had one successful delivery here (just last month) and there are three other expectant mothers in the area, all scheduled for late spring and early summer. No complications were experienced and I am rather looking forward to the others as my limited medical experience was obtained entirely in the service and, naturally no provision was made for obstetrics.

The Eskimo population has been, without exception, co-operative and understanding. The ship's company is healthy and as happy as anyone could be under these circumstances. Our only major complaint is our lack of mail, which is not the fault of the postal authorities but of the unpredictable weather in this latitude.

THE FOREGOING account has been supplemented by details of the general activities of the RCN complement on the island, written by Ldg. Sea. Allan J. Lacour, of St. John's, Nfld., one of the communications staff.

Describing the general situation, he writes: The naval personnel serving at this far northern radio and weather station are gaining a good knowledge of what to expect from the strange Arctic ways. Low temperatures are a common occurrence as is the Aurora Borealis which, on a clear night, may be seen invading almost the entire sky.

The lowest temperature so far recorded this year was 38.3 degrees below zero. December was a dreary month

with only about an hour of twilight daily. Now, the long dark night has given way to a brilliant sun which can be seen for approximately four hours a day.

The job of supplying Padloping is hard since the year's supply must be brought by ship during the few ice-free summer months. Two reefers had to be constructed to replace one lost by fire early last year and with this done, supplies stowed and last year's staff embarked in the government ship, C. D. Howe, the new crew settled down to face the long winter ahead.

Willy, a deodorized skunk, is the mascot of the station and has adapted himself quite well to his Arctic home. Because of weather conditions and danger from over 100 dogs, Willy must spend his Arctic sojourn indoors.

Mail is the main topic of conversation and a daily schedule is kept with Stan Surber, a ham radio operator in Peru, Indiana.

Stan handles messages to and from the men, their friends and loved ones, free of charge. This is greatly appreciated by all since, apart from air drops about one every two months, this is the only means of communication the men have with the outside.

A pleasant surprise came just before Christmas when a USAF aircraft made a parachute drop containing gifts sponsored by the American Red Cross and officers' wives of North Eastern Air Command, USAF. This was followed within the next few days by an RCAF plane dropping mail and Christmas supplies.

Pool and card-playing compose practically the only recreation, apart from a dance put on by the island's natives once a month. The band, which consists of a female native accordionist, is not up to playing the latest mambo, but an enjoyable evening is had by all. They have two square dances which are performed to the same basic tune, with slight variations.

When a sailor appears with a camera at Padloping, the local inhabitants in the vicinity promptly form themselves into what they have learned to regard as photogenic groups.



The British Account

The bold stroke by which Lieut. Miller Worsley, RN, with a band of seamen, soldiers and Indians in open boats, surprised and captured the US Ships *Scorpion* and *Tigress* on Lake Huron in 1814 was described in the December 1954 issue of "The Crowsnest".

In preparing the article "The Navy on Lake Huron—1814", E. C. Russell, Naval Historian, drew largely on American sources. The British account of Lieut. Worsley's exploit has been submitted by Cdr. W. B. Rowbotham, RN, of the Historical Section, Admiralty, and appears below.

IN THE PREVIOUS July (1814) five American vessels had been operating with partial success on Lake Huron; three of them then left for Lake Erie, leaving the schooners *Scorpion*, two guns (Lieutenant Daniel Turner) and *Tigress*, one gun (Sailing master Stephen Champlin) to watch the Detour Passage. These officers became careless and were often to be found stationed about 15 miles apart. On August 31 Lieutenant Miller Worsley, RN,

Skiing and tobogganing were indulged in on a small scale but since the temperature dropped near the bottom this has been almost at a standstill.

Ldg. Sea. Lacour concludes his description on the paradoxical and slightly wistful note: "The morale of the men is good and everyone is looking forward to going back down south when our successors take over in August."

who, with his crew, had escaped when the enemy destroyed his vessel—the *Nancy* schooner—at the mouth of the Nottawagass River, arrived at Michilimackinac, having sighted the two American schooners during his journey, and an expedition was at once organized to effect their capture. This comprised one boat, manned by seamen under Lieut. Worsley, and three others, manned by soldiers of the Royal Newfoundland Fencible Infantry* and a few Royal Artillerymen under Lieutenants Andrew Bulger, Alfred Armstrong and John Radenhurst respectively.

The boats set out in the evening of September 1 and arrived near the Detour Passage at about sunset on the following day, but nothing was attempted that night as the exact position of the enemy had not been ascertained. Next day, the 3rd, the boats' crews remained concealed on shore, and at about 6 o'clock that evening embarked and began their ap-

* This was its full title; the regiment was disbanded on June 24, 1816.

proach, keeping perfect silence. The Indians who had accompanied them were left behind.

At about 9 p.m., after pulling for six miles, one of the schooners—the *Tigress*—was sighted, and the boats got to within 100 yards before being discovered; they were met by a smart fire, but dashed forward and boarded simultaneously. After five minutes' stiff opposition, during which the enemy lost three killed and three wounded, the *Tigress* was carried; the British had two seamen killed and several soldiers slightly wounded.

On the morning of September 4, the prisoners were sent under a guard in a boat to the base, and preparations were made for attacking the other schooner. The *Tigress* was kept at anchor with the American pendant still flying, and on the 5th the *Scorpion* was observed approaching; the men were ordered to lie down under cover, and the unsuspecting enemy anchored that night about two miles off.

At daylight next morning the *Tigress* slipped and ran down under jib and foresail, getting to within ten yards of the *Scorpion* before being discovered to be an enemy. In the course of the next five minutes she was boarded and the British flag hoisted over the American, after the enemy had lost two men killed and two wounded. The total British casualties in the capture of these two schooners were three seamen killed and Lieutenant Bulger and six men of his regiment wounded; in addition, one Royal Artilleryman was also wounded. Lieutenant Worsley was promoted to Commander July 13, 1815.

In 1847, when the General Service (Navy) Medal (1793-1840) was instituted, a Boat Service clasp, dated September 3 and 6, 1814, was awarded with this medal to all survivors of this affair; but only Lieutenant Bulger was still alive to claim and receive the medal.

Officer Lured Back to Navy

A month's voluntary service spent last summer on board the *Quebec* had pleasant recollections for Lieut. (E) William C. Patterson, HMCS *York*, despite his earlier trepidation about the "regular" attitude towards reserves on the coast. (See February 1955 Officers and Men item in "The Crowsnest").

The lure of the sea has proved too much for him in his dryland insurance job as is proven by CW List 49/55 which has him embarking on a short service appointment for three years. He has joined the "Maggie" for her summer cruise.

The Naval Maritime Museum, Esquimalt

THE NAVAL Maritime Museum Esquimalt, was officially opened April 18 by His Honour Clarence H. Wallace, Lieutenant-Governor of British Columbia, who is also its honorary patron. The colourful ceremony which was attended by Naval and Civic dignitaries, included a guard and band from HMCS *Naden*.

The Museum is anything but new in actuality. The building housing the exhibits is among the oldest to be found anywhere in Esquimalt, and is in itself an item of historical interest. The old brick structure was originally built to quarter the Royal Engineers when they were stationed in the Victoria area during the last century. The bricks themselves were transported round the Horn in a sailing vessel.

Thanks largely to the efforts of Cdr. W. S. McCully, these old buildings with thick walls of stone and mortar faced with red bricks will be preserved to present a pleasing and interesting picture at the entrance to HMC Dockyard, in an age when so many really old buildings are being replaced by purely functional concrete structures seen looming above and replacing those old slate-roofed structures about the first parade square at *Naden*.

Something of a museum-piece itself, since it dates from the days when Esquimalt was a Royal Navy base, the Naval Maritime Museum stands atop Signal Hill overlooking HMC Dockyard. The slate-roofed building originally billeted the Royal Engineers and the bricks of which it is built were brought around the Horn by sailing vessel from England. (E-30546)

When these billets were erected Victoria was little more than a colonial settlement and Esquimalt largely covered by first growth Douglas firs. There are still a few of these guardians of the soil left, but as the dockyard continues to expand and parking lots and new installations arise it won't be long before this group of original buildings and trees will be possibly all that remains here of an earlier day.

This is why Cdr. McCully and many others were interested in seeing not only the one building in use at present preserved, but also the similar adjoining buildings kept, so that the museum can expand and there will be adequate room for the display of increasing exhibits and possibly the addition of a naval art gallery. Eventually there will be created, in park-like surroundings, something of lasting beauty and interest.

