

The
CROWSNEST



Vol. 5 No. 3

January, 1953

A MESSAGE FROM THE MINISTER

It is customary, as we step from the old year to the new, to look back over the past twelve months and consider the path we have followed.

This we can do with pride. In the year 1952 the Armed Forces of Canada made splendid progress, both in size and in quality. On those occasions when I had the opportunity to visit units and establishments of the Navy, Army and Air Force in Canada and overseas, I could not help but be impressed by the efficient manner in which officers and men were carrying out their tasks.

Circumstances were often difficult, but they met each test with fortitude and good will. In the theatre of war they fought the enemy in such a way as to bring honor to themselves and to their country.

The Navy's record for 1952 stands as the finest to be achieved in any year of its peacetime history. Its growth in strength and experience was reflected in an increasing number of undertakings and commitments.

Throughout the year, three destroyers were maintained in Korean waters, working in close co-operation with other warships of the United Nations command. When the full story of the war is finally told, the job done by these ships will, I am sure, receive a feature place.

The seas off Europe saw ships and aircraft of the RCN prominently engaged in exercises planned by the naval command of the North Atlantic Treaty Organization.

Other endeavors, afloat and ashore, gave sound evidence of the Navy's steadily increasing stature.

The Navy, Army and Air Force of Canada will continue to grow in 1953. They must, for it is evident that if the free nations of the world are to achieve the peace they so earnestly desire, they must be strong enough to discourage any potential enemy from making war.

In wishing all personnel of the Navy, uniformed and civilian, a successful New Year, I do so in the broadest sense. May the New Year not only be successful for each one of you personally, but may it also be one in which the Royal Canadian Navy will have the satisfaction of knowing it has helped convoy us closer to our goal.



Minister of National Defence.

The CROWSNEST

Vol. 5 No. 3

THE ROYAL CANADIAN NAVY'S MAGAZINE

JANUARY, 1953

CONTENTS

	Page
RCN News Review	2
'Scratch One Train'	5
Preserving the Past	6
Stop—Look—Listen	7
Man of the Month	8
Art Club Blooms	9
Book Review	10
Officers and Men	11
Lower Deck Promotions	15
Where the Navy Went in 1952	16
'Angled Deck' for Carriers	18
Afloat and Ashore	20
They Look It, But They Aren't	27
The Navy Plays	28

IN this issue of The Crowsnest there appears a review of principal happenings in the RCN in 1952 and a sketch map showing where some of our ships travelled during the year. Neither is by any means complete. To tell all the Navy did in the past twelve months would take many more pages, and to show the passages of each and every ship would require a map of considerably larger size and scale. However, we think the summary and the map between them give a pretty good idea of the extent of the Navy's activities in 1952.

(Note to navigators: Aware that he took certain liberties with some of your courses, the artist who prepared the map begs your indulgence. The changes were made purely for illustrative purposes.)

* * *

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Cover Photo — One of the best vantage points from which to view the beauties of Rio de Janeiro is atop Mount Corcovado, and that's exactly where these three members of HMCS Ontario's ship's company were when this photo was taken. In the background is the famous 128-foot statue of Christ the Redeemer, 2300 feet above city level. Spotlighted at night, the statue seems to stand in mid-air, as if protecting the city at its feet. From left to right are: PO Gordon Pettigrew, Victoria, Ldg. Sea. Gerald Arnold, Regina, CPO Robert Hamilton, Vancouver and Victoria. (OT-1291).

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R.C.N. News Review

NINETEEN hundred and fifty-two for the Royal Canadian Navy was a year of growth and a year of preparation. It was a year, too, of close integration of the RCN within the framework of the North Atlantic Treaty Organization.

From a postwar low point of 6,775 officers and men in December 1947 the Navy had grown by the end of 1952 to a regular force of more than 15,000.

There wasn't a notable increase in the number of ships in commission, but new vessels were coming down the ways in increasing numbers and veteran warships were being reconditioned for service. The increase in manpower meant that a greater proportion of officers and men would be available to man these warships, old and new, in the New Year.

On the far side of the earth, Canadian destroyers continued to serve the cause of the United Nations. By

the year's end nearly 2,900 officers and men had served in the Korean theatre, many of them putting in two tours of duty and a few of them going back in the Athabaskan for a third. In October the RCN had its first battle casualties, one officer and two men being killed in action on board HMCS Iroquois.

Ten awards announced late in December brought to 33 the number of RCN personnel honored for services in the Korean campaign. Officers and men of the Royal Canadian Navy have received the following: DSO, 1; OBE (Military), 1; Bar to DSC, 1; DSC, 6; DSM, 1; BEM, 3; Mention in Despatches, 20.

Work continued during the year toward the goal of a 100-ship navy. A second destroyer escort (HMCS Skeena) was launched and six of the projected 14 coastal minesweepers were in the water. Five trawler-type

gate vessels were completed and accepted by December.

HMCS Algonquin (rebuilt as a destroyer escort) was to be commissioned early in 1953 and the Arctic patrol vessel, HMCS Labrador, was expected to be ready around the middle of the year.

Nine of 20 Bangor minesweepers being returned to service had completed their refits and 16 frigates, currently under refit, will be ready for service or reserve in 1953.

Here, month by month, is briefly told the story of the Royal Canadian Navy in 1952:

January

HMC Ships Athabaskan, Cayuga and Sioux operated off both east and west coasts in the Korean war theatre. The Athabaskan was credited with scoring three direct hits on a rail junction.

The former HMCS Uganda, following an extensive refit and modernization, was renamed HMCS Quebec by Madame Gaspard Fauteux, wife of the Lieutenant-Governor of Quebec, and was commissioned at Esquimalt.

HMCS Swansea made a three-week cruise to Nassau, Bahamas, and New London, Connecticut.

The frigates Beacon Hill and Antigonish were on a cruise to San Diego, Calif.; Talara and Callao, Peru; Corinto, Nicaragua, and Long Beach, Calif.

Men had moved into the new Stadacona barracks on the site of the old Wellington Barracks at Halifax and families were occupying the Shannon Park housing development on the Dartmouth side. Work started on a \$1,750,000 barracks block at Naden.

February

HMCS Nootka relieved HMCS Sioux in the Far East, joining the Athabaskan and the Cayuga on duty there.

The death of His Majesty King George VI occurred on February 15 and Her Majesty Queen Elizabeth II came to the throne. Warships of the RCN were designated Her Majesty's Canadian Ships and all officers renewed their oaths of allegiance to the Crown.



HMCS Athabaskan and the heavy cruiser USS Rochester became a little more intimate than is customary when, during a jack-stay and refuelling exercise, a sudden shift in wind and sea brought the two ships within easy tossing range of one another. They quickly regained their proper distance and carried on with the exercise, one of several engaged in during passage in company from Pearl Harbor to the Far East. (AN-129).

March

HMC Ships Cayuga, Athabaskan and Nootka were on duty in the Far East. The Sioux returned on March 8 to her home port of Esquimalt.

Admiral L. D. McCormick, USN, newly appointed Supreme Atlantic Commander, Atlantic, under the North Atlantic Treaty Organization, visited Ottawa.

HMCS Haida was commissioned on March 15.

Ten Sea Furies and two Avengers flew from HMCS Shearwater, the naval air station at Dartmouth, N.S., to Quebec City on a long-range exercise.

April

HMC Ships Cayuga, Athabaskan and Nootka were on Far East duty. The Cayuga was screening a U.S. carrier, while the others were carrying out inshore blockade and bombardment.

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, was designated Naval Commander, Canadian Atlantic Sub-Area, under NATO.

HMCS Ontario made a training cruise to Pearl Harbor, Hawaii, and San Francisco.

HMCS Quebec made the passage from Esquimalt to Halifax, exercising at Magdalena Bay, Mexico, en route.

Veteran Tribal class destroyer of the Second World War, HMCS Iroquois sailed from Halifax for the Far East.

HMCS Wallaceburg carried out minesweeping exercises off Charleston, South Carolina.

Naval aviation acquired its first 12-place Sikorsky helicopter.

May

The destroyers on duty in Korean waters were the Nootka, Cayuga and Athabaskan.

On May 30, the Nootka and USS Thomason (destroyer) escort came under heavy fire of east coast shore batteries. An estimated 150 shells landed near the Nootka, some so close that the upper deck was littered with shell fragments and three sailors had their helmets blown off. The Nootka answered with broadsides, withdrew through fog and rain, found she was undamaged, headed back and blasted the shore batteries into silence.

The Cayuga poured more than 500 rounds into gun positions, bunkers and troop concentrations on the Ongjin peninsula.

Battle of the Atlantic Sunday was widely observed across Canada and at sea on May 18.



Among the more ambitious construction projects undertaken by the Royal Canadian Navy in 1952 was the new barracks block at HMCS Naden. Construction was started last January and the above picture shows progress toward the end of the year. (E-20834).

HMCS Crusader completed trials and work-ups and sailed for the Far East from Esquimalt.

The sea training program for UNTD and Canadian Services Colleges cadets was under way on both coasts.

The East Coast Training Group (Crescent, Swansea and La Hullose) sailed from Halifax on a training cruise to Gibraltar and the French Riviera. The West Coast Training Group (Sioux, Beacon Hill and Antigonish) began a cruise to Prince Rupert, B.C., and Juneau, Alaska.

Delivery began of an additional 42 Avenger aircraft, purchased from the U.S. government.

June

HMC Ships Athabaskan and Cayuga were relieved in the Far East by the Iroquois and the Crusader. The Nootka enjoyed a rest period in Hong Kong. The Iroquois teamed with RN warships in attacks on the Ongjin peninsula.

HMCS Magnificent, accompanied by HMCS Haida, left for the United Kingdom, where the carrier took part in NATO's Exercise Castanets.

The Ontario, in the course of a training cruise to San Diego, Calif., took on board an injured seaman from the weather ship, CGS Stonetown.

HMCS Quebec paid her first visit to her namesake province, visiting

Sorel, Quebec City and Montreal. At Sorel, the Quebec joined with USS Samuel B. Roberts (destroyer) in five-fold ceremonies. HMCS Labrador (Arctic patrol vessel) and HMCS Chignecto (coastal minesweeper) were christened by Mrs. Louis St. Laurent and Mrs. Brooke Claxton, and guns for the RCN, USN and U.S. Army were unveiled.

July

HMC Ships Nootka, Iroquois and Crusader were on duty in Korean waters. All three ships had a busy month shelling enemy-held islands and shore positions.

The Magnificent sailed from the United Kingdom for Malta to exercise with the Mediterranean Fleet.

Sir Leonard Outerbridge, Lieutenant-Governor of Newfoundland, made a tour of the south west coast of his province on board HMCS Wallaceburg.

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

The Quebec, on a training cruise to Portsmouth and Plymouth, England, joined the East Coast Training Group in the English Channel for the homeward journey. Ships of the

training group visited Dartmouth, England, and Dieppe, France.

No. 1 Cadet Flying Unit was established at Patricia Bay airport near Victoria, B.C.

The Magnificent joined units of the Royal Navy in visits to Navarin and Athens, Greece, and Istanbul, Turkey. The Magnificent also visited Tobruk, Libya.

Officers and men from HMCS Cornwallis and a Sikorsky helicopter from Shearwater helped fight a forest fire which was threatening a farming community near Digby, N.S.

August

Destroyers on duty in the Far East were the Iroquois, Nootka and Crusader. The Crusader fired on enemy troop concentrations and intercepted an armed junk. The Iroquois and the Nootka pounded enemy gun positions.

The third and final East Coast Training Group cruise of the summer was made by the Crescent and the La Hullose to Gibraltar, Dover, Flushing and Antwerp. The third cruise on the West Coast took the Sioux, Beacon Hill and Antigonish to San Diego, Calif.

The second HMCS Skeena (destroyer escort) was launched at North Vancouver.

Navy Day celebrations at Halifax on August 2 drew an estimated 15,000 persons. A similarly successful Navy Day had been held in Victoria a week earlier.

September

The Iroquois, Nootka and Crusader continued on duty in Korean waters. The Iroquois directed a South Korean raid on a west coast beach and her guns accounted for many of the 200 casualties suffered by the communist defenders.

The Magnificent and the Quebec were among the more than 150 warships participating in Exercise Mainbrace, off Norway and Denmark. The "Maggie's" aircraft were credited with two submarine "kills" and with shooting down three "enemy" aircraft.

HMCS Ontario sailed from Esquimalt, September 8, on an 18,500-mile training and goodwill cruise around South America.

HMCS Haida sailed, September 27, from Halifax for her first tour of duty in the Far East.

It was reported that 300 RCN(R) Ordinary Seamen had undergone intensive two-week training courses at the Reserve Training Establishment, Great Lakes, at Hamilton.

For the third time in four years,

HMCS Hunter, Windsor, captured Cock-of-the-Walk honors at the Great Lakes Naval Regatta, held this year at Hamilton.

October

HMCS Iroquois sustained the first battle casualties of Canadian destroyers serving in the Korean war. An officer and two men died and seven men were injured. A guard from HMCS Crusader attended the funeral in the Commonwealth cemetery at Yokohama, Japan. The Iroquois held a memorial service at sea and exacted revenge in a bombardment of the east coast of North Korea.

The Nootka was nearing the end of her second tour of duty. The Crusader joined the "Train Busters' Club" by wrecking with her guns a locomotive and 13 cars on the North Korean east coast railway.

Ten midshipmen of the Royal Navy began training as naval air observers in the Observer School at Shearwater, as part of the RCN's contribution to the training in Canada of aviators for NATO.

The Magnificent and the Quebec took part in Exercise Emigrant, which simulated a North Atlantic convoy operation.

The Ontario was damaged in a collision at the entrance to Buenos Aires harbor. She completed calls at Montevideo and Rio de Janeiro, but had to abandon proposed visits to Venezuela and Columbia.

The new Naval Research Establish-

Iroquois Plays Santa To Halifax Orphans

Back in September, while their ship was on patrol off the west coast of Korea, the Welfare Committee of HMCS Iroquois did some long-range planning for Christmas.

Somebody brought up the question of Christmas parties and entertainment for the children in Halifax's two main orphanages. It took only a little discussion to bring the committee to a unanimous decision, and \$200 was voted from the Ships' Fund, half to go to the Halifax Protestant Orphanage and half to St. Joseph's Orphanage to help with the cost of Christmas presents and parties for the children.

A couple of weeks after the Iroquois' fight with a shore battery on the east coast of Korea, the following telegram reached the ship:

"To the Chairman of the Welfare Committee, HMCS Iroquois. Sincere appreciation for generous gift. Daily prayerful remembrance for Iroquois crew.

Sister Anita Vincent,
Sister Superior,
St. Joseph's Orphanage."

ment building at Halifax was opened. The Basic Training School at Quebec City was commissioned as HMCS D'Iberville.

November

HMCS Nootka, relieved by the Haida, began her journey homeward from the Far East by way of Singapore, Ceylon, Aden, Suez, Malta and Gibraltar. Relieved at the end of the month by the Athabaskan, the Iroquois was homeward bound by way of Esquimalt and the Panama Canal. The Athabaskan commenced her third tour in the Korean waters and the Crusader was half-way through her first.

The Ontario was docked at Rio de Janeiro, where one damaged starboard propeller was removed and temporary repairs were made to the other.

Remembrance Day, November 11, was observed by ships and shore establishments.

The Magnificent and the La Hullose visited Norfolk, Va., where the carrier embarked Sea Furies brought from England by USS Midway.

HMCS Huron, which had undergone an extensive refit and conversion, was commissioned at Halifax on November 18.

December

HMCS Crescent and HMCS La Hullose made a goodwill and training cruise to Havana, Cuba.

Happy families and friends greeted the Nootka on her arrival home at Halifax on December 17. She had been away from her home port for a year less 13 days and became the first Canadian warship to circle the globe from east to west.

On the same day, the Ontario tied up at Esquimalt, from where she had sailed on September 8 on her South American cruise; on her return journey, although partially crippled herself, she had gone to the aid of a small Nicaraguan freighter tossing helplessly on choppy seas in the Caribbean and helped the little vessel to get her engines started.

The Iroquois, too, was back in Canada—but not in her home port—on December 17. She reached Esquimalt that day to let about 100 crew members go ashore and to receive on board others bound for the East Coast. She sailed again on December 20 and was due in Halifax early in January.

Eight hundred officers and men of the Royal Canadian Navy, members of the ships' companies of the Athabaskan, Haida and Crusader, spent Christmas in the Far East.

'Scratch One Train'

Crusader Knocks off Engine, 13 Box-Cars in Raid on Red Railway

ON BOARD HMCS CRUSADER—The autumn hunting season was in full swing and on the east coast of Korea there was an open season on trains. For the better part of a month HMCS Crusader spent her nights stalking iron horses—and on the very last night of her patrol was rewarded with a full bag.

The Crusader's favorite hunting ground was a section of enemy coast-line where, for about half a mile, a vital enemy railway passes close to the shore. The stretch of track ran between two tunnels and had a smaller tunnel in the centre. To make a score, the gunners had to hit their train while it was on that 1,000 yards of track. With the target travelling at from 25 to 30 m.p.h., they could not afford to waste many shots.

Like all good hunters, the Crusaders had to be patient. Many long nights were spent close inshore, sometimes less than a mile from the land, with a hundred eyes straining in vain for the tell-tale glow of sparks and a hundred ears listening for the first faint sound of an approaching engine.

