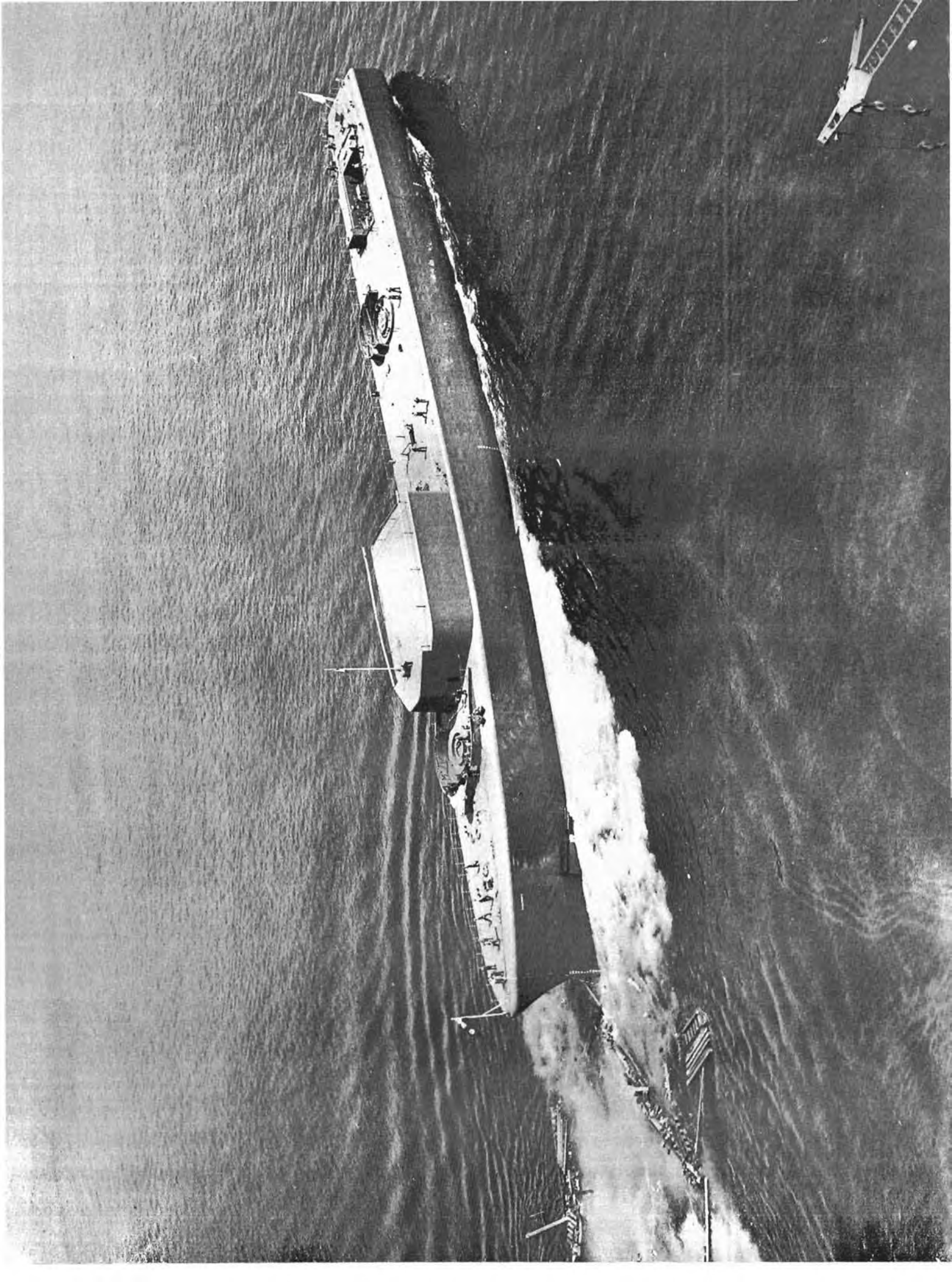




The
CROWSNEST

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Cover photo—The Toronto Globe and Mail recently headlined a story "Ain't Gonna Stoke No Mo', No Mo'," which was its way of saying that the Royal Canadian Navy had dropped the word "stoker" from its vocabulary. What the sailor does below decks instead of shovelling coal is demonstrated as AB William T. Cherwak delicately adjusts one of HMCS *Crusader's* oil jets.—(O-4892).

LADY OF THE MONTH

"Old Sag" was one of the most battered, best known and most beloved ships in the Royal Canadian Navy during the Second World War. Like the fighter who can be knocked down and come up punching, HMCS *Saguenay* took some dreadful beatings and always came back for more.

She lived through a torpedoing; she rode out the worst North Atlantic hurricane in decades; she survived a collision which set off depth charges and blew most of her stern away. She ended her days at anchor as a training ship at HMCS *Cornwallis*. Then one July day in 1945 she was towed away to be sold for scrap.

On the opposite page is the new HMCS *Saguenay*—a new ship for a new era in sea warfare. The square stern is one of the few reminders of "Old Sag", which had a patch added there after her original stern section had gone skyward in the roar of TNT.

There was something auspicious about the launching of the *Saguenay* at Halifax in August. She started down the ways before the scheduled moment as if anxious to take up the task which the old *Saguenay* had been forced to relinquish through the vicissitudes of war.—(DNS 10790).

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RCN NEWS REVIEW

First of the modernized frigates—HMCS "Prestonian". (O-5622)

First Converted Frigate Ready

"O Thou that sittest above the water floods, and stillest the raging of the sea, accept, we beseech thee, the supplications of thy servants for all who in this ship, now and hereafter, shall commit their lives unto the perils of the deep . . ."

This traditional prayer, among others, was read by Chaplain (P) John Simms, RCN, at the commissioning, late in August of the converted frigate HMCS *Prestonian* (Lt.-Cdr. W. C. Spicer, RCN).

The *Prestonian*, first of 16 war-time frigates under conversion, looked like a brand new type to those familiar with the Second World War ship which helped turn the tide against the U-boats in the Battle of the Atlantic. Old hands inspected the mess-decks hardly believing what they saw. For one thing, every man in the ship will have his own bunk, equipped with a foam-rubber mattress and an individual reading lamp.

This, together with the stainless steel fitted galley and cafeteria; the modern, easy to clean, mess-deck furniture, and new deck covering; the ice cream machine; the "mechanical cow"; the fully equipped laundry . . . all these make up the frosting on the cake. They were the attractive but secondary results of good ship-design.

Essentially, these frigates are being stripped down to the hull and rebuilt to make them into hard-hitting, efficient anti-submarine vessels. They don't even look the same on the outside. The foc'sle deck has been extended aft to add a whole new deck level for about

a third of the length of the ship. All the upper-works are built of aluminum alloy, possessing a third the weight of steel. The newest submarine detection equipment, radar, radio and anti-submarine weapons have been fitted.

Today the *Prestonian* is second only to the recently modernized HMCS *Algonquin* as the RCN's best-equipped anti-submarine vessel.

Rear-Admiral Wallace B. Creery, Vice-Chief of the Naval Staff, attended the commissioning and inspected a

and ammunitioned, she will proceed for a long work-up cruise. After this, the *Prestonian*, first ship of what is actually a new class, will join the fleet.

Still Work for Far East Ships

The signing of the Korean armistice has not, by any means, absolved the Canadian destroyers in the Far East from duty. It has simply changed the nature of their activities.

Patrols are carried out among islands still under UN control, but the warships steam at night with their navigating lights on and their scuttles undarkened.

Other UN-held islands had to be evacuated in accordance with the terms of the armistice. Chodo, within 80 miles of the Yalu River on the west coast, was one of these and HMCS *Iroquois* played an important role in the evacuation.

During the Korean war, radar installations on Chodo island had kept watch on enemy aircraft taking off across the Yalu; they had homed friendly aircraft to land bases or to carriers at sea and they had watched over damaged aircraft, while radio guided them to Chodo where they ditched and were rescued from the sea.

Civilian personnel had been removed from Chodo island in mid-June, except for 12 elderly persons who declined evacuation because they did not feel equal to settling elsewhere.

The final evacuation began July 27, the day the armistice was signed, and for five days the *Iroquois* landed working parties for 24 hours a day to assist parties from other UN ships in removing gear and installations.

Haidans Claim Speed Record

A challenge to all ships in the RCN has been issued by HMCS *Haida*, which claims a record.

While in the Azores on the *Haida's* trip home from Korean waters, her ship's company completed the following work in two hours and ten minutes:

Washed and painted ship's side, boot topping, after funnel and main mast, and washed the foremast.

The *Haidas* believe this is good, and wish to know if anyone can beat it.

guard of honour made up of members of the newly-arrived draft for the *Prestonian*. Other senior officers of the RCN, the Army and Royal Canadian Air Force also were present as well as officials of the Department of National Defence, the Department of Defence Production and Canadian Vickers Ltd., the shipbuilding firm which carried out the conversion job.

The sleek new ship proved her capabilities in preliminary contractors' sea trials during August. After the odds and ends of the job are finished off, and after the ship is stored, victualled

Two officers from the *Iroquois*, Lieut.-Cdr. Keith Stokes and Surgeon Lieut.-Cdr. W. C. Wood, went about the island, renewing the offer of evacuation. Two of the remaining dozen accepted and approximately six weeks' supply of food was left for the other ten.

When the last LST was loaded and had withdrawn from the beach, a demolition team of 17 men from the *Iroquois*, headed by Lieut. D. A. Wardrop, remained behind with a similar group of U.S. Air Force personnel, to blow up a few remaining installations. They completed their work at 5 a.m. on August 1 and the island was declared evacuated.

Ships Welcomed By New Yorkers

New York hospitality was laid on with a lavish hand when HMC Ships *Magnificent* and *Quebec* visited there for four days in early September.

By the time they left, 20,000 New Yorkers had visited on board, officers and men had been treated to the city's best in sports and entertainment and 400 of them had repaid New York in some degree by donating blood to the American Red Cross.

Officers were guests at a city hall reception. The men were treated to tours, shows and ball games. Television sets were placed on board the ships immediately on arrival.

The visit followed exercises with units of the U.S. Navy. A few days after their New York call, the *Magnificent* and *Quebec* were to participate in NATO's Exercise "Mariner".

"York" Addition Matches Old Wing

Construction of the new wing at HMCS *York* began in May and when it is completed it will be similar in size to the present wing on the harbour side of the building.

The wing will be two storeys high and the way the new section will be used has been outlined in "The Yorker", the Toronto division's monthly publication.

The second floor will be allocated to radar plotting equipment, a Wrens' mess, and one 20-foot wide classroom. The drill-deck floor will contain the recruiting office, sick bay, air maintenance machine shop, engine room machine shop, and a 20-foot wide classroom. Along the east face of the building will be erected a .22 rifle range which will have a small arms magazine and gunners' store incorporated.

When the new wing is completed, offices will have to be rearranged to make most efficient use of the total

space. The present proposal is to convert the present regulating office into a training office, the recruiting office into the regulating office, and sick bay into a message centre.

Downpour for Homecoming

The way the story goes, the navigating officer had to take altitude readings before HMCS *Algonquin* could secure at the jetty in her new home port of Halifax. That was because it was hard to tell where the sea left off and the rain began.

'Copter Wafts Boys to Safety

There's more than one way to kill a cat—and to bring the old proverb up to date, there's more than one way of effecting a rescue by helicopter.

Two Halifax boys, Andrew Bower, 14, and his cousin Charles Bower, 11, were poling a raft along the shore of Bedford Basin when an offshore wind carried them away from land.

An RCN Sikorsky helicopter was dispatched to the rescue. Lieut.-Cdr. J. H. Beeman, the pilot, was dubious of the ability of the boys to hang onto the aerial lift.

He solved the problem by manoeuvring the 'copter so the backwash of the rotors blew the raft ashore. He then landed the machine to pick up the wet and frightened youngsters. They were flown to HMCS *Stadacona* and were driven home from there.

Lieut.-Cdr. Beeman was assisted in the rescue by co-pilot Lieut. F. A. H. Harley and crewman Ldg. Sea. R. G. Cavanaugh.

Only the more hardy and waterproof of the wives and sweethearts ventured out of shelter to be on the jetty when the *Algonquin* tossed her lines ashore on August 5 in one of the worst rain storms of the season. However, there was warmth, pleasure and excitement in the homecoming of the ship's company after an absence of seven months.

The newly-converted destroyer escort sailed from the West Coast May 22 and, by the time she reached Halifax, had steamed 14,512 miles—many of them during the extensive evaluation trials at Key West, Florida.

A month after the homecoming the *Algonquin* sailed for the United Kingdom to take part in the eastern Atlantic section of Exercise "Mariner".

HMCS Micmac Commissioned

Thoroughly renovated and re-armed, the first destroyer built in a Canadian shipyard has returned to service.

HMCS *Micmac* was commissioned at Halifax on August 14, with Commander

George M. Wadds, formerly in charge of the Gunnery School at HMCS *Stadacona*, in command.

The commissioning was the *Micmac's* third, her previous commissions beginning in 1945 and 1949.

For the immediate future, working up exercises and trials will form the *Micmac's* program.

Air Group Going To Summerside

Based at Scoudouc, N.B., during the summer, the Navy's 31st Support Air Group was to move in September to Summerside, P.E.I., where it will operate along with the RCAF's Maritime Operational Training Unit and 103 Search and Rescue Unit.

Arrangements for the 31st SAG to operate from Summerside were made with the RCAF when the No. 1 Navigation School of the Air Force was moved to Winnipeg.

The Naval Air Group is made up of two squadrons—No. 870, of Sea Fury fighters, and No. 880, of Avengers. The move involves about 150 naval personnel and their families.

HMCS *Shearwater* now handles a total of 12 separate air activities and the transfer of the 31st Support Air Group to Scoudouc and thence to Summerside was undertaken to ease the strain on the station's facilities.

Naval Aircraft Visit St. John's

Two aircraft of VX 10 Squadron, HMCS *Shearwater*, took part in the huge air show sponsored by the Newfoundland Flying Club at St. John's, Nfld., July 12 and 13.

The flight was commanded by Lieut.-Cdr. J. A. Shee, with Lieut. J. J. Harvie piloting a Sea Fury and Lieut. S. C. Wood an Avenger. AB J. L. Bonneau was along as aircrew and Leading Seaman D. F. Simpson and J. F. Gilbert carried out maintenance duties.

The Sea Fury put on an aerobatics show, while the Avenger demonstrated slow flying and simulated carrier deck landings.

Murky Water Balks Divers

An unavailing search was made by Lieut. Leslie Parry and Ldg. Sea. Matthew Marshall, both of HMCS *Granby*, for a car which plunged into Toronto harbour a few weeks ago.

Wearing shallow diving equipment Lieut. Parry and Ldg. Sea. Marshall made six attempts to locate the auto, but found their search thwarted by the murky waters of the harbour.

Stokers' Name Goes Way of Coal-Burners

Many years have passed since naval stokers have done any stoking, in the sense of shovelling coal. Among the last of the coal-burners were the Basset-class minesweepers, the *Gaspé*, *Comox*, *Nootka* (later *Nanoose*) and *Fundy*, pre-war minesweepers which were retired at the end of the Second World War.

Now that oil is the almost universal naval fuel, and oil jets have taken the strain from aching shoulder muscles, the stoker comes close to having one of the cleanest jobs afloat—except at boiler-cleaning time.

The change has been recognized by the Royal Canadian Navy and the engineering branch trades have been re-organized so that all men in the branch will become, in due course, maintainers as well as operators.

The former trade of engine room artificer has been re-named "engineering artificer". The former trade of stoker mechanic has been re-named "engineering mechanic".

The new trade names show more clearly the broad fields of employment covered by the two trades. The engineering artificer for many years has been

In Eugene O'Neill's play "The Hairy Ape" and Marcus Goodrich's novel "Delilah" are portrayals of the agonizing life of stokers in the tropics in the days of coal-burning ships. The picture has changed and the term "stoker" has been dropped by the Royal Canadian Navy. This is a glimpse into the boiler room of HMCS "Crusader". (O-4773)

employed to a great extent outside of the engine room with duties which require him on the flight deck, catapult machinery, refrigeration and air conditioning machinery, boiler rooms, steering gear compartments, workshops and a variety of other duties. The old concept of boiler room duties has been altered by the years so that stoking in the former sense just isn't done. Even the complex boiler room installation of today will appear obsolete beside the machinery and combustion control apparatus fitted in the new destroyer escorts which are under construction at the present time. Today, especially in the larger ships, there are more engineering mechanics employed outside of boiler rooms than within.

This change in the classification, training and employment will provide both trades with several advantages. With all men becoming maintainers, the increased maintenance load which in recent years has weighed so heavily on the shoulders of a comparatively few engineering artificers, will in future be shared by all men of equivalent rank and status.

The engineering mechanic will, in the appropriate ranks, be able to qualify for

"A Life on the Ocean Blue"

"The Royal Canadian Navy has dropped the rank of stoker from its rolls. Considering that the last coal-burning vessels in the RCN were retired after the Second World War, the title has been obsolete since. The men who watch the gauges in the Navy's oil-burning engine-rooms now become 'engineering mechanics' and engine room artificers become 'engineering artificers'.

"This confirms a suspicion that many an ex-Navy man has harboured since 1945. Especially when he has to carry out the ashes on a cold winter morning, he wonders if the joys of life ashore are really worth it."—Editorial in "The Gazette", Montreal, August 12, 1953.

an engine room watchkeeping certificate and an engineering charge certificate.

All men, regardless of whether they initially enrolled as ordinary seamen in the engineering mechanic trade, ordinary seamen in the apprentice branch or as petty officers in the engineering artificer trade will be similarly employed according to rank. Opportunities for promotion to commissioned rank will be equal. The engineering artificer will, as he did formerly, acquire his skill of hand through an apprenticeship served within the Navy or in civilian life. The engineering mechanic will acquire his skill of hand through trade courses provided within the Navy.

At the rank of petty officer second class both trades will be similarly employed and require, generally speaking, the same promotion qualifications to advance, within their own trade, to chief petty officer or higher ranks.

The principal difference between the two trades is in the fact that almost all engineering artificers will have the skill of the machinist whereas only a few engineering mechanics will be taught to do this type of work. The machinist qualification is not a promotion requirement for either trade.

