

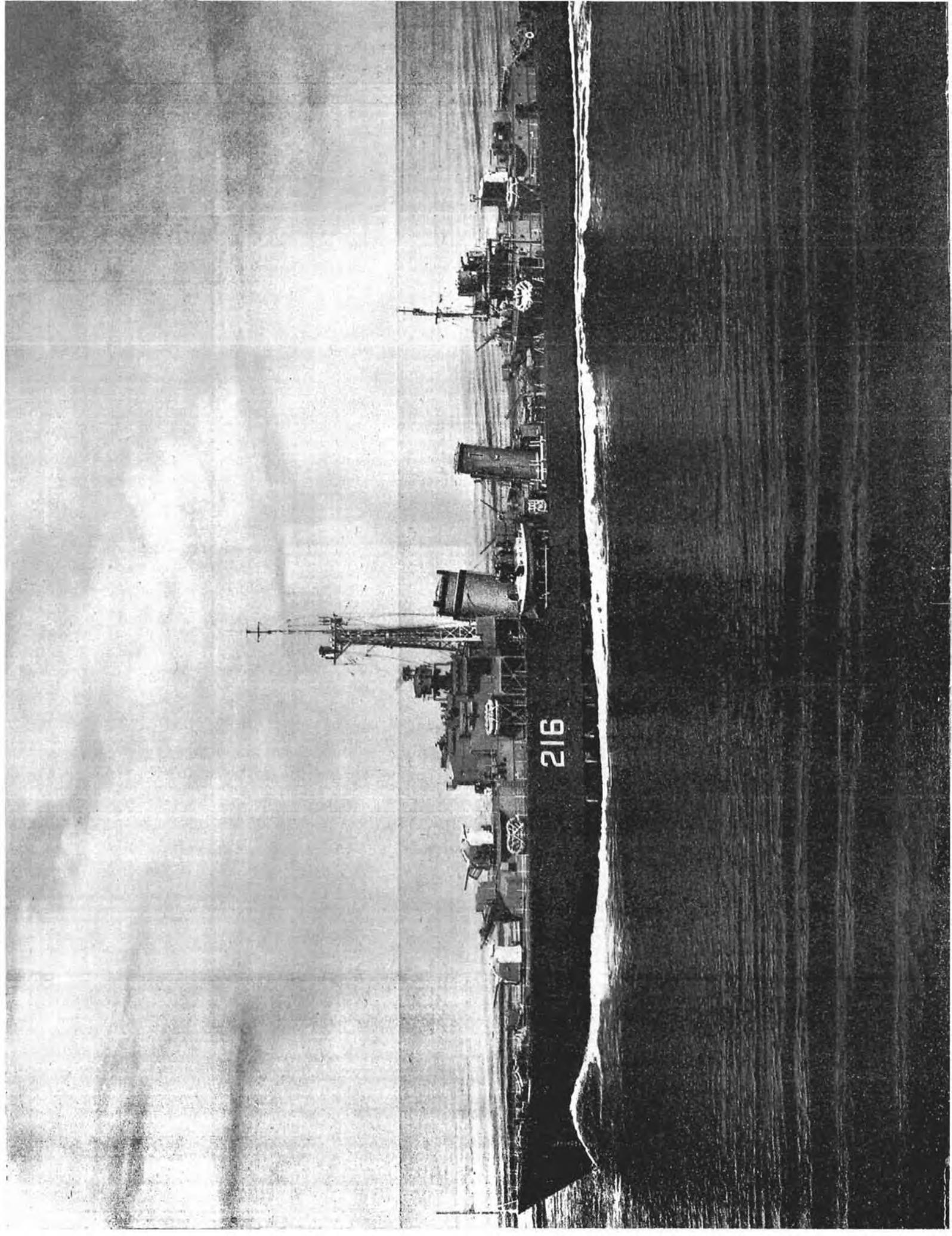
The CROWSNEST

FEB 1951



Vol. 3 No. 4

February, 1951



216

The CROWSNEST

Vol. 3 No. 4

THE ROYAL CANADIAN NAVY'S MAGAZINE

February, 1951

CONTENTS

	Page
RCN News Review	2
The Chinnampo Affair	4
The Man of the Month	7
Half-Yearly Promotions	9
Lower Deck Advancements	10
Where's "Esther?"	11
Afloat and Ashore	12
The Navy Meets "Caddy!"	18
The New Ordnance School	19
Looking Astern	21
How Wrong Can You Be?	23
The Bulletin Board	24
The Navy Plays	26
Prep School Impressions	30

LADY OF THE MONTH

HMCS "HURON," from point of service the veteran of the RCN destroyers now in commission, is on her way from Halifax to the Far East, where she is scheduled to relieve HMCS "Cayuga" in the Korean theatre. First commissioned in July 1943, the "Huron" saw wartime duty off the coast of Norway and on the North Russian convoy route, and distinguished herself in actions in the English Channel. Paid off into reserve after the war, she was later refitted and re-armed preparatory to her being re-commissioned last February. The "Huron" left Halifax January 22 and is due in the Far East early in March. (DNS-3242).

* * *

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

This they may do by sending an order to the Superintendent of Photography (Navy), Defence Headquarters, Ottawa, quoting the negative number of the photograph, giving the size and type required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

Size and finishes available, with prices, follow:

4 x 5 glossy finish only	\$.05
5 x 7 glossy or matte finish15
8 x 10 " " " "30
11 x 14 matte finish only50
14 x 17 " " " "80
16 x 20 " " " "	1.20
20 x 24 " " " "	1.50
30 x 40 " " " "	3.00

SUBSCRIPTION RATE

The "Crowsnest" may be subscribed for at the rate of \$1 for 12 issues.

Persons desirous of receiving their own private copies by mail should send their orders, accompanied by cheque or money order made out to the Receiver General of Canada, to:—

THE KING'S PRINTER,
75 ST. PATRICK STREET,
OTTAWA, ONT.

Cover Photo — Dawn on the West Coast of Korea is the title of this picture showing a United Nations naval force engaged in the ceaseless vigil for enemy movements by sea. The central figure is HMCS "Cayuga," whose commanding officer, Captain J. V. Brock, was in command of this particular force. The photo was taken from HMCS "Athabaskan." (CA-323).

R.C.N. News Review

"Sioux" Coming Home, "Huron" Westward Bound

The change-over of Canadian destroyers serving under United Nations command in the Korean theatre began on January 14, when HMCS "Nootka" arrived at a UN naval base in South Japan to relieve HMCS "Sioux."

The "Sioux" didn't waste any time, but sailed that same day for home. She arrives at Esquimalt February 4, seven months less one day from the date she left there in company with the "Cayuga" and "Athabaskan" for Pearl Harbor and points west.

On the same the day the "Sioux" reaches Esquimalt, another destroyer, the "Huron," will be steaming toward San Pedro, California, her last North American stop before she heads across the Pacific. The "Huron" is due in the Far East early in March, at which time she will relieve the "Cayuga."

The "Athabaskan," last of the three originals to remain in Korean

waters, is scheduled to be replaced in late April by a ship yet to be nominated.

Destroyers Complete Sixth Month Under UN Command

On January 12 the "Cayuga," "Sioux" and "Athabaskan" completed their sixth month under the UN flag. The occasion found them at their base in Japan, in port together for the first time in nearly two months.

It was, in fact, the first time the "Cayuga" had been alongside since November 20. From then until January 9 she had been continuously on patrol on the west coast of Korea, setting what was believed to be a record—50 straight days at sea—for destroyers in the UN fleet. Not far behind was the "Sioux," with 44 days to her credit. The "Athabaskan" broke her spell on patrol at 33 days when she went to port for minor repairs.

A summary of the three destroyers' activities showed that they had steamed a total of more than 105,000 miles since leaving Esquimalt last July, while their days at sea had averaged slightly more than 20 per month.

Mostly their work consisted of long and tedious sessions of patrol and blockade. But there were more eventful moments: The Inchon landings in September . . . bombardments of enemy positions along the west coast . . . landings on islands in enemy-held territory . . . the stormy November voyage to Hong Kong . . . the withdrawals from Chinnampo and Inchon. There was also the matter of mine destruction, the three ships among them disposing of 18.

"Ontario" Making Long Cruise to Antipodes

In late February HMCS "Ontario" will sail from Esquimalt on an extended training cruise to Australia and New Zealand. On the invitation of Prime Minister R. G. Menzies of Australia, the "Ontario" will take part early in April in combined exercises with units of the Royal Australian Navy.

On her way to Australia, the cruiser will call at Pearl Harbor and at two islands in the South Pacific. Following the exercise periods, she will make a series of visits to Australian and New Zealand cities before beginning her return journey to Canada. She is scheduled to arrive back at Esquimalt June 7 from the first peacetime cruise ever made by a Canadian warship to the Antipodes.

January Busy Month for Ships of RCN

For the fleet, January was one of the most active months on record. Destroyers held the spotlight, with the "Nootka" completing her long journey to the Far East, the "Huron" starting hers, the "Sioux" heading homeward, and the "Cayuga" and "Athabaskan" going into port for a well-earned rest before returning to the war zone. A sixth destroyer, the "Micmac," sailed from Halifax in company with the "Huron" and was



Flames from burning oil tanks, supply dumps, warehouses and other installations light the face of Ldg. Sea. James Tyre, of Vancouver, as he stands by his 40mm gun on board HMCS "Cayuga" in the harbor of Chinnampo. (CA-320).



This is what the anchorage at Inchon looked like in mid-December to a party of Canadian sailors from HMCS "Cayuga" who landed on the bomb and shell-scarred island of Wolmi Do in search of Christmas trees. The West Korean port is now in Communist hands. (CA-352).

to go as far as the Canal Zone with her.

There were other busy units. Two West Coast frigates, the "Beacon Hill" and "Antigonish," were away for four weeks on a training cruise to Acapulco, Mexico.

"Well Done"

As HMCS "Sioux" began her homeward voyage from the Far East there arrived on board a message of the kind to make the hearts of her ship's company, and of their fellow-Canadians, swell with pride.

It was from Vice-Admiral Charles T. Joy, USN, Commander of United Nations Naval Forces in the Far East, and said:

"We will miss the gallant 'Sioux' when she departs from the United Nations naval forces that have been so strongly united by the bonds of comradeship and single purpose. The performance of the 'Sioux' in the Far East has shown you are an effective fighting unit and has brought the highest credit to the naval forces of your country. To the captain, officers and men I extend congratulations and a hearty well done.

Vice-Admiral Joy, USN."

In his reply, Cdr. Paul D. Taylor, commanding officer of the "Sioux," said:

"Thank you for your message. It has been our privilege and our pride to serve as a unit of the United Nations naval forces under your command."

On the East Coast, HMCS "Portage" exercised for a week with US Navy minesweepers off Yorktown, Va., then sailed to Havana, Cuba, for a four-day visit before turning homeward.

The Halifax-based frigates, "La Hullose" and "Swansea," went on shorter trips, the former to New York (for the second time in a month) and the latter to Bermuda.

Avengers Going to Sea for Flying Training

Avenger anti-submarine aircraft of the RCN will go to sea in HMCS "Magnificent" early in February for the first time since they were acquired last year from the US government.

Since their arrival in Canada the Avengers have been ashore for modifications to fit them for their specialized anti-submarine duties and for training purposes.

The carrier will sail from Halifax February 5 for some seven weeks of flying training and exercises, mostly in the Bermuda area. HMCS "Crescent" will serve as plane guard for the "Magnificent" and the "Micmac," returning from her trip to the Canal Zone, will join company at Bermuda to take part in the exercises.

Embarked in the "Magnificent" will be the 18th Carrier Air Group, which was recently re-formed to include one squadron of Avengers (826) and one squadron of Sea Fury fighters (883).

Special Leave Approved for Korean Campaigners

By authority of the Chief of the Naval Staff, officers and men serving in the RCN Special Force in Korean waters may be granted 14 days' special leave on return to Canada. This is over and above regular annual leave and may be taken in conjunction with annual leave when personnel can be spared.

In addition, transportation to and from home will be provided at Service expense.



In contrast to the two preceding photographs is this one of a group of children taking part in a Nativity play at "Cornwallis." They are children of naval personnel serving at the establishment and the play, presented in the new Protestant church at "Cornwallis," was the highlight of the Christmas season. With adoring angels on either side are Mary and Joseph, acted by Sue and Mary Lou Ross. (DB-995-2).

The photo is reproduced here because we believe it depicts one of the reasons why Canadian sailors are serving alongside those of other United Nations navies in far-off Korean waters.

The Chinnampo Affair

by A. J. P.

Though It Bred A Few Gray Hairs,
Canadian-Commanded Withdrawal
Was Completely Successful

WITH THE CANADIAN DESTROYERS IN KOREAN WATERS—On the afternoon of Monday, December 4, the Canadian destroyers "Cayuga," "Sioux" and "Athabaskan" were on blockade duty, with other United Nations warships, off the northwest coast of Korea. Ashore, UN land forces were falling back before the mass of Communist armies and the warships' main concern was to prevent any amphibious movement of Red troops southward.

Suddenly there arrived a priority signal diverting the ships to a position further south. They were ordered to proceed to the mouth of the Taedong river, which serves the west coast port of Chinnampo. There they were to stand by to give whatever assistance was required during an emergency withdrawal from the city.

Chinnampo had been a supply centre for the US Eighth Army.

But with the army pulling up its stakes, Chinnampo was of no further use. Rather than transport them over the congested roads to the south, it was decided to evacuate the army's wounded, the supply centre's personnel and loyal Korean civilians by sea.

The attack transports and LST's which were to embark the evacuees entered Chinnampo on the 4th. The warships arrived in the approaches in the late afternoon and began fuelling from an oiler.

Darkness had descended and some ships were still taking on fuel when an emergency signal was received from the commander of the transports. He reported the situation in the city as extremely grave and said destroyers were urgently needed to give gunfire support and protect the withdrawal against enemy attack.

Senior officer of the naval force was Captain Jeffrey V. Brock, of Winnipeg and Vancouver, commanding officer of the "Cayuga" and commander of the Canadian Destroyer Division.

Besides the "Cayuga," the destroyers were HMC Ships "Sioux" and "Athabaskan," HM Australian Ships "Warramunga" and "Bataan," and the USS "Forrest Royal."

Captain Brock immediately called a conference of the destroyer captains and staff officers and plans were made for the passage into Chinnampo.

It was going to be a gamble. Between the warships and the city lay 40 miles of tortuous navigation through a shallow swept channel that was bordered by minefields, shifting mudbanks and treacherous shoals, and in many places was only a quarter of a mile wide.

The scimitar-shaped route was difficult enough by daylight; on a moonless night, with winds and strong tides adding to the hazards, the odds swung heavily against the destroyers. But, in view of the circumstances, there was no hesitation about taking what was, in popular military terms, "a calculated risk."

Led by the "Cayuga," the six destroyers began the trip at midnight. They were not long under way when the "Warramunga" reported she had run aground on a mudbank.

Half an hour later, as the ships probed their way through the pitch black night at ten knots, the "Sioux" nosed into the mud. She backed off, but in doing so fouled an unlighted buoy and got the cable wrapped around one of her screws.

The other four carried on, sweating it out as they negotiated one ticklish spot after another. In the "Cayuga" the navigating officer, Lieut. Andrew Collier, intently watched the radar scan, swiftly plotted fixes on his chart and passed a continuous flow of information from the plot room to Captain Brock on the bridge. Extra lookouts on the bridge and on "B" gun deck peered through the darkness, eyes and senses alert for possible dangers.

When the four ships nosed into the



Military and other installations on the Chinnampo waterfront go up in smoke, while in the foreground a junk loaded with Korean refugees heads away from the Communist-threatened city. UN destroyers under Canadian command covered the withdrawal of more than 8,500 military personnel and civilians from the port, then turned their guns on military targets ashore. (CA-316).

harbor at 4 o'clock in the morning, a sigh of relief went up from all hands. But the job was just beginning. The crews were closed up to their action stations, prepared for enemy activity, but relaxed later on receipt of reports that the Reds were not yet in the area.

However, Pyongyang, less than 30 miles away, had fallen and the enemy could not be far.

In the meantime, the "Sioux" and "Warramunga" had returned to the anchorage in the approaches and reported only slight damage. Both were fit for operational duty and were understandably disappointed at having missed the big show.

In Chinnampo, Captain Brock and officers of his staff boarded the senior ship of the attack transports, then went ashore to meet the army commander and organize the withdrawal operation.

They were told, "We're all set but need naval gunfire to hold off the enemy and destroy equipment and port facilities the 'Comms' might find useful."

After selecting targets for the destroyers' guns, the Canadians returned to the "Cayuga" for a conference of the commanding officers.

Each was given a particular assignment. Targets were allocated the "Cayuga," "Bataan" and "Forrest Royal" and the "Athabaskan" was despatched downstream to establish a defended anchorage for the destroyers. Captain Brock decided that, if the job in Chinnampo was completed at night, he would anchor the destroyers rather than risk a second night passage of the channel.