Cdr. McCully was appointed to a staff course in England earlier this year and was succeeded as chairman by Instr. Cdr. C. H. Little.

At once evident on entering the museum is the excellent manner in which each article is displayed. To mention only a few of the many items



H. L. Cadieux, curator of the Naval Maritime Museum, examines a pair of spectacles, among the personal effects of Lord Nelson. In the display case can be seen a personal letter of Nelson's, while the solid marble bust above was obtained, with the help of the Duke of Edinburgh, from the Greenwich Museum of England. (E-30545)

of interest of which Curator H. L. Cadieux is rightly proud, there is a picture of the official opening of the drydock in 1887 with HM sailing ship *Cormorant* entering the flooded basin, the latter built of huge stone blocks and still in operation; there are pictures of Captain Cook's landing and episodes of his travels in 1778 to 1779, and an old chart of North America and North East Asia in which Vancouver Island is not even shown. These items are donations from the museum in Greenwich, England, as are many others. There is a flag taken from MS *Weser* of 9,000 tons, the first Canadian prize of the Second World War. Victorians well remember this exploit of HMCS *Prince Robert* in 1940, from which this tattered Nazi rally ensign remains.

There is a display of English RN china of 1868, discontinued in 1898. One quite easily pictures its blue design in the wardroom of a sailing ship. There are some fine old lanterns, from candle to oil, that many would be glad to have for their front porch. There are numerous ship's bells, last reminders of ships once serving on our coast, most of them no longer in existence, others rusting away in a foreign port or ending their days ignominiously as hog fuel carriers. HMCS *Quatsino*, HMCS *Uganda*, the *Restorer* (cable ship, commissioned in 1902, so long a familiar sight below Victoria's Johnson Street Bridge) and HMS



Foxhound are just names to many, but to others conjure up memories full of romance and adventure.

Here is a pictorial history of the life of Nelson by publisher Bowyer, printed in 1808. There is the weather-beaten, broad and graceful wooden wheel from the clipper ship *Memelope*, its worn head grips speaking of a spread of straining canvas and flying spray. There is an original letter of 1803 from HMS *Victory*, signed Nelson and Bronte, and there are Nelson's spectacles and private papers. Upstairs are cabinets in which mannequins wear the old type dress uniforms from that of the late Admiral P. B. Nelles to a seaman in shore going rig. Here is a sealing exhibit, spears, guns and a green dragon figure-head. One remembers Victoria's sealing fleet and their men and ships, the *Saucy Lass*, Capt. Jacobson, broad shoulders and gnarled hands, one eye missing, who told of the boom that swung in a gale off the Pribiloffs and of how his broken jaw was repaired with brace and bit and silver wire.

There is an exhibit of Stefansson's Canadian Arctic expedition of 1906 to 1912 in the ship *Karluck*, built in 1884. There is a piece of chain picked up by HMCS *Labrador* on her voyage through the Northwest Passage from an ancient Arctic wreck.

Models of early sailing ships include a full-rigged frigate of the 18th



Shown together during opening ceremonies April 18 of the Naval Maritime Museum, Esquimalt, are (left to right): Instr. Cdr. C. H. Little, chairman of the museum, His Honour Clarence Wallace, Lieutenant Governor of British Columbia, and Patron of Honour of the museum, and Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast and museum president. (E-31073)

Century, the tea clipper *Cutty Sark*, designed in 1869, a China clipper and the old coastal steam vessel *Chelohsin*. There is a model of Columbus' flag ship the *Santa Maria* and hand-whittled

models of the sailing frigate *Nile* and an unarmed cutter of 1811.

Other interesting items are some old gold scales of approximately 80 years ago, used when payment of HMC Dockyard workers was made in gold and "free" gold was the medium of exchange. There is a cat-o-nine tails, origin of the expression "letting the cat out of the bag," since it was always carried in a red sack or bag and had to be removed for use across an offender's back.

Inside the entrance of the museum, are photographs of Canada's Chiefs of Naval Staff. Below the photographs is an exhibit of Indian relics uncovered during excavations about the dockyard, polished stone hide scrapers, arrow heads and a drilled stone anchor, the primitive forerunner of the large iron one, seen on the lawn outside the museum.

As Cdr. McCully has observed, Victoria is an excellent place to have a museum of this kind since there are so many civilians and service people, retired or active, resident there and such a wealth of material available. Present owners may not be aware of an item's value or of its original use. The Naval Maritime Museum, Esquimalt, was begun with this in mind and it is hoped that the entirely voluntary organization will continue to receive objects from



Instr. Cdr. C. H. Little, chairman of the Museum board, explains the manning of cannons on a model of an armed merchantman, to Wren Marie Cheney, Ord. Sea. Neville Middleton and Ord. Sea. Kenneth Hunter. This is one of 18 ship models in the museum, varying in size from one to eight feet in length. This particular model was built in 1811. (E-20520)

near and far, so that they can be properly assessed, catalogued and displayed for all to see.

The new museum is manned full time, and the public receives conducted morning and afternoon tours, Wednesday through Sunday inclusive.

A large reference library has been established in an adjoining building and Curator H. L. Cadieux, a master mariner and lieutenant-commander in the RCN(R), welcomes any enquiries on naval or maritime history. Like the items on display, most of the volumes and data have been donated or loaned, and the curator emphasizes that any charts, books, pictures or museum items would be gratefully received.

Besides having for its patron the Lieutenant Governor, the museum has

as president Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast. Vice-Presidents are Commodore P. D. Budge, Commodore of RCN Barracks, Esquimalt, and Commodore B. R. Spencer, Commodore Superintendent, HMC Dockyard.

Along with Instr. Cdr. Little as chairman, the board consists of E. S. McGowan, master attendant, Lt.-Cdr. John Alderton, Lt.-Cdr. (SB) C. L. Mofford, Lt.-Cdr. D. M. Waters, Lieut. (S) G. H. Fielding, and Mr. Cadieux, voluntary curator.

The museum not only fills a long felt need on the west coast at the naval gateway to the Pacific, but will continue to be a thing of lasting cultural interest and an historical record of Canadian naval history and tradition.—W.P.M.S.

Building an Admiral

IT TAKES YEARS of naval service and a tremendous wealth of experience before a career sailor may become an admiral through the normal channels of promotion. But the shipwright shop at HMCS *Naden* can create an "admiral" in a few weeks.

The problem for the naval artisans began when three historical uniforms were donated to the Naval Maritime Museum in Esquimalt. There were no mannequins on which to display the uniforms, so CPO James A. Maxwell was appointed "Dr. Frankenstein" to make the life-like forms.

With the help of CPO H. Sherman and PO Andrew Robb, the job got underway. It was easy to build the bodies out of wire and plywood and pipe fittings but the heads and faces presented the real tasks. By chance an RCMP film was being shown in a local theatre at the time and it dealt with the manufacture of plaster heads and hands for police purposes. This gave them some ideas for building the "admiral".

Before making the plaster forms the "chippy" shop got the help of the Royal Canadian Dental Corps. With their knowledge of producing dental plates and bridges, Sgt.-Major William McMichael, Sgt. G. F. McKay and Corporals Ken Rothwell and V. Krymlak offered the required know-how.

From here on it was easy going. CPO Maxwell could just nicely get into the Admiral's uniform which was donated by Mrs. Percy W. Nelles. While CPO Maxwell modelled, PO Robb cut the wood and wire and pipe to size. The face was moulded and set in place. The hands were produced in the same man-

ner. Once covered by the costly uniform, the frame became a body.

After the "admiral" had been built it took little trouble to build a lieutenant and even less time to produce a seaman—which is only fair in terms of naval procedure.

The lieutenant's uniform has special historical significance, for it was worn by Rear-Admiral J. C. Hibbard in May 1939 when His Majesty King George VI presented the King's Colour at Beacon Hill. Admiral Hibbard received the colour from the King during his visit to the Pacific Coast. This occasion marked the first time the reigning monarch presented his colour beyond the United Kingdom.

The seaman's uniform was the summer rig worn before and during the First World War. On the "Boater" the tally reads "HMCS *Rainbow*", the RCN's first West Coast warship.

Future visitors to the Naval Maritime Museum who view the three mannequins will not only see some of the early uniforms worn in the Navy but they will also see tangible evidence of the ingenuity of the modern shipwright.—A.J.C.