It is comparatively easy for the engineering artificer to fit into the new organization because his requirement for trade background and knowledge is, generally speaking, the same as it was formerly. The principal change for the engineering artificer trade is that these men will be employed, together with engineering mechanics, in boiler rooms where rank and trade requirements of that type of employment are dictated by ships' complements.

The engineering mechanics will require considerable trade training in order for them to achieve the proficiency possessed by engineering artificers who hold equivalent rank.



The initial group of engineering mechanics who are to be trained will be the ex-stoker mechanics in the petty officer and chief petty officer ranks. These men have spent many years operating boilers and auxiliary machinery and now the field of engine room watchkeeping, engineering charge and commissioned rank has been opened to them. Before they can commence their new watchkeeping duties they must first acquire the skill of hand to give them the trade of fitter. This course for the petty officers and chief petty officers of the ex-stoker mechanic trade is known as the Trade Conversion Course.

Petty officers and chief petty officers of the ex-stoker mechanic trade may volunteer and be selected for the Trade Conversion Course. Upon completion of this training they will be drafted to sea to obtain their engine room watchkeeping certificates.

Those petty officers and chief petty officers of the ex-stoker mechanic trade who do not wish to take the Trade Conversion Course will not be so obliged. They will still be employed in much the same way as they were in the past. They will be able to qualify for promotion up to the rank of chief petty officer first class in their former field of employment. These men will be known as P1EM(NQ), C2EM(NQ) and C1EM(NQ).

Men in the engineering artificer trade, the engineering mechanic trade and the engineering mechanic (NQ) trade will compete, with men within their respective trades, for promotion only. There will be three separate promotion rosters to accommodate the ER, EM and EM(NQ) trades.

The engineering mechanics below petty officer will be given trade courses appropriate to their respective ranks and fields of employment. The first of these is the Basic Technical Trade Course given to Ordinary Seamen. The Intermediate Technical Trade Course is given to leading seamen and the Higher Technical Trade Course is given to petty officers second class. The latter course is similar to, although somewhat shorter than, the former ERA Candidate Course.

Because engineering mechanics in the rank of petty officer second class are qualified fitters, there will be no requirement for transfer from the engineering mechanic trade to the engineering artificer trade.

When all of those men who are selected as ERA candidates from the current Petty Officer Stoker Mechanics Courses have completed ERA candidate training the ERA Candidate Courses will be discontinued.



Happy although the lot of the man in the boiler room may be today compared with his existence in the coal-burning era, there are still a few important jobs which are a bit on the messy side. This picture is of brickwork being repaired in HMCS "Huron's" No. 3 boiler during her first tour of duty in the Far East. (HU-75)

To continue providing incentive to men with natural abilities as high as those who were formerly selected as ERA candidates, engineering mechanics may qualify for accelerated promotion through the Intermediate and Higher Technical Trade Courses.

Upon completion of the Higher Technical Trade Course the engineering mechanic will be a fully qualified fitter and, as previously stated, he will be employed in the machinery spaces of a ship on the same duties as a petty officer second class engineering artificer.

Approximately 10 per cent of the engineering mechanics in the rank of Chief Petty Officer Second Class will be given specialist training through the Advanced Technical Trade Course. These men will be trained as either machinists or boiler inspectors. The Advanced Technical Trade Course is not a requirement for promotion.

Some engineering artificers and some engineering mechanics will be employed in internal combustion engine propelled ships and some will be employed in steam propelled ships. A man may obtain the certificates he requires for promotion above the rank of petty officer second class in either type of machinery. A man who has been employed in one type of machinery may request to change to the other type.

Those engineering artificers or engineering mechanics who wish to become

qualified for branch officer must be in possession of boiler room watchkeeping certificates, although all certificates a branch officer candidate must obtain above the boiler room watchkeeping certificate level may be for either type of machinery.

Engineering artificers and engineering mechanics who were in possession of auxiliary watchkeeping certificates, boiler room watchkeeping certificates, engine room watchkeeping certificates and engine room charge certificates before the date of the engineering branch reorganization are qualified for the automatic award of the new certificates which have replaced the old.

Following are additional points of interest:

Conversion of the ex-stoker mechanic to engineering mechanic

Men in the rank of leading seaman and below will not require any special training to enable them to be converted. They are now able to qualify for promotion in accordance with the new regulations.

Conversion of men in the rank of petty officer second class and above will be on a voluntary basis.

Ships' complements

Ships' overall complement numbers will be unaffected although some of the engine room watchkeeping duties will be carried out by engineering mechanics and some of the boiler room watchkeeping duties will be carried out by engineering artificers.

Promotion rosters

Promotion of engineering artificers, engineering mechanics and engineering mechanics (NQ) (the men who have not yet been converted) will take place within their respective groups as dictated by complement requirements.

Dress

Dress will not be affected.

Supervision

The supervision of all men is a rank responsibility, regardless of whether the subordinate is an engineering artificer or an engineering mechanic.

Accommodation

Engineering artificers and engineering mechanics of the same rank, being similarly employed, will mess together.

Trade Grouping

The details of the trade groups for which engineering mechanics can qualify will be promulgated later.

The qualifications for promotion in the engineering artificer trade, in the engineering mechanic trade and in the engineering mechanic (NQ) trade will be prescribed in QRCN. The syllabi for all courses and examinations will be prescribed in the training manuals (BRCN 3001 B and BRCN 3001 C). The detailed administrative procedure for implementing the engineering branch re-organization is outlined in General Order 14-01/9.

In conclusion, the re-organization of the engineering branch will ensure that all of the men who must assume responsible watchkeeping duties in the boiler rooms and machinery spaces in HMC ships will have the status of fully qualified tradesmen. Through the trade conversion courses and the higher technical trade courses there will be a substantial increase in the number of engine room watchkeepers available for new construction ships, and an overall increase in maintenance efficiency through expansion of the maintainer force. And finally there is an avenue of promotion to branch officer for those chief petty officer engineering mechanics who are able to qualify for selection.

Haidans Stage Poundage Sweep

The battle-tested Tribal class destroyer HMCS *Haida* arrived home July 22 from a globe-circling cruise and a tour of duty in Korean waters, carrying a quota of two dozen "expectant" fathers who had children born since they left Halifax last September for the war zone.

During their tour of duty, *Haida* personnel ran a contest with a prize for the heaviest boy and girl born. The winners of the unique contest were Ldg. Sea. and Mrs. Oakland Beck, of Halifax, with a boy weighing ten pounds, four ounces, and Ldg. Sea. and Mrs. Dewart Fry, of Hanover, Ont., with a girl weighing eight pounds, twelve ounces.

The First Reserve Air Squadron

On the 12th of May—just five months ago—three Harvard aircraft arrived at RCAF station Downsview from HMCS *Shearwater*, marking the first practical step in the establishment of the RCN's First Reserve Naval Air Squadron.

What has happened to HMCS *York*'s newest protégé since then? Quite a bit, considering the relatively few number of operating days (Saturdays, Sundays and Wednesday nights) that have passed.

First the squadron's permanent staff—Lieut. (P) R. A. Lyons (Staff Officer and Instructor), Commissioned Engineer (A/E) G. L. Laramée (Engineer Officer), CPO H. E. Davis, PO E. Whyte and 12 maintenance men—settled themselves and the squadron's aircraft at Downsview.

Secondly, *York*'s naval aviation division, headed by Lieut.-Cdr. (P) R. S. Bunyard, as commanding officer, joined the squadron as its reserve complement.

Thirdly, ex-Navy and ex-Air Force pilots were invited to join the squadron to bring up its aircrew strength (besides Lieut.-Cdr. Bunyard, *York* had only two other qualified air officers).

The first month of the squadron's existence was marked by a deluge of applications from both pilots and maintenance men. So far nine pilots and one flying control specialist officer (a meteorologist) have joined. The maintenance strength has jumped from 20 to 38, including two Wrens.

The second month saw the start of intensive flying as Lieut. Lyons commenced re-training the pilots, none of whom had flown since the end of the war. In June Lieut.-Cdr. Bunyard became the first pilot to solo in the RCN's new air reserve. He was followed in rapid succession by Lieutenants Tissington, Heap, Wilson, Ballard, Hayward and Harwood. There was, of course, some keen competition to get through the solo stage first but success in this respect was dependent upon how quickly acceptances came through from Headquarters and how often pilots could manage to get away from their work during the week for extra instruction.

On the maintenance side, Chief Davis has been hard at work interviewing and re-categorizing the Reserve personnel and reorganizing the technical fitter and rigger courses to fit the squadron's re-

quirements. While most of the technical training at this stage is classroom instruction, a number of the ratings have already been out at Downsview for flights in the Harvards. The Wrens were among the first to get airborne.

Currently the squadron is working hard to get all its pilots sufficiently back into flying trim to be able to fly to *Shearwater* this fall for armament training. Week-ends are not allowing enough time—nine pilots with three aircraft for just two days a week leaves a lot to be desired—and plans are being made to fly in the evenings. So far the peak has been 38 flying hours on one week-end—a very high degree of utilization of aircraft.

Besides activities at Downsview and *York*, members of the squadron also managed to spend some time on naval training. Leading Seamen D. Still, D. Cocking and G. Ashton, Ordinary Seamen P. Shanks, H. White and O. Mitchell and Wrens D. Harding and A. Correll all took courses and practical training at *Shearwater*. Ldg. Sea. J. Hanson, Ord. Sea. T. Dibble and Ord. Sea. R. Daws were in the *Magnificent* for the Coronation cruise.

For the future, the squadron is looking forward to getting some Avenger anti-submarine aircraft and enrolling Reserve Observers and Observer's Mates. So armed, 920 squadron will be capable of more advanced training. Next summer we hope to see 920 Squadron co-operating with ships of the Great Lakes Training Flotilla, finding, fixing and striking mythical submarines threatening our Great Lakes life-lines.—D.G.

"York" to Provide Personal Records

Personnel in HMCS *York* who pass examinations for advancement in either substantive or non-substantive ranks will be provided with a personal record of their qualification in future.

This will be in the form of a certificate being produced by the Captain's Office. The certificate, measuring 9 x 6½ inches, will contain the successful applicant's name, state the course passed and the date, and be signed by the commanding officer.

These certificates have no official standing at the present time, but if retained, will form a further check on the records of each man.

Some Fly . . . Some Keep 'Em Flying

The Sea Fury was a trifle high coming in but looked as though it would easily catch No. 7 or No. 8 wire. Then a sudden gust of wind caught it and sent it floating over the wires and into the barriers of HMCS *Magnificent*.

In this, the only aircraft accident of the Coronation Squadron's eastbound voyage, the Fury received considerable damage. Struck down immediately to the hangar, it was given a minute examination by the Repair and Inspection Unit of 871 Squadron. The assessment was:

Propeller, spinner, bull ring and wrapper cowls a complete loss; port main plane and starboard undercarriage damaged; two cracked cylinders; cooling fins snapped off.

The aircraft was given a shock load test to determine its serviceability, and the answer was in the affirmative. The next step was to decide whether repairs could be carried out on board. The accident occurred in the late afternoon; within four hours a message had gone from the *Magnificent* saying the job could be done in the ship.

How it was to be done was planned, step by step, by the Group Air Engineer Officer, Lieut.-Cdr. (E) E. B. Morris, of Regina, Lieut. (now Lieut.-Cdr.) (E) David Litle, of Ottawa, and 871 Squadron's Chief Air Artificer, CPO Roy Findlay, of Montreal and Dartmouth.

The decision as to when it was to be done, and how soon the aircraft would be ready to fly again, was taken by the men of the squadron's Repair and In-



Sea Fury 115 is pictured (top) seconds after ploughing into the barriers on the "*Magnificent's*" flight deck. (Fednews Photo).

Members of 871 Squadron's Repair and Inspection Unit work for the second night in a row on repairs to the damaged aircraft. By the next morning she was ready to fly. (MAG-4524)

In the bottom picture are men who, of their own volition, worked around the clock to put the aircraft back in the air. Front row, left to right: PO Roy Suthers, Hamilton, Ont.; AB André Boulanger, Cochrane, Ont.; Ldg. Sea. Eugene Barager, Saskatoon; Ldg. Sea. Leon Roy, Winnipeg, and PO Stewart Beakley, Winnipeg. Rear row: CPO Murray Bronson, Victoria; CPO Roy Findlay, Montreal; PO George Branshaw, Hamilton; PO Ralph Maskell, Hamilton, and PO Earl Vandahl, Assiniboia, Sask. (MAG-4669)

spection Unit. In effect, they said: As soon as is humanly possible.

Starting at about 9.00 p.m., all hands of the RIU, under the charge of CPO Murray Bronson, of Victoria, worked through the night and until about 10 o'clock the next morning. Then they had a stand-down and snatched a bit of rest before picking up their tools again at noon.

At 2 o'clock the next morning the job was finished and CPO Bronson, after giving the plane a final check-over to satisfy himself that all was done that could be done, reported "aircraft repaired" to Lieut. Litle.

Early next morning the Sea Fury was raised to the flight deck and there was given a final test under full throttle. She responded perfectly. What had been a battered aircraft 36 hours before was ready to fly.

Due to the efforts of the men who worked on her, the plane was out of service for only one day. If normal working hours had been observed, she would have been "u.s." three times that long.

This voluntary crew consisted of six men of the Squadron's Repair and Inspection Unit and the fitter and rigger attached to Seafury 115.

"As they see it, they have only one job to do", said Lieut. Litle. "That is to keep the aircraft in the air. They take an extreme pride in their work and feel that it reflects on them personally if a single aircraft is idle when it should be flying. Hours of work don't mean anything to them, then, and to be able to see that aircraft take off is all the reward they ask."

This particular aircraft's case was not an isolated one, Lieut. Litle added. It is standard practice for the squadron's maintenance crews to turn to of their own volition after hours and take only the minimum amount of time out until a job is done.

Coronation Ball Attended by 600

A fireworks display over Lake Ontario, the enacting of the traditional "splicing the main brace" by players wearing costumes of Nelson's day, and a grand march highlighted the Naval Officers Association (Toronto Branch) Coronation Ball held at HMCS York.

More than 300 couples attended this colourful affair and the blending of uniforms from all three services, summer gowns and gay Coronation flags and decorations all contributed to the success of the evening. Senior officers from all three Services attended including Commodore Kenneth Adams, Commanding Officer Naval Divisions.



The first Canadian sailor to fire a paper bullet for democracy in the Far East during the recent federal election was PO Jerry Bodnarchuk, who was serving with 29 other HMCS "Huron" personnel on temporary duty in the RN flagship "Tyne" within sight of Communist North Korea. The ballots were brought to the "Tyne" from HMCS "Iroquois" by the returning officer, Lieut.-Cdr. (S) Keith Stokes. (Gill-53)

Democracy at Sea

Sailors of HMCS *Iroquois* established something new in the annals of Canadian voting when they cast their ballots for democracy while at sea behind the "bamboo curtain" and within view of Communist-held North Korea.

The *Iroquois* had been up the west coast of Korea, assisting in the evacuation of Chodo Island, which, according to the truce terms, had to be evacuated within ten days and returned to Communist hands. With the job over, the Canadian federal election proved to be the next operation of importance.

Voting was scheduled to get underway on Monday, August 3, and the ballots had to be delivered to the Special Returning Officer in Kure, Japan, not later than August 11. A last-minute race to deliver lists of candidates and electoral districts to the Canadian destroyer at sea involved the RCAF, a New Zealand frigate, a British aircraft carrier, a helicopter and a United States destroyer.

The lists were flown from Canada to Kure by the RCAF. At Kure, Colonel Aimé DesRosiers, of Montreal, Special Returning Officer for the Far East, caught a plane for Seoul.

At Seoul, two separate sets of the lists were directed to the *Iroquois* by two different means. One set was flown to the island of Paegyong-Do and from there the New Zealand frigate *Culgoa* delivered them to the *Iroquois* in the Taechong-Do area. This delivery was effected at 9.30 p.m. on August 2.

The second set arrived on board at 5 a.m. on the first day of voting. It had been flown from Seoul to HMS *Ocean* and by helicopter from the flat-top to the USS *Preston*, a destroyer. When the *Preston* arrived in the Taechong-Do area, the *Iroquois* sent her motor cutter over to pick up the set of lists. Dense fog did not preclude this operation, for the small boat was equipped with walkie-talkie and it was directed to and from the *Preston* by radar.

Last minute changes to the lists were reported to the ship from time to time by naval communications. By the time voting had been completed the volume of messages on the subject had reached staggering proportions.

Although the sailors were entitled to a five-day period in which to cast their ballots they were urged to vote early to insure delivery to Kure in time for the August 11 deadline. By the end of the first day of voting, some 200 of the 250 *Iroquois* sailors had voted. On August 4, the RN flagship, HMS *Tyne*, sailed from the area to Sasebo with a messenger from the *Iroquois* carrying the votes in a sealed bag. From Sasebo the votes were delivered by rail to voting headquarters in Kure in ample time for counting.

Men of the other Canadian destroyers, the *Athabaskan* and *Huron*, also cast ballots for democracy in the Far East, but they did so in port at Sasebo, thus facilitating the operation for the returning officers.

Unfinished Business

Retired Officers Complete Two-Volume Radio Textbook

Business left unfinished when the end of the Second World War resulted in the closing down of HMC Signal School at St. Hyacinthe, Que., has been taken in hand by seven retired wartime naval officers and brought to a successful conclusion.

The work was the writing and editing of the two-volume textbook "Radio Fundamentals", which is now being placed in the hands of all electrical officers and radio and radar technicians on gratuitous issue. The two books carry the designation BRCN 5422 (1) and BRCN 5422 (2), the first volume dealing with electrical subjects and the second and larger with electronics.

At the outbreak of the Second World War, the science of electronics was a babe-in-arms, but it proved to be a healthy and fast growing baby and by the end of hostilities, warships were loaded with quantities of intricate electrical and electronic equipment undreamed of five years earlier. Officers and men had to be taught how to maintain and operate this equipment, and

textbooks covering the whole field in clear, digestible form simply weren't available.