Throughout the day, landing craft and smaller boats shuttled back and forth between the transports and the shore, ferrying evacuees to the ships. LSTs were loaded to the gunwales with vehicles and equipment. Thousands of Korean civilians lined the beaches, their belongings strapped to their backs. At low tide, some waded knee-deep through mud to board junks.

A US army lieutenant added a note of tension to the scene when he reported on boarding the "Cayuga" that guerilla activity was starting ashore: "There's occasional sniper shooting uptown."

By 5 o'clock all the transports and LSTs had been loaded and sailed out of the harbor. In the former were more than 7,000 wounded, non-essential military personnel and Korean refugees. Hundreds of other Koreans fled in junks, fishing vessels and other small craft, under cover of the warships' guns.

It was time, now, for the destroyers



This dramatic photo shows dense columns of smoke rising from oil tanks, supply dumps and other targets blasted by UN destroyers following the Chinnampo withdrawal. (CA-314).

to go into action. The "Cayuga" took on oil tanks, freight cars and port facilities, the "Bataan" and "Forrest Royal" turned their guns on marshalling yards, ammunition and stores dumps, factories and warehouses.

The "Cayuga" opened up in impressive fashion, hitting an oil tank with her first salvo. It burst into flames. During the next 40 minutes the three ships hurled nearly 800 shells into the city. All salvos fell within the waterfront area where the targets were concentrated. The residential section, set further back among the hills, was untouched.

Many motor fishing vessels and junks that served as the only homes of Korean families were spared. "Although these vessels may prove useful

to the enemy," Captain Brock said later, "the gallantry of their rightful owners, who refused to leave, was sufficient defence to ensure their safety."

Within an hour the waterfront was a mass of flames, and burning oil and wreckage, carried by the river current, were spreading over the harbor.

With all the transports gone and demolition completed, the destroyers steamed out of Chinnampo in semi-darkness and made their way to the defended anchorage. There the "Athabaskan," taking no chances, had shot up gun emplacements overlooking the area.

At daybreak on Wednesday, the 6th, the warships weighed anchored and headed down-river. On their way

ONE FOR THE BOOK

"That's something for the Mariner's Manual," said a US Navy officer.

He was referring to a feat of navigation performed by a UN destroyer force, under Canadian command, during the Chinnampo withdrawal early in December. His sentiments were shared by officers in other ships of the UN fleet operating off the west coast of Korea. In their opinion, the enterprise was a classic of its kind.

Much of the credit for the successful navigation of the treacherous 40-mile passage into Chinnampo went to Lieut. Andrew Collier, of Salmon Arm, B.C., navigating officer of HMCS "Cayuga."

The operation was under the command of Captain J. V. Brock, in the "Cayuga," and his ship led the way, through inky darkness, into Chinnampo.

During the four-hour trip, Lieut. Collier obtained 132 fixes, nearly all by radar, and passed a running stream of information to Captain Brock on the bridge. This information was passed, in turn, to the ships following astern.

Lieut. Collier did not realize until later that he had made so many fixes — an average of better than one every two minutes.

Said Petty Officer Ray Graham, of Regina, one of the members of the plot room team, as he erased the markings and put the chart back in its folio: "It's a shame to do this — this should be put in a glass case and preserved for posterity."

they collected various craft that either had grounded during the night or were still poking through the channel.

Luck was with them. Hardly had the last vessel cleared the estuary when a blinding snowstorm struck, cutting visibility to less than 200 yards. The ships anchored for two hours to sit out the storm.

Then the transports and LSTs shaped course southward under escort. The remainder of the warships formed up and returned to their blockade

and patrol duties.

A cryptic signal from Captain Brock to UN authorities told the story in three words:

"Withdrawal successfully completed."

In reply there came from Vice-Admiral Charles T. Joy, Commander Naval Forces Far East, the following message:

"Expeditious manner in which ships performed assignment in Chinnampo operation just completed deserves highest praise and commendation in



Lieut. Andrew Collier, of Salmon Arm, B.C., navigating officer of the "Cayuga," is shown with the chart on which he marked 132 fixes during the four-hour night passage to Chinnampo. The channel starts near his left elbow and, following a rough semi-circle, ends beyond his right hand. (CA-334).



AB Eric Udle, of St. John's, Nfld., watches a plane from HMS "Theseus" pass overhead as he stands his aircraft lookout watch on board HMCS "Cayuga" in the harbor of Chinnampo. Military stores and installations in the abandoned port city burn in the background. (CA-326).

performance of duty. We are very proud indeed of all hands who took part."

"BLONDES"

Now AB "Mike" O'Malley
Of the "Athabaskan's" crew,
(Or maybe the "Cayuga's"
Or was it, now, the "Sioux?")
Had "signed up for duration"
For Mike was mighty fond
Of sloe-eyed Oriental girls,
Provided — they were blonde.

Mike searched in every harbor,
Combed the docks at every port,
And he saw a heap o' ladies,
But they just weren't Michael's sort.
Yes! At thought of blonde or red-head
The heart of Michael leaps.
(Like that soldier, up at Kobe,
Who thought female Japs were jeeps.)

Mike O'Malley's steeped in mis'ry
Michael hasn't found one yet.
For it's true that in the Orient
Every girl is a brunette.
"Blondes is scarce, out in Korea,"
Said our gloomy friend, O'Malley,
"Hard to find as Ogo-pogo
In the Okanagan Valley."

Herman Lordly

'Athabaskans' Honor Diver

*Destroyermen Cast Votes
For "The Original
'Slinger' Woods"*

HMCS "Athabaskan," one of three RCN destroyers serving under United Nations command in Korean waters, has chosen Petty Officer William (Slinger) Woods, of Victoria, as Man of the Month for February.

"He's the original 'Slinger' Woods in this navy," said one of his messmates. "All the rest are imitations." The 40-year-old Woods was playing a typically vital role in the ship's operations when the selection was made. The hard-hitting "Athabee," as she is known throughout the Korean patrol fleet, was having trouble with the "A" bracket on her screws, and PO Woods, who has been a fully qualified diver since 1934, was making repeated dips into the murky waters of a sheltered anchorage off the northwest coast of Korea, trying to find the reason why the main engines seemed to be misbehaving occasionally.

His careful examinations of the bracket allayed the fears of the ship's commanding officer, Cdr. Robert P. Welland, and the engineer officer, Lieut.-Cdr. (E) Erik Revfem, and saved the "Athabaskan" from having to interrupt her patrol duty with a trip to port.

PO Woods, the destroyer's mess-deck petty officer, has had a varied career that has combined life in the Navy, the Army and a four-year civilian stint during which he worked as a diver and rigger for a drydock company in Victoria and was with the Pacific Coast Fishery Service.

Born in Liverpool, England, in 1910, PO Woods came to Canada with his family in 1919 and settled in Victoria, which he still calls his home. He attended public and high school there and, on his 17th birthday, presented himself at the naval recruiting office. A life at sea was what young Woods wanted.

After his preliminary training, he was drafted to HMCS "Patrician" and served under the late Commodore Ronald I. Agnew (then a Lieutenant-Commander). He later joined the minesweeper "Thiepval," operating

off Canada's west coast.

When the RCN acquired the destroyers "Vancouver" and "Champlain" from the Royal Navy in 1928, Woods, then an AB, was one of the men drafted to England to pick up the newest additions to the fleet. He returned to Canada in the "Vancouver" and served in that ship until 1934, when he was on his way to England once again. "On another pick-up job," as he puts it. This time it was the "Skeena."

"Before we took the Skeena over," he relates, "half the crew was drafted to the 'Nelson' and the other half to the 'Warspite' for a nine-month training period." It was during his time in the "Nelson" that he decided to have a fling at diving, and qualified for his diver's badge.



PETTY OFFICER WILLIAM (SLINGER) WOODS
(CA-339)

"Incidentally," he adds, "we took a training cruise that was pretty much the same as the one the Special Service Squadron made last fall. We went to Norway, Sweden and Denmark. It would have been nice to get back there this time, but here we are in Korea."

Shortly after the "Skeena" arrived in Canada, AB (Seaman Gunner) Woods was drafted to "Naden" for a brief spell, then went back to the "Vancouver." He was still serving in her in 1935 when his "first seven" was up.

"I went outside and worked at diving and rigging for a drydock company in Victoria and then later for the fishery service. My diving training in the Navy paid off in helping me get those jobs."

When the Second World War broke out, "Slinger" Woods decided to have a try at the Army. "Most of my working chums were joining the 1st Battalion Canadian Scottish and I went along." This was in early October of 1939.

He did his initial training in army camps in B.C. and then headed for Camp Debert, in Nova Scotia, in mid-1940.

"I'd like to clear up one point that seems to interest many people," he said with a chuckle. "I wore kilts and I can vouch that the proper uniform for the Scottish does not include underwear shorts."

While at Debert, PO Woods decided he wanted to get back to the sea. So when the army sent him to Halifax on a course, he welcomed the opportunity to visit the naval recruiting office and begin proceedings for his transfer to the Navy.

By August 1941 he had switched his kilts for navy blue and was rated a leading seaman. He requalified as an AA3 and then also requalified as a diver. He served in a diving tender attached to "Stadacona" until early 1943, when he joined the minesweeper "Lockeport" operating off Halifax and St. John's.

In June 1943 he was rated petty



Our Man of the Month, PO William Woods, is helped out of his diving mask following a dip over HMCS "Athabaskan's" stern in an anchorage off the west coast of Korea. PO Woods went below to examine the destroyer's propellers. (CA-325).

officer. He recalls his time in the "Lockeport" as "the usual routine duty, sometimes monotonous." It was—until January 1944, when he figured in one of the most bizarre seamanship feats of the war.

The "Lockeport" was bound for Baltimore, Md., for refit when the condenser broke down, rendering the ship impotent some 400 miles off Chesapeake Bay. The wireless had also given up, leaving her no means of sending for aid.

"We drifted about for a day. Then the Coxswain, an RCNR chap, got the idea of building a sail and really sailing the ship into port. We all got busy sewing 60 or 70 hammocks together into a giant sail. We braced the mainmast with two extra stays and hoisted sail."

To take advantage of all the canvas on board, the boats were also turned out with sails hoisted.

"We clipped along at about five knots, depending on the wind. We had gone about three days when an American patrol blimp spotted us and passed a message back to the US Navy at Chesapeake. A tug came out and towed us in the rest of the way.

"But, you know," he smiled, "the old man didn't like the idea too much.

We had come this far under own power and he wanted to take her all the way into Chesapeake."

In September 1944, PO Woods left the "Lockeport" and took a Torpedo Coxswain's course at "Stadacona." Two months later he was on his way to England to join the frigate "Matane." He later transferred to the frigate "Annan" as Coxswain. "And that's where I was when the war ended."

Next stop was Esquimalt, where he served until joining the "Warrior" in January 1947. He left the carrier in September and returned to the west coast.

PO Woods joined the "Athabaskan" the day before she sailed for the Far East. Like many others in the three ships, he made a pierhead jump when the destroyers were brought up to full war complement.

Throughout his naval career PO Woods has taken an active interest in sports, particularly boxing. In 1932 and '33 he was welterweight champion of the RCN; the next year he moved into the middleweight division and took that title.

PO Woods, his wife and three children — two boys and a girl — make their home in Victoria. — A.J.P.

The Night Before Christmas (Korean Version)

'Twas the night before Christmas
And all through the mess
The middle watch scurried
To get up and dress.

Their gear was all hung
By their hammocks with care
For fear that those commies
Would strike from the air.

While some in pyjamas
And some in their skin
Had crawled in their hammocks
For a few hours "in".

When out on the uppers
There started a flappin'
We hit the deck quickly
To see what had happen'.

We tore through the flats
And out to the break
And what did we see?
Well, for goodness sake!

The night it was black
As the hole of Calcutta
As up to the side came
A strange motor cutter.

Out stepped Saint Nick —
We knew it was he —
In his costume of red
And as fat as could be.

He opened his pack
And there for each gob
Were a four-inch and Bofors
To help cinch the job.

He dished them all out
Then turned with a jerk,
"That's all for this year, lads,
Get on with your work."

"Next year in your homes
You may be once again,
Do a good job out here
And I'll fix you up then."

These last words we heard
As he vanished from sight:
"Merry Christmas to all
And to all a good night."

—Ldg. Sea. M.C.
HMCS "Cayuga"



COMMODORE
H. F. PULLEN,
OBE, RCN

COMMODORE
J. C. HIBBARD,
DSC AND BAR, RCN

CAPTAIN
D. W. PIERS,
DSC, RCN

CAPTAIN
T. G. FULLER,
DSC AND TWO BARS,
RCN(R)

HALF-YEARLY PROMOTIONS

Defence Minister Brooke Claxton on December 30 announced the promotion of 27 senior officers in the Royal Canadian Navy's half-yearly promotions list.

The RCN was represented by 15 officers and the RCN (Reserve) by 12.

The list of promotions follows:

ROYAL CANADIAN NAVY

To be Commodore (2)

Captain Hugh F. Pullen, Commanding Officer, HMCS "Ontario."

Acting Commodore James C. Hibbard, Chief of Naval Personnel, Naval Headquarters.

To be Captain (1)

Commander Desmond W. Piers, Director of Naval Plans and Operations, Naval Headquarters.

To be Captain (S) (2)

Acting Captain (S) Charles J. Dillon, Command Supply Officer of the Pacific Command and Manager of the Supply Department, HMC Dockyard, Esquimalt.

Acting Captain Murray A. Davidson, Director General of Supply and Fleet Accounting, Naval Headquarters.

To be Instructor Captain (1)

Instructor Commander Martin H. Ellis, Director of Naval Training, Naval Headquarters.

To be Captain (SB) (1)

Commander (SB) John B. Roper, Assistant Chief of Naval Technical Services (Works), Naval Headquarters.

To be Commander (5)

Lieut.-Cdr. Edward T. G. Madgwick, Commanding Officer, HMCS "Huron."

Lieut.-Cdr. Geoffrey H. Davidson, Deputy Director of Naval Training, Naval Headquarters.

Lieut.-Cdr. C. R. Parker, Executive Officer, HMCS "Cayuga."

Lieut.-Cdr. Charles P. Nixon, Naval Headquarters, for duty with Chiefs of Staff Secretariat as Naval Member of the Joint Planning Staff.

Lieut.-Cdr. Victor Browne, Deputy Director of Weapons and Tactics, Naval Headquarters.

To be Commander (E) (1)

Lieut.-Cdr. (E) Geoffrey Phillips, Assistant Command Technical Officer and Assistant Command Engineer Officer, Pacific Command.

To be Commander (L) (1)

Lieut.-Cdr. (L) Louis A. Bown, Command Electrical Officer, Pacific Command, and Manager Electrical Engineering, HMC Dockyard, Esquimalt.

To be Ordnance Commander (1)

Ordnance Lieut.-Cdr. John F. Cosgrove, Staff Officer Ordnance on Staff of the Naval Member of the Canadian Joint Staff, Washington.

ROYAL CANADIAN NAVY (RESERVE)

To be Captain (1)

Commander Thomas G. Fuller, Commanding Officer, HMCS "Carleton," Ottawa.



CAPTAIN (S)
C. J. DILLON, RCN

CAPTAIN (S)
M. A. DAVIDSON, RCN

INSTRUCTOR CAPTAIN
M. H. ELLIS, RCN

CAPTAIN (SB)
J. B. ROPER, RCN

SURGEON CAPTAIN
R. K. C. THOMSON,
RCN(R)

LOWER DECK ADVANCEMENTS

To be Surgeon Captain (1)

Surgeon Commander Robert K. C. Thomson, HMCS "Nonsuch," Edmonton.

To be Commander (5)

Lieut.-Cdr. Leonard D. Stupart, HMCS "York," Toronto.

Acting Commander Renault M. S. St. Laurent, HMCS "Montcalm," Quebec.

Lieut.-Cdr. George P. Manning, HMCS "Nonsuch," Edmonton.

Lieut.-Cdr. George A. V. Thomson, HMCS "Malahat," Victoria.

Lieut.-Cdr. Gerald Lancaster, HMCS "Discovery," Vancouver.

To be Surgeon Commander (1)

Surgeon Lieut.-Cdr. Gordon P. Fahrni, HMCS "Chippawa," Winnipeg.

To be Commander (S) (1)

Lieut.-Cdr. (S) Reginald G. Harris, HMCS "Naden," Esquimalt.

To be Chaplain (P) Class IV (1)

Chaplain (P) Class III, Donald M. Sinclair, HMCS "Scotian," Halifax.

To be Acting Commander Whilst Holding Appointment.

Lieut.-Cdr. Edward B. Pearce, HMCS "York," Toronto.

Lieut.-Cdr. George H. Parke, Commanding Officer, HMCS "Star," Hamilton.

