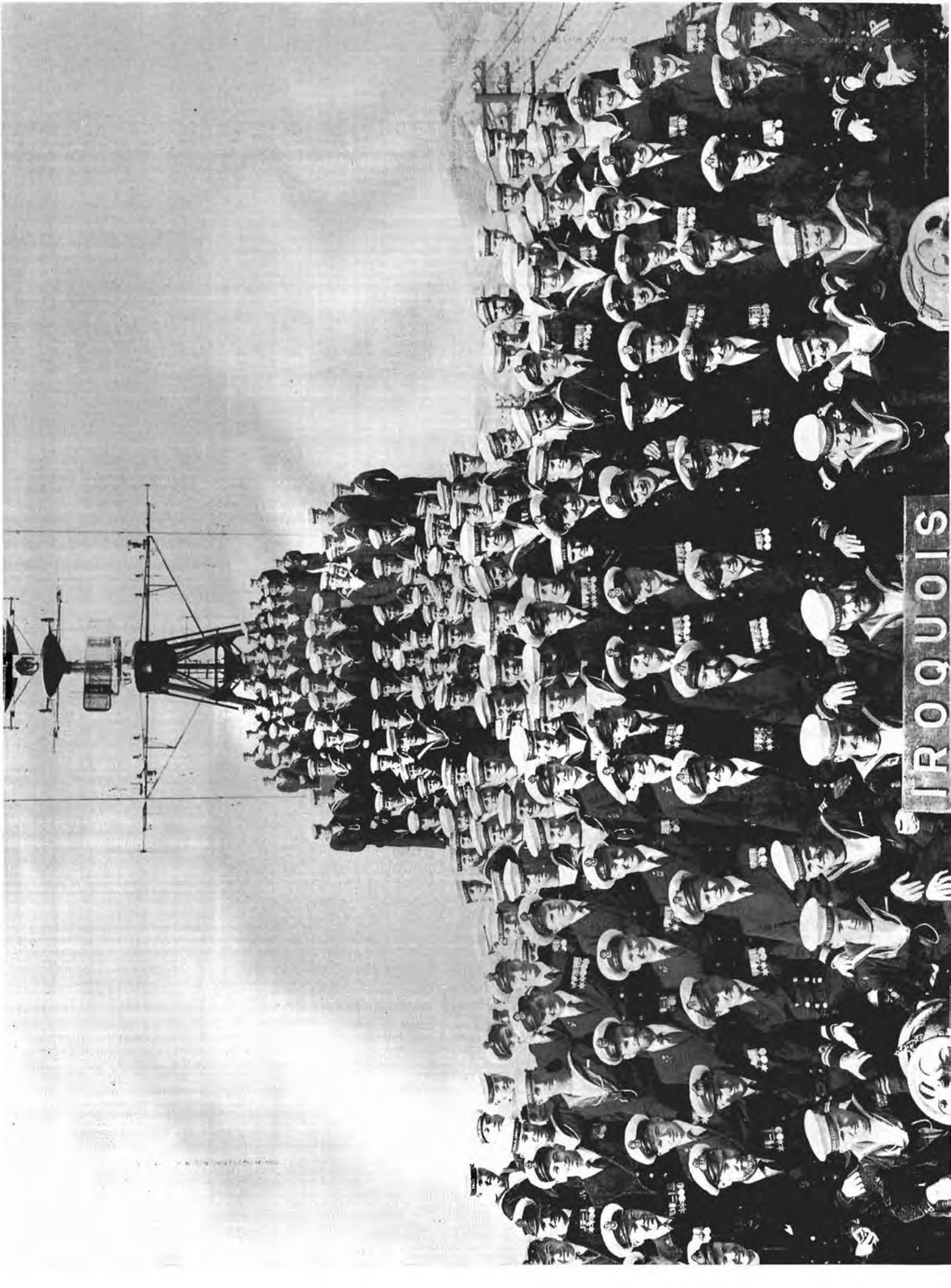


The
CROWSNEST



Vol. 6, No. 7

May, 1954



IROQUOIS

The CROWSNEST

Vol. 6 No. 7

THE ROYAL CANADIAN NAVY'S MAGAZINE

MAY, 1954

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Cover Photo — Time heals all things, even the hatred and destruction of war. Framed by palms and floating on a peaceful sea, HMCS *Haida* seems remote from the terrors and ravages of battle. Her anchorage is, in fact, Pearl Harbour where a sneak attack more than a dozen years ago plunged half a world into war. (HA-617)

TWO SHIPS' COMPANIES

On the inside covers of this issue of "The Crowsnest" are shown the officers and men of two ships with notable records of service in the Korean war. Until the ship's company is assembled in this manner, it is often difficult to realize the size of the team required to operate the machinery, armament and services of a relatively small ship, such as a destroyer.

The *Iroquois*, pictured on the opposite page, fought some of her most stirring battles ten years ago in the English Channel and Bay of Biscay. She carried her tradition of a hard-hitting ship into the Korean war and has served two tours of duty there. She returned from the second early this year and is now preparing to go to the Far East for a third time. The picture was taken in Hong Kong.

The *Crusader* (inside back cover), completed too late to take part in the Second World War, won all her laurels in the Korean war—and handsome laurels they were. She achieved the distinction of being the leading "train buster" in the entire United Nations fleet. On her present tour she has settled down to the more prosaic task of patrolling Korean waters and joining in exercises designed to keep the warships there at peak efficiency.

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RCN NEWS REVIEW

Beachcombers from the Ontario on the white coral sands of Tonga. (OT-1620)

West Indies Goal Of Training Trips

Canadian sailors swarmed in Bermudian and West Indies ports during April as training cruises in southern waters allowed for brief visits ashore.

HMCS *Quebec* returned to Halifax the latter part of April after a shake-down cruise which took her to Tortola in the British West Indies and Guantanamo Bay, Cuba. On her way home she called at Baltimore, Maryland, for a six-day visit. Then after a week in

Halifax the *Quebec* sailed April 30 on a five-week spring training cruise in European waters.

The First Canadian Escort Squadron spent the month in the deep south, with the *Algonquin*, *Lauzon* and *Prestonian* visiting Charlotte Amalie, Virgin Islands; Kingstown, St. Vincent; Bridgetown, Barbados; Bequia, Grenadines, and Willemstad, Curacao, in the West Indies, and St. Georges, Bermuda. The *Toronto* rejoined the squadron the latter part of April after exercising earlier in the month with the United States submarine

Cobbler and the Royal Navy submarine *Tally-Ho*. The squadron was scheduled to return to Halifax May 9 for a leave and maintenance period.

The destroyer *Micmac* visited Providence, R.I., early in April and the latter part of the month was on a training cruise which included calls to Norfolk, Nassau and San Juan, returning to Halifax May 17.

Naval Avenger aircraft of 880 Squadron were based at Kindley Field in Bermuda, carrying out anti-submarine exercises, while Avengers of 881 Squadron spent most of the month at Patricia Bay exercising with West Coast ships. The former squadron was scheduled to return to Summerside, P.E.I. May 8, while the latter squadron returned to HMCS *Shearwater* for a leave period commencing May 1.

A tender eucalyptus leaf holds the interest of a koala, prototype of the teddy bear, in Taronga Park Zoo at Sydney, Australia. The koala's Canadian friend is PO Donald Trim, of Galt, Ont., and Victoria. (OT-1585)



Navy Scores Again In Public Speaking

What with their monopolies on New Year babies and the hamburger-eating championship, nobody was surprised when the West Coast navy beat out Victorians for the second year in a row in the Golden Gavel public speaking competition at city hall there on April 7.

Winner this year of the gavel and its miniature was Sub-Lt. (S) K. Ross Murray, of Toronto, attending the supply officer technical course at HMCS *Naden*.

CPO Frank Moxam, also from *Naden*, and last year's winner, made the presentation after Sub-Lt. Murray bettered seven other speakers in the finals before a packed council chamber.

At Portsmouth, HMCS *Magnificent* was well into her electronic refit, while at Halifax the destroyers *Huron* and *Iroquois* were refitting for another Korean stint. The Algerine coastal escorts *Wallaceburg* and *Portage* finished off annual refits the first week in May and were undergoing trials and workups.

On the West Coast the cruiser *Ontario* returned to her home port in mid-April after a three-month Australasian cruise. On the last leg of her homeward voyage she was met by the destroyer *Sioux* and the two ships carried out air-sea exercises with Avenger aircraft from Patricia Bay.

Two recently converted frigates, the *New Glasgow* and *Stettler*, arrived at Esquimalt where they are now based and for operational purposes formed a task unit the latter part of the month with the commander in the *New Glasgow*.

In the Korean theatre the destroyers *Haida*, *Crusader* and *Cayuga* continued their routine vigil under United Nations command.

Former Navy Minister Dies

The man under whose guidance the Royal Canadian Navy grew to a force of 400 ships and 90,000 men in the Second World War, Premier Angus L. Macdonald, head of Nova Scotia's government for many years, died in Halifax on April 13. He was 64 years of age.

As Minister of National Defence for Naval Services, Mr. Macdonald undertook in July 1940 the task of serving as political and administrative head of the rapidly-growing navy—a burden which he only laid down when it became obvious in April 1945 that Germany was defeated.

He was born of poor parents in Dunvegan, Inverness County, Cape Breton Island, and, after his early schooling, went on to a distinguished academic career at St. Francis Xavier University, Antigonish, where he took a degree and remained on the teaching staff.

During the First World War he served with the 185th Battalion, Cape Breton Highlanders, as a lieutenant. Just before the armistice he was promoted to captain and was wounded by a rifle bullet.

After he had recovered from his wound, he entered Dalhousie University, where he graduated in law in 1921 and later lectured. Special studies at Columbia University and Harvard Law School won him the Harvard degree of doctor of science in jurisprudence in 1929.



"In Their Hearts Forever . . ."

Shortly before he resigned as Minister of National Defence for Naval Services, in April 1945, the late Angus L. Macdonald paid tribute to the officers and men who served in ships of the Royal Canadian Navy during the Second World War. The words that follow are the closing sentences of his valedictory address in the House of Commons only a few days before the surrender of the German forces in Europe and on the high seas:

Our men have fought
on every sea in the world.
They have brought honour and
glory to this land.

They have been actors in a
great drama which now seems
to be drawing steadily,
inexorably to its close.

Soon they will come back—
those who are left—
back over the great oceans
where their laurels and honours
have been gathered.

They will come back to knit up
the unravelled skein of their lives,
and some of them will dwell
far from that element
which was once their home
and their battleground.

Yet I venture to say
that so long as memory lasts
the recollection of these great
days will be with them,
and along with the consciousness
of duty done
they will carry
in their hearts forever
the image of a gallant ship
and the spell of the great sea.

The next year Mr. Macdonald became assistant dean of the faculty of the Dalhousie Law School. He was drafted as leader of the Nova Scotia Liberal Party in 1931 and two years later, at the age of 43, he became premier of his province, a position he held until his death except for his period of service at Ottawa.

Mr. Macdonald was an ardent supporter of Scottish tradition. He spoke the Gaelic tongue and last November presided over the National Scottish Mod in Scotland.

Naval aviation and the great training establishment at *Cornwallis* are two memorials of his service to the Royal Canadian Navy during the Second World War.

Typical of his interest in knowing everything about conditions in the Navy were several cruises on board corvettes on operational duty in the North Atlantic.

He leaves his wife, three daughters and a son.

On the day of his funeral, Easter Monday, colours were lowered to half-mast in Nova Scotia naval establishments and all RCN ships in Nova Scotian waters. A tri-service guard and massed bands marched in the funeral procession from Province House to St. Mary's Basilica. Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, was among the mourners.

Burial was in Gate of Heaven Cemetery at Lower Sackville, 14 miles from Halifax. Soil from his home village of Dunvegan was sprinkled over the coffin after it was lowered into the grave.

Dominion Council Of NOAC to Meet

The Dominion Council of the Naval Officers' Association of Canada will hold its ninth annual general meeting in June at HMCS *Hunter*, the Windsor naval division, under the auspices of the Windsor branch, NOAC, whose president is W. A. Wilkinson.

A meeting of the executive committee of the council will be held on June 2 to be followed by the Council meeting, June 3 and 4.

Highlight of the three-day meeting will be the annual dinner which will afford an opportunity for a reunion of all former naval officers in the district. It is expected that representatives of branches in Toronto, Hamilton, London and Kitchener-Waterloo will be in attendance.

Guest speaker at the dinner will be Defence Minister Brooke Claxton.

The president of the council, H. W. Balfour, Saskatoon, will be chairman for all meetings and the dinner.

HMC S ONTARIO

Captain D. L. Raymond C.D., R.C.N.

AUSTRALIAN CRUISE

1954



UT INCEPIT
FIDELIS
SIC PERMANET



Neptune, Ruler of the Waves and Deeps of the Oceans, having demanded and received proof of fitness for Our Service of



and he having been duly initiated,

is awarded this Certificate, that he may navigate freely within Our Realm as Our loyal subject.

Given at Our Court held onboard H.M.C.S. ONTARIO on the EQUATOR in Longitude 170° 30' W. this 25th day of January, 1954.



Neptunus Rex



FIJI 29 Jan. 27 March
TONGA 24 March



MILFORD SOUND 12 March
WELLINGTON 12 March
DUNEDIN 27 Feb.



60 75 90 105 120 135 150 165 180 195

The Ontario's Cruise

New, Heart-Warming Experiences Abound
On Cruiser's Second Voyage to Antipodes

By R.L.

AFTER PAYING a second visit to the South Pacific and Australian waters, HMCS *Ontario* completed on April 15 one of the longest peacetime cruises ever undertaken by a Canadian warship. Commonwealth relations have been considerably welded by the extensive cordiality, hospitality and mutual understanding of all countries visited.

The *Ontario* left Esquimalt on January 12 under winter conditions, and headed for warmer seas where the flying fish, coral reefs, coconut palms, and equatorial sunshine became something more than the pages of a South Seas novel.

Shortly after sailing, HMCS *Sioux* joined company to give support to the many training exercises which the *Ontario* was able to carry out—navigation and direction, officer of the watch manoeuvres, station keeping, radar and surface and anti-aircraft gunnery and refuelling at sea.

Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, was on board, proceeding to Honolulu for conference with the United States High Command. He appeared both pleased and gratified with the result of the exercises carried out.

Hawaiian girls, dressed in their colourful costumes with grass skirts, greeted the arrival of the ship in Pearl Harbour. The port gave opportunities for sightseeing and many sports, particularly swimming.

It was upon the next leg of the cruise that the ship struck heavy weather, incurring the loss of a whaler which was severely damaged by a large wave which hit the port side.

The weather, however, could not dampen the enthusiasm which the whole ship's company showed in the "Crossing

On the opposite page appears the certificate designed and drawn by Cdr. H. W. S. Soulsby, RCN (Ret'd) for presentation to those who qualified as shellbacks in Crossing-the-Line ceremonies on board HMCS *Ontario* during her Australian cruise. Cdr. Soulsby, with his active navy days behind him, is an artist and woodcarver with a studio at 209 St. Lawrence Street in Victoria. He joined the RCN as a cadet in 1912 and retired on pension about 10 years ago. Readers of "The Crow's Nest" will recall previous examples of his work, including Crossing-the-Line certificates and one commemorating the cruise of the Canadian Special Service Squadron (HMC Ships *Magnificent*, *Micmac* and *Huron*) to Europe in 1950.

the Line" ceremonies. The heavy seas had subsided, and the atmosphere had become hot and humid, which made the tradition of forcible submersion by King Neptune's minions both a welcome and a merry occasion.

A cordial and friendly reception awaited the ship at Suva in the Fiji Islands. Many new and strange tropical fruits and flowers became centres of interest, as did the busy Suva market situated at the port entrance to the town. Bushy-haired Fijians in the street were ever ready to give a smile of welcome to men of the *Ontario*, and the sea baths were gladly thrown open for those who found the heat overpowering.

The Fijian police, although novices at the game of softball, managed to give the *Ontario's* team a few anxious moments at one period of the game.

The ship's company sailed for Melbourne after three days, happy in the knowledge that they would be returning to Suva on the homeward run.

Melbourne, second city of Australia, was reached without incident. No time was lost by the few mixed Canadian-Australian families, now resident in Melbourne, in asking Captain Raymond's permission to have their offspring baptized on the *Ontario's* quarterdeck. Seventeen baptisms overtaxed the chaplain's supply of certificates, but the others were forwarded later. It is, however, unlikely that the bulkheads of the captain's quarters have ever before echoed to the shrieks and cries of so many infants, as when tea was served to all the families after the ceremony.

Among many motorbus and sightseeing trips arranged by the Melbourne municipality was a visit to the open coal-cut works at Yallourn, which lies about 90 miles due east of Melbourne. The coal face is claimed to be one of the largest of its kind in the world, and was one of the particular points of interest for Her Majesty the Queen during her visit.

A day after leaving Melbourne, the *Ontario* steamed into the beautiful, natural harbour of Hobart, Tasmania, with Mount Wellington rising majestically in the background. The city of Hobart rises sharply from the shores of the mouth of the river Derwent, and reaches a considerable distance up the side of Mount Wellington. The entire ship's company was faced with a busy



King Neptune's barber (CPO Arthur Jones) lathers a "tadpole" during Crossing-the-Line ceremonies. (OT-1475)

time training for both street-lining duties for the arrival of Her Majesty, and boat pulling and sailing events at the sesquicentennial Hobart regatta.

Many Commonwealth ships were present to take part in these celebrations, including HMS *Ceylon*, HMNZS *Black Prince* and HMA Ships *Australia*, *Vengeance*, *Anzac* and *Quadrant*. Two hundred sailing boats of all shapes and sizes were across the river entrance, while inshore, close to the fairground, could be seen aquatic exhibitions and competitions before the thousands gathered to enjoy the day.