At HMCS *St. Hyacinthe*, 33 instructional officers set to work and produced a manuscript which was the starting point of the present volumes. The work was taken up again by seven former members of the *St. Hyacinthe* group, who had left the Navy and returned to their civilian tasks. Starting in 1948, the group completely revised the original manuscript, extended it and prepared it for publication, drawing freely on their lecture notes and experience during the period they were training communicators and technicians at *St. Hyacinthe*.

During the four years the work was under way, the seven authors had the co-operation of HMC Electrical School in Halifax and HMC Communication School at HMCS *Cornwallis*. The staffs of the two schools read the original manuscript and made many valuable suggestions and criticisms. The second volume (electronics) was used in mimeograph form in the training of two classes of technicians at HMC Electrical School in 1951. Suggested revisions and extensions were made on the basis of classroom experience and the final text version has now been accepted for use in training communicators and technicians.

The first volume contains basic electrical theory essential to the understanding of radio and radar circuits. (Each volume starts ominously, but usefully, with directions for the treatment of electrical shock). A general discussion of radio and electricity is followed by chapters leading the student through the intricacies of electromagnetism, capacitance, alternating current and onward through theory, mathematics and practical applications.

Its purpose is to provide a comprehensive review and extension of fundamental electrical principles, with their application to electronics considered of the first importance. Between the covers of this first volume, published late in 1950, are 350 pages with 376 illustrations.

The second volume is nearly three times as large, containing 930 pages and 1,174 illustrations. It embodies a study of the electronic circuits fundamental



LIEUT.-CDR. (L) W. BRUCE MacLEAN
RCN(R) (Ret'd)
Editor-in-Chief

to radio communications, direction-finding and radar, with additional chapters on line communications and teletype. The opening chapter discusses thermionic valves (which are radio tubes to ordinary folk) and ascends to the rarefield atmosphere of square waves, oscillators, magnetrons, amplitude modulation and other subjects far beyond mere mortal ken. It's a step-by-step process, however, and the language and mathematics have been kept as simple as possible.

The seven co-authors began their work on the manuscript in the summer of 1948 and continued it as a spare-time project during the winter months. They completed the first volume during the summer of 1950 and the second volume in August, 1952.

The task was launched with the approval of the Electrical Engineer-in-Chief and was co-ordinated first by Lt.-Cdr. (L) B. E. Miles, and later by Lieut.-Cdr. (L) J. M. Davison. Captain (L) H. G. Burchell was officer-in-charge of the Electrical School during the initial phases of the project and, along with Captain (L) J. Deane, did much to further its completion.

HMCS *York* was the focal point of the work, much of which was done at the Toronto naval division during winter months, with considerable periods spent at HMC Electrical School during the summer months.

Listed as authors in the preface to the first volume are the seven retired RCN(R) officers: Lieut.-Cdr. (L) W. B. MacLean; Lieut. (L) J. H. Burwell; Lieut. (L) J. L. Coulton; Lieut. (L) J. C. Fraser; Lieut. (L) O. S. Hall; Lieut.

Navy Thanked For Red Cross Aid

Gratitude for assistance and co-operation given by the three armed services to the Red Cross was expressed in a resolution passed by the Central Council of the Canadian Red Cross Society at its annual meeting.

The resolution said: "The Central Council of the Canadian Red Cross Society extends its gratitude for assistance and co-operation rendered by the three armed services in the work of the Society, particularly in the National Blood Transfusion Service and in Disaster Services."

In forwarding the resolution to Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, Dr. W. Stuart Stanbury, National Commissioner of the Red Cross, wrote:

"The Navy has always co-operated with the Red Cross when requested, particularly in times of disaster.

"We are also most grateful for the support of units of the Navy who have contributed blood to the National Blood Transfusion Service".

Admiral Mainguy replied: "You may be assured that such a worthy organization as the Canadian Red Cross Society may always count on all units of the Navy for such assistance as they can render, voluntarily or otherwise."

(L) J. W. Judge, and Lieut. (L) R. D. Mackintosh. Assistance given by Lieut. (L) W. B. Arnold, RCN(R) (Ret'd), now Instructor Lieutenant, RCN, during two summers is also recognized.

The man who might be described as editor-in-chief or chairman of the board is Lieut.-Cdr. MacLean, who has also been the co-author of three mathematics textbooks approved for use in Ontario and Alberta schools and of "Radio Theory Notes for the RCN", written in 1943.

Here are brief introductions to the retired officers responsible for "Radio Fundamentals":

Lieut.-Cdr. (L) W. B. MacLean, RCN(R) (Ret'd): Graduated with BA in Honour Mathematics and Physics; MA in Electronics, and high school specialist teaching certificate in mathematics and physics; instructor in radio at McMaster University and, from 1939 to 1941, to RCAF radio and radar technicians; officer-in-charge of radio and radar technical training at HMC Signal School, 1942-1945; at present on the staff of the Ontario College of Education and instructor in mathematics at the University of Toronto Schools.

Lieut. (L) J. L. Coulton, RCN(R) (Ret'd): graduated with BA in Honour Mathematics and Physics; MA in Electronics, and high school specialist teaching certificate in mathematics and physics; instructor of radio and radar technicians at HMC Signal School; co-author of "Physics for Canadian Schools", approved for use in Ontario High Schools; at present physics master at Upper Canada College, Toronto.

Lieut. (L) J. C. Fraser, RCN(R) (Ret'd): Graduated with BA in Honour Mathematics and Physics; specialist teaching certificate in mathematics and physics; served with RCNVR as instructor of radio and radar technicians at HMC Signal School; at present on the mathematics and physics staff of Oakwood Collegiate Institute, Toronto.

Lieut. (L) J. W. Judge, RCN(R) (Ret'd): Graduated with BA in Honour Mathematics and Physics; MA in Electronics; specialist teaching certificate in mathematics and physics; civilian instructor in radio for naval and RCAF technicians, 1940-1943; in RCNVR from 1943 to 1945 as instructor of radio and radar technicians at HMC Signal School; at present on the mathematics and physics staff of Oshawa Central Collegiate Institute.

Lieut. (L) J. H. Burwell, RCN(R) (Ret'd): Graduated with BA in Honour Mathematics and Physics; specialist teaching certificate in mathematics and physics; served for a year and a half with RCNVR as instructor of radio and

radar technicians at HMC Signal School; taught for four years at Ottawa Technical High School; at present head of the mathematics department at Fisher Park High School, Ottawa.

Lieut. (L) R. D. Mackintosh, RCN(R) (Ret'd): Graduated with BA in Honour Mathematics and Physics (radio option); specialist teaching certificate in mathematics and physics; civilian instructor of radio technicians for RCAF for two years before graduation; served for year and a half with RCNVR as instructor of radio and radar technicians at HMC Signal School; at present on the mathematics staff of Riverdale Collegiate Institute, Toronto.

Lieut. (L) O. S. Hall, RCN(R) (Ret'd): Graduated with BA in Honour Mathematics and Physics; special teaching certificate in mathematics and physics; served with RCNVR as instructor of radio and radar technicians at HMC Signal School; at present on the mathematics and physics staff of Oakwood Collegiate Institute, Toronto.

Instructor Lieut. W. B. Arnold, RCN: Graduated with BA in Honour Mathematics and Physics; specialist teaching certificate in mathematics and physics; served in RCNVR for year and a half at HMC Signal School training radio and radar technicians; taught subsequently in Hamilton, Ont., but re-entered the Navy in 1949 as instructor officer and dropped from the project.

Led by Drum Major Ord. Sea. R. Faraday, the band of HMCS "Carleton" swings past the National War Memorial in Ottawa's Confederation Square. Organized by the bandmaster, Sub-Lieut. G. E. Heatley, the band was built around a nucleus of former Sea Cadet bandmen from RSCC "Falkland".



NOAC SOUVENIR

"From Coast to Coast—From Ocean to Ocean—From Reign to Reign".

Under this title the Naval Officers' Associations of Canada have issued a truly handsome souvenir booklet as "an expression of loyalty" during Coronation year.

Its cover shows a destroyer in silhouette on a dark sea. Its contents have, in the opening pages, the Oath of Allegiance and a discussion of the broad meaning of loyalty. The last page is a memorial to the major war vessels of the Royal Canadian Navy lost in the Second World War.

There are thumbnail histories of the Royal Canadian Navy and of the NOAC. An article by E. H. Bartlett takes the reader on a post-war pilgrimage to London and, in particular, to those spots best known to the wartime Canadian sailor.

Memories of old friendships will be revived, too, by scanning the membership lists of the NOAC branches, all of which are included in the booklet.

There are references in pictures and words to the Royal Visit of 1951, the Coronation Cruise, the presentation of the King's Colour by His Majesty King George VI in 1939 at Victoria.

The booklet's contents and appearance merit warm congratulations to those responsible for its publication.

OFFICERS AND MEN

Appointments of Officers Listed

The following officer appointments have taken place or will take place in the near future.

Surg. Captain T. B. McLean, to HMCS *Naden* as Principal Medical Officer and on the staff of the Flag Officer Pacific Coast as Command Medical Officer. Formerly at Headquarters as Deputy Medical Director-General.

Surg. Cdr. G. W. Chapman, to Headquarters as Deputy Medical Director-General. Formerly in HMCS *Naden* as Principal Medical Officer and on the staff of the Flag Officer Pacific Coast as Command Medical Officer.

Commander P. E. Haddon, to Headquarters as Director of Personnel (Men). Formerly in HMCS *Sioux* in command.

Commander J. A. Charles, to HMCS *Haida* in command. Formerly in Headquarters as Director of Naval Communications.

Commander E. T. G. Madgwick, to HMCS *Cornwallis* as Executive Officer. Formerly at Headquarters as Director of Personnel (Men).

Commander T. C. Pullen, to HMCS *Huron* in command. Formerly in HMCS *Cornwallis* as Executive Officer.

Commander D. G. Padmore, to HMCS *Stadacona* as Officer-in-Charge of HMC Gunnery School and on the staff of the Flag Officer Atlantic Coast as Staff Officer (Gunnery). Formerly at Headquarters as Deputy Director of Naval Training.

Lieut.-Cdr. W. H. Willson, to HMCS *Crusader* in command. Formerly Officer-in-Command of Naval Personnel, Royal Military College, Kingston.

Lieut.-Cdr. C. E. Richardson, to HMCS *Shearwater* as First Lieutenant-Commander. Formerly in HMCS *Naden* as Officer-in-Charge Gunnery Training Centre and on the staff of the Flag Officer Pacific Coast as Staff Officer (Gunnery).

Lieut.-Cdr. D. R. Saxon, to HMCS *Sioux* in command. Formerly in HMCS *Sioux* as Executive Officer.

Lieut.-Cdr. (E) R. G. Monteith, to HMCS *Shearwater* as Senior Air Engineer Officer. Formerly in HMCS *Sioux* as Engineer Officer.

Surg. Lieut.-Cdr. J. H. Fleming, to RCN Hospital, *Naden*. Formerly in HMCS *Ontario* as Principal Medical Officer.

Surg. Lieut.-Cdr. J. W. Green, to HMCS *Ontario* as Principal Medical Officer. Formerly in RCN Hospital, *Stadacona*.

Cadets Graduate At Royal Roads

Graduation ceremonies for 40 Naval Cadets who completed professional training this summer at the Canadian Services' College, Royal Roads, were held at the College August 8.

The cadets, on parade under Chief Cadet Captain G. E. Van Sickle, Weller Park, Ont., were inspected by Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, who addressed them briefly and presented prizes to the award winners.

The Queen's Canadian Dirk was awarded to Cadet Van Sickle. The dirk goes to the best all-round cadet completing his final professional training period and the award takes into con-

sideration officer-like qualities, academic standing, athletic ability and sportmanship.

Cadet G. A. Beament, Orillia, Ont., was awarded the Nixon Memorial Sword of Honour for officer-like qualities.

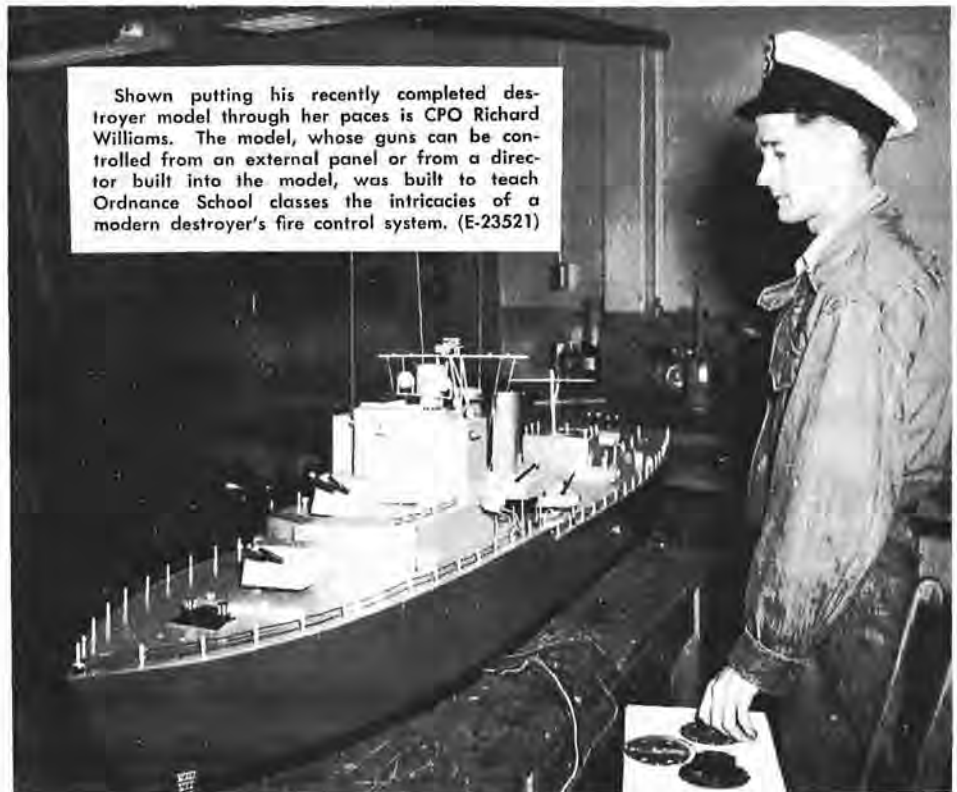
The Department of National Defence Sword and Telescope for the best all-round cadets of the University Naval Training Division went to UNTD Cadets M. G. McGinley, Vancouver, and L. A. Verrier, Montreal, respectively.

Cadet J. R. Standen, Toronto, was awarded the John Stubbs Memorial Shield as the naval cadet who was most outstanding in athletic ability and sportmanship during his naval training.

Model Teaches Fire Control

Newest unit in the Pacific Command training fleet is an eight-foot destroyer which completed successful trials a couple of months ago.

Brain-child of the builder, CPO Richard Williams of Victoria, until recently a control armourer at the Ord-



Shown putting his recently completed destroyer model through her paces is CPO Richard Williams. The model, whose guns can be controlled from an external panel or from a director built into the model, was built to teach Ordnance School classes the intricacies of a modern destroyer's fire control system. (E-23521)

nance School in HMCS *Naden*, the model destroyer went into service after three months of painstaking and ingenious work on the part of the builder.

The ship model will be used as an instructional device in teaching ordnance men the intricacies of the fire control system in a modern destroyer. The ship's armament can be controlled from a control panel outside the model or by the director built onto the model.

Chief Williams made use of scrap materials he picked up around the workshops of the Ordnance School. A few miscellaneous items, like the empty baby food cans from which he fabricated the director radar antenna, and the old broom handle which resulted in a set of torpedo tubes, he supplied himself.

CPO Williams, who joined the RCN as a Boy Seaman in 1937, was recently mentioned in despatches for his services in HMCS *Crusader* in Korea. He is at present serving on the staff of the Commanding Officer Naval Divisions at HMCS *Star* in Hamilton.

Staff Changes

At Aldergrove

"*Naden* giveth and *Naden* taketh away" pretty well tells the story of the recent staff changes at Aldergrove Radio Station.

Of six arrivals at Aldergrove, five were from HMCS *Naden*, which was also the destination of three of the five men who left the station.

Arriving from *Naden* were Petty Officers J. L. McMullen and R. R. McPherson, Ldg. Sea. K. R. Glazier, AB D. E. Wilkinson and Ord. Sea. G. A. Ross. HMCS *Porte Quebec* contributed Ldg. Sea. J. M. Malfair.

Leaving for *Naden* were Petty Officers B. J. Levesque and J. J. O'Halloran, and Ord. Sea. H. B. Airth. Drafted to HMCS *Crusader* were Ldg. Sea. E. H. Haines and AB W. Cholodylo.

29 Graduate

At 'Prep' School

The third Preparatory School course opened at HMCS *Naden* in October 1952 with a total of 32 men under intensive scholastic instruction. It ended on June 12, 1953, with 29 successful candidates who had completed from four to six of the 13 CHET subjects required for promotion.

A graduation dinner-dance, held in the Chez Marcel on graduation night, was attended by instructors, students and their wives or girl friends. In an opening speech of welcome, CPO Edward Bonsor thanked the instructors for their help during the course. Following the dinner, CPO Ralph Courtney,

senior Chief Petty Officer and Divisional Chief Petty Officer in the school, introduced the guests of honour, Instructor Commander R. S. Martin, Officer-in-Charge of the Educational Training School and Instructor Lieut.-Cdr. B. S. Lake, Divisional Officer.

Commander Martin emphasized the necessity of a broad education for RCN officers and said the Preparatory School had been established to help selected men from the Lower Deck attain part of that education. He also pointed out to the wives that their enthusiastic support was necessary for the success of their husbands in this and, in fact, any difficult course.

Lieut.-Cdr. Lake commended the men on their good behaviour and helpfulness and wished all good luck and success in the future.

Radar Plotters'

Courses Completed

Three RP3 courses have completed instructions since January in the Navigation Direction Training Centre at Esquimalt.

The following men successfully completed an RP2 course in June: Leading Seamen Allan Amell, William Hewlett, Frederick Malone, Ralph McNeil, George Robillard, Robert Thomas, Herbert Thompson and George Volker, and Able Seamen John Anderson, Geraint Bohmer and David Mill.

Three RP3(R) and QM3 (R) courses have been completed.

Lieut. C. G. Pratt, Officer-in-Charge of the ND Training Centre, will leave shortly to take up his new appointment as navigating officer of HMCS *Haida*.