Twelve Men Complete Communications Course

Twelve ordinary seamen recently completed a communications qualifying course at the Communications School in HMCS "Stadacona," Halifax. Those in the class were: Ordinary Seamen Clyde Scanlan, Calgary; Stanley Darowski, Leamington, Ont.; Neil MacAskill, Arvida, P.Q.; Alan Mallory, Windsor, Ont.; John Sinclair, Toronto; John Perennec, Port Colborne, Ont.; George Burke, Sydney, N.S.; Keith Hornsberger, Jordon Station, Ont.; Glen Isaacson, Cardston, Alta.; Joseph MacInnis, Cobourg, Ont., and Sydney, N.S.; John Hayes, Fergus, Ont., and Frederick Jaques, Brantford and Toronto, Ont.

Two ABs Qualify as PT Instructors

Able Seamen Robert R. Curtiss, of Tufts Cove, N.S., and Roland J. Carroll, of Ottawa, qualified December 15 as physical training instructors in the Physical and Recreational Training School in Halifax. Their course began on August 28 and covered the playing, officiating and refereeing of all sports, with the emphasis on PT and recreational training.

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

ALLEN, Frederick H. C2VS3
 BAKER, James A. P2ET3
 BENNETT, John E. P2AW2
 BOOT, Norman F. C1AW3
 BOND, Jacques. LSAW1
 BROWN, Robert F. P2CM2
 BRUCE, William D. P1CM3
 BUCK, Reginald C. C1CK3
 BURTON, Richard E. LSAW1
 CARRIER, Ephrem J. P2PW2
 CARVER, Joseph E. G. LSAW2
 CHADWICK, Edward A. LSEM1
 COLEMAN, William J. LSVS1
 COOMBS, Clyde W. P2AW2
 COTTRELL, James T. C1ET4
 CRUMP, Eric A. P2MA2
 CUTHBERT, Arthur. C2NS3
 DAVIDSON, Hjalmar P. P1SW2
 DAVIES, Ralph E. C2CM3



CPO Lloyd Greenwood, of Toronto and Halifax, receives the RCN Long Service and Good Conduct Medal from Cdr. A. B. Fraser-Harris, commanding officer of HMCS "Nootka." The presentation took place at divisions held at Long Beach, Calif., during the destroyer's stop there en route to the Far East. (NK-394).

DIBNAH, Quentin H. C1AW3
 DICKSON, Jack E. LSEM1
 DIXON, Charles E. P1CM2
 DOLIHAN, Roy P. LSNS1
 DUCKWORTH, Roy W. LSEM1
 DUMONT, Leo P. LSNS1
 EDWARDS, Harold G. LSNS1
 FARRELL, Frederick J. LSNS2
 GAYDA, Edward H. P2NS2
 GLASSFORD, Lloyd H. LSCM1
 GLOVER, David E. P2PW2
 GREEN, John D. P2AW2
 GUERARD, Joseph J. LSSWS
 HARVEY, George E. C1AW3
 HOOD, William J. P1TD1
 HOPKINS, William N. P2ET3
 HUGHES, William R. LSKK2
 HURL, Kenneth M. P2NS2
 IFE, Donald A. P1MA2
 JACKSON, Kenneth D. P2LA2
 JONES, David L. G. P2CM2
 KAISER, Ivan G. P2NS2
 KITCHEN, William G. P1CM2
 KNOX, John C. C2ET4
 LAMOUREUX, George H. P2MA2
 LANGLOIS, Real J. P2AL2
 LEVESQUE, Bernard J. P2CK2
 LOVETT, William A. LSAW1
 LOVRIC, Peter P. C1PW3
 MCGILL, John W. P2CK2
 McLAUGHLIN, John T. P1CM2
 McLEOD, Neil A. C1CO3
 MacDONALD, James E. P1LR1
 MacLEOD, Angus M. LSVS1
 MAHDIUK, John. LSEM1
 MANNIX, George H. P1CM2
 MEADMORE, William J. P1CO3
 MOBERLY, Walter G. LSNS1
 MORRIS, Dennis G. C2RA4
 MUIR, James M. P2CM2
 NOON, Leslie A. C1PW3
 OSLAND, Leslie M. LSAW1
 PADDON, Bernard N. LSSWS
 PASSMORE, Russell F. C1AW3
 PIM, James G. LSKK1
 POLLOCK, Richard A. LSEM1
 POULTON, Geoffrey. LSCM1
 RAFTER, John R. C1G13
 RALSTON, Alfred E. P1CK2
 RAYSON, Thomas W. C2PW3
 RHODES, Philip L. LSAW1
 RHODES, Charles H. P2NS2
 RIVINGTON, James R. LSRCS
 ROGERS, Joseph H. P2AW2
 ROOKE, Kenneth L. C1CK3
 SALLIS, Norman E. P1ER4
 SAUDER, Wilton H. LSNS2
 SCOTT, Claude V. C1CV3
 SHEPPARD, Lindsay E. P1CM2
 SHEPPARD, Robert W. LSAW1
 SMITH, Harold G. C1PW3
 SMITH, Lance V. C2MA3
 SOBCZAK, Carl P. P1NS2
 STARKEY, Thomas J. P1AA1
 STEED, Arnold L. C2AW3
 STRAUGHAN, Robert F. LSAW1
 TRELEAVEN, Fred T. LSVS2
 WALKER, Robert E. P1CM2
 WEST, Victor H. LSNS2
 WYNN, Howard A. LSNS2

WHERE'S 'ESTHER'?

UN Destroyer Wardrooms
Battle for Movie
Star's Photo

ON BOARD HMCS "CAYUGA"
— Movie Star Esther Williams may not know it but she is the object of a minor civil war among Allied ships at a UN naval base in south Japan.

The story had its origin in 1942, when the Australian destroyer "Nepal" received a number of photos of movie stars for pin-up purposes. The officers of the "Nepal" were particularly taken with a portrait of Esther Williams and established her as the darling of the wardroom.

The photo was carefully placed in a water-proof, shatter-proof case and exhibited in the wardroom. Shortly after this, the idea came up to have Esther an object of wardroom competition among ships of the Far East fleets.

The idea caught on. The encased Esther was labelled "battle copy" and a set of rules was drawn up on a separate plaque. The rules in brief stated that wardroom officers of any ship in the Far East fleet could, "by stealth or cunning," remove Esther from the wardroom of the holding ship. Esther, the rules went on, must always be exhibited in a conspicuous place.

Since that beginning in 1942 Esther has been the victim of daring raids by Australian, American, British, and now Canadian, officers. The Australian destroyer "Bataan" holds the record with five separate captures of Esther.

The Canadians entered the picture in early November 1950 when Lieut. J. B. (Pop) Fotheringham, of Toronto, one of several "Sioux" officers visiting the "Bataan," slid Esther under his jacket and calmly began walking over the brow.

But disaster struck. Suddenly Esther slipped from beneath his coat and fell with a clatter on the deck. Lieut. Howard Clark, of Stratford, Ont., following right behind, picked up the fallen prize and threw a forward pass to Lieut.-Cdr. Pat Benson, of Winnipeg, who was on the jetty.

He became the object of pursuit by most of the "Bataan's" officers, including their 6-foot-6 First Lieutenant, whose long lopes steadily gained ground despite the pistoning legs of the 5-foot-8 Benson. As he was being overtaken, Lieut.-Cdr. Benson hurled a lateral to Lieut. Neil Norton, who tucked the photo under his arm and raced on board the "Sioux" to safety.



Lieut. J. B. Fotheringham, of HMCS "Sioux," holds a "battle copy" of the photo of Esther Williams which has become a competition prize among wardrooms of ships in the UN fleet. In the background is the plaque which lists the particulars of the competition and the holders of the trophy. The "Sioux" took it from HMAS "Bataan," only to lose it to HMCS "Cayuga." (CA-306).

But there is an epilogue to the story. The "Sioux" warriors held Esther in their wigwam for only one week before the braves of the "Cayuga" tribe came hunting. In the dark of night, 225-pound Lieut. Harry Shergold slipped daintily across from the forecandle of the "Cayuga" to that of the "Sioux" while they were secured at the same buoy at the UN base, and made his way into the

"Sioux's" empty wardroom. He brought Esther on board the "Cayuga" and placed her on the mantle, where she now reposes.

An assist in the raid can be awarded to Cdr. C. R. Parker, executive officer of the "Cayuga," who engaged the "Sioux's" quartermaster in idle conversation while Lieut. Shergold made his way on board unnoticed to gain the prize.

GOOD DEED ON CHRISTMAS EVE

Christmas is a time for good deeds, and a Canadian destroyer acted accordingly. Last Christmas Eve HMCS "Sioux" was operating with the aircraft carrier HMS "Theseus" in the Yellow Sea. The carrier was just getting set to land on a flight of Sea Furys returning from a strike against a Communist-held Korean port when one of the pilots reported he had engine trouble and was going to ditch.

The "Sioux" went up to full speed and headed toward the incoming flight. The Canadians sighted the plane spiral out of formation and splash in the sea about three miles ahead of them.

When they got closer, they saw the green marker dye and, in the middle of it, the pilot happily waving at them. Cdr. Paul D. Taylor, the "Sioux's" commanding officer, brought his ship close to the pilot, Lieut. Douglas Kelly, of London and Dublin, and a heaving line was thrown to him.

Lieut. Kelly was pulled aft to where a scramble net had been rigged, and two men, ABs George Ayotte, Prince Albert, Sask., and Hamish Anderson, Calgary, climbed down and helped him aboard. The rescue action, from the time of sighting to the time of pick-up, had taken only 13 minutes.

Suffering slightly from exposure and shock, Lieut. Kelly was bedded down in the sick bay and given hot drinks, while his wet clothing was turned over to the laundry staff. It was a surprised officer who, a half hour later, got back his garments, all cleaned, pressed and dried. The job had been done in the "Sioux's" spin drier and steam presser.

Later Lieut. Kelly returned to the "Theseus" by jackstay and the ships carried on with their Christmas Eve operations.

Afloat and Ashore

PACIFIC COAST

HMCS "Cedarwood"

A Victoria radio station, a ship of the RCN, a bowling alley and the spirit of Christmas waged a feverish Yuletide battle which in two hours brought in \$32 for a Christmas party for the Children's Solarium in Victoria.

The program director of one of Victoria's radio stations put up a two-pound box of chocolates for auction over the air. Among the many hundreds of listeners was the duty watch of the oceanographic survey vessel, HMCS "Cedarwood," and the management of a local bowling alley. The first bid came from the "Cedarwood" and was topped quickly by the Bowladrome. From then on their calls were sandwiched in among the many other bids coming over the two phones in the control room.

As the bidding got higher, the "Cedarwood" and the Bowladrome

were the only two left in the battle. With a phone to each ear the man in the station control room passed the results to the announcer, who relayed it to listeners:

"\$13 from the Bowladrome."

"\$14 from Cedarwood."

Finally, near midnight, after a \$16 offer from the "Cedarwood," the bidding was cut off.

The sailors said they would pay the \$16 but refused to accept the chocolates and suggested they be given to the Bowladrome if the latter paid up to the last bid. The Bowladrome replied that the navy could keep the chocolates and they would equal the navy bid. "Cedarwood" agreed but refused to accept the box.

The happy ending? The radio station got \$32 for the children's party and it still had the chocolates.

Two nights later the chocolates were auctioned for \$11 but due to the spirit shown by the "Cedarwood" and Bowladrome on the first night

most bidders sent along the amount of their bids anyway. The result was that the Solarium realized more than \$100 on the one box of chocolates.

In the morning, when the remainder of the "Cedarwood's" 32-man crew returned to the ship and discovered what their mates had been up to, they insisted on contributing their share.

HMCS "Athabaskan"

The patrols of last summer, when the rig of the day was shorts and sandals (and even then the heat was oppressive), have certainly become a thing of the past. Now the "Cayugans" wear toques, mittens, sea boots, woollen stockings and, of course, the usual winter coats. At sea, appearances don't matter — almost anything is permissible if it will help keep you warm.

"Alice", the ship's mascot, is being well taken care of this winter. She has moved her place of residence from "X" gun deck to the starboard flats and has been issued with a sweater made out of a sleeve from a seaman's jersey. Apparently the "winter issue" has made a hit with the lady, for she hasn't chewed it into shreds, as is her usual custom. — J.A.B.

TAS Training Centre

The TASTC of HMCS "Naden" saw many changes in staff during November and December.

CPO Duncan A. Wallace accepted conditional advancement and is now at "Stadacona". CPO Eddie Bonsor joined the staff from the "Beacon Hill".

FO John A. Cariou and PO Candide Decandido have relieved PO Edgar Carter in the "Ontario" and CPO Gerald Freeman in the "Antigonish", respectively. The latter two men proceeded with CPO Cecil Buckley at the end of December to "Stadacona" for a TAS Instructor's qualifying course. CPO William Sismey has returned from a "Cornwallis" leadership course.

PO George Hornet relieved CPO Fred A. Jones on board HMCS "Cedarwood" to enable the latter to



More than 1,000 ditty bags, provided by Canadian citizens through private subscription, were assembled by the Navy League of Canada and forwarded to the Canadian destroyers serving under UN command. In the above photo, ditty bags are being distributed on board the "Nootka" during her voyage to the Far East. PO Charles Wood, Fredericton, gets his well-packed bag from Lieut. (L) William Christie, Digby, N.S., while AB Henry Crockett, Saint John, awaits his turn. (NK-420).

Christmas Day Menu In Atlantic Command

Christmas fare served naval personnel in the Atlantic Command was not what one would call scanty.

In the interest of uniformity and to facilitate supply, all ships and establishments in the command followed a Christmas Day menu which was laid down by the Flag Officer Atlantic Coast. This was it:

BREAKFAST

Chilled Half Grapefruit
Assorted Dry Cereals
Grilled Bacon and Fried Eggs
Toast Honey
Milk Coffee

DINNER

Stuffed Celery, Queen Olives
Fruit Cocktail
Consomme
Roast Young Turkey, Cranberry Sauce
Giblet Gravy, Savory Dressing
Potatoes
Buttered Green Peas, Cauliflower,
Cheese Sauce
Christmas Pudding, Brandy Sauce
Apples, Oranges, Grapes, Mixed Nuts
Tea Milk

SUPPER

Iced Tomato Juice
Cold Roast Turkey
and Sliced Virginia Ham
Potato Salad Sweet Pickles
Crisp Lettuce and Quartered Tomatoes
Mayonnaise
Christmas Cake, Almond Icing
Hot Mincemeat Tarts
Tea Coffee Milk

attend the Prep School. Petty Officers Roy Davis, Charlie P. MacQueen and R. Eldridge are at "Stadacona" attending a qualifying course for Torpedo Detector 1st Class.

In spite of all the changes, two qualifying classes are well under way in the school. A TD2's class and a TD3's class completed in January.

HMC Ordnance School

Three of the school's senior instructors are now enjoying pension leave prior to retiring from the service. They are Chief Petty Officers Leslie Cole, Albert Sewell and Harry Leggett. Each has different plans on how he is going to make his first million in civilian life, and to them go their shipmates' best wishes for future success.

CPO Jack Frost, who recently left HMCS "Ontario," is now the senior underwater weapons instructor and, working with CPO Peter Rigg, is busy showing the qualifying class the intricacies of the "deadly Whitehead" and other potent equipment.

Gunnery instruction is in the capable hands of CPO Stewart Mein and CPO Jack Anslow. The classes are

taking great interest in stripping and assembling the various weapons, and are getting expert advice on conditions to be expected in service at sea.

Now that Les ("I heard a good one last night") Cole has gone to pasture, the regulating duties have been taken over by CPO Tom Angus, who is rubbing up on the bosun's call.

Petty Officers Donald Ross, Norman E. Bryon and C. A. E. Drew have just completed a long course in the United States and are just itching to get on with the job.

PO Charles W. Wheatley does everything at the double now, having just completed the 11th leadership course at "Cornwallis". He has so



Backstage at the Shubert Theatre in New York, Chief Petty Officers A. D. Chalmers and Arthur L. Geizer, of HMCS "La Hullose," meet Anne Jeffreys, star of "Kiss Me, Kate," the Cole Porter-Sam and Bella Spewack musical hit. Tickets for the show are hard to come by but 300 were supplied for officers and men from the "La Hullose" and "Swansea," who were in New York for two days early in December. (Photo by Talbot, New York).

many muscles that he carried his own and PO Vernon Little's bags and hammocks when they joined the "Ontario" December 4.

CPO John Pinkney was drafted from "Ontario" into "Naden" on the same date.

ATLANTIC COAST

Mechanical Training Establishment

The Mechanical Training Establishment, whose normal commitment is the training of engine room personnel, reached a milestone in the field of gunnery in November when stokers from the MTE donned belts and gaiters and formed a 48-man guard of

honor for the official visit to "Starlacona" of the Royal Thai Naval Mission.

