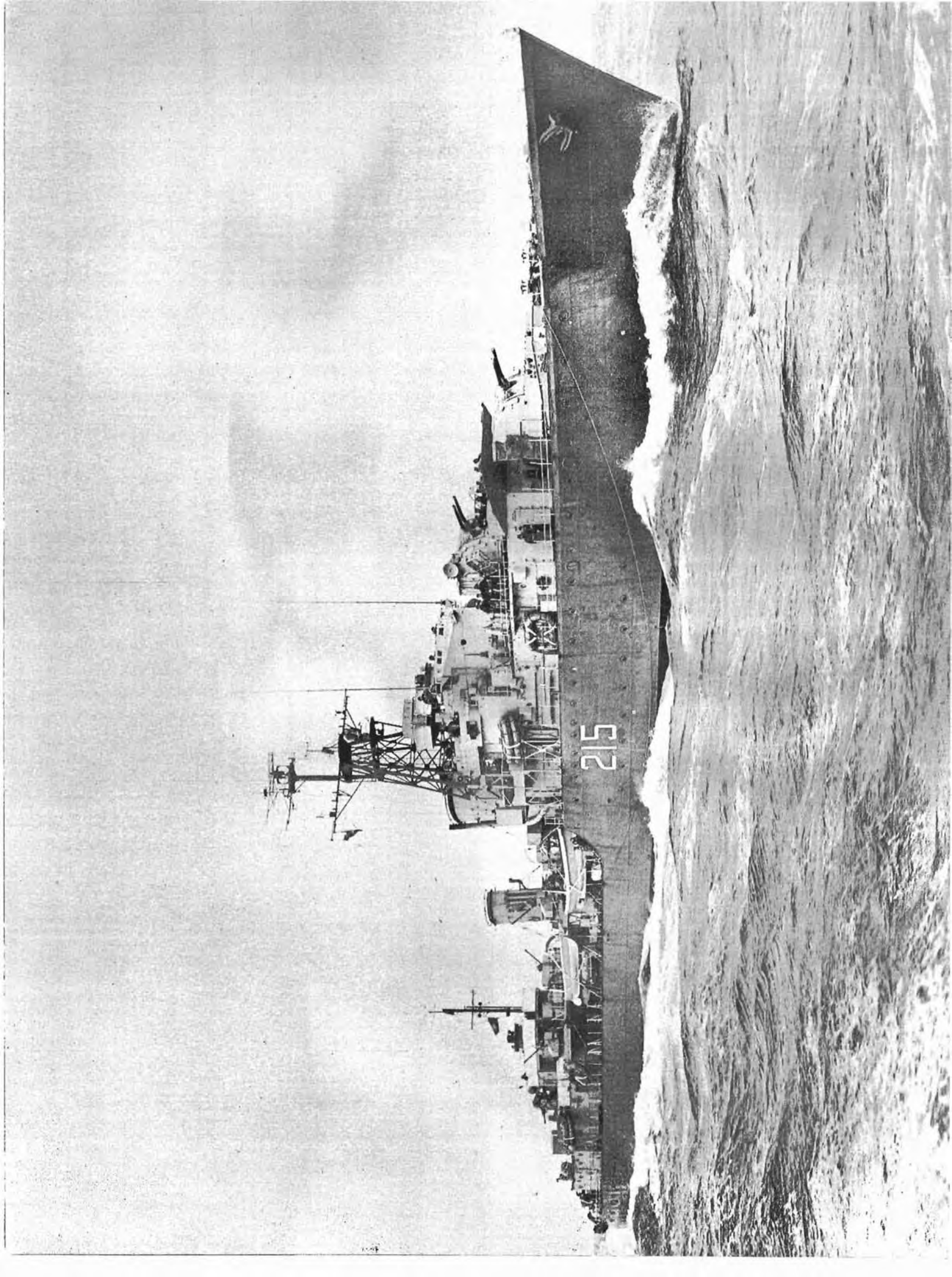


The CROWSNEST





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CONTENTS

	Page
<i>RCN News Review</i>	2
<i>The Sailor and the Scientist</i>	4
<i>HMCS Future</i>	7
<i>Mission of Mercy</i>	8
<i>Officers and Men</i>	10
<i>A Lot of Mileage</i>	13
<i>New and Renewed</i>	14
<i>Man of the Month</i>	16
<i>A Remarkable Organization</i>	17
<i>The Lost is Found</i>	19
<i>Afloat and Ashore</i>	20
<i>The Navy Plays</i>	24
<i>Lower Deck Promotions</i>	27

Cover Photo—The Chief of the Naval Staff chats with CPO Chris Pepper, of Vancouver, Chief ERA of the watch, in the engine room of HMCS *Athabaskan*. Vice-Admiral Mainguy made complete tours of all three ships and talked informally with as many officers and men as possible during his visits on board the *Athabaskan*, *Haida* and *Crusader* while they were on operational patrols in Korean waters. (AN-208).

LADY OF THE MONTH

Two of the more striking destroyer pictures to grace the pages of *The Crowsnest* have been of the same ship—HMCS *Haida*. The first, which appeared in the June 1949 issue, was taken from HMCS *Magnificent* during the '49 spring cruise to the Caribbean. The second, on the opposite page, was taken from HMCS *Crusader* on a cold, grey day in January 1953, off the west coast of Korea.

There are a number of differences between the '53 *Haida* and the '49 model, the ship having completed a major refit and modernization last year prior to her going to the Far East for her first tour of Korean war duty. (CU-446).

IT IS customary for a publication, when changing its policy, shape or style, to herald the occasion with large, black type and a figurative fanfare of trumpets. Solemnly it announces that if perchance it had not reached a state of absolute perfection before, it certainly has done so now.

Such confidence is to be admired. Unfortunately, there is a proportion of readers who object to change, even though it may profess to bring a more enlightened outlook or a more aesthetic presentation.

It is with some diffidence, therefore, that *The Crowsnest* announces, quietly, that with this issue a considerable change has taken place in the process of its production, and that this inevitably will have an effect on the magazine's appearance. How much so we cannot say, for the shift in systems has been made, not by degrees, but all in one jump. There has been no past experience with this particular publication to indicate what we may expect.

We of course can hope that whatever changes manifest themselves when this issue comes off the press will be for the better and will meet with the approval of our readers. If this happy circumstance occurs, we shall consider ourselves doubly blessed, for it will mean we have succeeded in reducing costs without losing favour.

It isn't everyone who can put on a new spring outfit and at the same time chop \$\$ off his tailoring bill.

RCN News Review

Ships in Far East Praised by CNS

The impressions gained in a three-week visit to Canadian destroyers in the Korean war theatre were tersely summed up by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, during his stay on board HMCS *Crusader*.

"Man for man and ship for ship, we don't have to take second place to anyone."

The visit in the *Crusader* was the last of Admiral Mainguy's journey. He had previously viewed Korean operations from the decks of the *Athabaskan* and *Haida*.

Admiral Mainguy arrived in Tokyo on February 13 and went on board the *Athabaskan* the following day, the ship sailing for the Songjin area on the east coast of Korea.

The two-day passage saw the first of many informal meetings with the officers and men of the Canadian ships. From them he learned that, apart from

personal problems and the normal desire to be back home, the outstanding wish was for more home town news.

The *Athabaskan's* operations took her within 60 miles of the Russian border and the admiral saw the coastal rail line where the *Crusader* and the *Haida* had smashed a couple of trains. A few salvos were fired into the nearby coastal gun positions which fired the shell that hit HMCS *Iroquois* last October.

Admiral Mainguy was on deck when the *Athabaskan* rescued the pilot of a U.S. Navy Panther jet, ditched about two miles ahead of the ship on February 18.

The same afternoon, Admiral Mainguy, his staff and the rescued pilot were transferred by jackstay to USS *Valley Forge* (carrier). After a visit on board and a briefing on naval aviation's role in the Korean war, he was flown off, with his staff, in a passenger-carrying Avenger and arrived at Seoul on February 20.

Flown up to the line after a night at Commonwealth quarters in Seoul, Admiral Mainguy visited the Commonwealth division and the 25th Canadian Infantry Brigade. He visited the camp of the Royal 22nd Regiment, the famous "Van Doos", and was impressed by the smartness and high morale of the Canadian soldiers. What he thought of the rugged, bleak Korean terrain in which they fight was something different.

Flown to Inchon, Admiral Mainguy boarded HMCS *Haida* on the night of the 20th and sailed early the next day for the Haeju estuary. The ship fuelled at sea and took up night station guarding a friendly island. Heavy ice prevented a Sunday shoot on enemy gun positions and the ship proceeded to join the carrier task force in the Yellow Sea. The *Haida* was relieved by the *Crusader* and the admiral and party transferred by helicopter to USS *Bataan*, where they watched two strikes of Corsairs fly off before moving, again by helicopter, to the *Crusader*.

The highlight of the visit to the *Crusader* was a bombardment of two gun emplacements and a troop concentration on the North Korean mainland. Aircraft reported four direct hits and the area well covered in this the only daylight bombardment during Admiral Mainguy's visit.

He was ashore on February 24 to meet west coast island defence units and sailed that afternoon in the *Crusader* for Sasebo, Japan. He conferred with RN and USN operational authorities and inspected shore facilities during his two-day visit in Sasebo.

A one-day visit to Kure to meet Canadian Army and Commonwealth naval authorities was followed by a visit to Tokyo where he met United Nations military and naval leaders.

Admiral Mainguy left Tokyo for Canada by air on March 5, visiting at the West Coast for five days before returning to Ottawa.

Naval Personnel Chosen For Coronation Contingent

Selection of the officers, men and women of the RCN and RCN(R) from across Canada who will take part in the Coronation procession was completed in March.



An honour guard was paraded for Vice-Admiral E. R. Mainguy when he visited United Nations Command Headquarters at Pershing Heights, in Tokyo, following his tour of the Canadian destroyers in the Far East. Here, Hon. Robert Mayhew, Canadian Ambassador to Japan; General Mark Clark, Commanding General of UN Forces, Far East, and Admiral Mainguy pass the colours. (Canadian Army Photo).

The portion of the Coronation contingent which will march in the procession was increased to 86—eight more than originally announced. The number of officers and men lining the route near Canada House remains the same at 43.

The naval component of the Canadian Armed Forces Coronation Contingent will consist of 82 members of the RCN and 47 of the RCN (Reserve). The former is made up of nine officers, including a lieutenant-commander (medical nurse), and 73 men, while the Reserve will provide five officers, including a lieutenant (W), 40 men and two Wrens.

The squadron, commanded by Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, who will fly his flag in HMCS *Quebec*, includes, in addition to the flagship, HMC Ships *Magnificent*, *Ontario*, *Sioux*, *La Hullose* and *Swansea*.

The *Sioux* sailed from Esquimalt March 27 to arrive in Halifax April 18. The *Ontario's* sailing date is April 6, with arrival at Halifax scheduled for April 27.

Athabaskan Rescues Flyer, Destroys Enemy Mine

Two incidents provided breaks in otherwise routine patrols carried out by HMCS *Athabaskan* off Korea.

One was the rescue of a US Navy flyer, who was forced to ditch his Panther jet; the other was the spotting and destruction of an enemy-laid mine.

The rescue of the USN pilot occurred during the visit of Vice-Admiral E. R. Mainguy.

Lieut. R. B. Statmatis, USNR, of San Francisco, flying from the USS *Philippine Sea*, had a power failure at 30,000 feet. His engine would not re-start and two other Panthers flew escort to him while he tried to find the task force. It was beyond his gliding range.

Luckily the American flyers spotted the *Athabaskan*. They swooped low and headed straight along the ship's course ahead of her. Lieut. Statmatis' jet had its wheels down and the watch knew what was coming.

The *Athabaskan* was up to 28 knots before the aircraft hit the water. When the destroyer drew abreast of the pilot, he was floating in a patch of yellow dye and the plane had sunk.

The ship's whaler was sent away in the heavy seas and the crew had the pilot safely on board in a matter of minutes. Given emergency first aid in the ship's sick bay, Lieut. Statmatis

Stadacona, Ships Give to Flood Relief

Halifax-based ships and establishments voluntarily contributed \$2,950 in February for relief in England, Belgium and Holland.

The fund was started by HMCS *Wallaceburg*, which donated \$50. *Stadacona's* wardroom came up with \$600 and the ship's company followed with a donation of \$2,000 from its fund. Another \$300 was raised in HMCS *Magnificent*.

The money is being turned over to the Canadian National European Flood Relief Committee.

was found to be numbed by the 40-degree sea water, but otherwise his injuries were slight.

The seaboat was manned by PO Andrew Gold, coxswain; AB Keith Hoban, Ord. Sea. Kevin McKinnon, AB Bob McDonnell, AB Don Boughton and Ord. Sea. John Dickson.

On a later patrol, AB William Aller was searching the moonlit waves with his binoculars when a dark, evil-looking hump on the surface of the sea came into view. He reported it to the OOW as it disappeared into the darkness.

The *Athabaskan* returned to the area on the next leg of her patrol. The watch had changed, but this time AB Edward Knipstrom sighted the object—and this time there was no doubt about it being a mine.

The mine was a poor target in the dark. Shore guns weren't far away and there was risk in using a searchlight. Captain J. C. Reed, commanding officer, decided to take it.

Held in the searchlight beam, the mine was sunk by combined fire from Bofors, Bren gun and rifle.

On the west coast of Korea, HMC Ships *Crusader* and *Haida* carried out patrols among the islands, where they still had to contend with ice fields, and performed carrier screening duties.

New Orleans Gives Quebec Warm Welcome

Too late for the famous Mardi Gras celebration, but in time for the magnolia blossoms, HMCS *Quebec* paid a five-day informal visit to New Orleans at the end of March.

The visit was particularly welcomed by the people of New Orleans, since they are observing this year the sesquicentennial of the Louisiana Purchase, and the founding of the city by d'Iberville gives them a close tie with early Canadian history.

Arranged for the *Quebec's* visit was an elaborate program of receptions, entertainment and sports.

The cruise of the *Quebec* to New Orleans followed a quick turn-around after the ship's first spring cruise of the year. Just four days after she arrived from the West Indies, she sailed out of Halifax again.

Her schedule called for a five-day visit to Tortola, Virgin Islands, followed by the call at New Orleans. The cruiser is due back at Halifax on April 8.

Two Modernized Bangors To Commission in Spring

Two Bangor minesweepers, the *Digby* and *Granby*, are scheduled to commission at Lunenburg, N.S., this spring. They are the first of the modernized Bangors to be brought into service.

With several other ships completing their annual refits, April will see a noticeable step-up in sea-going activity on the East Coast. Due to be carrying out post-refit trials are the *Magnificent*, *La Hullose*, *Swansea* and *Wallaceburg*.

Nearly 16,000 Now On Full-Time Duty

The total number of uniformed personnel on full-time duty with the Royal Canadian Navy rose to nearly 16,000 by the end of February.

The actual figure was 15,878, made up of 15,384 officers and men of the RCN plus 494 officers, Wren officers, men and Wrens of the RCN(R) serving on continuous naval duty.

The total strength of the RCN and RCN (Reserve) has now passed 22,000.

Benevolent Fund to Hold Annual Meeting April 13

The annual general meeting of the Canadian Naval Service Benevolent Trust Fund will be held on Monday, April 13, at 1400 in the Naval Board Room, "A" Building, National Defence Headquarters.

A large attendance of members and representatives from HMC ships and establishments is anticipated.

The following day at 1000, an informal meeting of RCN members and representatives will be held to consider questions and problems of particular concern to regular force personnel.

Fund officials have suggested that naval personnel wishing special points to be considered at these meetings get in touch with ships' representatives.

THE SAILOR and THE SCIENTIST

From an address by Dr. G. S. Field, Chief of Division "A", Defence Research Board, and Scientific Adviser to the Chief of the Naval Staff, to the annual meeting of the Technical Section, Canadian Shipbuilding and Repairing Association, in Montreal.

THE association of the sailor and the scientist is comparatively new to the Canadian Navy, for up until the Second World War the RCN had very little direct interest in science or scientific research. Its ships were essentially of Royal Navy origin and its equipment was obtained fully developed from the Admiralty. In this respect it was similar to a good many Canadian industrial companies which have operated in this country with equipment developed by the parent organization either in the United States or Great Britain.

But in 1940 the situation changed radically. It appeared that Great Britain might soon be subject to invasion and that a large part of her capacity for the building of ships and other equipment might be lost. Accordingly, the decision was made to undertake in Canada the production of certain key items of equipment.

One of these was the submarine detecting device known as the "Asdic". This equipment may be described as a

sort of under-water radar, where a beam of sound replaces the radio beam used in radar. The particular virtue of the Asdic is its ability to detect submarines when they are making very little noise, as compared with hydrophones, which depend entirely on listening for success. The manufacture of this apparatus required techniques which were not previously known in Canada, and presented a number of scientific and technical problems. There was, for example, the difficulty encountered with the most critical component of the Asdic, the quartz crystal used to convert high-frequency alternating electric current into short bursts of sound waves. Processing these crystals was a difficult operation and the National Research Council was called upon for assistance. The Optics Section worked out a method in October 1940, and early in 1941 production was begun. By May, more than 100 satisfactory discs had been produced and further manufacture was turned over the Department of Mines and Resources.

