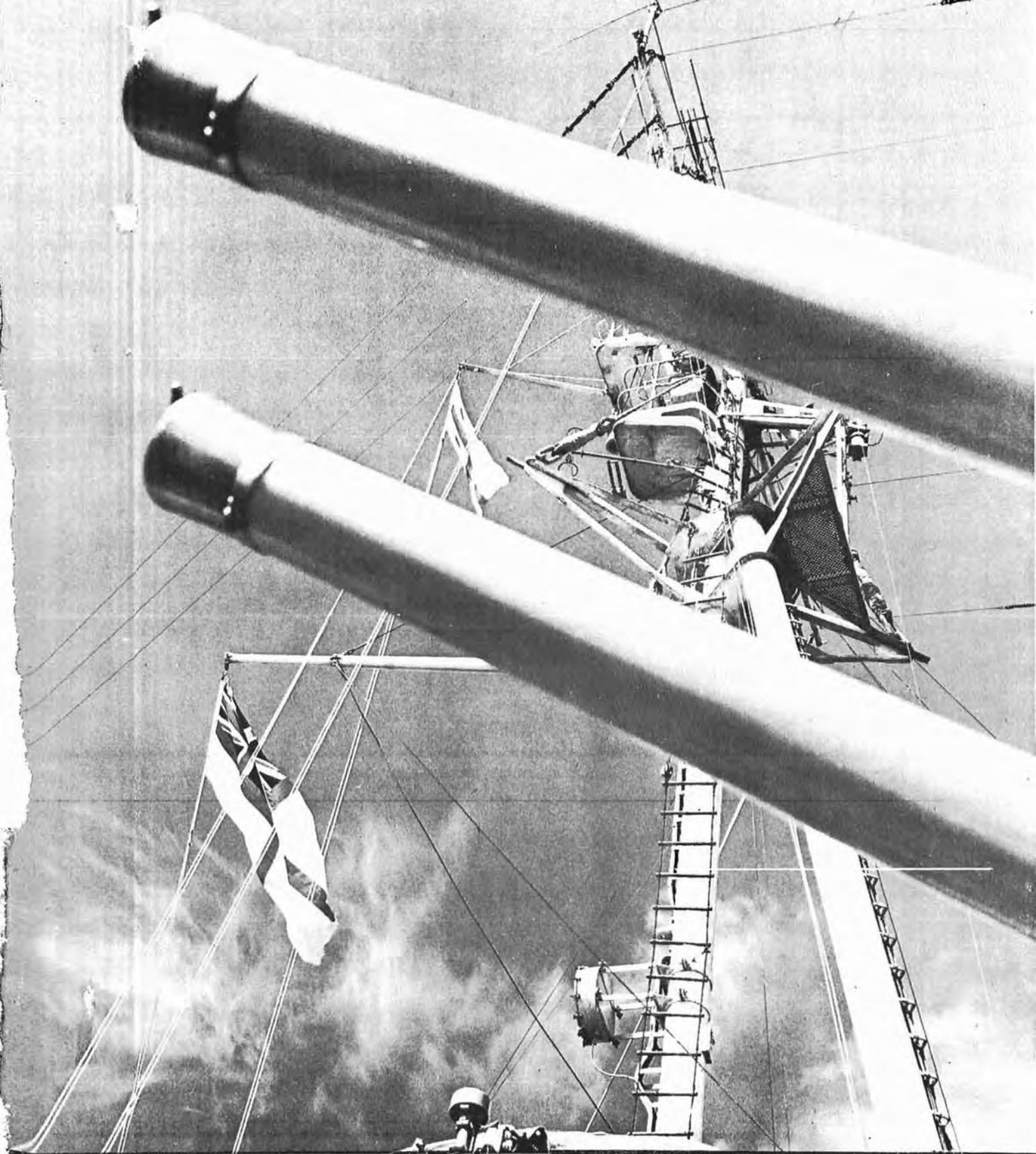


# *The* CROWSNEST



Vol. 7, No. 3

January, 1955

# A Message From the Minister

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

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

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

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

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

*Ralph Campney*

*Minister of National Defence*

# The CROWSNEST

Vol. 7 No. 3

THE ROYAL CANADIAN NAVY'S MAGAZINE

JANUARY, 1955

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

### AT THE GATE OF THE YEAR

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

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

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

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

—The Editors

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

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

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75 St. Patrick Street,  
Ottawa, Ont.