The Commander's Daily Memorandum of November 28 carried the following remarks: "The MTE is to be congratulated on the smart bearing of the guard of honor for the Royal Thai Naval Mission".

Lieut. (E) L. M. Evans was in charge of the guard, assisted by Petty Officers George Hue and Donald Sutherland.

In assigning the gunnery task to the stokers, the Gunnery School explained that with only one class under way in November it was forced to draw on stokers, electricians and communicators for ceremonial duties.

HMCS "La Hullose"

The "La Hullose" has had a number of interesting assignments of late. In November she sailed to Bermuda to meet the Special Service Squadron and while there enjoyed the hospi-

New Year's Menu In The Yellow Sea

For HMCS "Cayuga," New Year's was just another day of patrol in the Yellow Sea. But the destroyer's imaginative supply staff introduced a bright touch when they laid on a special New Year's menu and distributed it, with their best wishes, in the various messes and the wardroom. In formal tones which promised the great things to come, it said:

"The Supply Officer (Lieut. (S) W. E. Davis) and Supply Staff, PO C. J. Petersen, PO W. S. James, PO E. M. Dauncey, PO J. D. Cragg, PO H. W. Stevenson, Ldg. Sea. F. G. O'Leary, Ldg. Sea. A. W. Orrick, Ldg. Sea. M. Zabrick, AB P. Sowassey, AB G. L. Joynsen, AB R. F. Stewart, AB W. E. Gordon, AB A. J. Watts, AB E. C. Meyers and AB E. L. Canuel... wish the officers and men of H.M.C.S. 'Cayuga' a very happy New Year and present you the following New Year Menu...

BREAKFAST

Grilled Sirloin Steaks Two Fried Eggs
Soya Sauce
Fresh Baked Rolls

DINNER

Cream of Vegetable Soup
Roast Young Turkey Dressing Gravy
Creamed Potatoes Cranberry Sauce
Buttered Cauliflower
Steamed Fruit Pudding
Hard Sauce

Cake Candies

SUPPER

Tangerine Juice
Cold Ham and Turkey, Sliced Tomatoes
Lyonnais Potatoes Cranberry Sauce
Creamed Asparagus Tips
Fruit Salad
Canadian Cream Cheese
Tea Coffee

tality of the Royal Navy. Later she visited New York while taking to sea the navigation direction class of the Junior Officers Technical and Leadership Course for practical training in taking sights.

In New York the U.S. Third Naval District opened its arms of hospitality wide and everyone thoroughly enjoyed the visit.

In mid-December Chaplain (P) Harry Ploughman christened the infant son of Lieut. and Mrs. Peter Chance on board ship with traditional naval ceremony.

Commissioned Officer (SB) Phillip Bourque, RCN(R), of HMCS "Donnacona," Montreal, has joined the ship for naval training and voluntary service after five years on the retired list.

HMCS "Stadacona"

Some 900 children packed the "Stadacona" gymnasium December 22 for what was probably the largest children's Christmas party in Eastern Canada.

The party has been an annual event since 1934 and has snowballed into a mammoth undertaking. In addition to the kiddies, there were some 900 parents in attendance this year and it

Seasonable Serenade Startles "Stadacona"

At "Stadacona," the Christmas Spirit spread even to the parade square.

On Friday, December 15, the "troops" were mustered in impeccable lines. The Commodore stepped off the dais for his inspection. Then, to the astonishment of almost all those present, the hush of the drill shed was broken by chimes softly playing "Silent Night." Soon the entire band swelled into a Christmas medley.

Eyes in the ranks twinkled as Commodore Hope walked around the divisions to the tunes of "Rudolph, the Red-Nosed Reindeer" and "O Little Town of Bethlehem."

Afterwards, Commodore Hope delivered a Christmas message, outlining the reasons for United Nations intervention in Korea and Canada's participation. He had a special word for naval families separated at Christmas and mentioned, also, that the provision of Christmas hampers for 107 married able seamen and ordinary seamen of "Stadacona" was not an act of charity but rather a "token from one shipmate to another." The hampers, each containing the wherewithal to prepare a full Christmas dinner, were subscribed for by personnel serving in the barracks.

took a staff of electricians and stokers numbering close to 100 to look after the guests, young and old.

Santa Claus (CPO John Tizard), the No. 1 man of any Christmas party, doled out more than \$1,500 worth of presents to the children. The youngsters ate heartily but even then there were twenty dozen ice cream cups left over. These were distributed to patients in the RCN hospital. The "Stadacona" ship's fund, which is derived from canteen and mess profits, footed the bill for the party.

This year's affair was organized by the Electrical School, whose members took pride in setting up a large and elaborate number of devices for the entertainment of the children. A link trainer from the school worked overtime in giving air-minded youngsters a simulated aerial voyage. In the swimming pool, a radio-controlled destroyer and submarine staged a mock battle. Electric trains shunted and twisted on many feet of track. Clowns gambolled about.

One ordinary seaman dressed as a policeman "pinched" the Admiral and shut him up in a pirate's cave for "obstructing a line-up of children" in front of the link trainer.

Sailors dressed as cowboys and



Scenes such as these were repeated many times as thousands of children were guests of honor at Christmas parties held by ships, establishments and the naval divisions across Canada. Clockwise, the photos show: (1) Magician Bill Kelly of Edmonton entertaining Lee and Wendy Wells, children of PO and Mrs. Gordon Wells, during the party at "Nonsuch." (2) Carol, Jackie and Joan Pierce, children of CPO John Pierce, of HMCS "Portage," examining the gifts under the tree at "Scotian" during the Halifax Jill Tars Christmas party. (3) At HMCS "Hunter," Santa (PO Jack Mayberry) presents a gift to young Cam Gardiner while his helper, CPO Gordon Sears, looks on and Douglas Charbonneau sits soberly on his knee. (4) This is the pirates' cave at the "Stadacona" party. Pirates (Ord. Sea. Roland Chrzanecki and Douglas Gibbard) give a hand to wide-eyed David Haywood. (5) Roy Kelly goes for a horseback ride at HMCS "Magnificent's" party. Indian chief is CPO Angus Welsh. (Negative numbers of (2), (4) and (5): HS-13169, HS-13245, MAG-2711).

Indians manned toy bucking horses which the children rode with delight. Others found candy "treasure" in the pirates' cave. Throughout the three hour affair the "Stadacona" band and a Hammond organ played carols and children's tunes.

Late in the afternoon, as it came to time to depart, both young and old agreed it was "Stadacona's" best effort ever.

HMCS "Cornwallis"

The close of 1950 found this new entry establishment with roughly double the personnel strength it had at the beginning of the year.

A glance back over the previous 12 months shows the numbers of men under training fluctuated with the uncertainty of the times. Early in the year, the training commitment dropped to one quarter of the original figure, then in the last four months it increased to twice the original capacity.

A total of 172 men successfully completed new entry training in December and departed from "Cornwallis." Graduating divisions were "Algonquin," "Skeena" and "Saguenay." One draft of 64 new entries arrived the first week of December.

Training activities closed down over the Yuletide season for a spot of leave. Christmas dinner was served in deluxe fashion to the 200-odd men who remained on the base. A week before Christmas, the "Cornwallis" Sunday School presented a Nativity play in the new church. Wives of staff members were commended for the costumes they produced for the play as well as for their efforts in decorating the church for Christmas. The band and choir presented a program of Christmas carols for patients in the General hospital at Annapolis on December 20 and later the same evening performed in front of the town hall.

Albro Lake Radio Station

For most of those serving in the Atlantic Command, the festive season meant Christmas or New Year's leave, with a generous helping of Sunday routines or make-and-mends in between.

But at Albro Lake Radio Station the staff was battenning down to weather the storm of Christmas greetings and rush traffic which surged over the air waves.

Over and above the normal flow of traffic — enough to keep station personnel "heads up" all the time — the annual rush gains in momentum and hits the station thunderously about a week before Christmas.



Gone but not forgotten is the band especially formed last August for the Special Service Squadron's cruise to Europe. Consisting of both RCN and RCN(R) personnel, it drew its members from many different points. Quickly welded into a unit by CPO Herbert Jeffery, the band performed in outstanding fashion in its many appearances, on board ship and ashore, throughout the cruise.

The end of the cruise also meant the end of the band, reserve personnel returning to their homes and RCN musicians going back to their regular duties. However, in recognition of their collective efforts, the "Crow'snest" takes pleasure in publishing the above photo, taken on board the "Magnificent" before the squadron's return home. Front row, left to right: Ldg. Sea. Kenneth Nelson, Drumheller, Alta., and Keremos, B.C.; Ord. Sea. Jack Beatty, Saskatoon; Ord. Sea. Mark LaPlante, Beauport, P.Q.; CPO Jeffery, Toronto, bandmaster; AB Barrington Moncur, Calgary; AB Robert Hordern, Saskatoon; Ldg. Sea. Donald H. Cameron, Winnipeg, and AB Kenneth Hardy, Saskatoon. Back row: PO H. L. Coffill, Halifax; Ldg. Sea. Wallace Woodley, Brantford, Ont.; AB T. R. Lett, Edmonton; AB Henry Ladouceur, Ottawa; Ldg. Sea. John Bingman, Woodstock, Ont.; Ord. Sea. Cliff H. Finlayson, North Battleford, Sask.; AB James Gilchrist, Windsor, Ont.; Ord. Sea. E. C. Guilbault, St. Boniface, Man.; Ord. Sea. E. J. Achtzner, Regina; Ord. Sea. John D. Collins, Chilliwack, B.C., and PO Ernest Piffero, Windsor, Ont. (MAG-2637)

Preparations are made weeks in advance. Select operators are chosen to handle the overflow, and it is amazing the way traffic charts soar to unprecedented heights.

Some of the junior hands looked suspicious as they listened to veterans of previous "rushes" state the amount of traffic they had cleared or received in one watch. The vets just smiled when their stories were questioned; they knew the "new boys" would learn what's what all too soon.

All in all, the "rush" is an experience to look forward to, though post-season sighs of relief are hard-earned.

Our hockey team has proven itself no soft touch and deserves lots of credit. Bouquets go to the manager, coach and top goal-getter, Ldg. Sea. Andre Baribeau — B.A.B.

Damage Control School

During the month of December several classes were under instruction at the Damage Control School. Training in damage control, ABC warfare and ships' firefighting was carried out, lectures were given and

films shown to personnel under training, and practical exercises were conducted at the school's various mockups.

Department of Transport merchant shipping officers were given a course in damage control and ships' firefighting. This marked the first time that civilian officers had attended the school. Sixteen officers, including captains, masters, 1st and 2nd mates and students received two days' instruction in damage control and three days' firefighting training.

Thanks to the loan of CPO John Tizard's Santa Claus costume, PO Leslie Coutlee, of the Firefighting School, was able to brighten the Christmas concert, playing the part of St. Nicholas and thrilling the children of MacNab's Island School. A good time was had by all.

CPO Sid Nettleton was recently drafted to the "Wallaceburg" and the return of the "Magnificent" from the European cruise saw PO Frank Casas approaching MacNab's Island by harbor craft to join the Firefighting School. — L.C.

NAVAL DIVISIONS

HMCS "Nonsuch"

(Edmonton)

In mid-December the drill hall was the scene of two Christmas parties for children. The chief and petty officers' and seamen's messes entertained a group of 44 children from the Edmonton Ex-Servicemen's Children's Home. After a round of movies, music, magic and clowning, Santa arrived with gifts for all. CPOs William Mundie, Arnold Parkinson and Ernest Melvin and PO John Ford were in charge of arrangements for this party.

Some 75 children of members of the division were later feted at a similar party and this time Mrs. Parkinson, Mrs. Melvin, Mrs. Ford and Mrs. Mundie entertained the mothers at a tea in the seamen's lounge while their children spent two happy hours on the drill deck.

Musical selections were provided for the parties by Neil McNaughton on his accordian, while Magician Bill Kelley charmed the children with his bag of tricks.

The wardroom of "Nonsuch" was the scene of naval mess dinner on the evening of November 30. This was the first time such an event has been carried out since 1946. Cdr. George Manning was president of the dinner with Sub-Lieut. Harold Jackson acting as vice-president. *E.W.H.*

HMCS "Queen"

(Regina)

The usually austere drill deck sparkled with tinsel, colored lights and a gaily decorated tree for the annual children's party the week before Christmas, when the hall echoed to the sound of carols and

children's happy voices instead of the commands of a gunner's mate.

Films were shown, each youngster received a gift and refreshments were served.

Members of the ship's company held a smoker December 18 following the last reserve drill of the pre-Christmas season. The chief and petty officers' mess, seamen's mess and the wardroom held the usual New Year's open house with a good attendance in each case.

Two social functions were held by the Naval Officers' Association, the first being a cocktail party, the second a pre-Christmas dance. Both were at "Queen" and were well attended. — *C.E.B.*

HMCS "Malahat"

(Victoria)

"Malahat's" training ship, HMCS "Sault Ste Marie", wore a rear-admiral's flag in November when she returned Rear-Admiral W. B. Creery, Flag Officer Pacific Coast, to Esquimalt from Remembrance Day services in Vancouver.

The "Sault" has been kept busy carrying out a program of week-end sea training for "Malahat" reserves. This training includes night navigation and pilotage for watchkeeping officers and for junior officers working for their "WKS".

During the "Sault Ste Marie's" cruise to San Francisco last summer, a start was made on what is hoped will become a documentary film of the RCN(R) afloat. Lieut.-Cdr. John Sturdy, RCN(R), Ret'd, who first distinguished himself in the field of movie making in the wartime production of the film "K-225", teamed with Lieut. (SB) W. J. Herbert and

Lieut. (SB) H. A. Irish in getting this project under way. A preview of the first reels of the film was held on board the "Sault" recently and favorably impressed the audience of officers and men.

"Malahat" and the "Sault. Ste. Marie" combined efforts before Christmas to entertain their families at a children's party in the dockyard Legion hall. — *J.B.B.S.*

HMCS "Hunter"

(Windsor)

More than 300 children of members of the RCN, RCN(R) and Naval Officers' Association were entertained on board before Christmas at the division's annual Christmas party.

The drill hall was gaily decorated for the Yuletide season by the RCN staff under the direction of Lieut.-Cdr. D. Lloyd Davies, staff officer. The boxing ring was transformed into a homey fireside scene and there Santa held forth and presented gifts to all the children in attendance.

Although all hands were invited to bring along children who might not be paid a visit by Santa, there were still gifts left over. These were distributed to youthful patients in Windsor hospitals.

On the drill night before Christmas the chief petty officers were entertained in the wardroom after evening quarters in accordance with a custom carried out in "Hunter."

Prominent citizens, associate members and members of the NOAC attended a New Year's Day reception in "Hunter" and toasts were drunk to His Majesty King George VI and to the President of the United States. — *R.M.P.*

HMCS "Tecumseh"

(Calgary)

Officers and men of "Tecumseh" held Christmas parties for their families in the ship. The petty officers' mess had a gala Christmas tree for the members' wives and children and a week later a similar party was held in the wardroom, with Santa Claus (Captain Reginald Jackson) making his entrance via the fireplace.

New Year's Eve parties were held in the messes and wardroom and on New Year's Day the officers held open house. Many officers of the Army and Air Force, members of the NOAC and prominent citizens called to wish the ship the season's compliments.

The training department was reinforced by the arrival of a radar plot specialist, PO Donald Speed arriving from HMCS "Naden" to take over training of junior RP rates. "Tecum-



More than 200 persons attended the annual chief and petty officers' dance in the drill hall of HMCS "Nonsuch," Edmonton, November 30. Pictured above during an interlude in the dancing are, left to right, CPO A. H. Parkinson and Mrs. Parkinson and CPO V. W. Mundie and Mrs. Mundie. CPOs Parkinson and Mundie and CPO Ernest Melvin were in charge of arrangements for the dance. (Photo courtesy *The Edmonton Journal*).

seh" is specializing in radar plot training and the division is now all set to begin its training program.—*A.W.S.*

HMCS "York" (Toronto)

Some 200 children of "York" personnel will long remember the fun they had shortly before Christmas at the division's annual Christmas Tree children's party. To CPO Wilfred Franklin, who worked so hard to make the party a success, goes a hearty vote of thanks.

Members of the ship's company ushered in 1951 with a New Year's eve party on board.

A turkey shoot was included in the "York's" seasonal activities. Cdr. R. I. Hendy, training commander, won the toothsome gobbler.

A stag for the men's mess January 19 was organized by PO James Fleming and AB Charles Knighton, while the following evening the chief and petty officers' mess entertained members of the RCA sergeants' mess at an "At Home." — *P.N.*

HMCS "Star" (Hamilton)

McMaster University Naval Training Division has been most active of recent months. Under the direction of the seniors, cadets have decorated their gun room and have organized a drum and bugle band which makes up in swing and volume for what it may lack as yet in quality.