Another part of the Research Council, the Acoustics Laboratory, experimented with methods for rapidly checking the efficiency of the quartz and later in the same year invented a testing instrument which was rugged, fast and could be operated by a comparatively untrained person.

Other equipment which required production and installation in this country was the de-Gaussing gear which was developed in England to counter the magnetic mine. As you will remember, the magnetic mine was one of Hitler's secret weapons and was expected to play a large part in bringing about Great Britain's early surrender. A very effective counter to this mine was produced following the suggestion of a British scientist that the magnetic field of each ship could be reduced by a girdle of cable specially wound about the ship and carrying an appropriate electric current. A program was hurriedly instituted in Britain to fit all ships navigating in British waters with this cable and its accessory gear to enable them to pass safely over magnetic mines. Although Britain undertook to fit as many ships as she could in home ports, steps were also necessary to safeguard ships planning to proceed to British waters. Thus, Halifax was a logical haven in which to de-Gauss not only Canadian vessels but also ships of British and foreign registry bound for Britain.

The fitting of this equipment was a tailor-made job which had to be specially designed for each ship. The ship had first to be measured to determine its magnetic field, then the proper cabling was designed, measurements were again made, and finally the cabling was corrected to remove as much of the residual magnetism as possible.

In this program a considerable amount of scientific and technical assistance was required. At a very early stage the Commanding Officer Atlantic Coast asked the assistance of two Dalhousie professors, Dr. G. H. Henderson and Dr. J. H. L. Johnstone. These two scientists gave immediate assistance, using what equipment they could get



This aerial photo shows the new East Coast quarters of the Naval Research Establishment. The building is situated by the French Cable Wharf and has berthing facilities for the NRE's floating laboratories. Defence Minister Claxton officially opened the building last October. (DNS-9421).

together from their own resources, and then asked the National Research Council to back them up with its much larger facilities. Ship after ship was tested and fitted out with the anti-magnetic girdle, beginning with HMCS *Fleur de Lis* on March 21, 1940.

As ships arrived that were already fitted with de-Gaussing equipment, they were retested and calibrated, for the Nazi scientists were making their mines more and more ingenious, so that increasing care in de-Gaussing became necessary. From the time of the first measurements in Halifax in 1940 until V-J Day in 1945, nearly 4,000 ships were put over the "DG Range", as the calibration site was called, with the ships varying in size from minesweepers to battleships and including such large passenger vessels as the *Pasteur* and *Nieuw Amsterdam*.

As time went on the acoustic and other mines appeared, each requiring more and more scientific effort to keep their toll within bounds. Then on a day in September 1943, another weapon, the acoustic torpedo, struck the Canadian destroyer *St. Croix*, sinking her with a loss of 145 lives. The answer to this was the pipe noisemaker, originally proposed by a professor at Massachusetts Institute of Technology for minesweeping, developed into a practical device by the Halifax scientists and rapidly modified by them into a decoy. The decoy "foxed" the torpedo, so that it was attracted to the towed noise-maker and kept safely away from the somewhat less noisy ship's hull and propellers.

Taking an active part in the highly scientific naval war, the Halifax scientific and experimental group continued to be operated by the National Research Council until 1943. By that time, when it had grown to about 30 physicists and engineers, it appeared desirable for the RCN to put the group into uniform and to take over their administrative control. This was done and the group became known as the Naval Research Establishment. As such, it continued until the end of the war.

From the beginning, the war at sea had chiefly been an anti-submarine war. In 1941-42, as the submarine sinkings continued to mount, more and more scientific effort was devoted to ways of combatting the menace. As submarines began to appear in Canadian waters, for the first time we began to study seriously the physical content of those waters. Due to temperature conditions in the air, optical illusions such as the mirage occur. These illusions are due to temperature differences along the path which the light rays travel. In the

detection of submarines, sound beams are used, and it turns out that something like an underwater mirage is possible due to temperature changes in the water. Thus, a submarine may appear to be where it isn't, or may escape detection entirely because of some peculiar temperature condition.

The study of water conditions forms a branch of science known as oceanography. This is for the water what meteorology is for the atmosphere. We have become accustomed to the meteorologist and to have some idea of what he is trying to do. We are much less familiar with the oceanographer, although these scientists have been specialists in their subject for some little time. Before the war, there were only two such individuals professionally employed in Canada; one was located on the East Coast and one on the West, and both were in the employ of the Fisheries Research Board. As one would expect, the scientists concerned with fisheries had for some time realized the importance of temperature, salinity and other changes in the water medium on the distribution of fish, and thus an oceanographer was on the staff of the two marine biological stations located on the coasts.

When it was realized that in the anti-submarine field, too, there was a great need for the expert in the ocean medium, arrangements were made to enlist the support of the Canadian oceanographers. Ships and other facilities were made available to them and two separate research groups were established. One of these, at St. Andrews, N.B., became the Atlantic Oceanographic Group and the other one,

at Nanaimo, B.C., was called the Pacific Oceanographic Group. These have continued actively ever since.

At the end of the war, the organization of research for the Armed Forces was the subject of careful study. The National Research Council, which had taken such a large part in military research during the war, wanted to devote its efforts again to civilian needs, which it felt was its primary responsibility. Accordingly, a new organization was set up in the Department of National Defence. This became the Defence Research Board, headed by a Chairman, Dr. O. M. Solandt, and having on its board of directors the Chiefs of Staff, the head of the National Research Council, the Deputy Minister of National Defence and several members appointed from the universities and from industry. The various research and development establishments which had grown up during the war were shortly taken over by the Board; in particular, the Naval Research Establishment in Halifax was taken over from the Navy. Since then, another research establishment has been set up on the West Coast. This is the Pacific Naval Laboratory which is at the moment located in temporary buildings in the dockyard at Esquimalt, B.C. but which will eventually move into a new building at present under construction.

The two oceanographic groups are still in existence but now operate under the Joint Committee on Oceanography. This committee was established by the Royal Canadian Navy, the Fisheries Board and the National Research Council to take care of their combined interests in this particular field. It was believed that Canadian resources could be used most effectively if our somewhat limited resources were pooled, rather than if each organization continued to operate independently.

Not long after its organization, the Dominion Hydrographic Service became associated with the Joint Committee, and liaison has been maintained with the Meteorological Service. In setting up the committee, it was the intention of the contributing agencies that the working groups would undertake basic work on behalf of all the organizations. Some detailed application of the findings of the group to the work of the contributing agencies would be attempted but in general they would be presented with observed data and a specific application of that data would be in their own hands.

When these groups began work during the war, it was soon obvious that there were enormous stretches of our coastal waters about which we knew

True to Tradition

Then there is the story of the scientist, attached to one of the coastal laboratories engaged in naval research, who travelled to Ottawa to attend, and give a lecture at, a scientific conference.

His lecture involved the periodic use of slides, and he needed an assistant to switch the conference room lights on and off at the appropriate moments.

He picked on a gentleman sitting in an aisle seat in one of the rear rows. The gentleman said he would be delighted to help and listened attentively as the scientist gave him instructions as to when the light switches were to be worked.

A system of signals was arranged and everything went off perfectly.

A fellow-scientist asked the lecturer afterwards if he knew whom it was he had selected as an assistant.

"No, why?"

"Thought you didn't. That was Admiral Mainguy."

"Oh."

almost nothing. It was with some chagrin that we learned from German documents taken at the end of the war that the enemy in some respects was much better informed on our waters than we were. For the last few years, however, extensive oceanographic surveys have been conducted off both the Atlantic and Pacific coasts. We now know that there are very great temperature and salinity variations throughout the waters in which we operate. While a number of details remain to be filled in, we are in an immeasurably better position in this respect now than we were ten years ago. In addition to our surveys in temperate latitudes, we have

only the underwater threat which is likely to be dangerous.

As you have no doubt read, at the close of the Second World War German submarine developments were progressing at such a rate that the underwater battle might easily have begun again to swing in their direction if the war had continued. Through the use of aircraft equipped with radar, striking both from carriers and from shore bases, the Allies had reduced submarine attacks to negligible proportions by the end of 1944, but two developments which the Germans had made might have completely changed the picture again. These developments were, first, the *Schnorkel*,

more information on the medium itself than we had in 1945, and we are learning now to overcome some of its drawbacks. We are developing methods of co-ordinating information from different devices and ways of applying that information rapidly to the control of weapons. It is a combined effort, with Great Britain and the United States as senior partners. But the Canadian contribution is growing in importance as our engineers and scientists become more experienced in this highly specialized field. It is a field which is of special interest to Canada, for the RCN is an anti-submarine navy.

In addition to the work on classified items, our two naval laboratories carry out research on items which are not classified. One program, for example, which has been very fruitful has to do with the prevention of corrosion in ships' hulls. For a great many years, it has been customary to attach a piece or pieces of zinc to the hull as a means of corrosion prevention. After the war, our scientists at NRE became interested in the efficiency of these zincs and decided to carry out some experiments. They found that although the zincs might do some good within a few days of installation, it would not be many days before they were of no value whatever. In order to be of use it was found that the zinc should corrode. As long as it corroded rapidly the ship's hull would be protected. Once the zinc stopped corroding, the hull started. It turns out that the corroding zinc soon surrounds itself with an insoluble layer which prevents its further corrosion. It is then of no further use.

The NRE scientists accordingly decided to try other metals and found that magnesium was very effective indeed. Tried out first on a naval minesweeper which was in reserve, it was found that a moderate amount of magnesium in the form of bars attached to the hull, usually on the keel, would completely prevent corrosion of the hull. This work was extended to include other naval vessels both in reserve and in commission. The results have been very gratifying and the work is still proceeding. It has been found that although magnesium electrodes are quite satisfactory, it is not the only possibility. For example, the same effect can be produced by impressing an electric current on a non-active electrode such as graphite or steel. Under certain circumstances, this is preferable to the use of magnesium.

(Dr. Field's address is being published in two sections. The second will appear in the May issue.)



Technician Ferné Bell demonstrates a sea water battery developed by the NRE for use in life-rafts and for emergency radio and other purposes. The battery's advantages are its light weight, high capacity and indefinite storage life; its disadvantage is that it is more costly than the common dry cell battery and it is therefore limited to special uses. (HS-22398).

had a ship in the Beaufort Sea, to find out something about what the water is like in the Western Arctic, and we are also beginning to accumulate some information in the Eastern Arctic, that is, in Hudson Bay and the entrances to it.

To get back now to the Naval Research Establishment in Halifax, or NRE as it is more usually called. On what type of project are the people there now engaged? In the first place, they are still maintaining a strong interest in anti-submarine warfare. In any future war it appears likely that the major threat at sea would still come from the submarine. It is the submarine which has caused the major difficulty to us at sea in two world wars, and with the large strength in surface ships still on the side of our allies, it is

which consisted of a long breathing tube to enable the submarine to operate its diesels while submerged, and secondly, the Walther submarine, which was propelled by an engine which did not require oxygen from the atmosphere and hence could remain completely submerged for a considerable time.

These developments, plus improved torpedoes, make it necessary for anti-submarine forces to be much better equipped now than they were in 1945. Accordingly, research and development has continued in an effort to produce better equipment for detecting the submarine, and better ways of dealing with him once he is detected. It is a very difficult problem, for sea-water is a very poor medium in which to locate distant objects. But we now have much

HMCS FUTURE

by C. T.

A SHARP wind whipped up the waters of the Halifax harbour. It was cold, bitter cold, but in the thermo-controlled, atom-heated bridge of HMCS *Future*, Lieutenant-Commander Hiram Blott felt snug in his orlon uniform. He glanced at the button controls at his waist. A fig for the weather! Even if he should have to make his way on deck, one turn of a button and he would be as warm as he pleased. A flip of a second switch and the humidity control would take over . . . frost or sizzling sun, he would be comfortable. "It's a man's life," he mused and turned to see if Able Electrician Smithers was at his position.

HMCS *Future* was a fine ship. Blott had to agree to that. Compared with the old-time destroyer escorts, like the *St. Laurent* which he had served aboard way back in 1956, the *Future* was all that a fighting man could desire. Take the bridge, for instance. Blott loved the bridge. Not a single opening admitted the light of day or sight of the blue sky. The air Blott breathed as he stood by the electronic impulse lever to the starboard atomic engine was pure . . . as

pure as science could make it. Better than that, the oxygen was specially vitamin-reinforced.

Blott gazed about him. It was good to be alive. The *Future* was the finest ship in the Canadian Navy and he was her First Lieutenant. What more could a man want?

"Ready on No. Two?" Blott asked.

Able Electrician Smithers hunched over his television monitor. "Ready, sir," he replied.

"Take two," Blott ordered.

There was a whirring sound and on the screen of the television monitor the harbour scene forward of the *Future* came into sharp focus. "Stand by, three," Blott ordered.

"Take three!" Blott lit a cigarette from the flame of his uranium reactor lighter.

Another whirring mingled with the steady hum of the first monitor. On the screen of the second set the harbour abaft the *Future* showed with crystal clarity.

"Good," Blott breathed. Then, in crisper tone, "Stand by No. One."

Shearwater Haven For Crippled Plane

A timely and welcome haven was provided at HMCS *Shearwater* for a United States transport aircraft, carrying ailing U.S. Army personnel from Europe, when the C-118 made an emergency landing January 18 at the RCN Air Station.

The transport, flying from Germany to Westover, Mass., developed compass trouble when about 200 miles from Halifax. The control tower at *Shearwater* guided the big aircraft in, after it sent out distress signals about 6.45 a.m. Lieut. Fred Bradshaw, who was the operations officer at *Shearwater*, plotted the position of the aircraft, and AB James Maitland and Lieut. Arthur Tombs got the plane on a local wave length and guided it to the base.

The C-118 had only one more hour's gasoline. It carried a crew of ten, three flight technicians, two flight nurses and 50 patients, most of them bound for New York. The patients were looked after at the *Shearwater* hospital until another C-118 arrived from Westover to continue the interrupted journey.

The number one television monitor was placed above the other two, its three dimensional screen larger than the others. "Take one!"

Quickly, the sky above the *Future* appeared on the screen. To the north a few clouds showed frosty white in the cold air and a seagull flagged its chilly way . . . a helicopter came into focus, crossed the scene silently and disappeared.

"There goes the *Cosmic's* liberty boat," Smithers commented. "I wonder when we're going to get rid of all that old equipment?"

"You know the Navy," Blott answered.

The *Future's* bridge had become a busy place. Other officers and men had taken their places by the rows of scans, dials and buttons glowing in vast array about the bulkheads. The bridge pulsed with electronic power. Blott went from position to position, checking and re-checking. Finally he was satisfied. The electro-magnet suction cups holding the *Future* to the jetty were in the "single-up" position. Blott picked up a small microphone. "Ready for sea, sir," he said.

For a few moments there was silence. "The Old Man's coming up," someone whispered.

Commander (L) Walter Whimper entered the bridge. He looked confident, commanding, every inch a Sea Captain. "Press button 'A'!" he snapped.

Quietly, and with gathering speed, HMCS *Future* slid from the jetty into the ruffled waters of Halifax harbour.



In temperatures well below freezing, Admiralty scientists and volunteer officers and men tested the Royal Navy's latest type Arctic clothing during the Home Fleet's Arctic cruise. Here an Admiralty "boffin", Mr. Malcolm Compston, wearing an experimental suit, does the backstroke after plunging into the sea. (Photo courtesy the U.K. Information Office, Ottawa).

Mission of Mercy

by J. L. W.

HMCS Athabaskan Turned Her Resources To Saving South Korean Sailor's Life

ON BOARD HMCS ATHABASKAN— Personnel on board this destroyer turned their attention from Korean warfare recently to another kind of battle—an 18-hour struggle for the life of a seriously wounded South Korean sailor.

While patrolling on the west coast of Korea, the *Athabaskan* received a radio message from a South Korean minesweeper asking for medical aid for a man who had been wounded in a raid on the enemy mainland.

The *Athabaskan* proceeded to a rendezvous with the 'sweeper and the medical officer, Surgeon Lieut. Ross Irwin, of South River, Ont., and Victoria, and his assistant, PO Joseph Threlfall, of Victoria, started converting the day cabin of the commanding officer, Captain J. C. Reed, of Toronto, into an emergency operating room. Added help came from Sub-Lieut. James Creech, Vancouver, and Ldg. Sea. K. W. Johnston, Edmonton.

The sailor was brought aboard in a state of severe shock. In his abdomen

and back were the clean holes where a bullet had gone into his body and straight out the back. The doctor decided upon an emergency operation to determine the extent of the man's internal injuries.

The first step was to call for blood, as he had obviously lost a great deal. PO Threlfall made a check on the South Korean's type and donors were called for. The pipe nearly caused a stampede. Everyone wanted to help and scores of men reported to the sick bay. PO R. W. Dickson of Victoria was finally selected and he gave a transfusion of a pint of blood.

The actual operation began at about 7:45 that evening. The captain's day cabin was almost unrecognizable. The patient was laid out on the dining-table and a sideboard served as the instrument table. Lieut. Irwin administered a spinal anaesthetic and started to work. He had to make an incision in the man's abdomen to make a thorough check, stop the internal bleeding and patch up any bad breaks.