Lieut. S. I. Ker has joined the instructional staff, having recently completed an (ND) (D) course in HMS *Dryad*.

CPO Robert Miller and PO Russell MacMillan also joined the staff, the former taking up duties as quartermaster instructor and the latter as an RP instructor.

Officers Complete

Advanced Studies

Lieut.-Cdr. (L) M. T. Gardner, Lieut. (L) C. W. Ross and Lieut. (L) N. I. Heenan recently returned from the United States where they completed three-year post-graduate courses in ordnance and communications engineering.

They first reported to the post-graduate school of the United States Navy at Annapolis in August 1950, the only representatives of a foreign country registered in their courses. The school was moved to Monterey, California, in 1951 where the three officers spent the academic year 1951-52.

Lieut.-Cdr. Gardner and Lieut. Ross spent their final year at the Massachusetts Institute of Technology, while Lieut. Heenan completed his studies in the Monterey school. All three officers were awarded the degree of Master of Science on their graduation early this summer.

Lieut.-Cdr. Gardner is now serving in HMC Electrical School, *Stadacona*, while the other two officers are on the staff of the Electrical Engineer-in-Chief at Naval Headquarters.

Cooks Qualify At Naden School

Ord. Sea. Blair Rogers took top marks in his class at the Cookery School, HMCS *Naden*, with an average of 80.3 per cent. Ord. Sea. William McIntosh came a close second with 80.1, and Ord. Sea. John Curtis ran third with 79.6.

Also qualifying in the same class were Ordinary Seamen Harvey Gehring, James Grummett, James Tanner, Robert Birmingham, Douglas Hooper, Gordon McMann, George Brennan, G. O'Leary, J. A. Smith, Ronald Steeves and John Sullivan.

135 Sea Cadets Tour Naval Base

One hundred and thirty-five Sea Cadets, representing 101 Corps across Canada, visited naval ships and establishments in the Halifax area July 13. They made their tour from HMCS *Cornwallis* where they were taking a two-week leadership course.

On completion of the tour, the cadets returned to *Cornwallis* for the last week of their training before going back to their respective corps.

RN Students Win Observer Wings

A sub-lieutenant and eight midshipmen of the Royal Navy received their Observer Wings from Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, at HMCS *Shearwater* on July 31.

It was the first NATO Wings Parade at *Shearwater* and it coincided with the official opening of the new Observer School there.

Captain J. D. Shore-Hamilton, RN, official representative of the Senior Allied Commander Atlantic, officiated at the school opening ceremony.

Other senior officers present for the ceremony included Rear-Admiral H. F. Pullen, Chief of Naval Personnel, and Captain A. H. G. Storrs, commanding officer of *Shearwater*. The Observer School is headed by Lieut.-Cdr. J. A. Stokes.

Career of Late Admiral Spanned Two World Wars

Rear-Admiral Cuthbert Robert Holland Taylor, CBE, RCN, Ret'd, one of that distinguished group of officers whose careers so well symbolized the fortunes of the Royal Canadian Navy in and between two world wars, died at Weymouth, N.S., on August 22 at the age of 57 years.

Rear-Admiral Taylor had been in retirement, making his home at Chester, N.S., for just under five years. His last appointment had been that of Flag Officer Atlantic Coast, crowning a 37-year career begun less than two years after the formation of the Canadian Navy.

Admiral Taylor was born in Weymouth North, N.S., on November 15, 1895. His father was the Rev. R. H. Taylor, a Church of England clergyman; his mother was of United Empire Loyalist stock.

He attended King's Collegiate School, Windsor, N.S., and from there entered the Royal Naval College of Canada as a cadet in January 1912. On graduation, two years later, he was appointed to HMS *Berwick* (cruiser) and re-

mained in this ship for the next two years.

He spent 1917 in HMC Ships *Niobe* and *Rainbow*, then served for the rest of the war and for three years afterwards with the Royal Navy. Returning to Canada, he was appointed to HMCS *Aurora* (cruiser), and in 1923 was given his first command, the minesweeper *Ypres*. During the next 15 years he served in various ships and establishments of the RCN and RN and attended staff courses in the United Kingdom.

At the outbreak of the Second World War, Admiral Taylor, then a commander of five years' seniority, was Director of Naval Reserves at Headquarters. The appointment was changed to Director of Naval Personnel and was held by Admiral Taylor until September 1940. After a period in command of destroyers operating out of Halifax, he went overseas in January 1941 as Captain Commanding Canadian Ships in the United Kingdom. His headquarters were in Plymouth and for his services there during the heavy air raids in



THE LATE
REAR-ADMIRAL C. R. H. TAYLOR
CBE, CD, RCN

1941 he was specially commended by the Commander-in-Chief, Plymouth.

Admiral Taylor was appointed Naval Officer in Charge at Halifax in April and a year later became Commodore Halifax.

In November 1943 he was promoted to Commodore First Class and appointed Flag Officer Newfoundland Force, holding this post until the end of the war.

For his "invaluable contribution to the war effort, in that he organized the port of Halifax to cope with unprecedented naval and mercantile traffic and, also, as Flag Officer Commanding Naval Forces engaged in active war operations from Newfoundland", he was appointed in 1944 to be an additional Commander of the Military Division of the Most Excellent Order of the British Empire.

In September 1945 he was appointed Commanding Officer Atlantic Coast and in 1946 was promoted to rear-admiral. His title was changed to Flag Officer Atlantic Coast in 1947.

Admiral Taylor hauled down his flag and proceeded on retirement leave October 1, 1948. For the preceding nine years he had held appointments of heavy responsibility, some of them during particularly exacting periods, and had devoted himself to all of them unsparingly.

One of the many post-war projects which he sponsored in the Atlantic Command was the improvement of accommodation for personnel. The new barracks block in *Stadacona*, one of the finest of its kind in Canada, is a result of, and a monument to, his efforts.

(Continued on Page 23)

Page thirteen



Chaplain F. H. Godfrey, of HMCS "Cornwallis", commits the body of the late Rear-Admiral C. R. H. Taylor to the earth in the tiny cemetery of St. Peter's Church by St. Mary's Bay at Weymouth North, N.S. (DB-3329)



The Canadian War Memorial at Vimy Ridge.

The Pilgrimage to Vimy Ridge

By
H. F. P.

SEVENTEEN YEARS have gone by since the unveiling of the Canadian War Memorial at Vimy Ridge in honour of those of our countrymen who gave their lives in the First World War.

For the occasion, the Canadian Legion organized a pilgrimage of its members, and the Royal Canadian Navy was asked to share in the ceremonies. HMCS *Saguenay* was chosen to escort the ships carrying the pilgrims to France and to land a Royal Guard for His Majesty King Edward VIII. From this developed two points of historical interest—the first crossing of the North Atlantic from West to East by one of HMC destroyers and the first mounting of a Royal Guard for the Sovereign in person by the Royal Canadian Navy.

The *Saguenay*, commanded by Commander W. J. R. Beech, RCN, and the *Champlain*, under Lieut.-Cdr. R. E. S. Bidwell, RCN, proceeded to Montreal to act as escort for the four liners which would carry the pilgrims to France. The ships were the *Montrose*, *Montcalm*, *Antonia* and *Ascania*.

The convoy and escort sailed from Montreal on July 16, the *Champlain* being detached in the Gulf of St. Lawrence and the *Saguenay* and her four charges proceeding for France by way of the Strait of Belle Isle.

The *Saguenay's* preparations for the journey had, of course, begun long before the sailing date and those preparations involved much hard work and personal sacrifice on the part of the three officers, three petty officers and 59

ratings from the ship's company who made up the guard. The guard not only underwent vigorous and intensive training, but each officer and man went to considerable expense to provide himself with a new uniform that he might offer a creditable appearance. What this meant has to be measured against the fact that Canada had still to emerge from the great depression of the '30s and pay and allowances could hardly be compared favourably with those of today.

IT WAS DECIDED to land a White Ensign, which today reposes in the Maritime Museum at Halifax. For the ensign staff, a special brass top piece in the form of a halberd was made by the Mechanical Training Establishment. A white Colour Belt, suitably embellished with a naval crown and maple leaf was also made. Both have since disappeared, although it is still hoped they may return to find the place they deserve in the Maritime Museum as objects of historical interest.

I was personally honoured by being chosen as Officer of the Guard. For the occasion all officers were required to wear No. 3 dress, which, to the uninitiated, consisted of cocked hat, frock coat, epaulettes and sword, the uniform then worn on ceremonial occasions.

My rank at that time was Lieutenant. With me were Lieut. (Now Acting Com-

modore) M. A. Medland, RCN, who was Colour Officer, and Mr. P. D. Budge, Gunner (T), RCN, Second Officer of the Guard, who is now Chief of Staff to COND and holds the rank of Captain.

The *Saguenay* took its departure from Belle Isle on July 18 and, after the usual North Atlantic weather, made her landfall of Bishop's Rock on the morning of July 23. That evening she left the convoy, being ordered to show herself off Le Havre the following morning before proceeding to Boulogne.

The ship secured alongside at Boulogne and had as her host ship the French destroyer *Orange*, which less than four years later was sunk in action with German aircraft during the evacuation of Dunkirk.

The Royal Guard left Boulogne for Arras, the nearest large town to Vimy Ridge, on the morning of July 25, and was met there by Canadian Army representatives. The Army's representation at the ceremony included the Royal Canadian Horse Artillery band from Kingston, a composite pipe band to which every Highland regiment in Canada had contributed a piper, and the drums of the 48th Highlanders from Toronto. The drum major's name was Small and he stood a good 6 ft., 6 in. in his stocking feet.

The Royal Guard paraded with bayonets fixed and, led by the two Army bands, marched to the Town Hall where they heard an address of welcome by the Mayor of Arras. The progress of the Canadians through the town

aroused considerable enthusiasm among the inhabitants, who had not seen Canadians under arms since the bitter days of the First World War. The Royal Guard, in fact, represented the first Canadians to appear armed on French soil in the years between the wars, and they were to be followed four years later by elements of the First Division, who spent a short time in France after Dunkirk.

With some diffidence, I replied to the Mayor in French. Any awkward feelings were soon allayed, however, by generous glasses of champagne.

ACCOMMODATION was found for the officers and men in Arras—the officers at the Hôtel du Commerce, the men in the Ecole Normale.

On Saturday morning, July 25, the guard and bands were taken to Vimy Ridge by bus for a dress rehearsal. The traffic was heavy and the buses were late. To top it all, a heavy rain squall washed out all hope of accomplishing much. Or perhaps the day was capped by what then seemed like a tragic event. A seaman mislaid his rifle during a visit we all paid to the old Canadian front line at the foot of the Ridge. A certain officer (as a hint, it can be said he wears four stripes today) went anxiously among the local inhabitants, pleadingly asking in the best French he could muster: "Avvy voo troovay un foozee?"

It was found—but not until the ceremony was over and it had been necessary to drop a whole file from the Royal Guard. I still have a letter in my possession, from the Arras police, which reads:

"Nous avons l'honneur de vous informer, que le fusil du soldat britannique a été retrouvé, et déposé à la mairie de Neuville-Saint-Vaast."

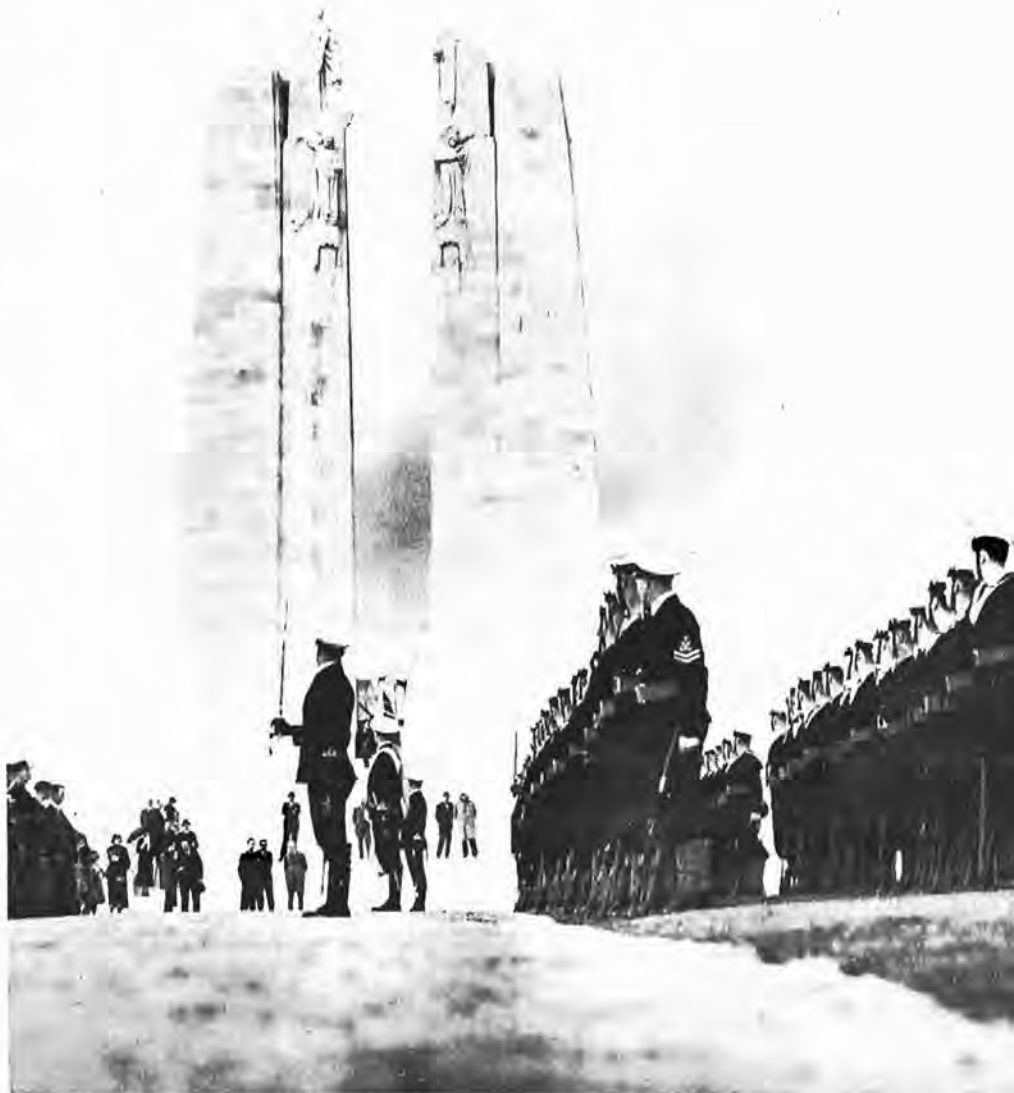
Sunday, July 26, dawned—the day of the ceremony. The forenoon was spent cleaning equipment and preparing for the event. Dinner was eaten and the Royal Guard and bands were fallen in to march off at 1300.

The buses again were late. They did not arrive until 1330 and we had to march right into position at Vimy Ridge, without time even for a brushup.

The area around the memorial was covered with pilgrims and other visitors from near and far. Facing the guard were a French military band and a guard of Spahis (Algerian cavalry) on white horses.

At 1415, His Majesty the King was received by a Royal Salute, the band playing "God Save the King" and "O Canada". His Majesty then inspected the guard.

This was a very proud moment in our lives, as we had the honour of provid-



The Royal Guard at Vimy Ridge, the day before the ceremony. (National Film Board)

ing the first Royal Guard in the Royal Canadian Navy's history in the presence of the Sovereign.

The President of France M. Albert LeBrun arrived and the guard presented arms while "La Marseillaise" was played.

The guard was also brought to the order when Rear-Admiral Walter Hose, our former Chief of Naval Staff, passed on his way to the memorial.

ARRANGEMENTS had been made for the guard to have its photograph taken in front of the memorial and to lay a wreath there. The extent of the crowd made both impossible. Instead, the guard marched off at 1630 to a British cemetery on the western slope of Vimy Ridge for a short, unrehearsed ceremony. The Royal Guard presented arms and the bands played. The "Last Post" and "Réveille" were

sounded by AB Henry B. Bayley. A wreath was laid by an able seaman and a stoker, supported by an ordinary seaman and ordinary stoker, and led by myself.

At 1745 we marched to the main road to await the buses which were to carry us back to Arras.

After our two previous experiences, we should have known better. An hour and a half later they hadn't appeared and we decided to march the eight miles from Vimy Ridge to Arras. The decision wasn't made lightly, for we had been without food, water or tobacco since 1300.

As we marched off the ridge, we passed wooden tables where the local inhabitants were selling bread and cake. The tables were bare by the time the rear section of fours had passed the last of them.

I have contrasting memories of that march back to Arras, through the villages of Neuville Saint Vaast and La Torquette.

One memory is of the setting sun and the lengthening shadows and the two pylons of the memorial gleaming white and tall on the crest of Vimy Ridge.

Another is of a colonel trying to scrounge a cigarette—the only one among all of us—which had mysteriously appeared in the possession of a certain famous three-badge able seaman.

At Neuville Saint Vaast we halted while the villagers gave us water. Others gave us water further along the way.

Then we came to the crest of the hill leading down into Arras. The pipe band struck up "The Road to the Isles" and we marched into the town, heads up, arms swinging and as proud as Punch. Not a man had fallen out along the way. Not a man had fallen out during the two-and-a-half hour ceremony at Vimy Ridge.

WE HAD MISSED the last train for Boulogne by a handsome margin and had to spend the night in Arras. The train journey the next day to Boulogne was more than somewhat relaxed. Sailors and Highlanders traded caps and bonnets and danced to the pipes on the railway platform. The effect on the local inhabitants was somewhat startling.

At the railroad platform at Boulogne, the guard formed up and, with bayonets

fixed, drums beating, and colours flying, we marched through the town led by the brass and pipe bands and arrived alongside the *Saguenay* at 1100.

But we did not immediately say good-bye to the soldiers. The First Lieutenant (the late Commodore G. R. Miles, OBE) with a great deal of forethought, had taken care to embark a suitable stock of Canadian beer. We were thus able to entertain our Army brothers in an appropriate fashion before they left to catch the cross-Channel steamer for England.

Those of us who are left (and most of us are) recall the scene alongside the *Saguenay* as the pipe band wheeled and marched off to "The Cock o' the North", while the ship was manned by cheering sailors.