Several functions were held in the various messes in honor of Commander S. F. Ross, RCN(R), who retired at the end of November as commanding officer of "Star". — *C.S.J.L.*

HMCS "Chippawa" (Winnipeg)

"Chippawa's" team placed second in a Christmas inter-service turkey shoot, while the division's own ranges were busy over the holiday season with competitors firing at hidden targets for more turkeys in a private ship's shoot.

Highlight of the many Christmas and New Year's social activities was the children's party on December 16. Once again it took the form of a pirate party for children of reservists and naval veterans, as well as 50 under-privileged youngsters. The attractions were similar to those of other years, only bigger and better and with some added features.

They included motor boat rides on "Chippawa's" pool, rides on a comfortably padded breeches buoy, a merry-go-round with colorful horses, fish pond yielding mysterious gifts,

swings and slides, ponies for aspiring Hopalong Cassidys and a miniature railway train which provided not only a train ride but an opportunity for the young guests of honor to play the role of engineer.

All in all, the party was the best ever and received wide notice in Winnipeg, not only in the papers but by means of a half-hour broadcast emceed by Lieut. (P) Bill Walker, RCN(R), of Station CKRC, and by a thorough description from a woman's

HMCS "Donnacona" (Montreal)

For some weeks prior to December 16, anxious eyes watched the reconstruction job in "Donnacona". The burning question was, "Will the drill deck be ready for the children's Christmas party?"

Well, with the help of Providence and the builders, the job was done and the party was an unqualified success.

The division's officers and members of the Ladies' Auxiliary busied them-



When destroyers of the RCN are able to spend as much as 50 consecutive days on patrol, as did HMCS "Cayuga" recently, much of the credit goes to the engine room staffs, on whom depends to a large degree the efficiency of their ships' performance. This photo was taken in No. 3 boiler room of HMCS "Nootka", during her long voyage from Halifax to the Far East. Members of the watch are, left to right, AB William Squire, Port Rowan, Ont.; PO A. J. Smith, North Bay, and PO Hugh Lyon, Hamilton. (*NK-369*).

angle given by Kay O'Neill, local women's commentator, on CBW. The problem now is — what shall be added next year?

The Naval Officers' Association held what must be counted as being its most successful gathering of the year on December 21, while on New Year's Eve ship's company members played hosts to hundreds of their friends who joined them in dancing on the main deck, which started at midnight. — *L.B.McI.*

selves for several weeks lining up Christmas trees, colored lights, swings, see-saws, the now-famous indoor slide and many other amusement items.

As usual, one giant tree dominated the drill deck. The Electrical Department rigged and fitted the tree while balloons, streamers, flags and Christmas decorations were provided by a committee headed by one of the ladies.

The little guests — children of mem-
(Continued on Page 32)

At Last! The Navy Meets 'Caddy'!

(or Vice Versa)

Along with crumpets and tea, "Caddy" is one of Victoria's trademarks. "Caddy", or "Cadbrosaurus", to give him his full name, is a sea monster who makes his home in the deep waters off Victoria and on rare occasions puts in brief, personal appearances for the natives and the tourists.

Until recently, "Caddy" kept well clear of the RCN. He probably remembered all the depth charges the navy fired during the war and gave Esquimalt a wide berth.

Quieter times must have made "Caddy" bolder. He has finally been spotted off Esquimalt, and by a navy man to boot!

A certain naval officer, who wishes to remain nameless, has seen "Caddy" — of that he is convinced.

The Victoria Daily Times first ran the story. The Times and "Caddy" are old friends. It was that newspaper and the managing editor, Archie Wills, who first put him on the front page and made him an international figure ("Caddy," that is, not the naval officer). Their story cannot be improved upon and, with the permission of the Victoria Daily Times, here is their interview with "Lieut.-Cdr. X."

"Caddy" and a commander of the Royal Canadian Navy came face to face Sunday off Esquimalt Harbor.

Neither liked what he saw. "Caddy" blinked one of his big black eyes, snapped his jaws shut and headed at 10 knots in the direction of Albert Head.

The naval officer was so terrified he high-tailed it for shore.

The meeting took place at 3 in the afternoon between Macaulay Point and Brothers Island, about one-third of a mile offshore. The officer was fishing from an open rowboat and his lure was 70 feet out. There was a heavy swell and a stiff breeze. Visibility was excellent.

30 FEET LONG

"Caddy" crossed the stern of the boat, inside the lure. He was 30 feet from head to tail and created a heavy wash. He surfaced about every 35 feet. Each time he lifted his head from the water he opened his mouth wide and showed two rows of large teeth, which had a saw-tooth appearance. Before he dove he snapped his teeth together with a terrifying sound.

The officer said "Caddy's" head was shaped something like that of an ordinary garden snake. It was 18 inches across and two feet in length. The eyes, jet black, were between two and three inches in diameter.

"Caddy's" head, said the officer, sat on a neck about six feet long and where it joined the body there seemed to be shoulders. He propelled himself with large flippers on either side and his enormous tail appeared flat like that of a beaver. It was not the fish type of tail.

BROWN HAIR

"Caddy's" body, said the naval man, had a gradual hump, but in no part was it serrated.

He observed no gills in the head. The head and body were covered with hair, brown in color.

For 25 seconds the officer had a good look at "Caddy".

"I don't mind admitting that I was terrified, especially when he snapped his jaws," said the officer. "If I had had a camera I'm quite sure I wouldn't have been able to use it as I was so fixed by the strange sight. I've been a scoffer at 'Caddy' but never again. I've seen black fish, whales and sea creatures of all sorts but I never saw anything like this before".

The Times has the name of the officer, who is well-known in Victoria, but agreed to withhold it when certain representations were made. The officer took an oath that his story was true.

OFFICERS ELECTED BY EDMONTON NOAC

Eric A. D. McCuaig was elected president of the Edmonton Branch of the Naval Officers' Association of Canada at the annual meeting in the wardroom of HMCS "Nonsuch" in December. He succeeds R. M. Edwards, who was named honorary vice-president.

Others elected to office were: Denny Pearce, vice-president, and George Field, secretary-treasurer. Executive members include S. S. Purvis, H. E. Homan, T. E. Thompson, T. A. Graham and E. P. Shaver.

Mr. Edwards reported on the year's activities and the convention of the national association in Vancouver. The Edmonton branch held its annual pre-Christmas reception December 16 at "Nonsuch."

Destroyers' Daughters

There's going to be a difference of opinion some day in the family of Commissioned Gunner A. A. Butchart, of Halifax.

Cd. Gnr. Butchart's ship is HMCS "Nootka" and shortly before her departure from Halifax for the Far East his five-month-old daughter, Heather Sandra, was christened on board the destroyer by Chaplain (P) Harry Ploughman. When she gets a bit older, Heather Sandra naturally will be a "Nootka" rooter.

But she is likely to get some opposition from her older sister, four-year-old Judith Anne. Judith Anne was christened on board HMCS "Haida" when her father was serving in that ship and, so far as she is concerned, the "Haida" is the Navy's No. 1 destroyer.



The New Ordnance School

Naval Armourers Learn Their Trade In West Coast Establishment

FOR any one with a bent toward the mechanical side of naval weapons, HMC Ordnance School, at Esquimalt, is the place.

There he can delve into the mysteries of the torpedo, mine and depth charge, the squid and hedgehog mountings and projectiles, various types and calibres of guns, and the instruments that control and fire these agents of destruction.

The school, one of the newer departmental organizations in the RCN, has as its main purpose in life the instruction of personnel, specializing in ordnance, in the maintenance of the navy's armament equipment.

The operation of weapons and related instruments is becoming more and more mechanical and these, in turn, are becoming more complex. Though this has reduced the human element, and thus the chances of human error, it has increased to a large degree the need for skilled maintenance.

In recognition of this requirement, HMC Ordnance School was established early this year, in buildings adjacent to the federal government jetty at Esquimalt. In it are combined the former Ordnance Training Centre, at Halifax, and the Ordnance Training Unit, at Esquimalt, neither of which was adequate for the needs of the expanding Ordnance branch.

The school carries out a carefully mapped training program. Where its predecessors shared space with other schools, it has three buildings all its own — one consisting of administrative offices, classrooms, assembly room and administrative stores, another occupied by a gunnery maintenance and ordnance machine shop, and the third devoted to fire control and underwater weapon maintenance.

Theoretical and educational instruction are carried out in the administration building classrooms and assembly hall, the latter serving as an ideal theatre and lecture room for larger groups. Visual and other instructional aids are utilized to a large extent.

In the practical training section, representative types of armament equipment have been assembled, and are supplemented by sectionalized models, display boards illustrating

various spare parts, tools and stripped-down pieces of equipment.

Equipment buildings are divided, with working and stripping spaces along one side, equipment bays in the centre and display model sections on the other side. In each practical section is a small class-assembly space where instructors conduct lectures on the actual "scene of action."

The whole organization is arranged with a view to teaching mechanical maintenance skills by "seeing and doing," as opposed to purely theoretical instruction.

The proximity of the school to the berths of HMCS "Ontario" and other ships provides an easy opportunity for classes to observe and train on installed and operating equipment.

The training curriculum also includes periods in the Naval Armament Depot in the dockyard, the naval magazines at Colwood and the Mechanical Training Establishment in "Naden."

At the NAD, ordnance trainees are shown the wear and tear effect on armament that has been at sea for a long time, then see how it is overhauled and modified in preparation for its return to ships.

At the magazine, they observe methods of handling, storing, testing and repairing ammunition.

In the MTE they receive instruction in machine work, mechanical drafting and other skills.

Armourers are recruited at the petty officer second class level from the Gunnery, Radar Control and Torpedo Anti-Submarine branches, and specialize in the type of weapon maintenance for which their previous experience has made them best suited.

The courses include basic education, mechanical training, damage control as it affects fighting effectiveness, explosives, demolition, and small arms and automatic weapons. After completing these, the armourers carry on in their respective specialties — gunnery, fire control and underwater weapons.

Aside from the training of ordnance personnel, the responsibilities of the school's staff include the routine maintenance of all armament in "Naden," certain armament equipment trials in ships completing refit and, occasionally, installation and maintenance of armament in western naval divisions.



In the Torpedo and Underwater Weapons section of the Ordnance School, Ord. Lieut. Harry G. Holmes, mine disposal and underwater weapons training officer, CPO "Pat" Rigg and CPO "Bert" Sewell, examine one of the layouts of the display and model area. Less than a year old, the school trains ordnance personnel in the maintenance of the Navy's armament equipment by means of a wide variety of instructional devices. (E-12712).



The Navy's new Ordnance School takes advantage of all methods of instruction and training. Checking over a wood and plastic working model of a 20-mm. gun are Ord. Lieut. George Y. Moyes, gunnery maintenance training officer, and CPO Jack Anslow. The model enables instructors to show what happens inside the gun when it is being fired. (E-12717).

Heading the school is Ordnance Cdr. H. M. Walker. Other members of the staff include Ord. Lieut.-Cdr. H. A. Leonard, executive officer and senior instructional officer; Ord. Lieut. H. W. Mayne, stores maintenance and mechanical training officer; Ord. Lieut. H. G. Holmes, mine disposal and underwater weapons; Ord. Lieut. G. Y. Moyes, gunnery maintenance, and Ord. Lieut. R. J. F. Donnithorne, fire control maintenance. Staffs of chief and petty officers handle regulating, instructional, battery and shop duties.

The first class of armourers was enrolled September 5 and on November 6 the first long course for

ordnance officers began lectures. As more facilities are added, the training commitment will be increased.

Those responsible both for the establishment and operation of the school are confident that before long its efforts will result in an even higher standard of performance by the weapons that are the final test of the fleet's fighting efficiency.

'THE LADY'

Many have asked where and how she got her name, where she is from, and what she has done. To give the entire history of the ship is unnecessary at this time, but suffice it to say she was built by Canadian Vickers in Montreal, commissioned on April 10, 1944, under the command of Lieut.-Cdr. John Brock, RCNVR, of Rothesay, N.B., and did her trials in the Kennebecasis River.

She then sailed to Londonderry and, after several uneventful months, shared with HMC Ships "Strathadam" and "Thetford Mines" in the destruction of U-1302 on March 6, 1945. On her return to Canada later that year she went to Saint John for refit and was there when the Japanese surrendered. She sailed to Halifax and paid off into reserve on September 2, 1945. There she spent the next four years.

In the summer of 1949 she was brought out of cold reserve and became depot ship for the Reserve Fleet on the East Coast. On March 1,

1950, she was placed in the hands of the Halifax Shipyards for reconversion and on June 1 commissioned in Halifax under the command of Lieut.-Cdr. T. C. Pullen, of Oakville, Ont. — So much for her history.

As you will remember, it was decided to name the corvettes, frigates and most of the minesweepers built in Canada during the war after towns and cities across the country. For her name they turned to the city of Hull, across the river from Ottawa. The result was "La Hullose," meaning "The Lady from Hull."

Her ship's company is proud of "The Lady" and, following the traditions of the coureurs de bois and the famous rivermen of yore, they chose a French-Canadian folk song, "La Bastrongue," and wrote words for it to suit the ship.

The story of her current commission is a simple one — plenty of training and plenty of sea-time. (When the ship returned from New York in December the Engineer Officer, Lieut. (E) Jim Miller, asked for permission to carry out his 20,000-mile check).

There was the odd diversion — tracking down submarine reports, ferry trips between Saint John and "Cornwallis" and "Exercise Homecoming" — but most of the time the ship has plugged away steadily and faithfully at the job of providing sea training for RCN(R) personnel and occasional RCN classes. — J.O.C.M.

Retirements

Chief Petty Officer Alfred A. Zinck

Rating: C2CO3
 Age: 40
 Address: 322 Morris St., Halifax.
 Joined: June, 1932 as Officers' Cook 3rd class.
 Served In: HMCS "Stadacona", "Saguenay", "Champlain", "Skeena", "Kings", "Avalon", "Peregrine", "Chatham", "Cornwallis", "St. Hyacinthe", "Bytown", "Scotian", "Niobe", "Warrior" and "Magnificent".
 Awards: Long Service and Good Conduct Medal, October 1948.
 Retired: December 13, 1950.

Chief Petty Officer Frederick V. Coldham

Rating: C2G13.
 Age: 40
 Address: Calgary, Alberta.
 Joined: May 1930 as an Ordinary Seaman.
 Served In: HMS "Excellent", "Ferret"; HMCS "Stadacona", "Champlain", "Saguenay", "St. Laurent", "Skeena", "Restigouche", "Assiniboine", "Cornwallis", "Bytown", "Niobe", "Peregrine", "Tecumseh", "Naden", and "Queen".
 Awards: Long Service and Good Conduct Medal, May 1945.
 Retired: January 3, 1951.



CPO Leslie Cole, until recently an instructor in the Ordnance School, uses an epidiastroscope (fancy name for a slide projector) during a classroom lecture. (E-12716).

LOOKING ASTERN



ESQUIMALT: A PORT WITH A PAST

THE port of Esquimalt, the Royal Canadian Navy's principal West Coast base and site of its Pacific Command Headquarters, has a history of Spanish, British and Indian influences. The mixture is evident today in the street and place names of the town and its mother-city, Victoria.

The first European known to have "discovered" Esquimalt was a Spanish naval officer, Sub-Lieut. Manuel Quimper. He entered the harbor on June 30, 1790, and named it Puerto de Cordova, after the Viceroy of Spain's Mexican possessions. However, after the Spaniards bestowed a few names on the harbor and some of the surrounding landmarks, they lost interest. It remained for the British, almost 60 years later, to appreciate and exploit Esquimalt's natural possibilities.

In 1848, HMS "Constance" was the first of His Majesty's men-o'-war to drop anchor in the harbor. Shortly after this visit, the first survey was started by Lieut. James Wood, of HM Survey Vessel "Pandora," assisted by Mr. R. M. Inskip, naval instructor in HMS "Fisgard."

The officers of the various ships which sailed out of the harbor in its early days established for themselves and their vessels a place in history by giving their names to islands, bays, coves and landmarks discovered on cruises of exploration. Streets in Victoria and Esquimalt preserve other names for posterity.

Victoria has Constance Cove, Pandora Avenue and Fisgard Street. Duntze Head is named after Captain J. A. Duntze of HMS "Fisgard." Rodd Hill and Rodd Point bear the name of Lieut. J. R. Rodd, Cole Island that of Master E. P. Cole and Lang Cove that of E. W. Lang.

"Esquimalt" itself, however, is the original Indian name, meaning "gradually shoaling waters." It was adopted by the British in deference to the original inhabitants and in preference to the Spanish name.

In 1854, Esquimalt had a brief flurry of excitement when units of the

British fleet arrived with large numbers of wounded. The ships had been engaged in offensive operations with the French fleet against Russia and had brought their wounded to Esquimalt for medical attention. Unfortunately, the young naval base had no facilities and the ships sailed on to San Francisco, where they landed their casualties.

