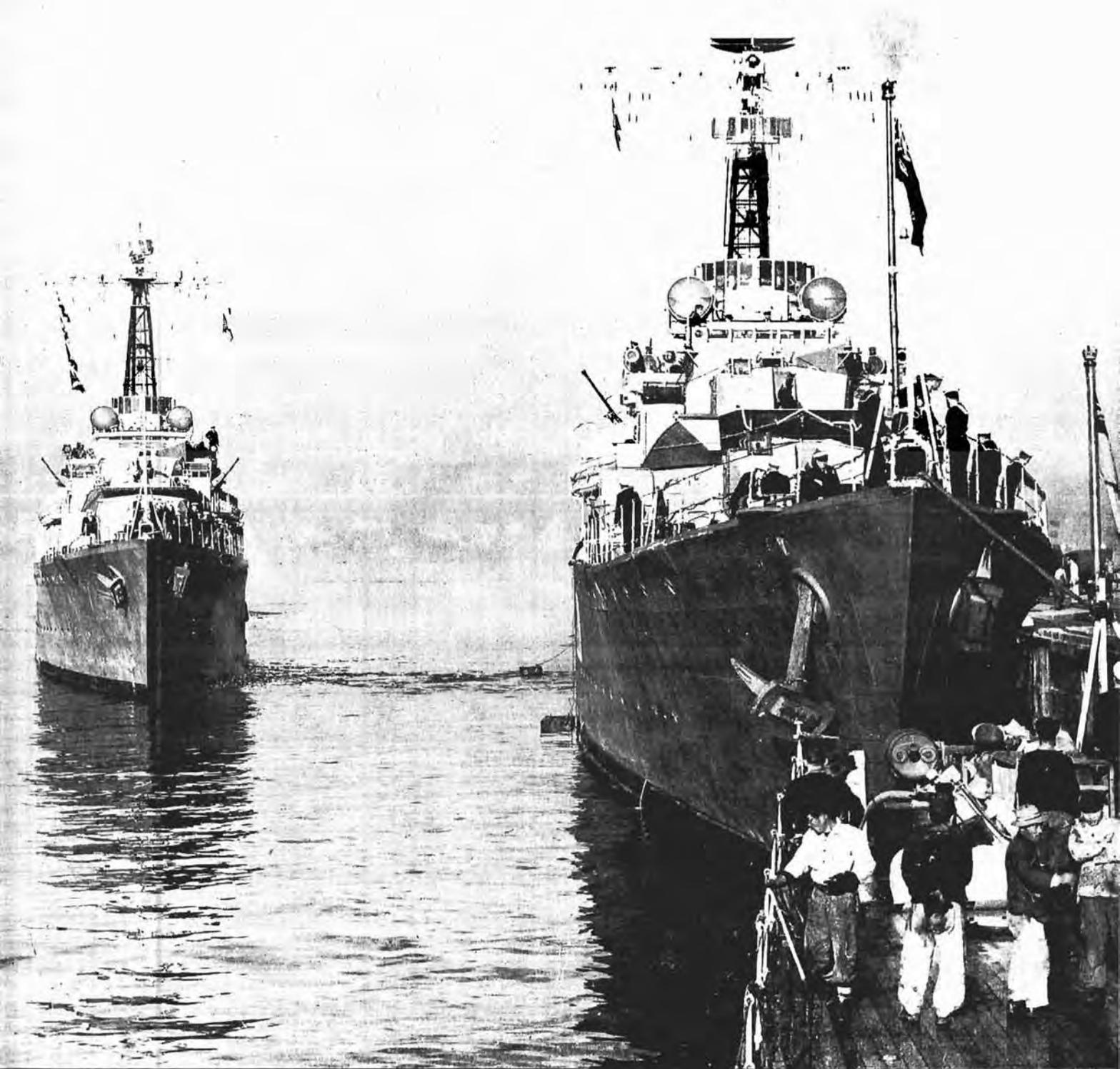


# *The* CROWSNEST



Vol. 5 No. 5

March, 1953



... CANADA  
PLY DEPOT  
ESQUI

# DITTY BAGS FOR KOREA

From the NAVY LEAGUE OF CANADA

To: OFFICER IN CHARGE  
NAVAL SUPPLY DEPOT  
... DOCKYARD ...

D. WINT  
24321-11



# The CROWSNEST

Vol. 5 No. 5

THE ROYAL CANADIAN NAVY'S MAGAZINE

MARCH, 1953

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LADIES, AND MEN, of the month are those good Canadian citizens who, ever since the first RCN destroyers went to the Far East in the summer of 1950, have been filling ditty bags destined for Canadian sailors serving in the Korean theatre.

The ditty bags are packed by members of Navy League of Canada branches across the country and are shipped by the Navy League in cartons to the Naval Supply Depot at Esquimalt. From there they are dispatched by the Navy to Japan.

Containing reading matter, stationery, toilet articles and other amenities, the ditty bags are probably even more popular now than they were during the Second World War. For not only do they provide comforts for the sailors but, coming as they do from persons unknown to the recipients, they serve as reminders that the men in Korea are not forgotten by the people back home.

Nor is the Navy League the only organization sending comforts to servicemen in Korea. Others, both national and local, have picked up in many cases where they left off at the end of the Second World War.

In the photo on the opposite page, CPO George Vander Haegan, of Yorkton, Sask., and Victoria, coxswain of HMCS Athabaskan, passes on a ditty bag, and the Navy League's good wishes, to AB Donald Hunt, of Windsor, Ont., following the arrival of a recent shipment on board the destroyer. (AN-170).

### SUBSCRIPTION RATE

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Cover Photo — Due to operational requirements, the Canadian destroyers serving in the Korean theatre seldom see one another, either at sea or in port. Circumstances worked in their favor at Christmas time, however, and for a brief while all three were berthed abreast at Kure, Japan. The photo shows the Athabaskan about to come alongside the Crusader on arrival in Kure from patrol. They were joined later by the Haida and for a short 12 hours three Canadian Blue Ensigns flew side by side. (CU-398).

# R.C.N. News Review

## **Rear-Admiral Bidwell To Command Squadron**

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, will command the six Canadian warships taking part in the Coronation naval review at Spithead, flying his flag in the Quebec.

Commander Robert P. Welland has been selected to command the RCN Coronation contingent of RCN and RCN(R) officers, men and women. Seventy-eight will march in the procession and 43 will line the route near Canada House.

The Sioux and Ontario will sail from Esquimalt to arrive at Halifax April 18 and 27, respectively. They will depart from Halifax for overseas in company with the Quebec and Magnificent May 7, disembarking the Coronation Contingent at Spithead May 15.

During May, the Magnificent, with the Sioux as plane guard, will exercise

in U.K. waters while the Ontario and Quebec will carry out a separate program.

The Swansea and La Hullose will leave Halifax May 18 and will rendezvous with the other four RCN ships off Portsmouth, on May 30. The Magnificent will disembark the 30th Carrier Air Group to Lee-on-Solent at the same time.

The Sioux, Swansea and La Hullose will be berthed in the River Thames from May 30 to June 4. The ships will depart in company about June 16, the day after the review, to arrive at Halifax nine days later. The Ontario will remain in the United Kingdom, where she will be docked to complete repairs not carried out during her winter refit at Esquimalt.

## **Winter Plagues Ships On Korea Patrol**

Ice and cold were the chief enemies of the Canadian destroyers in Korean

waters during January.

Early in February HMCS Athabaskan arrived in Tokyo to await the arrival of Vice-Admiral E. R. Mainguy, Chief of the Naval Staff. From Tokyo, Admiral Mainguy set sail in the Athabaskan for the east coast of Korea and subsequently visited Canadian Army troops in the field and the destroyers Haida and Crusader. He was to return to Japan in the Crusader to visit Sasebo, Kure and Tokyo.

Before her visit to Tokyo the Athabaskan was on a patrol during which she spent 48 hours in pack ice off the west coast of Korea. Her first patrol of the year was broken by a successful 18-hour struggle to save the life of a wounded ROK sailor.

A ten-day patrol by the Haida also reminded old timers on board of winter in the North Atlantic. Four times the hands had to be put to chipping ice in Battle of the Atlantic style. Temperatures ranged from 20 degrees below freezing to 20 above and for two days gales blew, with waves building up to as high as 25 feet. The Haida was part of the anti-submarine screen of a United Nations aircraft carrier at the time.

The Crusader escaped part of the bitter Korean winter by making a 10-day visit to Hong Kong during the latter part of January.

## **Iroquois, Huron Going To Far East Together**

Two veterans of the Second World War, HMCS Iroquois and HMCS Huron, will sail from Halifax in company April 29 for the Korean war theatre to relieve the Crusader and the Haida. The Athabaskan will continue on duty there with the newcomers.

Both the Iroquois and the Huron have already completed a tour of duty in the Far East. The Huron spent five months there in 1951 and the Iroquois returned to Halifax from her first tour in January of this year.

## **Second HMCS Fraser Launched on West Coast**

Third destroyer escort to be launched in the current new construction program slid down the ways



It was bitterly cold off the west coast of Korea in January and winter clothing was in order for those on watch or working on the upper deck. Two of HMCS Athabaskan's stoker mechanics, ABs Walter Robinson, North Battleford, Sask., and Arthur Sheppherd, Vancouver and Victoria, prepare to connect the hose line during a chilly fuelling at sea operation. (AN-139).

February 19 at the yard of the Burrard Drydock Company Limited in North Vancouver after being christened HMCS Fraser by Mrs. E. R. Mainguy, wife of the Chief of Naval Staff.

Vice-Admiral Mainguy, absent visiting Canadian destroyers in the Far East, was represented at the ceremony by Commodore K. F. Adams, acting head of the Pacific Coast Command.

Previously launched in Canada's program of 14 destroyer escorts were the St. Laurent, at Montreal in November 1951, and the Skeena, at the West Coast last year. The Fraser, with only the hull constructed in North Vancouver, is being completed in Yarrows Ltd., shipyard at Esquimalt.

The new ship bears the name of a Canadian destroyer which was called into action at the outbreak of the Second World War and which was lost in a collision at sea during the evacuation of France.

The first HMCS Fraser was originally commissioned in the Royal Navy as HMS Crescent and was acquired by Canada in 1937.

### Algonquin Commissions As Destroyer Escort

The first of Canada's up-to-the-minute anti-submarine vessels joined the Royal Canadian Navy when HMCS Algonquin commissioned February 25 at Esquimalt.

She is commanded by Commander P. F. X. Russell and has a Halifax Port Division complement. The former fleet "V" class destroyer, now a destroyer escort, will carry out trials in the Esquimalt area until early May.