The guard from the *Saguenay* was paraded once again before we sailed for Canada. That was on July 30 at Dover, when the Marquess of Willingdon, former Governor-General of Canada, was installed as Lord Warden of the Cinque Ports, an honorary position which has been held for some years past by another famous Englishman, Sir Winston Churchill.

Although this all happened 17 years ago, the memory is still fresh and vivid in my mind. It may be of interest to the modern Navy as an example of what those of us who had the honour to serve in the pre-war Navy had to contend with and were able to accomplish.

Following is a list of the men in the Royal Guard, with their latest rank, awards and in the case of those still serving, their present ship:

PO Robert Brownings, right guide, released 1938 to return to RN.

AB Henry B. Bayley, bugler, released 1946.

PORT WATCH

A/Ldg. Sea. Gérard Normandin, pensioned 1948, A/Electrical Technician, LSGCM.

Ldg.-Sea. Ralph E. Gregory, pensioned 1946, CPO (TY), LSGCM.

A/Ldg.-Sea. John G. Ross, now at HMCS *Cornwallis*, CPO, CD.

AB George J. Corp, now at HMCS *Naden*, CPO, LSGCM.

AB Walter B. Nichol, now in RCN(R) at HMCS *Carleton*, CPO, LSGCM.

AB Alex T. Kirker, released 1945, PO(TY), LSGCM.

AB Aubrey F. McGee, pensioned 1952, CPO, CD, Mid.

AB Charles W. Ponder, released 1939.

AB Jack Marcus, released 1937.

AB Frank L. Gervais, pensioned 1951, CPO.

AB James C. Harris, pensioned 1947, PO(TY), LSGCM.

AB Dosithé Desjardins, pensioned 1950, CPO.

AB Lorenzo J. Lafrenière, now at HMCS *Stadacona*, CPO, LSGCM.

AB Albert Clarke, released 1946, Ldg. Sea.

AB Frederick E. Ross, released 1942, A/PO(TY).

AB Reginald E. Leal, pensioned 1950, A/Gunner, LSGCM.

AB Daniel W. Gearing, now at HMCS *Donnacona*, CPO, DSM, LSGCM.

Ord.-Sea. Renfred C. Heale, died in HMCS *Margaree*, 1940.

Ord.-Sea. Dominic R. Hill, now in HMCS *Quebec*, CD, Gunner, LSGCM.

Ord. Sea. Robert E. Middleton, now at *Stadacona*, Lieutenant (Star), CD.

Ord. Sea. Lenn Speight, now at HMCS *Niobe*, Lieutenant (TAS), CD.

AB Jean Arsenaull, released 1945, A/Bos'n.

Ord. Sea. Douglas A. Kershaw, released 1937.

Ord. Sea. Douglas R. Clarke, now at HMCS *Stadacona*, CPO, LSGCM.

Sig. Franklin M. Macklin, died in HMCS *Fraser*, 1940, A/Ldg. Sig.

Stoker PO Weldon P. Bryson, pensioned 1946, Chief Stoker PO (TY).

A/Stoker PO Weldon P. Bryson, pensioned 1949, CPO, LSGCM.

Sto. Terrance D. Riordan, released 1949, ERA.

Sto. Arthur F. Carter, released 1948, Sto. PO Mech., LSGCM.

Sto. Georges H. Soublière, now in HMCS *Portage*, Ldg. Sea., CD.

Sto. Walter J. Clapp, released 1937.



STARBOARD WATCH

PO Frederick W. Saunders, now RCN(R), at HMCS *Niobe*, CPO, GM, DSM.

Ldg. Sea. Charles L. McDerby, now at HMCS *Stadacona*, Lieutenant, CD.

Ldg. Sea. Jonathan Carswell, now at HMCS *Stadacona*, Lieutenant (Star), LSGCM.

AB Albert E. Veal, pensioned 1940.

AB Leslie J. Parry, now in HMCS *Granby*, Lieutenant (Star), LSGCM.

AB Nelson D. Rutt, pensioned 1948, CPO, now manager of the ship's company canteen at HMCS *Stadacona*.

AB Albert J. B. Wolfe, now at HMCS *Stadacona*, CPO, LSGCM.

AB Frank E. Aves, demobilized 1945, CPO, BEM.

PO Charles J. Kelly, pensioned 1946.

AB Stanley A. Ireland, drowned July 29, 1936, during visit of *Saguenay* to the Channel Islands.

AB Fred J. Granger, released 1939.

AB Robert L. Ellis, now in command of HMCS *New Liskeard*, Lieutenant-Commander (TAS), CD.

AB Ernest E. Pinter, now at HMCS *Stadacona*, CPO, LSGCM.

AB Sydney C. Hancock, died in HMCS *Margaree* 1940, Acting PO.

AB James R. Trow, now in RCN(R) at HMCS *Malahat*, PO.

AB Herbert S. Lentz, now in RCN(R) at HMCS *Discovery*, Lieutenant (L) (Star), LSGCM.

Ord. Sea. James W. Paddon, died in HMCS *Fraser*, 1940.

AB Delbert K. Dorrington, now in HMCS *Quebec*, CPO, LSGCM.

AB Jack W. Johnson, demobilized 1945, A/Ldg. Sea.

Ord. Sea. William H. Roberts, now at HMCS *Donnacona*, CPO, LSGCM, U.S. Legion of Merit.

Ord. Sea. Ellis McP. Parker, now at HMCS *Stadacona*, CPO, LSGCM.

Ord. Sea. Helge Pohjola, released 1937.

Tel. Donald McGee, now at HMCS *Cornwallis*, A/Commissioned Officer, LSGCM.

Ldg. Sto. Ernest Racine, pensioned 1952, CPO, LSGCM.

Sto. James F. Mackintosh now in HMCS *Cape Breton*, Lieutenant (E), CD.

Sto. Angus I. MacMillan, now in RCN(R) at HMCS *Star*, CPO, LSGCM.

Sto. Mitchel E. Perrin, died December 7, 1936.

Sto. Edward Glover, now at HMCS *Naden*, CPO, LSGCM.

A/Ldg. Sto. Frederick H. Watt, pensioned 1951, CPO, LSGCM.

Sto. Harry L. Priske, now in HMCS *New Waterford*, CPO, CD.



CPO George A. Anderson of HMCS "Scotian" has been promoted to the rank of Acting Commissioned Writer Officer after a 14-year career in the RCNVR and RCN(R).

Party at Pirbright Sealed Friendships

The Commonwealth contingents that trained for the Coronation at Pirbright Camp dwelt alongside one another on the very best of terms, but it took a party by the Canadian Navy to turn reserved respect into cheery friendship.

With typical naval ingenuity, food and refreshments sufficient for 900-odd men were obtained and a program of sports and entertainment was arranged.

Unfortunately, a heavy rainstorm began about 30 minutes before the show was to start and, lasting about an hour, put a large crimp in the original plans. Instead of outdoors, the party was held in two large adjoining tents which normally served as an officers' mess. However, with the camp staff lending a hand, the Canadian sailors quickly put the show on the road.

Guests and hosts formed groups of varying sizes, and invariably there were at least two, and generally more, nationalities represented among these. Typical was a group of songsters composed of men from Ceylon, Pakistan, New Zealand and Canada. In another, two soldiers from the Canadian prairies exchanged yarns with four of the famous Gurkhas from Nepal. A Grenadier Guards sergeant bit into a hotdog and declared it to be "the best sausage I ever tasted".

The guest list included all men from the Canadian Army and Air Force contingents, 20 Australians, 15 New Zealanders, 15 South Africans, 15 Southern Rhodesians, ten Singalese, ten Pakistanis, ten Gurkhas and 25 Guardsmen.

Regatta Swept By RTE Cadets

The Royal Roads Summer Regatta was a clean sweep for the Cadet team from the Reserve Training Establishment in Esquimalt. The regatta represents the main test of strength between the cadet body undergoing summer training at the Canservcol for the summer and the group at the RTE. Both groups are composed of some Canservcol Cadets and some Cadets of the UNTD.

RTE teams won the four main events: whaler pulling, dinghy sailing, cutter pulling and jousting. The staff officers' team from RTE made it a shut-out victory by pulling their whaler to a spectacular win over the Royal Roads staff officers' team.

The bright, windless day which blessed the boat-pulling crews was heartily censured by the sailors and, unfortunately, meant cancelling the whaler sailing race.

After the events, Commander G. H. Hayes, Reserve Training Commander West Coast, introduced Commodore K. L. Dyer, Commodore of the RCN Barracks, who presented the prizes. The broom, representing a clean sweep through the fleet, was awarded to Chief Cadet Captain G. E. Van Sickle, representing the RTE team. Chief Cadet Captain N. J. Gaspar received the cup for sportsmanship on behalf of the Royal Roads' team.

Division Praised For Hospitality

Canadian seaports are gaining a high reputation for friendliness and hospitality among warships of other lands—and much of the credit is going to Canadian naval personnel, regular and reserve, in those ports.

After USS *Klyne* (DE 744) had visited Saint John, N.B., this spring, Lieut.-Cdr. H. R. Fitz Morris, USNR, senior reserve officer on board the ship, wrote expressing the deep appreciation of all reserve officers embarked for the many courtesies shown all hands by Lieut. (SB) W. M. Inman, staff officer (administration), and his associates.

"Most of the reserve officers on this cruise have experienced many liberty ports, but we all agreed that none of us has ever met a more friendly and co-operative group than that comprising HMCS *Brunswick*, Lieut.-Cdr. Fitz Morris wrote.

"This spirit exemplifies the mutual trust and understanding that exists between our two great countries and one which we all hope some day other nations will emulate."



A Sea Fury has moved into position on the flight deck of HMCS "Magnificent" and the Flight Deck Officer, Cd. Airman Vincent C. Greco, calls for full throttle for the take-off. (MAG-4665)

Mr. Greco Goes Ashore

A familiar figure was missing from the flight deck of HMCS *Magnificent* when the ship put to sea in August to resume her flying training programme.

Mr. Greco had gone ashore.

With him he took a voice made hoarse by shouting against roaring aircraft engines, a host of memories accumulated in more than three years in the "*Maggie*" and an almost fierce pride in a branch he had entered, originally, by accident.

Mr. Greco—or Commissioned Airman Vincent Charles Greco, CD, RCN, to give him his full title—left the *Magnificent* shortly after her return from the Coronation cruise, to take up an appointment in the School of Naval Aircraft Maintenance at *Shearwater*.

In the ship he had been Flight Deck Officer and, despite the fact that he was probably the only "one-striper" in any navy ever to hold down that job, he had gained the deep respect and confidence, not only of the aviators for whom he was "traffic cop", but of those officers and men who worked with him and of the others who saw him in action.

There are few sights more dramatic than that of an aircraft carrier's flight deck when the ship is at flying stations. The thunder of engines, the blast of wind and slipstream, the swift efficiency of the controlmen and the realization of ever-present danger create a situation bound to stir the pulse of even the most blasé "goofy".

In the midst of all this was Mr. Greco, the head man of a team responsible for

ranging the aircraft prior to take-off and for parking them after landing on, and personally responsible for giving each pilot the signal to gun his aircraft off the deck.

His duties automatically made Mr. Greco a conspicuous figure; certain personal characteristics made him more so. A former football player, he showed the sureness of foot which that game tends to develop and which is highly essential in a job where one false step can mean personal disaster. Five feet five and 145 pounds of wire and muscle, and quick as a cat, he seemed to be every-



CD. AIRMAN V. C. GRECO

where at once—and always in the right spot.

The job of Flight Deck Officer was made to order for Mr. Greco—but it took a long time for the two to get together. Vincent Charles Greco was born in Winnipeg on December 8, 1917. In October, 1938, he entered the RCNVR at Winnipeg and the following summer took his first naval training, ashore in HMCS *Naden* and at sea in the minesweeper *Comox*.

Ord. Sea. Greco had been back home for less than two months when war broke out and he was called to immediate service. He completed his training on the East Coast and in April 1940 was drafted to the *Restigouche*, just a month before she sailed to take part in the evacuation of France and the protection of the submarine-threatened convoy routes to the British Isles.

Back in Canada in October 1940 and by now an AB, Greco went to the Torpedo School in Stadacona to qualify as a seaman torpedoeman.

In this same period he qualified as a benedict, marrying the former Geraldine Connors of Halifax. They now have two daughters, one 12 and the other 7.

The following January he was promoted to leading seaman, transferred to the RCN and went to the armed yacht *Lynx* as Chief Boatswain's Mate.

After that he commissioned the corvettes *Chicoutimi* and *Shediac* in quick succession. He served in the latter, on North Atlantic convoy duty, until July 1942, meanwhile being promoted to PO. His next ship was the *Kamsack*, a corvette, and from her he went ashore in January '43 to qualify as Torpedo Coxswain.

(Continued on Page 23)

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Sault Ste. Marie

Members of Victoria's Naval Division, HMCS *Malahat* have been making constant use of the minesweeper, HMCS *Sault Ste. Marie* for their summer training.

The first in a schedule of 12 week-end training cruises was made in the *Sault Ste. Marie* over the week-end of April 11-12, when the reservists travelled to Everett, Washington. Another cruise was made to New Westminster on April 25-26.

Other weekend training cruises have found the 'sweeper visiting an assortment of ports of the Pacific Northwest including Anacortes, Seattle, Port Angeles, Bellingham and Port Townsend, all in the State of Washington; and such British Columbia ports as Nanaimo, Ganges, Ladysmith and Vancouver.

Following an annual custom, the *Sault Ste. Marie* and her reservists conducted a two-week cruise again this summer. The long trip got under way July 4 and ended July 19, with Prince Rupert, and Portland, Ore., as ports of call. The *Sault Ste. Marie* is under the command of Lieut.-Cdr. B. T. R. Russell.

HMCS Athabaskan

The Korean armistice has put a halt to the collection of battle honours by HMCS *Athabaskan*, Canadian destroyer serving in the Far East, but she's still earning a substantial poundage of ice cream.

By now the United States Navy owes the *Athabaskan* 700 pounds of the chilly delicacy, representing the "ransom" claimed by the destroyer for the rescue of four U.S. airmen from the sea.

The business of swapping water-logged flyers on a pound-for-pound basis for ice cream began last February when the *Athabaskan* returned a jet pilot to his aircraft carrier, USS *Philippine Sea*, after he had crashed off the Korean east coast. The carrier offered the Canadian warship 185 pounds of ice cream, an amount equal to the weight of the pilot. The *Athabaskan* had to leave immediately and was unable to collect the reward. The ships' paths haven't crossed since.

On August 16, the *Athabaskan* was acting as plane guard for USS *Point Cruz* when a Corsair aircraft of the famous United States Marine Corps' Polka Dot Squadron crashed on take-off. The *Athabaskan* and a helicopter from the carrier both sped to the scene.

The 'copter arrived first and the crewman was lowered into the water to put the injured pilot into the hoisting sling. The Corsair pilot was hoisted safely, but, as the crewman was being hauled up, the helicopter crashed and there were three men in the sea.

The *Athabaskan* was already standing by, with her sea-boat lowered almost to the water. In less than a minute, the whaler, with Petty Officer Ignace Shushack of Victoria, in charge, was alongside the men in the water.

While the U.S. flyers were being lifted into the boat, the *Athabaskan's* motor cutter, under Petty Officer Reginald McCluskie of New Westminster, was lowered and went to the crash scene. It towed the whaler back to the ship where the injured man was taken by stretcher to the sick bay for examination by the ship's doctor, Surgeon Lieut. Ross Irwin of South River, Ont., and Victoria. The motor cutter took the helicopter crew back to the carrier.

Later in the afternoon the injured man, who had suffered a badly strained back, was returned by jackstay to the *Point Cruz*.

Amateur weight-guessers on board the *Athabaskan* estimated the weight of the three rescued men, neglecting flying clothing and salt water, at 515 pounds. Again the *Athabaskan* had to leave before she could collect her ice cream.

However, the Marines signalled that if they ever met the *Athabaskan's* ship's company ashore they would gladly pay the bill in full, with accrued interest.

HMCS Cordova

"Well done, *Cordova*", was the signal made from Royal Vancouver Yacht Club to the training ship of HMCS *Discovery* following the International Power Boat Association predicted log race from Seattle, Washington to Vancouver, B.C., in which HMCS *Cordova* acted as patrol ship.

HMC Ships *Cayuga*, *Sault Ste. Marie* and *Porte Quebec* were also on patrol during the week-long regatta, which ended with the long distance predicted log event.

"Way, haul away. Haul away, Joe". And Ordinary Seamen under training in HMCS "Quebec" bend their shoulders to the capstan bars as the cruiser weighs anchor in Chedabucto Bay to sail for Halifax. (QB-959)



During the race the *Cordova*, manned by an all-reserve crew, with Lieut.-Cdr. Joe Roberts in command, picked up two American yachts which had broken down. One had run out of gas and the other had developed an air lock in the fuel line.

Lieut.-Cdr. Roberts ordered both ships to be towed, with lines strung from the *Cordova's* minesweeping gear. Diesel-powered, the *Cordova* was unable to supply petrol to *Tazi II* of Port Blakeley, Washington. However, CPO Bob Wigmore, Ldg. Sea. Steve Podgornik, just back from the Coronation, and Ldg. Sea. Jack Beatty, all members of the engine room staff, climbed aboard the second yacht, the *Malihini*, of the Seattle Yacht Club.

They set to work to clear the fuel line and then supervised a "fuelling at sea" to give the *Malihini* enough oil to get her into Vancouver. When the *Malihini* had been repaired and refuelled, she took the *Tazi II* in tow and carried on to Vancouver while the *Cordova* continued to patrol the course.

The entire operation took just about two hours.

Diving Tender No. 2

Diving Tender No. 2 has been busy the last two months surveying the ocean floor outside the harbour for the Seaward Defence Section.

Completing a third class divers' course this month were Leading Seamen Malcolm Longmuir, Russell Connelly, Charles Greenglass and Thomas McCaul, and AB William Fenn.

"Tow for Two" could well be the theme song of this "moving" picture. It shows two unhappy American yachts, which broke down during the Seattle-Vancouver predicted log race, being helped along the way by HMCS "Cordova", the little minesweeper that serves as HMCS "Discovery's" training ship.