Two outstanding features of this inshore gathering were the Indian (*Ontario*) and Maori (*Black Prince*) decorated canoes. The crews of both canoes were dressed and coloured to represent national characteristics, as was the *Ontario's* band in a whaler. The prize for the event was carried off by the *Ontario*. Prizes for greasy-pole and pillow-fighting events were also won.

Her Majesty the Queen and the Duke of Edinburgh received a tremendous ovation in Hobart which was made more colourful by the many visiting ships.

Although a city of small population, Dunedin, New Zealand, extended a great welcome to the *Ontario*. The inhabitants turned out en masse to greet the ship's arrival and it was noted that more visitors swarmed over the decks during "open ship" than in any other port visited.

The visit to a Canadian warship blossomed into a series of never-to-be-for-

Crippled by polio, eight-year-old Alistair McLay won the hearts of the men of the Ontario when he came on board during "open ship" at Dunedin, N.Z. They decked him out in a real navy uniform, took him on the voyage from Dunedin to Wellington, paid his air fare home and contributed \$500 for the welfare of Alistair, his three brothers and a sister. Two of the other children are also crippled. He is shown surrounded by AB Lloyd E. Eisler, Ldg. Sea. Donald E. Perry, PO Arthur Dayton, AB Orville Cairns, and PO W. G. Mitchell. In the other picture AB Eisler makes sure Alistair is comfortable in his hammock during his night at sea on the way from Dunedin to Wellington. (OT-1555; OT-1558)



gotten experiences for an eight-year-old Dunedin polio victim. During the "open house", one of those who went on board was a crippled boy, Alistair McLay.

AB Orville (Curly) Cairns, of Port Elgin, Ont., saw that Alistair was having trouble getting around in the ship and so he picked the boy up and carried him from one point of interest to another. They became firm friends and when the rest of the visitors went ashore, Alistair stayed on board as a supper guest in the engineering mechanics' mess.

Afterwards, Alistair was fitted with a naval uniform, provided with an ample supply of chocolate and other treats and taken home in the ship's jeep.

That, however, was just the beginning of his adventures. Members of the ship's company obtained the permission

of Captain Raymond, and of Alistair's parents, for him to go along as guest of the ship from Dunedin to Wellington, N.Z., the next port of call.

In Wellington, the boy was taken on a sightseeing tour of the city, which included a visit to the zoo, and then was placed on board a commercial airlines plane and flown home to Dunedin. In addition to paying Alistair's plane fare home, officers and men of the *Ontario* presented him with a cheque for \$500. The money was raised by voluntary subscription for the welfare of Alistair and his three brothers and one sister, two of whom are also crippled.

Wellington was no less hospitable than Dunedin. Receptions, sightseeing tours and outings were plentifully arranged, and the people turned out in their thousands to give the ship a grand welcome. The ship's rifle team was

invited by the New Zealand Rifle Association to a shoot and several members of the *Ontario's* team won cash prizes.

The famous New Zealand Maoris, dressed in native tribal costumes, graciously performed their traditional dances for the benefit of their guests.

The weather then decided to play its part and, on the stretch between New Zealand and Australia, in the Tasman Sea, heavy seas and high winds were encountered. At times the ship's speed was reduced to seven knots, and considerable damage was done to two of the ship's whalers.

Sydney, Australia, however, made up for any sufferings caused by the elements. For the first time since leaving Canada, the *Ontario's* hockey players were able to don their skates and show their talent in beating the opposing teams on two occasions. Sydney's very excellent zoological gardens gave officers and men an opportunity of seeing many of the types of animals only to be found in Australia.

The intense heat and humidity made no difference to Brisbane's welcome and a large program of sports, tours and outings was presented for approval. Cricket, water polo, badminton and rifle shoots were all included as well as visits to Redcliffe swimming beach and to outlying places of interest. Here again the *Ontario* crossed paths with the Royal Tour and Canadian sailors helped to line the parade route.

Excitement ran high throughout the ship at the prospect of seeing the next port on the ship's itinerary which was Tongatabu, meaning the Forbidden

South (also known as the Friendly Islands). These islands proved to be quite the type of South Pacific paradise which one had always imagined. The weather was perfect with a constant cool breeze, and the population, both white and coloured, lost no opportunity in showing the tropical beauty of their island. Extraordinary sights, such as the coral blowholes, where the sea spouts high like geysers, and the massed flying foxes, were seen. Ancient tombs constructed of immense blocks of coral and modern schools and colleges were visited by the ship's company. Polynesian folk dances were performed and native-style feasts were prepared, where everyone sat cross-legged around a spread of tropical fruits and vegetables, whole roast suckling pigs and fish, and ate with their fingers. In this simple way the Tongans entertained their visitors and it was here that the true uncommercialized aspect of the South Sea Islands was

presented to the *Ontario*. There were mutual wishes for an early return and a longer stay the next time as the ship sailed to pay her second visit to the Fiji Islands.

Many friends of the previous visit were waiting in Suva to escort the Canadians on 'tours of places that they had not seen before and to entertain them in their homes. Three years previously, during the *Ontario's* visit, the Costello Shield for sailing between the Royal Suva Yacht Club and HM Ships had been won by *Ontario's* teams. On this occasion the regatta was arranged again to coincide with her visit, and again the *Ontario* won the trophy. She is the only warship ever to have done so twice.

Thus, with exception of a three-day stop at Pearl Harbour en route home, ended HMCS *Ontario's* 1954 training cruise to the South Pacific, a journey of more than 20,000 miles, to five different countries and nine different ports.

THE SPORTS RECORD

The measure of success and failure accorded *Ontario* athletes in sporting events at a half-dozen ports of call "down under" was attributed to both the quality of competition and the inevitable difficulty of sailors in acquiring their land legs again. Up to 150 officers and men, excluding those in sailing and pulling regattas, took part in sports in each city.

Ontario pucksters came from behind to draw four-all with a sextet at Melbourne, Australia, the first port of call,

In Sydney a few weeks later, they opened the 1954 season there by defeating New South Wales talent 6-2 and repeating the performance 8-2 the following night.

Ontario hoopsters had their ups and downs. They beat HMAS *Lonsdale* in Melbourne 52-21 but lost to the outstanding Melbourne Mormons 48-102 in the next encounter. At Hobart, the *Ontario* split four games with the locals.

The Canadians travelled 100 miles from Wellington to Palmerston North to play New Zealand's leading combination. A long layoff at sea rendered shooting inaccurate among the sailors so that basketball play was closer than the 25-50 loss indicated. Better shooting might have turned the tables later when the Latter Day Saints won 32-25. In Sydney, *Ontario* marksmanship improved too late, the team picking up 20 quick points but losing 49-64 to St. George's leaders of a 16-team league. *Ontario* led Lithgow, the best team in New South Wales, by a point at half time but the superior condition of the landlubbers paid off for a 36-21 win. In the final Sydney meet, the *Ontario* nosed out YMCA in a two-game total point series 77-76. Canadians won the first encounter 36-26 and lost the second 41-50.

Lacrosse, which is supposed to be a Canadian game, caught the *Ontario* team without enough knowledge and skill to better the Melbourne Lacrosse Club. Although limited in accomplishment, the Canadians showed creditably.

Softball players started with two losses in Melbourne. The RAN beat the *Ontario* 5-3 and the Australian All Stars scuttled the sailors 14-3. Hobart was the opposite as the Canadians submerged North Hobart 20-2 and when the undaunted Tasmanians challenged for baseball, the latter lost 11-2. Meanwhile the electricians lost an interpart fixture with Ordnance-TAS 4-5. At Dunedin, the ship's team clobbered the engine room 18-3 and technicians beat G mess 11-5. A local team was blanked 11-0.

At Wellington, the *Ontario's* infield, who were without spikes, lost 9-3 on a wet track to Jenkin's Gym, one of New Zealand's strongest teams. A drizzly rain made cricket shoes no match for the cricket boots worn by the local champs.

The *Ontario* played a 4-4 tie with the Lower Hutt Cardinals with three of the Cardinals' runs scoring on errors. Ord. Sea. J. O. L'Esperance struck out 17 batters and displayed unusual control. A combination of technicians and ERAs was fielded against Ford Motor Company, the game ending after five innings with *Ontario* leading 3-0.

In the Hobart Regatta one-mile trans-Derwent swim classic, Ord. Sea. Ronald MacKenzie and AB Albert Simmonds gained fourth and fifth places. The *Ontario* won second place in the relay and arrived third in the 80-yard heat. A prideful note is that service teams were faster than their civilian competitors.

At two badminton tournaments with Hobart Clubs, *Ontario* players won four of 20 matches. Three officers and eight men competed in a handicap golf tournament at the Royal Hobart Golf course. CPO Dennis Mann won the handicap with a net 63. Best officers' net was Instr. Lt.-Cdr. B. S. Lake's 70.

Otago University, Dunedin, soundly thrashed the *Ontario* in cricket, knocking up 200 runs and more to the ship's 66. In a try against a Wellington RNZAF eleven, they were outscored by 68 to the flyers' 196. The supply types in HMAS *Platypus* challenged their *Ontario* counterparts to sand cricket in Sydney and when great clouds of Sydney's fine white sand had cleared, the score was tied at 54 apiece.

Otago Swimming Club, the leading team in New Zealand's South Island, outplayed the *Ontario* 6-4 in water polo.

The *Ontario* and RNZAF split a tennis tourney at two apiece in Wellington, while the Canadians couldn't find their footing with the flyboys at soccer, for they bowed out 2-0.

Odd Tonga Mail Service Recalled

The visit of HMCS *Ontario* to Tonga in the course of her return journey from Australia and New Zealand sent Lt.-Cdr. W. J. Mock, of HMCS *D'Iberville*, rummaging through his personal effects for a philatelic curiosity.

The oddity was a "first day cover", which marked the inauguration of the "tin can mail" from the small island of Niuafou'ou, or Tin Can Island, in the Tonga group.

Because regular mail steamers did not stop at the island, a German-born resident, Walter George Quensell, originated the idea of sending the mail out in watertight cans borne on the backs of swimmers. The Tonga stamps on the cover carry the picture of the popular Queen Salote.

The tin can mail came to an abrupt end in 1946 when volcanic eruptions forced the evacuation of the island. It just lasted long enough to add sharks and barracudas to the normal mail hazards of storm and hail and dark of night.



An important phase of the work done in the Royal Canadian Naval Hospital in Halifax is the operation of a well-baby clinic for the children of naval personnel. Diet and general care are discussed with the children's mother, and any necessary medicines are supplied free of charge. In the picture, Lieut. (MN) Louise Corriveau, Penetanguishene, Ontario, is shown with Mrs. Jules A. Fortin, Quebec City, as they weigh Mrs. Fortin's five-month-old son Louis. Mrs. Fortin is the wife of Ldg. Sea. Jules A. Fortin, Quebec City. Well Baby clinics are paid for by officers and men by contributions from canteen and welfare funds. (HS-29167)



The Royal Canadian Navy's hospital in Halifax includes the latest therapeutic treatment for paralysis and polio victims or others suffering temporary loss of the use of muscles. Lieut. (MT) Frances E. Merkley, Toronto, Ont., a graduate of the University of Toronto in occupational therapy, is shown with AB James Miller, Brantford, Ontario, a polio patient. AB Miller is exercising his legs by operating a treadle jigsaw, constructed from an old sewing machine by members of the staff of the Mechanical Training Establishment, in Stadacona. (HS-29333)

The Atlantic Command's Nursing Service

THEY HAVE TAKEN the Florence Nightingale pledge but, as they go their capable and business-like way, they would probably be the first to cringe before sentimental comparisons with the Lady with the Lamp.

The women in the blue and white uniform of the Royal Canadian Navy's nursing officer are far removed from the appalling lack of sanitation and ordinary comfort of a hundred years ago. On both coasts of Canada they serve in bright, modern, completely-equipped hospitals.

It is in these hospitals, large and small, that they provide the nursing care that spells the difference between a stay that is bleak and unfriendly and one that provides a restorative atmosphere.

Here, too, in the Navy's hospitals, the nursing technicians play their important role. They operate the physiotherapy and occupational therapy departments, assist in the operating rooms, make up and check all hospital diets, dispense drugs and medicines in the hospital pharmacy or dispensary, and check blood counts and slides for a thousand and one things in the laboratories.

Nor do the naval nurses' and technicians' duties end in the hospitals. Nursing officers have been assigned to well-baby clinics, to dependents' schools, to naval housing units in the large naval centres and to certain naval radio stations.

The RCN's nursing service is young in years. It was first organized in 1941, and at the peak of the war years there were 400 nursing officers at naval and other hospitals across the country. RCN nurses served at Royal Navy hospitals, with the United States Navy and in hospital ships. With the cessation of hostilities most of these war-time nurses returned to their civilian status and the nursing service was reorganized under Lt.-Cdr. (MN) Fay L. Rutledge, of Streetsville, Ontario, as Director of Nursing with headquarters at RCN Hospital, HMCS Stadacona. Assisting her is Lt.-Cdr. (MN) Mary Nesbitt.

During the past few years these two have completely re-organized the branch. Nursing officers are now designated "Medical Nurses" and "Medical Technicians", with the former actually engaged in the nursing care of the patient while the technicians con-

Safeguarding patients at RCNH, Stadacona, against disease germs while undergoing surgery or during medical examinations is the job of Sub-Lt. (MN) Ann McSween, of Sydney, N.S. Sub-Lt. McSween checks the steam pressure gauges of the autoclave before she opens the pressure door to remove medical instruments that have been sterilized. (HS-29266)



tribute to the patients' care and recuperation within their own specialized fields.

Before the nurse has been too long in the Navy she is given a two-week divisional course at HMCS *Cornwallis* where she learns the fundamentals of the navy life and some of its traditions, and is taught to take pride in the service as well as in her chosen profession.

At naval divisions across Canada there are many highly trained nurses in the RCN(R) and here they help professionally and socially to promote good public relations for the Navy and at the same time they stand ready to serve their country in time of national emergency. As reservists, they spend all or part of their annual holidays in training with the Navy at either coast.

At RCNH, *Stadacona*, there are about 30 medical nurses and technicians, at *Cornwallis* about 13 and at the naval air station, HMCS *Shearwater*, there are four.

The medical nurse, like Lieut. (MN) Carla Carr, of Stellarton, N.S., may be assigned to any one of a number of duties. She may be on ward duty either day or night, she may be in the operating room, or she may be in the sterilizing room where all instruments, gauzes, bandages and pads are sterilized carefully. She could be assigned to the well-baby clinic, like Lieut. (MN) Louise Corriveau, Penetang, Ont., to assist naval personnel with their problems about their children. Sub-Lt. (MN) Elizabeth Hebb, of Lunenburg, N.S., also a public health nurse, looks

Hospital Ship Ends Career

A hospital ship to which Canadian sailors serving in the Far East resorted for attention to aching molars, minor injuries or, on occasion, for major hospital care has been offered for sale by the Admiralty.

HM Hospital Ship *Maine* is now at Hong Kong, where at last word her Merchant Navy crew was to be paid off. Her medical staff had earlier been appointed for other duties.

The *Maine*, according to "The Admiralty News Summary", is the third hospital ship of the Royal Navy to bear the name. She was built in 1924 by the Italians, under whose flag she served as the *Leonardo da Vinci*. She was captured by the Royal Navy at Massawa, was converted to a hospital ship in 1943, and was renamed the *Empire Clyde*. She was named the *Maine* in January 1948.

When war broke out in Korea in 1950, the *Maine* was the only hospital ship in the Far East, and she did particularly good work in transporting wounded men from Korea to Japan.



Pictured above are nursing officers of the staff of the Royal Canadian Navy's hospital in Stadacona. Front row, left to right they are: Lieut. (MN) Marion Coole, Outremont, P.Q.; Lieut. (MN) Joan MacLeod, Halifax; Lt.-Cdr. (MN) Mary Nesbitt, St. Stephen, N.B.; Lieut. (MN) May Doyle, Charlottetown, P.E.I.; Lieut. (MT) Frances Merkley, Toronto, Ontario. Back row: A/Sub-Lt. (MN) Eleanora Reed-Lewis, Windsor, Ontario; Lieut. (MN) Margot Carson, Hampstead, Montreal; Sub-Lt. (MN) Joan Taylor, RCN(R) Ottawa; Sub-Lt. (MN) Elizabeth Hebb, Lunenburg, N.S.; Sub-Lt. (MN) Mary Burton, Saskatoon; Lieut. (MT) Margaret Ball, Stouffville, Sask. (HS-29112)



Nursing officers at HMCS Cornwallis are, left to right (front row): Sub-Lt. (MN) Norma M. Bernard, Tignish, P.E.I.; Lieut. (MN) Mary A. Morrison, Ste-Anne de Bellevue, P.Q., Matron, RCNH, Cornwallis; Sub-Lt. (MN) Mary G. Gralton, Douglstown, N.B. Rear row (left to right): Sub-Lt. (MN) Anna V. Carson, St. Andrews, N.B.; Sub-Lt. (MN) Gertrude M. Marshall, Bridgetown, N.S.; Sub-Lt. Kathryn F. Wiswell, Halifax; Sub-Lt. (MN) Mary C. Brett, Shelbourne, Ontario and Sub-Lt. (MN) Mary G. Keirstead, Wolfville, N.S. (DB-3698)

after the children of the 500 families at the naval housing unit at Shannon Park. Lieut. Corriveau and Sub-Lt. Hebb as well as Lieut. (MN) Connie Lonbarts of Coverdale radio station, have a preventive role in medicine. Their task is to assist the mothers and fathers of the navy in keeping their children free of illness and disease.

Well-baby clinics are paid for by every man in the Navy. It is their money, voted out of welfare and canteen funds, that pays for the clinics at the various naval centres.