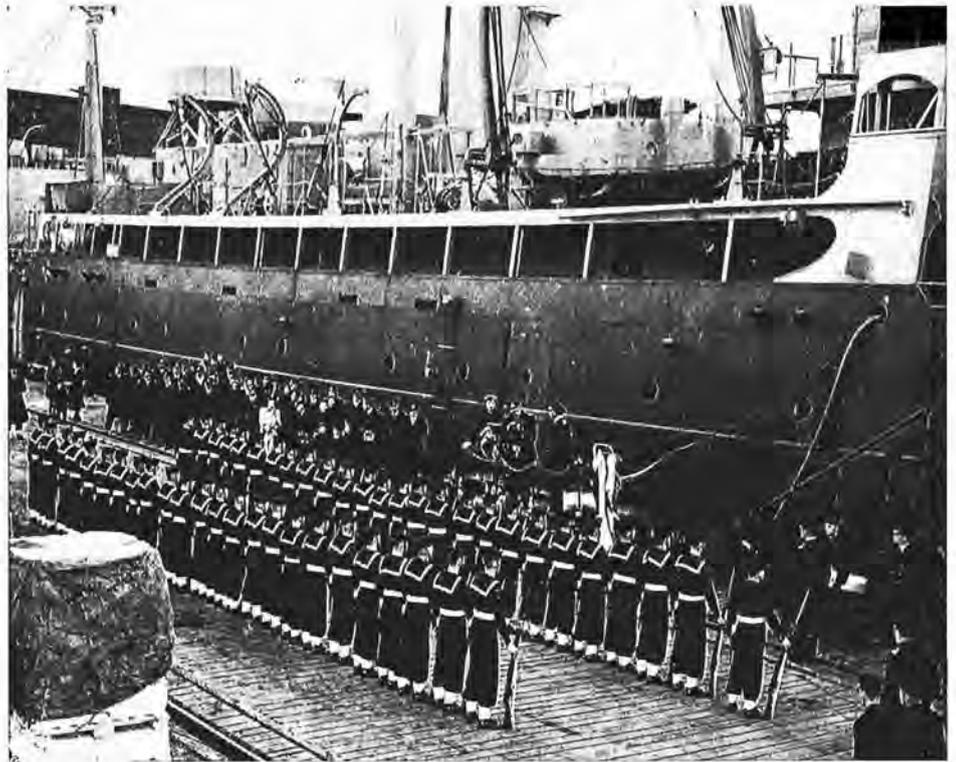
### Naval Drama Group Wins N.S. Festival

Last year The Crownsnest, in prophetic vein, referred to the first appearance of the Shearwater Players in the Nova Scotia regional festival of the Dominion drama competition as "An Auspicious Debut".

This magazine's crystal-gazing stock soared this year when the Shearwater thespians again entered the regional festival and won the award for the best presentation. An additional honor was the selection of Lieut. Roy S. Portchmouth as the best actor.

The regional festival was held this year in New Glasgow. The Shearwater entry was J. B. Priestley's three-act drama, "An Inspector Calls". Adjudicator John Allen said the Shearwater entry was "very well" played and produced.

Lieut. Portchmouth won the "best actor" award for his portrayal of the inspector.



The former maintenance ship Flamborough Head was re-named and commissioned as HMCS Cape Breton at Halifax January 31. The Cape Breton will serve as Technical Apprenticeship Training Establishment and the first class of technical apprentices is now under training in the ship. The above photo, taken during the commissioning ceremony, shows the guard of honor drawn up before the dais on which are Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast; Commander (E) E. N. Clarke, commanding officer of the Cape Breton, and Mrs. Porteous, wife of Commodore (E) W. W. Porteous, Superintendent of the Dockyard. Mrs. Porteous formally gave the ship her new name. (HS-23910).

### East Coast Ships On Training Cruises

HMC Ships Quebec, Huron and Portage rendezvoused with the Royal Navy submarine Andrew off Bermuda on February 8 for exercises.

On board the Quebec was Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, who was to return to Halifax in the Huron on completion of the exercises.

Also in the Quebec were 17 midshipmen, with seven-year short service appointments, who are undergoing concentrated sea-training before specializing in naval aviation, and six Sea Cadets from eastern Canadian corps.

The Quebec's participation in the Bermuda exercises was the beginning of a cruise which was to take her to Tortola, Virgin Islands, and Port of Spain, Trinidad, bringing her back to Halifax on March 8. Four days later she was to begin a second southern cruise, this time to Tortola and New Orleans, La.

For the Huron, the Bermuda exercises represented another stage in a work-up cruise which had taken her to Miami, Fla., and Guantanamo, Cuba.

### Naval Aircraft Joining Exercise "Assiniboine"

Avengers and Sea Furies of the 30th Carrier Air Group left HMCS Shearwater on February 19 for the Canadian Joint Air Training Centre, Rivers, Manitoba, to take part in the annual tri-service "Exercise Assiniboine" on March 5.

The Exercise was to centre around Camp Shilo, not far from Rivers, and was to be observed by 160 students from the Canadian Army Staff College at Kingston and the RCAF Staff College, Toronto.

Naval aircraft making the trip west included ten Sea Furies of VF-871 Squadron and 12 Avengers of VS-881 Squadron. They were to share with RCAF aircraft the job of dropping bombs and firing rockets at Shilo.

Three weeks were to be spent by the naval flyers at Rivers, studying air-ground co-operation and taking part in artillery spotting exercises.

During the stay at Rivers opportunity was taken to send representative flights from the CAG on weekend visits to four western cities—Saskatoon, Regina, Calgary and Edmonton.

# A Thriving Community

by F. W.

## Year-Old Shannon Park Now Has Population of Over 2,500

SHANNON Park is no longer a vague outline of institutional-appearing buildings on the northern fringe of Dartmouth. It is taking on character. Dartmouth and Halifax realize with a jolt that here is a new neighbor larger in population than Eastern Passage, the Shearwater naval married quarters development, or Woodside. With a population of well above 2,500 persons, Shannon Park is a ready-made town.

Shannon Park, in no way a part of Dartmouth, was faced with setting up a democratic system of self-rule for more than 500 families, with none of the progressive steps that built slowly over many years the ancient and honorable history of civic administration in other Nova Scotia communities.

Much credit is due Lieut.-Cdr. L. D. M. Saunders, Command Married Quarters Officer, for the

preliminary arrangements, and Mr. A. G. Brown, civilian Married Quarters Administrator, who devised a unique system of block representation from which the first mayor and town council were elected.

The second year's council was elected on the usual secret ballot system. The mayor is CPO Fred Norwood and councillors are PO Arthur Inglis, PO Frank Myers, Ldg. Sea. Robert Laframboise, CPO Guy Cross, CPO Charles B. Suttle, CPO Fred Stiner, CPO John Lipton, Ldg. Sea. Clifford Yuille, Ldg. Sea. R. D. Ferguson, PO C. M. Johnson, CPO J. H. Quinn and CPO D. C. Webb. Secretary is CPO William Hodgkin.

In addition to its mayor and town council, Shannon Park has what are known as "block representatives." Meeting once a month, they hear complaints, suggestions and ideas.

These are acted upon by motions which are channeled through the town council to the proper authority. The deputy mayor and one councillor are present at each meeting.

Latest benefit from town council is the inauguration of the Shannon Park police. The force consists of four men, one of whom is on duty at all times.

The residents lead a full and busy life. Social activities have been organized by the Athletic and Entertainment Committee, of which CPO Herbert Popp is president.

Movies are shown in the school auditorium at 1, 3 and 8 p.m. each Saturday. Badminton, bridge, cribbage and glee clubs have weekly sessions and once a week there is a bingo.

There is a sewing class held in the school four nights weekly under the supervision of Mrs. Nelson Webb. Two ballet classes are held weekly under the tutelage of Mrs. Robert Peel.

A bi-weekly adult social is held under the convenship of Mrs. George Coles.

The children enjoy the usual activities of their age group. There are two Brownie and two Wolf Cub packs, a Girl Guide troop and a Boy Scout troop, as well as a very active Teen-Age Club.

Shannon Park considers its school as second to none. The principal is Mr. J. Girdwood, MA. His assistant is Mr. P. Nearing. There are 13 classes running from three rooms of primary to Grade 9 junior high school.

Mr. A. Gumpert is the physical training instructor; Mrs. M. Martin teaches music. Other teachers are Mrs. M. Wooley, Miss E. Decker, Mrs. R. McCoombs, Miss E. O'Hearn, Miss M. Cossitt, Miss F. Dalrymple, Miss L. Bourgue, Miss T. Cossitt and Miss H. Wolfe.

One of the few "mixed" schools in Canada, Shannon Park school gives religious instruction to the pupils in the faith of their parents. Chaplain (P) Thomas L. Jackson and Chaplain



Though they themselves may not have a direct say in the affairs of the community, the welfare and interests of the children of Shannon Park are primary considerations. Here some youngsters carry out fire drill at Shannon Park school, learning how to make their way to safety in case of the real thing. (HS-23654).



Shannon Park's mayor, CPO Fred Norwood, presides over a 12-man council which represents the residents of the community in dealing with the authorities administering the project. (HS-23671).

(RC) Joseph Whelley are in charge of instruction.

The Shannon Park Home and School Association was the first body formed in the Park. Distribution of cod-liver oil capsules and the opening of a 10,000-book adult library in the near future are two tangible results. President is CPO Alexander MacDonald. Librarian is Mrs. E. A. Moore.

The residents have their own weekly newspaper, "The Shannon Park



The naval community at Shannon Park is a town unto itself, even to the point of having its own weekly newspaper. Here Mrs. K. T. Richardson, news editor of the Shannon Park News, interviews Mrs. George Coles, executive member of the Athletic and Entertainment Committee, on the committee's future plans. (HS-23649).

News". Editor is Mrs. Franklyn Webb, wife of CPO David C. Webb, HMCS Magnificent, and news editor is Mrs. Margaret Richardson, wife of PO Kenneth T. Richardson, HMCS Haida.

Church services are held in the school auditorium. The Protestant Community Church is inter-denominational. It has a well-received mixed choir of some 20 voices under Mrs. H. Bailey and Mrs. G. Guile. The Sunday School has a membership of over 350 children.

The Roman Catholic Church holds masses in the school under Chaplain Whelley, assisted by Father Pepper of St. Anthony's Parish, Tuft's Cove, N.S. The church has an all-male choir under Ldg. Sea. Joseph E. A. Lajoie. The Holy Name Society has as president PO George H. Jones.

Shannon Park is a recognized community with its own post office in Building 6E. Mr. D. O. Mattinson is the postmaster and his assistant is Mrs. J. Jamieson. The volume of mail has reached a staggering proportion as the majority of residents have families and friends in other parts of Canada with whom they carry on frequent correspondence.

Not lacking in talent, Shannon Park has seen staged a children's Christmas play directed by Mrs. G. Guile, a pantomime "Cinderella" directed by Mrs. F. Gunn and is now preparing a variety show to be produced by CPO D. C. Webb.