CPO William Cubitt and PO Murray Wilson have recently returned from the Deep Sea Diving School at Washington, D.C., where they were enrolled in a deep sea divers' course.

Cd. Bos'n Harry Myers is the officer-in-charge of Standard Diving on the West Coast, having succeeded Lieut. Charles Corbett, who has been appointed to head the Standard Diving Unit at Halifax.

Ldg. Sea. John Newton is a new member of the diving party. He arrived here recently from Halifax.

Two classes of men from the Damage Control School have received instructions from PO George Ackerman in damage control diving and the use of the aqua-lung.

Ldg. Sea. Julian Verscheure, AB Leonard Nuttall and AB Fred Olkovic are attending classes in the Central School at HMCS *Naden*.

HMC Ordnance School

Petty Officers William Wales, William Black and Albert Lewis arrived from Halifax to join the First Ordnance Technicians' Course at HMC Ordnance School, bringing the number in the class to eight.

PO Norman Jones returned to the school from the Coronation Contingent.

CPO Frank Blosser left to join HMCS *Athabaskan* June 29 by air, relieving CPO Jack Anslow who arrived in Victoria July 11. The latter started his course with the Third Modified Ordnance Technicians on August 3. The class, which numbers ten, is composed of Chief Petty Officers Jack Anslow, Thomas Angus, J. Underdown, Norman Langton, David Clarke, Ernest Edmonds, Cecil Moore, Les Eyland, Alex Schimp and Richard Tyler.

Recent appointments of Ordnance personnel to HMCS *Crusader* included CPO Lloyd Johnston and PO John Martenson, and from *Crusader*, CPO Norman Langton, CPO Richard Tyler, PO Allan Hall.

CPO Gordon Copp enjoyed the shortest draft in the history of the branch. He was drafted to the *Crusader* and, before he had completed relinquishing charge of the IPS Section in the school, he was drafted back. What he wants to know is, will he be entitled to the UN Decoration?

The feminine air was lent to the school when Wren Evelyn Jonas, the first Wren Armourer's Mate, came up from HMCS *Star* to do part of her Armourer's Mate's Course.

Heartiest congratulations were given to Ordnance Lieut.-Cdr. H. W. Mayne on his "half ring".

PO Leslie Alliker completed his Gunners' Armourers' Course in record time and left for Halifax for leave.

The school sent several exhibits to the Pacific Exhibition. A sectioned torpedo and Bofors gun, both driven at slow speed, drew the attention of many people. The 3-inch-50 gun and loader, driven also very slowly, enabled the crowd to obtain some idea of the complexity of some of the navy's weapons.

The *pièce de résistance* of the Ordnance end of the show was a large narrow glass tank in which a model submarine was attacked by a destroyer and aircraft. It was done with magnets.

The Fire Control section produced a large model of a destroyer, complete with trainable mountings and director. The crowd liked this exhibit, too. All exhibits were co-ordinated by Ordnance Commander J. F. Cosgrove.

The annual Ordnance Picnic at Elk Lake, directed by CPO Arnold Parkinson, was an enjoyable event.

ATLANTIC COMMAND

HMCS *La Hullose*

Not often do you hear of a ship altering course to avoid collision with a deer—but that's exactly what happened to HMCS *La Hullose* late in July.

The frigate, commanded by Lt.-Cdr. H. A. Porter, was returning from Dalhousie to Halifax to complete another in a series of UNTD training cruises, when a large deer was seen swimming across the strip of water known as the Gut of Canso. The animal was "observed on a collision bearing", and course was altered to pass astern of it. The incident took place a short distance from Port Hawkesbury.

The *La Hullose*, accompanied by HMCS *Swansea*, conducted two training cruises out of Halifax during July, visiting Pictou, the Magdalen Islands in the Gulf of St. Lawrence, and Sydney during the first; and St. Anne's Bay and Dalhousie on the second.

Everyone on board the two ships was impressed with progress being made on the Canso causeway operations—a day and night project. Fleets of trucks were streaming back and forth between the partly-built causeway and a nearby hillside where steam shovels were gouging out tons of fill. The scene was witnessed at night, when the entire working area was bathed in the glare of searchlights.

The visit to Pleasant Bay, in the Magdalen Islands, proved extremely interesting. With a population of about 10,000 the islands' main industry is lobster fishing. The islanders are iced in from December to April.

Warships seldom visit the Magdalens, but it was observed that the islanders were friendly after they overcame their initial shyness. Men from the two ships enjoyed softball games with local teams, a Saturday night dance, and a church party.

Officers and men found programs of interest at the larger ports visited—where tours of local industries had been arranged. Actual shipboard training exercises covered a wide field, and on one occasion included a night-encounter exercise.

At all ports visited the ships' companies were well received by officials and the citizenry alike.

In a letter referring to the visit of the two training frigates to Dalhousie, S. H. Smilie, president of the Dalhousie branch of the Canadian Legion, stated: "Our branch wishes to convey our appreciation of the visit of *La Hullose* and *Swansea* to the port of Dalhousie.

"The conduct of the officers, cadets and men was of the highest order and reflected a great deal of credit on the senior service . . . a return visit of the same ships, or a visit by others would be welcomed by our branch".

Albro Lake Naval Radio Station

A social evening was held for the communication branch of HMAS *Sydney* during her visit to Halifax. After a tour of the station, the social got underway with a talk by the Officer-in-Charge and a buffet supper prepared by Petty Officer Lawrence Tysowski.

The station is busy at present squeezing and juggling, to permit leave periods as much as possible prior to anticipated heavy communication commitments.

Command chaplains have made arrangements for Divine Services for personnel and their families each Sunday.

HMCS Cornwallis

Once again the Red Cross Blood Donor Service found a ready response from HMCS *Cornwallis* personnel and their families. Previous appeals may have netted more contributors but the actual percentage of 66.2 was higher than ever before. The clinic opened on July 15, with 439 turning up for donations, 21 being rejected and 418 bottles of blood being realized. Next day 406 turned up, 23 were rejected and 383 bottles donated. *Cornwallis* people are realizing more and more that they can "spare a pint to save a life".

The Cornwallis Sea Cadet Corps won the Maritime Efficiency Trophy, presented for annual competition by the Naval Officers' Association. Meeting in *Cornwallis* drill shed once a week, the

corps is ably supervised after hours by Lieut. Charles Rhodes, RCN, veteran of years of training ordinary seamen and sea cadets. Lieut. Rhodes came up "through the hawse pipe" and his wealth of knowledge and experience has apparently rubbed off in sufficient quantities on his young protégés.

TAS School

On Saturday, July 4, the TAS School's staff, with their families, gathered at Shad Bay, south of Halifax, for the annual TAS School picnic.

Main features of the day were races for the children and a softball game in which the ladies competed against the men. This developed into a hard-fought battle, ending in the ladies defeating the men 16 to 15.

Among recent promotions are those of CPO C. N. Stroud and CPO E. L. Anderson to the rank of Acting Commissioned Gunner (TAS). Both officers have previously served on the staff of the school. CPO B. J. Brown and CPO D. R. Ingram are on course in HMS *Vernon* qualifying for promotion to Acting Commissioned Gunner, (TAS).

Two Wrens from HMCS *Discovery*, Wren G. Allerton and Wren S. Hooten-Fox and one from HMCS *Malahat*, Wren R. L. Clark, have completed a course in seaward defence. This was the first course of its kind to be given to Wrens in HMC Torpedo Anti-Submarine School.

HMCS Algonquin

HMCS *Algonquin* reached her new base at Halifax on August 5 in driving rain, a day earlier than originally scheduled. The modernized warship was to remain in port about a month before putting to sea to join NATO's Exercise Mariner.

En route from Esquimalt, B.C., where she had been re-commissioned earlier this year, the ship carried out work-ups at San Diego, Calif., moving on to Manzanillo, Mexico, for two days, where the ship's company enjoyed several beach parties.

Proceeding then through the Canal, the ship stopped one day each at Balboa and Colon. The warm climate had its effects, but the crew managed to enjoy themselves during the latter stops. During the trials at Key West, the ship visited Miami from July 18 to 20. A dance was arranged for the ship's company there, in addition to sight-seeing tours and swimming parties.

During divisions one morning as the ship was heading for Key West, CPO Gordon Borgal, the coxswain, was presented with a sheriff's badge by the commanding officer, Commander P. F.



The weather was wet, but the welcome was warm when HMCS "Algonquin" arrived at her new base of Halifax from the West Coast. One of those who braved the downpour to greet the ship was four-year-old Jackie, son of Lieut.-Cdr. (S) J. K. Power, the Algonquin's supply officer.

X. Russell, with the stipulation that CPO Borgal must wear it at all times at sea. This reflected the influence of serving with the USN in California.

Many hours of hard work were put forth by the entire crew during the journey and the results were more than satisfactory.

A ship's golf tournament was held in San Diego with top honours going to Lieut.-Cdr. Walter Huculak.

HMCS Portage

On August 20, HMCS *Portage* proceeded from Halifax to embark the Lieutenant-Governor of Newfoundland, Sir Leonard Outerbridge, for his annual visit to the province's many outports which are accessible only by sea. The minesweeper carried new entry seamen and reserves for training.

The ship's company has become proficient on the ball diamond and surprised everyone by defeating a team from the visiting USS destroyer *Hunt* 7-2 on August 7.

An incident illustrating the co-operation of officers and men of the regular and reserve forces occurred as the ship was slipping from Jetty One on August 10. As the *Portage* backed out, bound for local exercises, a faint hail was heard from the jetty. The source was a pierhead jumper, Able Seaman Bruce Patrick Gibbs, from HMCS *Star*, who had arrived too late. Without a moment's hesitation, the *Portage* nosed back to her berth, picked up the amazed but happy seaman and this time made good her departure.

A buffet dinner was held recently in the wardroom to honour Commissioned Engineer Owen Jones, who left the ship in September after 16 months on board. Lieut.-Cdr. Tom E. Connors, a former executive officer, presented Mr. Jones with a departing gift on behalf of the wardroom.

The ship recently acquired a new hand—an agile kitten of undetermined race and parentage. Ldg. Sea. David Petry took it immediately under his supervision and aptly named and numbered him "Secured, 1600-H".

On July 8, the *Portage* played host to 90 delegates to the American Motor Vehicle Convention, who were taken on tour of Halifax harbour and its approaches.

Next morning, Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, made his annual inspection of the ship and her company. The cake for the neatest mess went to the engineering mechanics. The afternoon was spent in performing evolutions, ranging from coming to a buoy to firing a rocket from the quarterdeck. On receipt of the Admiral's message of congratulations to the ship for her appearance and efficiency, one and all felt that their unremitting efforts in preparing for the inspection had been well worth while.

Exercises in September and a refit due in the late fall close this year's schedule for a busy and happy ship.

HMCS Quebec

HMCS *Quebec* proceeded on new entry and reserve training cruise "Dog" on July 6 and, after an uneventful passage, arrived at Gaspé, Que., for a four-day visit.

Interesting to the ship's company were close-up views of the famed Percé Rock and Bonaventure Island. (The new carrier being built for the RCN is to be commissioned HMCS *Bonaventure*.)

As a result of the many facilities provided there, the ship left Gaspé with a warm regard for the kindness, hospitality and good will of the inhabitants.

Perfect weather made possible the inter-part softball, a sailing regatta and two softball contests in which the *Quebec* topped the local Gaspé teams.

HMCS Porte Dauphine

HMCS *Porte Dauphine*, tender to the naval reserve division, HMCS *Scotian* in Halifax, left Monday, July 27, for Rockland, Maine, to attend the Lobster Festival there.

In addition to her American visit she included a recruiting tour in her cruise, calling at both Liverpool and Yarmouth, N.S. She returned to Halifax, August 3.

Commanded by Lieut.-Cdr. B. W. Allen, the *Porte Dauphine* also carried Lieut.-Cdr. R. G. Cannell, naval recruiting officer for the Nova Scotia area.

NAVAL DIVISIONS

HMCS Donnacona

Shortly before 10 a.m., last July 16, a regular visitor to Canada steamed slowly into the Port of Montreal. The French frigate *L'Aventure*, under the command of Capitaine de Fregate Guy Lambret, was paying her annual visit to the city.

In brilliant sunshine, she berthed at Section 22 of the Victoria Pier, and the first person aboard to welcome her, as officer of the guard, was Sub-Lieut. J. Guyon, RCN(R), of HMCS *Donnacona*. He was followed a short time later by the division's staff officer, Lieut.-Cdr. A. F. Rowland, who officially greeted the French frigate in the name of the Naval Officer-in-Charge, Montreal Area, Commodore Paul Earl.

L'Aventure is a frigate or, as the French put it, "un escorteur de deuxième classe", with a displacement of 1,365 tons and a complement of 113 officers and men.

The French ship stayed in Montreal until Wednesday, July 22, and during this time several excellent social events were arranged to ensure that our visitors enjoyed their brief visit. Receptions were held by Army authorities, the French consul-general, and in the evening of Monday, July 20, the French commanding officer and officers were entertained by the Naval Officer-in-Charge, the Commanding Officer and Officers of HMCS *Donnacona*.

Montreal, in her usual friendly style, made the French sailors feel right at home, the theatres and sports centres offering their facilities and entertainment; and from all accounts, the visit was greatly enjoyed by the entire French crew.—C.O.G.

HMCS Brunswick

Battle of Atlantic Sunday was commemorated in Saint John, N.B. when units from *Brunswick* and the *New Liskeard* and a party from USS *Kyne* paraded to church services in Saint John.

Following the services a march past took place, the salute being taken by Captain C. H. Bonnycastle, RCN (R) (Ret'd), accompanied by His Worship Mayor Patterson.

Naval parties from HMC ships *Brunswick*, *New Liskeard*, and the U.S. destroyer escort *Strickland* participated in the tri-service Coronation

parade on June 2 following church services in Saint John.

A float was entered in the float parade during Coronation week, thanks to the untiring efforts of CPO G. E. Cameron, who transformed the two-ton Chevrolet truck into a reasonable facsimile of a ship with the aid of wire, wallboard and unstinted spare time.

Visits from allied naval units immediately before and during the Coronation added an international touch to Saint John. During the week "L'anglais as she is spoken dans les marines internationales" was never more worked more fully as men from FS *L'Aventure*, USS *Strickland* and HMCS *Brunswick* assembled for chitchat in the mess.

Receptions and dances were held in the wardroom for the visiting ships' officers and civic guests.

Dances were also held in the Seamen's and Chief and Petty Officers' Messes.

HMCS Queen Charlotte

Regattas on Prince Edward Island were given a new twist when the first such aquatic event to be held at Lower Montague, about 65 miles east of Charlottetown by sea, found the staff and RCN(R) personnel of HMCS *Queen Charlotte* out in force to assist in making the program a success.

A harbour craft, under the command of Lieut. R. P. Morris, RCN, left June 14, the day previous to the regatta, and made the trip in eight hours. The navigating officer was Sub-Lieut. L. G. Douglas, who was assisted by Lieut. (S) J. M. MacDonald. Coxswain of the craft was CPO S. G. Bowles, and CPO R. A. MacMillan, was engineer. Also on board were five crewmen.

Previous to the event, the commanding officer of *Queen Charlotte*, Lieut. Cdr. J. N. Kenny, assured the regatta crowd that it was a pleasure for the Navy to assist in the day's program.

During the regatta the harbour craft was employed in marshalling the events and also acted as safety patrol boat. Sub-Lieut. Douglas was the starter for the various events in which competitors ranged from sailing craft to powerful fishing boats.

Distinguished guests of Lieut.-Cdr. Kenny on board the craft included the Hon. A. W. Matheson, premier of Prince Edward Island, and Senator J. Walter Jones, former premier.

Three naval men judged the events. They were Ldg. Seamen D. F. Crandall and D. A. Arsenault, and Ord. Sea. R. E. Hughes. Dinner for the ship's company was provided by the regatta committee and farmers of the surrounding districts supplied fresh milk.

While at Lower Montague, CPO Bowles conducted a recruiting campaign and Sub.-Lieut. Douglas and Lieut. MacDonald were pressed into service by the committee to conduct a cake auction. The khaki and blue uniforms of the visiting naval men added to the colour of the successful regatta.

Despite comparatively rough seas in the Northumberland Straits the craft made the return trip in less than seven hours.

HMCS York

An enjoyable week-end, for both hosts and guests, was reported on the occasion of the annual exchange visit that has become one of the pleasant traditions between HMCS York and its opposite number, the 9th Battalion, USN Reserve, at Rochester, N.Y. The American Reservists, who visited York this year, arrived aboard their patrol craft about 100 strong on the afternoon of Saturday, August 1.

After an official welcoming ceremony attended by Captain Robert I. Hendy, Commanding Officer of York, and Controller J. L. Shannon, who brought an official welcome on behalf of the City, the visitors were transported to York, where several athletic events were held.

The visitors won the rifle shooting event but bowed to York in whaler pulling and the tug of war.

Afterwards refreshments, including a buffet supper, were served. A dance was held on the drill deck Saturday evening.

On Sunday morning a challenge ball game was held on York's grounds, with the home team winning handily. The visitors departed aboard their PC Sunday afternoon.—R.R.

Reservist Heads Air Squadron

Lieut.-Cdr. (P) Richard S. Bunyard, RCN(R), this summer became the first commanding officer of the newly-formed Reserve Naval Air Squadron, VC 920, based at RCAF Station Downsview, Toronto, attached to HMCS York, the Toronto naval division.

Lieut.-Cdr. Bunyard entered the Royal Naval Volunteer Reserve in 1938, and was on active service six years and nine months. He was serving in HMS *Wakeful*, destroyer, when she was sunk during the Dunkirk evacuation. In 1941 he started flying, trained at Kingston, Ont., and served as first lieutenant and senior pilot at HMS *Seaborn*, Dartmouth, N.S., from 1942 to 1945.

He came to Canada from England in 1947 and has been active in the Reserve since 1949.

ADMIRAL TAYLOR

(Continued from Page 13)

Admiral Taylor leaves his wife, the former Evelyn Jones, a sister of the late Vice-Admiral George C. Jones, Chief of the Naval Staff from 1944 to 1946.