## RCN NEWS REVIEW

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

### **Sioux Becomes Lone Ship in Korea**

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

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

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

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

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

### **Frigates Readied To Join Fleet**

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

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

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

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

### **Reserve Tender For North Bay**

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

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



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

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

### **First Submariners Depart for UK**

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

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

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

### **Squadron Back From "Med" Cruise**

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

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

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

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

### **Labrador Ends Historic Voyage**

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

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

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

### **880 Squadron Trains in Bermuda**

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

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

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

### **Launching Held For Two DEs**

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

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

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

tries Limited, Sorel, Quebec, on December 2.

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

### **Huron Spends Four Days in Tokyo**

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

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

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

### **Statue Presented To Training Ship**

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

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

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## **Contest for Naval Personnel**

# **Your Best Story May Bring You \$100**

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

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

The following are the conditions of the contest:

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

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

fishing interests in Brazil for 33 years.

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

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

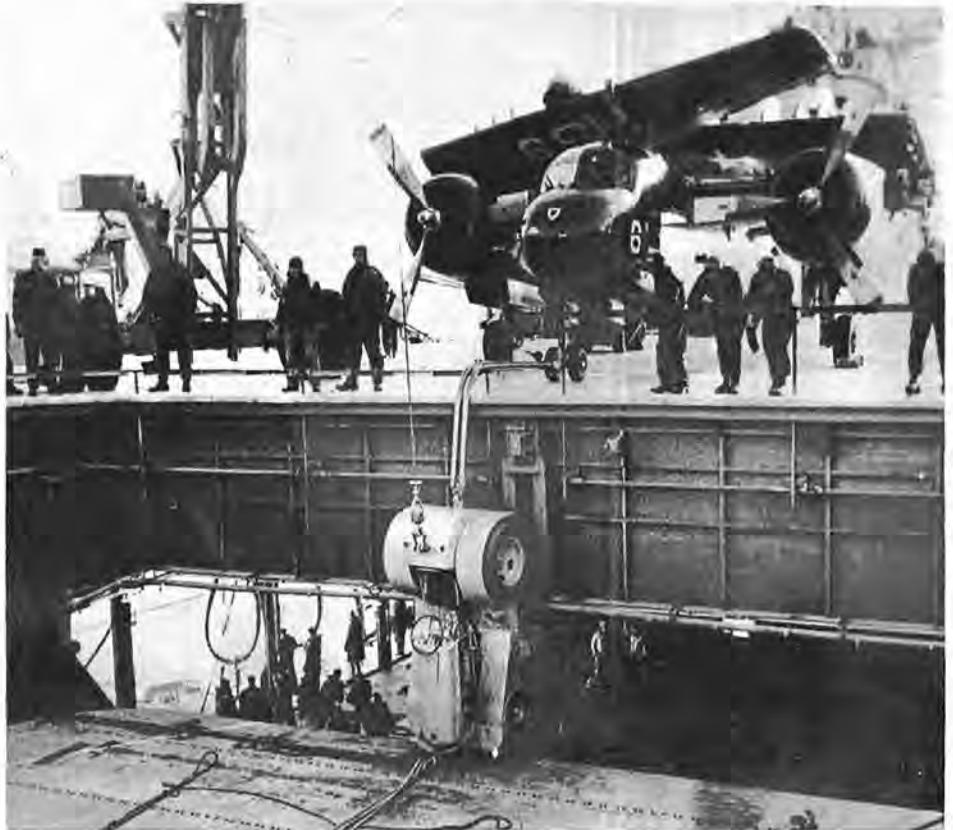
Captain Power and his Greek wife are well known in Newfoundland. He was educated in St. John's and has a brother Rev. John Power, in St. Patrick's Parish there.

### **Prompt Action Saves Aircraft**

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

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

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



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

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

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

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

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

### **Bond Workers Praised by CNS**

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

### **Belay That Last Pipe**

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

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

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

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

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

### **'Sweeper Down To Crew of Two**

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

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

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

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



## York Battles Hurricane Hazel

**T**HE DISASTROUS FLOODS that struck Toronto in the wake of Hurricane Hazel in October provided HMCS *York* with what was perhaps an unprecedented opportunity in peacetime to serve the community. And the manner in which the ship's company responded to the call for assistance in this tragic emergency has brought highest praise from many quarters.