Acting as the operating room nurse was AB J. J. Wall, of St. John's, Nfld. Wall is a torpedo anti-submarine specialist but is interested in the medical branch and has assisted the medical assistant in sick bay before. PO Threlfall was supervising assistant, keeping a check on the other helpers. CPO W. J. Murray of Owen Sound, Ont., and Victoria, administered blood and plasma. Helping him was Chaplain Ernest Foote, of Barney's River, N.S., the Protestant Chaplain of the Fleet, who had been spending a period with the Canadian destroyers in Korean waters. The ship's executive officer, Lieut.-Cdr. Harry Shorten, of Calgary and Victoria, kept a constant check on the patient's blood pressure and pulse.

It took two-and-a-quarter hours to complete the examination. It turned out that about the only internal injury was where the bullet had perforated the large intestine. After the intestine was stitched up, the bleeding seemed to cease and the incision was closed.

One hour after the operation had been completed the ship moved inshore to take up her night station, guarding friendly islands against possible invasion from the Red-held mainland. Fortunately for the patient, it was a quiet night, with no activity on the part of enemy.

The man's condition made it imperative that he be moved to a proper hospital as soon as possible. That night the captain made arrangements with the island defence authorities to fly the man out next day by helicopter to where he could be transferred to a Seoul-bound aircraft. The sailor spent a satisfactory night in the ship's sick bay, with Lieut. Irwin standing an all-night watch beside him.

Dawn next day revealed a dreary picture of bitter winds whipping the sea into a heavy chop. Ten degrees of frost made the air raw and cold. At 6 a.m. the ship's motor cutter was lowered and brought alongside. The patient, now conscious and feeling better, was lowered into it on a stretcher.

Three officers were in the boat: Lieut.-Cdr. Shorten, the doctor and an ensign of the South Korean Navy who serves as the *Athabaskan's* liaison officer and interpreter. Coxswain of the volun-



PO Richard Dickson gives an emergency supply of blood for the wounded South Korean sailor brought on board the "Athabaskan" for treatment. Kneeling are Surgeon Lieut. R. B. Irwin, the ship's medical officer, and AB James Wall. (AN-175).



The blood that was once PO Dickson's is transferred to the South Korean prior to his being operated on by Surgeon Lieut. Irwin. Left to right are Lieut. Irwin, Chaplain E. G. B. Foote, Chaplain of the Fleet; CPO William Murray and AB Wall. (AN-179)

teer boat's crew was PO A. A. Gold, of Belmont Park, Victoria; stoker was AB J. R. Simpson, of Fort William, and the crew members were AB J. F. Hunt, Windsor, Ont., AB W. G. Sutcliffe, Nelson, B.C., and Ordinary Seamen J. D. Benoit, Victoria, J. C. Cronin, Oshawa, and F. A. White, Campbell River, B.C.

In the choppy sea the boat made its way cautiously shore-ward, trying to save the sailor as much discomfort as possible. There was no landing or jetty, just an open, rocky beach to head for. The cutter had to stop about 30 feet off shore as the water was too shallow to permit her to run up on the beach.

About half the crew leapt into the near-freezing water. Lieut.-Cdr. Shorten, with water chest-deep around him, steadied the boat as she threatened to

broach to. The stoker, AB Simpson, temporarily deserted his engine and jumped in to lend a hand. The others, some in the boat, some in the water, carried out the tricky operation of passing the litter out of the boat to the hands of the stretcher bearers.

They finally made it and laboured the 30 feet to the beach and turned the patient over to the ROK marines on the island. On their way back to the ship, the men in the boat saw the helicopter soar upwards, the patient safely aboard and bound for hospital in Seoul. It was the only cheering sight on a very bleak morning.

They climbed clumsily on board, numb with cold and their clothes sheathed with ice. The mission was completed and they received a hearty "well done" from the captain and the thanks of the local ROK authorities.

AERIAL AMBULANCES

Two RCN aircraft—a Beachcraft Expeditor and a Sikorsky helicopter—worked in shifts to bring a Canadian Army veteran of the Korean war the 165 air miles from Glace Bay, N.S., to the Royal Canadian Naval Hospital at Halifax.

Four hours after the request was received to have Gunner Reginald Timmons, of Sydney, moved to Halifax for treatment of a severe abdominal condition, he was in bed in the RCN Hospital.

While Lieut.-Cdr. (P) J. G. Wright, commanding officer of the Training Air Group, warmed up an Expeditor aircraft, Lieut. (P) George Marlow and Lieut. (P) Frank Harley flew a helicopter from *Shearwater* to *Stadacona* and picked up Surgeon Lieut. Donald Wiloughby. Minutes later, with the doctor and co-pilot, Lieut.-Cdr. Douglas Peacocke, aboard, the Expeditor was heading north for Glace Bay with Lieut.-Cdr. Wright at the controls.

Gunner Timmons, in a stretcher, was placed in the aircraft, and flown to *Shearwater*. The helicopter again provided the link between the air station and the hospital, landing on the *Stadacona* playing field, only a few yards from RCNH.

Hospital officials estimated a month of hospital care would put the Army gunner back on his feet.

SAINT JOHN VETS NAME 1953 OFFICERS

Donald G. Riley was elected president of the Saint John, N.B., branch of the Main Brace Naval Veterans' Association of Canada, at the annual meeting held at the Main Brace Centre on Dock Street.

Others elected to office for 1953 were: Vice-president, Herman Boyle; treasurer, Donald N. Golding; secretary, John D. MacCallum, and membership secretary, Frank S. Charlton. The officers were installed by the founder and national chairman of the association, E. Ronald MacDonald.

The following committeemen were named for 1953: John Wrench, Joseph O'Hara, Russell Henderson, Glendon Baird, Donald O'Brien, Walter Monford, John Spragg, Ernest Chumley, Frank Cooper, Leo Thompson, James McLeod, Daniel J. Hanley, James Cox, Neville Lynch, Edward May, William O'Hara and Herbert Ramsay.



OFFICERS *and* MEN



Three Senior Officers Receive Promotions

Three senior naval officers were promoted in rank during March.

Promoted to Rear-Admiral, effective March 15, were Commodore H. F. Pullen and Acting Rear-Admiral J. C. Hibbard.

Rear-Admiral Pullen, former Commodore of the RCN Barracks, Halifax, succeeded Rear-Admiral Hibbard as Chief of Naval Personnel on April 1, the latter having become Flag Officer Pacific Coast on March 2.

Appointed Commodore of the RCN Barracks, Halifax, Captain Ernest P. Tisdall has been promoted to the rank of Commodore. Commodore Tisdall, previously in command of HMCS *Ontario*, took over his Halifax appointment and was simultaneously promoted on March 25.

Reserve Officer Saves Boy from Drowning

The quick action of Lieut. Wallace R. Berry, RCN(R), of HMCS *Cataraqui*, saved the life of one of four boys who fell through thin ice on the Rideau River at Kingston, February 8.

The four teen-age boys were taking a short cut across the river near the Royal Military College grounds when the ice gave way and they were thrown into the water. Two of the boys managed to climb back onto the ice but the others were too far out.

Two passers-by, one a soldier, went to the aid of the boys but the ice broke under the soldier before he could reach them. The city fire department arrived and two firemen managed to get one of the boys to safety.

Meanwhile, Lieut. Berry, who is a commercial photographer in civilian life, was taking pictures of the scene. He noticed that the soldier who was supporting the other boy in the water lost his grip and the lad sank out of sight.

Lieut. Berry quickly put aside his camera, stripped to his trousers and shirt and, with a rope tied around him, dived in at the spot where he last saw

the boy. He made three dives before he finally located the lad lying unconscious on the river bottom. Lieut. Berry brought the boy to the surface and the two were towed in to shore by willing hands.

Lieut. Douglas R. Slocombe, RCN, on the staff of RMC, took over from there and applied artificial respiration. When the boy regained consciousness he was taken to hospital.

In all, nine persons got unexpected dunkings in the icy waters of the river but no serious injuries resulted. Three of the nine were confined to hospital but suffered only shock and exposure.

The cool-headed action of Lieut. Berry won the praise of Commander A. G. C. Whalley, commanding officer of *Cata-*

raqui, who commended him before the ship's company at divisions the following evening.

In addition, Lieut. Berry had the satisfaction of seeing two of the photographs he shot before going for his unseasonal dip used on the front page of the Kingston Whig-Standard.

CPO William McDonagh Receives Commission

Chief Petty Officer William L. D. McDonagh, of Victoria and Dartmouth, has been promoted to the rank of Acting Commissioned Engineer Officer, RCN.

Mr. McDonagh entered the RCN as stoker 2nd class in October, 1938, and since that time has served in seven different types of warships. During the Second World War he was in the *Ottawa* (destroyer), *Outarde* (Bangor minesweeper), *Eyebright* (corvette) and frigates *Thetford Mines* and *New Waterford*.

Since the war he has served in the *Uganda* (now *Quebec*), *Rockliffe*, *Magnificent* and *Iroquois*, his time in the *Iroquois* including her 1952 tour of duty in the Korean theatre. He will join the staff of the Superintendent, HMC Dockyard, Halifax, on completing the divisional course at *Cornwallis*.

Ordnance School Sees Many Come and Go

Drafts in and out of the Ordnance School are common occurrences these days, with a large number of changes taking place. The following have joined HMCS *Ontario*: CPOs John Frost, David Nelson and Fred Pippard, and POs Joseph Hornosty, Donald Jackson, William Steadman and Eric Still. Coming to the school from the *Ontario* were POs Ivar Emberton and Jack Heath.

The second Ordnance Technicians' course commenced February 9 and the following CPOs are now deep in their studies: Herbert Thomas, Wilfred Adams, Frank Blosser, Richard Lower, William Wynn, James Haywood, Paul



The original uniform of men of the RCNVR is pictured above. Note the wavy stripes on the collar, the "V" on the left sleeve and the "RCNVR" lettering on the cap tally. The photo was taken of Ord. Sea. Edward E. Carney shortly after he entered the Ottawa division of the newly-formed RCNVR in 1925. He is now a Lieutenant (S) on the staff of the Director of Officer Personnel at Headquarters. The photo in the corner was taken 28 years later.

Wentzell, Ellis Parker, Charles Penney and Walter Cunningham.

CPOs Donald Wilkinson and Joseph Bourrett were temporarily in the school while awaiting the commissioning of HMCS *Algonquin*.

CPOs Stewart Mein and POs Vernon Little and Ronald Caught joined HMCS *Cayuga* on commissioning.

Two new arrivals are Ldg. Sea. Edward Griffith and AB Charles Nowell. These are first of the Armourer's Mates.

A pair of smiling faces at the school these days are those of John Pitts and Elwood MacDonald, who have at last reached the dizzy heights of "Chief", PO Norman Blais has left HMCS *Ontario* to join HMCS *Crusader*, relieving PO William Pinkos, who has joined the school.

CPO Murray Demone has changed his home port to Halifax and CPO Herbert Thomas accepted conditional advancement to C1. CPO Thomas will leave on completion of the Ordnance Technicians' course.

Stoker Classes Graduate From West Coast MTE

Two Stokers' technical classes recently completed courses at the Mechanical Training Establishment, HMCS *Naden*. In Class 164 were Ordinary Seamen Ronald A. Montgomery, Thomas W. Wilks, William E. Earle, Keith C. Dawson, William J. J. Davies, George D. Murfin, Robert G. Massey, John A. Gorman, Raymond D. Hammond, James B. Fulton, Russell Gibson, John W. Contois, Raymond D. Read, Eldon A. Munroe, and Gerald S. Sinoski.

Members of Class 165 were Ordinary Seamen Lee M. Sigsted, Leo J. P. Cleroux, Robert M. MacFarlane, David R. Brand, William E. Stacey, William Wietzel, Anthony S. Folino and James W. Weirikko.

Ordinary Seamen Train as Writers

A 17-week Administrative Writer's course was recently completed in the Supply School at HMCS *Naden*. Attending the course were AB Maxwell Young and Ordinary Seamen Thomas Mack, Ernest Griffin, Donald Choate and Gerald Murdy.

Enrolled in a Pay Writer's course which ended were; Ordinary Seamen Robert J. McAggy, Joseph S. Comeau, Robert E. Newcombe, Melvin W. Lloyd, Joseph Blanchard, Laurent Ashby, Harold Dolman, William Morrow, Edward Mensforth, Lloyd Myers, William Ferguson, Charles Keirstead, Ronald Hahn and Howard Barker.



Thirty-four former members of the ship's company of HMCS "Athabaskan" now serving in the Atlantic Command gathered recently in the Gunroom in HMCS "Stadacona" for a highly successful reunion. On hand were officers and men who had served in the ship on one or both of her first two tours of duty in Korean waters.

Front row, left to right: Ldg. Sea. R. Garrioch, AB E. K. Nault, AB Donald Hutchinson, AB John Kirkland, AB M. J. Robertson, AB D. N. Coyle, AB L. W. Hines, AB D.C. Rudman and Lieut. P. I. S. McCulloch. Second row: Lieut. C. E. Lord, CPO C. M. Mauser, Lieut.-Cdr. C. A. Hamer, CPO P. G. Liqueur, Commander R. P. Welland, commanding officer of the "Athabaskan" on her first Korean tour; Lieut. R. A. Grosskurth, Lieut. F. R. Fowlow, Commissioned Gunner (TAS) D. W. Hurl, and Lieut. B. N. Weber. Rear Row: CPO E. Nurse, Ldg. Sea. W. Stratton, Ldg. Sea. A. W. Rimmerfield, Ldg. Sea. W. Druggett, AB C. A. Mayhew, AB D. C. Huff, AB C. S. Farrell, AB G. H. Sorenson, PO R. K. Nicholson, PO H. A. Jones, AB L. F. W. Parkin, Ldg. Sea. C. R. Stewart, AB D. J. Morrison, AB L. M. Clark and AB J. J. Blanchette. (HS-23172)

Commissioned Rank For CPO R. E. Thompson

Chief Petty Officer Ross E. Thompson, of Lethbridge, Alta., and Victoria, has been promoted to the rank Acting Commissioned Boatswain, RCN.

Mr. Thompson began his naval career as an ordinary seaman in April 1939. During the Second World War he served in the destroyer *Ottawa*, the corvettes *Prescott* and *Sorel* and the frigate *Monnow*. He also spent a year in HMCS *Avalon*, St. John's, Newfoundland, and another in *Stadacona*.

Since June 1945 he has served for two years in the *Ontario* and a year-and-a-half in the *Cedarwood*, as well as in various shore establishments.

Now in the United Kingdom on courses, Mr. Thompson has been appointed to join the *Magnificent* in May.

Two Ordnance Officer Classes Finish Courses

An Ordnance Officer's qualifying course completed at the Ordnance School, Esquimalt, January 17. The graduating officers have taken up appointments as follows:

Ordnance Lieut.-Cdr. Ralph Newstead to Naval Headquarters, Ottawa; Ordnance Lieut.-Cdr. J. F. Beveridge to HMCS *Cayuga*, and Ordnance Lieut. Hugh Brooks to the Naval Armament Depot, Esquimalt.

A further Ordnance Officers' qualifying course completed February 6. Graduating and taking up the following appointments were:

Ordnance Lieut. N. T. Malcolm and Ordnance Lieut. J. W. Russell to Naval Headquarters; and Ordnance Sub-Lt. W. L. Wood to the Naval Armament Depot, Halifax.

Before taking up their appointments, the second ordnance officers' class made an industrial inspection tour.

Three Groups Trained In Radar Plotting

Members of a recent Radar Plot First Class course at the Navigation Direction School in HMCS *Stadacona*, were: Petty Officers Peter Thompson, Russell Macmillan, George O'Keefe, Glenn Kekewich, Harold Bailey, Richard Bridges, Harvey Jones, Edward Harris, Robert Nicholson, Edgar Colebourn, Lorne Little and Raymond Graham and Ldg. Sea. William Mitchell.

An RP2 class included Leading Seamen Norman Lewis, Arthur Skinner, Eldon Ash, Gordon Munro, Kenneth Graham, James Dean, Earle Weagle, Joseph Lamontagne and Edward Merchant and Able Seamen Donald Breadman, Joseph LaDouceur, Owen Smith and Joseph Hogan.

Training as RP3s were Able Seamen Roy Wicks, Aubrey Osborne, Jean Laflamme, Arthur Adamson, John Patacairk, Gary Legge, Andre Fournier, Laurie Parkins, Kenneth Lapierre and

Vivian Manning and Ordinary Seamen Rene Fontaine, Murray Lanigan, Frederick DuCheneau, George Thompson and Frank Brooks.

Naden PO Commended For Part in Rescue

PO Derryk Whitworth, of HMCS *Naden*, has been commended by the manager of the CPR Coast Steamship Service for his prompt action in helping to save the life of a seaman from the SS *Princess Elizabeth*.

The seaman fell over the side of the CPR ship while releasing a berthing line in Vancouver harbour. PO Whitworth became one of the lifeboat's crew which went to the rescue of the man and later he performed artificial respiration until the arrival of the inhalator crew of the Vancouver Fire Department.