For a time it appeared as though the line was no longer being used, even though it was the only one the Reds have on the east coast. But then one night a target presented itself and the ship's gunners got their chance. No assessment of the results was possible at the time but later reports indicated that two box-cars had been knocked off the track.

This was encouraging but the Crusaders were by no means satisfied; they wanted a whole train. It was realized that if a perfect score was to be obtained, the engine had to be put out of commission. Then the rest of the train could be dealt with at leisure.

On the last night of her patrol the Crusader closed up all action gun crews, worked her way to within 1,800 yards of the shore, and waited.

Suddenly, at 2000, came the cry, "Alarm Train!"

The moment the train came out of the first tunnel the 4.5-inch guns opened fire. The first salvo stopped the train cold—all, that is, but the engine. However, the gunnery control officer had sighted it entering the centre tunnel and when it emerged,

smoke and steam pouring from every seam, the guns gave it their full attention.

Again the engine disappeared and the disappointed gunners, thinking it had got away, swung their weapons toward the string of stationary box-cars.

A spread of starshell revealed 13 of them and, while the Bofors laid down harassing fire on enemy shore batteries, the 4.5s went to work on the train. Within minutes two box-cars had been set on fire and the remainder smashed.

A while later an American destroyer spelled off the Crusader and clobbered the train for an hour. Then the Canadian destroyer carried on for the rest of the night, firing a shell into the wreckage every five minutes or so just to discourage the Reds from trying to make repairs or salvage anything from the mess.

At first light, four Corsairs from Task Force 77 appeared overhead. After a look-see they reported as follows:

Remains of 13 cars on and near railway, all badly damaged, several burned out, track cut in at least three

Pin-Point Shooting

The accuracy of HMCS Iroquois' gunnery came in for frequent praise during the destroyer's recent tour of operations in the Korean theatre.

Shore spotters and carrier pilots, reporting on the results of bombardments carried out by the Iroquois, had occasion a number of times to congratulate the ship's gunners on their shooting.

What was probably the most impressive display of all followed a request from a fire control party ashore for a few rounds to be dropped among a small party of enemy troops. The Reds, numbering about 40, were watching from a hillside as the Iroquois bombarded nearby shore batteries and other targets in the Haeju area, on the west coast of Korea. Nearby was a cave into which they could retreat at the first sign of trouble.

This illusion of safety was shattered when one of the Iroquois' early rounds entered and exploded inside the cave. The shell burst was followed by a second explosion—probably of ammunition.

No count of the enemy losses was possible—but the hillside grandstand drew no further customers.

places, with sections of rail hanging down embankment. Engine turned over at bottom of embankment. Railway completely blocked.

The Crusader had got herself a whole train, engine included, after all.

The Crusader was due to be relieved at 1000 by a Netherlands destroyer but before turning over the patrol she gave one of the tunnel entrances a thorough going-over and left it blocked with debris.

It was a tired ship's company that sailed the destroyer back to base. Many had been at their stations for 14 hours or more. But they were as happy as they were tired, and would have stood by their posts a lot longer if they could be assured of a repetition of their night's work.

The night was a fine example of teamwork in action—from the gunnery crews to the cooks who handled shells and provided food with equal ease to the engine room personnel whose engines were constantly on the move as the captain manoeuvred his ship to keep all guns bearing on the target.

The ship's sense of satisfaction was made complete by a message received from Commander Task Force 95:

Welcome to the Train Busters' Club!

* * *

On completing five months in the theatre, the Crusader had expended 2,000 rounds of ammunition. In addition to her train-busting expedition, the ship's other fall activities included bombardments of enemy gun positions and an early morning shelling of the city of Chongjin.

With the help of two 500-pound bombs from spotting aircraft, numerous strategic targets were set afire and parts of the city were left blazing. From the USS DeHaven, in company, came the message: "Good shooting rapid fire. Admire your loaders."

Numerous other congratulatory messages were received from Far East commanders and, all in all, it was a most gratifying month for the Crusader.

On October 8, the Crusader provided a guard and firing party, under the command of Lieut.-Cdr. A. J. Tanner, for the funeral of their three Canadian compatriots killed in action on board HMCS Iroquois.—*F.L.P.R.*

Preserving The Past

*In Its Citadel Hill Quarters,
Maritime Museum Turns
Back History's Pages*

THE Maritime Museum is nearing the end of its first year in new quarters on Halifax's Citadel Hill, where it moved when the building it occupied on Jetty Four in the naval dockyard was demolished last spring to make way for the Halifax-Dartmouth bridge.

Five casemates have been assigned to the museum and have been completely rebuilt, redecorated and provided with steam heating. The Department of Mines and Resources undertook the task as part of its plan to repair the whole Citadel and turn it into a national park.

Although the museum moved out of its dockyard site in February, it was May before the exhibits could be properly set up in the new location and the museum re-opened to the public. It has proven a popular feature with Haligonians, and with visitors to the famous port city as well. During the summer and fall, an estimated 40,000 people saw the museum's exhibits, with 10,000 of these being recorded during the month of July alone.

Since its inception in 1947, the Maritime Museum has gathered to-

gether objects of historical significance dating as far back as 1682. Among the exhibits are nearly 300 items, plus scores of historic photographs and documents.

There are models of ancient and modern warships and commercial vessels, many world-renowned for their exploits. Included are a piece of the hull of the USS Chesapeake and a picture of her being towed into Halifax harbor by the victorious Shannon.

There are swords and cutlasses, and firearms ranging from flintlock pistols to quadruple mount anti-aircraft guns of the Second World War. There are also uniforms, badges and insignia of many services. Items of more recent history include such exhibits as a huge paper carp — a good luck symbol flown by Japanese fishermen — which was presented to the museum by HMCS Nootka on her return from Korean waters in the autumn of 1951.

Although the museum's collection is varied and plentiful, it is anxious to obtain many more items to round out the exhibits tracing Canada's nautical history.

High on the list of requirements are good scale models of RCN ships, past and present, Canadian merchant ships, various types of fishing craft and models of naval aircraft. Also sought are articles of naval and merchant navy uniforms, such as badges, buttons and cap ribbons worn by the RCN, RCNR, RCNVR and RNCVR.

The Maritime Museum was founded in 1947 by a group of officers then serving in Halifax, with Commander (now Captain) James Plomer being largely responsible for its inception. Quarters were found and a start was made on collecting items.

The three objects of the museum were set forth in a constitution adopted at a meeting held April 28:

1. To serve as a place of assembly and preservation for relics, documents, pictures and other items and objects connected with the nautical history of Canada.
2. To enable officers and men of the RCN to become better acquainted with the maritime history of Canadian waters and thereby increase their pride and knowledge of their service and its traditions.
3. To provide the public with an institution by which the growth and historical interdependence of the sea, the Navy, the Merchant Marine and the security of Canada could be presented graphically and authentically.

The constitution provides for the museum to be directed by a nine-member Maritime Museum Board, four of the members to be officers and/or men elected by representatives from each ship and establishment in the Atlantic Command, another four to be nominated by the Maritime Museum Advisory Committee and the remaining member to be elected by the Naval Officers' Associations of Canada (Halifax Branch).

The Advisory Committee consists of persons who have been nominated by members of the Naval Service or by members of the existing advisory committee and who are approved by the Maritime Museum Board.



Measuring 10 feet long and weighing nearly a ton, a model of the Canadian National Steamships liner Lady Rodney recently was presented to the Maritime Museum in Halifax. Here the chairman of the museum, Commodore Hugh F. Pullen, Commodore of the RCN Barracks, Halifax, is seen accepting the model from T. G. Britten, local CN Steamships manager, who made the presentation on behalf of Captain R. A. Clarke, general manager, Montreal. (Canadian National Steamships Photo).

STOP — LOOK — LISTEN

Many In Navy Still Unaware Of Benevolent Fund's Benefits

ONCE again it is my privilege as President of the Canadian Naval Service Benevolent Trust Fund to wish all serving and former naval personnel and their dependents a very happy New Year.

We are all familiar with the sign, STOP — LOOK — LISTEN. Too familiar, perhaps, for unfortunately many motorists seem to pay little attention to it at level crossings. It is, however, a very sound slogan and there is no better time to take heed of it than at the commencement of the New Year.

Will you "STOP" and "LOOK" at a few things about "YOUR FUND"? During 1952, approximately 600 applicants were approved assistance to relieve their distress in the total sum of more than \$100,000 either in grants or loans. Every deserving case brought to our attention was helped and in several cases where husbands were away from home assistance was rendered before they were even fully aware that misfortune had visited their families.

In spite of this regular and continued assistance year after year, and though talks have been given on the Fund in various establishments and ships, and information has been circulated by articles in *The Crowsnest*, there still appears to be some lack of knowledge of the Fund's work. Quite recently the Welfare Committee of a ship reported it was unable to vote money to the Fund because it was not too clear on how that money would be used. It may be well, for the benefit of others, to quote extracts from the information sent this particular ship.

The Fund was established "To relieve distress and promote the well-being of members and former members of the Naval Forces of Canada and of their dependents."

This is accomplished mainly by means of outright grants or loans of money. Help from experienced persons capable of analyzing their problems is also given to those who may or may not have been assisted by grants or loans, in order to advise them for the future and help them to avoid possible further pitfalls.

In addition to those obtaining loans and grants, many applicants are enabled by expert advice to solve their problems out of their own

resources. Furthermore, the Fund, from its experience in dealing with applications for assistance, has often been the first to realize defects and inequalities in regulations which are causes of distress and so has been able to recommend to the Department possible changes to remove those defects and inequalities. The Fund, for example, had a part to play in the changes in regulations regarding transportation of dependents and the reduction in the age requirement for marriage allowance.

Every application for assistance is given most careful and sympathetic consideration by the various committees, whose members are experienced persons donating their time freely to this work.

The question of assisting by a grant or a loan depends upon the circumstances of the case. When it is decided that assistance is necessary and justified, a grant is made, unless the applicant is in a position to repay a loan without depriving the family concerned of normal necessities. Loans are free of interest and monthly repayment by allotment is arranged by mutual agreement of the Fund and the applicant, at a rate which will enable him or her to maintain a reasonable standard of living.

It must be pointed out that any assistance rendered is *to relieve distress* and not to enable any one to maintain a standard of living above normal or for the purchase of non-essentials. The Fund is not chartered as a business loan organization and its funds cannot be made available for investments in real estate, business ventures, etc. That is the business of loan organizations regularly chartered and supervised by the Government for that purpose.

The present invested capital of the Fund is approximately \$2,500,000, which came mostly from prize money, wartime canteens and wartime Auxiliary Services such as the Navy Show. The invested capital does not provide sufficient interest to meet the annual demands on the Fund, even now in what may be considered as a period of good employment.

Therefore, if the Fund is to be kept going for the continuing welfare of the members of the Navy and their dependents, considerable dona-

tions from those who are eligible for its benefits are essential. It is believed that this is not an unreasonable situation, as the majority of serving personnel of the Navy of today have joined since the War and have played a very small part in building up the present capital of the Fund.

May I say personally that after 42 years with the Canadian Navy, I feel I can speak from experience on the need for such a Fund. After five years as its President, I am more convinced than ever that the Fund meets the need of and serves Canadian naval personnel faithfully and well within the purpose for which it was established, and is an asset which cannot be valued too highly or too strongly supported. If I were not so convinced I would not continue to donate my full time to its work.

However, while some seem to lack information on the Fund, I am glad to report that donations from all sources increased from approximately \$10,000 in 1951 to approximately \$20,000 in 1952. This is a great improvement and most encouraging. We express our thanks to those ships and establishments who, through ships and various mess funds etc., are contributing to the Fund. We are especially grateful to the some 250 officers and men who are making regular donations by personal allotment. However, there were still some 14 ships and 12 divisions who had not made donations in 1952 up to the time this article was written, and it is to them and to those individuals not familiar with the workings of the Fund that this article is directed.

Again I wish every one all the best for 1953 and hope that, having "STOPPED" and "LOOKED" at the above, you will all "LISTEN" to your own conscience and fully support the Fund in 1953.

Yours sincerely,



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

GOOD THINGS COME IN BUNCHES

*So, At Least, Thinks CPO
Albert Hurtubise, of
HMCS Iroquois*

IT was mid-October and Chief Petty Officer Albert (Hurch) Hurtubise was having one of those days when everything seemed to be happening the right way. It was the last day of a long and extremely hard patrol, the hands were producing like clock-work, it was pay day and the weather was balmy.

In the afternoon, the votes were totted up and "Hurch" was Man of the Month. That evening, after the ship—HMCS Iroquois—had moored in Sasebo harbor, the "buffer" got a telegram from home: Mrs. Hurtubise had presented him with a bouncing baby girl, their first-born, to be named Marie Estelle.

It was just one of those days when a hard-bitten Chief Boatswain's Mate goes all soft and surveys the hands with fatherly affection. He might even be coaxed to spin a few yarns about his past. . .

CPO Albert Hurtubise was born in Ottawa 30 years ago. He went to school at LaSalle Academy and the Ottawa Technical School. He left the capital city in July 1941 as an Ordinary Seaman, RCNVR, to begin his naval career at the divisional headquarters in Montreal. From there he went to Stadacona for new entry training and an AA3 course.

After qualifying as an AA gunner, he joined HMCS Malpeque, a Bangor minesweeper serving on local escort duty, in March 1942. He switched twice in slightly over a year, serving in the Transcona and Swift Current, both Bangors, before he joined HMCS Swansea in June 1943 as one of her pre-commissioning crew.

In the Swansea, senior ship of the renowned EG 9, he saw the tide turn in the Battle of the Atlantic, from the dark days when the escort forces couldn't keep up with the U-Boats and the shipbuilders couldn't build ships fast enough to replace allied losses.

While "Hurch" was in the Swansea, he saw the group kill three submarines in the space of less than a year and, in July 1944, saw HMCS Matane ripped open by a German glider bomb launched from an attacking flight of Dornier 217s. The Swansea, Matane, Meon and Stormont were in company when the Dorniers dove

in and loosed their deadly packages. The Matane was hit on the port side at the engine room and the Meon took her in tow.

Good fortune, and good gunnery, protected the Swansea in this affair. A glider bomb from the pack straightened out and headed for the ship. A hail of gunfire from the frigate found its mark and the glider bomb crashed into the sea before it reached the frigate.



CHIEF PETTY OFFICER
ALBERT (HURCH) HURTUBISE

During one of the Swansea's U-boat kills, "Hurch" was mentioned in despatches for some fast moving which saved the lives of several of his shipmates. The Swansea and HMS Pelican caught a submarine and, after dogging it for several hours, forced it to the surface with depth charges. Some dead-eye gunnery from both ships sank it in short order and the Germans abandoned their craft.

"Hurch" went away in the Swansea's whaler to pick up survivors. They hauled in one officer who just wouldn't say "Uncle". As soon as the whaler crew flipped him into the boat, the wild-eyed Nazi whipped out a Mauser pistol. What happened next? The buffer doesn't make it sound very exciting.

"I just took the gun away from him," he says. For his coolness and quick action CPO Hurtubise was mentioned in despatches.

He stayed in the Swansea almost until the end of the war, meanwhile transferring to the RCN. In February 1945, he was drafted to stand by the Crescent, which was about to commission. However, an illness intervened and he never did join the ship!

In 1946 he joined the U-190, captured German U-boat operated by the Naval Research Establishment in Halifax. The submarine was engaged in relatively peaceful journeyings up and down Bedford Basin while being subjected to various tests.

Next came some carrier time when he joined the Warrior in Esquimalt in February 1947. He transferred to the Magnificent when she was taken over in place of the Warrior in March 1948. Later that year he returned to the Gunnery School for his second class AA course. During the course he made the northern cruise to Hudson Bay in the "Maggie" as part of the curriculum.

As his softest touch in the navy the "buffer" fondly recalls his three months as seamanship instructor at Sea Cadet Camp Ewing, in the summer of 1949. He says, "It was just like a summer holiday, with pay for doing the things you like best."

Another instructing job followed, this time no soft touch. He went to Cornwallis as an instructor in seamanship and, while there, was rated P1 in October 1949. Next came his AA1 course, after which he was kept on the Gunnery School staff as an instructor until July 1950.

He joined the weather ship St. Stephen for her trip around to the West Coast and shifted to the Crescent out there to bring her back to Halifax. In the Crescent he continued his instructing work. She was senior ship of the Atlantic Training Force, employed in providing sea training for cadets of the University Naval Training Divisions and the Services Colleges.

In the summer of 1951 Hurch took leave. It caused him to miss the season's third training cruise—but he had more important business. He

(Continued on Page 32)

ART CLUB BLOOMS ON BOARD 'MAGGIE'

by A. J. P.

*Sailors Find Painting
To Be Fascinating
Hobby*

SIX months ago the word "painting" had no more immediate significance to the officers and men of HMCS Magnificent than adding a new coat of grey, light blue or light green to the 18,000-ton carrier's huge hull or myriad compartments. But a sea-going art class, unique in Canadian art annals, has changed all that.

Twenty-five enthusiastic sailor-artists, calling themselves the Art Club of HMCS Magnificent, have made the ship's company as art conscious as the denizens of Paris' famed Montmartre district.

A few months earlier none of the sailors had ever wielded palette and paint brushes. Yet in October the club was boldly holding a one-week combined exhibition at a Halifax art gallery, featuring 48 oils of scenes completed in off-duty hours during the "Maggie's" four-month training cruise to Mediterranean and European waters.