Funeral services, with full naval honours, were held from St. Peter's Anglican Church, Weymouth North, on August 25. Personnel from HMCS *Cornwallis* comprised the firing party and gun carriage crew and the *Cornwallis* band took part in the funeral

Admiral Once Ordered Shot

The naval career of the late Rear-Admiral C. R. H. Taylor came close to being ended before it had hardly begun.

Early in 1914, while a midshipman in HMS *Berwick*, the future admiral went ashore in a Mexican port with another Canadian "snotty". The two ran afoul of a rebel gang, were tried on charges of an undetermined nature and were sentenced to be shot at dawn.

However, things were in an unsettled state in that particular locality and the firing squad failed to make its scheduled appearance. The stay of execution enabled a search party from the *Berwick* to find the missing midshipmen and escort them back to the ship.

Admiral Taylor's companion was Tom Chritchley, of Halifax, who subsequently went to Australia and became a prominent sheep rancher.

procession preceding the church service. Eight Chief Petty Officers who had served under Admiral Taylor were pallbearers. A ninth bore the Admiral's medals on a cushion.

Official mourners included a number of serving and retired senior officers of the Royal Canadian Navy.

MR. GRECO

(Continued from Page 18)

He was coxswain of the *Transcona* (Bangor minesweeper) for four months, then was 'swain of the *Skeena* for more than a year.

The latter months of the war and the immediate post-war period saw Greco, by now a CPO, serving out of Halifax as a relief coxswain. During this period he got in some football, playing left end for the team from HMCS *Peregrine*.

Naval aviation was being introduced in the RCN and CPO Greco applied for a transfer which would enable him to specialize as an air mechanic. He wound up, instead, as an aircraft handler—and has never regretted it.

After taking a course in the UK, he was drafted to the *Warrior* as Chief of the Flight Deck. He commissioned the ship in January 1946 and remained in her until July, when he went ashore for a course in which he qualified successively as AH2 and AH1. Then it was back to the *Warrior* for four months, ashore at the air station for eight months (including the football season), then back to the *Warrior* in time to help pay her off in the UK in January, 1948.

Three months later he commissioned the *Magnificent* and in her he remained for more than a year. During this time Mr. Greco worked away on the academic subjects needed to qualify for a commission. He wrote off two of them in the ship and completed the remainder at *Shearwater*, whither he was drafted in June 1949.

In February 1951, having qualified in all respects, he was promoted to Acting Commissioned Airman. His next step took him to *Cornwallis* for a divisional course, then he went to RCAF Station Centralia for a controller's course. After that it was back to sea in the "*Maggie*", where he understudied the Flight Deck Officer prior to taking up that appointment himself in April 1952.

In the time he was on board the *Magnificent*, the ship travelled far and to many different places. But Mr. Greco's fondest memories are not of waving palms, glistening beaches or exotic ports. He would rather recall some of the outstanding demonstrations of teamwork by his flight deck party (like the time they cleared away two "barriers" and an inverted crash, all within 17 minutes), or some of the records set by the carrier's air squadrons—records to which he and his crew made an important contribution.

In his new job, that of training aircraft controlmen in SNAM, he no doubt will use these achievements as illustrations of the standard of efficiency expected of the flight deck party. And no doubt, too, that familiar Greco drive will again come to the fore as he urges his pupils to go out and do even better.

Queen Replies to Loyalty Message

A message of loyalty and congratulation sent to Her Majesty the Queen before the Coronation by the Canadian Naval Service Benevolent Trust Fund has been acknowledged by Her Majesty's private secretary as follows:

"I am commanded to convey to you and to all those on whose behalf you wrote an expression of The Queen's thanks for your kind and loyal message on the occasion of Her Majesty's Coronation."



The Navy Plays



Stadacona Athletes Top Command Meet

Favoured by brilliant sunshine, the RCN Atlantic Command annual track and field meet was run off successfully on July 17, at the Stadacona Sports Field, with teams from *Stadacona*, *Shearwater*, *Cornwallis*, HMC Ships and UNTD Cadets taking part in the competition.

Top honours were carried off by the *Stadacona* athletes, who defeated the UNTD Cadets by a slim three points, 50-47, to capture the Annual Sports Day Aggregate trophy after a terrific battle which lasted from the opening gun down to the final event on the day's card. *Shearwater* picked up 13 points, *HMCS Cape Breton* 5, and *Cornwallis* 4.

Best individual performance was that of Cadet Germain Dufour, the only runner to score a "double", who won the 100- and 220-yard dashes. As anchor man in the 880 relay, he came from behind to win a brilliant victory for his team. AB Rodney Shoveller of *Stadacona* and AB Hugh J. Cutter of *Shearwater* each scored a win and placed second. Leading Seaman Gilbert Lundih, of *Stadacona*, after winning the pole vault, made an exhibition jump of 11 feet even.

It took "Stadacona" sharpshooters to make history at the Dominion Rifle meet on the Connaught Ranges near Ottawa in August by becoming the first Navy team to win the Sir Arthur Currie Team Match award. Team members are, left to right, back row: CPO Howard Oliver, Lieut. Terry Baines, Cadet (L) W. H. "Bill" Waring, CPO Archie Moore, CPO Doug Clarke and CPO Lyle Millward. Seated are CPO Reg Winter and Lieut. (MN) Hazel Mullin. (O-5570)



Records fell by the wayside in seven of the events. Among the new marks that of 152' 8" for the javelin by AB Joseph Perron of *Stadacona*.

An interesting interlude came during the meet, when a helicopter landed on the sports field to pick up Rear-Admiral R. E. S. Bidwell, CBE, CD. Later in the afternoon the Admiral presented the aggregate trophy to the *Stadacona* team captain, and prizes to winners and runners up in the competition, who were selected to represent Navy at the Highland Games, at Antigonish July 22.

RESULTS

100-yard dash: first, UNTD Cadet Germain Dufour, time 10.6 seconds; second, PO Thomas Young, *Stadacona*.

220-yard dash: first, UNTD Cadet Germain Dufour, time 25 seconds; second, UNTD Cadet John Emery.

440-yard dash: first, UNTD Cadet William E. Taylor, time 56 seconds; second, UNTD Cadet Raymond Dennis.

High jump: first, AB Rodney Shoveller, *Stadacona*, 5' 6 1/4"; second, CPO Melville Lumley, *Shearwater*.

One-mile run: first, Ord. Sea. Donald Willis, *Cape Breton*, time, 5-27 3/4; second, UNTD Cadet Bernard Andrea.

880 relay: first, UNTD Cadets; second, *Stadacona*.

Hop, step and jump: first, AB John Moore, *Stadacona*; second, AB Rodney Shoveller.

Broad jump: first, UNTD Cadet John Richard, 18' 9 1/4"; second, PO Michael Bidnock, *Stadacona*.

Shot put: first, AB Robert Hayes, *Stadacona* 34' 4"; second, AB Hugh J. Cutler, *Shearwater*.

Discus: first, AB Hugh J. Cutler, *Shearwater*, 106' 7 1/2"; second, CPO Albert Trepazier, *Cornwallis*.

Javelin: first, AB Joseph Perron, *Stadacona*, 152' 8"; second, AB Alonzo Smith, *Stadacona*.

Pole vault: first, Leading Seaman Gilbert Lundih, *Stadacona*; second, Ord. Sea. Brock Stackhouse, *Stadacona*.

Softballers at Top of League

HMCS York's softballers have climbed to top spot in the Dominion Civil Service Softball League, with the imposing record of 13 victories and three losses.

The *York* squad, recently greatly strengthened by the addition of a new hurler, Ldg. Sea. René La Pointe, to the lineup, scored wins over *Army 10-5*; *Forward Post Office 11-7*; *Customs 16-3* and *RCMP 6-5*, with La Pointe's stellar work on the mound largely responsible for handcuffing opposing sluggers. During the same period the *Yorkers* lost an 11-6 decision to *Westides* and a 9-5 verdict to *RCAF*.—R.R.

Cruiser Scores In U.K. Sports

HMCS Ontario's basketball and softball teams left proud records behind them in England when they sailed for home on July 25.

The most notable achievement was the basketball team's 49-45 win over *Aldershot Shooting Stars*, present holders of the all-England inter-service senior championship, on *Aldershot's* home floor.

The *Ontario's* hoopsters also won a two out of three series from *HMS Colingwood*, who were runners-up to the *Shooting Stars*. After dropping the first game 26-14, the *Ontario* team roared back to take the next two encounters by 41-19 and 69-43.

The team also journeyed to the *RCAF* station at *Luffenham* and took two one-sided victories by 46-25 and 65-25.

Standouts for *Ontario* in all these games were Midshipman I. D. McLennan, Sub.-Lieut. H. H. Richardson, Sub.-Lieut. K. D. McInlyre and Petty Officer W. R. Walters, coach.

The softball "Rep" team engaged several of the US ships in Portsmouth and came out with a very creditable record. The only game they lost was to the USS *Antietam* when they dropped the first game of a two-game series by a score of 7-5 after leading 5-2 until the top of the seventh inning. They came back to take the second game 7-6 on steady pitching by Commander S. E. Paddon and Chief C. J. Padgett. Commander Paddon also hit his fourth home run in this game and it was a grand slam.

The softball team journeyed to Luffenham with the basketball team and dropped both games they played there by the scores of 5-4 and 4-2. Although the RCAF came up with a fairly strong team that took advantage of all opportunities, over-confidence on the part of the *Ontario* team played a major factor in their two losses.

The Chief and Petty Officers completely dominated a dart tournament in the sergeants' mess during the evening, with CPO Les Charlton giving the air boys a few lessons on how to play the game.—W.R.W.

Navy Out Front At Track Meet

The Tri-Service Track and Field Championships, held at the Victoria High School Stadium on Wednesday, July 22, resulted in a strong RCN team racking up a total of 12 firsts in 15 events to capture the Aggregate Championship with a total of 98 points. Army, with 48 points, placed second and Air Force, with only three entries, finished third with three points.

Ldg. Sea. Neil Standley took the Individual Aggregate Trophy with a win in the hop, step and jump, and seconds in both broad jump and 440-yard run for a total of 11 points.

Navy, after losing the first pull in the featured tug-o-war contest, came back strong in the next two pulls to win the Inter-Service Tug-o-War Trophy.

Although no points were awarded for the cadet events, RCN cadets totalled five firsts, two seconds and three thirds out of eight events to set down the Army cadets, who racked up a total of only two firsts, five seconds and two thirds.

Title Captured By Single Point

The Interpart Softball League at HMCS *Naden* wound up to a successful conclusion with only one point



Summertime Sundays are regatta days for members of the Ottawa branch of the Royal Canadian Navy Sailing Association. With a fleet of ten 14-foot Admiralty-type dinghies, the sailing enthusiasts display a keen spirit of competition throughout the week-end contests, held on scenic Dows Lake, Ottawa. Commodore of the Ottawa naval sailing organization is Lieut.-Cdr. A. A. Turner, commanding officer of HMCS "Bytown". Above, in a typical setting, units of the racing fleet are being prepared for another race over the one-mile course.—(O-5690)

separating each of the first three teams. Supply School "B" took the title with 35 points; Naden Cooks and Writers were second and TAS and Electrical came third.

Navy finished the Victoria Senior "A" Softball schedule in fourth place with a record of 11 wins and 17 losses. Play-offs commenced July 30, with Navy meeting the league-leading Capital City Gasmen in a three-out-of-five final. Having lost the first two games 5-3 and 9-0, the RCN squad managed to eke out a 5-5 tie for the third game, but lost the fourth and final by a score of 10-3.

Soccer Title Goes to Chiefs

The Chief Petty Officers won their second straight annual interpart soccer title by notching one fateful marker in a tight game with the highly-rated Observers' School squad in a sudden-death encounter on HMCS *Shearwater's* sports field.

The Observers, who were favourites to win the *Shearwater* championship this year, had the speed but not enough "savvy". When the whistle blew to end the first half, both sides had failed to score in the evenly balanced struggle.

CPO Bob Coe, who had missed two beautiful chances in the first half,

opened and closed the scoring midway through the last part on a kick that had "Goal" marked all over the ball. In the dying minutes of the game, the Observers applied the pressure but could not break through the strong defence put up by their canny competitors.

Interpart Schedules At Half-Way Mark

Play in the interpart softball and soccer schedules at HMCS *Stadacona* has reached the half-way mark and all teams are bearing down in an effort to make the playoffs.

MTE (A) team is presently on top of the "A" Section for the softball league while their counterparts, MTE (B) team is leading the "B" section.

Electrical "A" and Supply teams are currently tied for soccer honours with MTE very close behind.

Cornwallis Nine Enters Playoffs

The Cornwallis baseball team finished the Annapolis Valley League schedule in third place and was in the playoffs with Bear River in late August.

In the Valley Softball League, *Cornwallis* wound up in second place and was to meet Middleton in the playoffs.

The Cornwallis Wrens were assured of a playoff berth in the ladies' softball

league, having only one loss in 13 games. On the interpart scene, those old standbys, the Chiefs and Petty Officers, were leading and were expected to repeat their triumphs of other years.

With the new entries, there's always a game going, as every division wants to enter every competition, no matter what. Results of the July competition showed *Canada* Division with 551 points for a tabloid sports day, with *Iroquois* close astern with 547. *Canada* cleaned up 44 points for boxing and *Haida* was just behind with 40. *Haida* passed *Canada* Division by three points with a 36-point swimming total. *Canada* forged ahead in the four-league softball schedule with 15 points, the *Athabaskans* culling a dozen. *Canada* was on top again with 10 markers in water polo, *Ottawa* gaining eight. *St. Laurent* collected 10 points in tug-of-war, *Canada* following with eight.

Competition among the new entries is stiff and it takes a division with lots of aptitude, team spirit and sportsmanship to get to the top. Since *Canada* Division completed new entry training soon after the July competitions, the results plainly show the peak of perfection attained.

Pupils Outplay Soccer Champs

Chief Cadet Captain Vic Fast recruited an able soccer team from the ranks of the Cadets in Esquimalt's Reserve Training Establishment this summer.

After beating the Cadets at Royal Roads and the RTE Officers' eleven, Fast's squad challenged the old masters — *Naden's* Chief and Petty Officers' team, Command champions.

The Chiefs allowed as how they would be delighted to teach the lads something about the game and the contest was staged on the *Naden* field, Cadet band in attendance. The whippersnappers from RTE marched on the field, pants rolled up to the knees, diaper style. The Chiefs limped on the field, equipped with a wheelchair, crutches, bandages and all the paraphernalia of old age.

The game was fast and furious in spite of all the gimmicks. By half-time the Cadets sank the ball twice and had a 2-0 edge. The Chiefs came up with an exhibition of good football, scoring one on a fast rush and a second with a bullet-straight penalty shot. The Cadets rallied again and pressed home two more goals to take the game 4-2.

The trophy, donated by Lieut.-Cdr. (S) R. S. Goddard, RTE's supply officer, was presented to team captain Vic Fast by Commander G. H. Hayes, Reserve Training Commander. Fast thanked the Chiefs for the lesson in soccer the Chiefs gave the Cadets.—R.H.R.

Four-Way Tie For Second Place

The *Shearwater* Interpart Softball League has 18 teams this year and with one month of the season to go the RCAF and Z-2 entries were leading "A" Section with six points apiece. There was a four-way tie for second spot; Works

and Bricks, Tractor, Z-2 Chief and POs and Officers having four points each. Air Stores Depot had three points and TAG was in cellar position with two.

In "B" Section, Gunroom, Helicopter, Supply, SNAM and HSL all shared first place with four points apiece, Observers were in second place with two points and, clutching goose eggs in the cellar were POs and ADC.

In the meantime, the station softball team was in sixth place in the Dartmouth League and hoping to finish within the first three by the end of the month.

In baseball circles, the *Shearwater* club was in middle standing of the three-team Halifax and Dartmouth Intermediate League, while the other station nine shared top honours with Greenwood RCAF in the Tri-service league with two wins each.

Weather Slows Softball Schedule

Only 10 games were played in the interpart softball league at HMCS *Shearwater*. Seven games were postponed due to the weather and will be played at the end of the regular schedule.

In "A" Section the RCAF team is currently leading with three wins and one loss. Z-2 Chief and POs are in the runner up position.

"B" Section is headed by High Speed Launch and the Gunroom entry, both teams having yet to taste defeat.

The representative team in the Dartmouth Suburban League has had a hard time holding together due to leave and drafting. To date they have four wins and seven losses.

Track Meet Honours Captured by Cadets

Cadets waltzed into nine firsts and a third place in a dozen events to take the Stadacona Interpart Track and Field Trophy on June 24 at HMCS *Stadacona's* recreation field.

The cadets scored a total of 58 points, finishing well ahead of Electrical School, runners-up with 15. Supply placed third with 14 points among the eight teams participating.

The meet produced a new Command record, AB Alonzo Smith of the Supply Team hurling the javelin three feet, 9½ inches farther than the old mark of 123 feet.

The team trophy was presented to the cadets by Commodore E. P. Tisdall, at the end of the meet.

Results were as follows:

One-mile run: first, Cadet R. M. Sproule, time 5:35½; second, Sub-Lt. Robert Stevenson (Wardroom Team), third, Cadet B. A. Andrea,



Nineteen years after he had qualified in P & RT, Lieut. (PT) J. A. Arnott interrupted his annual leave to visit the new gymnasium in HMCS "Cornwallis" and present the Physical Training Qualifiers' Shield to AB J. A. Firman, top man in a recent physical trainers' class. (DB-3147)

880-yard run: first, Cadet Gerald Monfette, time 2:35½; second, Cadet R. L. Heath; third, Lieut. F. G. Henshaw (TAS Team).

220-yard dash: first, Cadet Germain Dufour, time 26.4; second Cadet D. E. R. Roy; third, Ldg. Sea. Leslie Seebold (Gunnery Ordnance).

100-yard dash: first, Cadet D. C. Crawford, time 11.1; second, PO Thomas Young (MTE), and third, Cadet D. J. Connors.

440-yard dash: first, Cadet William E. Taylor, time 58%; second, Cadet J. L. Hoddun; third, Ord. Sea. James Kloosterman (Gunnery-Ordnance).

880-yard relay: first, Cadets; second, Gunnery-Ordnance; third, Supply.