Two Classes of AA3s Complete Training Course

Two classes of AA3s recently completed courses at the Gunnery Training Centre, HMCS *Naden*. Members of the two classes were Able Seamen Arthur Acheson, Gordon Carl, Arthur Hall, George Hughes, Raymond Hunt, Bert Barker and John Glover and Ordinary Seamen David Bodchon, Robert MacDonald, Eugene Girard, James Burnke, Ronald Sullivan, Thomas McAulay, John Peil, Richard Kearney, Eugene McMorris, Paul Morrison and Edward Shiminsky.

Former Able Seaman Now Sub-Lieutenant

Recently promoted from Able Seaman was Sub-Lieut. Ernest Patrick Lourme, RCN, of Lethbridge, Alta.

Entering the RCN in April 1949, he has served ashore in *Cornwallis*, *Shearwater* and *Naden* and afloat in the *Magnificent*, *Ontario* and *Antigonish*. At the time of his promotion, Sub-Lieut. Lourme was taking courses in the United Kingdom.

13 "Sparkers" Take Comschool Course

Thirteen men recently completed a radio communicators' course at the Communications School, HMCS *Cornwallis*. They were Leading Seamen Lloyd Milton, Norman Prowse, Norman Jermy, Arthur Roberts, Robert Morehouse, Boyd Hutchinson, Ronald Dennis, Rene Deschenes, Lloyd Glassford, Lloyd Keith, Albert Bell, Edward Haines and Robert McPherson.

CPO R. H. Meadows Promoted in Rank

Chief Petty Officer Richard H. Meadows, of Prince Albert, Sask., and Victoria, has been promoted to Acting Commissioned Constructor Officer, RCN.

After seven months in the RCNVR, Mr. Meadows entered the RCN in May 1941 as a shipwright and served until 1946 at HMC Dockyard, Esquimalt, and

in shipyards in Victoria and Vancouver. In August 1946 he went to Belfast, Northern Ireland, to stand by HMCS *Magnificent*, which was then building, and was with the ship until October 1948. Since then he has served in the *Quebec* and ashore on the West Coast.

On completion of the divisional course at *Cornwallis*, he will join the staff of the Principal Naval Overseer, West Coast.

Stewards' Class Finishes Supply School Training

Sixteen men were members of a recent Stewards' class at the Supply School, HMCS *Naden*. They were Able Seamen Allan Fowler, and John Furman and Ordinary Seamen Ray Gill, John Bleackley, Douglas Allen, John Waslenchuk, Douglas Smith, Robert Furriss, Donald Gubbe, John Leaist, Edward Krul, Robert Martin, Wayne Hourrie, Rodney Cummings, Donald McQuarrie and Jean Legault.

Radar Plotters Complete Course at Naden Centre

Twelve men recently completed a radar plot course in the Navigation Direction Training Centre at HMCS *Naden*. They were Leading Seamen George Robillard, Dewar Larter and Herbert Thompson, and Able Seamen David Mill, Ralph McNeil, Allan Amell, George Volker, William Hewlett, Gereint Bohmer, John Anderson, Robert Thomas and Frederick Malone.

Five Wrens Promoted To Sub-Lieutenant

Five Wrens now serving on continuous naval duty have recently been promoted to the rank of Acting Sub-Lieutenant (W), RCN(R). They are Sub-Lieutenants (W) Patricia R. Rennie, of Victoria, Evelyn M. Yip, of Vancouver, Barbara P. Schmidt, of Hamilton, Lida Kapusciak, of Windsor, and Anne K. Middleton, of Ottawa.

After completing a Wren officers' divisional course at *Cornwallis*, Sub-Lieutenants Rennie, Yip and Schmidt will go to Naval Headquarters, while Sub-Lieutenants Kapusciak and Middleton will remain at *Cornwallis* for specialized training.

Correction

The names of two important officers of the Montreal Naval Officers' Club were incorrectly given in the February *Crowsnest*. The two men were J. A. Laurin, president, and C. D. Heward, vice-president.



Members of the 39th leadership course for chief and petty officers to be held at HMCS "Cornwallis" are pictured above. Front row, left to right: CPO Lance V. Smith, PO Douglas H. Giles, PO Harry L. Minchin, Lieut. (S) Colin White, course officer; CPO E. A. Rigby, instructor, POs Donald H. Hardy, Alexander F. Mitchell and Leslie Brethour. Centre row: POs Ronald A. Hawkins, John G. Meadwell, Jack A. Ross, Richard F. Bryson, Lloyd A. Johnson, Roger R. Haspeck, Maurice A. Carroll, Harry C. Cutress and Reginald Beale. Rear row: CPO John Brown, CPO Lawrence Choquette, POs Richard S. Carter, Hugh M. Stewart and Eugene J. Barnaby, CPO Donald A. Thompson, PO Nicholas Shewchuk and CPO Jack Farnsworth. (DB-3479)

A Lot Of Mileage

*In Three Commissions, HMCS Crescent
Has Steamed 230,000 Miles*

HMCS *Crescent*, the thirteenth ship to bear this proud name since the first *Crescent* sailed against the Spanish Armada, completed her third commission in February 1953. She was laid down as the leader of the 14th Emergency Flotilla in 1943 in Glasgow, was launched in 1944 and commissioned by the RCN in 1945. Since then she has steamed more than 230,000 miles and has visited ports from China to the North Sea.

The *Crescent* began her third commission at Esquimalt on September 26, 1950, under the command of Lieut.-Cdr. G. H. Hayes. Designated as an

were undertaken. These cruises were designed to provide sea training for UNTDs and RCN(R) personnel. While in UK water the *Crescent* visited Rosyth, Portsmouth, Conway, Belfast, Torbay and Plymouth.

On September 25, 1951, Commander (now Captain) J. C. Littler, was appointed in command and Lieut.-Cdr. Hayes took up the appointment of Reserve Training Commander, West Coast.

Shortly after, the ship's executive officer, Lieut. J. K. H. Mason, was killed in a flying accident involving two Avenger aircraft. Although the ship

was the most noteworthy of the summer, the ships receiving there a tumultuous and heartfelt welcome.

On Cruise "Charlie" (August 11-September 12) the group visited St. John's Newfoundland, (*Crescent* only) Gibraltar, Dover, Antwerp and Sheerness.

On September 15 Lieut.-Cdr. J. R. Coulter, formerly in command of HMCS *Swansea*, assumed command of the ship, Commander Littler becoming Chief of Staff to the Flag Officer Atlantic Coast.

During October anti-submarine exercises were carried out at Grand Manan with HMCS *Wallaceburg* and the American submarine USS *Threadfin*. This was followed in November by a three-day visit to Havana, Cuba.

After spending Christmas and New Year's in Halifax, the ship sailed for Esquimalt on January 9 via Kingston, Jamaica; Balboa, Canal Zone; Manzanilla, Mexico, and Long Beach. She arrived at her destination on February 2 after steaming 62,631.5 miles during her third commission. She is now in dockyard hands, undergoing conversion to a destroyer escort, and most of her ship's company has joined HMCS *Algonquin*, first destroyer to be converted to a DE.



Ending her third commission, HMCS "Crescent" arrives in Esquimalt from Halifax to be paid off and taken in dockyard hands for reconversion to a destroyer escort. Most of the "Crescent's" ship's company shifted over to HMCS "Algonquin", first destroyer to be transformed into a DE. (E-21484).

East Coast training destroyer, she arrived in Halifax on December 10, 1950. She soon made her mark on the East Coast as an efficient ship, one instance being when she picked up in well under four minutes a pilot whose plane ditched after a wave-off from the *Magnificent*.

The spring of 1951 was mostly given over to gunnery and TAS exercises in the Halifax area. That summer the *Crescent*, along with the *La Hullose* (Senior Officer) and the *Swansea*, formed the East Coast Training Group, and three cruises to the United Kingdom

was at extended notice for steam when the news of the accident was received, a tremendous effort on the part of the ships' company and dockyard personnel enabled the *Crescent* to take part in the search on the days of April 18 and 19.

On May 19, the *Crescent*, *La Hullose* and *Swansea* sailed on the first summer training cruise of 1952. This cruise (May 19-June 21) saw the ships visit the Azores, Gibraltar, Toulon and Ville-Franche-sur-Mer. Cruise "Baker" (June 30-August 3) took them to the Azores, Dartmouth, England, Dieppe, Southampton and Torbay. The visit to Dieppe

Naval Aircraft Visit Western Cities

Aircraft of the 30th Carrier Air Group returned to HMCS *Shearwater* in mid-March after accomplishing several missions during the three weeks they were based at the Canadian Joint Air Training Centre at Rivers, Man.

The ten Sea Furies and 12 Avengers demonstrated a co-ordinated group strike as their part in "Exercise Assiniboine" held at nearby Camp Shilo on March 5. This is an annual tri-service exercise for the benefit of students from the Canadian Army Staff College, Kingston, and the RCAF Staff College, Toronto. A naval air group participates every year.

The CAG also carried out a comprehensive artillery reconnaissance program during the three weeks at Rivers.

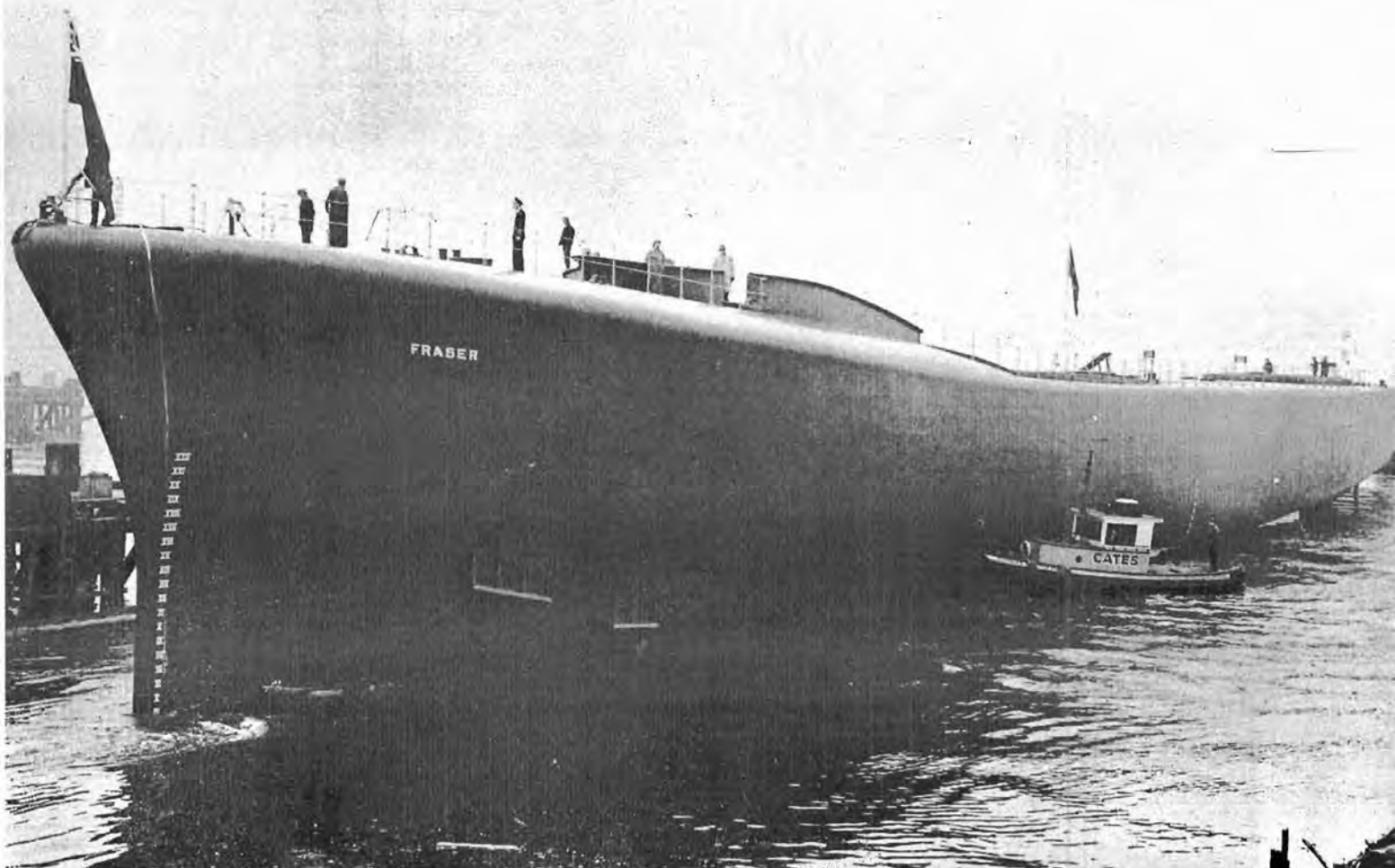
On the week-ends, representative flights were made to four western cities—Saskatoon, Regina, Calgary and Edmonton—in order to familiarize personnel attached to the naval divisions in those centres with the navy's operational aircraft. The flights had the additional effect of arousing considerable public interest in naval aviation.

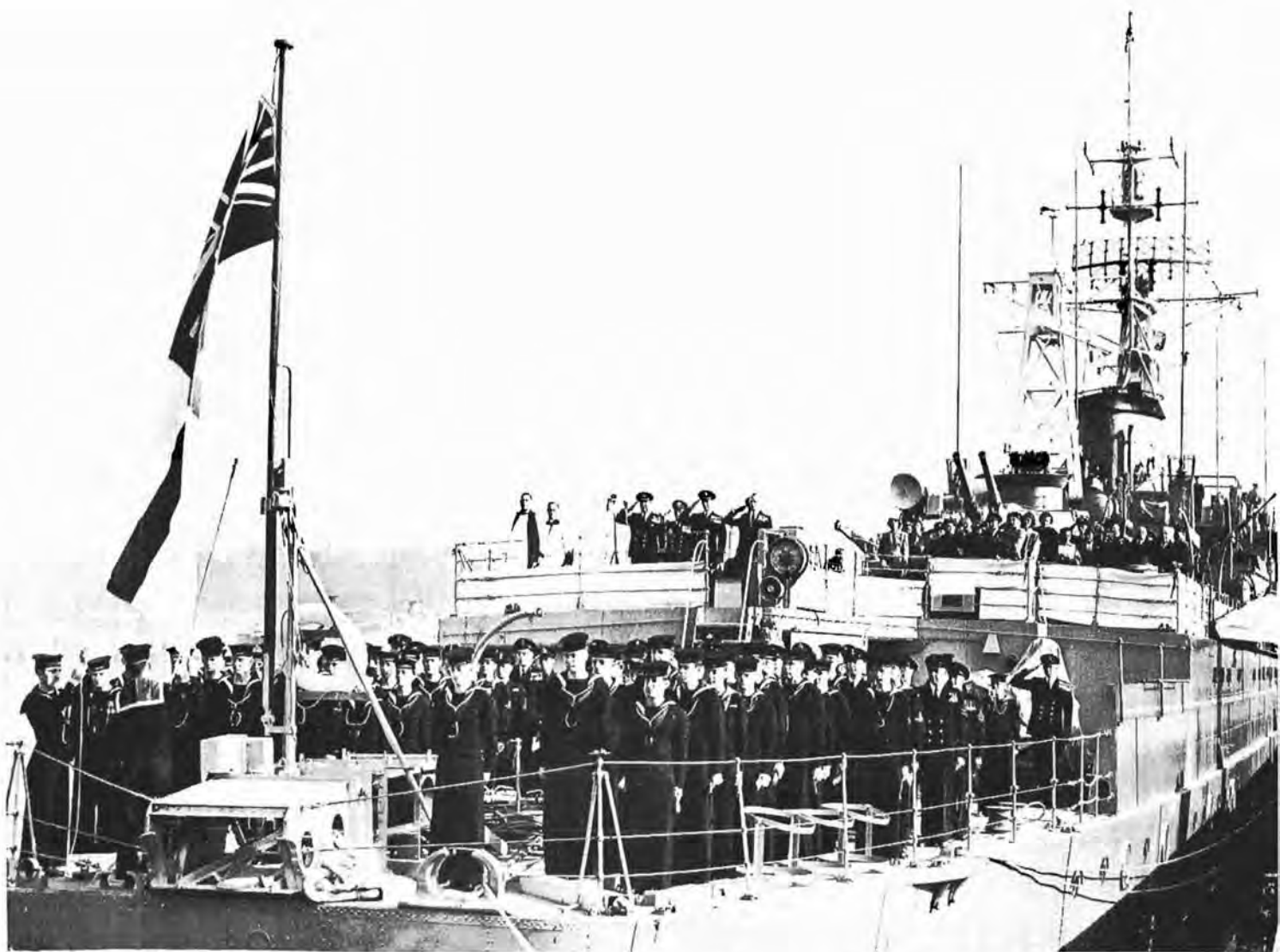
New and Renewed

CONCRETE evidence of the progress being made in the Royal Canadian Navy's ship building and modernization programs was seen on the West Coast in February.

Three events, occurring in quick succession, pointed up the fact that 1953 and 1954 will see the investment made in planning and resources over the previous three years pay dividends in the form of ships either brand-new or brought up to date in weapons and equipment.

The first of these events was the launching of the new destroyer escort *Fraser*, whose bow is pictured at the left at the moment of christening by Mrs. E. R. Mainguy, wife of Vice-Admiral Mainguy, Chief of the Naval Staff. The ceremony took place on February 19 in the shipyards of the Burrard Drydock Company, North Vancouver.