The club was formed last spring by Lieut.-Cdr. C. Anthony Law, of Quebec City and Ottawa, First Lieutenant-Commander of the carrier, former official war artist and well known Canadian painter of landscapes and seascapes. He organized the club as a hobby group and his only re-



Though not a painter himself, the Magnificent's barber, CPO Joseph Poirier, of Quebec City, is a patron of the arts and on the bulkheads of his shop are hung the works of AB Gaston Boulanger, of Montreal. In the chair is CPO Carlos Ripley, of Parrsboro, N.S. (MAG-4323).

quirement for entry was: "Anybody who is interested is welcome".

"We began with about 50 in the class," he says, "but gradually about half of these dropped out until we had our present group."

Most of the work was done when the ship hit port during the cruise. In such varied locales as Greece, Malta, North Africa, England and Scotland, Lieut.-Cdr. Law and his club literally painted the town—and the countryside. They hired buses or taxis, drove until they found a

good painting spot, then set up their easels and went to work. Teacher Law took along his own painting outfit but spent most of his time moving from one student to another offering suggestions and helping them with their paintings.

The artists did as much on-the-scene work as possible but in most cases they put the final touches to their canvases on board during off-watch hours at sea. By the third month of the Magnificent's four month cruise, the ship, according to one seaman, "began to look like 57th Street in New York." There were no less than ten private art galleries.

In the radio room, CPO George Green, of Halifax and Victoria, had five canvases on display. The ship's barber, CPO Joseph Poirier, of Quebec City, reserved one bulkhead of his shop for the paintings of protege AB Gaston Boulanger, of Montreal. The shipwright shop, which has two artists, CPOs Joseph Doucette, of Belliveau, N.S., and Lester Bell, of Toronto, proudly exhibited the works of the two carpenter painters. One section of the officers' quarters was known as Greenwich Alley, five of the eight officers living in that area being members of Law's club. Their paintings were hung prominently in the cabins, with doors ajar so passersby could enjoy the view.



The Magnificent's shipwright shop serves as studio for two "chippy chaps," CPO Lester Bell, of Toronto, left, and CPO Joseph Doucette, of Belliveau, N.S. (MAG-4322).



"On location" in Malta are two members of the Magnificent's art club, Lieut.-Cdr. Law, extreme right, and Lieut.-Cdr. Victor Wilgress, second from right. With them are two Malta artists who joined the Magnificent's group for the sketching session. (Photo courtesy of Lieut.-Cdr. Wilgress)

At sea, when time permitted, the club held sessions in one of the classrooms and received instructions from "The Master", as his students call him, on all phases of painting from mixing colors to brightening up the frames with a plaster of paris concoction. On other occasions, Lieut.-Cdr. Law dug up some short subject films on art and showed these to his class.

However, he has made no effort to influence the style of his painters. "I've tried to let them develop their own and they've come along amazingly well. Right now we have some who

lean towards the impressionists, the surrealists, the romanticists, and a few are trying non-objectives for a change."

It will be no surprise if art clubs start springing up in other ships of the fleet. Already some members of the "Maggie" group have shifted sea-going homes and, as CPO George Green, of Halifax and Victoria, one of the departing members, told Lieut.-Cdr. Law, "I'm going to keep the brushes busy and try to interest others in my next ship."

Book Review

A PERISCOPE VIEW OF THE WAR

ONE OF OUR SUBMARINES, by COMMANDER EDWARD YOUNG, DSO, DSC, RNV(S)R: This is not what might be termed a "gripping" book; nor does it contain several of the ingredients usually considered necessary to win popular fancy. Yet it is one of the best personal accounts of war experiences that up to now has been written.

In August 1940, in what was then regarded as a revolutionary change in policy, the author became the first RNVR officer to enter the submarine service of the Royal Navy. He started as a rank "amateur" and wound up, five years later, a seasoned "professional".

The book begins with his decision alarming even to himself, to apply for submarine service. It concludes with the return to England from the Far East of HM Submarine Storm, quietly proud of the record achieved under the command of that once "green" "VR" officer. In between it tells of his apprenticeship, his gradual acquisition of knowledge and confidence, his rise from Fourth Officer to command — and his experiences in submarines that ranged from the ice-fringed Barents Sea to the coral islands of the western Pacific.

There are some exciting episodes,

particularly those in which Commander Young describes his escape from a sunken submarine and tells of attacks on Japanese shipping and surface actions with enemy escorts. They by no means comprise the "meat" of the book, however. Less stirring, but just as interesting, are the chapters devoted to more prosaic matters — training courses, standing by new construction boats, trials and work-ups, and routine life in a submarine.

It is not so much his wealth of subject material as the manner in which Commander Young has dealt with it that makes this an exceptional book. He writes simply, honestly and, where the occasion warrants, with humor. And while he does not hesitate to point a finger at his own mistakes and inadequacies, there is not a hint of criticism either of his superiors or of those under him. One gathers that so far as he was concerned, they were "the best." (For the one man in his submarine crew who does not measure up he has nothing but sympathy.)

In these days when so many authors capitalize on the frailties of men, it is refreshing indeed to find one who thinks more kindly of his fellows.

On putting it down, regretfully, one's immediate reaction not only was to say, "That was a good book," but, "There is a man one would like to have for a Captain."

Canadians will be interested to find frequent reference in the book to a Canadian whose career in submarines closely paralleled that of the author. He is Lieut.-Cdr. Fred C. Sherwood, DSC and Bar, who was then RCNVR and is now on the retired list of the RCN(R) and living in Rockcliffe Park, Ottawa. — R.C.H.

(Published by CLARKE, IRWIN CO. LIMITED, 103 St. Clair Ave. W. Toronto 5. Price: \$4.25)

March Composed In Commodore's Honor

Commodore Hugh F. Pullen, commanding officer of HMCS Stadacona, was honored at a Christmas concert staged by the Stadacona band when a military march was dedicated to him and played in public for the first time. The march was composed and arranged by Petty Officer Vlaho Miloslavitch, a former Yugoslav underground worker who is now a member of the naval band.

PO Miloslavitch conducted the 32-piece band himself and later presented the original score of the march to the Commodore. It is called the Commodore Pullen March.

Among those attending the concert were His Honor Alistair Fraser, Lieutenant Governor of Nova Scotia, and Premier Angus L. Macdonald of Nova Scotia.



OFFICERS *and* MEN



Crusader's TAS Party Works Long Hours

ON BOARD HMCS CRUSADER —After the ship returned from her train-busting run up the east coast of Korea, the Crusader's TAS department took the strain during a rush docking to make repairs to the asdic dome.

From the leave point of view it was a happy chance that no docks were available in Sasebo, the regular base, or Kure, the maintenance port. This meant Yokosuka and the chance for a day or two in Japan's fascinating capital. Most of the ship's officers and men made the one-and-a-half hour train ride up to Tokyo for some shopping and sightseeing. But not the TAS men.

Under Commissioned TAS Officer Richard Dorkin, of Galt, Ont., they

worked strictly non-union hours to get their ship back to sea. The ship had to undock within two days to make way for another one and the staff had no clear idea of the extent of the damage, which was outside the ship's bottom. It was a hard race.

The Crusader was docked by noon on a Saturday and the work started at once. Mr. Dorkin and his two senior men, CPOs Charles Buckley and John Blinkinsopp, both of Victoria, appraised the damage and the whole TAS department got to work. It was a long day and they didn't knock off until 0200 Sunday. Nor was Sunday a day of rest. The TAS men turned to again at 0800 and worked a gruelling 20½-hour day to finish the job. They turned in at 0430 Monday, got a few hours' sleep, and then were on the job

again as the ship began to undock at 0900.

The ship's commanding officer, Lieut.-Cdr. John Bovey of Montreal, gave them a hearty vote of thanks as the Crusader made ready to put to sea again.

Besides those mentioned, other members of the branch were Leading Seamen Paul Bernard of Prince Albert, Sask., Richard Grant of Halifax, Laverne Luther of Port Arthur and Anthony Sutton of Marshall, Sask.; Able Seamen Allan Badenoch of Vancouver, Giles Bryant of Alberta Beach, Alta., Robert Elvidge of Ladner, B.C., Stanley Fraser of Edmonton, Charles Gowan of Elfros, Sask., W. Greenfield of Nokomis, Sask.; H. Kruga of Wellington, B.C., James Nelson of Prince Albert, Sask., Hughes Norrington of Calgary and William Willows of Victoria.



Class leaders of Crusader Division receive the trophy and cake awarded to the new entry division having the cleanest block in Cornwallis over a one-month period. Left to right are Ordinary Seamen William Elliot, Ronald Laye and Walter Liston, Commander T. C. Pullen, executive officer of Cornwallis, and Captain James Plomer, commanding officer, who made the presentation. Crusader division was composed entirely of Ordinary Seaman Apprentices. (DB-2129).

Canadian Naval Pilot Flying War Missions

Lieut. Joseph J. M. MacBrien, RCN, of Toronto, an exchange pilot serving on board the USS Oriskany (improved Essex class carrier), is the first Canadian naval aviator to fly combat missions against the Communists in Korea.

MacBrien flew his Panther jet in combat for the first time in November after spending the previous six months in training assignments.

Air intelligence reports said his division was responsible for destroying one Communist supply truck by strafing and damaging six buildings.

He is a member of 781 Squadron, known as the "Pacemakers".

Three Gunnery Courses Concluded at GTC

Twenty-three men recently completed second class courses at the Gunnery Training Centre, HMCS Naden.

Qualifying as gunlayers were Leading Seamen Everett MacLeod, Leonard Dixon, Arthur Rostek, James Beech, Lloyd Cormack and Ross

Crispin and Able Seamen Raymond Carlyon, John W. Grant and Walter Metz.

Taking a radar control course were Leading Seamen Ronald S. Manzer, Joseph M. O'Brien, Grant R. McKinstry, Richard W. Guffin, John E. Bryan, Malcolm M. Longmuir and Gerald R. Murray and AB Colin E. Ireland.

Those completing an AA2 course were Ldg. Sea. John W. Blair and ABs David Blackstock, Lloyd Norgaard, Walter Brown, Douglas Shepherd and James Bridgeman.

Canadian Naval Chief Visits Washington, Norfolk

Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, visited Admiral W. M. Fechteler, Chief of Naval Operations of the United States Navy, in Washington and Admiral Lynde D. McCormick, Supreme Allied Commander Atlantic, at Norfolk, Virginia, during the last week of November.

At Washington Admiral Mainguy called on Canadian Ambassador Hume Wrong and Air Vice-Marshal H. L. Campbell, Chairman of the Canadian Joint Staff in Washington, then visited Admiral Fechteler and other senior United States Navy officers at the Pentagon.

The following day he went to Norfolk to pay his first call on the Supreme Allied Commander Atlantic and to meet officers of Admiral McCormick's staff.

Four Stoker Classes Finish Naden Courses

Four Stoker Mechanic technical courses recently completed in the Mechanical Training Establishment at HMCS Naden. Members of Class 153 were AB John J. Jeffrey and Ordinary Seamen James C. Garrett, Frank N. Merkle, George R. Amyotte, John E. Houle, Kenneth H. Stauber, Bryan C. Savage, Martin C. Fraser, and Arthur W. Bremner.

Members of Class 155 were Able Seamen Edward James Cross and Murray H. Allan and Ordinary Seamen Frederick A. Burke, Lionel J. Badiou, Douglas E. Gotby, Raymond D. Read, Donald L. Rose, William R. Senior, William J. E. Ager, Thomas F. Foster, Bernard R. Farrell, Joseph J. B. C. LaRose, George F. Walls, Glenn H. MacDonald, and William Bruce.

Enrolled in Class 156 were Ordinary Seamen Thomas Zurawell, Donald W. Umbach, Courtney A. Lock, Keith C. L. Thomas, Frank S. Boriska, Jack Ferguson, Walter A. Atkinson,



CPO Gordon Dark, of Victoria, senior cook on board HMCS Crusader, found it was a small world when, in the Korean war theatre, he encountered a cousin he had never met before. The cousin is Captain Frank Holt, of Westgate-on-Sea, Kent, and commanding officer of the fleet tanker, RFA Wave Sovereign. (CU-204).

John L. Barr, Donald R. Hardy, Donald W. Menzies, John D. McCue, David R. Stranger, P. Jean Robert J. Goulet, Ronnie J. Chambers and James J. Poidevin.

In Class 157 were AB James Hidson, and Ordinary Seamen T. Alf Moller, Donald A. C. Bjornpahl, John E. Myers, Ronald L. Lampman, George F. Musto, Ronald C. Roth, Robert C. Purdy, James J. Power, Walter H. Brouse and Darryl C. Francis.

Veteran CPO Presented With Service Award

CPO James E. Evans, a veteran of 23 years' service in the RCN, was presented with the Canadian Forces Decoration November 6 by Commander W. Graham Allen, commanding officer of HMCS Scotian. CPO Evans has been on the permanent staff of the Halifax division since 1949.

CPO Evans entered the RCN in July, 1929, at Stadacona, and served in HMC Ships Festubert, Champlain, Saguenay, St. Laurent, Restigouche, Assiniboine and Nootka. He also had time in several Royal Navy ships, among them the Arrow, Iron Duke, Skate and Warspite.

He survived the sinking of the first HMCS Athabaskan and was a

prisoner of war until the end of hostilities. While serving in the Athabaskan he was awarded the Distinguished Service Medal.

Torpedo Detectors Graduate from School

Eleven men qualified recently as torpedo detectors second class in a course held at the Torpedo Anti-Submarine School in HMCS Stadacona. Graduates of the course were Leading Seamen D. R. Marshall, C. D. Samways, G. W. Preston, G. Steip, Lionel Williams and P. G. Rose, and Able Seamen William Munroe, William Duffy, James Simpson, Roy Marriott and Francis McDonald.

Eighteenth Officers' Div. Course Concludes Training

The eighteenth Officers' Division Course completed at HMCS Cornwallis on November 1. In the class were Commissioned Constructor Officer Norman Frank Hellyer, Lieut. (SB) Joseph Swiniarski, Lieut.-Cdr. (E) Howard D. Minogue, Chaplain (P) Harold A. Seegmiller, Constructor Lieut. Henry J. Edmonston, Lieut. Leslie R. Savage, Lieut. Stefan Jachimowicz, Lieut. Leslie G. Pun-



An outstanding social event on the West Coast was the annual Chief Petty Officers' Ball held in the Empress Ballroom in Victoria. Music for dancing was provided by Dal Richards' orchestra from the Hotel Vancouver. Pictured above, left to right, at the affair are CPO Peter Loveric and Mrs. Loveric, Commander G. H. Davidson, Executive Officer of HMCS Naden, and Mrs. Davidson, and CPO Thomas Booth, President of the Chief Petty Officers' Mess, and Mrs. Booth. (E-20998).

chard and Commissioned Electrical Officer Alexander M. Jenkins.

The class commenced on September 22, 1952. Lieut.-Cdr. J. L. Panabaker was the course officer.

Two Communications Classes Finish Training

Communications Radio Class 51 and Communications Visual Class 52 recently completed their courses at the Communications School, HMCS Cornwallis. Members of CR 51 were Able Seamen James D. Holmes, Joseph R. J. Brodeur, Malcolm T. Logan, Robert J. L. Latulippe, Halden E. Budgell and Gordon L. Blackhall.

Members of CV 52 were Able Seamen James E. Simpson, Gerald W. Avis, Terrance L. Sullivan, James A. G. Laidlaw, Ross S. Fielding, Jack C. Rochon, John W. Cederlund, William John Hancock, Bruce G. Laidlaw, Colin E. Wilson and Brian D. Takoff.

Take Qualifying Course For QM Instructor

A Quartermaster Instructor's qualifying course recently completed at HMCS Naden. Members of the class were CPOs Walter Henry Dallin, Max Leopold Bernays, William Taylor Wilson, Maxwell Clark Guthrie, Robert Campbell Miller, Robert Anderson Crighton and James Victor Dovey and PO Charles Lewis.

Division Commanding Officers Hold Annual Conference

The annual conference of commanding officers of the 21 naval divisions across Canada was held at Naval Headquarters November 24 to 29 under the chairmanship of Captain

A. G. Boulton, Director of Naval Reserves.

The opening address was given by Defence Minister Brooke Claxton and he was followed by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, and Rear-Admiral J. C. Hibbard, Chief of Naval Personnel.

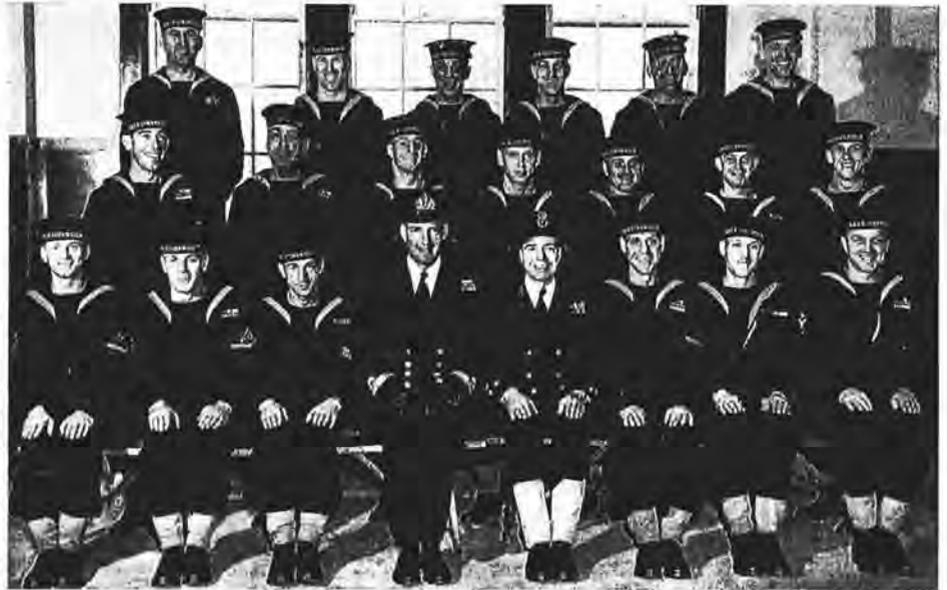
A wide range of subjects, most of them suggested as topics of discussion by the divisions, were dealt with at the conference. They ranged through administration, training, recruiting and supply to such details as the handling of personal documents and stocktaking.