1. CPO James A. Maxwell gingerly lifts the mannequin's face out of its mould. The hand in the foreground is made in the same manner. (E-30107)

2. While CPO Maxwell smooths the mannequin's neck, PO Andrew Robb works on the body to fill out the uniform once worn by the late Admiral Percy W. Nelles. (E-30108)

3. Preparing mannequin and uniform for display. The uniform was generously donated by Mrs. Percy W. Nelles, widow of the late Admiral Nelles. CPO Maxwell was the shipwright in charge of building the mannequins used in the uniform display in the Naval Maritime Museum, Signal Hill, Esquimalt. (E-30547)



AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *New Liskeard*

After a refit which began with the new year at Liverpool, N.S., the *New Liskeard* returned to her Halifax base early in May to carry out trials prior to sailing south for a three-week work-up and training cruise.

In Liverpool, the *New Liskeard* was well looked after by the towns-people and many fields of recreation and sports were opened to the ship's company such as bowling, badminton, curling, hockey, bridge games and dances.

Although most of the ship's company returned to *Stadacona*, enough men were left in Liverpool to make up a hockey team which played games in Bridgewater and Lunenburg.

Communications Training Centre

Due to a series of communication trade group courses arising at approximately the same time a number of changes have occurred at *Stadacona's* message centre and Communications Training Centre.

Lieut. R. L. Wales has been appointed to the JOTLC "M" class and replaced by Cd. Com. Off. Donald McGee. CPO Leonard Murray has been replaced as Radio Trade Group II instructor by CPO Robert Palmer. CPO Murray went to *Cornwallis* for an PI4 Course.

PO Louis Coyle has been replaced as message centre yeoman by PO William Murphy. PO Coyle went to *Cornwallis* for a Trade Group III course.

Albro Lake Radio Station

Cd. Comm. Off. Charles J. Scott is now a Lieutenant (Star) and has been reappointed to Albro Lake Naval Radio Station.

Leading Seamen Herbert F. King and Pierre A. Roy are new additions to the station.

An enjoyable "smoker" was held on board for the Newport-Albro hockey teams. Newport was the victorious team for the past hockey season.

The Albro Lake softball team is once again entered in the Dartmouth Suburban Softball League.

First Canadian Minesweeping Squadron

The First Canadian Minesweeping Squadron under Cdr. H. B. Carnall re-

cently completed a highly successful 7,000-mile major training cruise, which included calls to seven ports in the Caribbean area. For the Squadron this was its first major cruise and the first cruise of its magnitude for ships of that class.

Consisting of the coastal class minesweepers, the *Gaspé* (Cdr. Carnall), the *Trinity* (Lt.-Cdr. A. H. M. Slater), the *Ungava* (Lt.-Cdr. E. J. Semmens) and the *Quinte* (Lt.-Cdr. Daniel Brownlow), the squadron sailed from Halifax on March 11. The *Quinte*, a unit of the squadron for the cruise only, is a tender to HMCS *Scotian*, the Halifax naval division. The squadron's fourth unit, the *Resolute*, developed a defect and was unable to accompany the other ships.

Southward bound, the first call was at Bermuda, where fuel, water and provisions were taken on and crew members walked off the effect of the heavy weather experienced. Here, too, the four ships took on a new coat of paint.

South again to the Caribbean and St. John's, Antigua, the land of sugar. Fishing fans in the ships had their day here

when a 200-pound shark took a ten-inch hook (forged by Ldg. Sea. Raoul Hebert from an old screwdriver) on 100 feet of one-and-a-quarter-inch manila, from over the side of the *Ungava*. Ten men landed the monster with the aid of a minesweeping davit. The shark was given to the natives.

Five days later, the squadron dropped picks at the southern-most extremity of their cruise, Bridgetown, Ba-bados, where, for six out of the seven days, intensive minesweeping training was carried out. The daily routine here consisted of "wakey, wakey" at 0515 and sailing at 0600 with the first sweeps in the water by 0645. During this time every opportunity was taken to work with different types of sweeps while formation exercises were carried out from the bridge. Anchorages were made, usually, by about 1400 daily.

From Barbados the squadron sailed for Port-au-Prince, Haiti, arriving on April 4, and became the first Royal Canadian Navy warships ever to visit Haiti in the course of a training cruise. During the short stay here the bonds of friendship, which had been forged when



Seated with their hosts before the Wardroom Officers' Mess at HMCS *Cornwallis*, new entry training base, are 28 military attachés and advisers from 20 countries who this spring toured naval establishments in the Royal Canadian Navy's Atlantic Command. (DB-5144)

Haitian President Paul E. Maghores visited Canada in February, were more firmly cemented.

Here, too, the ships companies were royally entertained. A 50-man guard, under Lieut. Constantine Cotaras and Sub-Lt. Kenneth Wilson, was landed by the squadron, and, accompanied by the Haitian Army Band, marched to the monument to Toussaint Louverture, the great national hero, where Commander Carnall laid a wreath for Canada, and then to the mausoleum of Dessalines and Petion, other national heroes, where Cdr. Carnall and E. R. Bellemare, Canadian Chargé d'Affaires, laid a second wreath. The new Canadian Embassy at Port-au-Prince also entertained the ships officers and later they watched the Haitian dance, "Meringue".

Easter was spent in Nassau, in the Bahamas, where the ships companies attended services in one of the many Nassau churches.

April 19 saw the Squadron arriving at Charleston, South Carolina, and the effects of the colder climate began to be felt. The four days at Charleston were not only busy ones but also beneficial ones. With four ships of the United States Mine Force, the Squadron carried out minesweeping operations in a simulated minefield sown with various types of mines. Cdr. Carnall became the OTC and they operated also with a mine screening force. The *Ungava* was the undisputed minesweeping champion.

Got a kiss for Daddy? PO Ronald Robertson, of HMCS *Quinte* greets his wife, Frances, and daughter Bernice on his return to Halifax May 1 from a six-week cruise to Caribbean waters with the First Canadian Minesweeping Squadron. (HS-35801)



At the last port of call, Yorktown, Virginia, personnel from the Canadian ships took advantage of the training facilities offered by the U.S. Navy Schools of Mine Warfare.

Sports also played a part during the cruise and again the *Ungava* appeared to have the upper hand when she won a softball game handily from the USS *Director*, a new class minesweeper, while at Charleston, and won four of the five top prizes at a joint USN-RCN track and field meet at Yorktown.

Sporting their new tans, and with straw hats and mahogany coffee tables tucked under their arms, Squadron personnel stepped ashore in their home port of Halifax again on May 1, six of them to see for the first time new members of their families, born during the ships' absence.

Ordnance Training Centre

The latest Armourer Mates' class has gone all out to put the province of Ontario on the records of the Ordnance Training Centre at *Stadacona*.

They are the 11th A.M.'s "Q" and all eight members are from Ontario: Ord. Smn. David Evans of Welland; William Draper of Atikokan; Alexander Parkhill of Ingersoll, James Crawshaw of Tillsonburg; Emerson Harten of Sault Ste. Marie; Patrick Hardy of Windsor; Charles Bugg, of Aylmer, and Frank Somner, of Kingston. The class got under way February 7 with PO Joe Slusarenko as their instructor.

In the departmental sports arena, PO Howard White's Apprentices tried their hand at volleyball but were nosed out by PO Joe Slusarenko's Mates with a game standing of 3-2. The Apprentices are now casting about for a new captain, PO White having gone to the *Haida* for a spell of sea duty.

CPO Samuel Murdoch, who was a member of the trials team on the ordnance staff of Flag Officer Atlantic Coast, has recovered sufficiently from a few weeks in naval hospital to start his pension leave after 25 years' service.

PO Joseph Slusarenko has been drafted to the *Wallaceburg* after a short stay in Ordnance Training Centre.

CPO Maurice Carroll will be taking over ordnance duties in the *Portage* after successfully completing his trades test for ordnance technician.

Able Seamen Leonard Tracy, Real Herbert and Everett Mason are now qualifying for Trade Group 2.

The first apprentice class, after qualifying in the centre, is now in Electrical School for further studies.



A proud father gazed on his son for the first time when he returned to Halifax May 1, following a six-week cruise in Caribbean waters. He is Lieut. Constantine Cotaras, of HMCS *Ungava*, shown with his wife, Helen, and George Anthony, aged one month. (HS-35799)

Ordnance personnel will regret to hear of the passing of Lorne Hemphill on the staff of the Inspector of Naval Ordnance at the Naval Armament Depot. Mr. Hemphill was a pensioner from the RCN and an ex-gunnery instructor.