No shopping district has been built in Shannon Park as yet. Residents do the bulk of their buying in Dartmouth. A frequent bus service circling a route through the Park has been a boon. Men use duty boats to reach the dockyard on the Halifax side.

All in all, Shannon Park is rapidly making a place for itself in the Greater Halifax community.

## CAMPAIGNS AID FIRE VICTIMS

Citizens of Victoria and families living in the Belmont Park naval married quarters responded quickly to appeals for aid for two naval families who suffered serious losses due to fire.

Petty Officer and Mrs. Allan B. Whittaker lost their home and effects, including all their Christmas presents, in a blaze early Christmas Eve.

Radio Station CKDA, in Victoria, started a campaign the same night to raise funds to help the Whittakers. Victorians subscribed a total of \$2,500. The bulk of the donations came in \$5 and \$1 amounts and nearly all were anonymous. A fraternal organization gave \$123, and a downtown Victoria cafe donated all returns taken in on Christmas Eve, which came to \$157.41.

The second fund to help a family stricken by fire was organized by Mr. and Mrs. Kenneth King, owners of the Suburban Coffee Shop at Belmont Park. The Kings opened their drive for funds immediately after fire destroyed the home of PO and Mrs. George C. Davies and claimed the life of four-year-old Morley Davies.

This fund quickly passed \$300. One Victoria department store completely outfitted PO Davies, while another did the same for Mrs. Davies.

At a benefit movie, which was shown in the John Stubbs Memorial School by the Belmont Park Town Council, the admission price was one article of non-perishable food. According to PO James Waller, organizer of the show, approximately \$300 worth of foodstuffs was collected for the Davies family.



Pictured here are some of the nearly \$300 worth of groceries received at the show put on for the benefit of PO and Mrs. George Davies, whose home at Belmont Park was destroyed by fire January 11. The show was held in the John Stubbs Memorial School under the auspices of the Belmont Park Town Council and was organized by PO James Waller. (E-21336).

## Salty Stoker

*PO Clarence (Bunker) Hill  
Has Spent Eight of Ten  
Navy Years at Sea*

WHEN the Mechanical Training Establishment at Halifax was requested to nominate a Man of the Month, no time was lost in "clearing lower decks." Books and pencils were tucked away, files and scrapers were dropped, and lathes, shapers, milling-machines and drill-presses stopped their chatter, screech, hum and whirr. Silence prevailed, except in the fitting shop, where the choice was being put to a vote. When the air had cleared, the MTE's candidate was Petty Officer Clarence William (Bunker) Hill, a man comparatively young in service years but long in sea experience.

Clarence William Hill was born on September 23, 1923, in Bartonville, Ontario, the eldest of a family of seven children. His formal education was acquired in Bartonville, where he put in most of his after-school hours at sports, mainly hockey and softball. Later he played in Hamilton junior hockey and softball leagues.

Following his graduation from the institutions of learning, he worked for a short time as a messenger before taking a job in the steel hardening department of the Wallace Barnes Spring Company. However, "Bunker" had no hankering to be a landlubber. His heart had always been with the Navy, and, although he had a good job, at the age of 19 he found himself in the recruiting office at the naval division in Hamilton where he enlisted in the old RCNVR as a stoker 2/c. From there he entrained for HMCS Brunswick at Saint John, N.B., for his basic training, and subsequently served in Cornwallis, Stadacona and Hochelaga II. On November 13, 1943, he joined his first seagoing ship, the frigate Montreal, and soon thereafter had his first taste of the North Atlantic, where the Montreal was engaged on convoy duties between Newfoundland and Londonderry. The ship later was attached to a striking force out of Derry and during this time Hill transferred from the RCNVR to the RCN.

On August 7, 1945, Hill was drafted to the frigate Wentworth, then at Shelburne and due to be based on Halifax. The war's sudden end

changed all that and instead he found himself aboard the destroyer Kootenay, transporting troops home from the UK.

Leaving the Kootenay in October 1945, Hill was drafted to HMCS Niobe to stand by the aircraft carrier Warrior, which was then nearing completion. He commissioned the Warrior and served in her throughout the period the ship was with the



PO CLARENCE (BUNKER) HILL

RCN. In the meantime he gained the rank of leading stoker.

From the Warrior Hill went to her successor, HMCS Magnificent, along with most of his shipmates. While awaiting the Magnificent's commissioning, "Bunker" embarked on a more important phase of his life. He met Miss Ann Anderson in Belfast, Northern Ireland, and decided that the name Anderson did not suit her. Therefore, with true Hill ingenuity, he changed her name to Mrs. Clarence William Hill in May 1948.

In January 1949, Leading Stoker Hill was drafted to HMCS Iroquois, then in the Reserve Fleet. He re-

mained there until April, when he was transferred to HMCS Portage, spending the summer in her on the Great Lakes. From the Portage he went to the La Hullose for duty in HMCS Micmac and remained in the Micmac until July 1950, when he came ashore to HMCS Stadacona.

His shore time was short-lived and in November of that year he was headed towards the Korean war zone in HMCS Nootka, the first Halifax-based ship to leave for that theatre. On returning from Korea in August, 1951, he was drafted to Stadacona.

His engagement terminated on December 16 and "Bunker" took leave, got a fast glimpse of "civvy street" and re-engaged. Then followed his first long spell ashore, when he stayed in Stadacona until February 1952 before returning to one of his old ships, HMCS Magnificent. A few months later he returned to Stadacona to begin the course which he is taking at the present time.

Petty Officer Hill has spent eight of his ten years in the Navy at sea. He insists that they were uneventful years and that "nothing happened to me that didn't happen to all the other fellows." His favorite type of ship is the aircraft carrier. He commissioned both the Warrior and the Magnificent and now hopes he may do the same thing in HMCS Bonaventure, when the new carrier is completed.

### Students All

When HMCS Iroquois sailed for the Far East in April 1952, most of her ship's company had not passed their required educational tests to qualify them for advancement. To correct this situation, the commanding officer, Captain W. M. Landymore, appointed Lieut. D. J. Fisher to take charge of their courses. Lieut. Fisher organized a system whereby an officer would be responsible for a class and a subject. Messdecks became classrooms and spare time became study periods. At the peak of enrolment more than 100 men were taking courses.

By January 1953, when the Iroquois returned to Halifax, 93 had passed their tests and become qualified, academically, for advancement.

# THE BUOY-BUSTERS

by R.E.D.

## *Demolition Job Proved Moist Experience for Crusaders*

**O**N BOARD HMCS CRUSADER — The job sounded easy — just a routine demolition. The Crusader's demolition team was to land early in the morning on a friendly island off the Red-held west coast where a hefty channel marking buoy which had come adrift was lying on the beach, deeply embedded in sand. It had to be got rid of because it lay smack<sup>1</sup> across a broad sweep of beach which is used as an emergency landing strip.

Shortly after dawn, the Crusader nosed in close to the island and the ten members of the demolition party proceeded ashore. It was a bleak morning and a slow, cold rain started to fall before the cutter reached the beach. Adding to our discomfort were the sardonic comments from the ops room in the ship where the XO, Lieut.-Cdr. John Husher, was keeping radio contact with the party. He seemed much amused as we waded the last hundred yards to the beach in icy Yellow Sea water.

As we made shore, the rain stepped up its pace and we hurriedly established a headquarters in the lee of a large boulder. It didn't really provide any shelter but it had a good psychological effect.

The job looked fairly simple, although high tide had surrounded the buoy with two feet of water and only the top four feet of black rusted steel could be seen. We decided the first step would be to blow away the above water section with plastic explosive. Unfortunately, it was so cold the PE wouldn't mould properly and one of the TDs came close to leaving a blue-black piece of finger behind in place of a gob of plastic. We could only use small pieces as the seas washed off bigger chunks.

Eventually, we had chopped away most of the upper section and the next move was to prepare a 25-pound jolt of amatol to lift the rest of the buoy out of the sand. This was not too easy to arrange, but the Crusader's TDs turned out to be first class mud engineers. They had to dig a tunnel



*Before and After:* In the upper photo the Crusader's demolitions party makes a start on getting rid of the buoy which drifted ashore on the Korean island and became half-buried in sand. To begin with they used plastic explosive and with it blew away the exposed part of the buoy. The lower shot shows a portion of the buoy after it had been blown clear of the sand by a 25-pound charge of amatol. The photos give some indication of the conditions under which the job was carried out. (CU-343 and 351).

large enough to take the charge in submerged sand, with only entrenching tools to work with. After a couple of hours of splashing, heaving and some fancy nautical language, the charge was placed and a three-minute fuse attached.

We set the fuse and retired at the rush behind our rock. Couldn't even have a relaxing smoke because by

this time cigarettes, matches and so on were thoroughly soaked.

There was a long, silent pause. The silence continued — no blow. Somebody said, "Who set *that* one?" There was no answer. It was a dull question.

There comes a time in every Gunner's life when the charge doesn't go and has to be countermined. Then

the Gunner is it. So off he went, feeling a little alone and very wet. When he arrived at the buoy a voice came from right behind him, "You'll need help, sir." It was AB J. E. Nelson of Prince Albert, Sask., and his arrival made the job a lot pleasanter and faster.

After some very delicate digging we managed to place a second charge to encourage the reluctant 25-pound job. Another hasty retreat and this time a shattering explosion blew the buoy clear of the beach and threw with it about 25 feet of buoy weight and cable.

So the job was done and the beach was clear again for aircraft landing if necessary. For the demolition party, it was a good workout. Though it was a miserable, tedious and slightly dangerous job, the team did it well and did it cheerfully.

Heading the party was Commissioned Gunner (TAS) Richard Dorken of Galt, Ont. CPO J. D. Blenkinsopp of Hamilton and Victoria was 2-i.c. The others were Ldg. Sea. P. A. Bernard, Prince Albert, Sask.; Ldg. Sea. L. M. Luther, Port Arthur; AB W. E. Greenfield, Nokomis, Sask.; AB G. E. Bryant, Clairmont, Alta., AB C. L. Gowen, Elfros, Sask., and AB Nelson. PO R. W. Reid, the Crusader's photographer, was along to shoot pictures and AB C. J. Pickton, one of the ship's communicators, manned the portable set to keep in touch with the ship.

## THE EPIC STRUGGLE OF HMCS GRILSE

from The MAGINEWS

In 1916 the Grilse was probably the best-known ship in Canada's Navy, although few today have ever heard her story. She did not achieve fame for action against the enemy. It was her miraculous survival in a storm, after she had been given up for lost, that made her name well known across Canada.