Public health nurses also work closely with civic authorities.

Today the RCN's nursing service is expanding to help provide the proper medical care for our growing navy. The nursing staffs are being equipped with the best in hospital needs and they are given the opportunity to take post-graduate courses to keep the service abreast of modern trends in medicine.

Recently a young seaman on leaving the hospital at *Stadacona*, remarked that the care he had received at the hands of the nursing staff could not, in his opinion, be equalled anywhere in the world or by any other navy.

Be that as it may, it seems that the sailor who has the misfortune to wind up in one of the Navy's hospitals is not so unfortunate at that.

Helicopter Flies To Aid of Priest

An RCN helicopter of the Royal Canadian Navy flew from Summerside, P.E.I., to Miscous Island, at the northernmost tip of New Brunswick, Monday, April 5 to remove a stricken priest to the Hotel Dieu Hospital at Tracadie.

Rev. Father Romeo Lanteigne, a native of Caraquet, N.B., was taken ill during the week-end and required immediate hospital treatment. Several attempts to remove him by car and snowmobile proved futile, due to the uncertain condition of the shore ice.

After several rescue attempts on Saturday and Sunday had failed, authorities on the island put in a call for help, and a helicopter, piloted by Lieut. G. John Laurie, Dartmouth, N.S. and Saskatoon, Sask., was despatched from the Naval Air Facility at Summerside. Landing at Miscou Island near the church, the helicopter took off immediately with the patient and flew the 40 miles to the hospital, setting down on the grounds.

The helicopter returned to Summerside on completion of the mission, and later information indicated the priest was resting comfortably.



Shown above are nursing officers from the Royal Canadian Naval Hospital in Stadacona. Reading from left to right they are (front row): Lieut. (MN) Vera Burton, Halifax; Sub-Lt. (MN) Olive Gloster, Toronto; Lieut. (MN) Kathleen Howe, Sussex, N.B.; Lt.-Cdr. (MN) Fay Rutledge, Streetsville, Ont., senior nursing officer of the RCN; Sub-Lt. (MN) Alfreda Chaput, Verdun, P.Q., and Lieut. (MN) Nellie MacAulay, Glace Bay, N.S. Back row: A/Sub-Lt. (MN) Irene Masterton, Galt, Ont.; Lieut. (MN) Elizabeth Serson, Ottawa; Lieut. (MN) Lillian Clemens, Woodstock, Ont.; Lieut. (MN) Esther Hull, North Sydney, N.S.; Lieut. (MN) Elizabeth Abraham, Wroxeter, Ontario; A/Sub-Lt. (MN) Mildred Williamson, River John, N.S.; Sub-Lt. (MN) Patricia Austin, Toronto. (HS-29113)



Above, HMCS Shearwater's nursing staff. Left to right are: Lieut. (MN) Maude Huntington, Marian Bridge, Cape Breton, N.S.; Sub-Lt. (MN) Joan Taylor, Vancouver; Sub-Lt. (MN) Sophia Starks, St. Phillips, Nfld.; and Lieut. Betty Ballantyne, Toronto. (DNS-11678)

OFFICERS AND MEN

Jet Wings for Two RCN Pilots

The first two RCN student pilots to receive their wings following training in jet aircraft graduated in March from No. 3 Advanced Flying School at Gimli, Manitoba.

The two, Sub-Lt. G. L. Edwards, of Medicine Hat, and Sub-Lt. D. A. Prout, of Victoria, were among 35 graduating student pilots representing four NATO countries—Canada, England, France and Italy. The wings were presented by Group Captain B. D. Richer, commanding officer of Station Gimli.

Before arriving at Gimli the students had completed nine months of basic flying training at Moose Jaw, Sask., and Centralia, Ont. This training was taken in Harvard aircraft and ranged from the old familiar "circuit and bumps" of the primary stages to advanced formation and instrument flying near the end of the course.

Their ground instruction at the flying training schools covered all subjects related to flying, such as navigation, meteorology, airmanship and many others. Apart from subjects wholly related to flying, the students received many additional hours on officer qualities and administrative practices.

The training at Gimli is taken in Canadian-built T-33 Silver Star jets and, although the flying sequences are much the same as in basic training, the instruction is far more advanced. Instead of flying at 150 miles an hour, as he did in the Harvard, the student is now flying in an aircraft capable of speeds up to 600 miles an hour. He does most of his flying at altitudes ranging from 30,000 to 40,000 feet, but the pressurized and air-conditioned cockpits offer almost living-room comfort.

During their training, the students must begin to think like fighter pilots, since in a few short months they will be flying with squadrons. Most of the pilots go to operational training units in Canada and overseas and from there will be assigned to NATO duties in Europe.

The two naval graduates, Sub-Lieutenants Edwards and Prout, will, however, go to the Operational Flying School at RNAS Lossiemouth, Scotland.

Jet flying began at No. 3 Advanced Flying Training School, Gimli, last September with the conversion of qualified flying instructors to the Canadian-built T-33 Silver Star. The training of student pilots began in November.

While both Sub-Lieutenants Edwards and Prout are the first naval pilots to

receive their wings in jet aircraft under the NATO training plan, Sub-Lt. Edwards has the added distinction of being the first RCN student to solo a jet in the RCAF. He is a veteran of the Korean war and has served on board the *Crusader*, *Ontario*, *Athabaskan* and *Sault Ste. Marie*.

Central Alberta "Vets" Organize

Preliminary steps toward the organization of a Central Alberta Navy Veterans' Association were taken recently at a smoker held in Red Deer, Alberta. About 75 former members of the RCN and RCNVR were present.

A pro tem committee, which will look after the business of the new association until an executive is elected this summer, is headed by Hugh Spence, of Red Deer. Other members are Bud Johnson, of Rocky Mountain House, A. Staniforth, of Everts, H. C. Hopkins, of Lacombe, and Ken Sterling, R. T. Swainson and Lyle Lindsay, all of Red Deer.

One of First RCN Men Reaches 85

A man who had seen 23 years service in the Royal Navy and then joined the infant Royal Canadian Navy for another 13 years of service under the White Ensign celebrated his 85th birthday on February 14 last.

Retirement

CHIEF PETTY OFFICER
GEORGE MICHAEL RENTON

Rank: C2 (NQ)
Age: 37
Length of Service: 20 years
Hometown: Victoria, B.C.
Joined: April 12, 1934
Served in: HMC Ships *Naden*, *Skeena*, *Fraser*, *Pembroke*, *Restigouche*, *Stadacona*, *Bittersweet*, *Givenchy*, *Chignecto*, *Niobe*, *Qu'Appelle*, *Peregrine*, *Annapolis*, *Cornwallis*, *Scotian*, *Portage*, *Montcalm*, *Nootka*, *Magnificent*, *Ontario*.
Awards: Canadian Forces Decoration
Retired: April 30, 1954.



Congratulations on his first solo in a jet aircraft are received by Sub-Lt. G. L. Edwards from classmate Sub-Lt. D. A. Prout. Both recently graduated from No. 3 Advanced Flying School, Gimli, Man., after advanced training in the T-33 Silver Star.

He is Charles Robert Hall, of Berkley, California, one of the original members of the ship's company of HMCS *Niobe*. He joined the cruiser after she had been taken over from the RN by the newly-created Royal Canadian Navy in 1910 at Devonport Dockyard.

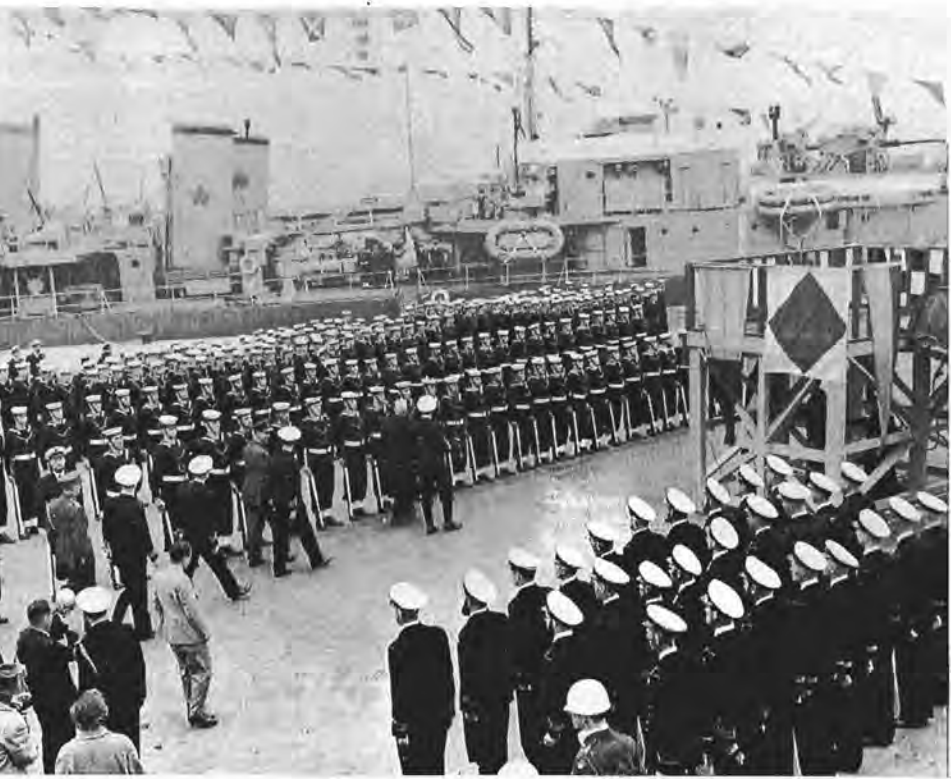
He was a pensioner of the Royal Navy, and had been on pension for about two years when hearing that volunteers were needed for the new Navy, he offered his services. He was notified to report to the ship and commence his duties in July of that year. The first job he undertook was to help to recruit the ship's company. This did not take long, as more men responded than were required. At the time he reported for duty there were only about three officers on board, the ship being in the hands of the dockyard for refit.

The ship arrived at Halifax in October 1910. In the meantime HMCS *Rainbow* was on her way from Portsmouth via Cape Horn to Esquimalt.

Later that year Mr. Hall applied for a transfer to the staff of the newly-formed Royal Naval College of Canada, and was under the direction of Captain Basil S. Hartley, Director of Naval Studies, and Cdr. E. A. E. Nixon, Commander of the College, until it was closed in 1923. After the Halifax disaster, Mr. Hall was transferred to Esquimalt when the college was reopened at that port, after a brief stay at Kingston, Ontario.

When the college was closed due to an economy program, Mr. Hall retired as a senior Chief Petty Officer with a

total service with the Royal Navy and Royal Canadian Navy of 36 years. He went to England for a year, returning to Canada again in 1924. After a year in Victoria, B.C., he decided to reside in Berkeley, California, where he is still living. A son, Frank Hall, is a customs and excise officer in Victoria.



Flash bulbs flickered and shutters clicked as Canadian sailors recorded the historic visit of their prime minister to the destroyers serving in the Far East. Prime Minister St. Laurent had posed for the sailors and shaken hands with many of them just before this picture of his departure from HMCS *Haida* was taken. (Photo courtesy Fednews Photos)

Three Brothers Choose Navy

Three ex-Sea Cadet sons of an Edmonton family are receiving higher education and working toward naval commissions, two of them as recipients of Navy League of Canada scholarships and the third under the Regular Officer Training Plan.

This course of events has prompted their father, G. A. Beare, of 10803 83rd Ave., Edmonton, to put on paper his evaluation of what the Sea Cadet program has done for his boys.

"It was the training, discipline and keenness which they learned there that built up their enthusiasm to continue in the Navy," Mr. Beare wrote in a letter to the Edmonton corps. "Most important of all, perhaps, were the character-building qualities of leadership, self-discipline and co-operation that come from membership in the Sea Cadets, and that are so beneficial to any lad, no matter what occupation he takes up in after life."

Mr. Beare expressed his gratitude to the officers of RCSCC *Warrior* ("The best corps in Canada") for their generous giving of time and effort and their spirit of comradeship.

He added that he had only one son who had not been a Sea Cadet, but he was still a little young—not yet two.

"Don't worry—his turn will come!" Mr. Beare concluded.



The auxiliary cruiser HMCS Prince Robert steamed out of Honolulu harbour in early December 1941, unaware that powerful Japanese task force was bearing down from the north to strike a disastrous blow at Pearl Harbour. The Prince Robert is shown here after her conversion to anti-aircraft cruiser.

TAG WITH THE ENEMY

An Answer to the Wartime Question:

Did HMCS Prince Robert sight the Japanese battle fleet in the Orient?

A WARSHIP of the Royal Canadian Navy missed by a few hours less than four days being a ringside spectator (and possible victim) of one of history's greatest acts of treachery.

The ship was the auxiliary cruiser, HMCS *Prince Robert*, which had already won fame for herself by the capture of the German merchant vessel *Weser*, and the event in which she was so nearly embroiled was the Japanese attack on Pearl Harbour on Sunday, December 7, 1941.

The closing days of November 1941 found the *Prince Robert* steaming homeward from Hong Kong, to where she had escorted Canadian soldiers for the reinforcement of the garrison. Behind her was Manila and ahead her last port of call, Pearl Harbour, from where she would steam northeastward to Esquimalt. Unknown to the *Prince Robert*, a powerful Japanese striking force was steaming an almost parallel course, 1,400 miles to the northward.

Early in the afternoon of December 3, the *Prince Robert* secured at pier 8, Honolulu. That same day, the Japanese task force altered course about 45 degrees to the southward and headed for its appointment with destiny.

At noon, on Thursday, December 4, the *Prince Robert* slipped her lines and began the final leg of her homeward journey.

In the meantime, Japanese intentions

in the Pacific had been thoroughly disguised by the appearance in Washington of the Japanese special envoy, Kurusu, who, in company with the Japanese Ambassador, Admiral Nomura, was conducting prolonged talks with the Secretary of State ostensibly "in the hope of easing the situation".

The journey to Hong Kong had been in anticipation of Japan striking in the Far East, but the timing of the blow, without the preliminary formality of a declaration of war, caught the United States and Great Britain completely off guard.

The sequence of events in the opening hours of the war in the Far East has been somewhat obscured by the difference in time zones. In the third volume of his wartime memoirs, "The Grand Alliance", Sir Winston Churchill shows that, in terms of Greenwich Time, the Japanese attacks in Malaya, the Philippines and Hong Kong occurred within a few hours of that on Pearl Harbour. All, by Greenwich reckoning, occurred on December 7, the first blow being the landing at Kota Bharu, Malaya, at 4.55 p.m., GMT. The attack on Pearl Harbour came at 6.30 p.m., GMT, the first air raid in the Philippines at 9.00 p.m., GMT, and the first air raid in Hong Kong at 11.30 p.m., GMT.*

In other words, the opening attacks occurred thousands of miles apart within a space of less than seven hours.

The *Prince Robert* arrived at her home port of Esquimalt on December 10, a day that piled new and almost unbearable tragedy on the disaster of Pearl Harbour. That was the day that Japanese torpedo planes sank the battleship *Prince of Wales* and the battle cruiser *Repulse* with a loss of 2,000 lives. Fifteen days later, on Christmas Day, Hong Kong fell and the British and Canadian survivors of the bitter defence were placed in abject captivity.

The rumour arose that the *Prince Robert*, which had journeyed through Far Eastern waters such a short time previously, could have warned of the impending disaster, on the basis of what she had seen.

The story went that the *Prince Robert* had sighted the Japanese battle fleet on manoeuvres north of the Philippine Islands, either on her way out to or back from Hong Kong.

There are two points to be considered here:

1. The *Prince Robert* did not pass north of the Philippines;

2. If Japanese warships had been sighted, no special significance need have been attached to their presence, since the general area was one in which the fleet would be likely to conduct peace-time exercises.

How much opportunity did the *Prince Robert* have of learning Japanese intentions and how close did the Canadian warship come to being embroiled in the Pacific war? A study of the ship's log, reports of proceedings and other documents has failed to show the *Prince Robert* sighted more than one ship at any one time during her voyage to and from the Orient — unless one

* The attack on Pearl Harbour was carried out by more than 100 carrier-borne aircraft, including 21 torpedo bombers, 48 dive bombers and 36 high level bombers, and also by a force of small submarines. The Japanese, who had an exact knowledge of their targets, attained complete surprise. Of 202 U.S. naval aircraft in the area, 150 were disabled and only 38 were able to take to the air. Only a few of the 273 army aircraft were able to take off owing to damaged runways. The action lasted for 50 minutes.

Not counting small craft, 86 ships of the U.S. Pacific Fleet were moored at Pearl Harbour. Five battleships, three destroyers, a minelayer, a target ship and a floating dock were either sunk or put out of action for a long time. Three battleships, three cruisers, a seaplane tender and a repair ship suffered lesser damage. Only one battleship, the *Arizona*, was a permanent total loss. Casualties included 2,117 officers and men of the Navy and Marine Corps killed, 960 missing and 876 wounded. Army casualties included 226 officers and men killed or died of wounds and 396 wounded.

Aircraft carriers, based at Pearl Harbour, were at sea at the time of the attack and escaped damage.—Ed.

counts the swarms of Chinese junks encountered after the ship had crossed the 100-fathom line off the Chinese coast. In fact, it may have been the lights of these which left some of the men on board with the impression that they had passed near a mighty battle fleet.

The ship had received a report that Japanese warships were in the vicinity of the Lemna Islands and an alteration of course was made during the night of November 15 to avoid these. The ship and the troop transport which she was escorting, the *Awatea*, arrived at Hong Kong the following day. They were accompanied by HMS *Danae* (cruiser), which had joined off Manila.