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

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

### Chief of Naval Staff Sends "Well Done"

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

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



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

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

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

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

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

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

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

---

## YOU GO YOUR WAY; I'LL GO MINE

Operation Hazel was not without its unusual and lighter moments.

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

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

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



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

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

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

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

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

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

### Lines Shot Over River by POs

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

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

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

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

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

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

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

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

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

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

## A SLIGHT ERROR IN IDENTIFICATION

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

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

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

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

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

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

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

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

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



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

## The Bitter Bittern

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

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

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

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



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

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

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

# The Armed Services Leave Centre

## Organization Is Link Between Civilians, Sailors

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

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

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

Broadly speaking the objects of the society are:

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

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

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

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

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

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

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

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

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

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



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

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

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

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

## BOILER PARTIES SERVED "QUEENS"

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

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

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

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

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

# Crowsnest Crossword

by J. G. M.

1	2	3	4	5	6	7		8	9	10
11								12		
13				14				15		
16			17			18			19	
20					22		23			
24						25			26	
27					28			29		
30			31	32			33		34	
	35						36			
37		38					39			
40							41			

### Across

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

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

### Down

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

(Answer on page twenty-eight)

# AFLOAT AND ASHORE

## PACIFIC COMMAND

### HMCS Cayuga

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

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

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

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

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

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

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

### HMCS Sault Ste. Marie

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

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

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

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

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

### HMC Ships Jonquiere, Digby and Brockville

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

### Stewards Honour Dead Sailor

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

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

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

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

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

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

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

## ATLANTIC COMMAND

### HMCS *Haida*

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

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

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

### HMC Dockyard (Halifax)

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

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

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

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

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

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

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

### Albro Lake Radio Station

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

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

### HMCS Quebec

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

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

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

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

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

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



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

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

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

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

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

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

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

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

### Order Baffles Supply Depot

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

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

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

## NAVAL DIVISIONS

### HMCS York

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

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

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

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

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

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

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

#### HMCS Discovery

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

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



served during his 25 years of naval service.