After this incident, Rear-Admiral Bruce, commanding the Pacific Sta-

tion, with headquarters in Valparaiso, wrote to Governor Douglas in Victoria requesting that some temporary hospital facilities be provided to take care of casualties expected to result from operations planned against Russia in 1855.

The governor immediately went into action. Lacking any suitable building, he had the Hudson's Bay Company erect three wooden structures, at a cost of \$4,000, on seven



Six ledgers of handwritten letters to the Admiralty covering almost a century of history of the Royal Navy on Vancouver Island, the west coast generally, and Esquimalt and Victoria in particular, were recently shipped to Naval Headquarters in Ottawa from the Pacific Command.

Reposing for years in an obscure corner of the Administration Building in the dockyard at Esquimalt, the ledgers contain letters from high naval officials, commanding officers of famous Royal Navy ships and other correspondence. There is a letter stating that a "Cooper" had been signed-on, and appended to it is his original contract, setting out the terms and wages. Another letter, written in the swirling hand of a century ago, indicated to the Admiralty that no machine was available in the area for "venting" the guns and consequently the "ball shot" were not accurately finding their marks. It suggested that a "venting machine" be sent at the earliest opportunity.

In the photo above, Lieut. W. Hibbert, Naval Distributing Authority, and CPO Al Haley, look over some of the ledgers prior to their shipment to Ottawa. (E-12768).

acres of Duntze Head property.

As it developed, the Russians evacuated Petropaulski, where the British and French offensive was to be launched, and the hospital was not needed. However, the buildings were there and the bill was forwarded to Admiral Bruce. He was stunned by the cost and doubted whether the Admiralty would foot the bill. It was not until 1857 that a settlement was reached and the buildings were finally taken over by Captain J. C. Prevost, of HMS "Satellite," on behalf of the Admiralty.

Later that year, Governor Douglas wrote to the Secretary of State, in London, recommending that Esquimalt be made a general naval depot. The Admiralty was not too impressed with the scheme at that time, but reserved an additional 17 acres of land at the site. Finally, on June 29, 1865, Esquimalt officially became a shore establishment of the Royal Navy.

In 1886, construction began on a 480-foot graving dock costing \$1,175,000. The dock is still functioning and has accommodated most of the destroyers that have served in the Pacific Command.

While the job was progressing, the excavations were hauled away and dumped between Thetis Island and the mainland, with the result that Thetis became an island no more, but simply an extension of the land. The dock's first customer was HMS "Cormorant," in 1887.

At about this same time a number of workshops, storehouses and other buildings were erected, followed by the official residence and, in 1890, by a prison. Many of the original buildings can still be found in the dockyard and in HMCS "Naden."

The first repair job was done in the dockyard in 1890. From then on the yard functioned constantly as one of the Royal Navy's far-flung repair and maintenance bases.

In 1910, six months after the official birth of the Naval Service of Canada, the Admiralty turned over all the naval property to the Dominion government. Since that time the story of Esquimalt has paralleled the fortunes of the Royal Canadian Navy.

HONORED BY SHIPMATES

Ldg. Sea. T. V. Torpy, storesman at HMCS "Nonsuch" for the past two years, was entertained by his shipmates of the Edmonton division prior to his recent departure for "Stadacona." On behalf of his messmates, Ldg. Sea. R. C. Thomas presented a combination cigarette case and lighter to Ldg. Sea. Torpy.

Page twenty-two

MAGDALENA MARDI GRAS

The Royal Canadian Navy and spacious Magdalena Bay, on the west coast of Mexico, are acquaintances of long standing. For a good many years ships of the Pacific Command have been calling in at the bay during peacetime spring training cruises to carry out exercises and evolutions, paint ship and generally work up to operational trim.

Twenty years ago this month HMCS "Vancouver," under the command of Lieut.-Cdr. F. G. Hart (now Captain, RCN, Ret'd), was in Magdalena Bay. The destroyer carried out the usual drills and practices — and, in addition, staged a concert party that evidently was worthy of memory.

In any case, a copy of the concert program has been forwarded to The "Crownsnest." It lists 23 numbers presented by the "Lagolinians," a group of assorted minstrels, troubadours, musicians, hoofers and monologists. All these talented gentlemen, came, of course, from the ship's company: there were no imports.

The program was sent in by CPO R. A. (Doc) Myles, who was an ordinary seaman in the "Vancouver" 20 years ago and now is serving in HMCS "Discovery," Vancouver. (CPO Myles was honored as Man of

the Month in the July 1950 "Crownsnest").

CPO Myles reckons that there are only 10 members of the "Vancouver's" 1931 ship's company still in the RCN. Of those who appeared on the program, only three are still serving.

There was a banjo player named Mainguy — then a lieutenant-commander and the destroyer's first lieutenant, now better known as Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast. He still plunks out tunes on the old banjo and on the return voyage from the European cruise last fall took part, on request, in a concert party in the "Magnificent." (See "Crownsnest," January 1951).

Ordinary Seaman Harold Shergold was another artist. He did a monologue entitled, simply, "Hunting." Now a lieutenant (G), Shergold is serving in HMCS "Cayuga" and is divisional gunnery officer for the Canadian destroyers serving in Korean waters.

There were two violinists in the "Vancouver." One was Shipwright H. E. N. Ockenden, now a constructor lieutenant enjoying retirement leave. The other was Telegraphist Douglas Carroll, who recently retired from the RCN in the rank of lieutenant (L).



Landing on a carrier is an exacting job at the best of times but a pitching deck in rough seas makes the job just that much more difficult. Here a Firefly has landed successfully after exercising off Londonderry during the European Cruise. The weather was closed in and the deck was far from steady, but as the pilot would say, all's well that ends well. (MAG-2088).

HOW WRONG CAN YOU BE?

by C. J. B.

WE all have a weakness for making a stab at answering examination questions that stump us. Maybe it's that gambling spirit coming to the fore — just that chance that we might be right.

However, there are other pitfalls in examinations, such as: Rushing to finish without reading the paper over to find pen slips; failure to take time to stop and really think out the answer; or even carelessly reading the question. — Alas, the schoolboy howler!

Below I have listed a few of the answers found in examination papers written by a large group of young gentlemen receiving their first taste



of the Navy. I am not going to name them or provide any other key to their identity.

For those who are not too well up in the subject concerned, I suggest they just skip lightly over the more difficult questions. However, I would like to warn any of you who find some of the howlers worth howling over that you yourselves might have given the same answers.

All answers, incidentally, are authentic, verbatim reprints from examination papers.

Q. — What does the letter (U) mean beside a lighthouse?

A. — (1) *Unwashed.*

A. — (2) *(U) is an indication of land conditions above sea level i.e. when tide rises to height (U) the land there will be completely soaked.*

Q. — What is a Mercator's Chart?

A. — *A Mercator's Chart is a white square of heavy paper printed with black ink.*

Q. — What is a Gnomonic Chart?

A. — *On a Gnomonic Chart you can use a rhumb line without fear of ending up at the North Pole.*

Q. — What does occulting mean?

A. — *Occulting means a steady light with a period of darkness not complete.*

Q. — What do the following chart symbols mean?

SYMBOL	ANSWER
F.R.	"Free running"
	"Fahrenheit reading"
m.g.	"Motor generator"
	"Positive terminal"
Chy.	"Churchyard"
	"Call sign of a radio station"
→	"Direction ship is heading"

PILOTAGE

Q. — What is a transit?

A. — *A transit is a straight line with two arrows on the end.*

Q. — What is deviation?

A. — *Deviation is pull on the compass needle caused by the magnitude of the ship.*

Q. — What action would you take if you sight both steaming lights of a ship dead ahead?

A. — *If I saw a ship dead ahead, far, I would alter course. If near, abandon ship.*

The "Little Mo" "

HMCS "Athabaskan" carries a new nickname. Ever since she left Esquimalt in July she was known among the Canadian tars as the "Athabee," but a tour of duty in late October brought her a newer title: Now she is the "Little Mo."

The name came following a 23-day stint of sea time with units of the American Seventh Fleet off the east coast of Korea. During this time the "Athabaskan" operated for some time with the USN's 45,000-ton battleship, the "Missouri," popularly known as the "Mighty Mo." On the "Athabaskan's" return to harbor and subsequent duty with the other two Canadian destroyers, the "Cayuga" and "Sioux," on the west coast of Korea, her crew members spoke haughtily of their duties with the "Mighty Mo." Their comrades in the "Cayuga" and "Sioux" wasted no time in pinning the "Little Mo" tag on the "Athabaskan."

Q. — What is a Current?

A. — (1) *Current is caused by the curve in the earth's surface.*

A. — (2) *Current is bodily movement of water e.g. water fall.*

MISCELLANEOUS

Q. — What is a Light List?

A. — *A light list is when the ship heels over just a little.*

Q. — What is the Notice to Mariners?

A. — (1) *Notice to Mariners is a periodical insult from the Admiralty.*

A. — (2) *Notices to Mariners consist of all changes in weather, tides, winds, etc.*

Q. — How is the weather recorded in the Ship's Log?

A. — *The weather is recorded in the Log by means of a chart symbol.*



Q. — What is the Man Aloft Board?

A. — (1) *Rating asks OOW for permission to go aloft and OOW lowers boat.*

A. — (2) *If a man requests to go aloft, the OOW must first hold an Aloft Board to discuss with the officers if it can be done.*

A. — (3) *OOW notes on Man Aloft Board the number of ratings aloft.*

A. — (4) *Radios are switched off when a man goes aloft, to prevent radio errors.*

Author's Note: — I wish to thank those concerned for making this article possible. — C.J.B.

Editor's Note: — We were tempted to ask the author to provide the correct answers in six minutes 30 seconds flat but feared for the results.

The Bulletin Board

Three-Year Appointments for RCN(R) Officers

Naval Headquarters announced in December that there were vacancies in all branches of the RCN for officers of the RCN (Reserve) to serve on three-year short service appointments, retaining their Reserve seniority.

Officers so entered will receive the \$250 outfit allowance as prescribed for officers entering the RCN and will qualify for certain other benefits as laid down in KRCN 68.54. These include the payment on completion of appointment of the total amount of pension deductions made during the appointment period, plus a gratuity of one month's pay and allowances for each completed year of service.

Appointments may be extended at the discretion of the Chief of the Naval Staff, with the consent of the officer concerned.

To qualify for a three-year appointment an officer must be:

(a) Of branch or lieutenant's rank or above in the RCN(R). An officer of the rank of sub-lieutenant or

acting sub-lieutenant now serving on special naval duty will also be eligible;

(b) Physically fit for the RCN;
(c) With regard to his qualifications and the requirements of the service, suitable for specific three-year employment.

The age limits of rank as prescribed in KRCN do not apply to officers entering in short service appointments.

Interested officers of the RCN(R) Active or Retired Lists should make application through their commanding officers together with the necessary medical documents.

Special Force Personnel Qualify for Benefits

Effective July 5, 1950, an element of the RCN designated as the RCN Special Force has been established in order that certain benefits may be enjoyed by naval personnel who are directly engaged in operations with the United Nations forces.

The benefits apply mainly to RCN(R) personnel who serve with the RCN Special Force. They include

re-instatement rights in civil employment, coverage by the death or disability insurance provisions of the Pension Act (not to be confused with the Defence Services Pensions Act), counting of time by personnel who came under the provisions of the Civil Service Superannuation Act before getting leave of absence to serve in the Special Forces, and unemployment insurance benefits after discharge from the Special Forces.

The unemployment insurance benefit will also apply in the case of regular force personnel who are released from the RCN because of disabilities arising from service in the Special Force.

A further benefit which applies equally to RCN and RCN(R) personnel on special naval duty is that the age restriction for payment of marriage allowance is waived in the case of personnel married before or during their service with the Special Force.

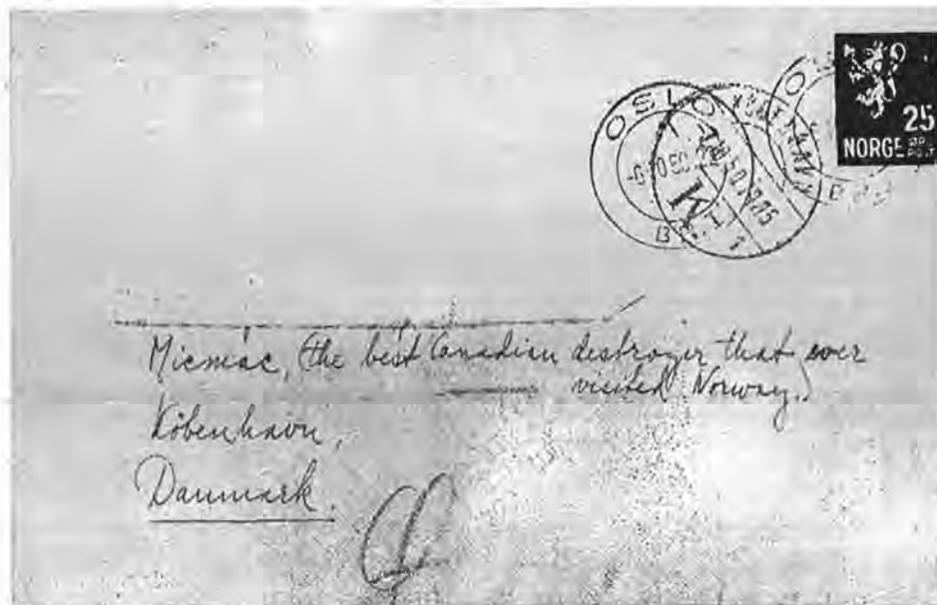
The RCN Special Force includes from July 5, 1950, all officers and men of the "Cayuga," "Sioux" and "Athabaskan;" from November 25, 1950, all officers and men of HMCS "Nootka," and from January 22, 1951, all officers and men of HMCS "Huron." Ships' companies of other ships, or individual officers and men, may be considered at the direction of the Minister or of the Chief of the Naval Staff to have served from time to time in the RCN Special Force.

Complete details of the composition of the RCN Special Force and of the benefits accruing to it are being promulgated by Naval General Order.

Amalgamation of Cook (S) and Cook (O) Branches

The Cook (S) and Cook (O) branches have been amalgamated. The new branch is known as the Cook branch and all men in this branch are classified as Cooks (abbreviation CK). This amalgamation entails no change in rank or seniority.

Cook (S) and Cook (O) advancement rosters have also been amalga-



This was the way a letter sent to HMCS "Micmac" from Oslo was addressed. A photo of it was forwarded to The "Crow'snest" with this comment: "Not our opinion only! (For security reasons the name of the sender has been preserved for the archives".)

mated and individuals will retain the same number of points that they previously held.

Ocean Passage Gratuity Grants to Dependents

Dependents of navy personnel, when authorized to travel at public expense, are entitled to reimbursement for actual and reasonable expenses in respect to gratuities to stewards during periods of ocean passage.

Reimbursement of each dependent of an officer or chief petty officer first class is not to exceed \$15 if the dependent is 16 years of age or over, \$7.50 if under 16 years of age. Reimbursement of each dependent of a chief petty officer second class or junior ranks is not to exceed \$10 if the dependent is 16 years of age or over, \$5 if under 16 years of age.

SHIPS' BADGE DISPLAY PRESENTED TO MCGILL BY AJAX HOSPITALITY

Memories of the famous Ajax Hospitality club in Halifax were renewed recently when the chairman and founder, Mrs. C. Stuart McEuen, presented a collection of Royal Navy and Royal Canadian Navy ships' badges to McGill University.

Known as the Ajax Hospitality Memorial Collection, the badges are to be hung in the General Sir Arthur Currie Memorial Auditorium at McGill on completion of the building.

The Ajax Club was one of the first private establishments founded for naval men in Halifax during the Second World War. Many RN and RCN men enjoyed its quiet home-like hospitality when money was scarce and there seemed little to do in the vastly overcrowded city.

When word reached Naval Headquarters that Mrs. McEuen was presenting the collection, it was suggested that the Canadian portion should be completed. Accordingly, an additional 20 badges were forwarded to Mrs. McEuen, who included them in her donation to the university.

In a letter to the Chief of the Naval Staff, Mrs. McEuen expressed her appreciation for the donation and added: "I would like to take this opportunity of thanking the Royal Canadian Navy for the interest they have always shown in the work of Ajax Hospitality, and for the im-



Shown above are members of the 12th Chief and Petty Officers' Leadership Course to be held in "Cornwallis." Front row, left to right: PO M. G. Meredith, CPO A. R. Brunet, PO A. G. Lacey, CPO A. P. Howard (Instructor), Cd. Cnr. A. Gray (Course Officer), PO D. B. Rogers, PO R. E. Ballard, PO J. M. Dillon. Centre row: POs R. D. Speed, W. J. Lawrence, W. A. Chatham, W. J. Meadmore, J. A. Thompson, W. A. Lowe, D. D. Vail. Rear row: PO W. V. Adie, CPO G. A. Cummings, PO W. Pinkos, PO B. J. A. Bonneau, PO S. R. Miller. On course but missing from the photograph were CPO J. F. Dykes and PO J. Waller. (DB — 979-1)



Through an oversight, the photo of the eighth Chief and Petty Officers' Leadership Course missed its turn in The "Crowsnest." This matter has been rectified by the publication of the above picture.