It all started on December 11, 1916, when the Grilse, a yacht of 157 tons converted into a torpedo-boat, set sail from Halifax for Bermuda. On December 13 it seemed that the RCN had lost its first ship when the Canadian Government issued the following bulletin:

"The Minister of the Naval Service regrets to report that it is feared that HM Canadian Torpedo Boat Grilse (Lieut. Walter Wingate RNCVR) has been lost at sea with all hands. The vessel left Halifax at 3 p.m. Dec. 11th for Bermuda. At 4 a.m. Dec. 12th, a wireless message was received from her, stating that a moderate SE wind was blowing. At 3 p.m., another message was received, which said that owing to the state of the weather, she was returning for shelter to Shelburne, N.S. At 7.28 on Dec. 12th, she

called SOS, stating her position . . . Two minutes later a final message was received, "now sinking."

All available ships rushed to the position, but in spite of a thorough search nothing was seen of her. A day later, she was given up for lost and this bulletin was issued:

"The first disaster in the Canadian Navy occurred last night off the coast of Shelburne, N.S., when the torpedo boat Grilse went down with a crew of six officers and 50 men."

One can imagine, therefore, the joyful surprise at Shelburne when, on December 14, an almost unrecognizable Grilse limped into harbor. She was leaking badly, was down by the head with a heavy list, her engine-room was flooded, her lights were out, and one screw, her rigging, mast, boats and deckhouse were gone.

It turned out that when the ship encountered heavy weather, the captain decided to head for Shelburne, but before long the seas pounded her to such an extent that she began to settle by the head. Waves smashed over her, opening her hatches and flooding the engine-room. It was then she sent her SOS, but an unfortunate error was made in the position she reported. All day she wallowed before the gale, rolling so much that at one time the seas poured into her funnels.

By the next morning the storm was abating, but a particularly heavy sea struck her when she was still 150 miles from Shelburne and laid her over on her beam ends, opening new leaks. The chief engineer and the boatswain were washed overboard. Down below, the stokers worked sometimes up to their necks in water, keeping a speed of eight knots on one engine.

Finally the Grilse crept into harbor, battered and with six of her crew lost. She was repaired and went back to serve with more than 100 other small Canadian vessels in the Atlantic patrol. Their job was to escort shipping off the East Coast, and it was partly due to their efforts that only one major vessel was lost in their area during the First World War.



The Crusader stands off-shore, waiting for her motor cutter to bring back the "buoy-busters." Loaded with gear, two of them wade through frigid water to the boat. Like the rest of the party, they are thoroughly soaked and chilled but have the satisfaction of having taken part in a job well done. (CU-354).

## WEI-HAI-WEI, 1900-1910

by G. J. T.

NOT far from waters in which Canadian warships have been operating for the past two and a half years is the island of Wei-Hai-Wei. It lies off the north coast of the Chinese province of Shantung and is about 75 miles across the Yellow Sea from the Korean coastal area in which Canada's destroyers have logged most of their mileage since joining the United Nations fleet.

Wei-Hai-Wei first appeared in the annals of the Royal Navy 50-odd years ago, when it was leased to His Majesty's Government by the Imperial Chinese Government as a coaling depot for His Majesty's ships. Primarily, however, it served the fleet as a summer resort where ships' companies could escape the enervating climate of Hong Kong, the normal naval base.

The island, known in Chinese as Liu-Kung-Tau, is roughly five miles long. It was at one time heavily fortified by the Chinese under expert German supervision, but all the guns were destroyed by the Japanese in 1894. The massive reinforced concrete emplacements survived, as well as the tunnelled magazine chambers. A prominent hill on the north side of the island commanded both easterly and westerly approaches to the fleet anchorage, which was considered one of the best in Oriental waters and was out of the normal typhoon area.

In 1910 a naval signal station on the hilltop, at an elevation of roughly 800 feet, was manned by signalmen from the Royal Marine island guard and kept a 24-hour watch, signalling not only naval movements but those of merchant shipping as well. Hoisting of a mail pendant signified the approach of a mail steamer and was an event of general interest both ashore and afloat.

For a few years after the Boxer Rebellion of 1900, Britain had a large fleet in Far Eastern waters. It included battleships (Glory, Centurion, Barfleur), a heavy and light cruiser squadron, a destroyer flotilla, several sloops and sundry shallow draft craft principally for Yangtze river work. By 1910 all battleships had been withdrawn and in that year the fleet included the Flag (King Alfred), three County class cruisers (Monmouth, Bedford and Kent), six

destroyers, the Admiral's yacht Alacrity (a beautiful ship with clipper bow) and numerous smaller vessels.

Strangely enough, each of the County class ships was destined to make naval history. The Monmouth was lost in the ill-fated action off Coronel in 1914; the Bedford ran ashore on Quelpart Island, off the southerly tip of Korea, became a total loss and was looted by the natives after being abandoned; the Kent survived to avenge the Monmouth's loss when, in the action off the Falkland Islands, she supported the battle cruisers in the destruction of the German ships Scharnhorst and Gneisau.

Naval life at Wei-Hai-Wei, both ashore and afloat, provided the usual amenities and a maximum of sports which included fleet regattas, soccer, tennis, hockey and rifle competitions. Although it was a notably healthy spot, there was a compact and efficient naval sick quarters ashore to take care of all medical needs and, incidentally, look after war reserve medical stores.

Personnel attached to the naval depot lived in separate quarters and received extra pay and allowances known then as "Compensation and Colonial". The currency was the Mexican dollar stabilised at a value of 50 cents. The various naval messes competed for the excellence of their menus and culinary art. The standard of living was exceptionally good. Chinese cooks looked after the galleys. Fresh foods were remarkably cheap: Ten dozen eggs cost about 50 cents; a prime chicken—even if lean at times—rarely cost more than a dime a pound; good roast beef averaged the same.

Laundry cost three cents per garment and this included white summer uniforms. The leading Chinese tailor, by the way, made a fortune in a very brief period. His nickname was "Jelly Belly". He weighed nearly 300 pounds and was the essence of good nature. He shipped naval uniforms all over the world long after Britain abandoned the island, relying on an efficient card index of measurement and his reputation for fair dealing.

During the long winter months

when the fleet was in southern waters, the permanent depot staff (excluding the Royal Marine guard) rarely exceeded 50 all ranks under a Naval Officer in Charge with the rank of Commander. They played soccer almost daily and could always rely on several weeks of skating in an empty coal shed flooded for the purpose. A first-rate naval canteen provided the usual facilities as well as beer brought out from England in casks. Naval stores were replenished at regular intervals by chartered storeships and colliers averaging 12,000 tons. Welsh coal only was used. In emergencies, staples could be drawn from the naval base at Hong Kong, and mail took ten days to the United Kingdom via Siberia and Shanghai.

Those of us who had the privilege of serving at Wei-Hai-Wei will always retain happy memories of this once important naval outpost.

### Port and Starboard

The word "Starboard" is a survival of the days when ships were steered by an oar on the quarter, called a "steer-board". This oar was always on the same side and this eventually became known as the "Steer-board Side". The oar was put on the right side because this was the easier side for a man to work it.

With a steering oar out, the ships naturally came alongside with the other side "to", so as not to damage the steering oar and so that it would be out of the way. The loading of ships was therefore generally carried out over the left side, which became known as the "Ladeboard" and later as the "Larboard" side. In some of the larger ships a door was cut in the "Larboard" side to facilitate loading. It was called a "Port" (from the French word for door). This term for the left hand side of a ship came into use in 1840 officially, as there was great confusion between the terms "Larboard" and "Starboard". And thus it is that the modern terms "Starboard" and "Port" developed.

An interesting sidelight is the fact that in a similar way the present day custom of the "Starboard" side being used by the Admiral and Senior Officers developed. This came about because the ancient Captains, not wanting to be disturbed by the noises of their ship being loaded on the "Larboard" side, always used the "Starboard" side.—*P.C.N.*



# OFFICERS *and* MEN



## **Officer Appointment Changes of Interest**

The following officer appointments of interest have taken place or will take place in the near future:

Captain L. L. Atwood, to HMCS Avalon in command and as Canadian Naval Commander Newfoundland. Formerly on staff of Flag Officer Pacific Coast as Chief of Staff.

Captain P. D. Taylor, to staff of Flag Officer Pacific Coast as Chief of Staff. Formerly on the staff of Naval Member, Canadian Joint Staff, Washington, as Chief of Staff.

Commander D. W. Groos, to staff of Naval Member, Canadian Joint Staff, Washington, as Chief of Staff with acting rank of captain. Formerly at Headquarters as Director of Officer Personnel.

Commander R. A. Webber, to Headquarters as Director of Officer Personnel, retaining acting rank of captain. Formerly in command of HMCS Avalon and Canadian Naval Commander Newfoundland.

Commander A. B. F. Fraser-Harris, to Headquarters as Deputy Chief of Naval Aviation with acting rank of captain. Formerly at HMCS Stadacona as Executive Officer.

Commander J. C. O'Brien, to Stadacona as Executive Officer. Formerly on the staff of Supreme Allied Commander, Atlantic.

Commander R. L. Hennessy, to National Defence College, Kingston, for courses. Formerly Executive Officer, HMCS Quebec.

Commander A. F. Pickard, to HMCS Quebec as Executive Officer. Formerly Executive Officer, HMCS Shearwater.

Commander J. C. Pratt, to Shearwater as Executive Officer. Formerly at Headquarters as Director of Naval Intelligence.

Instructor Captain M. H. Ellis, Headquarters as Director of Naval Intelligence. Formerly Director of Naval Training.

Commander R. P. Welland, to Headquarters as Director of Naval Training with acting rank of captain.

Formerly at Stadacona as Training Commander.

Commander W. S. T. McCully, to Naden as Officer-in-Charge, RCN Depot, and Manning Commander (West Coast). Formerly at Stadacona as Officer-in-Charge, TAS School.

Chaplain (RC) R. M. Ward, to Naden as Chaplain (RC), Royal Roads, and on the staff of Flag Officer Pacific Coast as Command Chaplain (RC). Formerly at Headquarters on staff of Chaplain of the Fleet (RC).

Chaplain (RC) J. H. Laporte, to Shearwater as Chaplain (RC). Formerly on staff of Flag Officer Pacific Coast as Command Chaplain (RC).

Commander (S) F. D. Elcock, to HMCS Magnificent as Supply Officer. Formerly at Headquarters as Deputy Naval Secretary and Secretary to the Chief of the Naval Staff.

Commander (S) S. A. Clemens, to Niobe on staff of Naval Member, Canadian Joint Staff, London, as

Chief of Staff. From RN Staff Course.

Lieut.-Cdr. W. H. Willson, to Naden as Training Commander. Formerly at Royal Military College, Kingston, as Associate Professor of Military Studies (Navy).

Lieut.-Cdr. (P) J. B. Fotheringham, to Royal Military College, Kingston, as Associate Professor of Military Studies (Navy). Formerly commanding officer, 31st Support Air Group.