Competition Keeps Communicators on Toes

Communicators in the message centre of HMCS Shearwater are cutting down their mistakes and making the odd buck out of the deal, too.

The five visual signalmen on watch-keeping duties there fine each other for work errors. The man with the least mistakes against his name gets the pot, which is doubled by the station communications officer, Lieut. John P. Howe, of Port Alberni, B.C., from his own pocket.

Ldg. Sea. Thomas Denault, of Fort Coulonge, Que., won October's pot. He had only eight minor mistakes for the month. His reward was \$2.50. Others in the efficiency competition are Ldg. Sea. James R. Horncastle and AB Fred Fraser of Fredericton,



Pictured above are members of the 36th leadership course for chief and petty officers to be held at HMCS Cornwallis. Front row, left to right: POs Hugh L. Phillips, John W. Kelly and Joseph F. Theriault; Lieut. (S) Colin White, course officer; CPO Edward A. Rigby, instructor, and POs Wilfred E. Still, Burness Shumaker and Romeo Desjardins. Centre row: POs George H. Worrall, Alfred Young, Terrance P. Gollinger, Kenneth McCoy Hurl, Donald H. Cameron, Edward J. Bryson and Allen J. Darwin. Rear row: POs Laurence K. Lynch, Robert A. Flack, Joseph L. Leblanc, Bruce T. Tobin, Fred D. Covey and Fred T. Treleven. (DB-2060).

N.B.; AB Fred McHendry of Metcalfe, Ont., and AB Charles Dube, St. Romuald, Que.

A scale of fines has been laid down by Petty Officer Robert E. Meadows, of Toronto and Dartmouth, the Yeoman of the Centre and instigator of the plan. He and Lieut. Howe are judges.

The watchkeepers are fined a cent for typing errors not requiring an originator's correction, a cent for spelling errors, two cents for either if an originator's correction is necessary and two cents if the correction has to be sent by service message outside the base. It costs four cents to make a mistake when receiving a message, and crypto errors by an operator cost a nickel. The judges can assess up to a nickel fine for other mistakes not listed.

A terse footnote at the bottom of the rules says: "Any mistake which is considered to merit more points than five demerits will be dealt with by the Station Communications Officer." But no one has been on the mat as yet.

PO Meadows estimates the crime competition cut down mistakes by 60 per cent in the first eight weeks it was in operation. After ten days the pot totalled 70 cents, but it got hardly half a dollar in the next five weeks. In the first 20 days of November, there was 49 cents, representing 40 errors in 2,000 messages handled.

The scheme has worked so well that the centre's staff is thinking of increasing the fines, so little money has found its way into the pot lately.

Training Course Held For Engineer's Writers

Engineer Officers' Writer Course No. 6 graduated recently at the Mechanical Training Establishment, Esquimalt. Members of the class were Leading Seamen Frank Beaudry, Robert A. Lyon, George R. Summerfield and Laird W. Noble, and Able Seamen Kenneth P. Sheedy, John A. Coray, Frank R. D. Howell, John W. Sigalet and Kenneth W. Loucks.

Shipmates Pay Tribute To Late CPO John Davis

Funeral services with full naval honors were held at Calgary, November 25, for Chief Petty Officer John G. W. Davis, 41, Gunnery Instructor and Recruiting Petty Officer at HMCS Tecumseh, who died in hospital in Edmonton, November 18, after a brief illness.

CPO Davis had been a member of the RCN since 1929. Prior to the war he served in HMC Ships Vancouver,

Champlain, Saguenay and Ottawa and his wartime service included sea duty in the Saguenay, Assiniboine and Prince Henry. He subsequently served ashore on both coasts and at sea in the Ontario.

CPO Davis joined the staff of Tecumseh in 1949. In addition to his regular duties, he took a prominent part in sports and in the activities of the Chief and Petty Officers' Mess.

The funeral service was conducted by Rev. W. J. Collett, Protestant chaplain of Tecumseh. The funeral and firing parties were composed of men from Tecumseh and messmates of CPO Davis served as pallbearers. Bugler and drummer were furnished by the PPCLI and representatives of the Army and RCAF Sergeants' Messes, were in attendance.

FIRST BANGOR FINISHES REFIT

HMCS Sarnia, the first to be completed of 20 Bangor minesweepers being refitted and reconditioned for the RCN, left the Sorel, Que., shipyards of Marine Industries Ltd. in November, to be towed to the Reserve Fleet Base at Sydney, N.S. There the Sarnia will undergo dehumidification and will be held in readiness for future use.

The process which the ships will undergo at Sydney is a post-war development and is the most efficient and inexpensive method yet devised for preserving ships in a state of preparedness. By this means all equipment and machinery which would suffer from the effects of weather are removed from the upper deck and stowed below where humidifying machinery will reduce the humidity to the point where no

Air Units Given Designating Letters

The Royal Canadian Navy has revised letters and numbers designating its air units as a further step in the standardization of practices in the navies of the United States, Great Britain and Canada.

The new Basic Mission Designators have been promulgated as follows:

The Aircraft Project team—	VX-10
Helicopter Flight	—VH-21
743 Squadron	—VU-32
870 Squadron	—VF-870
871 Squadron	—VF-871
880 Squadron	—VS-880
881 Squadron	—VS-881

VH applies to helicopters, VU to utility, VX to experimental, VC to first line composite squadrons, VF to fighter squadrons and VS to anti-submarine squadrons.

corrosion is possible. In this manner all vital and essential machinery is preserved so that the ships can be put back into service, if an emergency arises, in as short a time as possible.

The Sarnia's keel was laid in September 1941 in Toronto Shipyards and she was commissioned in the fall of the following year. She was on escort duty out of Halifax and Newfoundland until 1944 when she turned to minesweeping with success. In April 1945 she picked up some of the survivors of HMCS Esquimalt which was torpedoed off the approaches to Halifax harbor.

In 1946 the Sarnia was paid off and turned over to War Assets Corporation. Late last year tenders were called for the refitting of the Sarnia, with Marine Industries Ltd. being awarded the contract for the job.



HMCS Sarnia, first Bangor minesweeper to be refitted and modified, starts her journey under tow from Sorel, Quebec, to Sydney, N.S.

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.

ADAM, James B. P2FM2
 AIRD, George A. LSTDS
 ALLAN, Edward R. LSCR1
 AMOS, William L. P1CS3
 APPELYARD, Raymond P. P1RP1
 ARNOLD, Harry E. LSAO1

BAILEY, Donald. P1AR2
 BAKER, Roderick O. LSCS2
 BARTRAM, Ronald E. LSCR1
 BECKINSALE, William F. LSCS2
 BEECH, James V. LSLRS
 BIRNIE, George D. LSAO1
 BJORNDAHL, Kenneth R. LSCR1
 BLACKWELL, George E. C2PC3
 BOUCHARD, Albert E. C2CR3
 BRIDGEMAN, James E. LSAAS
 BUCKINGHAM, George F. C2CV3
 BURNELL, Paul J. C2AO3
 BURTON, Gerald T. P1CS3
 BUSSEY, George E. C1AO3
 BUTCHER, Ronald W. LSAO1

CALDWELL, Robert H. LSAO1
 CAMERON, Donald A. P1CS3
 CAMPBELL, Gordon E. LSCR1
 CAMPBELL, Roger A. LSAO1
 CANDO, Joseph R. LSOM1
 CARTER, Harry C1AO3
 CAVAN, Leonard J. LSCV1
 CAVANAGH, Robert G. LSAO1
 CLODE, Norman R. LSAF1
 COLLENS, Dawn S. C2AT4
 COOPER, Gordon O. P2CS3
 COOPER, Herbert W. C2CR3
 CORMIER, Francis E. LSCS2
 CORNISH, Robert K. LSAO1
 COSTELLO, William F. LSAF1
 CRAFT, Peter N. P2CR2
 CRAWFORD, Robert E. LSAO1
 CROWTHER, John H. P1AN2
 CUMMINGS, George A. C1AT4
 CUMMINGS, William G. P2CS3

DALTON, Edward V. LSTDS
 DAVEY, George W. P1AC2
 DAVIS, Douglas R. P1PC3
 DAY, Kenneth A. P1AC2
 DEAKIN, John W. LSCR1
 DUBE, Claude J. LSCV1
 DUTFIELD, William E. LSOM1
 DYCK, Henry W. LSCR1

ENGLISH, Kenneth T. LSAF1
 FERGUSON, Robert G. LSAO1
 FORSTER, Gerald G. LSTDS
 FORSYTH, Lenley B. LSAF1
 FOSTER, Gordon D. LSAF1
 FRASER, Fred. LSCV1

GAGNE, Clermont J. LSCR1
 GAGNON, Morris J. LSAW2
 GALLAGHER, Kenneth D. LSCS2
 GARSIDE, Robert A. LSSE1
 GARVIN, Wesley R. LSCR1
 GASPER, Anton T. C2AT4
 GLOVER, James W. LSLR1
 GRATTO, William A. LSAF1
 GRAY, Thomas. P2AF2
 GRIFFIN, William G. LSCV1

HAINES, Harold J. P2CR2
 HART, William T. P1ER4
 HAWKES, Vincent N. LSCS2
 HEYS, Alexander R. C2CV3

HUFF, Warren B. P2CR2
 HUGHES, William A. C1CV3
 HULAN, George G. LSAO1

INSTANCE, James C. P1FM2
 ISCOE, Samuel. C2CV3

JACQUES, Harold W. C1CR3
 JEWELL, John W. LSCR1

KELLY, Joseph C. LSCR1
 KINGSLAND, William A. LSCV1
 KRAL, John M. LSAC1
 KRUGER, Michael. P2CR2
 KUHN, Frederick H. LSAO1
 KUKUCHA, Rudolph J. LSCR1

LARKIN, Thomas P. LSCV1
 LAWRENCE, James O. C2CR3
 LAZARUK, Alexander. LSCR1
 LEGARD, Herbert A. LSOM1
 LEPPARD, Edward. P2CR2
 LIGHT, Charles E. C1CV3
 LANAR, Gordon K. LSCV1
 LOVE, Morley K. P2CS3

MacKINNON, Leo R. LSAF1
 MacMARTIN, Duncan R. C2RP2

McBURNAY, Richard C. P2CS3
 McDONALD, Walter N. LSTDS
 McDONNELL, James W. LSCV1
 McKAY, Graham. P1CR2
 McKENDRY, Frederick G. LSCV1
 MADDOCK, Ronald S. LSAF1
 MAGUIRE, Harold L. LSCS2
 MARSDEN, Jack. LSAO1

MARSHALL, Ernest V. LSOM1
 MATTHEWS, Russell T. LSCR1
 MAXWELL, Allen L. LSAF1
 MAXWELL, Patrick J. LSCR1
 MAY, Theodore H. LSCS2
 MEAD, Kenneth E. P1PC3
 MERCURE, Robert J. LSCR1
 MERGAERT, Gilbert E. P2AL2

MILLS, Harvey M. P1OM2
 MONTGOMERY, William J. P1AO2
 MOORE, James R. LSCR1
 MORAN, Walter C. LSCV1
 MULHOLLAND, Percy G. LSTDS
 MUNRO, John D. LSAAS
 MURTHA, Basil A. LSCV1
 MUZZERALL, Cecil R. P1AC2

NEWALL, Alastair P1AO2
 NICKERSON, Granville B. C2CR3
 NORMAN, Jack S. LSAC1

O'RILEY, John K. LSCR1
 OSGOOD, Arthur H. P2AR2

PARENT, Rene A. P2CR2
 PARLEE, Gordon V. P2AF2
 PARSON, Gordon J. P2CR2
 PATERSON, Gerald T. LSCS2
 PAUL, Douglas C. P1AF2
 PETTY, Harold. P2SE1
 PIERSON, Dennis J. LSCV1
 POISSON, Maurice L. P2AC2
 POTTER, Robert V. LSAF1

RANDS, Howard A. P2CR2
 RATCLIFFE, Edward W. C1AC3
 REED, William A. P2CS3
 REID, Wesley J. P1AO2
 REITSMA, Gerard. LSCR1
 RIOUX, Roger J. LSSE1

SABEAN, Charles R. C2CS3
 SARAFINCHAN, Mike S. LSAO1
 SARGENT, Ernest C. C2CR3
 SAUNDERS, James L. LSCV1
 SHEPHERD, Robert W. P2SE2
 SMITH, Clifford. LSCS2
 SMITH, Ronald L. LSAF1
 SOKOLOSKI, William. LSCR1
 SOUTHERN, George H. C2QM2
 STEEP, Robert J. P1AC2
 SULLY, Harry J. LSOM1
 SUTHERLAND, George. LSCR1

TAYLOR, Lloyd W. C1AC3
 TELEMKO, James D. C2AR3
 TESSIER, Yvon A. LSCV1
 THOMPSON, Bruce A. LSCS2
 TRUDEL, Paul R. P2CS3
 TUCKNOTT, Ronald A. C2CV3
 TYLER, Frank M. LSCR1

VANDEWATER, Vernon R. P1AR2
 VEINPEL, Anthony LSCV1
 VINCENT, Edward D. LSCR1

WALFORD, Howard J. LSCS2
 WALKER, Cyril H. P1CS3
 WEDDELL, John C. LSAC1
 WESSEL, Anthony J. LSAF1
 WEST, Frederick I. LSCS2
 WESTELL, John R. P2CS3
 WHITTAKER, William S. P1AO2
 WOOD, James W. P2CS3
 WRIGHT, Kenneth V. LSTDI

YORGA, Willard. P2CS3

Weddings

Petty Officer J. P. L. Boule, HMCS D'Iberville, to Miss Simonne Boucher of Quebec City.

Leading Seaman P. Favron, HMCS D'Iberville, to Miss Irene Cormier of Moncton, N.B.

Petty Officer Samuel A. Jennings, HMCS New Liskeard, to Miss Vera C. Richards of Glace Bay.

Able Seaman M. J. Lalonde, HMCS D'Iberville, to Miss Georgette Laurin of Montreal, P.Q.

Sub-Lieutenant Edwin G. Lee, HMCS Hunter, to Petty Officer Wren Grace Vanstone of HMCS Hunter.

Able Seaman J. G. Royer, HMCS Montcalm, to Miss Denise Blondeau of Quebec City.

Births

To Lieutenant (S) J. E. Drummond, Naval Headquarters, and Mrs. Drummond, twin sons.

To Instructor Lieutenant Lawrence Farrington, HMCS Cornwallis, and Mrs. Farrington, a son.

To Able Seaman Dewart Fry, HMCS Haida, and Mrs. Fry, a daughter.

To Petty Officer J. J. L. Grimard, HMCS D'Iberville, and Mrs. Grimard, a daughter.

To Leading Seaman F. J. Hindle, HMCS Iroquois, and Mrs. Hindle, a daughter.

To Chief Petty Officer Albert Hurtubise, HMCS Iroquois, and Mrs. Hurtubise, a daughter.