The *Prince Robert* sailed for Manila on November 19, the personnel on board including a stowaway who had boarded the *Awatea* at Esquimalt. The passage across the South China Sea was made in fine weather and was uneventful. To those on board the ship, Bataan peninsula and Corregidor island were merely landfalls.

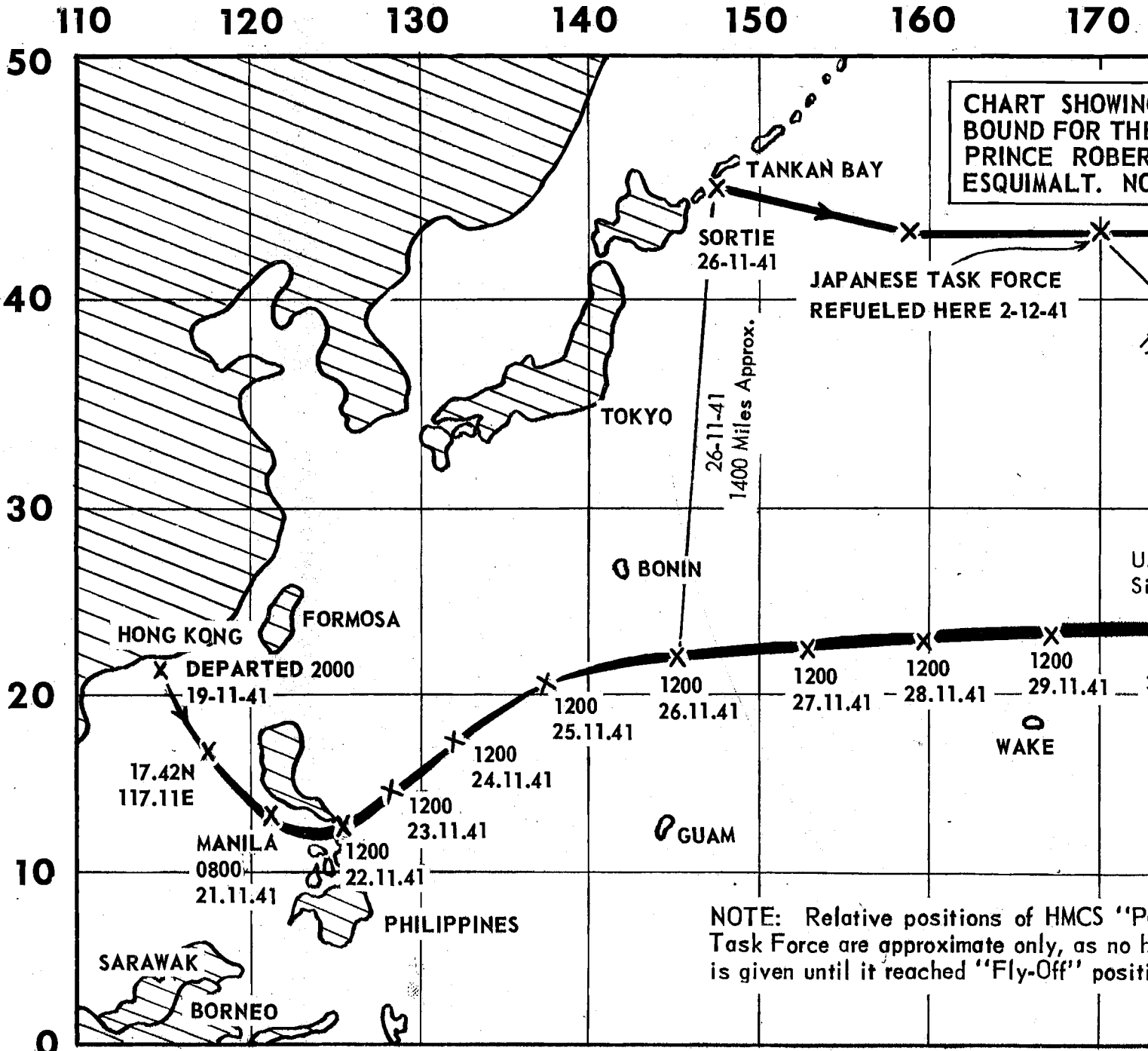
The ship stopped briefly at Manila to top up with fuel and sailed before dark on November 21. She passed through Verde Island Passage and San Bernardino Straits during the night and set her course for Hawaii.

An Admiralty message (the report of proceedings does not indicate its nature) caused the *Prince Robert* to reverse

course at low speed for several hours on Sunday, November 23. Then, on instructions from Commander-in-Chief China, the auxiliary cruiser resumed course for Honolulu. Head winds and heavy seas were experienced throughout the passage from San Bernardino Straits to the Hawaiian Islands.

On the day that the *Prince Robert* crossed the International Date Line, a U.S. Navy aircraft, on patrol from Midway Island, sighted the ship and circled her for almost an hour.

When the ship reached Honolulu on December 3, leave until midnight was granted. One Canadian sailor made the extremely unwise decision that Hawaii was the place for him and failed to



return by the time the ship sailed at noon on December 4 and set course by the Great Circle route for Esquimalt.

The *Prince Robert* steamed north-eastward at the economical speed of 15 knots. During the night of December 5-6 a flare was sighted off the port beam and was identified as coming from a U.S. submarine.

At this same moment the Japanese task force was almost directly abeam, 1,000 miles or so to the northwest, still on its southeasterly course.

By 2100 on the night of December 6, the Japanese force reached its most easterly position, 31N, 158W, and turned due south for Hawaii. This was the closest the Japanese force came to the

Prince Robert, then 500 miles away and a few miles north of due east.

The Japanese steamed south until they reached their fly-off position 200 miles north of Pearl Harbour and launched their attack at 0600 Sunday, December 7.

At 1047, lookouts sighted a vessel, which was not identified, off to port and at three minutes before noon the *Prince Robert* received a wireless message from Esquimalt, informing the ship that hostilities had broken out with Japan and also that the U.S. Army transport *Cynthia Olsen* had been torpedoed and sunk 150 miles to the south of the *Prince Robert's* position.

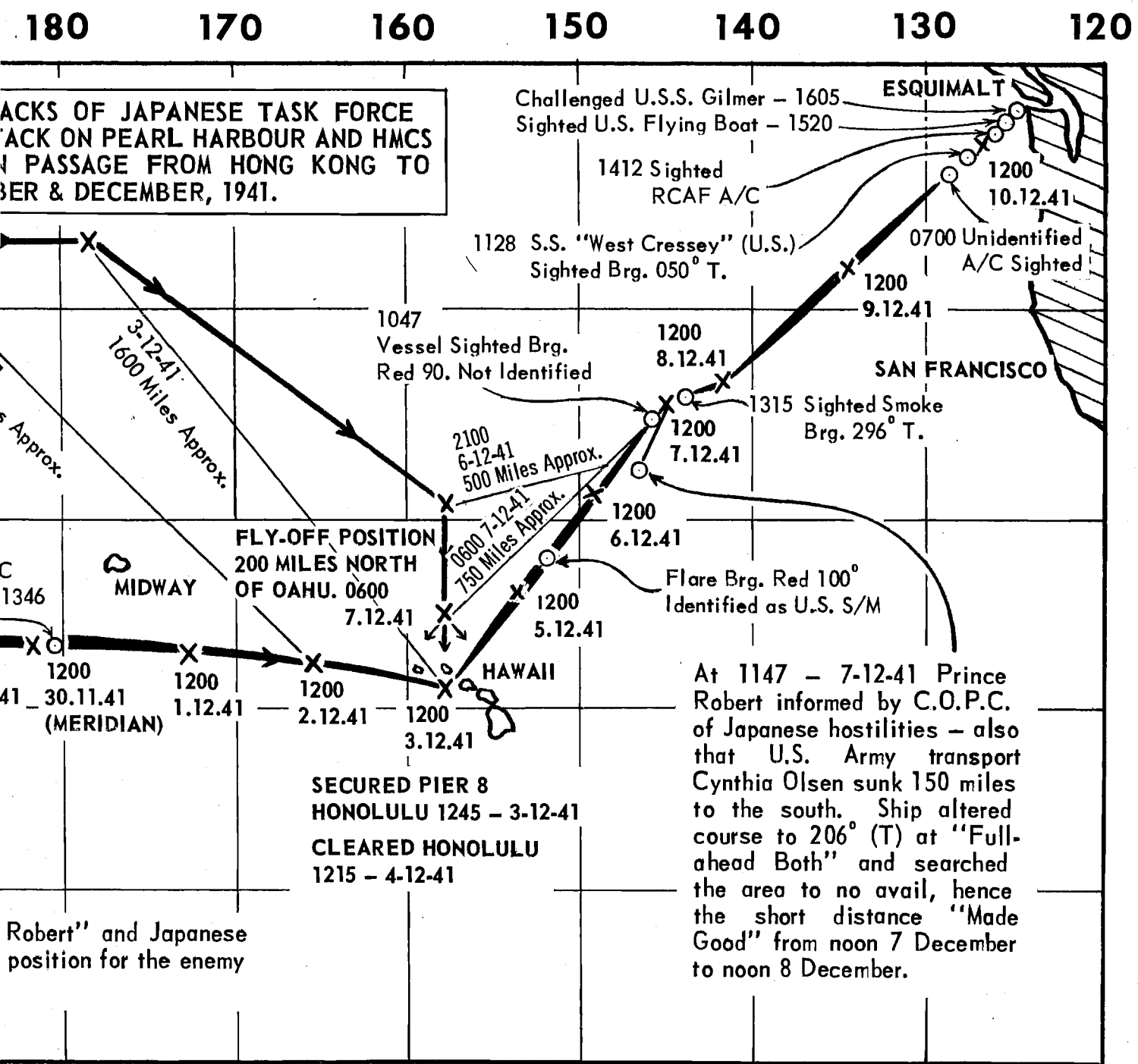
The Canadian warship at once headed

for the spot at 21 knots and made a three-hour search at high speed, covering an area 60 by 40 miles.

Smoke was sighted shortly after course was altered, but it was far from the area of the reported sinking and was not investigated.

The night was clear with a brilliant moon and radar was used in the search. However, no signs of wreckage or the presence of a submarine were found and, on completion of the search, the *Prince Robert* set course for Esquimalt at 20 knots.

As the *Prince Robert* neared the West Coast, numerous aircraft were sighted, the first a biplane which came within four miles of the ship in the morning



twilight of December 10 and flew off in a southerly direction without identifying itself. The ship arrived at Esquimalt at 1947, Wednesday, December 10, 1941, and secured at the magazine jetty. She immediately began embarking fuel to full capacity.

The conclusion to be drawn from a study of the available documents is that at no time during her journey to and from Hong Kong did the *Prince Robert* sight any fleet or group of Japanese warships.

The only basis for the rumour that the *Prince Robert* had seen the enemy lay apparently in the action taken by the Hong Kong-bound ships to avoid encountering Japanese warships and the sighting that same night of numerous Chinese junks in coastal waters.

The *Prince Robert*, which escorted Canadian troops across the Pacific to defend Hong Kong, returned at the close of the war for the Japanese surrender of the colony. Patrols were landed by the Canadian warship to help to maintain order as the Japanese relinquished control.



Ship's Supply Problems Require Planning, Push

ON BOARD HMCS CRUSADER — Canada's Navy is one of the best fed, best paid and best equipped in the world — and Canadian destroyers in the Far East are no exception.

But in this theatre of operations, the job of maintaining that high standard takes plenty of planning and initiative on the part of the ships' supply departments.

HMCS *Crusader*, for instance, is a British-built ship, is fitted with Cana-

At no time was the *Prince Robert* within 500 miles of the force which attacked Pearl Harbour. At the time of her passage through the South China Sea, this force was, in fact, assembling in the Kuriles, to the north of Japan proper and 1,400 miles north of the *Prince Robert's* path across the Pacific.

Even if Japanese warships had been sighted in the South China Sea, it would have been difficult to draw conclusions of Japanese intentions, since nearby Formosa was Japanese territory and Vichy-controlled Indo-China was occupied by Japanese forces. As a matter of fact, the unusual feature of the voyage in view of the activity then brewing, was probably the failure to sight a single unit of the Japanese navy.

dian equipment, and is operating in an area where the source of supply is predominantly American. This situation often presents serious problems for the supply department when it tries to procure general stores.

The *Crusader*, for example, requires replacements for certain types of electrical equipment. These replacements may not be available from the U.S. Navy because their ships operate on a different electrical current—or from the Brit-

ish Navy, whose equipment may not be the same type. And if the *Crusader* has no spares aboard . . . But then, the supply department has managed, so far, to get what it needs.

The matter of pay can be a headache. With the *Crusader* visiting ports in Japan, Korea, Okinawa and Hong Kong, the supply department must have a wide variety of currencies on hand for the ship's company—and in sufficient quantities. At any one time the supply officer may have on board American dollars, Japanese yen, Hong Kong dollars, U.S. military payment certificates and British armed forces certificates—and all at different rates of exchange.

The chief problem with food is to know what to buy and what not to buy. Australian mutton isn't exactly a favourite with Canadian sailors, and American flour—the best available—wasn't too popular with Canadian cooks, until they discovered how to treat it. However, Canadian destroyers prefer to buy their provisions from the U.S. Navy, together with some fresh fruit and vegetables from civilian sources in Japan and other ports of call.

The *Crusader's* supply department procures and prepares all the food eaten by the ship's company; supplies all the protective clothing and equipment required, with the exception of armament; administers the pay accounts and service records of every officer and man aboard, issues their pay, and runs a canteen and soda fountain for the crew.

The department is composed of approximately 25 personnel, headed by the supply officer, and includes cooks, stewards, writers and storemen. All were trained at the Navy's Supply School at HMCS *Naden* in Esquimalt, B.C.

In the *Crusader*, the largest single group in the department is the cooks—eight in all—who by the time the destroyer returns to Esquimalt will have prepared an estimated 180,000 meals for the ship's company.

The chief cook is CPO Ben Humberstone, of Banff, Alta., who when the ship's action alarm sounds is the only person in the entire supply department to go to a "supply" post—the galley. The remainder rush to gun positions, plot rooms or depth charge throwers.

PO Lawrence K. Lynch, of Kindersley, Sask., whose regular duties are as a steward, becomes captain of a Bofors gun at action stations; Ldg. Sea. Valentine J. Rieger, of Regina, a naval storeman, becomes a communicator in "X" gun, and the supply officer, Lieut. (S) Vincent Henry, of Victoria, becomes office-in-charge of "A" and "B" guns.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Micmac*

HMCS *Micmac*, East Coast training destroyer, recently completed a two-week navigational training cruise into the Bay of Fundy and along the coastline of the New England States as far as Rhode Island. Embarked was "King" class of the Junior Officers Technical and Leadership Course for practical navigation training.

Each officer took his turn navigating the ship under varied conditions. Sextants were in evidence by the dozen and pilotage in the close and tricky waters of the Bay of Fundy was carried out. All the modern electronic aids to navigation were used extensively.

Evolutions carried out included dropping dan buoys, coming to a buoy, ship handling and dummy anchorages followed by the real thing, both day and night.

Maritime ports of call included Yarmouth, Digby, Shelburne, Liverpool,

St. Andrews, Saint John and Grand Manan. A short operational visit to Providence, Rhode Island, gave some well-earned rest and recreation.

Full advantage was taken of the opportunity to satisfy appetites with tasty sea foods, lobster and scallops being enjoyed by all aboard.

Cdr. G. M. Wadds, *Micmac's* commanding officer, and the instructors from the Navigation and Direction School, *Stadacona*, Lt.-Cdr. R. C. MacMillan and Lieut. N. S. Jackson, were well pleased with the progress made.

The *Micmac* earlier completed the second of two cruises in Bermudian waters operating with the British submarine HMS *Tally-Ho*.

The destroyer operated on a five- and six-day schedule each week, regardless of weather. She was based in St. George's, returning only for fresh provisions and fuel.

Further training was carried out with anti-submarine aircraft from the 30th Carrier Air Group which was based at Bermuda at this time. The *Micmac* and

the aircraft teamed up to deliver many successful attacks against the submarine.

Aboard during the cruise was Dr. T. W. Cook, of the Defence Research Board of Canada. Dr. Cook is attached to the Torpedo Anti-Submarine School of the RCN and is studying training methods and operation of equipment at sea.

In her role as the Training Destroyer for the Atlantic Command, the *Micmac* has averaged 22 days at sea per month since her re-commissioning. She has been affectionately dubbed "Old Dobbin of the Atlantic, the work horse of the Fleet".

HMCS *Magnificent*

The *Magnificent* sailed from the "Eastern Canadian Port" on March 1 and proceeded to Portsmouth, England, arriving on March 10 after an uneventful passage.

The purpose of the visit was primarily that of a general refurbishing of the electronic equipment and, as no flying could be carried out, the Carrier Air Group was not embarked.

Considerable use has been made of the availability of the excellent RN training facilities. HMS *Phoenix*, damage control school, has accepted a steady flow of *Magnificent* personnel, and so enabled many men to be credited with QDC requirements for promotion.

Half of the radar plotters spent about two weeks at HMS *Harrier*, the RN school which provides training in the air aspects of action information. Many of the AA rates were able to get in qualifying and refresher courses.

HMC Communication School

Lt.-Cdr. John G. Waters joined the Communication School staff, trading the aiguillettes he has worn for the past year as Aide de Camp to His Excellency the Governor General for the post of Staff Officer (Visual).

CR 63, which completed training on March 5, was headed by Ord. Sea. Leo Bertrand. All Esquimalt members of the class were most fortunate in joining HMCS *New Glasgow*, when she commissioned in Halifax, for passage back to the West Coast by the Panama Canal.