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

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

#### Plaque Records Battle Honours

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

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

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

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

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

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

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

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



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

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

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

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

#### HMCS Star

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

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

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

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

# ROYAL CANADIAN NAVY (1954)

**Ontario**  
20,000 miles  
nine ports in  
five countries

**Haida and Huron**  
on Korean duty  
circled the globe

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

**Korean Duty**  
Athabaskan  
Cayuga  
Crusader  
Sioux

**HMCS Labrador**  
Northwest  
Passage

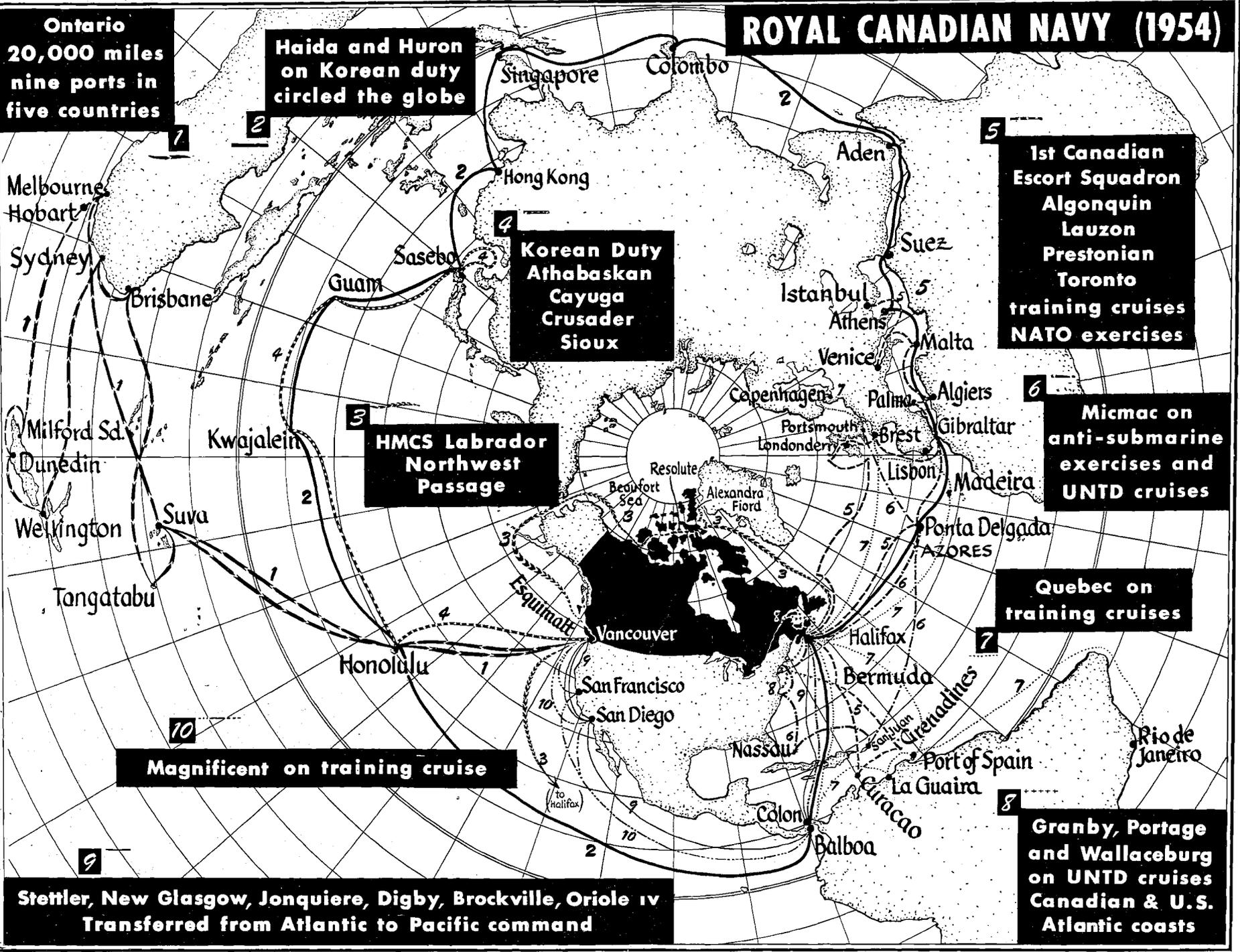
**Mimac on**  
anti-submarine  
exercises and  
UNT D cruises

**Quebec on**  
training cruises

**Magnificent on training cruise**

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

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



# THE ROYAL CANADIAN NAVY—1954

## A Review of the Events and Advances of an Outstanding Year

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

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

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

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

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

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

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

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

patrol craft and thirty-two auxiliary vessels.

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

### First Sea Lord Praises Labrador

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## TRAMID 54

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

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

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

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

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

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

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

### Marines' Assault Saw Three "Firsts"

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

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

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

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

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

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

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

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

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

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

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

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



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

## Busman's Holiday

### *The Sailor Goes Yachting*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(Continued on page twenty-five)

# OFFICERS AND MEN

## Escort Squadron Sends Flood Aid

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

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

## Admiral Denny Pays Ottawa Visit

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

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

## 6,454 Trained During Summer

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

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

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

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

## Warships Meet In Mid-Pacific

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

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

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

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

## Ten Qualify for Trade Group IV

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

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

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



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

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

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

### **Esquimalt Visited By S. African Adviser**

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

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

### **Ex-Shipwright Carves Plaque**

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

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



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

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

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

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

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

### **Three Complete Medical Course**

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

### **Ambassador Proud Of Quebec Crew**

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

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

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



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

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

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

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

### Administrative

#### Writers Pass

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

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

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

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

### Nursing Officer

#### Dies in Victoria

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

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

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



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



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



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

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

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

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

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

### **Cook Attains Mark of 88**

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

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

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

### **Ensign Presented To RCNVR Club**

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

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

### **All Storesmen In Class Pass**

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

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



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



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

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

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

### Calgary Hobbyist Collects Badges

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

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

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

### Class Topped by Mark of 86.3

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

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

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

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

### Air Reservists Flounder in Sea

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

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

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

## Heaven Help a Sailor

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

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

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

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

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

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

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

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

—By L.W.T.