HMCS *D'Iberville*

In Quebec City's bustling Maurice Pollack Ltd. department store, customers so inclined shopped for naval information during the week of April 12. Feature of an RCN exhibit on display there was a 38-foot detailed model of HMCS *St. Laurent*.

Moppets, adolescents and adults popped hundreds of questions at Wrens and ordinary seamen detailed to supply information. Eye-catching uniformed mannequins also elicited numerous questions about navy customs and careers.

Lieut. John Gauthier, area recruiting officer, organized the display.

The RCN English-language school for French-speaking recruits at *D'Iberville* was the object of a day-long tour by French Admiral Lemonnier on April 1. Commander Dunn Lantier was host to the admiral, who is Naval Deputy to SACEUR, his aide, Lieut. J. S. Gilton, and Col. A. Deperrois, French military and naval attaché to Canada.

May 13 marked the close of a bi-monthly series of current events lectures given before *D'Iberville's* person-

nel by Andre Patry, director of cultural relations at Laval University. Mr. Patry was to leave on May 25 for an extended tour of the Mediterranean area.

Before his departure for a European lecture series, Professor William Mackay of Laval University's English department visited *D'Iberville* for a preliminary briefing on the school's English teaching program. Professor Mackay will return to the ship in the fall for advisory conferences with the teaching staff on English-language course techniques.

NAVAL DIVISIONS

HMCS York

HMCS *York's* war dead were given their place of honour April 24 when their names were placed in a war memorial on the quarterdeck.

The memorial to 250 sailors and Wrens who joined the Royal Canadian Navy through *York* and died on active service in the Second World War was unveiled at a ceremony attended by next of kin, representatives of the city and provincial governments and officers and men of *York* and other naval organizations.

Taking the form of a Book of Remembrance resting on a shelf and surmounted by a bronze plaque, the mem-

The war memorial of HMCS *York* was dedicated on Sunday, April 24. The memorial includes a Book of Remembrance, in which are inscribed the names of 250 personnel from the Toronto naval division who lost their lives in the Second World War, a bronze plaque and naval crown. Shown are PO G. N. Keith, who played the Last Post and Reveille, and PO William Clews, who unveiled the plaque.



Cadet William E. Paterson, outstanding member of the UNTD graduating class at *York*, receives an award from Lt.-Cdr. J. B. Goad, RCN(R) (Ret'd), president of the Naval Officers' Association, Toronto branch. Others shown are Cadet Ronald Owston of the graduating class and Cadet R. L. McMinn (right) top cadet of the second year. The presentation was made recently in the Toronto naval division during the UNTD graduation ceremony. (Photo by Gordon W. Powley, Toronto.)

orial contains the largest number of Navy casualties on one naval division memorial in Canada.

Chaplain (P) A. E. Kemp led in prayers and Chaplain (P) W. O. Fennell read the lesson. The Rt. Rev. G. A. Wells, former Chaplain of the Fleet (P), gave the address.

The Book of Remembrance was carried to the quarterdeck where it was blessed by Chaplain (RC) M. T. Dodd. Chaplain Kemp gave the prayer of dedication. The Last Post was played, followed by Reveille and God Save the Queen.

The military band under the direction of Commissioned Officer (SB) W. W. Steel was in attendance.

The Engineering Branch at *York* won the congratulations of the Commanding Officer Naval Divisions for its fine showing in the mid-term examinations.

The following comment on these examinations was received from COND:

"The results obtained in all these examinations are the best obtained by any of the Naval Divisions. The various classes appear to be well organized, as with minor exceptions, all men are placed in courses which bear directly on their promotion. While it is appreciated that *York* is in an enviable position in that it is well complemented with Engineer Officers, the organization

and results obtained reflect most creditably on the Engineering Branch of the Division."

HMCS Scotian

Scotian held the division's annual church parade on Sunday, April 3, with all personnel attending, including Cadets and Sea Cadets. The parade moved off at 0930 from the Garrison Grounds with the *Stadacona* band leading.

The Hon. Alistair Fraser, Lieutenant-Governor of Nova Scotia, took the salute on South Park Street, before the parade broke off at Grafton Street, with the Roman Catholics proceeding to St. Mary's Basilica and the Protestants to Fort Massey Church.

On the saluting platform were Lt.-Cdr. S. S. Claremont; Lt.-Cdr. B. S. Beck (Aide de Camp); Lt.-Cdr. D. J. P. O'Hagan; Cdr. W. G. Allen, Lieutenant Governor Alistair Fraser, and Lt.-Cdr. R. E. Garrison, RCSCC. The parade commander was Lt.-Cdr. C. J. Williams.

HMCS Prevost

The Wrens of *Prevost* held their second annual mess dinner on Friday, April 1, in the Wedgewood Room of the Savoy Hotel, London, Ontario.

It is believed that *Prevost* Wrens were the first division to hold a formal mess dinner and it has become an annual affair.



The commanding officers of the Hamilton naval division from its formation in 1923 to the present day are shown here, along with Rear-Admiral Walter Hose, former Chief of Naval Staff, and Commodore K. F. Adams, Commanding Officer Naval Divisions. Commissioned HMCS Star during the Second World War, the division is commanded by Cdr. John H. Curtis. Front row (left to right): Lt.-Cdr. Lloyd Westland, Lt.-Cdr. R. Howard Yeats, Rear-Admiral Hose, Lt.-Cdr. J. C. Hart, and Commodore Adams. Rear row: Lieut. W. R. Morrison, Cdr. George Ross, Cdr. George Parke, Cdr. Curtis, Cdr. Colin I. Glassco, Lt.-Cdr. W. H. Adamson and Lieut. W. B. Thomson. (COND-1500)

The honoured guest and speaker was Lieut. A. D. Talman, RCN(R) (Ret'd), of Toronto. Other guests included the divisional officer, Sub.-Lt. (W) S. M. Brereton, and *Prevost's* assistant staff officer, Sub.-Lt. (W) M. L. Lahn. Former Wrens now on the Emergency List were also invited.

The staff of *Prevost* received with regret the news of the death of Lieut.-Cdr. (G) M. J. Waymouth, who served as Staff Officer, *Prevost*, for six months. He leaves his wife and three daughters, Mary, 7, Susan, 6, and Joan, 2, who have taken up residence in Windsor, Ontario.

HMCS Queen Charlotte

CPO Stanley G. Bowles, for nine years the recruiting chief at *Queen Charlotte*, P.E.I. naval division, has retired after a quarter-century of naval service. He plans to stay in Charlottetown as an accountant with the firm of H. F. Schurman Co., Ltd.

English born and educated, he joined the RCN in Ottawa in 1930 and became a torpedo rate. In 1940 he was minesweeping off Halifax and then inspected armament of merchant ships assembling there. Spells of North Atlantic duty were broken by instructional posts at the Torpedo School. He fin-

ished the war at sea in the destroyer *St. Laurent*.

CPO Bowles joined *Queen Charlotte* in November, 1945, to assist in the demobilization of wartime personnel and

to reorganize reserves there on a peacetime footing. In 1947 he became the assistant to the recruiting officer and two years later became RCN recruiting chief for the Island and Magdalen area.

He has appeared frequently in the "Navy Plays" section of "The Crow's-nest" as a noteworthy sharpshooter in P.E.I. competitions. His wife, the former Regina Atkins, is from Charlottetown. His eldest daughter is with the RCAF at Ottawa and one son, Robert, is in the reserve at *Queen Charlotte*.

HMCS Donnacona

A guard and members of the ship's company of *Donnacona* attended Ypres Day ceremonies at the cenotaph in Verdun, Que., on Sunday, April 24.

The anniversary is an annual civic occasion in Verdun. In addition to the guard, a division of men and a division of Wrens from the Montreal naval establishment took part in the march past.

HMCS Unicorn

The Chief of Naval Staff paid an informal visit to HMCS *Unicorn* in the course of a brief stop in Saskatoon to address the annual banquet of the United Services Institute.

Vice-Admiral E. R. Mainguy spoke on "Sea Power", reviewing in general terms the history of naval warfare in his talk to officers of the three services at their annual banquet.

Following the banquet the admiral was guest of honour at a reception in *Unicorn's* wardroom.



(Answers on page twenty-seven)

The Reserve Training Establishment West Coast

ITS FORMER quarters in the Dockyard occupied by HMCS *Venture* the Reserve Training Establishment, West Coast, is now situated in Building 20 (Administration Annex) HMCS *Naden*. The Training Commander, *Naden*, is also the Reserve Training Commander, holding a dual appointment. He has on his staff assistant training commanders, reserves, cadets and schools.