April 2 was graduation day at the school with four classes completing their training. CPO Jerry Kay and CPO John Reid topped Commissioned Communications Officers' course "Easy" and, together with the remaining members of



Defence Minister Brooke Claxton, during his visit to Halifax for the transfer of four minesweepers to France, paid a visit to the Shannon Park naval housing development. Little Deborah, aged 5½ months, was too intent on the "birdie" to respond to Mr. Claxton's compliments. She was at home alone with her mother. Her father, CPO John Murphy, was in the United Kingdom with HMCS *Magnificent* and five sisters and two brothers were at school or at play.

their class, will shortly commence further training in general executive duties in Halifax.

Ord. Sea. Ray Melski led CR 64 when it passed out of the school. This class will be very strongly represented in HMCS *Labrador* when she commissions this summer.

CV 66, having won the Mateson flag hoisting competition for two months running, departed from the school with 30 days leave in front of them before joining the fleet.

Ord. Sea. Roger Lebrun was high man in the remaining class and, with the rest of the class, was drafted to HMCS *Gloucester* for further training.

PACIFIC COMMAND

HMCS *Cayuga*

HMCS *Cayuga*, now doing her third tour of duty in the Far East, has been commended for her assistance in a recent rescue of five United States sailors following a collision of two boats at a UN naval base in Japan.

WEDDINGS

Wren Jean I. Attwood, HMCS *Cornwallis*, to Able Seaman Arthur C. Cain, *Cornwallis*.

Able Seaman D. J. Belisle, HMCS *Cornwallis*, to Miss Ruby K. Seward, Halifax.

Able Seaman R. Allan Binnington, HMCS *Stadacona*, to Miss Betty Lorraine Harvey, Halifax.

Ordinary Seaman William Henry Birkinshaw, HMCS *Naden*, to Miss Elizabeth Janet Bonfoy, Victoria.

Able Seaman V. J. G. Cornut, HMCS *Cornwallis*, to Miss Lillian May White, Halifax.

Able Seaman George W. Counter, HMCS *Cornwallis*, to Miss Marguerite Potter, Clementsport, N.S.

Able Seaman D. E. Gilby, HMCS *Micmac*, to Miss Elizabeth Ann Moreash, Halifax.

Wren Mary Gladys Gallant, HMCS *Cornwallis*, to Able Seaman Joseph Muise, *Cornwallis*.

Able Seaman Garfield Glover, HMCS *Huron*, to Miss Shirley Kelly, Bridgetown, N.S.

Chief Petty Officer David Spencer Leavens, HMCS *Shearwater*, to Miss Marion Lorraine Mosher, Dartmouth, N.S.

Ordinary Seaman Robert J. Marlon, HMCS *Gloucester*, to Miss Fleurette Laganier, Shawinigan Falls, P.Q.

Able Seaman R. S. Melvin, HMCS *Cornwallis*, to Miss Jean Amero, Saint John, N.B.

Lieutenant (E) Donald Patrick Nash, Naval Headquarters, to Miss Jean Isobel McCallum, Ottawa.

Leading Seaman R. C. Orrick, HMCS *Cornwallis*, to Miss S. M. C. Cruickshank, Victoria.

Able Seaman C. C. Ruth, HMCS *Micmac*, to Miss Josephine Meany, St. John's Nfld.

Lieutenant Ian Townley, HMCS *York*, to Miss Virginia Lieshman, Toronto.

Able Seaman R. J. P. Tratt, HMCS *Micmac*, to Miss Patricia Doris Truax, Montreal.

Sub-Lieutenant Brian Valiquette, HMCS *Magnificent*, to Miss Blanche Gloria Girard, Victoria.

Wren J. E. Watson, HMCS *Cornwallis*, to Ordinary Seaman J. E. Rutledge, *Cornwallis*.

Able Seaman Ronald J. Williams, HMCS *Cornwallis*, to Miss Marjorie Handspiker, Digby, N.S.

Helicopter Lift Brings Thanks

The transport of three seriously ill men from the U.S. naval transport *General H. F. Hodges* by RCN helicopter has prompted a letter of gratitude from the U.S. Ambassador to Canada, R. Douglas Stuart, to Vice-Admiral E. R. Mainguy, Chief of the Naval Staff.

The helicopter, from *Shearwater*, landed on the ship 65 miles off shore and brought the patients to the *Stadacona* parade ground, only a few score yards from RCN Hospital.

"We are grateful for this assistance, which is another manifestation not only of the efficiency of the Royal Canadian Navy but also of its spirit of co-operation," the letter said.

The collision occurred in darkness between a landing craft and a destroyer's whale boat. The latter, returning six men to their moored ship, was crushed by the impact, and all aboard were thrown into the water. Picked up by the landing craft, the injured men were taken to the *Cayuga*, which was moored near by. Swift action followed.

The survivors were quickly examined by Surg. Lieut. A. L. Halpern, of Toronto, the *Cayuga's* medical officer, and his assistant, PO Germain Bouchard, of Victoria. One of the injured was found to be critically hurt, requiring immediate hospital attention. In a matter of seconds, Ldg. Sea. Curtin Fitch, of Belmont Park, B.C., was flashing a signal ashore requesting an ambulance on the dock. The injured man, meanwhile, was already on his way ashore in the landing craft. Unfortunately, the man died of his injuries a few hours later.

In the meantime, while Surg. Lieut. Halpern treated the other injured personnel, two of the ship's stewards, PO Cecil McLean, of Saskatoon, and Ldg. Sea. Charles Thibodeau, of Maymont, Sask., appeared on the scene with food and hot coffee for the victims.

After emergency treatment, the injured, most of whom were suffering from shock, exposure, cuts and bruises, were removed ashore to hospital in one of the *Cayuga's* boats, which, with Ldg. Sea. Givelin Huzzey of Belmont Park at the helm, covered the run in record time.

The *Cayuga* later received a message from the base commander expressing "great appreciation for the prompt assistance rendered personnel involved in the boat collision".

NAVAL DIVISIONS

HMCS *Hunter*

This being Windsor's centennial year, a heavy program of parades and

other public events lies ahead of HMCS *Hunter*.

The Windsor naval division has also undertaken an intensive recruiting drive aimed at achieving a record RCN(R) enrolment. As part of the drive and as a means of acquainting the public with the work of the division, an open house was organized for May 2. The send-off speech for the recruiting campaign was given by Captain P. D. Budge, chief of staff to the Commanding Officer Naval Divisions.

The election of officers for the Seamen's Mess was held on April 5, with the presidency going to Ldg. Sea. Fred White. AB John McGovern was elected vice-president and Wren Ruth Small, secretary-treasurer.

The Wrens at *Hunter* are associate members of the mess and have full mess privileges except for drill nights.—S.H.

BIRTHS

To Able Seaman Donald Blackbeard, HMCS *Shearwater*, and Mrs. Blackbeard, a daughter.

To Able Seaman Scott Burton, HMCS *Stadacona*, and Mrs. Burton, a son.

To Able Seaman Robert Caza, Albro Lake Radio Station, and Mrs. Caza, a daughter.

To Petty Officer S. R. Dunn, HMCS *Stadacona*, and Mrs. Dunn, a daughter.

To Lieutenant-Commander Earl A. Grant, HMCS *York*, and Mrs. Grant, a son.

To Able Seaman Roger Giroux, HMCS *Stadacona*, and Mrs. Giroux, a daughter.

To Lieutenant (SB) R. A. V. Jenkins, HMCS *Stadacona*, and Mrs. Jenkins, a daughter.

To Petty Officer Kenneth E. K. Krafft, HMCS *Cornwallis*, and Mrs. Krafft, a son.

To Lieutenant C. E. M. Leighton, Naval Headquarters, and Mrs. Leighton, a daughter.

To Able Seaman Leander Luther, Albro Lake Radio Station, and Mrs. Luther, a son.

To Petty Officer Roy E. McAlpine, HMCS *Stadacona*, and Mrs. McAlpine, a son.

To Petty Officer Harold MacCullough, HMCS *Gloucester*, and Mrs. MacCullough, a son.

To Lieutenant-Commander Alec MacRae, HMCS *Cornwallis*, and Mrs. MacRae, a son.

To Commander A. D. McPhee, Naval Headquarters, and Mrs. McPhee, a son.

To Able Seaman Allan Moncton, HMCS *Shearwater*, and Mrs. Moncton, a daughter.

To Lieutenant E. S. Parker, HMCS *Cornwallis*, and Mrs. Parker, a son.

To Lieutenant G. D. Pearce, HMCS *Cornwallis*, and Mrs. Pearce, a daughter.

To Chief Petty Officer George M. Perigo, HMCS *Stadacona*, and Mrs. Perigo, a son.

To Leading Seaman Wayne Shattuck, Albro Lake Radio Station, and Mrs. Shattuck, a son.

To Chief Petty Officer J. N. Siddons, HMCS *Cornwallis*, and Mrs. Siddons, a son.

To Chief Petty Officer Harry E. Stainsley, HMCS *Stadacona*, and Mrs. Stainsley, a daughter.

To Petty Officer Wilbert Stephens, Aldergrove Radio Station, and Mrs. Stephens, a daughter.

To Midshipman G. E. Wiese, HMCS *Cornwallis*, and Mrs. Wiese, a daughter.

To Petty Officer J. C. Wilks, HMCS *Cornwallis*, and Mrs. Wilks, a daughter.

To Ordnance Lieutenant W. L. Wood, HMCS *Haida*, and Mrs. Wood, a daughter.

To Able Seaman Joseph H. Yeoman, HMCS *Cornwallis*, and Mrs. Yeoman, a son.

HMCS Discovery

An incident during sailing training on the weekend of April 7 gave an impressive demonstration of the value of a standby motorboat.

Five dinghies from HMCS *Discovery* were sailing in Vancouver harbour waters when one of the craft, with an officer and two Wrens on board, capsized.

A motor cutter, assigned to emergency duty during sailing training, had all the crew on board within three minutes. They were put ashore where a duty driver from *Discovery* was waiting and were taken back to the base, all within half an hour.

Members of the Vancouver division still look back with horror on what the weatherman did to them in the opening weeks of the year. A record snowfall was dumped on the city, so that the natives in many cases had to clamber to their rooftops with shovels to keep their homes from collapsing.

The snowfall meant the closing of Stanley Park, through which *Discovery* is approached by land, to general traffic for two weeks and the resultant cancellation of two parade nights.

The official opening of the Wrens' mess was observed at *Discovery* by a reception on February 6. A cigarette case was presented to the former commanding officer, Cdr. Glen McDonald, who put considerable effort into establishing the mess.

Pictured are the members of Petty Officers' Leadership Course No. 48, which began at Cornwallis on January 25 and completed on March 8. Front row (left to right): Petty Officers Boyd Mohns, Henry Burke and Harry Seip; Cd. Writer Officer A. L. G. Hayley, course officer; PO William Fluskey, course petty officer, and Petty Officers James Saunderson and Lloyd Rushton. Centre row: Petty Officers Ernest MacAuley, Cecil Rutherford, Joffre Beaudry, William Oliver, Frederick Court, John Potter and William Hogg. Back row: Petty Officers Desmond Shelley, George Armstrong, William Simpson, Robert Barrie, James Boam, Paul Martin and Frank Sutherland. PO John Preston is missing from the photograph. (DB-3890)



Chief and Petty Officers First Class Leadership Course No. 47 began in Cornwallis on January 18 and ended on March 1. Front row (left to right): CPO John Jackson, PO Angus Nelson, CPO James Alston, Lt.-Cdr. J. B. Young, course officer, CPO John Hedley, PO George McMaster and CPO William Osborne. Centre row: PO William Hope, PO Robert Logie, CPO Arthur Gilbert, Petty Officers William Powroz, James Muir, Vincent McCloy, Roderick Bolt and Stanley Wyatt, and CPO Arthur Seible. Back row: PO Walter Caton, CPO Edward Whitehouse, CPO Lovett Parks, PO Ronald Knight, CPO Alfred Gold, PO Allan Horne, CPO Maurice Coates, PO John Little and CPO Gerald Freeman. (DB-3833)

HMCS Donnacona

The task of leadership requires an officer to place his men before himself and he will thereby find that in giving, not asking, there is a rich reward, Rear-Admiral H. F. Pullen, Chief of Naval Personnel, told UNTD cadets of McGill University and the University of Montreal.

The occasion was the confirmation in rank of graduating cadets of the two universities. Admiral Pullen was accompanied during his inspection of the UNTD cadets by Capt. P. D. Budge, chief of staff to the Commanding Officer Naval Divisions; Cdr. Guy St. A. Mongenais, commanding officer of HMCS *Donnacona*, the Montreal naval division, and Lt.-Cdr. Max Heayberd, UNTD commanding officer.

Cadet J. B. Cox, a pre-medical student at McGill, was the recipient of the dirk presented to the best all-round cadet of the year. Other awards went to: Cadet R. B. Ryler, McGill, best second-year executive cadet; Cadet H. Cooper, McGill, best first-year executive cadet; Cadet (S) A. Bertrand, McGill, best third-year supply cadet; Cadet (S) H. G. Dentith, McGill, best second-year supply cadet; Cadet (E) Y. Dagenais, U of M, best third-year engineering cadet; Cadet E. C. Lee, McGill, best second-year engineering cadet; Cadet H. Lafleur, U of M, best first-year seamanship cadet; Cadet R. Dalglish, best first-year communications cadet; Cadet (E) G. DeGagne, U of M, best electrical cadet, and Cadet J. E. Singher, McGill, best rifle shot.

A large number of parents and friends attended the ceremony. Special guests included Msgr. Olivier Maurault, rector of the University of Montreal; Lt.-Col. J. W. McLean, officer commanding the McGill COTC; Commodore Paul W. Earl, naval officer in charge, Montreal, and R. C. Stevenson, representing the Navy League of Canada.

The Call of Duty

Coming of War Found No Doubts in Mind of Old China Hand

THE OTHER EVENING while looking through a scrap book of mine I came across a photograph and a page of the wartime supplement of the "London Gazette" Honours and Awards. The deed described and the awards stated on this page made me wonder at the number of similar deeds of valour and selflessness which were never made public due to wartime secrecy, and have gone unnoticed, except for the next of kin and those few who were near or interested, and I felt that perhaps I should relate this story.

I knew Lieutenant Thomas Wilkinson, Royal Naval Reserve, before the war. He commanded ships in the China Trade and was known throughout the East as "Tam". A grand person, a bachelor of some 45 summers in 1939, fond of life, a bit of an athlete as sailors go, a fine seaman, a raconteur with stories for all; he was a natural gentleman, and beloved by all who knew him. I believe I can say that Tam was never in any doubt when duty called, and my first strong recollection of this was during the evacuation of Tsingtao in the winter of 1936, when the Chinese had blown up the cotton mills and scuttled a cruiser across the harbour entrance, and the Japanese had lost no time in bombing and strafing the city. Into this holocaust went Tam to conduct his good friends of that port to the safety of his ship, which I, as his second in command, was packing with thousands of refugees. But then that is another story.

The outbreak of war found Tam a temporary "rocky" Lieutenant, as proud as all get out, having unshipped four rings for two rocky ones, and in command of His Majesty's Ship *Liwo*, gunboat, and was now employed guarding the Malacca Strait entrance to the South China Sea. She was a fine little ship of about 1,000 tons, not unlike the *Ladybird* in appearance, but her armament only consisted of one 4-inch gun, two machine guns, odd rifles and depth charges. I last saw "Tam" at the Singapore Club in 1939 where, over a couple of whisky sodas, he chafed at his inability to get nearer to home and the Hun, and was envious of my good fortune in having completed plans to join the Royal Canadian Navy, which he fondly imagined meant close grips with the enemy.

A lot of water went under the bridge. The *Repulse* and the *Prince of Wales* went down. Malaya became a sinking ship, and on 14th February, 1942, HMS *Liwo* was attempting to reach Batavia from Singapore with some survivors from battleships and cruisers and also a few Army and Air Force personnel. The enemy entered Singapore as she left the harbour.

"Since leaving Singapore the previous day", said the *London Gazette*, "the ship had beaten off four air attacks, in one of which 52 machines took part, and she had suffered considerable damage. Late on the afternoon of the 14th, she sighted two large Japanese convoys ahead, the largest convoy being escorted by a heavy cruiser and several destroyers. The commanding officer Lieutenant T. Wilkinson, RNR, gathered his ship's company together and told them that rather than try to escape, he had decided to engage the convoy and to fight to the last, in the hope that he might inflict damage upon the enemy. In making this decision, which drew resolute support from the whole ship's company, Lieutenant Wilkinson knew that his ship faced certain destruction, and that his own chances of survival were small.

"HMS *Liwo* hoisted her battle ensign and made straight for the enemy. In the action which followed, the machine guns were used with effect upon the crews of all ships in range; the 4-inch gun was fought with such purpose that a large Japanese transport was badly hit and set on fire and other ships, naval and otherwise, also received a baptism as they attempted to interfere. After

a little over an hour of action, HMS *Liwo* had been critically damaged and was sinking. Lieutenant Wilkinson then decided to ram his principal target, the large transport which was burning fiercely, and which had been abandoned by her crew.

"HMS *Liwo*'s gallant fight ended when, her shells spent and under heavy fire from the enemy cruiser, Lieutenant Wilkinson finally ordered abandon ship. He himself remained on board and went down with her. There were ten survivors who were later made prisoners of war.

"Lieutenant Wilkinson's valour was equalled only by the skill with which he fought his ship. The Victoria Cross was bestowed upon him posthumously in recognition of his heroism and self-sacrifice, and of that of all who fought and died with him."