Front row, left to right: CPO E. W. Clarke, CPO L. M. Ford, PO A. E. Bouchard, Lieut.-Cdr. J. C. O'Brien, officer-in-charge; Cd. Bosn. H. J. Andrews, instructor; PO G. A. Jensen, PO C. R. Sabeau and PO D. Atkinson.

Second row: PO R. Johnson, PO K. Calderbank, PO R. Cane, PO H. S. Eaton, PO P. Moskven, PO C. H. Walker, PO R. French, PO R. W. Mackay, PO C. L. Teepell, PO W. A. Keane, PO D. A. Cameron and CPO C. Hancock.

Third row: CPO R. Wildsmith, CPO J. K. Johnston, CPO R. J. Smith, CPO J. F. Ferguson, PO J. McIntyre, CPO R. E. Lower, PO W. E. Whiting, PO A. Prosser and PO L. E. Boutilier. (DB-912-2).

measurable support which they gave me during the war years.

"If in the future I can render service to the Royal Canadian Navy it will not only be a pleasure but a great privilege."

In his reply, Vice-Admiral Grant described the Ajax Hospitality Memorial Collection as "a fitting tribute

and reminder of the magnificent support given by the Ajax Club to the men of the Royal and Royal Canadian Navies who . . . fought the all-important Battle of the Atlantic."

On behalf of the RCN, Admiral Grant thanked Mrs. McEuen personally for her "untiring efforts on behalf of the sailors."



The Navy Plays



"Athabaskans" Unofficial Softball Champions

ON BOARD HMCS "ATHABASKAN"—The softball season ended four months ago for most Canadians but the members of this destroyer's team have just packed away their equipment. And with it went a record that earned for the "Athabaskan" the unofficial title of champion of the UN destroyer fleet.

Operational duty prevented any regular schedule but in exhibition games played against Canadian and American destroyers the "Athabaskans" copped nine out of ten tilts. Their one loss came at the hands of fellow-Canadians from HMCS "Sioux." But the "Athabaskans" more than made up for that defeat by whipping the "Sioux" in three other games. The "Cayuga," senior ship

of the Canadian division, fell victim twice to the powerful "Athabaskan" squad. Four USN destroyers fared no better in single games.

During the ship's visit to Hong Kong, the "Athabaskans" took on the Hong Kong All-Stars, a smooth-working nine which had bested the Canadian destroyer "Crescent" 4-3 in a 13-inning thriller two years ago. But the "Athabaskans" found them no riddle, winning 7-3 in a regular nine-inning game.

The victory was a sweet one for PO Ernie Tuttle, of Victoria, ace hurler of the "Athabaskan" team. He was serving in the "Crescent" and was on the mound during the extra-inning contest with the All-Stars in 1948.

Manager of the "Athabaskan" team is PO Dick Evans, of Edmonton.

Unbeaten Navy Team Wins Soccer Title

Underfated through the entire season, the Pacific Command soccer team concluded its campaign by beating the Army Garrison team 1-0 to win the Pendray Trophy, emblematic of the Wednesday Soccer League championship.

After a ten-year lapse, the league was revived in 1950 with four teams competing—Navy, Army, Royal Roads and the B.C. Electric Company Ltd.

The Navy team forged ahead midway through the schedule and held its lead to the end. Good teamwork was the feature as Navy defeated B.C. Electric 4-1, Army 5-2, Royal Roads 7-1 and B.C. Electric 2-1 in that order. CPO Vic Dovey and AB Jack Scullion were the most consistent marksmen.

In the hotly contested final game with the Army, Navy took the lead early in the first half but had to work like Trojans to keep the soldiers from tying it up.

The game featured plenty of action, with field-length rushes carrying play from one end to the other in rapid succession. The goaltenders had plenty to do and both made some spectacular saves. Each team was awarded a penalty shot but neither made good.

CPO Dovey sank the goal that won the game, PO John Kennedy was a star performer at centre half and a bulwark on defence, while CPO Robert Murray was the shutout man in goal. But the most important factor was the way the Navymen worked as a team, rather than as a disorganized group of individual stars.

Lieut. H. H. Smith Leads Squash Ladder Tourney

Lieut. H. H. Smith of the Gunnery School maintained his hold on the top rung in "A" section of the squash ladder competition in HMCS "Stadacona" at the end of December. Bruce Oland was leading "B" section.

With the resumption of play in January, a dual league for "A" and "B" players was introduced.



Members of HMCS "Athabaskan's" softball team, unofficial champions of the UN destroyer fleet based on Sasebo, Japan, are pictured above. Front row, left to right are: AB Del Brown, Dundurn, Sask.; Ldg. Sea. Robert Connor, Lethbridge, Alta.; AB Harvey Mitchell, Edmonton, and PO Fred Kelly, Victoria and Toronto. Standing: AB Leo Burns, Windsor, Ont.; Ldg. Sea. Jim MacKenzie, Yorkton, Sask.; AB Dave Burck, Amherstburg, Ont.; Ldg. Sea. Bruce Leggatt, Jasper, Alta.; PO Dick Evans, Edmonton and PO Ernest Tuttle, Victoria. (CA-312).

West Coast Golfers Conclude Season

The Royal Canadian Naval Golf Association (Pacific Coast) wound up its 1950 season December 7 with the annual turkey shoot. Close to 70 members swarmed over the tricky Gorge Vale course to try for one of many prizes, which included a dozen turkeys.

"Why buy a turkey at 67¢ a pound when I can win one this afternoon?" seemed to be the attitude of many, and the birds did, indeed, provide incentive.

Commander (E) John Osborn set the pace with a low net of 68. Other low net winners were Instructor Cdr. J. D. Armstrong and Petty Officer Bob Jacobson.

Gobblers for the hidden holes went to Chief Petty Officer "Puffy" Scott, Petty Officer "Buck" Buchanan and Petty Officer Tommy Plume.

Playing to pay on the kickers' handicap, Chaplain Ivan Edwards, Surg. Cdr. G. W. Chapman and Captain (E) B. R. Spencer were rewarded handsomely.

Lieut.-Cdr. J. D. McCormick's tee shot on the 186-yard second hole was about seven feet short of the pin. Result — one turkey.

Let it suffice to say that the other prize winners, Lieut.-Cdr. (SB) R. Stranix, CPO Bill Ogilvie, Lieut. G. B. Wither, Lieut.(S) J. W. Fisher and Lieut.(E) M. W. Anketell-Jones, were consistent. One officer carried consistency to an extreme when he recorded no less than 13 sevens, which won him, appropriately enough, a ham.



CPO "Puffy" Scott, one of the lucky winners in the RCN Golf Association's annual turkey shoot at Esquimalt, receives his prize from Rear-Admiral W. B. Creery in the wardroom of HMCS "Naden" following the tournament. (E-12802).



Winners of an inter-divisional boxing tournament held recently in "Cornwallis" are shown above. Front row, left to right: Ord. Sea. W. Melnechuck, Smith's Falls, Ont.; PO R. G. Pitt, Cardiff, Wales; Lieut.-Cdr. W. N. Inman, Charlottetown, P.E.I., divisional officer, and Ord.Sea. W. R. Skinner, Halifax. Rear row: Ord. Sea. E. J. Banks, Toronto; R. J. Manning, St. John's, Nfld; J. E. Patacairk, Ottawa; G. Hogan, Victoria; D. H. Donaldson, Wabasca, Alta.; W. A. Kessler, Lethbridge, Alta., and J. King, Port Colborne, Ont. (DB-962-1).

Refreshments were served in the wardroom of HMCS "Naden" following the tournament. After an interesting movie on golf, the presentation of prizes was made by Rear-Admiral W. B. Creery, Flag Officer Pacific Coast.

Sailing Club Honors Retiring Commodore

A farewell party for Cdr. J. C. Reed, retiring Commodore of the RCN Yacht Club, who has been appointed to Halifax on the staff of the Flag Officer Atlantic Coast, was held by yacht club members in the wardroom of HMCS "Naden" recently. Among those present were members of the Royal Victoria Yacht Club, with which the RCNYC has been closely associated since being organized a year ago. Lieut. Harold Moist, Fleet Captain, acted as Master-of-Ceremonies.

Dr. W. Wride, retired Commodore of the RVYC, H. A. Wallace, the new Commodore, and Fleet Captain H. Dunn expressed thanks and appreciation on behalf of their club to Cdr. Reed for the support and co-operation that had been accorded them by the RCNYC and expressed regret that he would not be on hand during the coming season to take away all the silver in the numerous competitions slated.

For the RCNYC, Chaplain G. L.

Gillard, 1951 Commodore, thanked Cdr. Reed for the great deal of effort he had put into building the organization. The Honorary Commodore (ex-officio), Rear-Admiral Wallace B. Creery, Flag Officer Pacific Coast, endorsed Padre Gillard's remarks and commended Cdr. Reed on the success which had marked the club's operations during the latter's tenure as Commodore. Admiral Creery also thanked the RVYC for the assistance given the fledgling naval yacht club and voiced the hope that the close and cordial relations between the clubs would continue.

"La Hullose" Wins Opening Hockey Tests

The hockey team carrying the colors of HMCS "La Hullose" was victorious in its first two engagements, defeating the Mechanical Training Establishment 4-2 and handing the Halifax Reserve Fleet a 13-8 defeat.

Starring for the winning side were PO Garfield (Pee Wee) Howe, of Dartmouth; CPO Jim Hann, Halifax; Lieut.-Cdr. T. C. Pullen, Oakville, Ont., and the team's playing coach, Sub-Lieut. Joe Mahar, Charlottetown. In ship's company contests, the Stokers took the measure of the Seamen (carrying on from where they left off in softball), while the Officers sprang the surprise of the season by edging the Chief and Petty Officers 4-3.



Crews of the Canadian destroyers serving in Korean waters provide their own entertainment during off-duty periods while the ships are on patrol. In the top photo, PO Jack Ross, Brandon and Victoria, and PO J. D. Cragg, Victoria, match their skill in a chess tournament on board the "Cayuga." PO Ross won the tournament, in which more than 15 players participated. (CA-322).

The lower photo shows the finalists in a bridge tournament on board the same ship. Left to right are PO Gilbert Prosser, Moncton; AB William Patterson, Victoria; PO Allan Wise, Melville, Sask., and Victoria, and PO Gerald Halikowski, Nipawin, Sask. POs Prosser and Wise were the winners. (CA-341).



Hockey, Rifle Teams Carry "Queen" Colors

HMCS "Queen's" hockey team opened the season with a victory over a Regina RCMP team in an

exhibition game. The Mounties later evened the count by winning a return contest. League games started just after the New Year with "Queen" a strong contender in Regina's Inter-

Service Hockey League.

The Regina division has been building a sharp-shooting rifle team. The 12 members turn out every Wednesday night for an assault on the Army's ranges. CPO Leslie Paige is coaching the marksmen.

Squash Challenge Issued by "Star"

HMCS "Star" has formed a ship's company hockey team and hopes to arrange a number of exhibition games during the current season. Practice sessions were held in the new arena in Dundas prior to the flooding of the Hamilton division's own rink on the playing field.

Squash is a popular game among wardroom members and a brisk tournament is under way. The "Star" team has issued a challenge to other divisions in which squash is played.

A wardroom softball team is currently holding the tail-end spot in the Hamilton Garrison Officers Softball League. The "Crownest" correspondent (a member of the team) phrased it delicately when he said, "It appears that softball is not the sport for 'Star' officers."

West Coast Hockey Team Feels Loss of Players

The Navy senior hockey team on the West Coast is feeling the loss of several top-notch players who are serving with the destroyers in Korean waters. League champions last year, the sailors have been lagging behind this season and were able to come up with only three wins in their first eight games. In addition, the other five teams in the league have gained new blood and are providing the defending champs with tougher opposition than a year ago.

Nor was the Navy doing too well in senior basketball, the RCN entry in Victoria's Senior "B" loop being ensconced in fourth place. With four victories in nine games, the Navy had to step up its victory quota if it hoped to win a playoff berth.

Instructional Officers Lead Bowling League

Instructional Officers "A" team was in first place in the Atlantic Command Inter-Part Bowling League at the end of play for 1950. The pace-makers had compiled 33 points in nine games.

Commissioned Officer J. M. Crotty of the TAS School topped the individual scorers with a high single of 358 and a high three of 836.

In the "A" section of the Men's Service League, Boiler Shop was on top with 18 points in eight games.

Compliments, HMCS "Wallaceburg"

The ships' company of HMCS "Wallaceburg" took a hand in making Christmas an extra special occasion for Rose Marie Garrod, age 5, of Wallaceburg, Ont., the town whose name is borne by the Algerine minesweeper.

The sailors noticed an item in the Halifax Chronicle Herald, datelined from Wallaceburg, saying the youngster was going to celebrate Christmas after all. She underwent a cancer operation in Chatham, Ont., in October and at that time a doctor told her parents she would probably live only eight weeks. When the eight weeks were up December 14, Rose Marie was playing happily around her home. The only medicine she was receiving was for a nervous condition.

On reading the good news, Cdr. R. A. Webber, commanding officer of the "Wallaceburg," depot ship for the Reserve Fleet at Halifax, suggested a fund be raised on board.

Sixty dollars was soon en route to the mayor of Wallaceburg with a request that it be used to provide Rose Marie with a Merry Christmas.

AB John O'Malley, Captain's Office, had the high single (318), while Robert Ritchie, Boiler Shop, held the high triple with 697.

Electrical Maintenance led the "B" section with 20 points in seven games.

"Stad" Cagers Seeking First League Victory

Winners of the Halifax city basketball championship last year, the Navy's cagers were still looking for their first league victory of the current season as the January portion of the schedule got under way.

Up to the end of the year the sailors had played — and lost — four

leagues games. Their sole win was a 51-29 triumph over the Greenwood Flyers in an exhibition game at the RCAF station.

There were hopes, however, that with the arrival of 1951 the team would turn over a new leaf and regain the form that won a title last year.

Electricians Unbeaten in Interpart Hockey

With four victories in as many starts, Electrical School was perched on top of the "C" section of the Atlantic Command Interpart Hockey League at the close of play for 1950.

Supply and "Shearwater" TAG were tied for first place in the "B" section, each having collected seven points in four games.

In exhibition games played at "Cornwallis," the "Cornwallis" ship's company team defeated "Stadacona" and "Cornwallis" officers took the measure of the officers' team from the Halifax establishment.

Scores of interpart games between November 24 and the Yuletide recess were as follows:

Electrical 4, Shearwater SNAM 2
Electrical 10, Gunnery-Nav 0
Electrical 4, TAS 3
Albro Lake 5, Shearwater Misc. 4
Albro Lake 3, Stadacona Man. 3
Albro Lake 3, Scotian 3
Shearwater TAG 8, Albro Lake 3
Shearwater TAG 3, Stadacona Man. 1
Shearwater TAG 6, Shearwater Misc. 3
MTE 4, Comschool 2
TAS 5, MTE 3
Shearwater SNAM 4, MTE 2
Shearwater SNAM 9, Gunnery-Nav 1
Shearwater SNAM 6, Comschool 0
Supply 3, Scotian 2
Supply 8, Shearwater Misc. 4
Supply 7, Stadacona Man. 0
TAS 8, Gunnery-Nav. 0
Comschool 9, Gunnery-Nav. 2
Scotian 9, Shearwater Misc. 2



Cadet M. M. Soule of Royal Roads breaks the finish tape to win the Royal Roads annual invitation cross country race and break his own record. He covered the four-mile course in 21 minutes 14 seconds. (E-12770)

Navy Shuttlists Win Inter-Club Matches

The Atlantic Command Badminton Club has a record of five victories in as many friendly matches with out-of-town clubs. The Navy shuttlists defeated the Lunenburg and Truro clubs twice and the Windsor club once. Three of the matches were played in the gymnasium at "Stadacona" and the others at Lunenburg and Truro.

When the Atlantic Command club was host, advantage was taken of the facilities at Admiralty House to entertain the out-of-town guests.

The club this year has an active membership of 50.

Of all the Christmas Greetings
That you receive this year
I hope you find my home made one
Most honest and sincere
My Christmas card is not the type
That may be found in stores
But it brings my heartiest greetings
From West Korean shores.

P.S. Try and get a Xmas
card made in Korea

Though by no means the most elaborate, our favorite Christmas card was the one received from the Petty Officers' Mess of HMCS "Athabaskan," the two inner pages of which are reproduced above. To them go congratulations on their ingenuity and our thanks for their card.