The Royal Canadian Navy (Reserve) is an integral part of the naval forces of Canada and the provision of adequate and efficient training for reservists is a matter of vital importance to the Navy. The strength of the Royal Canadian Navy in time of emergency will depend to a great extent on the professional ability of the members of the reserve. It is with this in mind that the staff of the Reserve Training Commander endeavours to fulfil the individual training requirement of officers, men and Wrens.

During the winter period—October to March—when the reserve training program has “slacked off”, this is a comparatively easy task as compared to

summer training season—April to September—when reserve training reaches its peak. From January 1, 1954 until September 30, 1954, 407 men and Wrens and 339 officers had received training at the West Coast.

With the inauguration of the Great Lakes Training Centre, RCN(R) new entries are trained in Part II of the New Entry Training Syllabus at Hamilton and the following season advance to Branch training at the Reserve Training Establishments.

All men must be marked “trained” before proceeding to Reserve Training Establishment West or East Coast, Part I of the training syllabus being completed in the division.

A new move has been the formation of a permanent Reserve Training Squadron (Canresron II), Second Canadian Reserve Training Squadron, based at Esquimalt consisting of the *Brockville* and *Digby* (Bangor escorts), and *Cordova* (minesweeper). These ships will be manned by a nucleus of RCN personnel and will be employed entirely in providing training afloat for officers and men of the RCN(R).

The “password” at Reserve Training Establishment could appropriately be “Natrap” which is an abbreviation for “Naval Training Program for the Royal Canadian Navy Reserve”, or BRCN 3004 which is the “bible” of those connected with reserve training.

The word now means to the “layman” two forms; pink for men, white for officers, the former being Natrap Appendix II, and the latter, Natrap Appendix I. These forms are sent from the division, copy to Commanding Officer Naval Divisions and to the Reserve Training Commander at East and West Coasts. All relevant information is carried on these—course required, sea time, on job training, number of days available for naval training or special duty, commencement and expiration date, requirements for promotion, etc.

Therefore, on the “Natrap” is based each officer's or man's requirement and the training staff's decision is made on this information, in conjunction with the commanding officers and officers-in-charge of the various ships, schools, and establishments. They pass along word as to what classes can accommodate officer, man or Wren concerned, what berths are available in ships, and which instructors will be available.

All officers and men are interviewed before leaving the Reserve Training Establishment, either by the Reserve Training Commander or Assistant Training Commander (Reserves). Any complaints or suggestions regarding training are analyzed and immediate corrective action is taken when necessary. All officers, men and Wrens fill out a critique upon departure from Reserve Training Establishment.

In conclusion a brief word about Naval Training and Special Duty:

Annual naval training consists of a minimum of 15 days formal training at an establishment other than the naval division to which the trainee is attached, or in a ship. Naval training for reserve personnel is compulsory for all reserve officers, men and Wrens serving on the active list.

Special duty normally follows a period of naval training, usually only approved for RCN(R) personnel who have taken naval training during the year. No man under 17 years of age is sent to the Coasts for naval training or special duty.—J.S.L.



Ldg. Sea. J. G. Humphrey of HMCS *Unicorn*, the Saskatoon naval division, going over his “Out Routine” with CPO J. S. Lawrence (the story's author), of the Reserve Training Establishment, West Coast, at *Naden*. The prairie reservist had just completed his course at the Seamanship School. (E-30067)

THE NAVY PLAYS

Two Yachts to Sail In Ocean Race

Once again the Halifax Squadron of the Royal Canadian Navy Sailing Association will enter the German-built yachts *Grilse* and *Tuna* in the bi-annual New England to Halifax Open Ocean Race. Since 1947 the war prizes have sailed under the burgee of the RCNSA and its predecessor, the Shearwater Sailing Club, in the event, considered one of the principal yachting fixtures in North America.

The race was inaugurated before the Second World War and resumed in 1947. Co-sponsors are the Royal Nova Scotia Yacht Squadron (North America's oldest) and the Boston Station of the Cruising Club of America, which succeeded the Boston Yacht Club as co-sponsor two years ago.

The prominent American cruising club got its start in Baddeck, Cape Breton. Its prime organizer was the noted scientist "Casey" Baldwin, whose son, Lt.-Cdr. P. A. G. B. Baldwin of the *Stettler* is a confirmed yachting enthusiast, too.

Halifax Squadron RCNSA officers elected recently include:— Commodore, Cdr. F. W. Bradley; Vice-Commodore, CPO Charles Church; Rear-Commodore, Lt.-Cdr. W. S. Blandy; Fleet Captain, Lt.-Cdr. (E) (A/E) G. H. F. (Peter) Poole-Warren, and Secretary, Lt.-Cdr. E. L. Pendlebury. Lt.-Cdr. Gordon S. Clark is retiring Commodore.

Altitude Beats Quebec Puckists

Although they lost 15-9 to Johannesburg All Stars, the *Quebec* hockey team had the honour of being the first RCN puck squad, and may well have been the first Canadian team, to have played the national sport in the heart of Africa. The 6,000-foot altitude was too much for sea-level lungs.

In baseball, softball, cricket, soccer and water polo, the sailors showed well in Cape Town, Port Elizabeth and Durban, though they bowed often to superior team play and training among their African competitors.

The Supply Department won a cake for beating nine other departments in

a tabloid of sports arranged by Instr. Lt.-Cdr. Don Hamilton while the cruiser was steaming across the Indian Ocean.

Mombasa, Kenya; Alexandria, Egypt; Villefranche, France, and Barcelona, Spain, produced capable teams in field hockey, basketball, swimming relays and boxing, but there too the *Quebec's* athletes cornered their share of wins.

The Canadians made a clean sweep of softball nines from USS *Newport News*, flagship of the Sixth Fleet, which was anchored at Villefranche while the *Quebec* was there. The ship's team beat the Americans at their own sport 10-5, chief and POs downed their U.S. opposite numbers 11-4 and *Quebec* communicators beat the *Newport's* signalmen 16-8.

CMR Naval Cadets Shine at Fencing

Students of Collège Militaire Royal de Saint-Jean eclipsed the Province of Quebec Foil championship, class "C", held this spring in Montreal.

Of the six fencers who reached the final pool, four were from CMR; they placed first, second, third, and fifth.

Top two were naval cadets, Cadet P. J. D. Lalancette in first place and Cadet P. A. Bourbeau, second. Coach of the CMR team was Lt.-Cdr. B. C. Thillaye, Senior Naval Staff Officer there.

Fencers are divided into four classes, Novices, "C", "B" and "A" classes respectively.

Navy Riflemen Drop 3 Trophies

Navy teams lost three previously-held trophies to the Halifax City Police, one to the RCMP, and gained one trophy in the Halifax Garrison Indoor Rifle League.

The senior Navy team, captained by Lieut. J. E. Abraham shot 11 matches winning high team aggregate for the senior division. Their toughest opponents, Halifax police, relieved them of the Navy League cup, HGIRL Trophy and the Aldershot cup. The Individual Grand Aggregate trophy was won from Navy by the RCMP.

The junior team, captained by CPO Albert Potter, held all last season's trophies and added the Cook Memorial



Flanking their coach are the top winners in the class "C" Quebec foil championships after winning this spring in Montreal. Both are naval cadets from Collège Militaire Royal de Saint-Jean. Left to right are Cadet P. J. D. Lalancette, first; Lt.-Cdr. B. C. Thillaye, coach and CMR senior naval staff officer, and Cadet P. A. Bourbeau, runner up. CMR placed four in the top six fencers.

Cup which was won by AB John Cutler for the highest individual aggregate (942/1,000).

Days of almost total supremacy by sailors of the league would appear to be waning.

Doubling Gunner Fooled by Wrens

York Wrens, of whom a despairing gunner said they "couldn't hit a cow in the eye with a shovel", nevertheless averaged a score of 61 to win a rifle competition with Toronto CWACs and WDs. York's highest score was 78, CWAC's 62 and WD's 82 although most of the latter never held rifles before.