Well, that was the unembroidered story and some little time ago, to cap this story, I was visited by his surviving First Lieutenant, who in the *Liwo* days was Temporary Sub-Lieutenant Ronald Stanton, RNR, a great grandson of Gladstone. Ronald received the Distinguished Service Order, and in the action had charge of the 4-inch gun. He survived by swimming through the night and being cast up with the remaining nine survivors of the crew on the island of Sumatra. While swimming many of the crew were killed by strafing from aircraft; Stanton himself being partially scalped by a bullet. Having lashed his scalp on with a piece of torn clothing he continued to exhort his fellows, and their kicking and shouting evidently kept the many sharks and other denizens of those tropical waters at bay.

On reaching the shore he organised his party and, after a rest, they set out to cross Sumatra with the intention of getting a boat on the Western Side and sailing for Australia or Ceylon. After days of jungle hell they emerged on the other side in a very weak state and unfortunately ran into a large armed Japanese patrol and were taken prisoners. Stanton and his fellows thus spent the rest of the war as prisoners of war.

So that is the story of the late Temporary Lieutenant Tam Wilkinson, VC, RNR, and his very gallant crew.—
J.C.L.

ROK Naval Veteran Studies in Canada

Kun Pak, 27-year-old South Korean naval veteran, finds the University of British Columbia tough sledding compared to Seoul University with its two-hour study day. Thanks to the efforts of war correspondent Bill Boss and Reginald Bowering of Victoria, Kun is studying at UBC for his master's degree in political science.

He won a philosophy degree at Seoul before his navy draft. He thinks there is great need for young politicians in Korea to replace elderly Syngman Rhee when he dies.

"The Salvation of Hundreds of Families and Homes"

Admiral Stephens Reports Increased Demands on Trust Fund

THE WORK of the Canadian Naval Service Benevolent Trust Fund continued to increase in 1953, Engineer Rear-Admiral G. L. Stephens, RCN (Ret'd), reported at the annual meeting in Naval Headquarters on April 12.

There were 832 applications for assistance compared to 774 in 1952. The sum of \$62,912.83 was paid out in grants as compared to \$54,595.08 the previous year and \$85,281.89 was advanced in loans, an increase of \$16,014.02.

"These figures prove conclusively the need for the Fund and the necessity for continuous and increased financial support," said Admiral Stephens, who completed his sixth consecutive term as president.

The invested capital of the fund as of December 31, 1953, was \$2,560,000 at par value now yielding \$74,925 per annum. There was an excess of income of \$11,548.75 when the books were closed but \$10,820.15 in grants for assistance remained to be settled.

Admiral Heads Fund for 7th Term

Engineer Rear-Admiral G. L. Stephens, RCN (Ret'd), was re-elected president of the Canadian Naval Service Benevolent Trust Fund for his seventh consecutive term at the annual meeting at Naval Headquarters on April 12.

Vice-presidents include Captain P. Barry German, RCN (Ret'd), Ottawa; R. C. Stevenson, Montreal; Lt.-Cdr.-at-Arms Wilfred Pember, Victoria, and G. C. DeWolfe, Halifax. Lieut. (S) Harry McClymont, Ottawa, begins his fifth term as Secretary-Treasurer.

Two new directors were elected. They are Rear-Admiral H. F. Pullen, Oakville, Ont., and Ottawa, and CPO Ronald C. Crawford, Pelly, Sask. Re-elected directors are Captain (S) C. J. Dillon, Halifax; Commodore Paul Earl, RCN (R), Montreal; Lieut. (W) Margaret E. McDonald, Ottawa; A. B. Coulter, Ottawa; CPO Griffith Jones, RCN, (Ret'd), Ottawa; CPO D. H. Nelson, Victoria; Cdr. A. C. Bethune, RCN (R), Ottawa; Cdr. K. S. MacLachlan, RCN (R) (Ret'd), Toronto; Lieut. Willard MacKenzie, RCN (R) (Ret'd), Halifax, Captain (S) Joseph Jeffery, RCN (R) (Ret'd), London, Ont., and Captain R. P. White, RCN (R), Ottawa. The president and vice-presidents also serve on the board of directors.

"It is gratifying to note there was an increase in RCN personal donations of approximately \$1,825 in 1953 over 1952, but unfortunately there was a drop of some \$3,600 in 1953 from 1952 in donations from ships' funds and messes, although more ships were in commission in 1953.

"It is very pleasing that financial support from naval reserve divisions has shown a gain in 1953."

On behalf of the directors of the fund, Admiral Stephens extended thanks to the various services and organizations which gave assistance last year.

Scran Locker Bolsters Fund

The scran locker at HMCS *Stadacona* is a profitable business—for the Naval Benevolent Fund.

Stadacona's lost-and-found department contributed \$205.62 to the fund in 1953, a contribution made up of fines paid by owners to redeem articles and of the proceeds of the sale by auction of unclaimed goods.

The scran bag or locker is an ancient institution in warships. Articles which end up there are often not "lost" in the ordinary sense of the word, but left sculling about the decks.

The Benevolent Fund, not being in the laundry business, is grateful that cash fines have been substituted for the levy of former days—a bar of soap.

These included: Naval Headquarters, the Flag Officers Atlantic and Pacific Coast, commanding officers of ships and establishments and naval divisions, the members of their staffs, chaplains, members of the Department of Veterans' Affairs, the Red Cross, the Canadian Legion and the many provincial and municipal bureaux "whose assistance has been of the greatest possible help to the fund".

Admiral Stephens said further that the directors are appreciative of the "cordial relations and splendid co-operation that exists between our fund and the Army and Royal Canadian Air Force funds".

In concluding his annual report, Admiral Stephens said, "I am more convinced than ever as the years go by of the necessity and usefulness of the fund and the salvation it is providing for

Benevolent Fund To Change Name

Two main motives prompted delegates to the annual meeting of the Canadian Naval Service Benevolent Trust Fund in deciding unanimously to change the name to "Royal Canadian Naval Benevolent Fund".

The move is a return to the original name of the Fund when it was set up in 1942. However, when it was decided to incorporate it in 1945, reserve and volunteer forces who had swelled its coffers so much during the Second World War thought the title not sufficiently inclusive and they pressed successfully for Canadian Naval Service Benevolent Trust Fund.

The National Defence Act of 1950 altered the situation, for it defines the title "Royal Canadian Navy" as including all the naval forces of Canada. The new act abolishes the Naval Service Act of 1910 and therefore cancels the title "Canadian Naval Service".

Another reason put forth for the return of the old term is that Her Majesty, Queen Elizabeth II is patron of the Fund.

Since the Fund is incorporated, it is necessary to apply to the Secretary of State for supplementary letters patent. The request is then considered by the Canadian Cabinet and forwarded through the Governor-General to Buckingham Palace for approval of the use of the word "Royal".

The designation "Royal Canadian Naval Benevolent Fund" takes effect this year. The return of the simpler name does not alter in any way the benefits available to reserve forces or Wrens in effect now.

hundreds of families and homes that would be wrecked and broken without its aid.

"I have no hesitation in asking all those who serve the fund to continue their services and in appealing for the fullest financial support from all available sources. The fund not only needs these services and support but merits and justifies both."

Since its inception in July, 1942, the work of the fund has increased year by year. Incorporated in 1945, the fund will hold its tenth annual meeting on April 15, 1955.

The annual meeting was attended by 60 delegates from ships and establishments of the RCN and representatives of former naval personnel.

The ship delegates came for the meeting from as far away as Japan, Portsmouth, England, and Hawaii, as well as from ships operating in waters along the eastern and western seaboard of North America.

They approved unanimously to have the name of the Canadian Naval Service Benevolent Trust Fund changed to the "Royal Canadian Naval Benevolent Fund".

LAST YEAR'S GIFTS TO THE BENEVOLENT FUND

Following is a list of donations received during the year 1953 by the Canadian Naval Service Benevolent Trust Fund:

HMC Ships and Establishments:

Antigonish	Ship's Fund	\$ 130.00
Beaconhill	Ship's Fund	120.00
Chippawa	Ship's Fund	200.00
Cornwallis	Ship's Fund	1,000.00
	Chief and POs' Mess	136.40
	Ward. Officers' Mess	120.00
Crescent	Ship's Fund	300.00
	Ward. Officers' Mess	116.43
Discovery	Ship's Fund	23.84
Donnacona	Ship's Fund	100.00
Granby	Ward. Officers' Mess	25.09
Griffon	Chief and POs' Mess	32.32
	Seamen's Canteen	66.67
	Ward. Officers' Mess	10.07
Haida	Ship's Fund	300.00
La Hulloise	Ship's Fund	645.00
Hunter	Ship's Company	300.22
D'Iberville	Ward. Officers' Mess	25.00
Malahat	Ward. Officers' Mess	35.00
Naden	Ship's Fund	2,450.88
	CPOs' Mess	176.35
	POs' Mess	229.93
Nonsuch	Seamen's Canteen	96.99
	Chief and POs' Mess	57.44
Ontario	Ship's Fund	375.00
	Ward. Officers' Mess	90.00
Portage	Ship's Fund	100.00
Prevost	Chief and POs' Mess	20.00
	Ward. Officers' Mess	14.17
Quebec	Ship's Fund	1,770.09
Scotian	Chief and POs' Mess	60.15
	Ward. Officers' Mess	50.00
Shearwater	Ship's Fund	1,360.74
Sloux	Ship's Fund	155.75
Stadacona	Ship's Fund	1,623.00
	Chief and POs' Mess	300.00
	Ward. Officers' Mess	400.00
	Scran Locker	205.62
Star	Ship's Fund	100.00
Unicorn	Ship's Company	50.00
Wallaceburg	Ship's Fund	93.96
Whitethroat	Ship's Fund	40.00

HMC Naval Radio Stations:

Aldergrove	Ship's Fund	72.50
Gloucester	Ship's Fund	96.96

Other Sources:

Daniel W. Barr	25.00
C. A. Beauregard	5.00
Canadian Industrial Editors Association	25.00
Ex-Wren Association of Montreal and District	25.00
Lt.-Cdr. P. H. Grady, RCN	2.00
F. J. Jones	10.00
Margaret G. MacDonald	15.00
Miscellaneous	.15
Montreal Naval Officers' Association	1,000.00
Naval Officers' Association, Ottawa, Ont.	25.00
Naval Supply Depot, HMC Dockyard, Halifax	45.14
Engineer Rear-Admiral G. L. Stephens, RCN, (Ret'd)	20.00
The Wren Association of Toronto, Ont.	100.00
Monthly Allotments by Serving Personnel	4,946.75
Total donations	\$19,919.61

CANADIAN NAVAL SERVICE BENEVOLENT TRUST FUND

Statement of Income and Expenditure
for the year ended December 31, 1953

Income

Bank interest		\$ 137.65
Bond interest	\$74,968.01	
Add: Amortized portion of discount and premium on bonds purchased	5,171.13	80,139.14
Donations (Schedule 3)		19,919.61
		100,196.40

Expenditure

Grants		62,912.83
Administrative Expenses		
Salaries	\$10,643.60	
Office	1,034.87	
Travelling	641.50	
Civilian employees pension plan	326.04	
Fidelity bond	84.89	12,730.90
Provision to maintain reserve for conversion of loans		13,021.96
		88,665.69
		11,530.71
Add—		
Profit on sale of securities		18.04
Excess of income over expenditure for the year		\$ 11,548.75*

* This amount includes the sum of \$10,820.85 which was approved as Grants during 1954 but not paid out prior to December 31, 1954.

Analysis of Loans Receivable Account

Balance as at 1 January, 1953		\$105,167.44
Loans made during the year		85,281.89
		190,449.33
Deduct—		
Amount received in payment of loans	\$51,955.23	
Loans converted to grants	771.75	52,726.98
		\$137,722.35

Letter Praises Canadian Sailors

Canadian sailors in HMCS *Ontario*, Canadian cruiser which visited Melbourne, Australia, in February, were highly complimented in a letter written by Roy W. Blake, Commercial Secretary for Canada in the Australian city, to his superiors in Ottawa.

He related one instance concerning 60 men from the ship who were taken on a day's outing to places of interest near Melbourne. The city council organizers of the trip were quoted as saying the Canadians "were the nicest and best behaved lot of men they had ever been with" in their long experience as tour guides for visiting ship personnel.

"The tour organizers said they enjoyed the trip more than the men,"

Mr. Blake continued, "and when they reported the success of the tour to the Town Clerk on their return, he immediately sat down and wrote to the Mayor of Hamilton, Ontario, complimenting him on the conduct of the men."

Mr. Blake's personal endorsement was that "the deportment of the ship's company on all occasions was of the highest order and many favourable comments were received."

During the Melbourne visit, officers and men of the *Ontario* enjoyed a full round of entertainment by organizations and individuals and were given free tickets to dances, trotting and racing and other events. Ship teams played Melbourne teams in hockey, softball, basketball and lacrosse.

The Navy Gets a Green

GONE ARE the days when a Navy pilot can fly with the seat of his pants, and use his instruments only for checking his gas supply. In this modern age, with the swift advance of the aircraft industry, and its consequent increase in technological understanding, it is necessary that the pilot be able to read and fly by the complicated set of instruments that fills his cockpit almost to overflowing.

RCN aviators, since they do a fair percentage of their flying in commercial flying lanes, must be close up on the rules and regulations applying to the various civilian air fields, and thoroughly conversant with the requirements of Department of Transport Civil Aviation Regulations. This entails being able to fly completely on instruments, knowing how to make correct approaches, knowing the limits and requirements of each field and the scope the ticket they are carrying gives them. This knowledge, plus the proper number of flying hours and practical tests, gives them a "green ticket".

When the Navy began to train its flyers in instrument work, the only school in Canada was in Centralia, Ontario. It sent Lt.-Cdr. J. P. Whitby, of Port Perry, Ontario, to the school with the idea of establishing its own school in HMCS *Shearwater*, Dartmouth. In addition, it sent Lt.-Cdr. G. D. Westwood, of Medicine Hat, Alberta, to take the course with the RCAF. On their return, they set up the courses necessary to pass the pilots out, and established the All-Weather Flight School for the RCN.

The RCN has established an All-Weather Flight School at Shearwater which turns out fully qualified "green ticket" pilots. The green ticket is the sign of proficiency in flying with use of instruments up to Civil Aviation requirements. Meteorology plays an important part in the training. A. H. Osborne, Stellarton, N.S., a Grade I meteorologist, is shown instructing a class. Left to right they are: Mr. Osborne; Lieut. R. T. Moore, Belfast, Ireland; Lieut. G. N. Jermoy, Prince Rupert, B.C.; Lieut. A. D. Tate, Edgley, Sask.; Lieut.-Cdr. John W. Logan, Nappan Station and Dartmouth, N.S.

With the necessity for all naval pilots to carry their green ticket, it was understandable that many of the veteran pilots would be among the first ones to be checked out in the school. Some of these first students were able to pass out very quickly, since they had the rudiments and only needed a bit of rounding out to pass the requirements. In this class was Cdr. F. W. H. Bradley, Commander (Air), *Shearwater*.

After they had given a lot of the more experienced pilots their check-outs, the staff of the school began on a systematic plan which consisted of taking small courses through a highly concentrated program designed to give the greatest number of pilots their tickets in the least possible time. Lt.-Cdr. Whitby left the school to take his post as an Air Group Commander and Lt.-Cdr. Westwood assumed charge of the school. Working as instructors with the school are Lieut. S. R. Lindquist, Fort Frances, Ontario, and Lieut. S. M. Rowell, New Westminster, B.C.

The course is the same as the one given in Centralia, with the addition of two things necessary for naval pilots. One of these is instrument take-offs, necessary for men who will some day be expected to be able to handle a night catapult launching. Another feature peculiar to the naval school is a spin recovery on instruments, which is only required for pilots flying single-engine aircraft. This spin recovery is taught in Harvard trainers, while the rest of the training is given in Beechcraft Expediter.



At Shearwater, pilots are given the intensive training necessary to develop proficiency in all-weather instrument flying. Lieut. Ross Lindquist, of Fort Francis, Ont., an instructor at the All-Weather Flying School, is shown talking to a student, Lieut. G. N. Jermoy, Prince Rupert, B.C., who is seated in a Link trainer. (DNS-11820)

Since the civil aviation regulations for the green ticket call for a pilot to have 500 flying hours, 100 of them instrument flying, and 35 of them cloud flying, it is the practice for the school to ask the pilots to accumulate sufficient hours before entering the course to enable them to pick up their ticket on completion of their tests.

The first part of the course is theoretical. For the first four weeks of the eight-week course, the students take ground school training, Link trainer work, instrument proficiency and meteorology. The meteorological training is in the capable hands of A. H. Osborne, Stellarton, N.S., a Grade I meteorologist and for some time weatherman in HMCS *Magnificent*.

The latter four weeks of the course cover the more advanced aspects of instrument flying with the ultimate goal of cross-country flying and instrument letdowns at strange air fields where a full knowledge of the rules applying to the individual field and the general rules of commercial approaching and landing are necessary.

With the increase of devices to make all-weather flying a reality, instrument flying becomes daily more a necessity, and the Navy is marching along with the advance of flying. Thanks to the AWF, more and more fliers will have their green tickets, and be able to fly "when even the birds are grounded". —G.W.I.





The Navy Plays



Athletes Groomed For Empire Games

The tang of rubbing liniment is ever-present in Navy dressing rooms as hopefuls from afloat and ashore groom for possible berths on Canada's team at the British Empire Games in Vancouver from July 30 to August 7.

P and RT officers have been weeding material in the commands and where possible have arranged pre-trial conditioning for particular events in the one establishment. Thus *Cornwallis* has undertaken the training of East Coast swimming prospects and included an airman from nearby RCAF Station Greenwood with its boxers.

The long, arduous route to a place on the Canadian team began in most sports during April, when provincial trials were run off. The trials will be followed by zonal and national competitions in May and June, final selection being up to the national governing body of the sport concerned.