Lieut.-Cdr. (P) D. W. Knox, Shearwater as commanding officer, 31st Support Air Group. Formerly at Shearwater as Lieutenant-Commander (Flying).

Lieut.-Cdr. W. P. Hayes, to HMCS Cayuga in command. Formerly on the staff of Naval Member, Canadian Joint Staff, London, as Staff Officer (Gunnery).

## **Bank Robber Nailed By Reserve Seaman**

A bank robber who fled through a Friday afternoon shopping crowd with \$7,400 stuffed into a brief case had his crime career brought to a sudden end when he was felled by a flying tackle from Ldg. Sea. Tommy Nunns of HMCS Prevost, the London naval division.

The robbery occurred in a Royal Bank branch near London's market. The bandit passed a note to the girl teller, warning her that two guns were pointing at her and telling her to pass over her cash.

The girl handed the money to the robber, simultaneously pushing the alarm button. Two bank accountants and two other men took after the man and caught him.

As they were returning to the bank, the robber broke away on a second dash for freedom. Ldg. Sea. Nunns, a London Free Press stereotyper in civilian life, brought him down with a flying tackle.

Not far away was the robber's car with a rifle in it. Police said if he had reached it he probably would have made a successful getaway in the rush-hour traffic.



LDG. SEA. THOMAS NUNNS  
*Fells bank robber*

## 93 Men Complete "L" School Courses

December 1952 marked the end of a busy year of training in the Electrical School at HMCS Stadacona, with 93 men, constituting nine classes, successfully completing technical training courses during the month.

Members of Electrical Technician "Q" class who qualified professionally for promotion to Petty Officer First Class Electrical Technician were Petty Officers S. Bryant, H. Offer, H. Cutler, J. Baker, J. Brisdon, F. Hogan, R. Bradstock, A. Watson and J. Nichols.

Ten men of Electrical Technician "O" (G) Class who qualified for transfer to Electrical Technician (Fire Control) were Leading Seamen R. Pollock, W. Dixon, E. Oja and R. Wibberley and Able Seamen C. Donkin, A. McRae, B. Stampe, G. Marshe, J. Cavan and M. Jordan.

Electrical Technician "O" (F) Class of ten qualified for transfer to Electrical Technician (Fitter). These were Leading Seamen C. Strong, W. Webster and R. Stewart and Able Seamen D. Newhook, D. Savage, B. Meikle, T. Rogers, K. Watts, E. Woods and T. Sinclair.

Petty Officers Second Class J. Mimnaugh, T. Corbett, C. Macklinger, J. Murray, W. Slade, H. Seright, G. Wings and W. Churcher, members of Radio Technician "O" Class, qualified professionally for promotion to the rank of Petty Officer First Class.

Qualifying for transfer to Radio Technician (Communications), as members of RT "K" (W) Class, were Leading Seamen D. Rutherford, J. Huckle and J. Letourneau and Able Seamen D. Sanderson, D. Snow, E. Pare, R. Jonas, E. Rioux and J. Atkins.

A further class, Radio Technician "K" (N), was trained in the electronics field to qualify for transfer to Radio Technician (Detection). Included in this latter class were Leading Seamen R. Hobbs and S. Hill and Able Seamen L. Skinner, R. Fallahay, J. Kilburn, D. Legrand and A. Bates.

Seventeen men completed training in Air Electronics. Of these, seven comprised Radio Technician (Air) "M" 1 Class, qualifying for transfer to Radio Technician (Air) (Detection). They were Petty Officer Second Class C. Hoogveld, Leading Seaman L. Cairns and Able Seamen G. Dobson, P. Boisseau, G. MacPhail, G. Benwell and S. Miller.



Ten midshipmen of the Royal Navy are getting their observer training at the RCN's Observer School in Shearwater. Here two of the midshipmen, John Brazenor, left, of Harrow, England, and Brian Evans, of Torquay, Devon, receive instruction in ship and aircraft recognition from Lieut.-Cdr. John A. Stokes, of Victoria and Halifax, Officer-in-Charge of the school. (DNS-9610)

The ten members of Radio Technician (Air) "M" 2 Class, who qualified for transfer to Radio Technician (Air) (Communications), were Leading Seamen G. Olver, T. Jones, A. Walker, D. Brown and A. Greer, and Able Seamen A. Keeler, L. Bevand, C. Whitty, E. King and R. Monaghan.

The last Electrician's Mate class of the year, EM "AV", qualifying for promotion to able seaman, included 22 successful candidates. These were J. Lander, L. Gehman, F. Holler, B. Smith, C. Bailey, R. Brubacher, J. Daly, A. Dobson, L. Ogden, L. Willis, W. Savignac, N. Barry, E. Durant, D. MacRae, R. Hamilton, F. Chambers, K. Lawrence, J. Arnsby, G. Porteous, C. Lynch, D. Burns and L. Ranger.

All the classes listed above included men from both Halifax and Esquimalt Port Divisions.

### Ten Ordinary Seamen Learn Steward's Trade

Ten ordinary seamen comprised Stewards' Class SW41-A which recently finished training at the Supply School, HMCS Naden. They were Ordinary Seamen William Regan, Reginald Warren, Alfred Tarrant, John Thomas, Ronald Burkholder, Gordon Brown, Joseph Matter, Louis Dupreis and Gerald Young.

### Discovery Wardroom Memberships Presented

Five honorary life memberships to the wardroom mess of HMCS Discovery were awarded at a recent mess dinner.

Honored were Air Commodore G. C. Gordon, retiring commanding officer of RCAF 12 Group at Vancouver; Very Rev. Cecil Swanson, Dean of Christ Church Cathedral, who has been transferred to Toronto; ex-Alderman Jack C. Cornett, retiring from civic duties; Lieut.-Cdr. William Davidson, retiring executive officer, and Lieut. James Butterfield, leaving for Halifax after two years as staff officer.

Lieut.-Cdr. Jack Stephenson, the new executive officer, presided and words of appreciation were voiced by Commander Glen McDonald, commanding officer of Discovery, for the work done on behalf of the Vancouver division and the RCN generally. Lieut.-Cdr. (SB) Harold A. Irish presented Lieut.-Cdr. Davidson and Lieut. Butterfield with engraved steins as farewell gifts from the division. Another honored guest at the mess dinner was Discovery's first honorary life member, Captain William Stacey, RCN(R), Ret'd., former commanding officer, who now lives in Victoria.

### **Communications Officer Candidates Finish Course**

Heading a long list of classes graduating recently from the Communications School at HMCS Cornwallis was "D" Class of qualifying commissioned communications officers made up of CPOs H. Tate, W. D. Moyes, A. L. Bonner and J. H. Ellerton. Congratulations are in order to Messrs. Moyes, Ellerton and Tate on their promotion to acting CCO. CPO Bonner is now undergoing the educational course for CCO.

Other graduating classes were: A qualifying course for C2CR3 (CPO R. F. Thompson, instructor); a P2CV2 course (CPO J. Reid, instructor); three ABCV1 courses (CPO Colin Nast, PO James Kitchen and PO D. E. Worthington, instructors); two ABCR1 courses (CPO E. S. Pratt and PO A. D. Ireland, instructors).

### **Awards Presented To Top Trainees**

It has been the custom in HMCS Quebec with each new entry class to have an engraved silver bos'n's call presented by the captain to the ordinary seaman who meets a high standard in class standing, initiative and leadership, conduct, cheerfulness and smartness.

To date this honor has been won by the following ordinary seamen: Leon Buell (Class 2), Hugh Sproule (Class 3), Harry Babstock (Class 4), Frederick Pegley (Class 6), Charles Downey (Class 7), Eugene McMorris (Class 9), Alden Campbell-Hope (Class 10), George Ferguson (Class 11), John Hamilton (Class 12), George O'Leary (Class 13), Samuel Gouldie (Class 14) and Mervyn Clark (Class 15). There were no awards for Classes 5 and 8.

### **CPO Herbert McCrossen Heads Discovery Mess**

CPO Herbert McCrossen was elected president of the Chief and Petty Officers' Mess of HMCS Discovery at an annual meeting recently. He succeeds CPO R. A. (Doc) Miles.

Others elected were PO Tim Brecknell, vice-president; PO Doug Alexander, re-elected secretary; PO Charles McQueen, re-elected treasurer; CPO Ralph Burry, PO Ben Stevenson and PO Peter Turner, members at large; CPO Bob Miller, chairman of guest committee; CPO Charles Hartney, representative to ship's fund committee and hospital visiting, and CPO N. E. (Buck) Rogers, additional representative to ship's fund committee.

### **West Coast Communications Personnel Switch Jobs**

Numerous changes have taken place recently in the lineup of communications personnel based on the west coast. POs Gordon Fraser, Ken McLeod and William Howarth have left the Communications Training Centre for a course in the Communications School in Cornwallis, while Petty Officers John D. Carson and Wilfred Henderson have arrived in Naden from Cornwallis after successful completion of a C2CR3 course. PO Henderson is slated to join the Cayuga, as is CPO Ralph Heys.

CPO James Mackie has rejoined from Stadacona, while PO Roy Wheeler has left to join the Communications School for complement. CPO Mackie is in charge of the confidential book office in the Naden CTC.

PO Noel Williams and AB Robert Lister have been drafted to the Naden tender, HMCS Porte Quebec, while AB Nick Malysh has joined the New Waterford and AB John Molnar has been drafted to the Cayuga. Also drafted were Ldg. Sea. Mike O'Sullivan to the Beacon Hill, AB Richard J. McCallum from the dockyard tower to the Sioux, and Ldg. Sea. William Hogg from the CTC to the Release Centre.

Incoming drafts include Ldg. Sea. Ernest E. Law from the Sioux to the Dockyard tower, Ldg. Sea. Ken Bjorndahl from Aldergrove to Naden, Ldg. Sea. Thomas Hill from the Iroquois to the Communication School via Naden, and PO George Worrall from the Beacon Hill to Naden. Ordinary Seamen Fred Coxhead and Ed. Murray joined from the Cornwallis Communications Factory.

Changes in complement are also due for the Sioux, Crusader and Athabaskan, with CPO Jack Crawford leaving the Crusader for the Com-school and CPO David G. Larkey leaving the Sioux to join the Athabasca. CPO Tom Fraser will join the Sioux and PO Earl Wareham will rejoin Athabaskan.

### **Crusader Crewmen Pass Christmas Eve Tests**

Six crew members of HMCS Crusader who spent the pre-Christmas period studying for a squadron board were repaid for their efforts.

The six appeared before the board in HMCS Haida on December 24 and were successful in qualifying for petty officer second class. They were Leading Seamen T. S. Browne, Garnet Shaw, C. F. Watkins, N. L. Howe, R. E. Grant and F. C. Cook.