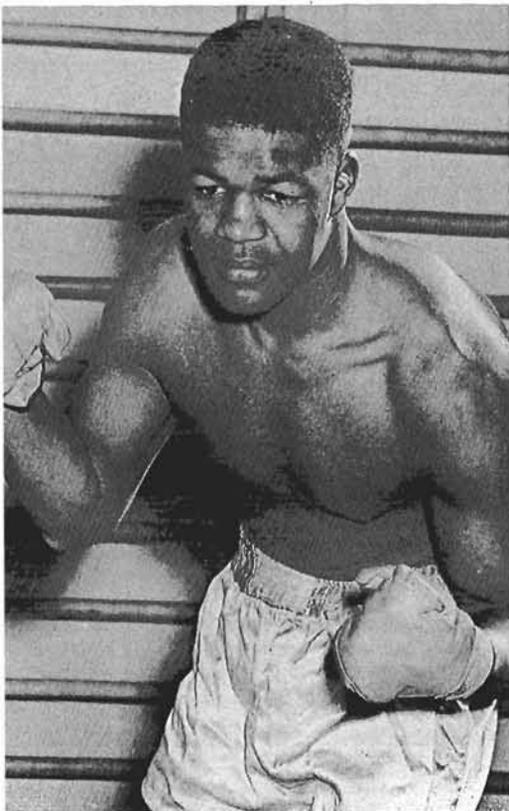
The Wrens feel confident now that they could hit the cow's eye "if we weren't afraid of cows".

Sailors Compete In Marathon

Two long-distance runners at Cornwallis were contenders recently in the 59th Annual American Marathon at Boston, Mass. Ldg. Sea. James K. Takaoka, of Calgary, who is a sick bay tiffie at the new entry training base, placed 32nd in the gruelling 26-miler with a time of two hours, 52 minutes, for which he received a medal. Ldg. Sea. Harry J. Verran, of Placentia, Nfld., a photographer, did it in three hours, three minutes, to finish 48th in the field of 200 competitors.

They were entered in the annual Canadian Amateur 10-mile champion-

AB Bob Hesson, Stadacona, Dominion lightweight champion. (DB-3952)



ships to be run off at Fort William, Ont., on May 26, but the event was cancelled because of a dearth of entries.

Takaoka and Verran have been running around Maritime courses for some time with considerable success.

Two Boxing Crowns To Atlantic Command

The Atlantic Command boasts two Dominion amateur boxing champions, crowned early in May at Regina. They are Ldg. Sea. Ray Shanks, Toronto, now lightweight champion, and AB Bob Hesson, Stratford, light-heavyweight winner.

Shanks decisioned John Houle, Sudbury, Ont., and Ed Smith, Montreal, to get his crown. Hesson cooled Al Sparks of Winnipeg at the 28-second mark of round one to finish an amateur fight in near-record time. He drove Sparks into his own corner, chopped him to the deck and won the nod when referee Jim Coughlin stopped it as a very dazed Sparks surfaced before the full count.

Naden's "Golden Boy", Ldg. Sea. Trent Ketcheson, failed to recapture the middleweight title he held in 1952. Montrealer Wally Gordon upset his hopes with an effective left hand and a knack for tying up the more powerful sailor during in-fighting. Ketcheson was runner-up in the division last year.

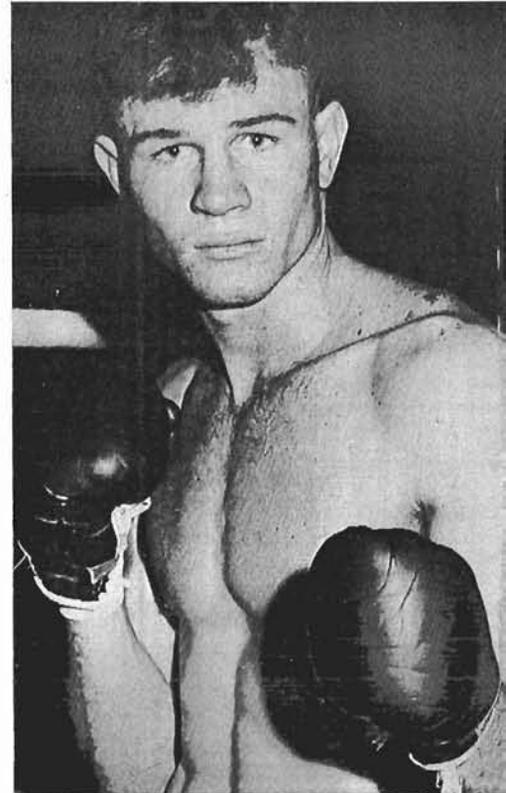
Shanks, who looks like a pro, had 26 out of 30 fights in his favour before heading West for the two-day journey. Lithe, well-built Hesson had won 38 of 45 encounters. Both fought in last year's championships at Toronto.

Lieut. (E) Frank MacKintosh, a pugilist of note a decade or so ago, coached the new champs. He is chairman of the Nova Scotia branch of the Amateur Athletic Union of Canada.

Four Records Broken by Star

A jubilant report from *Star* ending with "THREE CHEERS FOR OUR TEAM — AND SEVERAL TIGERS" gave an ecstatic account of how the Navy, with the smallest team, established four new records in 13 events to win the Tri-Service track meet in Hamilton this spring. They became the first winners of the new Championship Trophy presented by local sports-writers and sportscasters.

The reserve sailors overcame the efforts of two RCAF teams and several army squads and were first through the tape in the one-lap dash, the six-lap medley relay, commanding officers re-



Ldg. Sea. Ray Shanks, Cornwallis, Dominion lightweight champion. (DB-29923)

lay walking race and the eight-lap relay.

The event, which will do much to salve indifferent *Star* performances in past years, was preceded by a parade of the three services to the Hamilton Armouries.

York Officers Show Progress

York officers were crushed by a hard-hitting Service Corps team in the final of the Toronto Garrison baseball playoffs.

Every year the Navy entry shows improvement, however. A few years ago, the York nine was beaten every game. This season, it won nine and lost one in the schedule.

Based on past performance, next year should be Navy's year.

TAS Team Wins Basketball Title

Naden's TAS Training Centre won the Pacific Command basketball championship, finishing in top place in the ten-team Barracks inter-part league and making a clean sweep in the Command playoffs.

The title was won after a narrow win over *New Glasgow* in the final. All ships in the Command, with the exception of the Second Minesweeping Squadron, took part.

LOWER DECK PROMOTIONS

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

ALLEN, Douglas G.....LSSW1
ARSENAULT, Robert J.....LSRP1
ASHWORTH, James E.....P2LR2
AUDET, Joseph V.....LSEM1

BADIOU, Lionel J.....LSEM1
BARNIER, Ronald A.....LSTD1
BEAUMONT, William R.....P2TD3
BERUBE, Guy J.....LSEM1
BLOUIN, Paul J.....LSLM1
BOGARD, John.....LSCK1
BOYD, Thomas D.....C2AT4
BROKENSHERE, Kenneth W...P2EM2
BRUCE, Blair J.....LSSW1
BRUCE, William W.....LSEM1

CAMERON, William A.....LSTD2
CAMPBELL, Roderick J.....LSRP1
CARTER, Lewis O.....LSLM1
CHAIINE, Camille J.....LSEM1
COLDHAM, Gordon J.....LSEM2
CROYDEN, Allan M.....LSCR1
CUNNINGHAM, James J.....LSCK2

de KERGOMMEAUX,
Denis M. M. C.....LSLM2
DELISLE, David J.....P2EM2
DESLAURIER, Raymond L....LSRP1
DINNER, David W.....LSCV1
DOAK, William.....LSEM1
DUBINSKY, Allan E.....LSRP1
DUFAULT, Roland E.....LSSE1
DUGGAN, Arthur A.....P2RC2
DUNN, John.....P2QM2

EINARSON, George H.....LSLM2
ELLIOTT, James A.....P1SE2
ENGEL, Edward A.....P2EM2
ETCHISON, Henry W.....P2EM2
EVERICK, John H.....LSAA1

FARRELL, Colin S.....P2DV2
FINDLAY, Donald.....LSQM1
FITZPATRICK, Thomas J....LSEM1
FORD, Robert L.....LSCS2
FOTHERINGHAM, Gordon R...LSAA1
FRANCIS, Darryl C.....LSEM1
FRENCH, Stephen.....LSQR1
FULLER, Wilfred A.....LSEM1

GABEL, William J.....P2EM2
GARDINER, George M.....LSTD1
GARRETT, Edward L.....LSLM2
GAUTHIER, Dales R.....LSSW1
GIBBARD, Douglas H.....P2ED3
GIROUX, Roger J.....LSAA1
GRAHAM, John L.....P2EG3
GRAVEFELL, Edward J.....LSRP1
GREGORY, Harold V.....P1RP3
GUITAR, Gilbert J.....LSRP1

ANSWERS TO NAVAL UNIFORMS QUIZ

1. South African Naval Service.
2. Chilean Marines.
3. French naval officer.
4. Royal Norwegian Navy.



"We knew it was called the Mysterious East, but when we bought that rug in Port Said—well, what can you expect for eleven bucks?" Earnestly at work on the ship's books, with hookah, tarboosh and ottoman to maintain the oriental atmosphere requisite to a successful flight on a magic carpet are (left to right): CPO John White, AB Emile Elliott, Ldg. Sea. James Dalton, AB Charles L. Logan, AB Eric Sanders and Ldg. Sea. Harold J. MacNeill. The souvenirs were acquired during the Quebec's training cruise around Africa.