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

### Stewards Gain High Marks

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



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

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

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

### 14 Pass Pay Writers' Course

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

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

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

# The Young Dominion's First Warship—Charybdis

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

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

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

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

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

"What were her boilers like?"

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

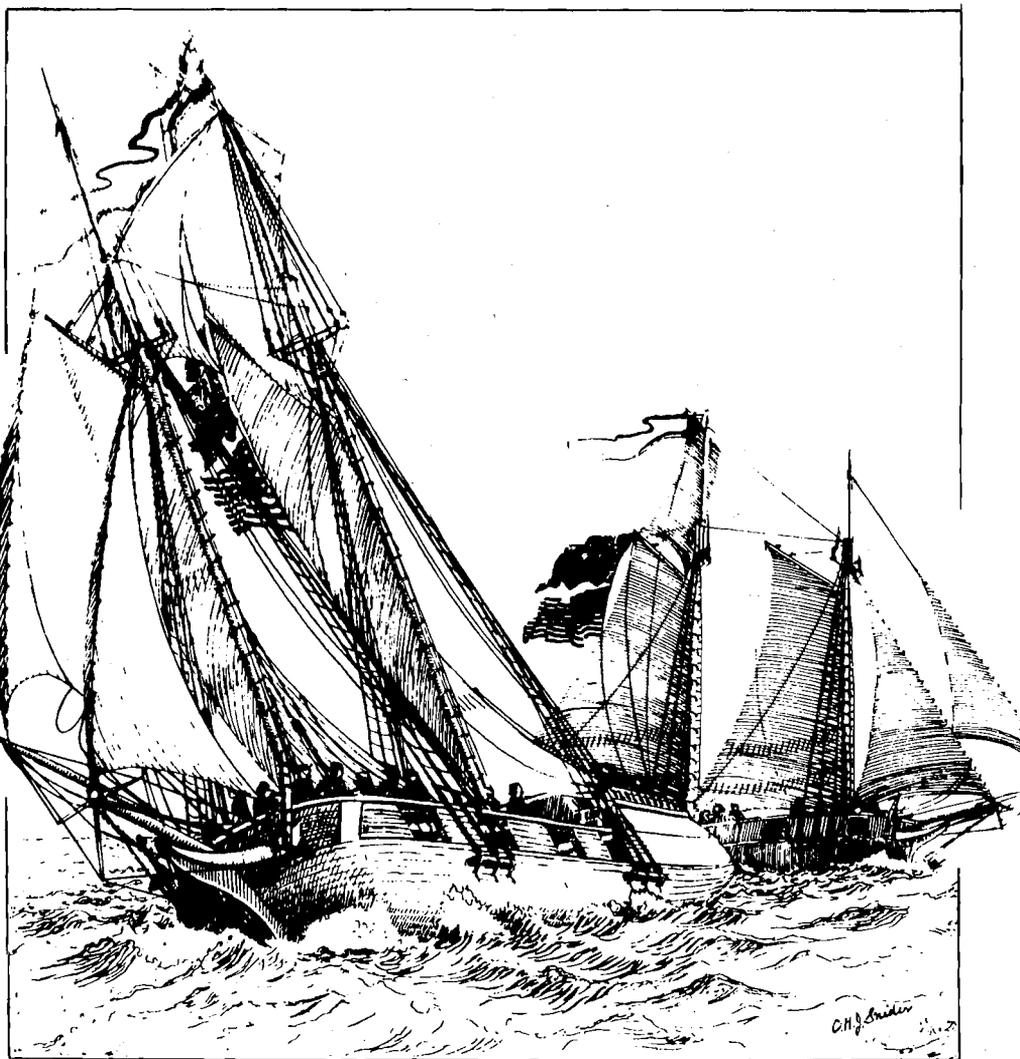
## BUSMAN'S HOLIDAY

(Continued from page eighteen)