Prep School Impressions

by a Chief Petty Officer

On November 1, 1950, there came together at HMCS "Naden," in twos and threes, a group of men who were to comprise the RCN Preparatory School class of 1950-'51. Some came half way around the world from HMCS "Magnificent" and the destroyers in Korean waters, some came from HMCS "Stadacona," in Halifax, and some, including myself, from ships across the harbor.

When I arrived, the school building was in the process of a refit. Just as in a ship, gear was scattered all about — only in this case it was piles of books, chalk boxes, pencil sharpeners and paint pots. Through this disorder, instructor officers threaded their way.

In spite of the chaos, I received the impression that here was a fine place to learn something; to finish off in eight months a job that would take me two or three years to accomplish studying by myself.

The instructors were capable; the members of the class eager. I myself had the feeling of pride that one must experience when entering a university. I believe that everyone in the class felt the same, especially we four

chief petty officers who never had a similar chance (indeed, there was no provision for one) before.

I soon found that the Prep School meant hard work — harder than hard for myself, who can only lay claim to the average amount of gray matter. Nothing here is lax; there is no noisy chatter between periods. I have time only to nip into the reading room and grasp the books for the next period, then off I go again. The subjects are banged at me like shells from a Bofors — English, Mathematics, Navigation, Naval History, Chemistry and Physics. At 1500, the P & RT staff puts me through a set of tables which are supposed to build muscle and circulate the blood after sitting in a chair all day.

Normally the working day of the Navy in Esquimalt ceases at 1600. It is not so with the Prep School. From 1600 to 1800 we have a study period, and after this we may make our weary way home or to our block, there to slug it out with homework.

The married men's wives call themselves "Prep School Widows" but we know, and they know, that here is

something worth working for; something which few other Navies, to my knowledge, have. And so we say thanks to our long-suffering instructors and to the Royal Canadian Navy for the opportunity offered us. — R.W.

For more about the Prep School see The "Crow'snest," July 1950 and Christmas 1949.—Ed.

Book Review

THE CAVE AT CORMORANT POINT
by Frank Houghton

Two destroyers arrive at Halifax with 24 merchant ships and an introductory number of fictitious naval characters to start off Frank Houghton's latest thriller, "The Cave At Cormorant Point." Before U-601 comes to its journey's end the reader will have become familiar with much of the locale around Halifax while keeping pace with the fast moving events leading up to the doom of a German spy ring bent on destroying convoys to Great Britain.

As in his "Blue Circle Gang," the author has two reputable Canadian organizations, the RCN and the RCMP, teamed up against a gang of unsavory characters. A dash of romance, added to the adventurous manner in which the forces of good overcome the forces of evil, not only makes for a happy ending but leaves a pretty good impression in the reader's mind of the Navy and the Mounted Police as the cover is closed on page 169.

Written primarily for young Canadians, "The Cave At Cormorant Point" is also good reading for any of their elders who enjoy an evening of armchair adventure.

It is not surprising that the author is able to spin a yarn of the sea so easily and that the Canadian Navy figures so prominently in his story. He is Rear-Admiral Frank L. Houghton, who went on retirement leave from the RCN last September after 38 years of service.

Rear-Admiral Houghton is now living in Nova Scotia, the locale of his latest book. It is hoped that his new responsibilities as Civil Defence Co-ordinator in Halifax will not prevent him from keeping up a literary career which, starting long ago on an amateur basis, shows something more than professional promise. Canada needs books like this. Let's hope the Admiral will keep writing them.

—Printed by Nelson.



It's no "breeze" even for the young sailor just out of school and it is admittedly tough slugging for the oldsters, but all agree that the new RCN Preparatory School at HMCS "Naden" is one of the most worthwhile innovations to be established in years. The school provides many men who would be unable to make the grade studying in their own time with the opportunity to qualify academically for advancement and/or promotion.

Here some of the 1950-'51 class are shown studying navigation under the tutelage of Instructor Lieut.-Cdr. C. R. Gower. Back row, left to right, are: CPO R. Wigmore, PO W. Canham, CPO E. Nurse and PO R. Mason. Front row: CPO E. E. Moore; CPO Fred A. Jones; PO J. O'Neil; and PO B. Richards. (E-13003).



The first wedding to be solemnized in the new St. Georges Protestant church at HMCS "Cornwallis" united, on December 1, the former Margaret Currie Miller, of Kentville, N.S., and Able Seaman David Rolston, of Chemainus, B.C. The above photo of the wedding party shows, left to right, Mr. W. Miller, Chaplain Harry Pike, Mrs. Miller, Miss Margaret Potter, the bride and bridegroom, Captain A. P. Musgrave, AB J. C. Scott, Mrs. Musgrave and Mrs. P. D. Budge. As a rule The "Crownsnest" does not publish wedding pictures; if it did there would be little room for anything else — but this was a special occasion. (DB-987-2).

"HAMILTON'S" BADGE FINDS HOME IN OHIO

The badge of the former HMCS "Hamilton," a destroyer that sailed with three different navies, has found a resting place a long way inland from her wartime sphere of operations.

In a brief ceremony, Mr. P. G. McDonald, British Consul at Cincinnati, Ohio, and Lieut.-Cdr. D. L. Davies, RCN, staff officer of HMCS "Hunter," Windsor, recently presented the badge of the Town class destroyer to the mayor of the city of Hamilton, Ohio.

The "Hamilton," one of the 50 four-stackers turned over to Great Britain in the destroyers-for-bases-deal, was given, like all but six of her sisters, a town name common to the United Kingdom and the USA. A short time later she was transferred by the RN to the Royal Canadian Navy.

Along with the ship's badge, presented to Major William Beckett of Hamilton by Mr. McDonald, was a commemorative book describing her operations and achievements with the RCN during the Second World War. After the presentation. Lieut.-

Cdr. Davies spoke briefly about the "Hamilton's" work in the RCN and said, "This ship had a very fine record, a record of which Hamilton can truly be proud."

In his answering speech, Mayor Beckett said: "It is cause for a special feeling of pride in the people of Hamilton, Ohio, to know that the ship named for us performed creditably, and we are grateful to your ships' companies for handling her courageously and efficiently."

"Haidas" Dispute Claim

Men who served in HMCS "Haida" during 1949 have a mild "beef" to register.

Canadian soldiers in training at Fort Lewis, Washington, expressed the belief recently that they had fired the first shot at United States targets since the War of 1812. It was during a 25-pounder practice shoot.

The former "Haidas" claim the distinction. They earned it in September 1949 when the destroyer carried out a practice bombardment shoot in Chesapeake Bay while training for operations with US Atlantic Fleet units.

Weddings

Lieut. (E) Daniel E. Galbraith, HMCS "Cornwallis," to Miss Velma Bernice Gilson of Victoria.

Inst. Lieut. John G. Kilpatrick, HMCS "Shearwater," to Miss Irene Roberta Beaton of Sudbury.

Petty Officer Raymond Utley, HMCS "Naden," to Miss Betty McLean of North Battleford, Sask. and Esquimalt.

Leading Seaman J. H. Porter, HMCS "York," to Miss Marie Waddle of Philadelphia.

Able Seaman Ted J. Czech, HMCS "Swansea," to Miss Helen Leone Morris, of Halifax.

Able Seaman Norman L. Fraser, HMCS "Naden," to Miss June Eleanor Thorsen of Edmonton, Alta.

Able Seaman Allan McIntyre, HMCS "La Hullose," to Miss Marjorie Edith Webster, of Halifax.

Able Seaman David Robinson, HMCS "Naden," to Miss Theresa Clara Todd, of Victoria.

Able Seaman David Rolston, HMCS "Cornwallis," to Miss Margaret Currie Miller of Kentville, N.S.

Births

To Able Seaman Edward H. Lloyd, HMCS "Naden," and Mrs. Lloyd, a daughter.

To Able Seaman Reinhold Maas, HMCS "Cornwallis," and Mrs. Maas, a daughter.

LETTER TO THE EDITOR

The following letter, originally addressed to Canada House, London, has been forwarded to The "Crownsnest" for publication:

Sir:

During the last war I had the honour and pleasure to serve in two of your ships, HMCS "Snowberry" (K-166) and HMCS "Wetaskiwin" (K-175), both corvettes. I shared the hazards and pleasures both ashore and at sea on Atlantic convoy duty from January '42 until November of the same year. Although it is some time since I said good bye to them, I do wish I could contact as many of my former Canadian shipmates as possible, to swap news and talk over old times with them.

I wonder if you would be so kind as to insert a request from me asking if the following ex-shipmates would care to drop me a line, and any others whose faces I remember but whose names I can't?

SPO Davey Bell, CPO (Cox'n) "Tibbles" Biddel, C/ERA Joe Keir, ERA Les Drury, ERA Frank Whitfield, Sto. Bert Wiltshire, Sto. Harry Renard and SBA Murray Hatt.

CPO/SM H. Moore,
HMS "Ganges,"
Shortley Gale,
W. Ipswich,
Suffolk.

OBITUARY

CAPTAIN ARTHUR F. L. ATWOOD, OBE, RCN Ret'd

Captain Arthur F. L. Atwood, OBE, RCN, Ret'd, who died at his home in Halifax, December 30, was buried with full naval honors in Holy Cross cemetery, Halifax, on January 2, following requiem high mass at St. Mary's Basilica. Senior naval officers from the Atlantic Command, including Rear-Admiral E. R. Mainguy, OBE, Flag Officer Atlantic Coast, attended the funeral.

Born in Rodmarton, Gloucestershire, England, in 1869, Captain Atwood entered the Royal Navy as a cadet at the age of 12. He subsequently saw service in destroyers in the Mediterranean, specialized in gunnery, and, from 1914 to 1917, was Gunnery Officer-in-Charge in the RN Barracks at Chatham.

In 1917 he transferred to the RCN with the rank of Commander and in November of that year took command of the cruiser HMCS "Niobe". He remained in the ship until May 1919, when he was appointed to an administrative post in the Halifax dockyard.

He retired from the RCN in July, 1920, in the rank of captain, and shortly after, as a civilian, was appointed Armament Supply Officer in the dockyard. He retired from the Civil Service in 1930.

Captain Atwood was awarded the Order of the British Empire in 1925 for services in the Royal Navy and the Royal Canadian Navy.

Surviving him are a daughter, Mrs. T. E. White of Bedford, and three sons, John, of Chicago, Arthur of Arvida, Que., and Captain Lorenzo L. Atwood, VRD, RCN, who is at present attending the National Defence College, Kingston.

LIEUT. (P) W. J. LOSEE, RCN (R)

Lieut. (P) William J. Losee, RCN(R), 29, of HMCS "Catarauqui," Kingston, died in Kingston December 30 of leukemia.

Lieut. Losee, who served in British carriers in the Far East in the Second World War, entered the active list of the RCN(R) as a Lieutenant (P) in April 1947. He was enrolled in the engineering faculty at Queen's University at the time. In the three succeeding years he spent most of the summer vacation periods on naval training and voluntary service on the East Coast. He took flying refresher courses at HMCS "Shearwater," trained and served in "Stadacona" and was in HMCS

"Haida" for a brief period.

He received his Bachelor of Science degree last spring from Queen's, along with a scholarship. Ten days prior to his death he received word he had won first prize in an essay contest sponsored by the Canadian Mining Journal.

Lieut. Losee joined the Royal Navy's Fleet Air Arm as a rating in May 1942 and subsequently received his commission in the RNVR. He was demobilized in March 1946.

Funeral services were held in Ottawa January 2 and burial was in Catarauqui Cemetery in Kingston.

LIEUT. ALEXANDER G. TITUS, RCN

A memorial service for Lieut. Alexander Cowan (Sandy) Titus, 23, of Toronto, who died December 11 as a result of injuries sustained in a motorcycle accident in Halifax, were held on board HMCS "Micmac" December 15, with shipmates and other close naval associates in attendance. Burial services were held the same day in Toronto.

The service in the "Micmac" was conducted by Chaplain (P) Harry Ploughman in the after mess flat of the destroyer while she lay alongside in the Dartmouth slips.

Lieut.-Cdr. F. C. Frewer, commanding officer of the "Micmac," in which ship Lieut. Titus had served for the past 13 months, read the lesson prior to paying verbal tribute to the deceased on behalf of the ship's company.

Lieut. Titus was born April 12, 1927. After graduating from Royal Roads in July 1946, he entered the Royal Canadian Navy at HMCS "York" as a midshipman and went to the United Kingdom for courses and training at sea with the Royal Navy.

He was confirmed in the rank of sub-lieutenant in May 1949 and returned to Canada a month later to take a communications course at "Stadacona." He was appointed to the "Micmac" in November 1949 and two months later was promoted to the rank of Lieutenant.

CPO ALBERT A. GUEST

Chief Petty Officer Albert A. Guest, who died in the RCN Hospital at Esquimalt December 14, was buried at sea from the minesweeper HMCS "Sault Ste. Marie" in waters of the Straits of Juan de Fuca, off Race Rocks, on December 18.

The flag-draped casket was brought to the ship's side on a gun carriage drawn by 32 men under Petty Officer James Luke. In charge of the

12-men firing party was CPO Douglas Barker.

On arrival at the burial area, the ship was stopped. Chaplain (P) B. A. Peglar conducted the service and at its conclusion the body was committed to the deep, the firing party fired three volleys and the bugler sounded the "Last Post" and "Reveille." Chief Petty Officers Richard Williams and Gerald Freeman placed wreaths on the water.

Pallbearers, close friends and messmates of Chief Petty Officer Guest, were Chief Petty Officers Frank Elston, Leo Benaman, Phillip Richert and Robert Murray, and Petty Officers James Rogers and Robert Hughes.

Chief Petty Officer Guest had been a member of the Royal Canadian Navy for the past 15 years. Born in Esquimalt, he joined the RCN at "Naden" as an officers' steward in August 1935. He had served in the cruiser "Uganda," the destroyers "Skeena" and "St. Laurent" and in various shore establishments on both coasts.

AFLOAT AND ASHORE

(Continued from Page 17)

bers of the ship's company and youngsters from various Montreal hospitals — were aided and abetted in the various games and general nonsense by a troupe of pirates (all of them faintly resembling members of the ship's company). Brother officers of these buccaneers appeared as clowns, rotund policemen and the occasional pirate captain, complete with three-cornered hat and ruffles.

The "Donnacona" band was there, making music in its finest manner.

Seated in state on a naval gun carriage drawn by members of the pirate crew, Santa arrived amidst a loud fanfare from the band. His fairy helpers, Pink Sugar Plum and Blue Snowflake, were attending him. Only childhood eyes could see the true beauty of these bewitching elves. Older and more jaded observers claimed they could detect the knobby knees and muscular arms of two of "Donnacona's" top-ranking officers.

Santa brought gifts for all the young fry. Then there was tea, ice cream, more games and fun. Finally, clutching their toys, bags of candy and miscellaneous edibles, the kids departed for home and bed. The bandsmen, pirates, policemen and clowns, and Santa himself, nipped off to their various messes — and fairyland turned out to be just the drill deck after all. — R.F.D.S.



Christmas 1950

Whether at home or afar, the Navy observed Christmas 1950 in traditional fashion, as these photos illustrate. Anti-clockwise, starting at upper right, are:

(1) Two 18-year-old "Nootka" seamen, Ord. Sea. Reginald Garland, Woodstock, Ont., left, and AB Douglas Pearce, Chesterville, Ont., pose on the destroyer's bridge as "Captain" and "XO" for the day.

(2) Children of naval personnel enact a Nativity play in the church at "Cornwallis."

(3) Lieut.-Cdr. T. C. Pullen, left, and Lieut.-Cdr. J. E. Korning, commanding officers of the "La Hullose" and "Swansea," serve their Christmas Day "bosses" in the "Swansea's" wardroom. The young "captains" are AB Hubert Williams, 19, Montreal, and AB John Owens, 18, Fredericton.

(4) "Cayuga" sailors load Korean spruce trees into their cutter at Wolmi Do island near Inchon. Despite a Christmas at sea, the "Cayuga's" messdecks did not lack a seasonal atmosphere.

(5) Commodore K. F. Adams shakes hands with the "Magnificent's" Christmas Day "Captain," AB Guy Dorion, 18, of Montreal, in the commanding officer's quarters.

(6) Commodore H. F. Pullen, commanding officer of HMCS "Ontario," exchanges compliments with Ord. Sea. Albert Berger, 18, London, Ont., the cruiser's Christmas skipper.

(7) AB Don McRae, Calgary, who ruled for a day as "XO" of the "Sioux," takes a dim view of things during his rounds of the messdecks. The uniform is that of Lieut.-Cdr. Pat Benson, Winnipeg.

(8) CPO John Keating, Chief Cook in the "Magnificent," displays a sizzling turkey fresh from one of the ovens in the carrier's main galley. It was the signal to start serving Christmas dinner.

(Negative numbers, in same sequence are: NK-412, DB-995-3, HS-13216, CA-353, HS-13215, E-362-3, CA-369, HS-13212).