High jump: first, AB Rod Shoveller (TAS), 5' 5½"; second, Ldg. Sea. W. A. Dutchak (Electrical School); third, Ldg. Sea. Gilbert Lundihh (Gunnery-Ordnance).

Broad jump: first, AB J. A. Wright (Electrical School) 15' 9½"; second, Lieut. M. A. Martin, (TAS); third, Cadet T. A. Walsac.

Shot put: first, Cadet R. H. Keyserling, 32.7¼"; second, CPO T. E. Elstone (TAS), and third, AB A. E. Riches (Supply).

Hop, step and jump: first, Cadet W. E. Taylor, 37.2½"; second, Cadet J. C. MacDonald; third, PO Mike Bidnock (Supply).

Discus: first, Cadet G. N. Daggett, 97.7'; second, Lieut.-Cdr. G. C. Gray (Wardroom); third, Ord. Sea. V. Yablonski (Electrical).

Javelin: first, AB Alonso Smith (Supply); second, Instructor Lieut.-Cdr. K. D. F. McKenzie (Wardroom); third, AB Dave Martin (Electrical).

NOAC Members Share Golf Title

The long hilly 18 holes at St. Andrew's Golf Club was the setting for

Chaplain's Son, 9, Wins Scholarship

Andrew Donald Mowatt, 9, a son of Chaplain (P) A. J. Mowatt, of HMCS *Shearwater*, and Mrs. Mowatt, was recently awarded the J. P. Crerar scholarship, tenable for eight years of study in Scotland. He had just completed grade four at Shearwater School. The winner each year is selected on the merits of his general record and the recommendation of his Canadian teachers.

The scholarship provides four years of study at Cargifield, a "prep" school at Barnton, six miles from Edinburgh, followed by another four years at Fettes College nearby. Young Andrew previously attended Victoria School in Dartmouth and public school in Calgary.

He is holder of the Halifax Conservatory of Music Alumnae prize for violin for the past two years, studying under Ifan Williams there. The lad, who collects everything from stamps to sea shells, took ten first prizes, four seconds and two thirds with his 16 entries in a recent Dartmouth hobby show. In addition, he belonged to the local Cub pack. He sailed from Halifax in late August with his mother. The school term at Cargifield began on September 20.



Wrens of HMCS "Malahat" have acquired a high West Coast reputation as rifle shots. More recently the Wrens of HMCS "Carleton" have been drawing beads on rifle targets under the experienced coaching of CPOs Harold Haywood and Bob Hewens. Left to right are Ord. Wren Lois Jackman, CPO Haywood, Ord. Wren Ruth Grierson and Ord. Wren Audrey Lefavre.

the Naval Officers Association (Toronto Branch) annual golf tournament this year.

The Hiram Walker "low gross" trophy was won jointly by Eddie Creed and Scottie Thomson. Each carded a sizzling 76. The low net trophy went to S. A. Macdonald who shot a 67.

At the dinner afterwards, George Bernard won a matched pen and pencil set in the draw.

Stad Team Third In Soccer Race

The Halifax and District Soccer League wound up a successful season with HMCS *Stadacona* finishing third. Outstanding performers for the Navy team were goalkeeper CPO Robert Murray and centre forward AB Jack Linton.

At the conclusion of regular league play, *Stadacona* was only four points from the first place team.

Softballers Aim At League Title

The HMCS *Stadacona* entry in the Halifax Intermediate Softball League has shown that it will take a back seat to no one.

Sparked by a veteran of many years of softball Cd. Gnr. Doug Babineau, who

is still playing an outstanding game, coached by PO Hal. Halikowski and managed by CPO Dick Malin, the team is in second place in a six-team league and the players feel confident of taking the league title.

Tabloid Sports Meet for Cadets

B1 Cadet class amassed a total of 86 points to win a tabloid sports meet, run off by West Coast Cadet training classes at HMCS *Naden* on July 6. Cadet Captain A. I. Mair received the prize, a large cake, on behalf of his classmates, from Commander G. H. Hayes, the Reserve Training Commander, West Coast. Runners-up were members of F1 class with a total of 78 points.

The meet featured eight events with a time limit on each and was played on the sports field outside the Damage Control School. *Naden* PTIs organized the meet, which was planned by Lieut. (SB) J. M. Pennock, RTE sports officer.

The events and their limits were as follows: 100-yard dash (under 12.2 seconds), astride vault, high jump (over 4.4 feet), long jump (15.5 feet), standing broad jump, and shot put, discus, javelin and softball throws. A high standard of competition was set, with surprisingly good results from the cadets in the various tests.

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 rank, branch and trade group shown opposite his name.

As a result of the recent reorganization of the Engineering Branch (details are given elsewhere in this issue) the former rating of Stoker Mechanic has become Engineering Mechanic, the abbreviation "SM" being replaced by "EM". This has necessitated the change of the Electrical Branch abbreviation "EM" to "LM". The letters "ER" remain as the designation of Engineering Artificers, formerly known as Engine Room Artificers.

Changes in qualifications mean that the letters "NQ" will automatically, for the present, be placed after the listings for Engineering Mechanics of P2 and above.

BALLARD, Raymond E. C2SW3
 BEAUCHEMIN, Jacques A. P1SH4
 BELLAVIE, John H. C2ER4
 BJORNSON, Thorir H. LSMA1
 BLADES, William A. LSCV1
 BLAIR, Henry C2ER4
 BLAIS, Walter J. LSSW1
 BLENKERON, Allan K. LSMA1
 BOTTOMLEY, Thomas E. C2SH4
 BOURBONNIERE, Edward J. C1ER4
 BRANDES, Ole R. LSB2
 BROOKS, Kenneth S. P2CK2
 BROWN, Richard W. LSCK1
 BROWNRIDGE, Warren E. C2ER4
 BRUNEAU, Gaston J. LSMA1
 BURKE, Raymond M. P2PW2
 BUTLER, Wilfred B. P1MA2
 CAMPBELL, Donald P. C2CR3
 CARDER, Allan A. C2ER4
 CARLSON, Clarence V. LSCK1
 CARROLL, Newton H. LSAF1
 CLARKE, Robert M. P2MA2
 COOPER, Laverne M. LSVS1
 CORBEIL, Marcel. P1MA2
 COURT, Frederick J. P2CK2
 COURTNEY, Douglas T. LSSW1
 COWPER, Peter W. P2PW2
 CROXALL, David. P2CK2
 CURSON, Frank W. C2SH4
 CUTHBERT, Arthur. C1NS3
 DALY, Patrick J. LSPW1
 DAVIES, Donald A. LSEM1
 DeBAEREMAKER, Andre F. P1ER4
 DILLON, Edward J. LSB2
 DORKEN, Frederick E. P1SH4
 DROVER, John P. LNS\$1
 DUFFEY, John V. P1SH4
 DUNKERLEY, George W. LSCK1
 DUNN, Russell C. P2CK2
 DUNSMORE, Robert. P1ER4
 EARNSHAW, Ivan W. P1ER4
 EBERLIN, Frederic. LSAW1
 ELDRIDGE, Edmund R. C1ER4
 ELLIOTT, James. C2ER4
 ERICKSON, William E. C2ER4
 FAWNS, William D. P2HA3
 FINLAYSON, Clifford H. LSB2
 FREEMAN, Paul D. LSEM1

GILLATLY, William A. LSCK1
 GILLINGHAM, Gerald J. LSEM1
 GIROUX, Gordon C. LSSW1
 GIROUX, Georges J. LSAR1
 GRANT, Edward T. C1ER4
 GRANT, John C. C2EM3(NQ)
 GRAY, Robert W. LSCK1
 GUEST, Earl O. P2CK2
 GUINARD, Fernand J. C2EM3(NQ)
 HALL, Reginald K. LSAC1
 HAWKEY, Robert C. P1AW2
 HENDERSON, John H. S. P1AT4

HERMAN, James H. C1ER4
 HIGGINS, Arthur. C2CK3
 HINCH, Harold G. P1EM2(NQ)
 HOWARD, John W. P2CK2
 JOLY, Jean-Jacques. P2PW2
 KOEN, James W. LSPW2
 KAISER, William B. C1EM3(NQ)
 LAVOIE, Bertrand M. C2MA3
 LECK, Glen E. P2NS2
 LEE, Clifford M. P1SH4
 LYNCH, Ronald T. P2EM2(NQ)
 LYNN, Hugh A. P1EM2(NQ)

BIRTHS

To Petty officer R. H. Bowack, HMCS *Cornwallis*, and Mrs. Bowack, a son.
 To Leading Seaman Louis Dénomme, HMCS *Portage*, and Mrs. Dénomme, a daughter.
 To Chief Petty Officer Sidney Dobing, HMC *ML 124*, and Mrs. Dobing, a daughter.
 To Able Seaman R. W. Foster, HMCS *Cornwallis*, and Mrs. Foster, a son.
 To Lieutenant Gerald H. Hill, HMCS *Stadacona*, and Mrs. Hill, a son.
 To Lieutenant A. M. Martin, HMCS *Stadacona*, and Mrs. Martin, a son.
 To Petty Officer Joseph Morrow, Albro Lake Radio Station, and Mrs. Morrow, a son.
 To Petty Officer John Page, HMC *Ordnance School*, Esquimaux, and Mrs. Page, a son.
 To Chief Petty Officer Michael T. Semenick, HMCS *Cornwallis*, and Mrs. Semenick, a daughter.
 To Leading Seaman Donald Wallis, HMC *ML 124*, and Mrs. Wallis, a daughter.

WEDDINGS

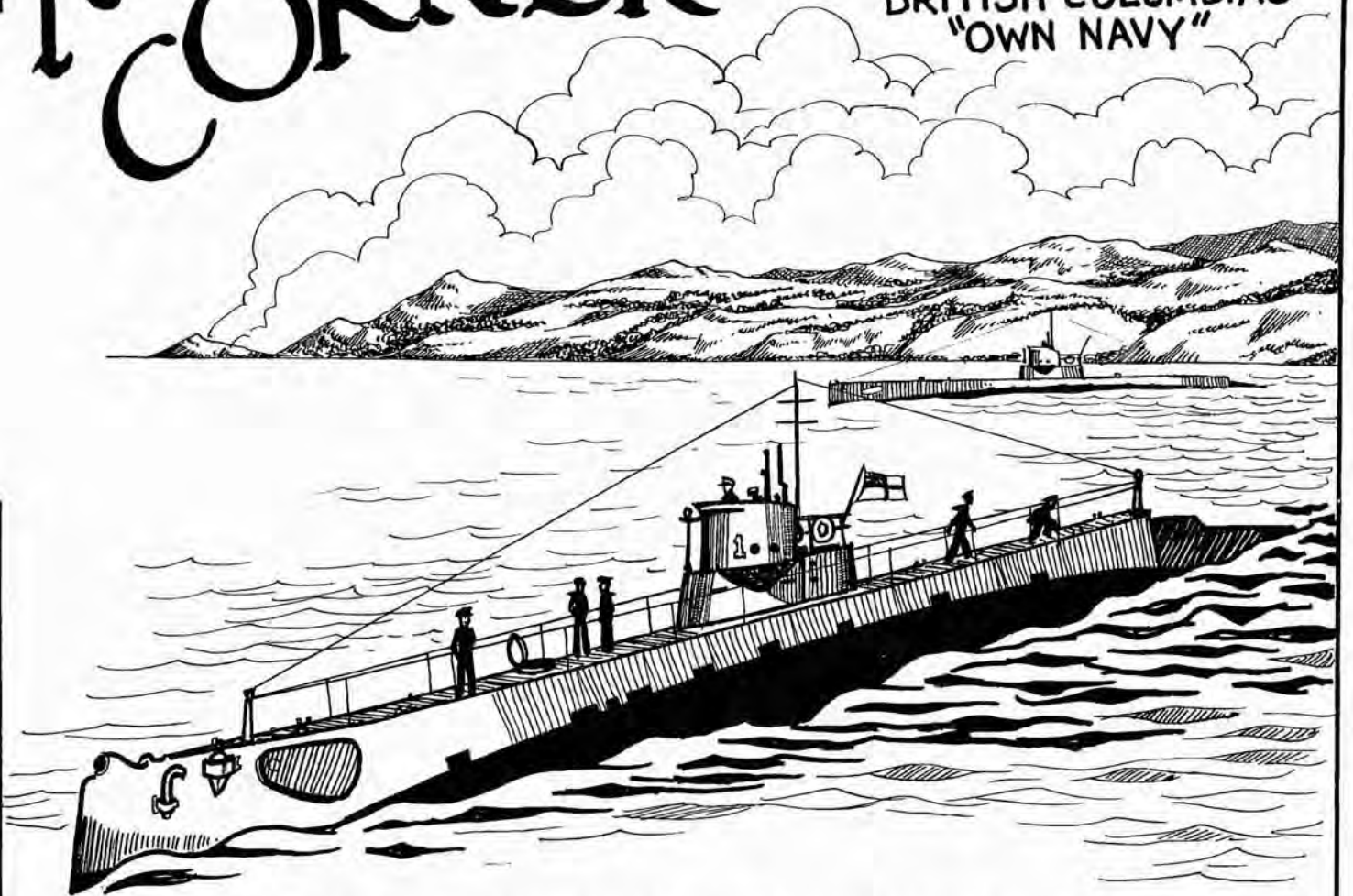
Able Seaman Harold Stanley Anderson, HMCS *Magnificent*, to Miss Beatrice Eileen Stevens, of Burgeo, Nfld.
 Able Seaman Glen Beckstead, HMCS *Portage*, to Miss Ella Cummings, of Montreal, P.Q.
 Able Seaman Eugène Bellier, HMCS *Caribou*, to Miss Gladys Buckle, of Corner Brook, Nfld.
 Petty Officer Leslie Warren Birks, HMCS *Cornwallis*, to Miss Jean Edna Formston, of Chester, England.
 Able Seaman James Brian, HMCS *Shearwater*, to Miss Marion Holstead, of Toronto.
 Lieutenant Derek Oliver Campfield, HMCS *Micmac*, to Sub-Lieutenant (MN) Janet Allison, HMCS *Cornwallis*.
 Able Seaman John M. Crawford, HMCS *Cornwallis*, to Miss Kathleen Kelly, of Toronto.
 Ordinary Seaman Gerald Figuary, HMCS *Cornwallis*, to Miss Gail Couturier, of Ottawa.
 Leading Seaman Reginald Bruce Hewens, HMCS *Shearwater*, to Wren Audrey Marion Beckwith, of White Rock and Vancouver.
 Lieutenant-Commander James H. Johnson, HMCS *Shearwater*, to Miss Christine Margaret Charles, of Hawkesbury, Ont.
 Lieutenant Allan G. Lowe, HMCS *Haida*, to Miss Ruth Lillian Bentley, of Halifax.
 Lieutenant Joseph J. MacBrien, HMCS *Niobe*, to Miss Ann Elizabeth Nicholls, of Toronto.
 Sub-Lieutenant (S) Allison MacLeod, HMCS *Quebec*, to Miss Thérèse Marie Thibault, of Halifax.
 Able Seaman William Stuart Stockman, HMCS *Haida*, to Miss Marjorie Lillian Box, of Westmount, P.Q.
 Petty Officer James Herbert Wilson, HMCS *Haida*, to Miss Joyce Myrtle Woodburn, of Westmount.

McDOWELL, Russel R. C2NS3
 McKAIGUE, Kenneth J. LSCK1
 MANTHA, Léo J. P1ER4
 MARKLE, Arthur E. LSCV1
 MESSERVEY, Gordon F. C2SH4
 MONBOURQUETTE, Wilfred R. C2SH4
 MOORE, Raymond A. C1ER4
 MOTT, Keith C. LSEM1
 MUELLER, Ernest W. R. LSAW2
 MYERS, Joseph F. LSCK1
 NORTON, James A. C2ER4
 OTTENBREIT, Joseph M. P2CK2
 PALMER, Donald L. LSSW1
 PARSONS, Lewis S. C1SH4
 PENTNEY, William. LSEM1
 PILCHER, Stanley E. LSAW1
 PINKERTON, David T. LSCK1
 PLASTOW, John E. C2MA3
 POUPOURT, Gérard E. LSEM1
 QUINN, John H. C1ER4
 RHODES, George W. LSPW1
 RIVEST, Rosaire G. LSCK1
 ROBERTS, Robert G. P1SW2
 ROBERTS, Ronald B. LSEM1
 ROBERTSON, Roy A. P2AA1
 ROBINSON, William E. P2SW2
 ROSE, John W. P1ER4
 ROSS, Clifford A. P1ER4
 RUSHTON, Lloyd W. P2MA2
 SAKOWSKI, Anthony J. LSCK1
 SAVARD, Michel J. LSEM1
 SHEEHY, William R. LNS\$1
 SHEPLAWY, Eugene J. LSCK1
 SIDWELL, Stanley A. P1EM2(NQ)
 SLITER, Calvin A. C1ER4
 SLOPAK, Kenneth L. P2BD3
 SMITH, Arthur J. C2EM3(NQ)
 SPIDELL, Robert R. C2SH4
 STANHOPE, Allen H. C1CK3
 STREETER, Henry C. P1SH4
 SYMONS, Robert W. LSCV1
 TAYLOR, Reginald R. LSSW1
 TILLAPOUGH, Lyle M. P1VS3
 TIPPETT, Arthur S. LSMA1
 VAIL, Douglas D. P1VS2
 VALENTIATE, Roy H. LSAF1
 VANDER-HOEK, Harry. P2EM2(NQ)
 VAN DER MARK, Herman F. P2CK2
 VEINOT, Vernon D. LSCS2
 VERGOUWEN, Peter J. LSCV1
 WADDELL, George S. P2NS2
 WALSH, John H. LSEM1
 WOOD, Charles W. P1VS2
 WRIGHT, John H. P1SH4
 YATES, Raymond W. LSCV1

NAVAL LORE CORNER

NO. 13

BRITISH COLUMBIA'S
"OWN NAVY"



IN WORLD WAR I, THE PREMIER OF BRITISH COLUMBIA, ON BEHALF OF THE PROVINCE, PURCHASED TWO U.S.-MADE SUBMARINES, & PRESENTED THEM TO THE CANADIAN NAVY. THESE BOATS SERVED ON THE WEST COAST, AND WERE REFERRED TO AS "B.C.'s OWN NAVY"...