Not to be outdone by the RCN's sea-going artists (Crowsnest, January 1953) Able Seaman Charles W. Duff, RCN(R), of HMCS York, displays his most recent work at the annual Homemakers' Show at Simpson's Toronto store. (Photo by The Robert Simpson Co.)

### **Four Stoker Classes Graduate from MTE**

Four classes of new entry stokers recently completed their courses at the Mechanical Training Establishment, Esquimalt.

In Class 160 were AB Robert F. Moog and Ordinary Seamen Norman A. Brown, John Forgie, Harry Weaver, Phylip Martin, James Pratt, Douglas Thorgierson, John Pegg, Robert Maud and Wayne Walsh.

Members of Class 161 were Ordinary Seamen Eric Murray, Robert Gray, George Allinson, George Ehrlich, Stanley Christensen, Ronald Dalke, Gerard Blais, Douglas Cushman, Norman Bowers, Alfred Hart-rick, Walter Forler, Edward Burns, Sture Murland, Ronald Blair and Gerald Dubar.

In Class 162 were Ordinary Seamen Harold Vaughan, Harry Collie, Jack Raymond Duncan, John Bailey, Lloyd DeLorme, Charles McIntosh, John Van Koughnet, William Garner, Edward Agnew, John Steeves, Augustine McCarthy, Frederick L. Ades, Leonard John Graham, Donald Keith Eriksen, Ronald L. Harrison, John Whitcroft, Edward Johnston and John H. Noyes.

Class 163 consisted of Ordinary Seamen Garry Staniforth, Barry Nisbet, David Schellenberg, Leonard Dunn, Leonard Hawtin, Walter Kenny, Patrick Hughes, Donald Akers, Frederick Moore and Ronald Chapman.

### **Western Division Supply Officers Hold Meeting**

HMCS Discovery, the Vancouver naval division, was host recently to a conference of supply officers from the far western divisions. Commander (S) C. G. King, of the staff of the Director of Naval Reserves, presided at the conference, which was attended by Lieut.-Cdr. (S) A. C. Penley and Lieut.-Cdr. (S) J. E. Hall, of Discovery; Lieut.-Cdr. (S) G. C. Dixon, of Malahat; Commander (S) W. R. Hickey and Lieut. (S) C. N. Minty of Nonsuch; Lieut.-Cdr. (S) E. E. M. Love, of Tecumseh, and Lieut. (S) G. E. W. Woodford, of the Supply School, HMCS Naden.

### **Supply School Trainees Finish Trade Courses**

Three classes recently completed qualifying courses at the Supply School, HMCS Naden. Members of a cooks' course were Able Seaman Kenneth Yeo and Ordinary Seamen Charles Jewers, Colin Miller,



Pictured above are members of the 38th leadership course for chief and petty officers to be held in HMCS Cornwallis. Front row, left to right: POs Bernard Roberge, Norman Sallis and William Joy; Lieut. (S) Colin White, course officer; CPO Edward Rigby, instructor; PO George Barnshaw, CPO Harold Butler and PO John Woolcock. Second row: POs Jan McKellar, Donald Dunn and Norman Martin; CPOs Robert Ashton and Michael Dwyer, PO Edward Parham, CPO Frederick Wright and PO Joseph Gibeau. Third row: PO Edwin Massey, PO Frank Foulds, CPO James Johnson, PO William Grondin and PO Douglas Paul. Fourth row: PO John Ireland, CPO Eric Moody, PO Allan Whittaker, PO Desmond Steel, PO Ernest Towers and PO Robert Williams. (DB-2241).

Gordon Shields, Charles Tait, Sterling Saulnier, Donald McConnell, Kenneth Abbott, John Boyce, Sidney Martin, Edward Leveque, Marcel Rivest, Robert Martin, Gerard Cormier and Clyde Smith.

Taking training as stewards were Ordinary Seamen Peter Carliarneau, Keith Hillam, Thomas Benoit, Douglas Ruffell, Richard Swanson, Eric Montgomery, Arthur Stewart, George Eadle, Robye Figuary, Robert Vale, Basil Mudge, Fabian Young and AB Raymond Cadotte.

Enrolled in a pay writers' course were Ordinary Seamen Nyle F. Higgins, Victor Yablonski, Murray Reynolds, Stanley Piontek, Gerald Hull, Albert Lesperance, John Maunder, Joseph Vallillee, Eric Vokey, Russell Hamilton and Alonzo Smith.

### **Cdr. V. G. Meakin Dies at Nanaimo**

Veteran of two wars and an ardent supporter of the Sea Cadet movement, Commander Victor George Meakin, RCN(R), Ret'd., died in hospital at Nanaimo early in January at the age of 55. At the time of his death, he was president of the Nanaimo branch of the Navy League of Canada.

Born in Collingwood Hall, near Burton, Staffordshire, England, on April 13, 1897, Commander Meakin

enlisted in the Canadian Army in 1914, shortly after coming to Canada. He was twice wounded and was demobilized in 1917.

Called to the bar in 1920 following studies in Victoria, he spent some time in South America as legal adviser to the British consul and several large shipping firms in Buenos Aires.

He entered the Royal Canadian Naval Volunteer Reserve at Halifax on August 6, 1940, as an acting lieutenant and his service for the remainder of the Second World War was for the most part concerned with local defence.

In June 1942 he was promoted to lieutenant-commander and became Commander of the Port and Senior Officer Local Defence Force at Halifax, posts he held until the end of the war. He was promoted to the rank of Commander on July 1, 1945.

Demobilized that year, he entered into partnership with Arthur Leighton, QC, to establish the law firm of Leighton and Meakin. He served on the executive of the Nanaimo branch of the Canadian Legion and his efforts on behalf of the Sea Cadets contributed much to the expansion of the Nanaimo corps.

He leaves his wife, Mary, in Nanaimo, and a son, John, of Vancouver.

# Afloat and Ashore

## PACIFIC COMMAND

### HMCS *Crusader*

The *Crusader* spent Christmas in Kure, Japan, along with the *Athabaskan* and *Haida*. This was the first time in many months that all three of the Canadian destroyers in the Far East had spent a few days in port together.

Lavish preparations were made for Christmas on board. The supply department searched far and wide to get the right kinds of food and the entertainment committee unearthed some excellent decorations. It was a little more complicated than lifting the phone and calling CVD for provisions and going to Woolworths for decorations, as we can do in Esquimalt. But the results were "ichi-ban".

On Christmas Eve the wardroom officers went up to the British Commonwealth Hospital to join a team

of carol singers in entertaining the patients there. The voices may not have been of the best, but the effect was heart-warming. It sounded like a bit of Christmas at home and the patients enjoyed the impromptu choir.

Christmas Day was a great one in the ship. The cooks won the day, first because of the mammoth and delectable meals they provided and second because the Captain for the Day was a cook. AB William Cairns of Wolseley, Sask., took command with great dignity as he wore a wing collar with his uniform. He was preceded through the ship by a raucous din made by a boatswain's call and a set of bagpipes.

It was a very Canadian Christmas. A lot of the *Crusaders* found friends among the soldiers at Kure's 25th Canadian Replacement Group and we seemed to have soldiers on board all day, every day. Many of the

matelots spent a night ashore with one or other of the Canadian Army units camped at Hiro, near Kure.

Over the Christmas season, the *Crusader* beat the *Athabaskan* at basketball and took the Royal Canadian Ordnance Corps softball team into camp.

The *Athabaskan* sailed Boxing Day and the *Crusader* left for the west coast December 28. The *Haida*, in dock for a maintenance docking, stayed over the New Year.

Our patrol took us up the now familiar west coast of Korea. The weather was miserably cold for most of the trip and New Year's Eve was remarkable only for its lack of the traditional cheer. Fortunately, the time passed very quickly as we were all looking forward to the ten-day rest and relaxation period in Hong Kong which was to follow.

In Hong Kong, each watch was given three days' leave and every day there was a make and mend. This was our only holiday since our arrival in June, and was probably our last for a while, so everyone made the best of it.

Hong Kong is a fabulous port and there are innumerable things to see, plus a lot of good shopping possibilities. We even worked in a softball game with the American cruiser USS *Toledo* and beat them 8-4. The basketball team fared badly and lost to a good Chinese team in front of 600 spectators at a benefit exhibition game. We learned, in this game, that condition is mighty important. — J.H.

### TAS Training Centre

Lieut. D. C. Edwards and PO Arthur Tassel have returned to the centre after having completed courses at the Sonar School in San Diego, California.

TAS classes under instruction went to sea in HMC Ships *Beacon Hill* and *Antigonish* for ten days of anti-submarine exercises in December.

During the exercises, CBC representatives Bill Herbert and Kenneth Buhr embarked in the *Beacon Hill* to record the RCN at sea, with particular reference to the part played by the torpedo anti-submarine branch.



A picture of concentration is AB Ed Fetter as he operates a direction finder on board HMCS *Athabaskan*. Wartime W/T operators will appreciate this photo, which shows the improvements made in D/F sets as compared to the type on which they used to struggle to get bearings. (AN-146).

### Mechanical Training Establishment

With eight wins and only one defeat up to the end of January, MTE continued to lead the Naden inter-part hockey league. In the basketball league, the engineers were at about the halfway mark in the standings.

AB Terry Cowan, who recently joined Naden from the Ontario, is a member of Victoria United, the city's leading soccer team and one of the best in British Columbia.

Several MTE personnel are playing on the Navy's English rugby team, which is coached by Instructor Lieut. Dave MacKenzie, a former Scottish rugby international.

### Diving Tender No. 2

The West Coast diving party has been kept busy removing pilings at the boom defence jetty and scraping marine growth from the degaussing range.

Lieut. Charles Smedley has been appointed to Ottawa and Lieut. Charles Corbett has taken over command of Diving Tender No. 2. CPO Bill Cubitt and PO Murray Wilson are leaving shortly for a course at the Deep Sea Diving School in Washington, D.C. CPO William Woods recently returned from Washington and is now on leave before proceeding to Stadacona.

The members of the diving party at Naden now are Lieut. Corbett, CPOs Robert Wigmore, and Wilfred Surline, PO James Connolly, Leading Seaman George Ackerman, Julian Verscheure and Dennis Law, and Able Seamen Leonard Nuttall, Fred Olkovick and Donald Ewen.