There has been no dearth of naval contenders in specialties ranging from cyclists to fencers, swimmers to runners, plus a promising crop of pugilists. The magazine deadline precluded an accurate survey of the whole naval en-

deavour, but permitted a cross-sectional view.

Cadet (S) Andrew Nicol of *Prevost* represented the RCN in the Boston Marathon on April 19 as a warm-up for trials to be held at Hamilton, Ont., on June 19. *Cornwallis* has two six-milers, Ldg. Sea. Harry Verran and AB Jim Takaoka being coached by Instr. Lieut. D. D. MacKenzie, who was on Britain's 400-metre relay team at the 1948 Olympics. Lieut. B. C. Thillaye, of the *Ontario*, was among better fencers at the Vancouver trials on April 29. *Cornwallis* is optimistic about Ord. Sea. Laurence Unwins, winner of the recent Atlantic Command 1,650-yard free style swimming race (his time wasn't far behind the Olympic record), and also of the 110-yard free style event.

But it was the provincial boxing trials at each coast that drew most naval attention last month. The Atlantic Command contributed an impressive stable of ten fighters to the team representing Nova Scotia at Toronto May 13-15.

Lieut. (E) Frank Mackintosh managed the Bluenose beltors and CPO Henri Pare served as coach. Both were wily ringmasters in amateur circles a few years ago.

"I'll hang on to the fid, sir. Just you tell me if you don't think that's a pretty good back splice for a cook." The man with what looks like a king-size cigar is AB George J. O'Leary, of *Portugal Cove, Nfld.*, a competitor in the marathon relay held on board the "*Maggie*". Inspecting his handiwork is Lieut. John S. Cottingham, of *Oakwood, Ont.*, and *Dartmouth, N.S.* (Mag-5363)

Navy mittsters were selected for the Toronto eliminations after the provincial trials at Greenwood, N.S., on April 30 and May 1.

They include: Heavyweight — Ord. Sea. Bob Hessen, *Cornwallis*; light-heavy—Ord. Sea. Ron Symons, *Cornwallis*; light-middle—Ord. Sea. Joe Aitkin, *Cornwallis*; welter—AB Jim Mullin, *Stadacona*; light-welter—AB Dan Kane, *Shearwater*, and AB Fred Deegan, *Stadacona*, lightweight — AB Ed Robert, *Stadacona*, and Ord. Sea. John McNeil, *Cornwallis*; featherweight — AB Fred Shanks, *Stadacona*, and Ord. Sea. Vernon James, *Cornwallis*. Deegan was Canada's top amateur lightweight last year.

The West Coast had two contenders of considerable prowess. AB Trent Ketcheson earned a bye into the B.C. trials at Vancouver in the senior middleweight division and promptly won an advance to Toronto. He was coached in this next stage by PO George Rowan, a PT instructor, also from *Naden*.

Ketcheson was last year's Dominion middle and Maritime light-heavy champ and this year holds the Vancouver light-heavy title. A runner-up for the B.C. senior middleweight title, he chilled the Golden Gloves champion in the second round of their recent encounter in Prince Rupert.

Another western prospect, AB David Martin, from the *Ontario*, may have missed his chances for try-out. Maritime light-heavy 1950 runner-up, runner-up in 1952 for the B.C. heavy title and Maritime heavy champ last year, he had been in continuous training while the cruiser was on a three-month South Seas cruise. The night before the ship arrived home, during a rubdown, a pot of boiling water overturned, badly scalding his leg. His chances for getting to Toronto hung in the balance in early May.

Ordnance Tops Interpart Sports

In the winter program of sports, the Ordnance Department of the *Quebec* was the aggregate winner of the interpart schedule. The Cock-of-the-Walk trophy, prize for this effort, was presented to the department representative at Sunday divisions, March 28.



Clean Sweep for Cape Bretoners

Apprentices in the *Cape Breton* still have the zip which made them tops in sports at *Cornwallis* during their basic training days. They made a clean sweep in every contest played during a sports weekend at the establishment late in April.

Cape Breton cagers defeated *Cornwallis* 45-33 and then downed Champlain division 43-19. They beat Champlain division 5-3 and Vancouver division 5-2 in water polo matches and beat the Champlains again, this time 2-0 in volleyball.

"Maggie" Meets English Teams

When the *Magnificent* was in the United Kingdom for an electronic refit, her crew had initial difficulties in arranging sports because most popular English games are unfamiliar to Canadians. However, things improved so that the visitors managed to get in several games of basketball, soccer and water polo with RN ships and establishments.

The ship's hockey team, in trim after some practices in the Southampton rink, was hard put to find games with English and Scottish squads who were engaged in playoffs. However, about 1,200 overseas fans attended an exhibition game wherein the "Maggie" team was split into eastern versus western Canada. East made two early scores but the westerners evened it up and kept it so until the final frame when the East rifled in five with only one West marker in retaliation.

Radar Plotters, who went to HMS *Harrier* for courses, violated the old

"when in Rome" adage by taking along their softball gear. Their later antics in the field puzzled many *Harrier* personnel who soon were convinced that "it's just like rounders", so that several erratic games were played with the Wrens and RN sailors, re-inforced by "Maggie" hands.

Two of the RPs on course represented *Harrier* in a boxing tournament against RNAS *Brawdy*. AB G. J. Guitar's victory and resulting points helped earn a tie in the final scoring. AB D. C. Awery was roundly applauded for a good performance although he lost his bout.

Officers' Teams Tie at Volleyball

In stiff volleyball competitions between the *Micmac's* officers and officers of the USCGC *Chambers* in Bermuda, the result was a draw. Since the games were played on the jetty beside the ship, there were times when they showed promise of turning into water polo.

The Carrier Air Group officers were not so fortunate, however, and suffered defeat at the hands of the *Micmac* officers. On the whole the emphasis was on enthusiasm rather than skill.

Numerous interpart volleyball games were played by the ship's crew. The games were exciting to watch, but never settled any issues, since they were all exhibition.

In softball, the ship's team was defeated in close contests by teams from the *Algonquin* and *Lauzon*.

York Captures Hockey Trophy

York weathered a near gale-force wind in its first outdoor hockey game to down *Star* 6-4 in the playoffs at Hamilton for the Hiram Walker Trophy. The game over, home team and visitors were entertained in the seamen's mess at *Star*.

The Toronto Navy pucksters missed the players they had left behind when *Prevost* scored a 10-4 upset in another encounter. Three players were given leave of absence for the contest and Toronto was forced to pay the penalty for overconfidence.

York's baseball team downed *Star* at Hamilton 32-8 in the annual game in which the teams alternate as hosts.

The officers' team fared better in the Toronto Garrison Indoor Baseball this year than ever before during the five years they have been in the league. They finished in sixth place out of 11 teams, having won six games and lost four.



Here are three members of the winning rink in the last RCN Curling Club bonspiel of the season at Halifax. Left to right are Instructor Lieut. T. D. Hicks, Ordnance Lt.-Cdr. William Onysko and Instructor Cdr. J. D. Armstrong. Lieut. W. W. Palmer was absent when the picture was taken. (HS-29940)

On February 20, they played inspired ball to beat the 48th Highlanders 48-0. Playoff hopes were dashed however when RCOC sank them 11-5. Navy finished the season on March 13 in a stiff contest with RCA, squeezing across a run in the final inning to win 4-3.

The Wrens finished their broom ball season with an equally hard-earned victory, downing Toronto airwomen 1-0.

Eyes are on PO Jim Flemming and Ord. Sea. Jim Rees, sole representatives of the seamen's mess at Sunday afternoon badminton games. They are outnumbered by seven Wrens. *York* was defeated by the RCAF in a recent shuttlecock tourney.

Navy Fourth In Victoria

The Navy wound up in fourth place in Victoria's Commercial Hockey League and was defeated by Nanaimo in the playoff semi-finals.

Volleyball Latest Hunter Craze

Hunter is red hot about volleyball. No sooner had the officers' team shipped their prize crests for winning the initial schedule than the division in a wave of enthusiasm began a second series, this time with a trophy to be awarded the top team.

The Windsor sailors and Wrens have produced some keen marksmen in rifle shoots, archery and even darts. Badminton and pingpong attract the racquet set.

High-Speed Sub Launched in U.K.

Powered by a closed-cycle hydrogen peroxide engine designed to produce high underwater speeds, HM Submarine *Explorer*, the first submarine to be launched for the Royal Navy since the completion of the "A" class submarines in 1948, was launched at Barrow-in-Furness on March 5.

An Admiralty statement said the *Explorer* and a similarly-powered submarine nearing completion would undergo trials this year.

Since the hydrogen peroxide engines are not dependent on the atmosphere for oxygen, the new submarines are, like the atomic submarine, true submersibles.

The Royal Navy also has improved midget submarines nearing completion and is studying systems of nuclear propulsion, according to an Admiralty news release.

Rifle Team Beats Old League Record

Stadacona's senior "A" entry in the Halifax Garrison Indoor Rifle League established a record for the Royal Canadian Navy by topping by one point the old league record of 487 out of a possible 500 which was set by marksmen of the Princess Louise Fusiliers back in 1937.

CPO Douglas Clarke won the spoon with his score of 99.6. Commissioned Gunner John Abraham was second with 99, CPO Archie Moore third with 98 and CPOs Howard Oliver and Lyle Millward tied at 96. The win placed the senior Navy team in the leading position of the league, followed close astern by the senior Navy "B" team while the junior navy team was leading its division.

Last year Stadacona marksmen equalled the old record with practically the same sharpshooters, except that this year CPO Oliver has replaced PO George Lauder.

Players on Champion Team

Members of the *Shearwater* hockey team which won the Atlantic Command hockey championship in February included the following:

Lt.-Cdr. (S) E. S. Lloyd (manager), Lieut. E. A. Wiggs, CPO Jean Paul Potvin (assistant manager), Petty Officers John Crowther and H. V. Gregory, Leading Seamen Allan Browne, William Knatchbell, Stewart Mingo and Douglas Scotland, Able Seamen Jack Adams, William Baird, John Bechtold, Joseph Gemmer, Alfred W. Nicholson, D. C. Nicholson, James Parady and Bruce Robinson, and Ord. Sea. Junior Foote.

Northern Hoop Title to Unicorn

Unicorn acquired the northern Saskatchewan senior men's basketball title in two straight games and were to meet the southern champs in a home and home total point series on March 28 and April 3 for the provincial title.

For the northern title, the Saskatoon sailors won the opener of the best of three playoff with the Ramblers 65-56. They edged the Ramblers 48-47 in the second contest on March 21 at *Unicorn's* floor.

In the latter struggle, the sailors were hard put for a win right up to the final whistle.

They trailed 14-8 at quarter time and 27-23 at the halfway mark but finally evened the count midway through the



Shall we dance? After the boxers had disentangled themselves from this clinch in Stadacona gymnasium, AB Roland Thibeault, *Shearwater*, went on to win the match by a knockout in the third round over Ldg. Sea. Cecil Graham, *Stadacona*. (HS-29540)

third to lead into the fourth 36-34. They held a 47-41 edge going into the last minute, but the game backfired as Ramblers hooped six points.

Only a free throw by Cadet Bob Upton gave the Navy the slim margin for victory and the northern crown.

Cadet Upton garnered 17 points for Navy. John Beaubier, husky Rambler centre, hooped 22 points to become individual star of the game.

Playoff Contest Leisurely Affair

Atlantic Command Navy pucksters eliminated Springhill in leisurely fashion 12-4 at Dartmouth on March 17 to advance a rung in the provincial intermediate hockey playoffs. Three nights earlier, the sailors swamped the Springhill squad 13-6, which gave them the two-game total goal series 25-10.

Navy completely dominated play in the final game, in which CPO Ed McSweeney collected five markers. One

of them was a blistering, second period shot, face high, which the miner goalie fended off more in self-defence than anything else. It rebounded 20 feet straight up from the netman's glove, glanced off his shoulder on the way down and went into the net.

Navy made three goals in the first period and rifled in four more in the second before Springhill made a tally. At the frame's end, the miners had garnered four, but the sailors had scored two more.

Divisions Tie In Sports Meet

Griffon split honours in 15 sports events during a mid-March weekend at Winnipeg in which the Port Arthur reserves clashed with *Chippawa* in an inter-divisional sports meet.

The Lakehead team consisted of four officers, five Wrens and eight men, who competed in volleyball, shooting, curling and badminton. Each division won seven events but the Wrens were tied in curling. Cdr. E. O. Ormsby, commanding officer of *Griffon*, led the Lakehead team to Winnipeg.

Alberta Divisions Meet at Sports

Personnel of *Tecumseh* in Calgary and *Nonsuch* in Edmonton staged home-and-home inter-divisional sports weekends in the latter part of February.

In the first encounter, 36 officers, Wrens and men from Edmonton visited Calgary, winning at badminton, tying their hosts in curling and losing the rifle shoot and basketball events. A dance in *Tecumseh* on Saturday night provided a fitting conclusion.

The Calgary trip was organized by Sub-Lt. A. O. Olson, sports officer at *Nonsuch*.

Softball Team Meets Disaster

Star's first two attempts in Hamilton's Garrison Officers' Softball League this January sent the division's sports officer dashing about desperately for more talent. The Argyll and Sutherland Highlanders had defeated the Navy team by the rather appalling score of 36-0. The Royal Hamilton Light Infantry proved no respite for they marched over the sailors to a 25-1 victory.

Next month, the situation improved to the extent that *Star* was beaten by the comparatively small score of 14-5 by the Royal Canadian Army Service Corps officers.

A slight consolation was the continuing success of *Star's* badminton club.

LOWER DECK PROMOTIONS

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

ACHESON, Ronald.....	LSEM1
AINSWORTH, Gilbert.....	P2TD3
ALLEN, Donald C.....	LSPW1
ANDERSON, Harold R.....	LSTD1
ANDERSON, John A.....	LSEM1
ANDERSON, Robert T.....	LSEM1
ARGENT, Charles H.....	LSPWS
ASHACKER, Urban L.....	LSMA1
ASHLEY, James H.....	LSEM1
AYOTTE, George E.....	P2TD2
BAKER, Neil J.....	P2CK2
BANKS, Edward J.....	LSLR1
BARLOW, William T.....	P2AA2
BARNES, Jerry T.....	LSEM1
BARON, Jack.....	P2QR2
BARR, Paul J.....	LSEM1
BARR, Ross A.....	P2EM2(NQ)
BARTON, James.....	LSEM1
BEATON, Leonard K.....	LSMA1
BECK, Edward C.....	LSEM1
BEECH, Eric.....	P1SH4
BELL, Bernard W.....	LSQM1
BELLEVILLE, Roland J.....	LSCS2
BENNETT, Keith T.....	LSEM1
BENOIT, John D.....	LSLRS
BENOIT, Leo A.....	LSCR1
BERGIN, Roy E.....	P2RC2
BIRCH, Stanley.....	C2GI4
BIRD, Richard H.....	LSEM1
BIRKS, Gilbert S.....	LSMA1
BISHOP, Albert G.....	LSEM1
BITTORF, Douglas R.....	P1BD3
BLAINE, Ralph A.....	P1NS3
BLAXALL, William G.....	P2RC2
BONDESEN, Nels R.....	P1EM2(NQ)
BOUTILIER, Theodore K.....	P2QM1
BOWCOTT, John.....	LSEM1
BOYCE, Bernard S.....	P2CK2
BRADLEY, Thomas A.....	P2RP2
BRAIN, Walter R.....	C2QR3
BRANDT, William H.....	P1LR2
BRECKON, Frederick L.....	LSLRS
BRINEN, Bernard H.....	P1ER4
BROMELL, William C.....	LSCR1
BROOKS, David R.....	P2TD2
BROOKS, Gordon D.....	LSPW1
BROSTER, Gordon A.....	P2RP1
BROWN, Arnold F.....	LSTD2
BROWN, Donald H.....	LSPW1
BRYANT, Giles E.....	LSTD2
BULMAN, Ronald S.....	LSRP1
BUOTT, Leo W.....	LSEM1
BUTCHART, William E.....	P2CS3
CADUE, Edward F.....	P2QM2
CAMERON, James R.....	P1EM2(NQ)
CAMPBELL, Ellsworth H.....	LSRP1
CAMPBELL, Roger E.....	P1AA2
CAMPBELL, Thomas E.....	LSTD1
CAMPBELL, Windsor S.....	LSTD1
CARLE, Gordon A.....	LSAAS
CARRIERE, Roger R.....	LSPT2
CASSIDY, Bernard J.....	LSEM1
CATTERALL, Harry W.....	LSEM1
CATTERALL, James F.....	LSEM1
CHAMBERLIN, John C.....	LSEM1
CHANDLER, Stanley H.....	P2EM2(NQ)
CHERWAK, William T.....	LSEM1
CHILDS, Kenneth H.....	P1QR1
CHOYNICKI, John.....	LSQMS
CHRISTENSEN, Neil A.....	LSEM1
CILLI, Herbert F.....	LSTD1
CLELLAND, David.....	LSED3
COCHRAN, Donald L.....	LSRC2