HACHEY, Francis E.....P2TD2
HARRISON, David M.....LSLM1
HEARD, Brian R.....LSRP1
HENNING, Donald J.....LSRC2
HIGGINBOTHAM, James A....LSQM1
HOVEY, Eugene H.....P2PH2
HURRELL, Edward J.....P2QR2
HUTCHESON, William G.....P2EM2
HYATT, Herman G.....P2MO2

IVES, Richard T.....LSLM2

JOHNSON, John L.....LSLM1

KELBOUGH, Kenneth G.....P2LR2
KENNEDY, John A.....LSLR1
KIDD, Richard W.....LSVS1
KIRCOFF, John.....LSSW1

LANDRY, Jean L.....LSLR1
LANNI, Ronald G.....LSAA1
LELIEVRE, Simon J.....LSAA1
LINDSAY, Samuel A.....LSAA1
LIST, Kenneth F.....LSEM1

MILLER, Edward D.....LSEM1
MOONEY, Gordon J.....LSEM1
MORLEY, Brian G.....P2BD3

MORRISON, Paul E.....LSAA1
MUNDAY, Lawrence A.....P2BD3
MURPHY, Norman V.....P2QR2
MYRAH, Gordon D.....LSTD1
MacARTHUR, Francis.....P2AA2
MacDONALD, James W.....LSEM1
MacGREGOR, Stanley J.....P2SW2
MacMILLAN, Charles E.....LSMA1
McKENNA, Owen D.....LSTD2
McNEIL, John W.....LSQR1

NUTTALL, James H.....LSRC1

OSTROSKY, Michael J.....LSAA1
OTTERMAN, George A.....LSAC1

PARADIS, Donald L.....LSLR1
PEGLEY, Frederick J.....LSQM2
PERKINS, Donald R.....LSAA1
PERRAULT, Rock J.....LSNS1
PIETTE, Yvan J.....P2SW2
PINSON, Ralph V.....LSQR1

RAWDING, Dean H.....P1PC3
RIGBY, Douglas J.....LSEM1
ROBERTS, Hugh P.....P1EA4
ROBITAILLE, Gerard J.....LSLM1
ROSTEK, Frederick F.....LSQR1
RYAN, Charles M.....LSRS3

SALBERG, Mervin C.....LSEM1
 SAVARD, Marcel J.....LSQM1
 SHIMINSKY, Edward J.....LSAA1
 SLINGERLAND, Roland L.....LSEM1
 SMYLLIE, William D.....LSEM1
 SPENCE, Kenneth.....P2RP2
 SPROULE, Joseph P.....LSRP2
 STANISLOW, Francis T.....LSRP1
 SUTHERS, Roy F.....PIPC3

TAGGART, John C.....LSQM1
 TOFFLEMIRE, Robert A.....LSRP2
 TOWNSEND, Kenneth H.....LSCV1

VANDERVOORT, Gerald A.....LSQR1
 VAUGHAN, Harold W.....LSEM1

WALLIS, Ronald A.....P2CK2
 WEBB, Nelson.....P1AA3
 WEBBER, Spurgeon J.....C2SH4
 WHITE, Ernest S.....P2EF3
 WHITNEY, Kenneth J.....LSTD1
 WILSON, William J.....LSEM1
 WOOD, Pearl E.....P2AA2
 WYLIE, Philip J.....P2EM2

YATES, Eugene W.....LSEM1

LETTER TO EDITOR

Dear Sir:

May I comment on the Naval Lore Corner in your April 1955 issue?

Firstly in the case of the *Cavour* and *Cesare* class battleships; something has gone wrong with the sheet cable. It appears to emerge from the naval pipe, go to the sheet anchor and thence to the starboard cable holder, already occupied by the starboard bower cable! In British battleships of similar vintage the sheet cable was brought to a "dummy" cable holder which was fitted with a brake. The anchor had to be weighed by bringing the cable to one of the bower cable holders or to the center line capstan.

Secondly in the right hand bottom corner circle is shown a sketch of a First World War battleship's "B" turret. As far as I recall we did not carry any float planes on the turrets of the Grand Fleet or of the Battle Cruiser Force. There was no catapult and the planes were all fighters. The arrangement consisted of a fixed platform on the roof of the turret high enough to avoid obscuring the view from the officer of the turret's hood or the range finder ports. Longitudinal brackets

WEDDINGS

Able Seaman Robert Case, *Crusader*, to Miss Donna Marie Stout, Hamilton, Ont.

Lieutenant (S) Harvie Trist Cocks, Royal Military College, to Miss Catharine Ann Evans, Kingston, Ont.

Leading Seaman John Lilly, *Stadacona*, to Miss Mildred E. Brown, Truro, N.S.

Able Seaman Albert Perkins, *Stadacona*, to Miss Luella Margaret DeVaney, Bridgetown, N.S.

Lieutenant (L) Denis Hugh Pratt, Naval Headquarters, to Miss Dorothy Mary O'Brien, Ottawa.

Leading Seaman James Saunders, *Stadacona*, to Miss Jean Fitzgerald, Pugwash, N.S.

Lieutenant-Commander H. F. Utting, Naval Headquarters, to Miss Roslyn Grant, of Ottawa.

Page twenty-eight



The *Stadacona* ship's fund and the Chief and Petty Officers' Mess recently combined financial forces to buy a new oxygen tent for the Children's Hospital in Halifax. Commodore E. P. Tisdall, Commodore RCN Barracks, presents a cheque covering the cost to little patient Faith Virtue. Also shown are F. H. Silversides, hospital superintendent and Nurse Mary Baker. (HS-35350)

were clamped along the muzzles of the guns so that when locked at 5° elevation a continuation of the fixed platform could be built with deals.

I only saw the turret-carried plane used on service twice. The first occasion was when the *Renown* flew one off some 20 minutes after four inoffensive looking German planes had dropped some bombs in the vicinity of the squadron. The plane was hotly engaged by inaccurate AA fire by our ships and disappeared into the sky with all speed. Some time later it returned rather shyly flashing its identity with the Aldis lamp.

On the next occasion the *Lion* flew off a plane to confirm the identity course and speed of three allegedly enemy cruisers which we were chasing off the Norwegian coast after a submarine sighting report. The plane duly returned and reported three German cruisers 30 miles to the SSE of us steaming at 22 knots.

This report gave general satisfaction as we thought we could catch up with the enemy before nightfall. However, it was shortly after we had sighted three columns of smoke on the horizon that peremptory orders were received to return to base as we were chasing our own first light cruiser squadron. Somebody had erred!

Lastly, at the end of the First World War we had no range finders long enough to protrude beyond the sides of the turrets. The longest base range

finder in the fleet then was 15-foot. The 25-foot and 30-foot range finders came later.

Yours faithfully,
 C. C. BROWN,
 Ord. Lieutenant-Commander,
 RCN

Ottawa, May 30, 1955

BIRTHS

To Lieutenant-Commander Marcel H. Belanger, *Ontario*, and Mrs. Belanger, a daughter.

To Leading Seaman Robert Bishop, *Stadacona*, and Mrs. Bishop, a son.

To Petty Officer Paul Boyle, *Stadacona*, and Mrs. Boyle, a son.

To Leading Seaman James Cairns, *Trinity*, and Mrs. Cairns, a son.

To Petty Officer Robert Chalmers, *Stadacona*, and Mrs. Chalmers, a son.

To Chief Petty Officer D. R. Clark, *Stadacona*, and Mrs. Clark, a son.

To Lieutenant John B. Cooper, *Trinity*, and Mrs. Cooper, a daughter.