The hull of the *Fraser*, shown in the lower picture just after the launching, was later towed to Yarrows Limited, Esquimalt, where she will be completed.

The function and much of the design of the *Fraser* are anticipated in HMCS *Algonquin*, former Fleet "V" class destroyer, which has been converted into a destroyer escort. She began her commission in her new role on February 25 at Esquimalt, under the command of Commander P. F. X. Russell. The *Algonquin* is pictured above as the strains of the National Anthem, the ship's company at attention and the slowly rising White Ensign marked the moment of commissioning.

Another old friend was back on duty with the commissioning on February 23 of HMCS *Cayuga* after modernization which included the addition of a 3-inch-50 mount and a lightweight aluminum mast. On hand to greet the commanding officer, Lieut.-Cdr. W. P. Hayes, was "Alice", the ship's mascot of Korean war days. (Top right photo by W. Atkins, Victoria, others RCN photos E-21671, E-21672, E-21728.)



Some Memorable Experiences

PO 'Bill' Newman Saw War's Most Novel U-Boat Capture

PETTY Officer W. F. (Bill) Newman, HMCS *Cataraqui's* choice as Man of the Month, is the son of a sea-faring family, the grandson of a shipmate of the late King George V, and the nephew of "an old RN PO". With this heritage, it is not difficult to understand why PO Newman chose to enlist in the RCNVR in 1940 as soon as it appeared that the Germans meant business.

During the five years that followed he had a variety of experiences. His first ship had a hand in the most novel U-boat capture of the war and in a rescue mission when a British corvette blew her boilers in the Atlantic. Later, he was the trainer for HMCS *Cornwallis'* famous wartime hockey team which included several players from the National Hockey League.

A native of Kingston, PO Newman was born January 8, 1911. As Kingston is located on the north shore of Lake Ontario, it may have been the southern horizon—broken only by ships and sailing craft—that gave Bill an early liking for the water. In 1934 he got as close to it as he possibly could without wetting his feet, entering the employ of the Ontario Hospital, situated right on the lakeshore, as an attendant.

He enrolled in the "VRs" in November 1940 as a Sick Berth Attendant and was sent to Halifax, where he spent a few months at HMCS *Stadacona* before joining the four-funnelled Town class destroyer, HMCS *Niagara*, in the summer of 1941.

He put in the next 15 months at sea on convoy escort duty spent between Halifax, Newfoundland and Iceland.

It was while the *Niagara* was in Iceland, with nearly half the hands ashore, that the ship was ordered to proceed immediately to sea to a position where an enemy submarine had been bombed to the surface by a Hudson aircraft and had called it quits.

Without even taking time to disembark two visiting officers, the *Niagara* raced out and took as prisoners 37 German seamen whom Bill describes "as being pretty well softened up by the

time we got there". So they should have been, for the circling Hudson had held the U-boat in capture for a number of hours before the *Niagara* and two Royal Navy trawlers arrived on the scene. (The U-boat later became HMS *Graph* and proved a valuable addition to the Royal Navy's training facilities.)

This wasn't the only incident in which the *Niagara* figured during this run. The Flower class corvette, HMS *Candytuft*, blew her boilers 200 miles off Newfoundland and the *Niagara* went to the rescue. She arrived to find that 17 men had been scalded to death and three-quarters of the crew burned in varying degrees. PO Newman, the medical officer and a CPO from the *Niagara* went aboard the *Candytuft* to care for the casualties, and the destroyer took the corvette in tow.

PO Newman remembers this episode as the busiest time of his life in the Navy. The medical team worked steadily until the tow reached port, administering treatment to the injured crew of the *Candytuft*.

In November 1942, PO Newman was drafted to *Stadacona* but stayed there for less than two months before he went to HMCS *Cornwallis*. But it wasn't

much of a trip to get to his new job since *Cornwallis* was still located in Halifax at that time, even though plans were almost completed to move the training establishment to the Annapolis Valley.

In April 1943, he was drafted to HMCS *York*, Toronto, where he spent eight months on recruiting duties. At the end of this time he returned to *Cornwallis*, now located near Digby, N.S., and took charge of all new entry SBAs. It was during this period that he served as trainer of the *Cornwallis* hockey team which won the Nova Scotia senior championship for two consecutive years. Among the players on the team were such well known NHL stars as Gaye Stewart, Bob Goldham, George Gee and Jackie Hamilton.

PO Newman returned to his home division, HMCS *Cataraqui*, in November 1945 and was demobilized as a leading sick berth attendant. He went back to his old employer, the Ontario Hospital at Kingston, as a physical instructor.

In time he began to find civilian life a little dull so entered the RCN (Reserve) at *Cataraqui* in July 1951, this time in the physical and recreational training branch. During the past winter, besides trying to keep the boys in condition, he undertook to coach the division's hockey team.

He has gained fame around Kingston as an entertainer at children's parties, where he appears as a clown mounted on an over-sized reinforced tricycle and playing a conglomeration of musical instruments which progressively fall apart. Quite an act!

In addition to all this, Bill has been coaching and helping to manage several boys' hockey and baseball teams in Kingston and doing a very fine job on all counts.

Just when his wife and three little girls see him, nobody is quite sure, but around *Cataraqui*, PO Bill Newman is known as the man who will take on any job that is in the interests of the division and his shipmates, and who will do it well.



PETTY OFFICER WILLIAM NEWMAN

A Remarkable Organization

In Hong Kong "Jenny's Girls" Will Sweep Scrub and Paint . . . and Do a Perfect Job . . . All in Exchange for Ship's "Gash"!

"JENNY'S Girls" in Hong Kong were the sweethearts of HMCS *Crusader*, beloved of all the seaman branch and collectively the apple of the First Lieutenant's eye.

Jenny's girls clambered aboard the destroyer as she was coming alongside to take on fuel, just after entering Hong Kong harbour. All hands on the upper deck were engrossed in the business of "buttoning on" to the oiler and almost nobody noticed the girls.

Lieut.-Cdr. John Husher, of London, Ont., and Victoria, the executive officer, was on a wing of the bridge in charge of securing the *Crusader* to the tanker.

A voice next to his ear said, "Put wire there, 'Jimmy'; all RN ships put wire there."

The "Jimmy" swung around to see who had the gall to tell him how to secure his ship. It was one of Jenny's girls, all smiles, five feet high. (He hasn't admitted whether or not he took her advice.)

Jenny is known to the sailors of most of the world's navies. Jenny is an institution; most seamen think her a great one.

Her "side party" consists of a sampan and about ten girls between six and sixteen years of age. The number depends upon the profit possibilities of the ship, for they are in a unique

business. For a smile, and the privilege of disposing of the ship's garbage, the side party will wash and paint the ship's side, superstructure and mess decks, sweep the decks and shake the first lieutenant daily with the morning paper. In return they collect all the ship's leftovers and sell them in Hong Kong. Nobody really knows what happens to the garbage after that and nobody really cares.

It's a good deal for any ship, and was particularly good for the *Crusader* as she was on a ten-day rest and relaxation visit as a break from operations in the Korean war. Jenny's side party completely took over the job of cleaning and painting the ship and the hands had a chance to get a "make and mend" every day and each watch was able to have three days' leave.

Jenny, fat and amiable, rules her girls with an iron hand and is a shrewd business woman. She remarked to the executive officer, with a wink, "We like Canadian ship better than RN. Your food better so your gash better". Her girls are neat and clean, with their long hair braided into the typical Chinese queue.

The first lieutenant said, "Unlike the average sailor, every one of Jenny's girls manages to get more paint on the ship's side than on her own clothes."

The girls carry RN service certificates, all kept religiously up to date,



The "leading hands" of Jenny's side party submit tenders to Lieut.-Cdr. John Husher, executive officer of the *Crusader*, as he finishes the securing of his ship alongside the oiler in Hong Kong. (CU-467).

and they produce them proudly at the drop of a hat. They are proper documents, issued to them by somebody with a sense of humour years ago. They include details of service, ship names and such notations as: "Marks of identification—all smile lower half of face". "Decorations—The Commander's Clasp, Order of the Boatswain's Chair", etc. Jenny's service documents are quite impressive; so are those of Jenny No. 2.

But most impressive of all is the amount of work they do.

In ten days they painted the *Crusader* from stem to stern, having scrubbed down every square inch of steel first. The ship sailed out of Hong Kong looking like a queen.

"Jenny's Side Party" posed for this picture with Lieut.-Cdr. Husher, CPO Alfred Gold, Chief Boatswain's Mate of the *Crusader*, and Lieut. Peter Ross. In exchange for the ship's "gash", the girls scrubbed and painted the *Crusader* from stem to stern and swept out the messdecks daily as well. (CU-485).



From Jenny's boat, which proudly flies the special flag presented by the *Crusader* in recognition of a job well done, the "No. 1" and the "Buffer" inspect the ship's side after it had been painted by the girls. The smiles attest to the success of the operation. (CU-486).



Contrary to previous departures of "Jenny's ships", there were no fire-crackers to ward off the Chinese devils. Perhaps expenses are soaring even for Jenny or perhaps she found no devils on board the *Crusader* and considered it a waste of time.

Nevertheless, they were all there in the sampan at 0700 Sunday morning when we sailed. Fluttering from their little jackstaff was the flag the *Crusader* had given them with "Crusader", "Jenny", the date and the ship's crest worked on it. They all waved and shouted as the *Crusader* left, looking every inch a ship that had been taken under Jenny's capable care.—J.H.

NAVIGATORS HOLD FIRST ANNUAL DINNER

A precedent was set in the Royal Canadian Navy when, on the evening of January 29, two dozen officers of the Navigation Direction branch gathered in the private dining room of Admiralty House for the first annual Navigation Direction dinner. As special entertainment for the occasion, the navigating officers "arranged" an eclipse of the moon which took place at 1921Q, just as the guests were gathering.

All officers made their ETA's with time in hand and at 2000 (Local Time) sat down to a dinner presided over by Lieut.-Cdr. (ND) W. D. F. Johnston, Officer-in-Charge of the Navigation Direction School. The guest of honour (just to prove the tolerance of the ND Branch) was a Gunnery Officer, Commodore H. F. Pullen, commanding officer of HMCS *Stadacona*.

Following the Toast to the Queen, the speechmaking, although sprinkled with the usual witticisms, was generally in a serious vein.

Lieut.-Cdr. Johnston expressed the hope that the dinner would become an annual and honored custom. He remarked on the challenges which had confronted the ND School in training men for a relatively new branch and told how many of these had been dealt with and how it was intended to deal with others.

Commodore Pullen stressed the importance of the reliability of the navigating officer and the responsibility of his position.

Captain J. C. Littler, Chief of Staff to the Flag Officer Atlantic Coast, followed the Commodore's words with a history of the ND branch in the RCN, including the trials and tribulations of the Navigation School when it occupied cramped quarters in one of the old dockyard temporary buildings.

Why Theory?

by D. A. R.

So often in the armed forces today the question is raised: "Why theory?" This question arises in all branches and levels of the Navy, and in many forms. The attitude seems to be: "Sure, theory is O.K., but where's the switch?" It is the purpose of this article to underline a few of the "whys" of theory.

Theory may be defined as "the understanding of the principles behind what happens". Why should it be important to understand these principles? To answer this question it is necessary to consider the primary function of the armed forces in peacetime.

The primary peacetime function of the forces is to train as many Canadians as possible to defend their country in case of war. This function implies that they must contain at the very least a nucleus of highly trained people who know and understand their jobs.

The present world situation is not one of absolute peace, yet it is not so pressing that efficiency of training has to be sacrificed because of immediate needs for manpower. In short, there is time for the best kind of training.

Consider the young Canadian who joins the Navy, serves his time and then returns to civilian life. What does the Navy expect of him? Of course the Navy expects that this chap will learn a skill useful for the defence of his country. It further expects that this skill will be remembered so that in the event of an emergency he can be recalled from civilian life and made ready for active duty in a very short time.

Assuming that he has learned a skill and has returned to civilian life, then it becomes most important that he remember the skill. How much he remembers will determine how quickly he can be re-trained in an emergency. A very important aim of the training program, then, is to have this chap and all like him remember as much as possible for as long as possible.

Of all the factors involved in getting the human mind to remember, one of the most important is that of "understanding". It is a scientific fact that people remember longest those things which are meaningful to them. In short, understanding is all important to memory. An idea that is not understood is soon forgotten. In so far as theory contributes to understanding and thus to memory, it is invaluable in a training program.

Now consider the case of the chap who joins the Navy and decides to make it a career. Of what use is theory to him? To answer this question it should be realized that, although this person will be undergoing training all through his naval career, his main job will be that of teaching others. How well he does this will depend on how well he knows his job and on how good he is at teaching others.

In teaching others he will soon discover a fundamental fact about the learning process, namely, that learning is faster and more efficient if understanding is present. This chap then, a teacher, has got to be understood—he has to be able to answer the questions, both practical and theoretical, of his pupils. He must, in the course of his naval career, learn a certain amount of theory. Without the theory necessary to understanding, an instructor can never be classed as good. He can not perform efficiently his primary function, that of training others. Once again, in so far as theory contributes to understanding, it is invaluable in a training program.

Ideal training requires a balance between practical and theoretical work. In the RCN of today, with its mass of modern complex equipment, no one denies the necessity of practical work—but let us recognize, too, the importance of theory.

There is time for theory today—there may not be time tomorrow.

Museum Gets Replica of Scott's Ship

The replica of a famous exploration ship and sealer, the *Terra Nova*, has been presented to the Maritime Museum of Canada, in Halifax.

The *Terra Nova* took Captain Robert F. Scott on his final Antarctic exploration in 1910 and in 1912 brought back the tragic news of Scott's death.

The vessel was operated in the Newfoundland sealing trade for many years by Bowring Brothers Limited, of St. John's, who presented the model to the museum.

The model is set in a simulated ice pack, complete with "killer" parties foraging for seals.

The *Terra Nova*, a sailing vessel with auxiliary steam, was built in Britain. She made her first sealing voyage in 1885. After many sealing seasons on the coasts of Newfoundland and Labrador, she was later used as a cargo vessel and in the Second World War carried coal to Greenland.

The Lost Is Found

*Heaving Ice Pack Robs
Athabaskan
of Hook*

WHAT chiefly distinguished a January patrol of HMCS *Athabaskan* from other routine winter operations off the Korean coast were the thickness of the ice and one of those incidents a lady-like destroyer doesn't like to think about.

The *Athabaskan* was on station off Chodo, on the west coast of Korea, and two of her days on patrol were spent in the thick of the ice pack. The ice was heavy enough to shove the ships around even when at anchor, and frequently they had to use their main engines to maintain their positions.

A British frigate, lying at anchor, was dragged two miles with the weight of the ice when her intakes became clogged and boilers had to be shut down.

The *Athabaskan's* moment of misfortune came when the pressure of ice broke a Blake slip stopper and four and a half shackles of cable, attached to the starboard anchor, went roaring out the hawsepipe.

Off went a message reporting the loss, but the *Athabaskan* had no relish for leaving a valuable piece of naval property lying on the bottom of the Yellow Sea.

Three days later the destroyer sent another message, cancelling the former one and quoting Luke 15, verses eight and nine.

"Either what woman having ten pieces of silver, if she lose one piece, doth not light a candle, and sweep the house, and seek diligently till she find it?"

Back in Business

Missing for months, an old friend has turned up on board HMCS *Athabaskan*.

It's the ship's paper, the "*Athabulletin*", which saw the light of day again late in January, with the staff office watchkeepers jointly filling the role of editor.



"And when she hath found it, she calleth her friends and her neighbors together, saying, Rejoice with me, for I have found the piece which I had lost."

The commander of the task unit also searched the Scripture and came back with Mark 12, verse 11:

"This was the Lord's doing, and it is marvelous in our eyes."

Under the influence of wind and tide, scattered ice floes converged to form a solid pack around the "*Athabaskan*" as the ship took up her station off the island of Chodo. In the upper photo, in which stretches of open water are still visible, Able Seamen Richard Wells and Eric Banfield stand watch at their 40 mm. Bofors. The other two pictures show the ice as it closed in to shut out all sight of the water.



AFLOAT AND ASHORE

ATLANTIC COMMAND

TAS School

The first course of its kind in the RCN, a Lieutenants' (TAS) Special Qualifying Course commenced on February 2. The class consists of the following officers: Lieut. F. Lubin, Lieut. D. E. Rigg, Lieut. E. C. H. Norman, Lieut. Russell Freeman, Lieut. J. F. Perrault and Lieut. F. C. Laphen.

TD1 "F" class embarked in HMCS *Portage* for two weeks' sea training with a submarine in the Bermuda area.

Recent changes in staff include: Lieut. (TAS) C. R. MacFarlane, appointed to the school as senior instructional officer; Lieut.-Cdr. H. Bruce Carnall, appointed to Naval Headquarters on the staff of DWT as Assistant Staff Officer (TAS); CPO F. J. Barteaux, drafted from HMCS *Nootka* to the staff of the TAS School, and PO B. J. Allday drafted from HMCS *Iroquois* to the school staff.