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

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

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



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



# The Navy Plays



## Armourer Named Sportsman of Year

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

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

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

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

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

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

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

## Have We Got A Ball Team

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

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

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

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

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

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

## Curling Club Elects Officers

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

## Sports Keep "Maggie" Busy

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

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

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

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



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

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

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

### Ordnance School Naden Champions

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

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

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

### Pistol Meet Big Success

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

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

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



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

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

### Navy Shares HQ Rifle Prizes

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

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

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

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



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

# LOWER DECK PROMOTIONS

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

ADAMS, Terry A.....	LSAC1
ANDREWS, Jack A.....	P2RC2
ANTHONY, Earl F.....	LSRP1
ARNOLD, Harry E.....	P2AO2
BAKER, Harold W.....	P2AO2
BANNISTER, John M.....	LSTD1
BARR, Francis S.....	LSQM1
BAXTER, Chester L.....	LSLR1
BILLARD, Victor H.....	P1QM2
BLACK, James L.....	LSTD1
BOYD, James G.....	P1SH4
BOYLE, Allan W.....	P2EM2
BRIDGEO, Leslie W.....	LSCK1
BROCKS, Delmer C.....	LSOM2
BUTCHER, Ronald W.....	P2AR2
BYER, Donald W.....	LSOM2
CHALMERS, Robert B.....	P2TD3
CHAMBERS, Neil P.....	P2QM2
CHAULK, Wilson.....	LSRP1
CHECKLEY, James M.....	LSEM1
CONNORS, Merritt R.....	LSEM1
COSTIN, John C.....	C2ET4
CROTHERS, William R.....	P1SH4
CURRIE, Robert L.....	LSEM1
DALGETTY, George W.....	LSSE1
DALTON, Michael H.....	LSAA1
DELISLE, Albert O.....	LSQM1
DIRADDO, Robert C.....	LSQM1
DIXON, William H.....	P2EG3
DRISCOLL, William D.....	LSQM1
EVANS, Allen W.....	LSOM2
FERGUSON, George A.....	LSQM2
FORSYTH, William.....	LSRP1
FREEMAN, Clifford T.....	CIET4
GALLANT, Wilfred J.....	LSQM2
GALLEY, William R.....	LSRP1
GAMELIN, Stanley O.....	LSEM1
GASKIN, John.....	P1SH4
GAUDET, Alphonse J.....	LSAM2
GEALE, Robert E.....	C1OM4
GIBBARD, John A.....	LSLR1
GILLOTT, John G.....	P2LR2
GOULD, Charles E.....	LSRP1
GRADWELL, William R.....	LSSE1
GRAHAM, Ralph D.....	LSRP1
GRIFFIN, Lloyd D.....	LSQM1
HALL, Arthur K.....	LSAA1
HAMILTON, John E.....	LSQM1
HAMPSON, John L.....	LSLM2
HARRINGTON, Patrick E.....	LSRP2
HARRISON, Eugene G.....	LSAA1
HANLON, Gregory T.....	LSRP1
HEANS, Pattison R.....	LSQM1
HERRETT, Earl F.....	LSRP1
JACKSON, Walter E.....	LSEM1
JALBERT, Raymond.....	P1SH4
JOHNSON, Beverly C.....	LSAR1
JONES, Kenneth.....	P2RP2
KEHOE, John B.....	LSAM2
KENNEDY, Douglas R.....	LSEM1
KETCHESON, Trent W.....	LSLM1
KRALC, John M.....	P2AC2
LABRECQUE, Roger J.....	LSCK1
LABUTE, Kenneth J.....	P2AO2
LADANCHUK, Stanley.....	LSRP1
LAMOND, John A.....	LSAA1
LANG, Stanley V.....	LSRC1