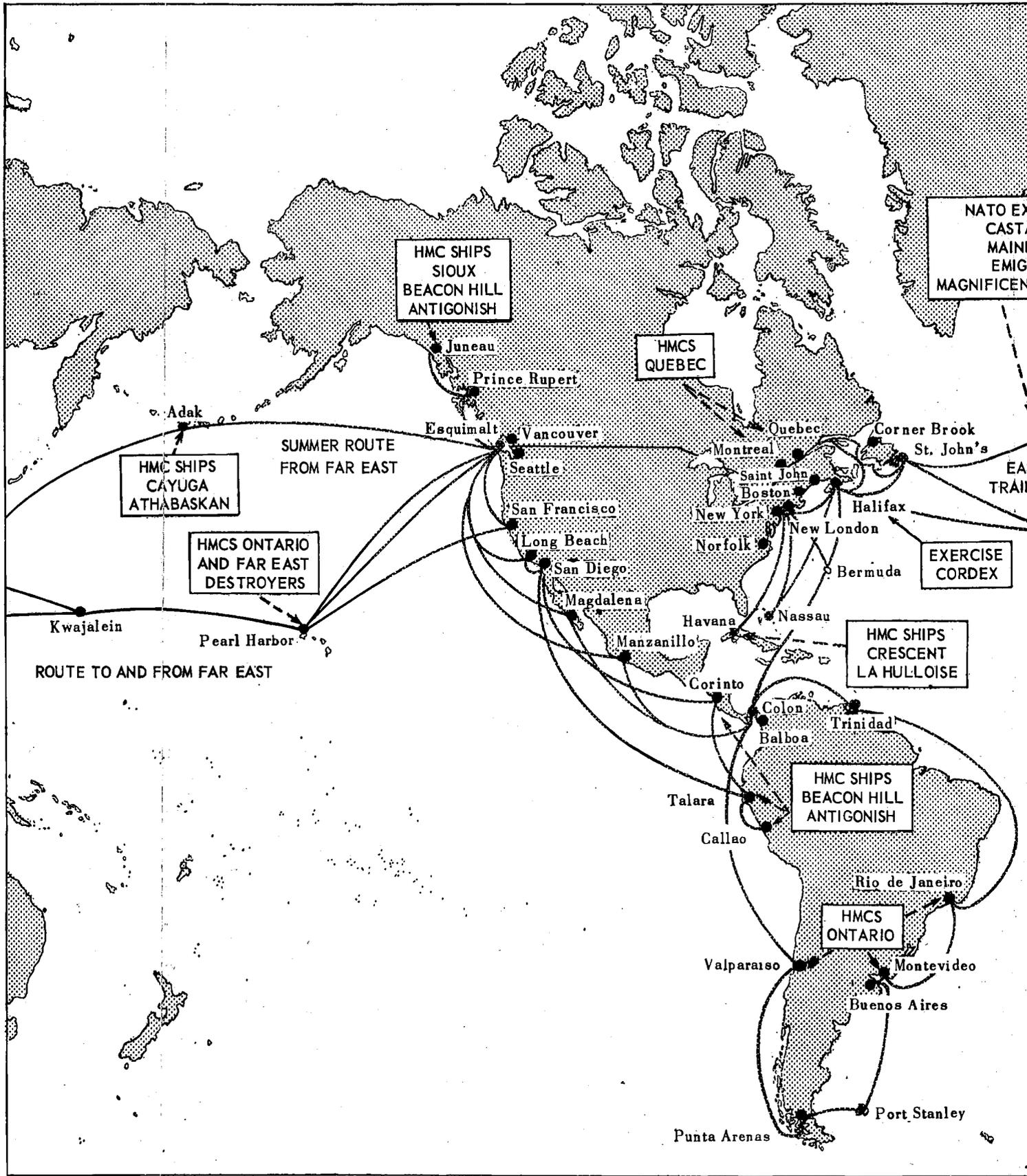
To Lieutenant Richard Ratcliffe, HMCS Niobe, and Mrs. Ratcliffe, a daughter.

To Petty Officer J. J. L. Robillard, HMCS D'Iberville, and Mrs. Robillard, a daughter.

To Leading Seaman K. B. Ross, HMCS New Liskeard, and Mrs. Ross, a son.

To Lieutenant D. G. Wales, HMCS Iroquois, and Mrs. Wales, a daughter.

To Leading Seaman R. H. Whetmore, Gloucester Naval Radio Station, and Mrs. Whetmore, a daughter.



NATO EX
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MAGNIFICEN

HMCS
QUEBEC

HMC SHIPS
SIOUX
BEACON HILL
ANTIGONISH

HMC SHIPS
CAYUGA
ATHABASKAN

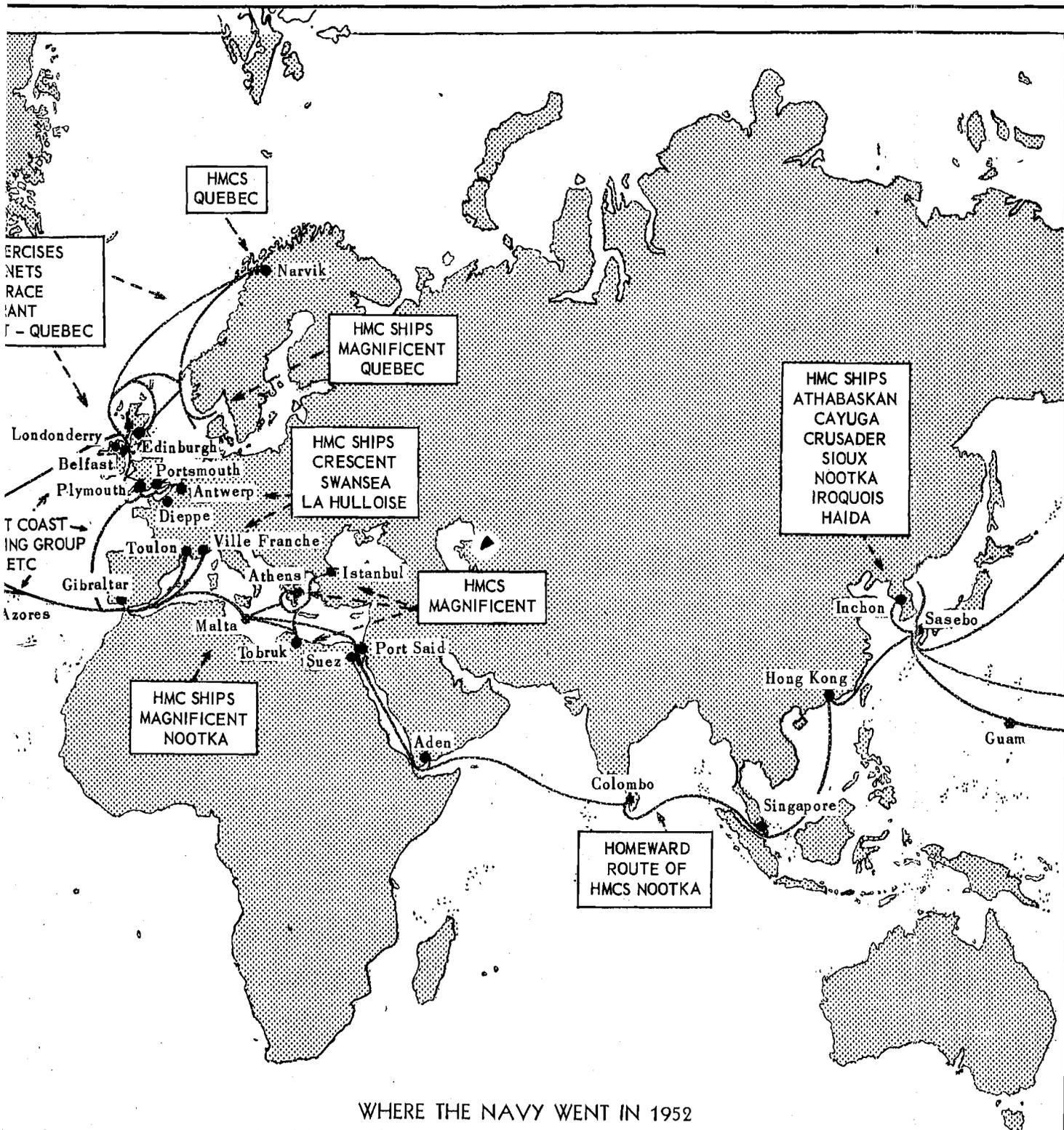
HMCS ONTARIO
AND FAR EAST
DESTROYERS

EXERCISE
CORDEX

HMC SHIPS
CRESCENT
LA HULLOISE

HMC SHIPS
BEACON HILL
ANTIGONISH

HMCS
ONTARIO



WHERE THE NAVY WENT IN 1952

Warships of the Royal Canadian Navy crossed and recrossed the Atlantic and Pacific oceans in 1952 more times than can be easily shown on a map. HMCS Ontario sailed around South America; HMCS Nootka completed the circuit of the globe. This map — not complete by any means — is intended to give a general picture of where RCN ships went in one year of service.

'ANGLED' DECK MAKES CARRIERS 'LONGER'

Simple Arrangement Stretches
Landing Area, Eliminates
Conventional Barrier

WITH the object of increasing the fighting power of the aircraft carrier, a new flight deck arrangement has been devised by the Royal Navy and the British Ministry of Supply. The idea is being developed simultaneously both in the United States and the United Kingdom.

Known as the "Angled Deck" in the Royal Navy and the "Canted Deck" in the United States Navy, the concept is extremely simple and results from a basically new approach to the problem of flying aircraft on to ships. Broadly speaking it involves the laying out of the flight deck and modifying slightly its conventional shape so that aircraft fly on at an angle of about 8 degrees.

If an aircraft is not brought to a standstill by the normal method of hooking on to one of a series of arrestor wires, it can fly straight off over the side of the flight deck without altering course, and can then fly round again for a further landing attempt, as is the practice at shore airfields in similar circumstances.

In order to appreciate the advan-

tages conferred by this system, it is necessary to understand the technique on the conventional flight deck, which is divided into three areas. At the after end is the landing area, in which are situated the arrestor wires intended to engage the hook of the landing aircraft and so to bring it to rest. Next come the barriers, the object of which is to stop those aircraft which occasionally overshoot the arrestor wires.

If there were no barriers, such aircraft might crash into personnel and aircraft parked in the third area, known as the deck park, which is devoted to the parking and launching of aircraft from catapults.

With the angled deck the conventional barrier can be eliminated because the way ahead is clear for the aircraft to open up to full power and take off again if the hook fails to engage any of the arrestor wires.

A barrier capable of erection in emergency is still required to cater to the extremely rare case of a defect in an aircraft which might prevent it altogether from using the

arrestor gear, e.g. if the arrestor hook were shot away, a second attempt to fly on would stand no better chance of success than the first and a barrier landing would be necessary. However, this emergency barrier can be sited in the landing area devoted to the arrestor wires and consequently the deck space normally given to barriers can be devoted to a more useful function. This is especially important today, because, as aircraft increase in size and speed, so must the "pull-out" of arrestor wires and the barriers increase and, if the conventional deck arrangement were to continue, both the arresting and barrier space would have to become greater at the expense of the deck park.

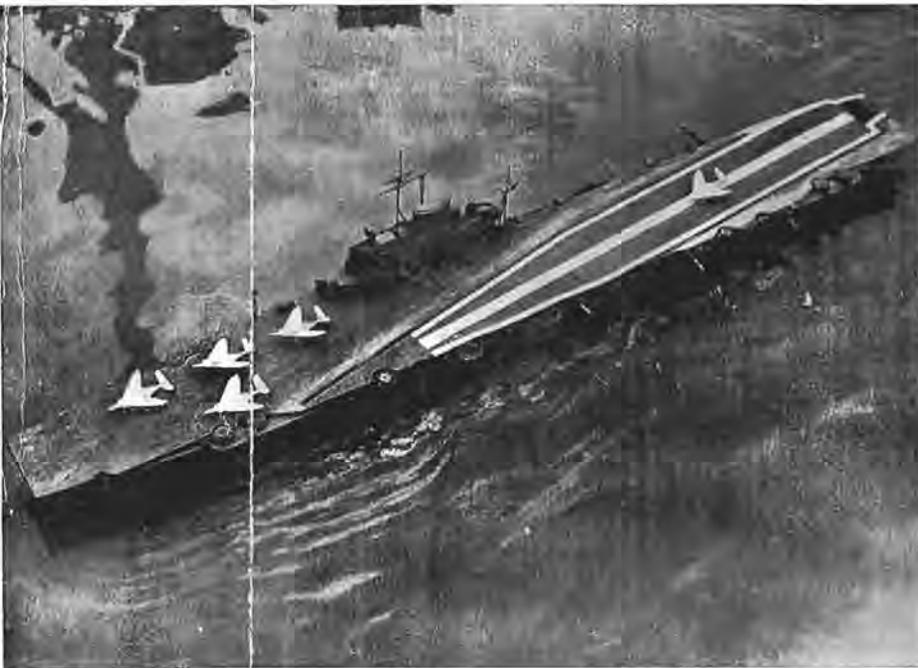
It will be seen that with the new system, barrier crashes should become extremely rare, and, since they usually damage aircraft, there should be a considerable improvement in the economy of carrier operations.

A further and distinct advantage of the angled layout is that the arresting area can overlap the parking area amidships. Thus the angled layout has a total effect equivalent to increasing the length of the carrier by 40 per cent. This virtue makes it possible for the carrier to accept more aircraft, aircraft of better performance, or both.

The angled deck concept follows hard upon the British development of the steam catapult, to which it is the complement. While the steam catapult increases the carrier's potential in launching aircraft, the angled deck increases the potential in accepting them.

It can confidently be expected that the new conception will prove to be a real "something for nothing" development which will substantially improve the efficiency, economy and fighting power of carrier-borne aircraft. Any such improvement is, of course, a change of balance in favor of a country dependent in war on its ability to defend shipping against shore-based air and submarine attack.

Preliminary trials of the scheme have now been conducted in both the Royal and United States Navies. Further development is proceeding. (*Admiralty News Bulletin*).



An aircraft carrier model is shown with the "angled deck" arrangement devised by the Royal Navy and British Ministry of Supply to enable carriers to accept heavier and faster aircraft with greater speed and safety. Among the advantages is that an aircraft failing to engage an arrestor wire can fly off again at full power. (*Official Admiralty photo by courtesy of the United Kingdom Information Office, Ottawa*).

YORK PRODUCES TRAINING FILM

Vice-Admiral E. R. Mainguy, Chief of Naval Staff, attended the premiere showing of the film, "The RCN(R) and You", at the Towne Cinema, Toronto, on November 23. Under the auspices of the commanding officer of HMCS York, the film was produced and directed by the Information Department of the Toronto naval division and was shown in conjunction with "The Gift Horse of the Sea".

"The RCN(R) and You" is played by the men of York and is the first film to be made by a naval division for public showing. Already it has been highly praised for its quality and excellent documentation. Directed and produced by Lieut.-Cdr. (SB) A. C. Theobalds and Sub-Lieut. (SB) Robert Brooke, the film portrays the training and activities of men and women of the Toronto naval reserve. A year in production, it highlights such scenes as York's Gun Run Team performing at the grandstand show of the Canadian National Exhibition, the Great Lakes Naval Regatta, helicopter rescue demonstrations, Fairmile cruises and weekly training drills in gunnery, asdic, radar and plotting.

"The Gift Horse of the Sea", which followed York's film at the premiere showing, is a new British movie for which Commander R. S. Abram, DSC, RN, Ret'd, served as technical director. The film is a dramatic re-enactment of the story of HMS Campbelltown, one of the 50 over-age destroyers transferred to the Royal Navy by the United States early in the Second World War. The Campbelltown, it will be remembered, achieved her hour of glory in the famous raid on St. Nazaire.

They Kept 'Em Flying

Officers and men of HMCS Shearwater knew they had put in a busy year in 1952 but just how busy wasn't apparent until some amateur statisticians got to work. Here's the way they figured it:

Aircraft at the air station made a total of nearly 27,500 landings during the year, or better than 75 per day. Of this total, 24,500 landings were made by day and 3,000 by night.

The air groups logged 15,500 air hours—13,500 by day and 2,000 by night. At 24 hours to the day that makes 646 days of flying time.



In his younger days Rear-Admiral R. E. S. Bidwell led a dance band, and he still gets the urge to thump out a few melodies at naval dances he attends in his capacity as Flag Officer Atlantic Coast. Here he plays during an intermission at a ship's company dance of HMCS La Hullose. (HS-22127).

IROQUOIS GUNNERS HARD ON TARGETS

HMCS Iroquois added another feather to her cap shortly before leaving the Far East to return to Canada.

The ship was on her way back to port from a carrier screening session in the Yellow Sea and all gun crews were closed up for a practice anti-aircraft shoot on a drogue target towed by an American naval aircraft. It was a routine practice, carried out as frequently as possible when ships are returning to or leaving harbor, for the purpose of keeping everyone in good shooting trim.

When the target-towing plane was sighted, it signalled that it would make four runs for the Iroquois' gunners. The first run started and all guns swung on and opened fire. After a few seconds of colossal racket, with everything "pumping lead", the drogue poofed into shreds. HMS Ocean, which was being screened by the Iroquois at the time, flashed, "Leave some for us."

The plane streamed another drogue and came around for his second run.

Another huge racket from the destroyer, another poof and a second drogue hit the sea. Ocean signalled again, "This is getting monotonous".

The plane flew off, streamed a third drogue and swooped in from another angle. The same rain of fire poured from the Iroquois and drogue No. 3 was blasted out of the air. By this time the onlookers were getting suspicious and Ocean inquired, "Do you do it with mirrors?"

In the towing aircraft, crewmen streamed their fourth drogue and the plane banked around for the fourth and last run. The shooting was still hot and the Iroquois got a perfect score—four drogues in four runs.

Captain C. L. G. Evans, in the Ocean, who bagged 16 enemy planes while serving as a naval pilot in the Second World War, sent a final message:

"I've never seen better A/A gunnery either from the dispensing end or, thank heavens, the receiving end."

Afloat and Ashore

PACIFIC COAST

More than 2,000 happy children met Santa Claus and received gifts and goodies when the Pacific Command held its annual Children's Christmas Party at Victoria's Memorial Arena December 18. Children of the personnel of HMCS Athabaskan and HMCS Crusader, at present serving in Korea, were the special guests of the Command on this occasion.

Clowns on ice and fancy skating acts kept the children wide-eyed until Santa appeared on a real sleigh drawn by eight (not too) tiny reindeer.

The RCN Band, under the direction of CPO Emil Michaude, played accompanying music to all the skating acts and Santa's gala entrance.

The chairman of the Christmas Party Committee was CPO D. H.

(Bert) Nelson, who was ably assisted by Lieut. (SB) W. H. Northey, the program chairman; Lieut. F. H. Moist, Lieut. (S) F. J. Heatley, Lieut. A. K. MacDonald, Commissioned Constructor Officer J. Down and CPO Fred Appleby.