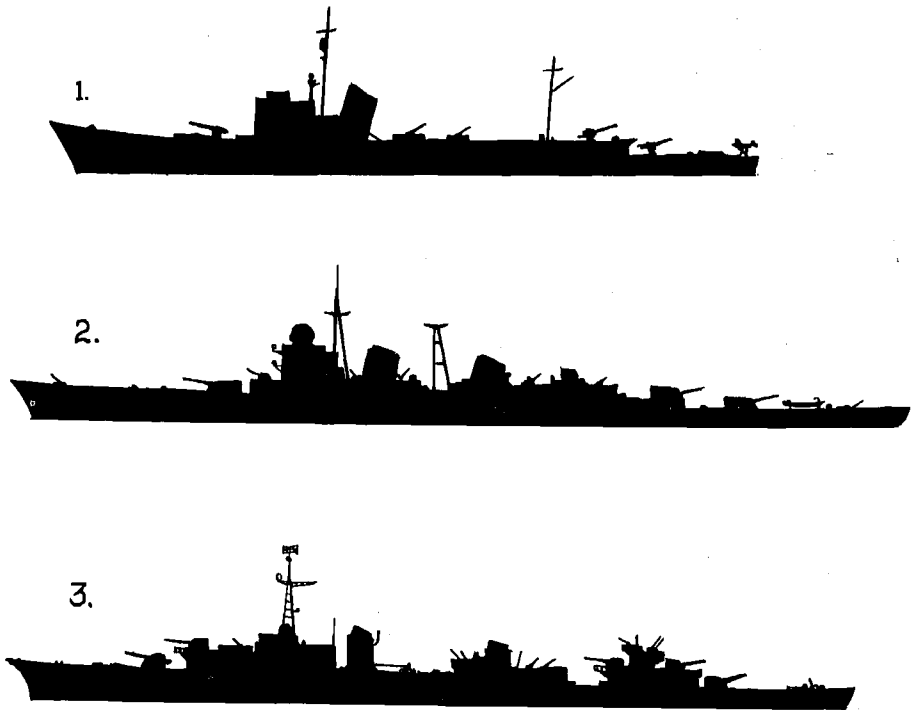
COMEAU, Hugh R.....	LSRP1
COMISH, Frank E.....	P2AA2
CONNORS, John F.....	P2TD3
COOK, Allan W.....	LSQR1
COOK, Frederick C.....	P2LR2
COOK, Gerald D.....	LSRP1
COOKE, Robert E.....	P1RP2
COOPER, Merrill R.....	P2NS2
COTTRELL, Arthur G.....	P2CS3
COX, Derek T.....	LSEM1
COYLE, David N.....	LSRP1
CRANE, Vincent L.....	LSQM1
CRAWFORD, Ronald F.....	P2TD2
CROSS, Thomas C.....	LSLRS
CROWTHER, John D.....	LSCR1
CUTHBERT, Lawrence J.....	LSPW1
DACHUK, Archie.....	LSEM1
DAVIDGE, Desmond S.....	LSCR1
DAVIES, Lloyd J.....	P1AA1
DAVIES, Omer L.....	LSEM1
DAVIS, Bruce W.....	LSVS1
DAVIS, John E.....	LSCR1
DEAKIN, Keith B.....	P2QM1
DEW, Norman A.....	P2EM2(NQ)
DICK, Robert C.....	LSEM1
DIXON, Alan W.....	LSRN3
DIXON, Lloyd R.....	P2LR1
DOYLE, Fred B.....	LSEM1
DUBOIS, Bernard W.....	P2AA1
DUNBAR, Roydon J.....	LSRP1
DUNPHY, Gene L.....	LSEM1
DURHAM, Gordon F.....	LSQM2
EATON, Arnold J.....	LSEM1
EDGINGTON, George W.....	P2AA2

EDMONDS, Leonard R.....	LSCR1
EDWARDS, Charles W.....	P2SW2
ELLIOTT, John E.....	P2QM2
ENGEL, Edward A.....	LSEM1
ENGER, Lawrence L.....	P1SH4
ESTABROOKS, Thomas J.....	LSRP1
ESTES, Ronald W.....	P2CS3
EVERSON, William E.....	LSEM1
FAULKNER, George F.....	P2QR1
FEDDEMA, Robert G.....	LSQM1
FEELEY, Malcolm R.....	P2CS3
FELL, Lloyd A.....	P1EM2(NQ)
FELLS, Richard R.....	LSEM1
FLEMING, Paul H.....	LSRS3
FLYNN, Dominic J.....	P2AA2
FORD, Basil J.....	P1EM2(NQ)
FRASER, William R.....	LSEM1
FRIZZELL, Forman J.....	LSEM1
FUREY, George J.....	P2QM2
GARDINER, Donald R.....	LSEM1
GAUDREAU, Patrice E.....	P2BD3
GEE, Clifford N.....	P2CS3
GEMMILL, William A.....	P2QR2
GEROUX, William R.....	P2QM1
GIBSON, Hugh S.....	LSAA1
GLOVER, Donald S.....	LSEM1
GOLDEN, Kenneth V.....	P2EM2(NQ)
GOODWIN, Lawrence L.....	LSCR2
GORDON, Roy T.....	P2EM2(NQ)
GOUDIE, Lorne R.....	LSLR1
GOULD, Norman A.....	P2CS3
GRAHAM, Kenneth B.....	P1QR2
GRANT, Richard E.....	P2TD2
GREEN, James E.....	LSRN3

WARSHIP RECOGNITION QUIZ NO.4

CAN YOU IDENTIFY THESE SHIPS?

(NOT DRAWN TO SCALE)



J.M. THORNTON

(Answer on page twenty-eight)

GREENFIELD, William E. LSTD2
 GRIFFON, Richard W. LSRC1
 GROOM, Harold W. P1PH3

HANSEN, Aaron W. P1SH4
 HANSEN, Harold L. P2EM2(NQ)
 HANSEN, Willy LSEM1
 HARPER, Hugo G. P1EM2(NQ)
 HARRISON, Kenneth R. LSTD5
 HATFIELD, Clarence E. LSEM1
 HENBREY, John E. P2LR2
 HENDERSON, LeRoy E. LSTD1
 HEPBURN, Donald H. P2EM2(NQ)
 HERBERT, Raoul J. LSEM1
 HILDEBRAND, Abraham LSRP2
 HILLIER, John E. LSEM1
 HINDER, Roy L. LSRP1
 HINDLE, Frederick J. P2RP2
 HINDS, Robert W. P1EM2(NQ)
 HOGAN, Gordon J. LSRP2
 HOOKE, Russell T. P1TD2
 HOPKINS, Walter J. P1CK2
 HOWE, William A. LSRP1
 HUDSON, Joseph A. LSTD5
 HUGHES, George W. LSAA1
 HUGHES, John C. P2CK2
 HUMPHRIES, Stephen LSEM1
 HUTCHINGS, Curwen J. P2TD2

IRVING, Archibald M. P2AA2

JACK, James H. P1PT2
 JARRETT, Henry LSED3
 JATIOUK, Donald M. LSRP1
 JEANNES, James G. P2EM2(NQ)
 JEFFREY, John J. LSEM1
 JONES, Maurice D. P2TD3
 JOYNT, Irwin W. P2RP2
 JUPP, Robert H. P2AA1

KEEGAN, John E. LSEM1
 KERR, Robert F. P2CK2
 KILPATRICK, Norman L. LSEM1
 KING, Herbert F. LSCR1
 KINGDON, Leslie LSRC1
 KIRKLAND, John A. LSRN3
 KOHLS, Ewald W. LSEM1
 KORNELSON, Stanley F. P2SW2
 KRYS, Henry B. P2AR2

LACOUR, Alex J. LSCR1
 LALONDE, Donald D. LSCK1
 LALONDE, Gaston LSRP1
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 LANGRIDGE, Harvey E. LSRP1
 LANHAM, Ronald R. LSAA1
 LAROCQUE, Henry R. LSCR1
 LAW, Robert J. LSRN3
 LAWRENCE, Thomas D. LSTD5
 LAYTON, Gary W. LSCR1
 LEA, Herbert H. LSEM1
 LEAFLOOR, Leonard K. LSEM1
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 LEWIS, Manfred L. LSEM1
 LINTON, Gordon M. LSEM1
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 LLOYD, Charles P. LSAW1
 LLOYD, William H. LSEM1
 LOGAN, William C. LSQM1
 LOWDEN, Ronald P1EM2(NQ)
 LOWTHER, Edward P1BD3
 LYSNE, Jack M. P1ER4

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 McCAULEY, Cyril C. LSLR1
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 McINNIS, Ronald R. LSQM2
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 McLELLAN, Ivan S. LSTD1
 McLEOD, William LSEM1
 McNEIL, Samuel P. LSEM1
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 MacDONALD, Ross A. LSMO2

MacINTYRE, Arthur W. P2CK2
 MacINTYRE, Norman E. LSAA1
 MacKENZIE, Ian T. LSMA1
 MALLON, Paul J. LSCR1
 MANZER, Ronald S. P2RC2
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 MARSHE, Gerald I. LSEM1
 MASON, William R. LSEM1
 MASSEY, Robert J. LSLRS
 MATTSON, Ralph H. LSRP1
 MEDE, Harold LSAW1
 MELANSON, Vernon N. P2LR2
 MERRITT, Donald R. LSEM1
 MERRITT, Harry R. LSRC1
 MILLAR, James M. LSRC1
 MILLS, Robert C. P2RP2
 MIRON, Edward P. LSRP1
 MIRON, Michael J. LSAA1
 MONT, Marshall A. LSQM1
 MONTGOMERY, Arthur M. LSAA1
 MONTGOMERY, Barry R. LSCR1
 MOORE, Charles L. P2AA1
 MOORE, Clifford A. LSAA1
 MOORE, George E. LSEM1
 MOORE, John R. LSEM1
 MOORE, William E. LSAA1
 MORE, Bruce C. LSEM1
 MORETON, David R. P2RC2
 MORRISON, Harold S. P2RP2
 MORTON, Herbert H. LSEM1
 MOSES, Russell C. LSTD1
 MOUNTAIN, Arthur J. LSEM1
 MURRAY, William T. LSMA1

NICKERSON, Walter E. LSTD1
 NIXON, Alan W. LSTD1
 NORRINGTON, Barry H. LSTD1

O'HARA, Duncan M. LSEM1
 O'KEEFE, Kevin J. LSQM1
 OLAN, Murray A. P2MO2
 OLSEN, Mitchell A. P1ER4
 OMDAL, Stanley C. LSEM1
 ORRICK, Robert C. LSCV1
 OWENS, Edward C. LSPW2

PARKIN, Douglas W. LSEM1
 PARKIN, George R. P2AA1
 PARKIN, Laurie F. LSRP1
 PARKIN, Thomas F. LSCV1
 PASK, Benedict W. P2TD2
 PATRICK, Allan P. P1EM2(NQ)
 PECARSKI, Edmund A. P2RP2
 PEELING, Donald A. LSPH2
 PERRY, John R. P2AA2
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 PETTINGER, Delhard J. P1SH4
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RAE, Donald W. P2EM2(NQ)
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 ROBERT, Armand J. LSPW1

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 ROBICHAUD, Gordon J. LSEM1
 ROBICHAUD, Henry J. LSRP2
 ROBINSON, David G. P2MA2
 ROBITAILLE, John R. LSCS2
 ROSEBERG, Eric W. LSQM1
 ROSS, Andrew J. LSR53
 ROSS, William T. LSAAS
 ROSTEK, Arthur H. P2LR1
 ROWE, Thomas J. LSEM1
 RUDOLPH, Donald J. P1RC3
 RUSSELL, Donald C. LSEM1
 RUSSELL, Richard L. P2QR2
 RUTTAN, Raymond D. LSTD1

SADLER, Ronald G. LSED3
 SAUNDERS, Ross T. LSEM1
 SCHAFFER, Roy H. P2BD3
 SCHNEIDER, Nicholas G. LSEM1
 SEARLE, Allan F. LSCS2
 SECRET, Selwyn O. P1SH4
 SHEAVES, Roy T. LSEM1
 SHEPHERD, Douglas LSAA1
 SHEEHY, Robert O. LSEM1
 SHIELDS, William G. LSEM1
 SIMPSON, John M. P2CK2
 SINISAC, Donald LSRP2
 SMITH, John E. P2RC2
 SMITH, Thomas A. LSAA1
 SOUKA, Peter J. LSEM1
 STAFFORD, Reginald D. P2CK2
 STEPHENS, Christian G. P2EM2(NQ)
 STINSON, Gordon W. LSRC2
 STITT, William T. C2BD3
 STOBBS, Victor C. P2RC1
 STOKES, William M. P2TD2
 STUNDON, Thomas A. LSAA1
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 SULLIVAN, Gerald E. LSAA1
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TAYLOR, Barry W. LSTD1
 TAYLOR, Donald C. LSMA1
 TAYLOR, John H. LSEM1
 THOM, Donald J. LSEM1
 THOMAS, John E. P2SW2
 THOMPSON, George M. LSEM1
 THOMPSON, Roy G. LSRPS
 THERIAULT, Robert G. P2CV2
 TRACEY, Douglas J. P2RP2
 TRAINOR, Harold J. LSQM1
 TURCOTTE, Reginald H. P2CK2

UNIAC, Gerald J. LSRPS

VASSEUR, Harry L. LSRCS
 VOEGELI, Frank H. LSQM1

WADDELL, John W. LSRCS
 WADE, Lawrence P2EM2(NQ)
 WADDINGTON, Gilbert M. LSEM1
 WALDEN, Donald K. P2AA2
 WALKER, Clifford L. P2QR2
 WASH, James E. P2CS3
 WATSON, Andrew P. LSPW2
 WATT, George T. LSRC1
 WATT, William D. LSEM1
 WEALE, Thomas W. LSRP1
 WEBB, Edward F. LSEM1
 WEILER, William J. LSAAS
 WELCH, John S. LSEM1
 WEST, Herbert F. LSV51
 WHITE, Howard W. P1TA3
 WHITE, Kenneth H. P1PH3
 WHITTON, Arthur J. P2NS2
 WIGG, Stewart W. LSV51
 WILKES, George A. LSTD2
 WILKINS, Peter J. P2TD2
 WILLOWS, William K. LSTD2
 WOODLAND, David LSTD1
 WRIGHT, James E. P1NS2

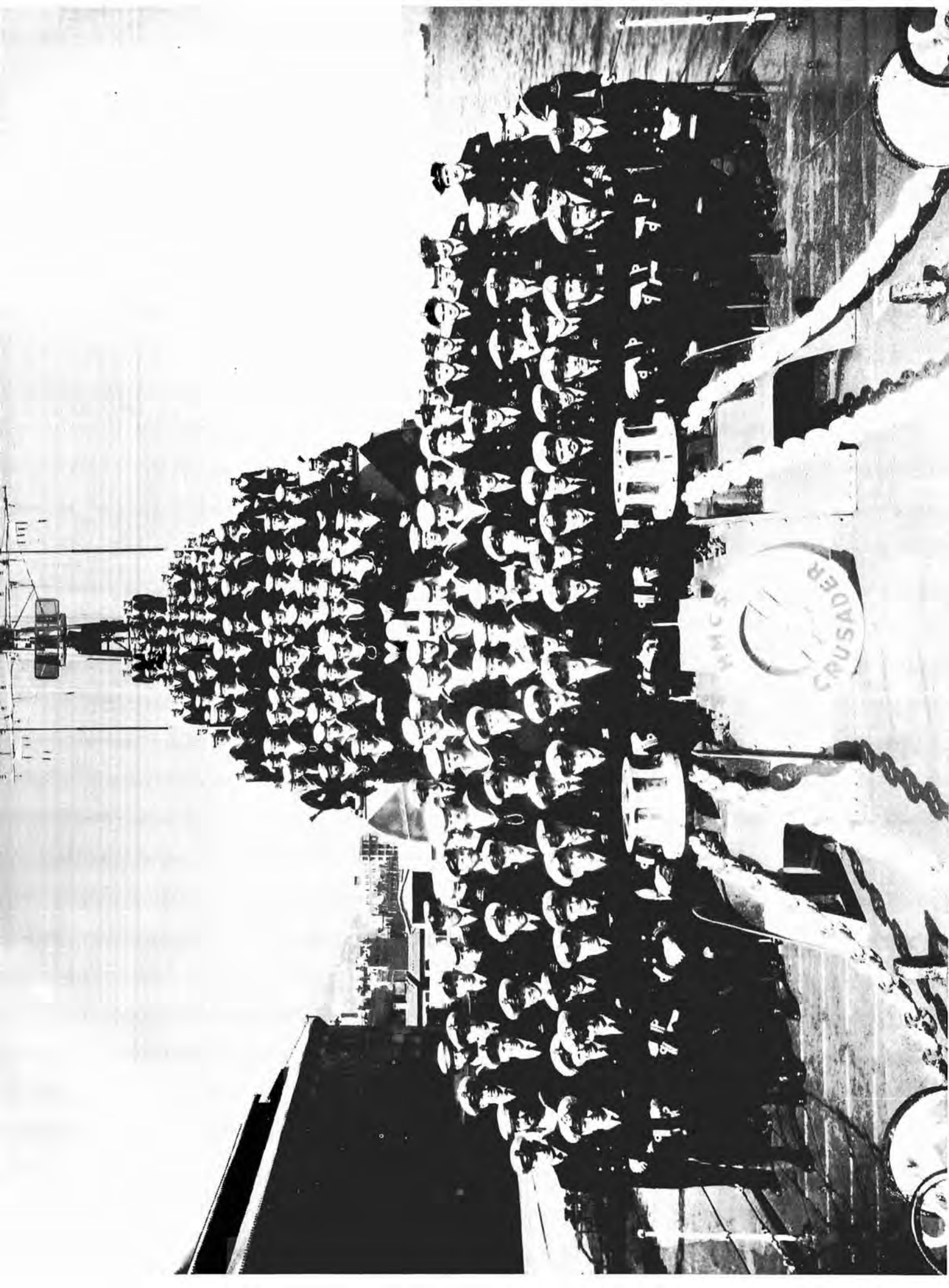
YEATS, Ronald A. P2RP1
 YEO, Kenneth G. LSCK1

ZERBIN, Helmut E. C2ER4
 ZWICKER, Lloyd E. P2CS3

ANSWERS TO QUIZ

Following are the answers to Warship
 Recognition Quiz No. 4:

1. Italian "Libra" class corvette.
2. Swedish cruiser "Tre Kronor".
3. French "Le Fantasque" class destroyer.





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