Coverdale Radio Station

Happenings around Coverdale Naval Radio Station are now being recorded in black and white.

Able Seamen Kenneth Allen and Roland Belleville are utilizing their

spare time editing a base newspaper on a twice-a-month basis. Their slogan: "Let Aldergrove have its television; Coverdale has a newspaper."

A recent bridge tournament saw Lieut. (MN) A. M. Morrison and Lieut.-Cdr. (S) L. O. Stonehouse join forces to wipe out all opposition.

HMCS Portage

A new name, "Bermastad", has been coined by members of HMCS *Portage's* ship's company and it is "said" that the following appeared in the Bermuda press: "HMCS *Portage* will leave today for a short visit to Halifax returning to Bermuda (Bermastad) early next month."

True, the ship has put in many days in Bermuda waters — operating with USS *Torsk* from January 17 to 31 and sailing for Bermuda February 5 to rendezvous with HMCS *Quebec*, HMCS *Huron* and HMS *Andrew*, with whom a variety of exercises and manoeuvres was carried out. The RCAF participated by supplying drogue targets for A/A firings by the task group.

Targets for surface firing were towed by CNAV *Eastore*, which the *Portage* escorted to Bermuda and back to Halifax.

Sunday divisions and church services were held at St. George's on February 15. The ship's company was smartly turned out.

On the return voyage greetings were exchanged with RMS *Queen Elizabeth*, outward bound from New York. The *Portage* berthed in Halifax on schedule on February 21.

HMCS La Hullose

A concentrated drive on Basic Educational Test mathematics was launched on board the *La Hullose* as she went into refit at the end of January.

All men not having BET mathematics were mustered, teams of six were chosen and prizes were established. The men dutifully put their lighter reading aside and grappled with pen and BRCN 3702 to improve their minds.

The scheme is now on the sixth exercise and still going strong, despite drafting and hard living conditions on board.

B.E.T.

"Where were you last night, Poppa?
You did not get home till late,
I thought you'd be home for supper
But you didn't get in until eight.
Were you out with the boys drinking?
Are you being disloyal to me?"
"Nay, nay, 'tis not what you're thinking,
I was doing my B-E-T."

"Hello, is that you, my Johnny?
You don't come around any more,
I thought I was your honey
Whenever you went ashore.
Don't tell me you've found another;
Or don't you like poor little me?"
"I'm sorry, honest, believe me (oh brother),
I'm just doing my B-E-T."

"I must write this in a hurry,
Although I've not written this week,
But, darling, please don't you worry,
'Tis no idle pleasures I seek,
Good luck, Good health, Hope you're better,
Next week you'll hear more from me.
And now that I've finished my letter,
It's back to my B-E-T."

by Lieut. John Chekan,
La Hullose

Haida Sends Thanks for Christmas Broadcast

S. R. Kennedy, station manager and program director of CBO, the CBC station in Halifax, has been thanked by the ship's company of HMCS *Haida* for a recorded broadcast which brought to Korea the voices of wives and families back home.

The program, broadcast in the ship on Christmas Day, contained a short talk by Rear-Admiral R. E. S. Bidwell, nearly 60 messages read by navy wives and 200 messages, some in French, read by Halifax announcers from Navy wives and families.

The letter of thanks said:

Dear Sir:

On behalf of the ship's company of HMCS *Haida* I wish to express my gratitude to you and your staff who made it possible for us of the *Haida* to hear the recording of the voices of our wives and families at Christmas.

I am well aware of the time and effort involved in organizing a project such as this recording, but if you knew the happiness it brought my ship's company on Christmas Day, I am sure you would feel that your efforts were well worth while.

Thank you again. The recording was well organized and, when re-broadcast, came over the air crystal clear.

Yours truly,

Dunn Lantier,
Commander, RCN,
Commanding Officer,
HMCS *Haida*.

PACIFIC COMMAND

HMCS Algonquin

HMCS *Algonquin* was a beehive of activity in early February, with shipyard workers racing against time and the advance party loading stores in preparation for commissioning day, February 25.

A guard, consisting of men from the advance party and supplemented by

men from HMCS *Crescent*, trained diligently for the ceremonies.

Busy though it was, the advance party was able to find time for sports activities, including bowling, basketball and hockey. The ship's hockey team was coached by CPO Frank Lowe.

The ship's company is enthusiastic about the *Algonquin's* facilities, which include an ice cream-making machine, modern laundry and steam press. Meals are prepared in an electrical and stainless-steel galley; each bunk has a foam-rubber mattress and individual reading lamps.

Aldergrove Radio Station

Men may come and men may go, but Aldergrove Naval Radio Station is still on the air.

Among recent departures was that of PO E. A. Wareham for duty in the Far East.

Four leading hands have gone to HMCS *Cornwallis* for their P2CR2 qualifying course. They are Leading Seamen G. V. Gallagher, M. L. Millar, W. R. Stephens and R. S. Wilkins.

Newcomers to Aldergrove include PO K. M. Hurl, Ldg. Sea. L. J. Milton and Able Seamen E. J. Sheplaw, E. L. Rodgers, Donald Kingdom, M. W. Reed and L. R. Edmonds.

AB E. M. Doyle has been drafted to HMCS *Chippawa*, Winnipeg's naval division.

Off to HMCS *Naden* for duty or disposal were Leading Seamen K. R. Bjornhahl, J. R. Moore, F. M. Tyler, J. W. Jewell and R. J. Kukucha, and Able Seamen C. V. Carlson, J. M. R. Malfair and J. A. Yakabuski.

HMCS *Antigonish*

Five busy weeks of training and two weeks in the tropics lay behind HMCS *Antigonish* when she put in at Esquimalt on February 22.

The *Antigonish*, in company with HMCS *Beacon Hill*, began the first West Coast training cruise of the year on January 19, spending three days in Vancouver Island waters before heading for the open sea and Hawaii.

On board the *Antigonish* were 13 junior officers and 19 ordinary seamen trainees. The junior officers, who joined from HMCS *Ontario*, were accommodated in the after chartroom and gunroom and learned before the cruise was over that one can gain a lot of experience even in a frigate.

The ships reached Pearl Harbour on February 2. Three days there gave everyone on board an opportunity of seeing the U.S. Naval Base and world-famed Waikiki Beach.



Lieut.-Cdr. J. W. McDowall, commanding officer of HMCS "Beacon Hill", is presented with the key to the Hawaiian city of Hilo by Mayor W. Kaeloka, of Hilo. Looking on is Mrs. Kaeloka. The presentation was made when the "Beacon Hill" and HMCS "Antigonish" paid a short visit to the island city during their training cruise to Hawaii in January and February. (BH-5).

On the morning of February 5, the frigates sailed for Kealakakua Bay where a wreath was laid on Captain Cook's memorial.

Late in the afternoon of the same day, the ships left for Hilo, another tropical city, where they again anchored. They spent six days in intensive training there, with ample opportunity during off-duty hours to tour the island. The townspeople of Hilo were exceptionally hospitable and opened their doors to officers and men.

Hilo was left behind with much regret on February 13, with the ships turning homeward for Esquimalt.

Two appendicitis cases occurred on board during the cruise. AB R. A. Norman was put ashore in Pearl Harbor for hospitalization and AB Frederick Custaloe in Hilo. Both have made good recovery.

NAVAL DIVISIONS

HMCS *Queen* (Regina)

Tenders for the supply and erection of structural steel for HMCS *Queen's* first permanent divisional headquarters building were called in February.

Since the war, *Queen* has been housed in old army huts, remote from water, at

the Exhibition Grounds. The new structure, a modern, two-storey steel, concrete and brick building, will be located by Wascana Lake, across from the Legislative Buildings. Construction is expected to begin this spring.

Social activities have included a smoker and a Sadie Hawkins party in the Chief and POs' Mess, the latter affair arranged by the Ladies' Auxiliary. Also well attended was a smoker in the Seamen's Mess.

A successful skating party was sponsored by the Wardroom Ladies' Auxiliary.

A Saturday afternoon flypast was staged in Regina by six aircraft of VS-881 and VF-871 Squadrons of the 30th Carrier Air Group. Four Avengers and two Sea Furies took part in the display. The aircraft came from the Canadian Joint Air Training Centre, Rivers, Manitoba, whither they had flown from Dartmouth to take part in Exercise Assiniboine.—C.E.B.

HMCS *Star* (Hamilton)

A leadership course for officers, chiefs and petty officers was launched at HMCS *Star* early in the year with a lecture by Dr. E. T. Salmon, lecturer at McMaster University and well-known radio commentator.

Dr. Salmon spoke of the qualities which a good leader must possess and stressed the great need today and in any future war for the highest standard of leadership at all levels.

The good attendance and keen interest shown at the early sessions of the course gave promise that it would be one of the most successful training schemes carried out at the Hamilton division. Much hard work was put into preparations for the course by Lieut.-Cdr. (SB) G. T. Munn and Lieut. T. W. M. Leith, staff officer (training).

The ship's newspaper, "Stargazer", has reappeared under the editorship of Ord. Wren Joyce Carpenter, assisted by Ord. Wren Noreen Stewart. Former members of the ship's company have been invited to write to the editor for copies.

HMCS Nonsuch (Edmonton)

It took a tug—but not the sea-going kind—to put the 40-foot scale model of HMCS *Iroquois* on display in Edmonton.

A "berthing party" from HMCS *Nonsuch* had (and needed) the assistance of a crane to get the model through a second-storey window of the Woodward department store, where it was on display for two weeks. PO Frank Quiring directed operations from below.



Ever try to navigate a destroyer through a second-storey window? The ship in question was the 40-foot model of HMCS "Iroquois" which went on display on the second floor of Woodward's department store in Edmonton recently. It took a mobile crane and a "berthing party" from HMCS "Nonsuch" to solve the tricky pilotage problem. (Photo by Laddie Ponich, Edmonton).

The naval display was officially opened by the Hon. J. J. Bowlen, Lieutenant-Governor of Alberta. Also present were four Edmontonians who served on board the *Iroquois* during the Second World War. They were Surgeon Commander J. D. Ross, principal medical officer of *Nonsuch*; Surgeon Commander Walter C. Mackenzie, Ret'd., Lieut.-Cdr. L. J. D. (Len) Garrett, gunnery officer at *Nonsuch*, and ex-CPO Victor Falkenberg.

Others present for the ceremony were Commander George P. Manning, commanding officer of the division, Air Vice-Marshal George R. Howsam, Alberta's civil defence co-ordinator, and civic representatives.

HMCS Malahat (Victoria)

A number of changes of personnel have taken place in *Malahat* recently. Lieut.-Cdr. John Garrard has been confirmed as executive officer and Lieut.-Cdr. Harry Ferne is now staff officer. Lieut.-Cdr. Jack Davie is the division's new training officer, while Lieut. Alban Bowes has been appointed commanding officer of the Victoria College University Naval Training Division, tender to HMCS *Malahat*.

Congratulations have been extended to CPO Philip Deacon, who was recently presented with the Long Service Medal.

In making the presentation before an assembly of the ship's company, Commander G. A. Victor Thomson, commanding officer, paid tribute to "Chief" Deacon for his long naval service, fine record and valuable contributions to his division.

Malahat's training ship, the minesweeper *Sault Ste. Marie* (Lieut.-Cdr. B. T. R. Russell), is currently back with the Royal Canadian Navy, taking part in training programs for permanent force personnel. By early April, however, it is expected that she will be returned to the reservists, who are anxiously awaiting resumption of week-end training cruises to nearby Canadian and United States ports.

Among highlights of the division's recent social calendar was the annual Valentine's dance, held at divisional headquarters February 13. Arrangements were made by Wrens Beverley Smith and Beulah Muir, assisted by CPO Walter Burch.

Rear-Admiral W. B. Creery, then Flag Officer Pacific Coast, paid an informal visit to *Malahat* to chat with the division's officers on the eve of his departure for Ottawa to assume his new appointment as Vice-Chief of the Naval Staff.—R.W.

HMCS Montcalm (Quebec City)

HMCS *Montcalm's* recruiting campaign has been meeting with unexpected success. The likelihood now is that the division's targets for both men and Wrens will be reached and possibly passed.

The successful conclusion of the campaign will be observed by a party which will be given for the whole of the ship's company by a retired naval officer.

The commanding officer of *Montcalm* has been promoted to the rank of acting commander. Fellow officers recognized the promotion by buying Commander W. G. Mylett his first "brass hat". He reciprocated as host at the traditional wardroom gathering.

HMCS York (Toronto)

The precision and smartness of the Guard of Honour on the occasion of the visit of Their Royal Highnesses Princess Elizabeth and the Duke of Edinburgh a year and a half ago were evidenced again when HMCS *York* mounted the guard for the opening of the Ontario Legislature.

Formed around a hard core of veterans of the Royal Visit ceremonial, the guard was brought up to strength by new entries who put in extra hours of drill.

The guard was complimented by His Honour the Lieutenant Governor, Louis O. Breithaupt, on its fine performance.

Two field gun crews of UNTD cadets, under Lieut. Frederick E. Walden, plus the York band conducted by Commissioned Officer D. A. Moir, made the opening ceremonies an all-Navy show for the first time in Ontario's history. The guns' crews fired the traditional 15-gun salute.

The guard was trained by CPO Harry Catley and CPO Les Mowry and the field gun crews by CPO Len Rutherford.

Recent visitors to HMCS York included Captain V. A. Wight-Boycott, RN, Senior Naval Liaison Officer, United Kingdom, and Commander (E) H. W. Findlay, RN, who are stationed in Ottawa. They were taken on a tour of the ship by the commanding officer, Captain R. I. Hendy, while classes were in progress.—R.R.

HMCS Hunter (Windsor)

Personnel of HMCS Hunter participated in two interesting and instructive tours in recent weeks.

The first of these was a tour by members of the engineering branch through part of the Canadian Industries Limited plant at Windsor, followed by a supplementary lecture a week later.

Engineering personnel and others joined in a tour, proposed by PO Floyd Noble, to Greenfield Village, at Dearborn, Michigan. A bus was chartered



His Honour the Lieutenant Governor of Ontario, Louis O. Breithaupt, inspects his Guard of Honour from HMCS York at the opening of the Provincial Legislature. Officer of the guard was Lieut. Bryce Ewens, with Sub-Lt. John S. Kerr as second officer of the guard.

to travel to the village, which was created by the Ford Foundation as a treasure-house of objects of historical interest.

The ship's company found that it paid to brave the hoodoos of Friday the 13th when they chose the date for a hearts-and-flowers Valentine dance. The largest crowd yet to attend a dance in Hunter enjoyed the event.—E.L.D.

HMCS Tecumseh (Calgary)

Air training has been introduced at HMCS Tecumseh and nearly 30 recruits have enrolled to take the course.

Lieut. (AE) John A. Nicas is the air technical officer in charge of instruction. In civilian life, he is chief aeronautical engineer at Canadian Pacific Airlines Repairs Ltd.

His assistants are Lieut. Donald McDiarmid, CPO M. McCubbin and CPO J. S. Wright. Both chiefs have an extensive background of air branch experience.

The social side has been well taken care of by a ship's company dance on the drill deck and by a tri-service party for women of the reserve units of the three services in Calgary. Held in the auditorium of 403 Squadron, Calgary, the latter affair was contributed to by Wrens, CWACs and Airwomen. Tecumseh's Wrens staged a humorous skit. Wrens Eleanor Angus and Kolleen Keith were in charge of arrangements for the naval division.—C.S.J.L.



The annual mess dinner of the Chiefs and POs of HMCS "Griffon" had an international and inter-service air about it, with most of the out-of-town guests coming to Port Arthur from Duluth, Minnesota. Accompanied by their wives, they included members of the Coast Guard, Marine Corps and U.S. Naval Reserve. In the picture, unless otherwise indicated, personnel are from "Griffon".

Front Row: PO N. Lilley; Master Sgt. F. Wilks, USMC; RSM R. McLean, LSR; Lieut. J. F. Ewing; PO J. Goodfellow; PO L. Vance, and CPO H. Gold, Mess President.

Second Row: PO G. Dennis, USCG; PO H. Alexander, USCG; Lieut. T. C. Luck; CPO N. Nockes, Chippawa; CPO C. Gilrain, Chippawa; CPO W. R. Morton, CPO R. Newsome, CPO W. Krulicki.

Third Row: RSM J. Hutton, RCA; PO J. Maxwell; PO A. Aiken, USCG; PO A. Blackburn, USCG; CPO H. Boynton, USNR; PO R. Tornblom; PO R. Hagglund; CPO N. Jeffs; CPO A. Jaeger; PO W. Moultrie, USNR; CPO H. Rend, USNR; CPO R. Rimmer, RCN, Churchill.

Back Row: PO R. Blaikie, Sgt. R. Kelly, RCAF; PO J. Elder, CPO W. Ogilvie, CPO H. Gill, CPO W. Mussel, USCG; CPO L. Laine, USCG, Duluth.

Absent at time of photograph were CPO D. Rimmer, CPO H. Gothard and CPO T. Drombolis, all of "Griffon". (Photo by Graphic Arts Studio, Fort William.)

HMCS Griffon (Port Arthur)

The fourth annual banquet of the Chief and Petty Officers' Mess of HMCS Griffon was a "hands-across-the-border" event. The guest list was swelled by the presence of members (and their wives) from the CPOs' Coast Guard Group and POs' Mess of the USN Reserve Training Centre, Duluth, Minnesota.