Aldergrove Radio Station

To add to the entertainment of station personnel and their families, the ship's fund recently purchased a television set. The station technicians, together with many willing hands, are experimenting with a Rhombic aerial for reception and results have been very good so far. With KING-TV Seattle now in operation and a Bellingham station opening up in the near future, good reception is assured for the full broadcast period.

An outstanding event in the career of CPO R. E. Davies took place recently when the Officer-in-Charge

formally presented him with the Oak Leaf signifying the Mention in Despatches won by CPO Davies in the Korean theatre while serving aboard HMCS Cayuga during her second tour of operations.

Recent arrivals at the station are PO Earl Wareham, Leading Seaman Gordon Whitehead, Harry Snaith and Kenneth Bjorndhal and Able Seamen John Ellis, William Cholodylo and Edward Bellefontaine.

Matsqui Radio Station

A visit by Chaplain Harry Ploughman, Pacific Command Protestant Chaplain, on Sunday, November 2, was the occasion for a number of "firsts" at Matsqui Naval Radio Station.

The new standby power building was transformed into a chapel for the first church service ever conducted at Matsqui. Preceding the service was the station's first christening ceremony. Station personnel were urged to invite their friends and relatives for the occasion and the response was most gratifying. Daniel Bruce, son of CPO A. M. Brevig and Mrs. Brevig, and Mark Dixon, son of Ldg. Sea. S. R. Tarves and Mrs. Tarves, were baptized from a ship's bell. Godparents of both infants were Lieut. (L) R. M. Riddell and Mrs. Riddell. With the commencement of the main service it was noticed that what was lacking in the way of musical accompaniment was more than made up for in the volume of the singing. The Officer-in-Charge, Lieut. Riddell, read the lesson and Padre Ploughman gave the sermon.

Anyone who in the past has visited this station or was a member of the staff would find that many drastic changes have taken place in and around the main building. Acquisition of more powerful transmitters will have a marked effect on the layout and positioning of the existing equipment in the transmitting room. The recently constructed standby power building will house the larger diesels necessary to carry the increase in power in an emergency.

Officers and men now serving at this station are Lieut. Riddell, Lieut.



HMCS Athabaskan was well stocked with hobby materials when she left Esquimalt for her third period of Korean war duty. From the Hobby Shop of HMCS Naden the ship drew a large supply of hobby kits for distribution through the canteen. Shown checking over some of the kits are Leading Seamen Michael O'Brien, Herbert Chilli and Gordon Moscovitch. The last named was formerly in charge of the Naden Hobby Shop. (E-20775).

(L) J. A. Stachon, assistant Officer-in-Charge, Chief Petty Officers Brevig, R. W. Bright, J. C. Fox, C. G. Little and J. W. Humphries; Petty Officers B. A. St. Pierre, E. C. Hunt, J. H. Davison, G. S. Tory and R. J. Haycock; Leading Seamen A. J. MacPhail, S. R. Tarves, P. H. de Moissac, A. T. Dieroff and E. B. Latta, and Able Seaman R. V. Ruston, P. M. Grace and J. D. Robinson.

Lieut. Riddell will leave the station shortly to take up duties as Officer-in-Charge of the Electrical Training Centre at Naden and will be relieved here by Lieut. (L) J. F. Taylor.

HMCS Beacon Hill

Most of November was spent by the Beacon Hill in shaking the dust of refit out of her hair.

The job of getting her ready for sea rested heavily on the new executive officer, Lieut.-Cdr. P. C. H. Cooke, and the "buffer", PO W. R. Brain.

The latter was handicapped at first by a shortage of seamen on the upper deck, a situation that improved by the end of November. Scrubber and paint pot soon produced positive results above and below decks.

Two of the principal users of the paint spray guns, Leading Seamen V. G. Harvey and D. C. Larter, are also the Beacon Hill's contribution to the Naden hockey team which is entered in the Victoria Commercial League.

Added to the usual exercises during work-ups were surprise evolutions on dark and rain-swept nights in Patricia Bay. These included realistic attacks from the air. — P.D.J.

ND Training Centre

During the month of September, one RP3 class of seven men and one RP2 class of 11 men completed their instruction in the Navigation Direction Training Centre at HMCS Naden. In November, an RP3 class

Biter Bitten

It took retirement to do it, but Surgeon Commodore Archie McCallum finally found time for a medical after 35 years in the RN and RCN 13 of them as RCN's Medical Director General. He got a brief physical in 1917 when he joined the RN and that was it until last month when he got his first complete check-up at Stadacona.

"They gave me everything", he said—and he came out of it with an "A" category.



Christmas messages from more than 150 relatives and friends of personnel in the Athabaskan and Crusader were recorded by Radio Stations CKDA, Victoria, and CKNW, New Westminster, and sent in the form of taped programs to Japan for broadcast to the Canadian destroyers. In the upper photo, Ed Farey, program director of CKDA, records messages from Mrs. Mary Campbell and three-and-a-half-year-old Linda for Ldg. Sea. Donald Campbell, who is serving in the Athabaskan. Some of those awaiting their turns at the microphone are shown in the lower photo. (E-20908 and 20909.)

and two classes of Quartermaster Instructors started their courses.

Lieut. (ND) C. G. Pratt, Officer-in-Charge of the centre, left for Ottawa on November 3 for a conference of heads of training schools. En route he visited various naval divisions engaged in ND training.

Lieut.-Cdr. Inge Valen has joined the training centre staff and will be in charge of the training of quartermasters. Lieut. O. J. A. Cavenagh has joined the instructional staff from

HMCS Crescent, replacing Lieut. K. R. Crombie, who has been appointed navigating officer of HMCS Algonquin.

CPO Strang Gurney said farewell to the West Coast after accepting conditional advancement and a draft to HMCS Stadacona to join the staff of the ND School there.

PO James Black left for pre-PRI training in Stadacona prior to going to HMS Dryad for his instructors course.



Shortly before HMCS Nootka sailed for Canada the ship's company had a party for a group of Korean orphans. The three men shown with the children are, left to right, PO Len Hampton, of Windsor, Ont.; CPO Henri Pare, of Montreal, and Halifax and AB David Love, of Campbellton, N.B. (NK-1762).

HMCS Sault Ste Marie

HMCS Sault Ste. Marie has completed her annual refit and the ship's company is back from leave. Interest is centred on the inter-ship hockey league in which the "Soo" is competing with the Beacon Hill, Antigonish and Sioux.

Before the refit, CPO W. G. Sommerville and PO F. M. Massie were presented with the Canadian Forces Decoration by the commanding officer, Lieut.-Cdr. B. T. R. Russell, in a ceremony held on board.—*H.R.M.*

Communications Training Centre

Six wins and no defeats gave the Communications, Medical and Navigation Direction volleyball team a perfect, winning record in the volleyball tournament held as part of the Naden winter sports program. Coached by PO John Radley of the CTC staff, the Comm, Medical & ND teams have their sights set on further honors in the race for the Cock-of-the-Barracks.

CPO Tom McIntyre recently left the Naden message centre to take up a new position in the Naval Communication Centre in the Dockyard. CPO Robert Wilson is now enrolled in the Prep School. Back from long leave are PO Gordon Fraser and Ldg. Sea. William Goronuk.

Incoming drafts include Ord. Sea. Bruno Turcotte from Cornwallis, Ord.

Sea. James Anton from the Quebec and PO William Howarth from the Athabaskan. PO Howarth was relieved in the Korea-bound Athabaskan by PO Lindsay Sheppard.

ATLANTIC COAST

HMCS Haida

HMCS Haida has taken her place alongside the other Canadian units in the Far East following an interesting passage via Bermuda, Balboa, Manzanillo, Long Beach, Pearl Harbor and Guam. Extensive daily exercises were carried out between ports of call and every opportunity was taken to improve the ship's efficiency.

There was an outbreak of stubble chins during the voyage, with each mess apparently trying to outdo the other in growing the most luxuriant beard. PO Frank Hansen appears to be well in the lead, sporting a growth that would do credit to a Cossack.

At Pearl it was observed that many members of the ship's company adopted native dress, particularly aloha shirts. The resulting color effect caused even the natives to shudder. A consensus showed that the medical officer was far and away in the lead with a dainty number featuring such vivid lines as asparagus green, scrambled egg yellow and tomato red interspersed with pin stripes of engineer's purple.

While at Pearl Harbor, too, the Haida carried out bombardment exercises under the watchful eyes of USN observers.

While regretting that they could not spend Christmas at home with their own families, the crew were happy to be able to relieve the Nootka in time for that ship to be home in time for the festive season.

TAS School

Activities at the Torpedo Anti-Submarine School, although slackened somewhat from the hectic summer months, are still keeping the staff busy.

Two new classes, TD3 "E" and TLW "I", commenced their courses recently while TD2 "L" class completed and the men are awaiting drafts. Meanwhile, TAS1 "G", TG3 "C" and TD3 "D" classes embarked in the Portage, Wallaceburg and La Hulloise for two weeks' sea training with HM S/M Artemis and the US S/M Cod in the Bermuda area.

A number of staff changes took place during November. CPO W. Fernie went to Naden; CPO S. R. Crossley and PO R. Coupe were drafted to HMCS Huron; Lieut. R. Manifold joined the staff from the Joint Maritime Warfare School; Commissioned Gunner (TAS) R. E. Middleton left to take the Officers' Educational Course; Lieut.-Cdr. T. J. Thomas was appointed to the Huron and Lieut.-Cdr. H. B. Carnall joined the school from HMCS Porte Saint Louis.

HMCS D'Iberville

One hundred men from HMCS D'Iberville attended the opening of College Militaire Royal de St. Jean, travelling to Saint Jean by chartered bus. Instr. Lieut. R. J. Leclair and PO William Sullivan were in charge of the party.

An outdoor rink is being erected and hockey enthusiasts are looking forward to the time when the ice is available. The representative hockey team will be coached by Instr. Lieut. Leclair and PO James Tobias.

PO Joseph Robillard, who was hospitalized during a lengthy illness, is back on the job again.

PO Romeo Mercure, in hospital at the present time, is reported to be improving. All wish him a speedy recovery.

On Sunday, October 19, a buffet supper was served in the wardroom

and was followed by the film "When in Rome". The supper arrangements were under the supervision of CPO Patrick Bourdage, who, incidentally, celebrated recently his fortieth birthday. Another supper took place Sunday, November 23.—R.J.L.

HMCS Portage

The Portage was on the go almost continuously during November. Returning early in the month from A/S training in Bermuda waters, the ships later took part in exercises with HMCS Magnificent, HM S/M Artemis and HMCS La Hullose. Following this, exercises were carried out with HMS Rocket (the latest RN A/S frigate) and the Artemis.

In the entertainment field the ship's annual dance was held in the Sea Gull Club and proved to be a very successful affair, well attended by the ship's company and former Portage men and their wives and sweethearts. Rear-Admiral and Mrs. R. E. S. Bidwell were honored guests.

Late in the month the stokers were extremely busy with boiler cleaning, while the remainder of the ship's company took advantage of the break to catch up on many "odds and ends", including long-awaited dental and medical appointments.

HMCS New Liskeard

A four-day visit to New York City was enjoyed by the ship's company of HMCS New Liskeard in the course of a training cruise at the end of October.

The Algerine minesweeper had earlier departed from her regular duties with the Naval Research Establishment to take part in Exercise Cordex. The New York cruise for her 77 officers and men began October 24 and she returned to Halifax on November 2.

Newport Corners Radio Station

The Halifax Mobile Blood Donor Clinic received a surprise on November 27 when it was intercepted while en route to Windsor, N.S., and invited into the naval radio station at Newport Corners by Lieut. (L) W. L. Ferguson, the officer-in-charge.

There, to the clinic's surprise, they found everything in readiness for the visit. Beds had been set up, coffee was available and the entire staff had their sleeves peeled back.

Needless to say, a 100 per cent donation of blood was made by Newport Corners naval personnel. But that wasn't all. Four wives of staff members contributed and civilians,



The Naval Defence Conference of the Dominion Council of the Naval Officers' Association of Canada held a three-day meeting at Naval Headquarters, Ottawa, December 4, 5, and 6, under chairmanship of H. W. Balfour, of Saskatoon, president of the Council. From left to right are: H. T. W. Grant, Ottawa; A. W. Baker, Guelph, Ont.; G. A. Rotherham, Toronto; B. D. L. Johnson, Vancouver; V. G. Brodeur, Vancouver; Wallace Graham, F. C. Aggett and J. A. McAvity, all of Toronto; H. W. Balfour; Commodore (S) R. A. Wright, RCN, Director General of Supply and Fleet Accounting, who addressed the meeting on naval stores; Harry McClymont, Ottawa, honorary secretary-treasurer; R. B. Graham, Montreal; J. C. Maynard, Toronto; D. J. McDonald, Winnipeg; F. A. Price, Quebec City; W. J. McIsaac, Halifax; R. S. McDougall, Victoria; J. D. Prentice, Victoria, H. S. Maxwell, Montreal, and D. W. Clark, Calgary. (O-3671).

both male and female from as far away as Brooklyn, N.S., also arrived to swell the blood bank. A total of 42 pints was collected at the station before the clinic moved on into the town of Windsor, where another 220 pints were drawn.

HMCS Iroquois

The ship's company of HMCS Iroquois paraded at Tsai Wan cemetery, Hong Kong, November 11, in a Remembrance Day ceremony honoring officers and men of the Canadian Army who gave their lives in the defence of Hong Kong in the Second World War.

The ceremony was conducted by Chaplain John Wilson and, in addition to officers and men of the Iroquois, was attended by a number of civilian members of the Canadian colony in Hong Kong, among them T. R. G. Fletcher, Canadian Trade Commissioner.

A wreath was laid on the grave of an unknown Canadian soldier by A/Captain W. M. Landymore, commanding officer of the Iroquois.

The honor guard was commanded by Lieut. J. G. Bowen.

The Iroquois was in Hong Kong for a rest period shortly before completing her tour of duty in the Far East.

NAVAL DIVISIONS

HMCS Hunter

(Windsor, Ont.)

Highlight of a busy month at Hunter was the visit November 10 and 11 of the Chief of Naval Staff, Vice-Admiral E. R. Mainguy.

Vice-Admiral Mainguy was met by Commander W. G. Curry, commanding officer of Hunter, and a guard of honor composed of reserve personnel was paraded in his honor.

Following an inspection of the division and a march past at which he took the salute, Admiral Mainguy told the reservists:

"You, the men of the naval reserve, are the ones on whom we are counting so heavily. Much money is being spent on your training. The country is entitled to the very best men."

Admiral Mainguy was also guest speaker at an Armistice Day dinner sponsored by the Prince Edward Branch 94, Canadian Legion.

Commander William Strange, Director of Naval Information, was also in Windsor, being guest speaker at a Remembrance Day dinner of the Kinsmen Club.

The Navy earned praise for its smart appearance in the Remembrance Day parade to the cenotaph,



Second prize of \$9.00 was won by this float entered in the Santa Claus parade at Collingwood, Ontario, by Sea Cadets of RCSSC Hood. Getting their idea from a picture that appeared in the November 1952 issue of *The Crow's Nest*, the cadets converted their whaler into a Viking ship and themselves into her hardy crew.

although it had some colorful rivals in the kilt-clad Essex Scottish. Commander Curry placed the wreath for the Navy at the Essex County War Memorial, where the four corners of the cenotaph were guarded by a sailor, soldier, airman and legionnaire.

The annual mess dinner of the Chiefs' and Petty Officers' Mess was a big event on the social calendar. Guest speaker was Rear-Admiral Walter Hose, CBE, RCN, (Ret'd). CPO W. E. Pickering made an able master of ceremonies.

The Wrens held a party in their mess for PO Grace Vanstone, whose marriage to Sub-Lieut. Edwin G. Lee took place November 29 in Essex. Sub-Lieut. Lee was presented with an engraved cigarette box from the wardroom officers, while PO Vanstone received a vast array of practical gifts.—*R.M.P.*

HMCS Cabot

(St. John's, Nfld.)

Numerous changes in personnel, already made or in process, have given a new look to Cabot's ship's company.

CPO E. C. Graham, Chief ERA on the staff for two years, was drafted to HMCS Stadacona and was replaced by CPO James W. Dean. In addition to supervising and training reserve engine room personnel, CPO Graham was active in recruiting and

accompanied PO Walter J. Murphy, recruiting petty officer, on a number of successful mobile recruiting tours.

The supply branch has had its share of changes. CPO Jacques Bond was drafted to Stadacona and was replaced by Ldg. Sea. John C. Stewart. During the year there have been several alterations in stores personnel. PO Donald H. Jenkins was relieved in September by Ldg. Sea. W. E. Guscott. The last-named had been on the staff of the Canadian

Naval Commander, Newfoundland.

PO Jenkins returned to visit his former shipmates when he arrived in St. John's during the summer as a member of the ship's company of HMCS Wallaceburg.

PO J. F. Stevens, on the staff for two years, was drafted to HMCS Quebec in November and was relieved by Ldg. Sea. Walter Crummell. AB Eric Morris, drafted to a course at Stadacona, was replaced by AB W. Griffiths.

AB Frederick Hammond and AB Leonard Bursey have ended special duty at Cabot, the former to join a St. John's oil company and the latter to enter a stoker course at Naden.

There was an autumn lull in the sports department, although several Cabot personnel entered the Joint Service Bowling League and organization of a badminton club was undertaken in joint service circles.—*C.A.B.*

HMCS Unicorn

(Saskatoon)

The Saskatoon branch of the NOAC undertook to share in the redecoration and alteration of the wardroom at Unicorn as a fall project.