To Leading Seaman Rene Gosselin, *Stadacona*, and Mrs. Gosselin, a daughter.

To Chief Petty Officer Kenneth Henderson, *Gaspe*, and Mrs. Henderson, a daughter.

To Petty Officer Kenneth Jackson, *Naden*, and Mrs. Jackson, a daughter.

To Petty Officer William Pritchard, *Naden*, and Mrs. Pritchard, a son.

To Petty Officer Russell Riguse, Newport Corner Radio Station, and Mrs. Riguse, a daughter.

To Lieutenant (S) Raymond Stenning, Point Edward Naval Base, and Mrs. Stenning, a son.

To Petty Officer William Sullivan, *Stadacona*, and Mrs. Sullivan, a son.

To Able Seaman Peter Tait, *Gaspe*, and Mrs. Tait, a son.

To Lieutenant William Thomas, *York*, and Mrs. Thomas, a son.

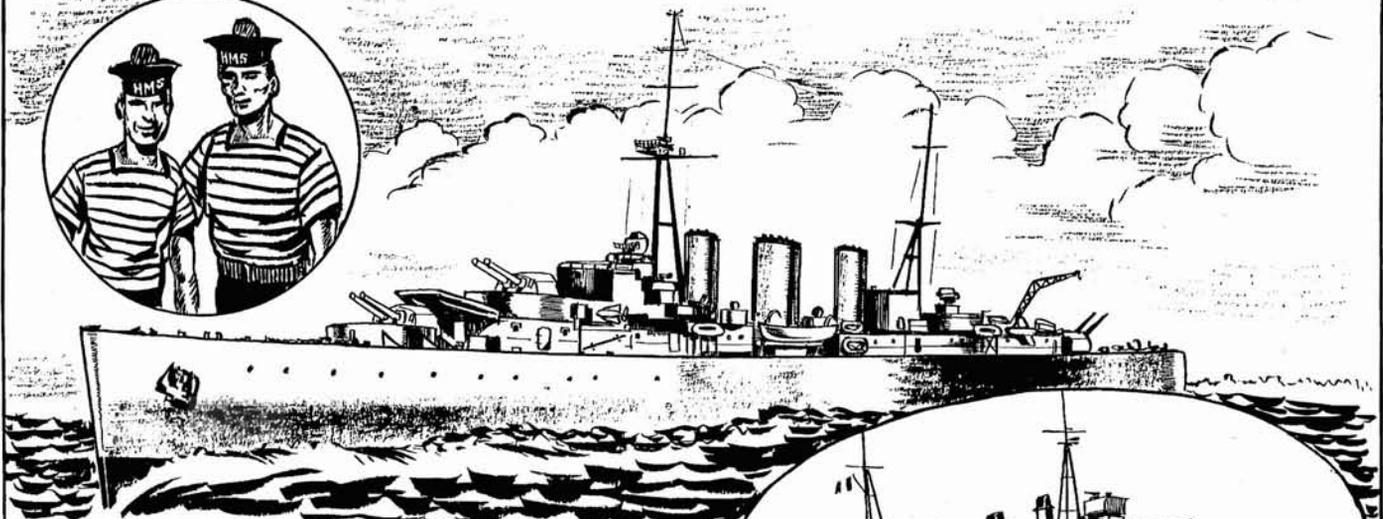
To Able Seaman Joseph Walton, *Gaspe*, and Mrs. Walton, a daughter.

To Petty Officer Norman Winfield, *Stadacona*, and Mrs. Winfield, a son.

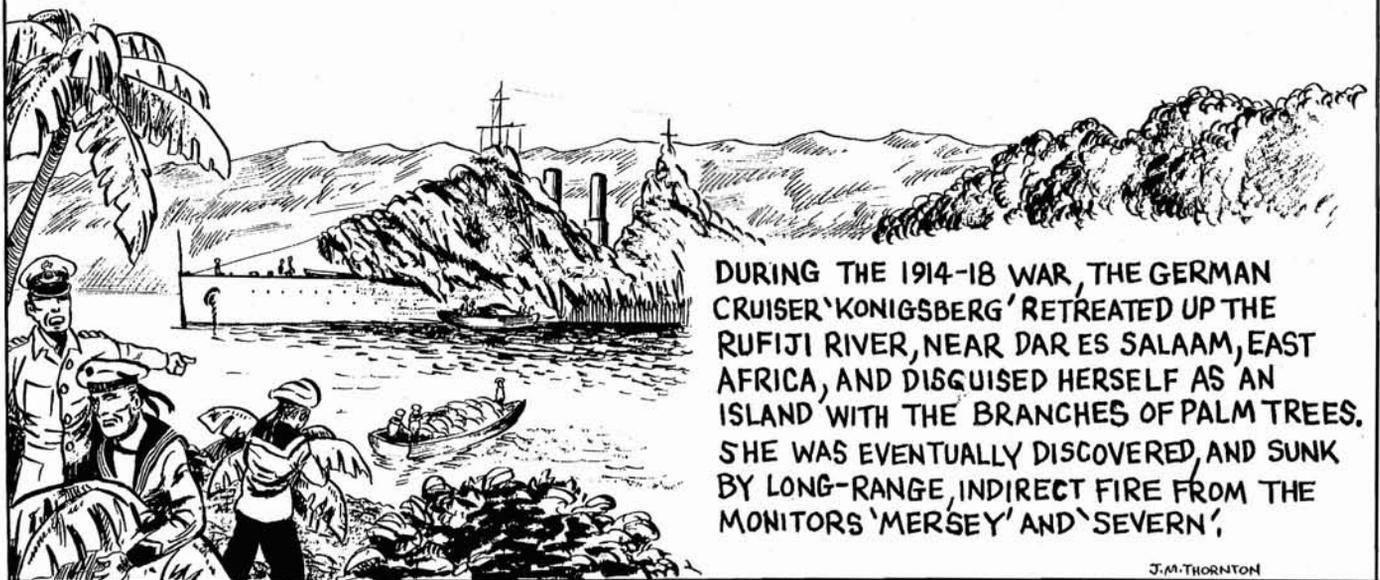
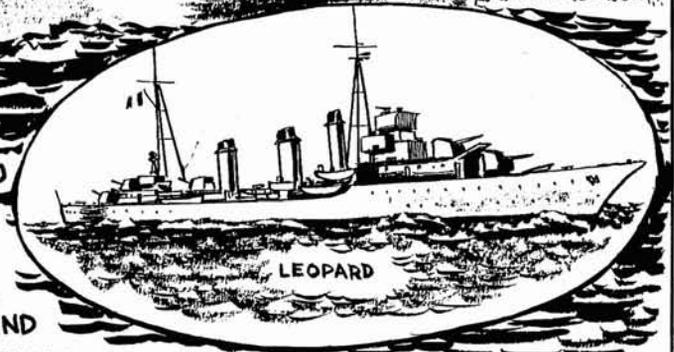
To Leading Seaman Charles Wood, *Stadacona*, and Mrs. Wood, a daughter.

Naval Lore Corner

NO. 29
SHIPS IN DISGUISE...



IN AUGUST, 1944, THE BRITISH MINELAYER 'MANXMAN' DISGUISED AS THE 'VICHY CRUISER' 'LEOPARD', SUCCESSFULLY LAID MINES AT LEGHORN, ITALY. THOUGH SIGHTED BY TWO AIRCRAFT, SHE WAS NOT RECOGNIZED. RAKED MASTS AND FUNNELS, HER FLUSH DECK GIVEN A BREAK, FRENCH FUNNEL CAPS, AND FALSE STERN WERE EFFECTED WITH CANVAS, SPARS AND WHITE PAINT. UPPER DECK PERSONNEL ACTUALLY PAINTED BLUE STRIPES ON THEIR SINGLETS, AND WORE RED POM POMS ON THEIR CAPS. THE DISGUISE WAS MASTERFULLY COMPLETED WITH A LINE OF WASHING ON THE QUARTERDECK



DURING THE 1914-18 WAR, THE GERMAN CRUISER 'KONIGSBERG' RETREATED UP THE RUFJI RIVER, NEAR DAR ES SALAAM, EAST AFRICA, AND DISGUISED HERSELF AS AN ISLAND WITH THE BRANCHES OF PALM TREES. SHE WAS EVENTUALLY DISCOVERED, AND SUNK BY LONG-RANGE, INDIRECT FIRE FROM THE MONITORS 'MERSEY' AND 'SEVERN'.