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

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

## WEDDINGS

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

## BIRTHS

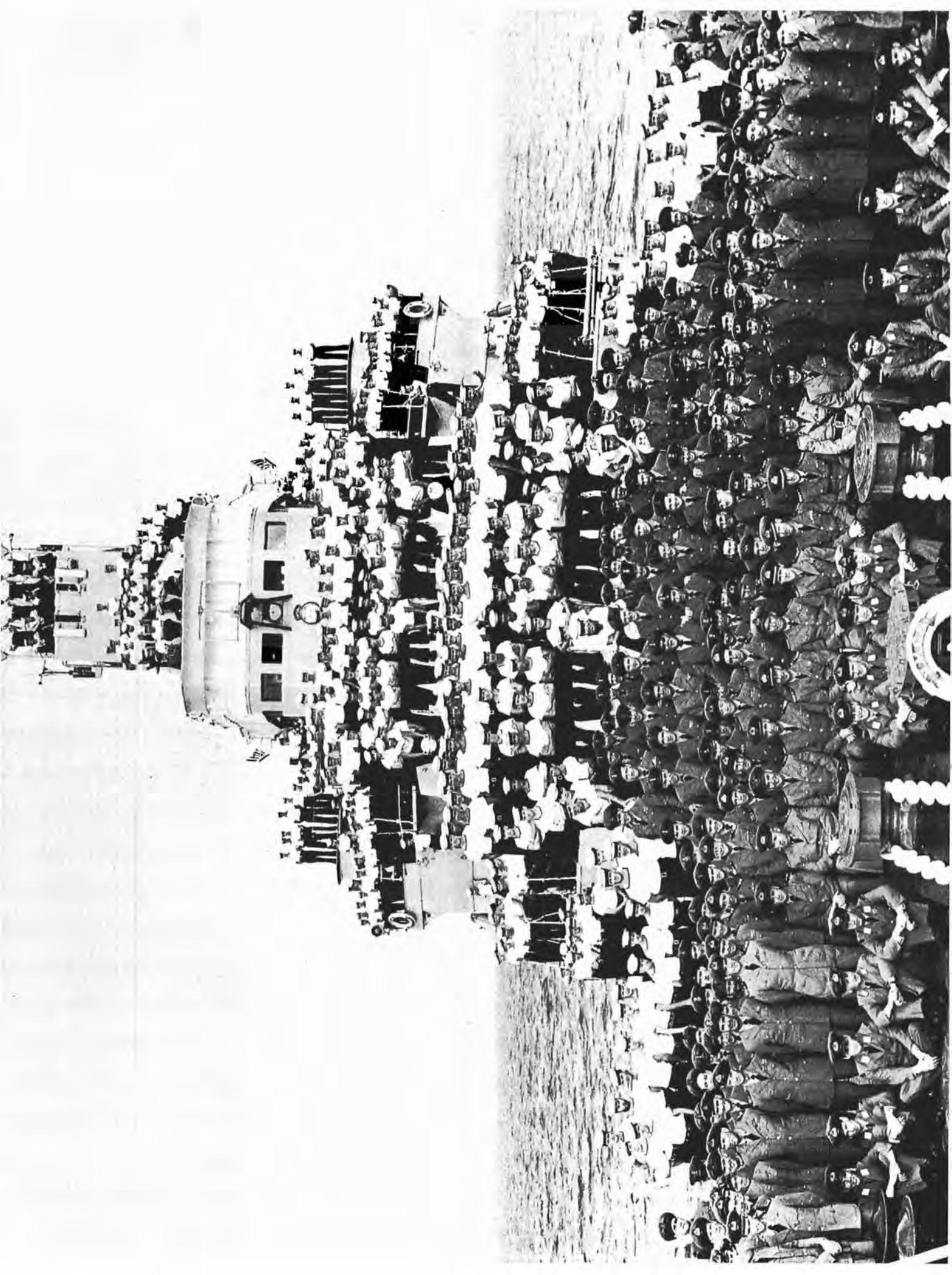
To Chief Petty Officer Frank Blosser, *Star* (COND), and Mrs. Blosser, a son.  
 To Leading Seaman Kenneth Buck, *Star* (COND), and Mrs. Buck, a daughter.  
 To Leading Seaman H. Delino, *Brockville*, and Mrs. Delino, a son.  
 To Lieutenant-Commander (L) Mervin J. M. Dunscombe, *Stadacona*, and Mrs.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

## CROSSWORD PUZZLE SOLUTION

K	S	E	D	T	R	E	S	E	D
	O	T	O		I	R	I		O
D	A	D	G		V	M	N	E	
E	S	H	F		E	M	V	G	
T		D	O		A	M	O		N
A	E		S		G	R	E	B	E
D	L	H	T		G	N	I	P	I
I	D		W		C	R	E		P
D	E		T		E	G		E	R
E	N		E		T	L	B	O	H
D	H		L		S	L	E	L	H

## Family Portrait

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





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N.P. 575-1194

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EDMOND CLOUTIER  
Printer to the Queen's Most Excellent Majesty  
1955