The social side of activities opened with a Trafalgar Ball on the main deck of Unicorn. Gay throngs were received by the NOA president, Stuart Lindsay, and the secretary, Dr. James Roxburgh, as they crossed the quarterdeck and were smartly saluted by members of the ship's company.



A field gun's crew formed by members of the UNTD of the University of Saskatchewan had the honor of leading the parade held on the university's Reunion Day in Saskatoon. Here the cadets are shown as they formed up prior to the parade. Officer in charge was Sub-Lieut. R. B. Bartlett, a UNTD graduate.

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

Colored searchlights roved over a mass of color lent to the ship's deck by the colorful gowns of the ladies and the dress uniforms of the many navy, army and air force officers who attended.

The motif of the ball was supplied by the flags of the United Nations which were flown over the deck, attracting much attention and comment.—*J.B.W.*

HMCS Malahat (Victoria)

Malahat was host to UNTD personnel from the Vancouver naval division, HMCS Discovery, over the November 9 week-end. Fifty-five officers and cadets made the annual migration to Victoria aboard Discovery's training minesweeper, HMCS Cordova. The ship arrived at Esquimalt Saturday afternoon following extensive training exercises in the Gulf of Georgia. A Saturday afternoon sports meet was followed in the evening by a dance in Malahat.

A novel way of providing comforts for naval personnel in Korea was a fund raising bingo program held November 15 at Malahat. The party was staged under the auspices of the Royal Canadian Navy Women's Auxiliary, headed by Mrs. B. T. R. Russell.

The commanding officer of Malahat, Commander G. A. V. Thomson, left Victoria November 21 to attend the annual conference of commanding officers of naval divisions in Ottawa.

Navy League Sending Books to Korea

The Navy League of Canada has undertaken to provide a quarterly supply of 400 or more pocket-sized books for personnel of the Canadian warships serving in Korean waters.

This is over and above the book service operated by the Canadian Legion on behalf of the Canadian forces serving overseas.

Since the Canadian destroyers began operations in the Far East, Navy League branches across Canada have also filled and forwarded a large number of the well-known and popular ditty bags for distribution to the ship's companies.



On behalf of HMCS Griffon, Ldg. Sea. J. L. Bryant, of Port Arthur, places a wreath on the Civic Centre war memorial in Duluth, Minn., during Remembrance Day ceremonies there. Looking on are Lieut.-Cdr. J. H. Mahoney, Jr., USN, inspector-instructor of the Duluth naval reserve, and Lieut.-Cdr. Harold E. Stratton, USN. There is a close liaison between Griffon and the United States Navy reserve establishment in Duluth and good-will visits are frequently exchanged. (*Duluth News-Tribune photo*).

The final week of November was marked by good news for Lieut. (S) Garfield Dixon, who was promoted to Lieutenant-Commander, and Sub-Lieut. (S) B. W. Beaton, who was promoted to A/Lieutenant (S). CPO Ivor R. Keddle was welcomed to the division as Chief Shipwright in the same period.

CPO Walter Burch has been busy showing films at Malahat for many local groups. Among these were the RCN Women's Auxiliary, the young people's group of the Esquimalt Corps, Salvation Army, and more than 100 local Scouts and Cubs.—*R.W.*

HMCS Scotian (Halifax)

A seaward defence course covering all phases of harbor protection was launched November 13 in HMCS Scotian.

Under the direction of Lieut.-Cdr. (SB) J. T. Burns, the course will take about 28 weeks to complete and covers a variety of specific subjects. A total of 18 officers and men are attending and several Wrens will join when they have finished their basic training.

The first Scotian Wrens in line for advancement to Able Wren are three who have been taking an air maintenance course in HMCS Shearwater Tuesday nights. Eligible for promotion are Wrens Marie Fox, Joan Squires and Valerie Cato.

Personnel of Scotian took part in Remembrance Day services November 11 at the Sailor's Monument in Point Pleasant Park. Scotian Wrens were the only representatives from the Women's Reserve at the service, which was separate from the main commemoration at the Grand Parade.

HMCS Tecumseh (Calgary)

On Remembrance Day two platoons from Tecumseh took part in services at the Armories and the parade to the Cenotaph.

The division was visited November 13 by Lieut.-Cdr. G. H. Hayes, Reserve Training Commander, West Coast.

On Saturday evening, November 15, the Wardroom Officers' Wives' Association (short title: WOWS) put on a highly successful costume party in the wardroom.—*C.S.J.L.*

HMCS Brunswicker (Saint John, N.B.)

The ship's company of Brunswicker was presented recently with a singularly welcome, and what is believed to be unique, honor by being made honorary members of the ship's company of the USS Snyder (destroyer escort).

This honorary membership was extended in the form of a proclamation bearing the official seal of the USS Snyder and the signatures of



At a ceremony in Toronto recently, the Italian Vice-Consul presented HMCS York with a plaque and ship's clock from the cruiser HMS York, which was sunk in the battle of Crete in 1941. Shown above are the Vice-Consul, Mr. G. Zampaglione, Captain R. I. Hendy, Commanding Officer, and Lieut.-Cdr. G. K. Holder, Staff Officer, of York.

the commanding officer, officers and senior men of the ship. The document, forwarded to the division following the Snyder's recent visit to Saint John, termed the officers and men of Brunswicker "the most gracious . . . of hosts." It was in appreciation "for such Royal Canadian hospitality" that the officers and men of Brunswicker were made honorary members of the ship's company of the USS Snyder, "with all the rights and privileges thereof."

HMCS York

(Toronto)

In a ceremony at the Italian Consulate in Toronto, Captain R. I. Hendy, commanding officer of HMCS York, was presented with a plaque and the ship's clock from HMS York, a British cruiser which was sunk in the Battle of Crete in the Second World War. The presentation was made to HMCS York by Mr. G. Zampaglione, Italian Vice-Consul.

HMS York was torpedoed in Suda Bay, Crete, on March 25, 1941, and many unsuccessful attempts were made to salvage her. It was only recently that the hulk was finally brought to an Italian shipyard, where it is now being dismantled and scrapped.

Built in 1928, the York on one

occasion was part of the fleet under the royal command of His Late Majesty King George V. His Majesty reviewed the Fleet in Weymouth in 1932 and later took it to sea. HMS York was in company at that time with the cruisers Dorsetshire, Norfolk and Exeter.

At the outbreak of war, HMS York was allocated to the North Atlantic. In the spring of 1940, she assisted in the landing of British forces in Norway, then had a hand in their evacuation when it became apparent their positions were untenable.

Following this she was assigned to guard the through-Mediterranean convoys. Suda Bay, the then newly acquired base in Crete, was admirably situated for the cruisers participating in convoy protection. While British troops were being transported from Egypt to the Piraeus, HMS York kept up a constant patrol to ward off the threat of enemy attacks. The cruiser, working to the west of Crete and in the Aegean, was frequently dive-bombed and on March 25, 1941, fell victim to another form of attack.

Small, fast-planing skiffs, with a one-man crew, had been developed by the enemy. They were not easy to detect and became a considerable menace when handled in determined fashion. It was a dinghy of this type

that penetrated the defences and torpedoed the York.

Later the officers and men from this ship assisted in the evacuation of Greece, and finally it was necessary to leave the cruiser in the hands of the enemy.

Since the sinking, the Toronto naval division has been the only ship or establishment to bear the name "York" and so arrangements were made for the memento from the cruiser to be presented to the Canadian shore establishment.—A.C.T.

HMCS Catarqui

(Kingston)

HMCS Catarqui received visits during November from a number of senior officers, including Commodore H. N. Lay, Assistant Chief of the Naval Staff, Commander A. B. F. Fraser-Harris, Executive Officer of HMCS Stadacona, and Commander Tupper, RN.

Commander Fraser-Harris and Commander Tupper lectured the ship's company on Korea and amphibious landings, respectively, and both talks proved to be of great interest.

At the annual Remembrance Day ceremony on November 11, members of the ship's company marched at the head of the parade, which was composed of approximately 3,000 veterans and service personnel. A wreath was laid at the Cross of Sacrifice by Captain J. V. Brock, RCN, on behalf of the Naval Service.

The Sea Cadet band also paraded and had the honor of leading the Roman Catholic portion of the parade to and from that church service.

HMCS Catarqui's hockey team tied two and lost one of its first three games in the Kingston City League.

In basketball, Catarqui was victorious in its first two games in the Kingston Garrison League. The opponents were the Reserve Army and Eastern Ontario Area Headquarters.

HMCS Nonsuch

(Edmonton)

Reserve officers of Nonsuch were hosts to 30 officers of 418 City of Edmonton RCAF Reserve Squadron recently following regular drill at the division.

The Air Force officers were given a demonstration of naval training and were guests at a buffet supper in the wardroom. Arrangements and entertainment were handled by Lieut. Cdr. Banwell, Lieut. T. G. Linnell and Lieut. Peter McRorie.



Three reserve chaplains taking their annual training in Halifax examine one of the windows in Saint Nicholas Church in HMCS Stadacona on which Chaplain Harry Ploughman used tinted paper to produce a successful facsimile of a stained glass window. Left to right are Chaplains J. R. Scott, from the United Church of Salisbury, N.B.; Very Rev. C. Ritchie Bell, former Moderator of the Presbyterian Church of Canada and professor of the Presbyterian College at Montreal, and Rev. Dr. John B. Corston, principal of Saint Andrews College in Saskatoon. (HS-20209).

THEY LOOK IT, BUT THEY AREN'T

The windows of the Protestant chapel of HMCS Stadacona are glass, they are stained, and they look like the real thing, but they are not stained glass windows.

The same effect has been achieved, at infinitely less cost, by pasting printed patterns over ordinary, clear glass. Only under close examination is the difference apparent. The job was done in their spare time by Chaplain Harry Ploughman, Command Protestant Chaplain, and some of his naval parishioners. It took them about three months to "stain" the chapel's 24 windows, with each window requiring an average of four hours' careful attention.

Excellent examples of the work are also to be seen in the two new churches at HMCS Cornwallis, each of which has three high windows of striking design behind the altar.

Padre Ploughman first used the method to adorn a chapel in HMCS Niobe, the RCN base in the United Kingdom, during the Second World

War. In addition to those in Stadacona and Cornwallis, he has also done the windows in the two chapels in HMCS Shearwater.

The patterns are made by a firm in Belfast, Ireland, and are based on traditional religious designs.

Padre Ploughman took over as Pacific Command Protestant Chaplain on August 23, exchanging appointments with Chaplain G. L. Gillard.

Wartime Padre Marks Silver Jubilee

Very Rev. Francis J. Jackman, P.P., pastor of St. Edward's parish, St. John's, Newfoundland, celebrated the Silver Jubilee of his Ordination to the Holy Priesthood last year at St. John's.

His name will strike a familiar chord in the memories of many naval men who served during the war in Newfoundland, where Father Jackman served as a naval chaplain.

DOCKYARD DONATES \$2,310 TO CHARITIES

The Dockyard Charity Committee at Halifax increased the scope of its fund last year to include two more organizations in the group of 21 charities to which it donates funds annually. Last year \$2,310 was being distributed to 21 charities.

The new organizations on the list are the Canadian Paraplegic Association, Maritime Division, and the Halifax Colored Citizens Improvement League.

A list of last year's contributions by the Dockyard charity organization appears below:

Halifax Community Chest \$400, Salvation Army Red Shield Appeal \$300, Canadian Cancer Society (Halifax Branch) \$225, Canadian Red Cross Society (Halifax Branch) \$225, Canadian Foundation for Poliomyelitis \$125, St. John Ambulance Association \$100, Young Men's Christian Association (Halifax Branch) \$100, Halifax County Anti-Tuberculosis League \$100, Walter Callow Veterans and Invalids Welfare League \$100, Canadian Cancer Society (Dartmouth Branch) \$75, Canadian Red Cross Society (Dartmouth Branch) \$75, Rainbow Haven Fund \$75, Multiple Sclerosis Society of Canada \$75, N.S. Home for Colored Children \$50, Canadian Arthritis and Rheumatism Society \$50, Canadian Paraplegic Association, Maritime Division, \$50, Halifax Police Boys Club \$30, United Boys and Girls Clubs of Nova Scotia \$30, Boy Scouts Association, Halifax District Office, \$25, Halifax Canadian Legion Poppy Fund \$25, Dartmouth Victorian Order of Nurses \$25, Goodfellows Club \$25, Halifax Colored Citizens Improvement League \$25.

The Dockyard Major Charitable Campaign was first instituted in 1951 and was designed to replace separate individual drives with one campaign which would look after all charitable organizations in the Halifax area.

Members of the Committee responsible for the disbursement of funds are: L. Hennigar, Affiliated Trades and Labour Unions Joint Council; Miss V. Whidden, Halifax and District Naval Civil Service Association; L. Hennigan, Dockyard Civil Service Veterans' Association; Miss R. Dibbon, Dockyard Treasury Office; E. H. Canning, Industrial Relations, and J. J. Breen, Assistant Superintendent (Civil).



The Navy Plays



Shearwater Wins N.S., Maritime Grid Laurels

After five years of frustrating failure, the Shearwater Flyers more than made up for the bitter past by trouncing Stadacona 65 to 6 December 3 to win the Nova Scotia Canadian football championship.

Three days later they carried this victory impetus on to win the first Maritime Canadian football playoff ever staged, beating hard-fighting St. Thomas College from Chatham, N.B., 14 to 5 in a sudden-death final.

The Flyers had their hopes dashed five times before they finally gained possession of the Purdy Trophy, emblematic of the Halifax, and later Nova Scotia, championship. The first year they reached the semi-finals, and thereafter were defeated in the other finals until this year, when they handed Stadacona its most humiliating loss ever. Stadacona won the cup four times and Dalhousie University won last year.

This year's Nova Scotia final had to be played twice. On November 28 the teams made league history by deadlocking 8-all at the end of regulation playing time. The league executive ruled that two overtime periods



LIEUT. GOURLAY

should be played before the winner was decided, but the game was called by darkness with 20 seconds remaining in the first overtime period and Shearwater leading 25-8. So the score was reverted to the tie and another game scheduled. The Flyers lived up to their name in the final encounter and took to the air as Lieut. Bill Gourlay of Guelph, Ont., heaved six touchdown passes over a frozen, snow-powdered

field calculated to rule out such fancy forward flips.

The game started innocently enough with Shearwater scoring a touchdown on a pass from Gourlay to Ldg. Sea. Mike O'Connor, which O'Connor converted, at the ten-minute mark of the first quarter. The Stadacona team gave notice it was still in the game by notching a single point just before the quarter ended. In the second quarter the game broke wide open, as Shearwater added 22 points to lead 28-1 at half-time.

In the third quarter, the Flyers continued the rout with two converted touchdowns and a single, and then went wild in the fourth quarter to rack up 24 more points.

In the Maritime final, the Flyers came from behind a 5-1 deficit at half-time to score 13 points in the third quarter and defeat St. Thomas College. It was the first Maritime Canadian football final in history and was played at Studley Field, Dalhousie University.



Mighty pleased with themselves, and with good reason to be so, are the Flyers of HMCS Shearwater. In December, after six years of trying, they won the Nova Scotia Canadian football championship, then went on to take the Maritime title the first time it was up for contention. Front row, left to right, are: Ldg. Sea. Graham Currie, AB Hector Chapman, AB Bill Walker, PO John (Hoss) Anderson, assistant captain; Lieut. Jack Dean, coach; Commander (S) D. K. Graham, manager; PO Danny McCowell, captain; Ldg. Sea. Hec Heard, PO Jim Donnelson, AB Bruce Walker and AB Al Browne. Centre row: Ord. Sea. Gilbert Sheppard, AB Roly West, Ldg. Sea. Dave Nairn, AB Bill McKinney, AB Jim Cochrane, AB Bill Smethurst, Ldg. Sea. "Rocky" Harris, AB Barney Dale, AB Jim Carey, Ord. Sea. Len Satchko, CPO Reg Peters and, wearing windbreaker, AB Ian Hartwell. Rear row: Ord. Sea. Ivor Oxford, PO Edison Fraser, trainer; AB Ted Hucker, Sub-Lieut. Dave Tait, Ord. Sea. Chuck Brown, Ldg. Sea. Mike O'Connor, PO Bill Sorrell, PO Harvey Mills, Ldg. Sea. Harry Abbott, Ldg. Sea. Jack Moss, and AB Gilbert Gillespie. Missing from the photo are Lieut. Bill Gourlay, FO Lennie Scanlon, RCAF; Lieut. Gary Wright, assistant manager, and AB Jim Allen. (DNS-9699)

The "Tommies" took to the air in this game, throwing 24 passes while Shearwater, relying on their ground strength, tossed only nine. A blocked kick on the St. Thomas seven, which was converted into a touchdown, and a sustained ground attack gave Shearwater its two touchdowns in the third, after the Tommies' fleet end, Bill McMullin, had intercepted a Shearwater pass and raced 80 yards for a TD in the second quarter to put the visitors ahead.

St. Thomas was threatening again in the fourth quarter but Shearwater intercepted a pass in the closing minutes of the game to put the game on ice.

Unbeaten Navy Team Again Soccer Champion

For the second consecutive year the RCN team from the Pacific Command won the West Coast Inter-Service Soccer League championship with an undefeated record.