The Navy Plays



Dockyard Wins First 1953 Golf Competition

The HMC Dockyard team won the George Cole Sports Shop Trophy with a ten-point victory over HMCS Ontario during February at the Gorge Vale Golf Club, Esquimalt.

It was the first competition to be held by the Royal Canadian Navy Golf Association in 1953.

CPO G. D. McIntyre took low gross honors with a card of 88 while CPO Malcolm Butt had the low net of 63.

Individual prize winners also included: Lieut. William Hibbert, kicker's handicap; Captain (S) H. A. McCandless, low hidden hole, first nine; Lieut.-Cdr. E.V.P. Sunderland, low hidden hole, second nine, and CPO David Naysmith, consolation.

Boxing, Swim Teams Train at Stadacona

HMCS Stadacona's boxing and swimming teams have been stepping up their training in recent weeks in preparation for forthcoming meets. The boxing team has its eyes on the C. E. Hand Trophy tournament, between Stadacona

and Shearwater, and the Atlantic Command Boxing Championships. Ldg. Sea. Bernard (Spud) Hughes is training the boxers.

The swimming and diving team is working out nightly under the watchful eye of PO Richard Evans. A meet was held February 27 at Acadia University, Wolfville, and more are scheduled for the near future.

Navy Pucksters Divide League, Exhibition Games

With one game left to play, the Navy entry in the Victoria Commercial Hockey League needed a victory over Individuals to break a tie with Army for third place in the standings. In the event of a loss, Navy was to play off with Army to decide third place.

In league games played during February, the sailors defeated Army 6-4 and were shut out 5-0 by the league-leading Merchants. Navy travelled to Kelowna for an exhibition contest with the Kelowna Rutland Rovers and came away with an 8-3 victory. Another exhibition game resulted in a 4-2 loss to Victoria Individuals.

HQ Badminton Club Holds Tournament

Mrs. E. S. Baker and Lieut. R. P. Mylrea were winners of the ladies' and men's divisions in the mid-season tournament of the Naval Headquarters Badminton Club, held at HMCS Carleton during February. Mrs. Kay Turner and Commander (SB) A. O. Solomon were runners-up.

The tourney was held February 6 and 13 at Carleton and was climaxed by a social evening and buffet in the wardroom of the naval division on the latter date. Final matches for the season will be held in early April.

Formed during the war, the club numbers about 50 members and includes naval officers and civilian employees in naval headquarters, their wives and friends. Commander (SB) D. C. Elliott is president, Commander Solomon is secretary treasurer and Lieut. (S) G. R. Monckton is playing captain.

Stad Hockey Teams Seek Playoff Berths

With the playoffs in the Stadacona Inter-part Hockey League at hand, all ten teams were battling for berths in the post-schedule series. At a recent meeting to discuss the playoffs, it was decided that the first four teams would get the green light into the semi-finals.

With six games remaining, MTE, Supply, Electrical "A" and Gunnery-Ordnance held the first four spots, with Electrical "B" and Part Ship in threatening positions.

Wardroom and JOTLC teams withdrew from the league before the end of the schedule.

RCN Officer Chosen For RN Ski Team

A RCN officer, Lieut. (E) (A/E) (P) K. M. Meikle, was a member of the Royal Navy ski team in the Inter-service Ski Meet, in competition with the RAF and Army at St. Moritz, Switzerland, February 4. The RN team placed third and Lieut. Meikle's individual placing was 15th in slalom and 11th in the downhill.

Lieut. Meikle, whose home is Ottawa, has previously skied for Glebe Collegi-



Stokers won the championship of the HMCS "Quebec" Inter-Part Hockey League. Members of the victorious team are pictured above, front row, left to right: Able Seamen Jacques Miron, coach; Jean-Marc Blanchet, Stanley Spark, Rudy Grette and Peter Kelley. Second row: AB Charles Clarke, Leading Seamen D. Hillis, Douglas Cole and Eric Cole, AB John Keresman and CPO Robert Young manager. Rear row: AB Basil Pierce and Ldg. Sea. Herman Restan, captain. (QB-629).

ate in Ottawa in 1942-44 and for Queen's University, Kingston, in 1946-49. He captained the Queen's ski team during the 1948-1949 season. He had completed flying courses in the U.K. just prior to receiving leave to ski with the RN team.

Two Teams in Race For Hockey Honours

With but four games remaining, the battle for second half honours in the HMCS *Naden* Inter-part Hockey League was between MTE, first half winners, and Supply School "A", first half runners-up.

In second half play, the MTE had a record of five wins and one loss, while Supply School "A" had four wins to its credit and two games yet to play. MTE's only defeat in the second half came at the hands of Supply School "A" by a 1-0 score.

Hunter Breaks Even In Basketball Play

HMCS *Hunter's* basketball team has been batting .500 in games against the Windsor City Firemen and Chrysler's, having lost three games (two by only one point each) and won three.

Inter-divisional hockey league games have continued to build up considerable excitement.

Chiefs and petty officers of *Hunter* have been competing with sergeants from Windsor's three Army units on the shooting ranges and have been doing well.—E.L.D.

Ordnance School Bowlers Lead Inter-Part Loop

The Ordnance School has been holding its own in the inter-part sports program at Naden, with bowlers and hoopsters maintaining the honour of the school.

The basketball team won four straight games before losing to Supply School "A" and the school team has stayed well out in front in the bowling league.

The weak point has been the hockey team, which went down to a good-natured 7-1 defeat before the onslaught of HMCS *Ontario's* aggregation.

Tecumseh Shows Well In Service League

Four victories in five starts was the impressive beginning made by HMCS *Tecumseh's* hockey team in the Calgary Garrison League. The opposition has been provided by teams from the regular Army and RCAF units stationed in Calgary.

Mild Weather Hampers Coverdale Hockey Program

New Brunswick's mild winter cut into the hockey season at Coverdale Naval Radio Station, but on the occasions when the team was able to get on the ice it put up a creditable showing.

Team morale was riding high after a 9-6 win over Albert Town and a 4-3 victory over last year's bitter rivals, the RCAF.

If the ice was too soft at times for hockey, it didn't hinder broomball. Leading Seamen and below defeated Chiefs and POs 3-1 on the open-air sheet, while Communications downed Miscellaneous 4-0 in another broom battle.



Wren Dorothy Smith draws a bead on the target at HMCS "Naden's" indoor rifle range and Wren Elizabeth Paterson awaits word on the result from CPO Walter Burch, team captain. The three are members of HMCS "Malahat's" rifle team in which most of the sharpshooters are Wrens. The Victoria naval division team is competing in two nation-wide contests, the interdivisional competition and the small-bore event sponsored by the Dominion of Canada Rifle Association. (Victoria Colonist Photo).

The Wrens' basketball team has been making slow but sure headway in the Women's Open League. The Wrens are also putting up stout competition in the weekly rifle practices.

Naval Boxers Compete in West Coast Tournaments

Two Navy boxers took part in a Greater Victoria Amateur Boxing Association fight card held at the Canadian Legion Hall, Victoria, on January 24. Ord. Sea. "Pat" Gusway, 114 pounds, decided Lloyd Tahouney of Victoria and Ldg. Sea. Jerry LeBlanc, 135 pounds, lost a close decision to a Vancouver fighter.

The RCN was represented at the Vancouver Diamond Belts on February 6 and 7 by Ldg. Sea. LeBlanc, who lost a close decision to the Diamond Belt runner-up in the lightweight division.

The Naden Boxing Club has five men training five days a week under POs Alfred Aylward and Roderick Bolt.

Basement for York In Service League

Army's well-deserved and spectacular 6-3 victory over RCAF in the Toronto Inter-Service Hockey League had the unfortunate effect of tumbling HMCS *York's* team into last place.

During February, *York* lost to the league-leading RCMP team 11-1 and took an almost equally severe plastering from the RCAF, 10-1. Next to RCMP at the end of league play was RCAF, with Army in third place two

points ahead of *York*. The RCMP came through the season with 11 wins, a tie and a loss.

York's pucksters were cheered by a 4-2 win over HMCS *Cataraqui* in the Inter-Divisional League. One game remained to be played in this loop, against HMCS *Prevost*, which handed *York* a 4-1 loss in a recent game at Ingersoll, Ont.

Badminton has become a passion with the permanent staff at *York*, and the drill deck is the scene of many spirited contests during off-duty hours.—D.P.

Star Gains Playoffs In Local Puck Loop

HMCS *Star's* hockey team picked up enough momentum in January to assure itself of a playoff spot in the Hamilton Industrial League. Of five games played during the month, the *Star* pucksters won two, tied two and lost one.

Star won two of three games in the Inter-Divisional League, defeating *Hunter* 8-5 and *Prevost* 10-1, then bowing to *Prevost* by a 6-3 score. At the end of January, *Star* was at the top of the league.

The rifle team is now a going concern and has entered both DCRA and inter-divisional competitions.

Saint John Hoopsters Top Stad Tournament

An invitation volleyball tournament was held in the Stadacona Gymnasium on February 21. Eleven teams competed and 63 games were played. The Saint John (A) team was unbeaten in the round-robin schedule, lost only one game in the semi-finals and defeated RCAF Halifax in two straight games in the final.

Air Force Undefeated In Shearwater Hockey

The Shearwater Inter-Part Hockey League is in the last half of its schedule and the undefeated RCAF entry is firmly entrenched in first position. Closely behind are the Civilian and Electrical teams, each of which has lost only one game.

Three Teams Tied In Volleyball League

Air Stores, SNAM and Observers are at present tied for top position in the Inter-Part Volleyball League at *Shearwater*. Competition has been close in this league, with six games a week being played. An all-star team from *Shearwater* entered the invitation tournament held in *Stadacona*.

The Officers' Wednesday League is currently dominated by the unbeaten Executive entry. TAG and Supply run a close second.

Final Game Decides Naden Hoop Title

Supply School "A" came through in the pinch to top the Naden Inter-Part Basketball League with an undefeated record. In their last game of the league schedule the Supplymerf were drawn against Ordnance, who likewise had won all their games up until then. The final score: 67 to 42 in favor of Supply.

Navy Cagers Third In Halifax League

The *Stadacona* entry in the Halifax and District Senior Basketball League split a ten-game schedule with five wins and five losses.

Stadacona Marksmen Break Team Record

It was a big day for marksmen at HMCS *Stadacona* when, on February 20, the senior rifle team broke the standing indoor rifle team record of 485 with a score of 487 out of a possible 500.

The old mark was set by *Stadacona* and equalled by the Princess Louise Fusiliers in 1947.

Individual scores were as follows: CPO E. A. Moore, 99; PO George Lauder, 99; Commissioned Gunner, J. E. Abraham, 97; CPO Jack Wolf, 96; CPO Lyle Millward, 96.

The team ended up in third place in the final standing and won the first game of a two-game total-point series with the first-place Acadia University, 50 to 45. The second game is scheduled for the near future, with the winner playing Yarmouth for the Nova Scotia championship.

TAS School is leading the *Stadacona* Inter-part Basketball League with 24 points.

Stadacona, Shearwater In Hockey Playoffs

HMCS *Stadacona's* entry in the Halifax and Dartmouth Senior Hockey League finished in second place after a very successful season. The team was to meet Dartmouth Royals in the semi-finals while St. Mary's University played HMCS *Shearwater*.

Supply Setting Pace In Volleyball Loop

Supply was leading the Inter-part Volleyball League at *Stadacona* as the schedule drew to within three games of the finish. Gunnery-Ordnance "A" was in second place and three teams were tied for third.

Special Recognition

The Pacific Command won special recognition in the international contest for the best municipal Fire Prevention Week program. This contest is held annually and is sponsored by the Fire Prevention and Clean-Up Campaign Committee of the National Fire Protection Association.

Aid in Search

Early in February two West Coast ships aided in the fruitless search for a missing RCAF Dakota aircraft in the waters off Lasquette Island, near Nanaimo. The ships were HMCS *Cedarwood* and HMCS *Porte Quebec*.



"Haida" Division topped the team scores in the first swimming meet to be held in the newly opened gymnasium at "Cornwallis". Members of the team are, left to right: Ordinary Seamen Andre Labonte, Roy Paquette, Paul Bousquette, Les Cove and Garth Burgess; AB Paul Potvin, instructor; Ordinary Seamen Paul Simpson, Harry Coldwell and Guy Joudry. (DB-2402).

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.

ACKERMAN, George W.	P2DV3
AMELL, Allan J.	LSRPS
ANDREWS, William A.	C2MR3
ARTHURS, Edward S.	LSSM1
AUSTIN, Walter C.	P2SM2
BAKER, Gordon A.	C2SM3
BALLENDINE, Allenby K.	LSPW1
BARKER, Douglas W.	C1G13
BARR, Ross A.	LSSM1
BELL, Robert S.	LSSM1
BELLAMY, Paul A.	P2SM2
BIGNELL, Verle L.	P1SM2
BILLEY, William	LSSM1
BLACK, Alan L.	LSSM1
BLACKSTOCK, David W.	LSAAS
BLANCHARD, John E.	LSQRS
BLANCHET, Jean-Guy	LSSM1
BOARD, Gordon E.	C1T13
BOARD, Norman F.	C2SM3
BOOTH, Bentley A.	LSAAS
BOSCHEE, Raymond G.	LSSM1
BOWDEN, Arthur	C1SH4
BRADEN, Robert A.	LSSM1
BRAYTON, Archibald	P1ER4
BREADMAN, Donald L.	LSRPS
BRIGGS, Stanley G.	C1G13
BRISDON, John H.	P1ET4
BROOKS, Irvine C.	P2QR1
BROWN, Gordon R.	LSBD2
BROWN, James R.	LSSM1
BRYAN, Robert R.	P2RP1
BRYANT, Sidney D.	P1ET4
BURKE, Lloyd D.	LSLR1
BURRELL, James W.	P2BD3
CAINE, Michael P.	P2AA1
CAISSIE, Edmund J.	LSSM1
CALVERLEY, Frank	LSSM1
CAMPBELL, Samuel B.	LSSM1
CARPENTIER, Jean-Guy	LSSM1
CARSTAIRS, James M.	LSSM1
CARTER, Robert D.	C1G13
CASS, James A.	LSSM1
CHAISSON, Wilfred J.	LSSW1
CHOUINARD, Jacques J.	LSAW1
CLARKE, John W.	LSSM1
CLAY, Ronald W.	LSBD2
CLEMENTS, Albert S.	C2QR2
COCHRANE, Wilfred J.	LSSM1
CODLING, David A.	LSSM1
COLEBOURN, Edgar H.	P1RP1
COLEMAN, Elvin M.	LSAA1
COLLINS, Donald	P2BD3
COMEAU, John J.	LSCK1
CONNOLLY, James F.	P1DV3
COOPER, Ralph	LSAAS
COOTE, Henry J.	LSQRS
CORAY, John A.	LSSM1
CORNELIS, John J.	LSSM1
CORR, Douglas J.	P2SM2
COUGHLIN, Gerald R.	P1SM2
CRAMMER, William O.	P1QR1
CROWHURST, Donald W.	C2MR3
CRISP, Nelson W.	C1MR3
CRUIKSHANK, George K.	LSCS2
CUTLER, Beatty H. D.	P1ET4
D'AOUST, Stanley	LSSM1
D'AOUST, William M.	LSQMS
DARTNALL, Edward W.	LSRPS
DAVIS, Thomas	C1SM3
DAWE, Thomas A.	C2SM3
DAWSON, Alexander R.	LSSM1

DEANS, Alfred E.	C2SH4
DENNENY, Patrick J.	LSSW1
DOANE, James M.	P2BD3
DONALD, Murray	P1QR1
DRUGGETT, Kenneth W.	LSQMS
DUFF, Lloyd D.	P2BD3
DUFF, Robert	LSSM1
DUFFY, William C.	LSTD1
DUPONT, Roy J.	LSSM1
DUPUIS, Regean J.	LSSM1
DUTNALL, William K.	LSSM1

EASTERBY, Donald A.	LSSM1
EISAN, Earle J.	LSCK1
ELLIOTT, Ronald E.	LSQMS
ELSTONE, Thomas E.	C1T13
EVANS, Merle W.	LSTD1
EVANS, Richard J.	P1P11
EWEN, Donald R.	LSAA1

FAULKNER, Bruce W.	LSSM1
FENNELLY, Leo J.	LSRPS
FERGUSON, Albert R.	C2ER4
FERGUSON, Cecil E.	C2P13
FINNEGAN, Thomas E.	LSRPS
FLUSKY, William H.	P2SM2
FORD, John E.	P2QR1

FOREMAN, Herbert W.	C2SM3
FORREST, James D.	LSSM1

GALE, John S.	LSQMS
GARDNER, Ernest J.	LSSM1
GAUTHIER, Martin J. R.	LSQRS
GEIZER, Arthur C.	C1QM2
GIBBONS, Frank	LSMA2
GILES, Clifford E.	C1Q13
GODARD, George J.	LSSM1
GODMAN, Robert W.	P2SM2
GONEAU, Leo A.	LSQR1
GORDON, Charles A.	P2PH2
GORHAM, Richard K.	LSQMS
GRAHAM, William R.	LSAAS
GREEN, Donald E.	LSSM1
GREENGRASS, Charles F.	LSQRS
GROSSMAN, Henry	C1SM3