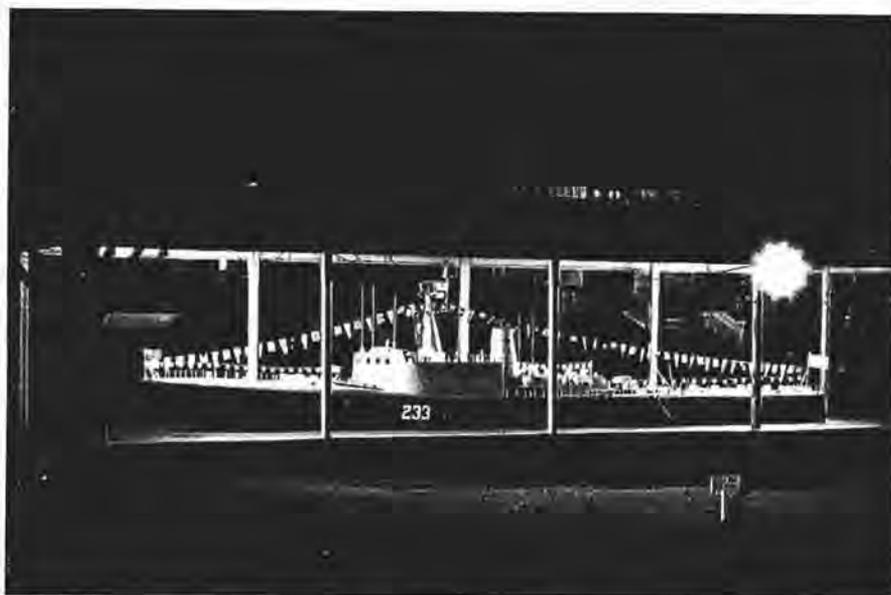
### 'Navy Mothers' Send Parcels to Destroyers

The Navy Mothers, a Saskatoon group which was reorganized in June 1951, have been the recipients of numerous letters of gratitude from naval personnel serving in Korean waters.

At the latest count, the Mothers had sent to Canadian destroyers in the Far East approximately 1,200 books, magazines and newspapers, 50 pairs of hand-knitted socks and 55 parcels of treats.

Ships from which letters of thanks have been received are the Athabaskan, Sioux, Haida, Cayuga, Nootka and Crusader.

Officers of the Navy Mothers for 1952-53 are: Mrs. S. Sealey, president; Mrs. Hagen, secretary; Mrs. Roy Dunlop, treasurer, and Mrs. E. Burton and Mrs. J. Dutton, magazine conveners.



A 30-foot model of HMCS Fraser, destroyer escort now under construction for the RCN, is prominently displayed just inside the main gate at HMCS Naden. The model was built by shipyards in Victoria and, after appearing in the Navy Day parade in Victoria last summer, was presented to the Pacific Command of the RCN. Later it was featured in the naval exhibit in the Pacific National Exhibition in Vancouver. (E-21245).

## ATLANTIC COMMAND

### HMCS D'Iberville

(Quebec City)

The first anniversary of the Basic Training School in Quebec City was marked on February 4.

The year saw the school commissioned as HMCS D'Iberville and the entry of approximately 450 French-speaking recruits, 250 of whom have graduated and gone to HMCS Cornwallis.

The latest class to graduate and leave for Cornwallis was Regina division, with the award for the best all-round seaman in the division going to Ord. Sea. J. L. A. Saucier. The next class to complete training at D'Iberville will be Valleyfield Division.

A children's party, held under the auspices of D'Iberville, was attended by about 150 youngsters. Also a success was the New Year's party organized by officers of HMCS Montcalm and attended by 50 couples.

Competition is under way for the D. F. Olive trophy offered annually to the best small arms marksman.

PO R. R. Mercure has returned to full duty after having been in hospital. Newcomers to the staff include CPO J. M. Vanasse, replacing CPO Benoit Fouquet, who was recently drafted to HMCS Shearwater, and Ord.

Wrens Marcelle M. G. Fontaine and Fleurette M. L. Lavertue.

The two little daughters of PO and Mrs. J. J. L. Grimard, Deborah Lee and Sharan Collette, were baptized on board by Chaplain (P) A. E. Kemp of HMCS Montcalm.

D'Iberville's commanding officer, Commander Marcel J. A. T. Jette, was chairman of the UNTD selection board which sat recently at Ottawa, Montreal and Quebec City. In addition, Commander Jette has been introducing the naval TV series, "Victory at Sea", which is being shown over the Montreal CBC station.

### HMCS Haida

A Santa Claus with two beards (there was a real set under the costume whiskers) and a children's party just four times as big as originally planned were the ingredients of the Haida's Christmas in Kure, Japan.

Members of two of the Haida's chief and petty officers' messes asked Chaplain of the Fleet Ernest G. B. Foote to find where some of their mess funds could be spent in bringing 50 Japanese children some Christmas happiness.

At the Kure branch of the YWCA Padre Foote found a Christmas party about to begin for 200 youngsters—



Judging from his expression, "Newfie," mascot of HMCS Shearwater, takes a dim view of the arrival of Wrens on the naval air station. However, Wrens Sylvia Cunningham and Verna McDougall, both of Calgary, are confident they can win him over. They are members of a group of nine Wrens who began courses as ciné assessors and control tower operators at Shearwater in January. (DNS-9779).

many more than had been bargained on.

It was then that the ship's company of the Haida brought off a minor Christmas miracle. They dug deep into their own parcels from home and produced a wide assortment of candy, nuts, cake and cookies.

The trio delegated to deliver the gifts, CPO P. J. Duchene, CPO J. E. Underdown and PO A. R. Watson, emptied their pockets of yen on the way to the party and added oranges and apples to the bags of good things.

Bearded PO Watson underwent a rapid transformation and appeared on the stage as a well-padded Santa Claus to hand out the gifts.

Just what the Haida's contribution to the party meant was expressed later in a letter from Miss Mitsuko Uchida, executive of the Kure YWCA. She said a shortage of funds had made the outlook for the party gloomy indeed. Before the signing of the peace treaty, gifts for the party had come from the USA and Australia, but now the Kure YWCA was on its own:

"The Y-Teens who sponsor this affair worked hard preparing for the day and thought a bit sorry because the contents of the bags were ex-

tremely poor comparing to those of the past years," Miss Uchida wrote. "You could imagine their surprise and joy when your representatives appeared with all those gifts."

CPO Duchene said: "I cannot remember having been more deeply moved than I was at the happiness of those kids. I wish the rest of the ship's company could have been there to see the results of their kindness."

### Communications School

More than 450 officers and men of the regular and reserve forces have qualified at HMC Communications School during the past 16 months, according to a recent check of the records.

Five classes took part in the second competition for the Matheson Flag Hoisting Trophy during December, with CV56, under CPO Samuel Iscoe, coming out on top. Commander R. W. Murdoch, officer in charge of the school, presented the trophy to Ord. Sea. Terence Dale, team captain.

CPO E. Pratt has left the school for the Communication Training Centre, Halifax. Newcomers to the staff include CPO K. I. Potter and PO Roy D. Wheeler from HMCS Naden, and PO C. E. Dixon and PO A. J. Smythe from Albro Lake.

### HMCS Portage

The year-end holiday season was celebrated in the traditional style in HMCS Portage, but hardly had the excitement died down before the ship was operational again. Off Halifax she carried out exercises with the US Submarine Torsk and HMCS La Hullose, and on January 17 sailed in company with the Torsk to continue the exercises in the Bermuda area.

Time was found during January to squeeze in a few hockey games, during which the Stokers soundly defeated the Chiefs and Petty Officers and the Seamen edged out the Supply Department. The ship's team met HMCS Magnificent, but was forced to bow out in a very close game 3-2.

### HMCS La Hullose

To start the New Year, the La Hullose participated in two days of sea-air exercises in the Halifax approaches with the Portage, the United States Submarine Torsk and aircraft from Shearwater.

Before entering her refit period in mid-January, the "Fighting Lady" held her last ceremonial divisions on the quarterdeck. At this time the commanding officer, Lieut.-Cdr. H. A. Porter, announced that the class of ordinary seamen which had been under training in the ship had been marked "trained".

He presented engraved bosn's calls to the two top members of the class, Ord. Sea. R. A. Pretty from Clarenville, Newfoundland, and Ord. Sea. D. H. McLaughlin of Oromocto, N.B.

### HMCS Quebec

For the first time since the ship commissioned in January 1952 the gunroom was opened early this year to accommodate 17 midshipmen from Cornwallis.

The midshipmen have entered the Navy with seven-year appointments and are destined for naval aviation. They are the third course to complete the six-month training program at Cornwallis.

While on board, the midshipmen will undergo a concentrated training syllabus which includes practical seamanship instruction, boat running, quarterdeck and bridge watchkeeping, engine room watchkeeping at sea, practical navigation and short courses in gunnery, TAS, communications and navigation.

After approximately six months on board they will be required to pass a seamanship examination for

### Sports Well Supported By Quebec's Crew

A total of 6,161 officers and men participated in the sports activities of HMCS Quebec in 1952. Duplication of players for the various games and the coming and going of trainees are the factors explaining how the total stands at about eight times the complement of the cruiser.

During the year, Quebec personnel took part in 28 games of basketball, six of cricket, ten of deck hockey, two golf matches, 36 hockey games, 74 PT periods, two regattas, 15 softball games, three squash matches, one tug-of-war contest, 16 soccer matches, three tabloids of sport, 44 volleyball games and two water polo games.

promotion to acting sub-lieutenant and will subsequently go to air stations to commence flying training.

Karen Elizabeth Lindsey, age 11 months, daughter of Lieut. (L) and Mrs. Ralph Lindsey, was christened on board on Sunday, January 18, by Chaplain (P) Charles MacLean. (The godfather was F. W. MacPherson and the godmother was Mrs. Helen Hartlin.

### TAS School

TD3 "F" class commenced training in the Torpedo Anti-Submarine School on January 12. Meanwhile, TD3 "E" class embarked in HMCS Portage for two weeks sea training with USS Torsk in the Bermuda area.

Following a three-week course at the U.S. Navy's Fleet Sonar School at San Diego, California, Lieut. (TAS) T. L. B. Hebbert and CPO W. D. Dixon have returned to their duties at the school.

Recent changes in the staff included: Lieut. A. G. Kilpatrick to HMCS Iroquois as Divisional TAS Officer, Lieut. D. K. Gamblin to HMCS Brunswicker as Staff Officer Training, and PO John MacDonald to HMCS Portage.

### Coverdale Radio Station

Station personnel extended a "well done" to Coverdale's Women's Auxiliary for their efforts in staging the annual children's party, attended by approximately 70 children from the married quarters. Mrs. H. Cutress and Mrs. G. Castle received special mention in their roles as helpers.

Coverdale's entry placed first in the non-commercial class in Moncton's annual Santa Claus parade and a portion of the prize money was turned over to the WA for the children's party.

Although not a traditional "white Christmas, December 25 was still a festive occasion, with AB Charles Hebert changing places with the commanding officer, Lieut. Donald S. K. Blackmore, for the day, and AB J. R. Belleville donning the rig of Master-at-Arms. Officers and chiefs and petty officers turned to at dinner time and served the men in top style.