Under the management of Lieut. (S) Percy Sands and the coaching of PO David Sadler, the team won all eight games played, defeating RCAF 2-0 and 3-1, RCSME 6-0 and 7-0, Royal Roads 11-1 and 3-0 and RCA 2-0 by default.

CPO Bob Murray starred in goal throughout the season, recording six shutouts in league play and two during exhibition games. He was aided by a strong defence composed of Lieut. Sands and John Kennedy, the team's captain.

Others who played on the team for all or part of the season included CPO Tom Fraser, CPO Vic Dovey, PO Ron Webster, PO Geoffrey Clarke, PO Eric Beech, PO Jeff Cragg, AB R. Simen, Ldg. Sea. James Barlow, AB Spence Reese, Ord. Sea. Bryan Savage, Ord. Sea. Roche Rennie, AB Joseph Rowe, Ord. Sea. Henry Hunt and AB Andrew Gale, who served also as equipment manager.

Stad Supplymen Roll High Bowling Scores

Twenty-eight teams are competing in the inter-part bowling league at Stadacona, with Supply "A" shaping up as the team to beat. To date each player on the team has averaged over 200, with AB Bruce Davis scoring the high single of 306. Ord. Sea. Myron Roberts, also of Supply "A", has the high triple of 747.

Iroquois Athletes Compete In Sasebo Sports Meet

In an Army-Navy-Japanese sports meet held in Sasebo, Japan, Ldg. Sea. "Red" Leeming, of HMCS Iroquois and Saint John, N.B., won the discus throw to give the Com-



Two crew members of HMCS Iroquois, awaiting their turns at bat during a ball game on the beach of a UN-held island, are joined by two Korean youngsters in playing catch with a football. They are Able Seamen George Dietsch and Jerome Stokke, both of Toronto. Walking away from the camera is AB Sanford (Sam) Jamieson, Kingston, while at bat is AB John Hogan, also of Kingston. (IR-217).

monwealth Navy team its only first-place points.

It was the Camp Mower Annual Invitation Track and Field Meet, sponsored by the U.S. Army Detachment in Sasebo. Teams were fielded by the U.S. Army, the U.S. Navy, Japanese employees of local U.S. facilities and the Royal Navy. The RN team was hastily amended in the books to read "Commonwealth Navy" with the inclusion of last-minute entries from the Iroquois.

Under the coaching of PO "Bud" Rheubottom of Winnipeg, the ship's PTI, the Iroquois had four men in four events. Ldg. Sea. Leeming coped the discus throw, AB Don Eaglestone of Toronto and Ldg. Sea. Jack Parks of Toronto entered both the 100-yard dash and the broad jump and AB Jim Friars of Saint John competed in the shot put. Ldg. Sea. Sam McIvor was team trainer.

When the score was tallied, the hosts made a clean sweep, chalking up 61 points. The Japanese team placed second with 39 points. Third came the Commonwealth Navy team with 15 and the U.S. Navy was fourth with two.

Navy Teams Entered In Badminton League

The HMCS Naden Badminton Club has entered teams in the 3rd Division section "A", 4th Division section "B" and 5th Division section "B" of the Lower Vancouver Island

Badminton League.

The Navy's third division team, playing its first tournament on November 20, was defeated 9-7 by a strong team from Victoria Lawn Tennis and Badminton Club.

Making up the RCN team were Lieut. (SB) William Northey, Instructor Lieut. Don Robertson, CPO John Stoddart, PO William Walters, Mrs., Northey, Mrs. Dorothy Churchill, Mrs. Pat Timbrell and Mrs. Margaret Korning.

The RCN wins were scored by the Walters-Timbrell, Robertson-Korning, Walters-Robertson and Korning-Timbrell combinations.

Hudson Flight First In Royal Roads Run

The inter-flight cross country run held at the Canadian Services College, Royal Roads, November 19, saw Hudson Flight collect top honors with 439 points. McKenzie Flight was second and Fraser third. Others, in order, were Champlain, LaSalle and Cartier Flights.

The four-mile course started from directly in front of the "Castle" and finished on Creery Field in the college grounds. Official starter and referee was Colonel C. B. Ware, College Commandant.

York Launches Hockey Campaign with Victory

HMCS York's hockey team gained an even division of the spoils in its



Petty Officer Frank Lowe of Red Deer, Alberta, was 1952 winner of the Admiral Jones Memorial Shield, awarded annually to the man who "contributes the most in conduct, sportsmanship and character to sports in HMCS Stadacona." PO Lowe was outstanding in hockey and softball and took a leading part in athletic activities. (HS-22810).

first three hockey games this season.

With AB Bob Irving setting the pace with two second-period goals, the Toronto Tars got off to a winning start by beating the Army 3-1 in the Toronto Inter-Service League opener.

In their next game the York pucksters played a 6-6 tie with HMCS Star in a renewal of the friendly



Two teams, Supply School "A" and Supply Naden, share possession of the Summer Cock-of-the-Barracks at HMCS Naden, having tied for first place in the final standings. Here Commodore K. F. Adams, Commodore of the barracks, presents the trophy to CPO Paul Bishop, representing Supply School "A", and CPO Robert Renton of Supply Naden. (E-20718).

sports rivalry between the Toronto and Hamilton naval divisions. The game was featured by some solid thumping and Ord. Sea. A. MacQueen, of York, came out of it with a souvenir in the form of a large black eye.

Returning to league fray, York went down to a 5-0 defeat at the hands of a well-drilled RCMP team.

The Inter-Service League has four entries—York, Army, RCMP and Air Force—playing for a championship trophy kindly donated by C. A. Fraser of the Fraser Cartage and Storage Company, Toronto. Jack May, of the same company, represented Mr. Fraser at the opening game between York and Army.

The Toronto division's team is

Leaders Closely Bunched In Basketball Loop

The inter-part basketball league at HMCS Stadacona got under way on October 27 with a total of 11 teams taking part. Electrical "A", Electrical "B" and TAS set the early pace, each team winning its first three games.

Air Station Sports Draw Large Turnouts

Bowling, volleyball and basketball have caught hold well this winter at HMCS Shearwater. Twenty-seven teams are competing in the inter-part bowling league and meet on Tuesdays, Wednesdays and Fridays. The Electrical team and Air Engineering Chiefs and POs No. 2 were tied for



HMCS Shearwater's soccer team won the Atlantic Command championship by defeating HMCS Cornwallis 2-0 in a sudden death final. Members of the team are pictured, front row, left to right: CPO Phil Baker, RN (coach and captain), AB George Cummins, Ldg. Sea. Robert Allen, AB Fred Hodge and Ldg. Sea. Denis James. Back row: Ord. Sea. David Binger, Midshipman Brian Evans, RN, AB Harry Childs, Midshipman Brian McGee, RN, PO Robert Collyer, PO Alex Grant, Ldg. Sea. Gordon Gillies and Ldg. Sea. John Pike (trainer). (HS-22629).

smartly turned out in uniforms featuring white sweaters with blue lettering and numbers and blue stripes on the sleeves.--D.P.

Shearwater Soccer Team Posts Winning Record

HMCS Shearwater enjoyed its most successful soccer season in history last fall.

The air station team won the Nova Scotia armed forces championship and went on to take the Saks trophy, emblematic of the Atlantic Command championship, in October. In the Halifax City league, the naval airmen had won four games and dropped one by late November. Up to that date, the team had lost only three games of a total of 23 played.

top position late in November with 15 points apiece. The Air Groups are expected to expand the league to 36 teams in the New Year.

A 13-team inter-part volleyball league was formed in October and plays twice a week, with six teams competing each day. Six teams play each Wednesday in an officers' league.

There are a dozen teams in the inter-part basketball league but only two games a week are played. Three station teams are entered in Halifax and District leagues which get underway in January.

Naden Teams Competing For Winter Championship

The winter Cock-of-the-Barracks competition commenced at HMCS

Naden October 15 with seven teams competing. They are Supply School "A" and "B", MTE, Ordnance, TAS and Electrical, Medical, Communications and ND, and Supply Naden. Hockey, volleyball, badminton and bowling made up the pre-Christmas schedule, with basketball, swimming, .22 rifle shooting and a second half of hockey commencing in January.

Medical, Communications and ND clinched the volleyball title with six straight wins. Supply School "A" was a close second, having suffered but one loss.

Supply School "A" held the favored position in the hockey standings, having won three and tied one of four games. Medical, Communications and ND, Supply Naden and MTE were bunched in the runner-up spot with two wins and one loss each.

Two Tied for Top In Stadacona League

Supply and MTE moved out in front in the early stages of the Stadacona inter-part hockey league schedule, winning four games in as many starts. AB Raymond Johnson was one of the Supply team's leading stars while PO Kenneth Guertin and PO Roy Konrad were outstanding for the MTE.

Navy Makes Slow Start In Victoria League

The RCN hockey team got off to a slow start in the Victoria Commercial

League, posting only one win and a tie in its first five games.

In the league opener the Army defeated the favored Navy team 4-1

in a crushing, penalty-studded game. All Army goals were scored while Navy players were cooling their heels in the penalty box and left little support for Goalie Ordinary Seaman Robert Maud.

In their second game RCN tied with Victoria Merchants 2-2.

The sailors' win came when they defeated Victoria Vics 4-0. The team coach, PO Norm Jones, took to the nets for this fixture and got the credit for the shutout.

The fourth game was a return engagement with the Army and was a repetition of the first, even to the 4-1 score.

The fifth game went to Victoria Merchants by a 5-2 score.

Only four of last season's champions are with the RCN team this season. They are Ldg. Sea. Neil Standley, PO Doug Johnson, PO D. Mackay and Ldg. Sea. Delmar Brown. Others who have played on the Navy team in earlier years include PO Norm Jones, AB Ted Audette, PO Archie McLean and AB John Olsvie. Newcomers are Ldg. Sea. V. Larder, Able Seamen C. Smith and J. Haugh and Ordinary Seamen Robert Maud, R. Fegg, Joe Weed, Clarence Fraser and Cyril Gill.



Two Observer's Mates in the Magnificent don't believe in the meteorological techniques of Metman Gene Duret, of Victoria, centre. They prefer to rely on a bottle of shark oil given to the ship some time ago by natives in Bermuda. If the oil stays clear, the weather will be fine; if it becomes cloudy, a storm is coming up. Holding the bottle is AB H. A. LeGard, of Pickering, Ontario. At the left is AB Harry Sully, of Mount Forest, Ontario. (MAG-4216).



A challenge trophy for individual revolver competition in the Pacific Command of the RCN has been presented by Henry Birks and Sons Ltd. Commodore K. F. Adams, Commodore of the RCN Barracks, Esquimalt, receives the trophy from C. J. Williams, manager of Birks' Victoria branch. (E-20041).

Sinbad, The Saluting Spaniel

Two dogs in the Atlantic Command, "Stand-Easy" at Stadacona and "Newfie" at Shearwater, who successfully held the limelight for several years, have had to move over to make room for another Navy-owned canine celebrity.

The newcomer is "Sinbad the Sailor", a silky-coated black cocker spaniel owned by Lieut.-Cdr. John B. Bugden, the Reserve Training Commander at Stadacona. Sinbad's trademark is a snappy right forepaw salute delivered at the slightest coaxing. When he crosses the brow of a warship and does his stuff, he has the ship's company figuratively eating out of his paw.

The story about something like that gets around and Sinbad is a favorite of Halifax naval men serving as far away as Korea. He became so well known while his master was staff officer at HMCS Donnacona that the personality pup was frequently in the "On Parade" column of Bruce Croll in the Montreal Gazette as "acting, probationary, temporary, unpaid, non-qualified, second class petty officer Sinbad." Cartoons of Sinbad in sailor garb as the hero of various surprising exploits regaled Croll readers.



Sinbad does his stuff.

Page thirty-two

The Halifax Mail-Star featured him on its city page with a story about "Sinbad—a sailor without a ship" and a picture of him throwing one of his famous salutes.

Both Stoker Stand-Easy and Sinbad may visit the Chief and Petty Officers' Mess in Stadacona, but so far there have been no reports of the two of them resorting to violence. Maybe Stand-Easy is resting on his laurels and vast seniority over the latest wonder.

MAN OF THE MONTH

(Continued from Page 8)

made haste to the old home town, Ottawa, and married the former Marie Landriault. "Hurch" and his bride returned to Halifax, set about the task of establishing a home, and the groom rejoined his ship.

There wasn't much time to get used to home life. In September of that year he was drafted to stand by the Iroquois, which commissioned the next month. There followed a long and hectic work-up period and evaluation trials in Norfolk for the ship's new AA system. April 21, 1952, saw the Iroquois steam out of Halifax, bound for the Korean war.

Now the ship is on her way back to Halifax and the sooner she gets there the happier "Hurch" will be. Having had another taste of war, he intends to devote a lot of time to learning something of home life and being the father of a daughter.

Divers Meet The Strangest People

The Chief will never know whether the visitor from the briny was showing a professional interest in his work or was more attracted by his flavor. He got out of there too fast.

CPO Robert Wigmore, a naval diver, was working near some pilings, 30 feet below the surface of Esquimalt Harbor, when he felt a gentle tapping on his shoulder.

He turned, he looked and he yelled—and what he yelled indicated he wanted to be back aboard the diving tender in a hurry.

Clinging to a piling with five of its eight six-foot tentacles was an octopus. The other three sucker-covered tentacles were groping through the murky water in the direction of the Chief.

Safe aboard the diving tender, CPO Wigmore was assured by a dockyard matey that the octopus would have done him no harm.

Did the dockyard worker take up the Chief's offer of a diving suit to go down and meet the eight-legged visitor? No.

Pacific Command Stages Successful Bond Drive

Ships and establishments of the Pacific Command, including naval divisions from Port Arthur west, exceeded by nearly \$30,000 the quota set for them in the 1952 Canada Savings Bond campaign.

At that, the Pacific Command total did not include results of sales in HMCS Ontario, which was still away on her South American cruise when the final score was reported.

The 1952 figure for bond sales to personnel of the Pacific Command amounted to \$351,300, topping by more than \$90,000 the previous record, set last year when West Coast naval personnel purchased bonds to the value of \$260,550.

Individually the figures are impressive. The Naval Radio Station at Churchill, Manitoba, subscribed 828.6 per cent of its quota while HMCS Chippawa, the Winnipeg naval division, reached 675 per cent. The Korea-bound Athabaskan showed the way in the fleet. With a goal of \$14,000 the destroyer men bought bonds totalling \$25,050 in value prior to sailing for the Far East on October 29.

Chief Organizer of bond sales in the Pacific Command was Lieut.-Gdr. (S) J. W. McAndrew, of the Supply Department, HMC Dockyard, Esquimalt.

OFFICER SLATE ELECTED BY OTTAWA NOAC

Harold H. Durham was elected president at the annual meeting of the Ottawa Branch of the Naval Officers' Associations of Canada.

Other officers elected were: Vice-president, William Stoody; secretary, Robert McKenna, and treasurer, R. F. Wood.

On the opposite page is a reproduction of the Crossing-the-Line certificate designed and drawn for HMCS Ontario by Commander H. W. S. Soulsby, RCN, Ret'd., to commemorate the cruiser's crossing of the Equator on her voyage around South America last fall. The route and dates shown on the certificate are those which were originally scheduled. Later dropped from the ship's program were the calls at La Guaira, Venezuela, and Cartagena, Colombia. In no way, however, did this affect the validity of the certificate, which will be a prized possession of those who qualified as "shellbacks" on the Ontario's cruise.

H.M.C.S. ONTARIO

SOUTH AMERICAN CRUISE

September - December

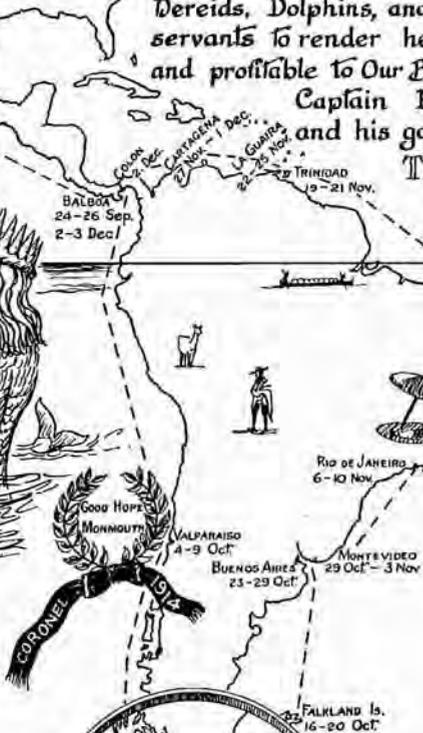
1952



We have noted with pleasure that Her Majesty's Canadian Ships have become more frequent visitors to Our Domains. So We are delighted to have welcomed H.M.C.S. ONTARIO to the Southern Hemisphere. We have speeded her on her way South and through the Straits of Magellan, and have blessed her with fair winds favorable currents and such other amenities as Our bountiful doth afford. Furthermore, it shall be the happy duty of all Mermaids, Wermen, Vereids, Dolphins, and other Our faithful sea-servants to render her voyages adventurous and profitable to Our Beloved and Trusty Brother Captain E.P. Tisdall, C.D., R.C.N. and his gallant officers and men.

THIS CERTIFIES that

CROSSED THE LINE
in H.M.C.S. ONTARIO
in Longitude 80° 54' W.
27th September 1952



Neptunus Rex



ONTARIO east-bound 1952



RAINBOW west-bound 1910

STRAITS OF MAGELLAN