HACHEY, Francis E.	LSTDS
HACKING, Wallace W.	LSQMS
HALL, Matthew J.	C2MR3
HALL, Robert R.	LSTDS
HAMILTON, George F.	LSSM1
HANDLEY, John F.	C2SM3
HANNAFORD, Arthur J.	C2MR3
HANNAM, Jack	C2G13
HARMER, Dennis R.	LSSM1
HAYWARD, James S.	P1SM2
HAZELDEN, Russell F.	LSSM1
HEALY, Donald E.	LSSM1
HENSON, Selborne K.	C2MR3
HEWLETT, William J.	LSRPS
HIBBERT, Russel T.	LSSM1
HOGAN, Francis P.	P1ET4
HOLWERDA, Andrew	C1ER4
HOOD, Donald F.	LSSM1
HOPE, John K.	LSSM1
HOWELL, Jack P.	C1ER4
HUFF, Donald C.	LSTDS
HUTCHESON, William G.	LSSM1

JACKSON, Clifford A.	C2ER4
JANEWAY, Frederick C.	P1TD1
JARDINE, Alexander S.	C2MR3
JARDINE, Willis C.	P1SW2
JEFFRIES, John J.	C2MR3
JOHNSON, William J.	P2M02
JONES, Keray	LSRPS
JONES, Robert E.	LSCK1
JONES, Walker R.	C2SM3
JORGENSEN, Lysle C.	P1SM2

KENDRICK, Daniel C.	LSSM1
KENNY, Thomas W.	C1ER4
KINCH, George F.	C2PT2
KIRBY, Walter A.	LSSM1

LAKEY, Larry H.	LSSM1
LAPLANTE, Colonel K.	LSTDS
LAWLER, Karl E.	LSSM1
LAVOIE, Eudore A.	LSSM1
LINDSAY, John P.	C1ER4
LINKLETTER, William C.	LSTD1
LOUCKS, Kenneth W.	LSSM1
LUNDIHN, Gilbert D.	LSQR1
LYNETT, William A.	LSSM1

McAUSLAND, Harvey R.	P2QR1
McCAUL, Thomas P.	LSSM1
McCLOY, Vincent	P1SM2
McDOWALL, William	P1ER4
McILROY, Clifford B.	C2SM3
McKAY, Frank L.	P1P13
McKAY, John R.	P1SM2
McLAUGHLIN, John A.	LSTD1
McNAUGHTON, William L.	LSPH1
McNEIL, Ralph E.	LSRPS
McNEVIN, Sidney R.	P1AA1
MacLEOD, Kenneth R.	LSAA1
MacRITCHIE, Murdo M.	P1SM2

ZEEBRUGGE

(April, 1916)

The shade of Admiral Nelson
From his phantom quarterdeck,
Did call to Richard Grenville,
"Come, leave for once the wreck
The Spaniards made of your *Revenge*
And sit wi' me, and boast
Of certain latter sailor-men
Whose fame I'd have you toast.

That Yangtse ship, our *Amethyst*—
Now there's a yarn would shake
The very souls of seadogs
Sir Walter, Hawkins, Drake.
These younger fellows, Grenville,
This breed of our own blood
Can top all sea manoeuvres
Since Noah rode the flood.

And, Dick what better man than you
To judge a well-fought day
As we sea-ghosts feted Fegen
And his crew of Jervis Bay.
Yet sure for rash audacity
Zeebrugge holds first place
When the land we lived (and died) for
Played the deuce—and took an ace.

Our Jack-tars in a harbor
Without support to rear
And (just as yours and mine did)
A-hurling jests at fear.
Some died in tangled deck-heap
But they dammed a nation's shipping
And they thrilled an Empire's soul.

With Bruges and Ostend raging
At that sudden fierce attack
The channels (plugged wi' concrete)
Saw, what was left, limp back.
Zeebrugge's men were *OURS*, Dick,
The same, wild, careless breed
The same old daring courage
The same old shellback's creed.

Here's a toast, Sir Richard Grenville,
To bless the decks they tread;
May God protect their living,
And Neptune guard their dead."

by Herman Lordly.

MACKIE, Norman R.....C2SM3
MANN, Dennis H.....C2TI3
MARR, Vincent J.....LSRPS
MARRIOTT, Roy E.....LSTD1
MARSH, David S.....LSRCS
MARSH, Richard G.....C2GI3
MASSON, Thomas E.....LSRPS
MEISNER, Arthur F.....C1QI3
MILBERRY, William L.....LSRPS
MELOCHE, Alvin L.....LSPH1
MERRILL, Arthur F.....LSSM1
MILLER, William P.....LSSM1
MILLS, Walter E.....C2SM3
MOLYARD, John M.....C2SM3
MONCUR, Barrington I.....P2BD3
MORSE, Robert L.....P2SM2
MORTON, Stanley W.....LSSM1
MUSCLOW, William H.....LSSM1
MURRAY, Colin A.....LSSM1
MYERS, Lloyd G.....C1GI3

NICHOLLS, John H.....PIET4
NICKERSON, Clinton R.....LSTD3
NOBLE, Charles E.....C2TA4
NOSEWORTHY, Frank A.....LSSM1
NURSE, Joseph E.....C1ER4

O'BRIEN, Lawrence E.....C2PT2
O'CONNELL, Albert N.....C2SM3
OLIVER, Arthur M.....P2SM2
OLLERHEAD, Alfred V.....LSSM1
OLSEN, Einar T.....LSLRS
OLSON, Carrol A.....P1QM2
ORTON, Lawrence A.....P1TA3
OSTER, John I.....P1AA2

PARKES, Reginald L.....LSSM1
PERRIER, Fernand J.....LSSM1
PITTS, John M.....C2GA4
POIRIER, Joseph R.....C1SM3
POLLOCK, Thomas J.....LSSM1
POWER, Frederick J.....LSSM1

RANKIN, Angus A.....LSSM1
REDDEN, Gerald.....C1SH4
REID, Robert J.....LSSM1
REMPHREY, Alfred C.....LSTD1
REYNOLDS, Brian J.....LSEM1
ROBERTS, Edward L.....LSSM1
ROBINSON, Bruce W.....LSAA1
ROBINSON, Wilbert.....LSTD3
ROBINSON, William A.....C1GI3
ROCHON, Joseph F.....P1RP2
ROSE, Percy G.....P2TD1
RUDDY, Richard V.....LSSM1
RUMSON, Samuel W.....C1QI3
RUSTON, Richard V.....LSEM1

SCHROTH, Robert M.....LSSM1
SCHLATMAN, Orval J.....LSSM1
SCHURMAN, Percy R.....C1ER4
SEELEY, Norman J.....LSRP1

SEVERNY, Paul.....LSSM1
SHEEDY, Kenneth P.....LSSM1
SHERMAN, Kenneth L.....P1SM2
SIMPSON, James D.....LSTD1
SKINNER, Lorne C.....P1QR1
SMITH, Calvin B.....LSRPS
SMITH, Frederick D.....LSAA1
SMITH, James W.....C1ER4
SMITH, Lewis J.....C2MR3
SMITH, Owen L.....LSRPS
SOUSA, Norman J.....LSSM1
SOUTHWELL, Leslie H.....C2EA4
SPOULE, William J.....LSRCS
STEWART, James G.....LSSM1
STIRLING, Patrick C.....LSTD3
STOKKE, Jerome J.....LSCRS
STONE, Ronald G.....LSSM1
STRATTON, Walter C.....LSAAS
SYKES, Douglas R.....P1QM1

TASSELL, Allan W.....C2TI3
TAYLOR, Garnet N.....LSTD3
TERRIAULT, Lucien.....LSAAS
THOMAS, Herbert A.....C1GA4
THOMAS, Robert C.....LSRPS
THOMPSON, Norman H.....P1SM2
THOMPSON, Thomas L.....LSSM1
THORNER, John R.....LSBD2
TRATT, Ronald J.....LSAA1
TURNQUIST, Alton K.....LSSM1

WAGERMAN, John L.....LSSM1
WEDGE, William J.....LSRPS
WELSH, Angus H.....C1MR3
WESTBROOK, John C.....LSQMS
WESTHAVER, Walter L.....LSAAS
WHITE, Charles J.....LSSM1
WILCOX, Earl R.....LSSM1
WILCOX, James G.....LSQM1
WILLIAMS, Hubert O.....LSSM1
WINTER, Ronald G.....P2SM2
WOOD, Frederick K.....LSSM1
WOODFORD, Kenneth H.....C2SM3
WOODFORD, Robert G.....LSSM1
WOOLLEY, Ernest G.....C1QI3

Officers Elected By Regina NOAC

W. W. Spicer was elected president of the Regina branch of the Naval Officers' Associations of Canada at the recent annual meeting. He succeeds Aubrey Hall.

Horace West was named vice-president and Sub-Lt. (W) Edith Williams of HMCS Queen was chosen secretary-treasurer.

Directors for the year will be Jack Wallace, George Rowe, Jack McKenzie and Dr. A. K. Roy.

WEDDINGS

Sub-Lieutenant Donald Carmichael, HMCS Ontario, to Miss Nora Ann Hughes, of Kingston.

Able Seaman William Hart, HMCS Stadacona, to Miss Margaret G. O'Brien, of Halifax.

Wren Doris McGlashan, HMCS Tecumseh, to Flying Officer John Martin, RCAF.

Able Seaman Alfred Nebucette, HMCS Magnificent, to Miss Ruby Bobbet, of Push-through, Newfoundland.

Able Seaman Donald S. Publicover, HMCS Shearwater, to Miss Evelyn C. Rudge, of Halifax.

Wren Ruth C. Shirreff, Naval Radio Station, Coverdale, to Mr. Ralph Cowie, of Moncton.

Petty Officer Desmond A. Studley, HMCS Algonquin, to Miss Ferne Y. Rumrill, of Calgary.

BIRTHS

To Lieutenant (S) A. R. Bray, HMCS Antigonish, and Mrs. Bray, a son.

To Able Seaman George Carlyle, Naval Radio Station Coverdale, and Mrs. Carlyle, a son.

To Petty Officer Paul Dunae, HMCS Antigonish, and Mrs. Dunae, a daughter.

To Chief Petty Officer G. E. Fieldgate, HMCS Queen, and Mrs. Fieldgate, a son.

To Able Seaman William Fraser, HMCS Antigonish, and Mrs. Fraser, a daughter.

To Sub-Lieutenant (E) C. Derek Gould, HMCS Queen, and Mrs. Gould, a daughter.

To Petty Officer R. E. Johnson, HMCS Queen, and Mrs. Johnson, a son.

To Able Seaman Timothy Kennealy, Naval Radio Station, Coverdale and Mrs. Kennealy, a son.

To Lieutenant George Manolescu, HMCS Tecumseh, and Mrs. Manolescu, a daughter.

To Sub-Lieutenant (S) John A. Martin, HMCS Tecumseh, and Mrs. Martin, a daughter.

To Lieutenant (S) C. N. Minty, HMCS Nonsuch, and Mrs. Minty, a son.

To Chief Petty Officer Lauriston A. Simkin, HMCS Stadacona, and Mrs. Simkin, a son.

To Petty Officer Lawrence F. Vaine, HMCS Griffon, and Mrs. Vaine, a son.



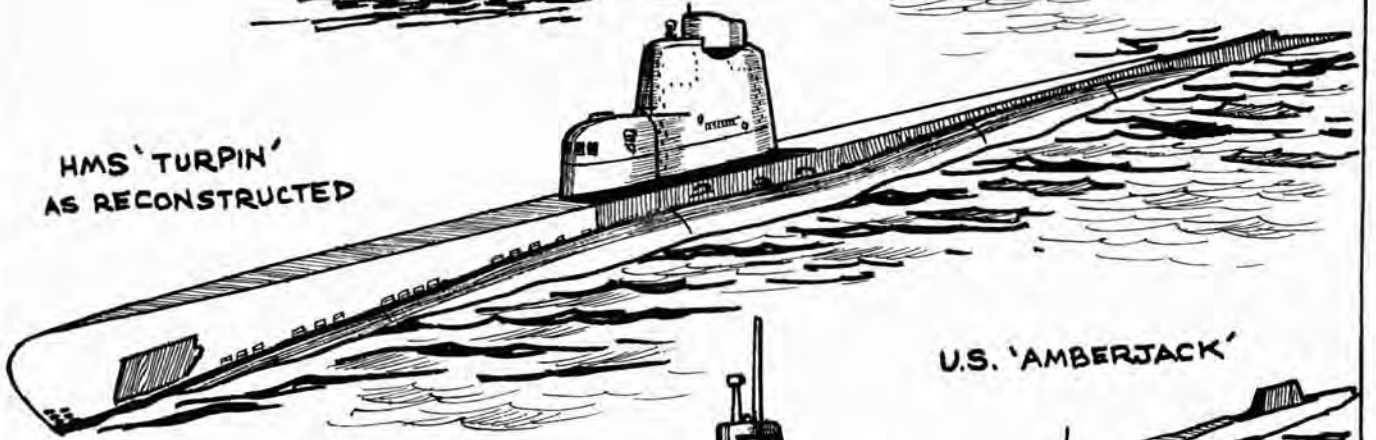
The annual aerial safari by a naval air group from HMCS "Shearwater" to the Canadian Joint Air Training Centre at Rivers, Man., was made this year by the 30th Carrier Air Group, composed of VS-881 (Avenger) and VF-871 (Sea Fury) Squadrons. Pilots, observers, air engineer officers, observer's mates and ground crew of VS-881 assembled for this photo before one of the squadron's Avengers prior to taking off for Rivers and tri-service Exercise Assiniboine. (DNS-9978).

NAVAL LORE CORNER

NO. 11
'NEW LOOK'
IN
SUBMARINES

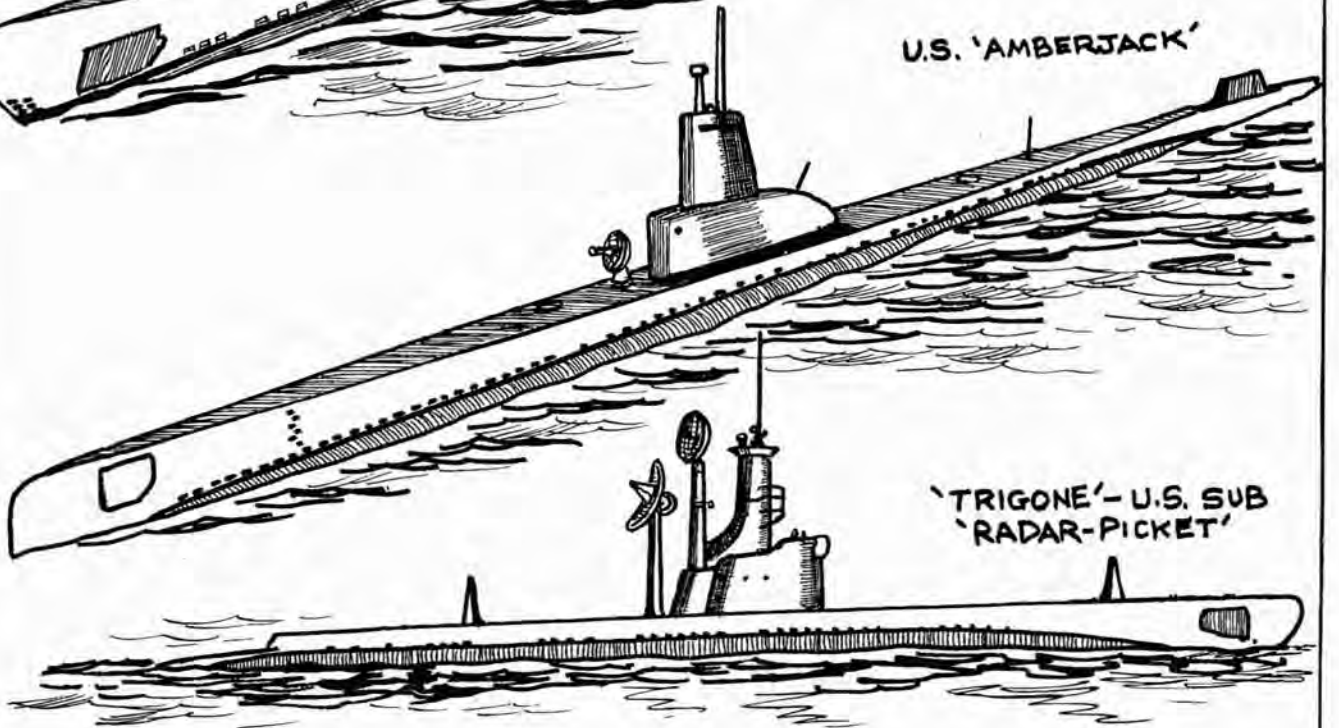


U.S. 'K-1'
SUB-KILLER



HMS 'TURPIN'
AS RECONSTRUCTED

U.S. 'AMBERJACK'



'TRIGONE' - U.S. SUB
'RADAR-PICKET'

J.M. THORNTON