The end of the Old Year saw the first group of postwar Wrens receive the rank of Able Wren. Those promoted were Lois Leedham, Barbara Schmidt, Lorraine Brown, Doreen Patterson, Patricia Rennie and Jean Espey.

## NAVAL DIVISIONS

### HMCS Queen Charlotte

(Charlottetown)

Much of the atmosphere of "Old Home Week" prevailed at Queen Charlotte at the turn of the year.

Officers and men spending leave in Charlottetown and other parts of Prince Edward Island included:

Lieut.-Cdr. J. J. Trainor, former commanding officer of the division, now at Naval Headquarters; Lieut. J. M. Richards, former staff officer, now in HMCS La Hullose; Lieut. J. J. Mahar, HMCS Stadacona; PO Cyril MacDonald, Stadacona; PO E. V. Platts, HMCS Huron; Ldg. Sea. Arthur Coffin, HMCS Shearwater; Ldg. Sea. H. A. MacCullough, HMCS

Avalon; AB Bill McGrath, HMCS Magnificent, and AB Reg. Cullen, HMCS Nootka.

Highlight of the holiday season was the annual children's party, attended by about 100 youngsters.

Recently promoted to their present rank in the Reserve were Acting Sub-Lieut. J. E. McRae, Sub-Lieut. (S) L. J. Curley and Sub-Lieut. (S) C. D. MacDonald.

Lower deck promotions in the Reserve have gone to Leading Seamen E. Frederick Saunders, Frederick J. Flynn and John C. MacLeod.

### HMCS Prevost

(London, Ont.)

A Women's Auxiliary has been formed at Prevost, with Mrs. Jack Richardson as president. The auxiliary's first social undertaking was a successful ship's company dance, proceeds of which went to the Community Chest and for Christmas extras for families of former naval personnel.

Lieut.-Cdr. E. Gordon Gilbride, commanding officer of the London division, was recently promoted to the rank of acting commander.

Another promotion of interest at Prevost was that of Wren Margery Hall from the lower deck to sub-lieutenant. Sub-Lieut. Hall, who joined the London division as an Ordinary Wren when recruiting first



Latest of the RCN's shore establishments to have a hobby shop is HMCS D'Iberville, the Basic Training School in Quebec City. Here Instructor Lieut. Philippe Bernatchez, organizer of the hobby shop, examines models produced by, left to right, AB Clement Rajotte, Ord. Sea. Antonio Sarrazin, Ord. Sea. Georges Veilleux and PO Bernard Doucette. (O-3755).

began, is assisting Lieut. (W) Elizabeth MacKenzie in the Wren office.

CPO Charles Hawkins is the new president of the Chief and POs' mess and Ord. Wren Marg Ferguson heads the Wrens' Mess.

A bi-weekly newsletter, "Prevost Post", is being produced at the division under the direction of Sub-Lt. Neil Currie — *N.C.*

### **HMCS Discovery**

(Vancouver)

Latest recruiting figures give Discovery a total reserve strength of 543 officers and men. The breakdown shows that on Discovery's books are 130 officers, 274 men, 101 UNTD cadets and 38 Wrens. Last year at the same time the total was 505 officers and men, showing an increase of 38 personnel. Seven more reserves joined up early in January.

Ted Roach, president of the Seamen's Mess, and his committee initiated a novel way to attract ship's company members and their friends to the division on non-training nights. The seamen have organized an attendance prize of \$5 cash for a draw each Friday night. The initial jackpot was won by AB Douglas Wingrove.

About 300 Discovery personnel, sea cadets and UNTD cadets marched through Vancouver recently to attend a special naval screening of the British film, "Gift Horse of the Sea." Famous Players Theatres in Vancouver offered Discovery the preview show and the commanding officer, Commander Glen

McDonald, with a committee composed of Lieut.-Cdr. Harold Irish and Lieut. George Tanner, arranged for the special presentation. After the parade, the marching sailors were joined by relatives and friends to witness the production in a downtown theatre.

Shifts in posts at Discovery include the departure of Lieut. Jim Butterfield for a JOTL Course in Stadacona after two years as Staff Officer (Administration). He is being replaced by Lieut.-Cdr. Albert (Buzz) Holland. Lieut. J. E. T. Mason has turned over his area recruiting duties to Lieut.-Cdr. Bill Atkinson.

HMCS Cordova, the division's tender, now makes daylight training trips to points of interest in the Vancouver area each week-end. — *W.J.H.*

### **HMCS Hunter**

(Windsor, Ont.)

Hunter recently lost two members of its permanent staff, Lieut.-Cdr. L. Craig Bishop, staff officer, and Lieut.-Cdr. William Atkinson, recruiting officer. The former has gone to HMCS Stadacona and the latter has taken up the appointment of recruiting officer for British Columbia.

Both officers were extensively entertained prior to leaving. Engraved sterling silver cigarette cases were presented to them at a party given by the permanent staff in the Chief and Petty Officers' Mess.

Rear-Admiral Walter Hose, RCN, (Ret'd.), presented Lieut.-Cdr. Atkinson with a gift from the wardroom officers, accompanied by an original poem. Lieut.-Cdr. Bishop received a similar gift.

### **HMCS Tecumseh**

(Calgary)

Its favorable geographical location has made HMCS Tecumseh the controlling station of a prairie network carrying out communication exercises among the naval divisions at Calgary, Edmonton, Saskatoon, Regina and Winnipeg.

When the regular communications exercises are completed on Wednesday nights, Tecumseh's communications staff takes part later in the evening in radio exercises with the 13th Naval District, USN Reserve. The American stations are located in the north-western states.

PO E. R. Johnson is the reserve petty officer in charge of the communications staff at Tecumseh.

The ship's company, wives and friends filled the Tivoli Cinema on Sunday evening, January 18, for a showing of the British film, "Gift Horse of the Sea". The management turned the theatre over to the Navy for the occasion. — *C.S.J.L.*

### **HMCS York**

(Toronto)

The Women's Naval Auxiliary of Toronto, an association of more than 100 navy-conscious women under the presidency of Mrs. L. S. Usher, has paid nearly 10,000 visits to DVA hospitals in the Toronto area since 1946.

Hospital visits are accompanied by the distribution of cigarettes and candy to all ex-naval personnel. Each Christmas about 75 parcels have been given to former members of the naval forces who have to spend the holiday season in hospital.

The group is supported by the proceeds of bazaars, teas and membership dues. Recently the Chief and Petty Officers' Mess of HMCS York contributed a \$100 cheque to assist the organization in its work. The cheque was presented on behalf of the mess by CPO Frank Hopkins, mess president, to Mrs. G. E. Huffman, past president of the auxiliary.

The Toronto naval division is taking a direct interest in the 26-part television history of naval operations of the Second World War, "Victory at Sea", which is being broadcast from the Toronto TV station CBLT.



Personnel of HMCS Cornwallis were entertained during the Christmas holiday season by Theatrical Productions of Halifax, whose members staged a musical review entitled "Belles and Beaux" in the Cornwallis Recreation Centre. The chorus line shown above includes, left to right, Carrol Ann Egan, Otty Skujins, Lorna-Jean Grayston, Anna McCormack, Eleanor Duckworth, Sally Brayley, Joanne Murphy and Elizabeth Monies. (DB-2292).

The first of the series, telecast on Sunday, December 28, was introduced by a two-minute address by Captain R. I. Hendy, York's commanding officer. Subsequent episodes have been preceded by short talks on Canada's part in the war at sea given by Lieut. J. F. Howard, also of York.

The outstanding event of the holiday season at York was the New Year's Dance, during which more than 800 persons danced on the drill deck to the music of a 12-piece band. Commander L. D. Stupart, executive officer, was chairman of the committee in charge of arrangements.

York had the honor of providing the guard, band and saluting guns' crews at the opening of the Ontario Legislature in February. This is the first time that the military ceremonial at the opening has been an entirely Navy show.—A.C.T.

### **HMCS Catarqui** (Kingston)

A marked improvement in training at Catarqui was reported by Lieut.-Cdr. J. B. Bugden, Reserve Training Commander East Coast, following a visit to the Kingston naval division.

The New Year's Eve dance sponsored by the Chief and Petty Officers' Mess proved a great success, with 150 couples in attendance. The levees on New Year's Day were well attended. A visiting party from the division called on eight messes during the morning.

### **Atlantic Command Gives 5,700 Pints of Blood**

Seven-hundred and twelve gallons, or 5,700 pints. Enough, if it were gasoline, to drive an English type automobile right around the world. Enough, since it was blood, to be the potential life-giver to hundreds, perhaps thousands of people.

In the last year, in the Atlantic Command of the Royal Canadian Navy, donors have given blood in nine separate clinics held by the Red Cross during their various drives.

Three clinics were held in HMCS Cornwallis throughout the year, yielding 2,574 pints; two clinics at HMCS Shearwater brought 871 pints; one clinic in HMCS Magnificent assisted with 299 pints, and three clinics at HMCS Stadacona helped with 1,877 pints.

In addition, a large number of personnel gave blood at Red Cross headquarters in Halifax and, in towns and centres near naval radio stations, blood from civilian donors was augmented by that from naval personnel attending the clinics.



More than 850 volunteers from HMCS Stadacona turned out for a Red Cross blood donor clinic held in the RCN Hospital at Halifax January 14 to 16. The objective had been 600 donations at a two-day clinic but the record-breaking response meant the clinic had to continue for another day. Counting additional volunteers who gave blood at the Red Cross's Cogswell street clinic earlier in the week, the total of Navy donors came to more than 1,000. Here Miss Jean Covey of the Red Cross attends CPO B. Irvine, of Dartmouth, as he gives blood at the Stadacona clinic. (HS-23614).

The ship's bell was used as a font when the small sons of Ldg. Sea. Roy Dingley and Ldg. Sea. William Costello were christened on board by Chaplain (P) W. E. L. Smith. The commanding officer, Commander A. G. C. Whalley, was present at the double ceremony.

### **HMCS Griffon** (Port Arthur)

Two presentations were made following the annual mess dinner of HMCS Griffon, with Lieut. T. C. Luck, mess president, officiating at both ceremonies.

Lieut.-Cdr. J. L. Freeman, who has been with Griffon for six-and-a-half years, was the recipient of an engraved silver cocktail shaker. Lieut.-Cdr. Freeman has been transferred to Winnipeg, where he will join HMCS Chippawa. At the time of his transfer he was Griffon's executive officer.

The second presentation saw Sub-Lieut. (S) G. D. Loewen, Griffon's supply officer, receive an engraved silver stein. He, too, has been transferred to Winnipeg and will become a member of Chippawa's ship's company. — S.A.L.



Red Cross Nurse Louise Jordan passes to Ord. Sea. Allan Elliott, of Trenton, Ont., the last of 919 pints of blood obtained at a clinic held in HMCS Cornwallis in January. The blood is stowed in a refrigerated truck for transport to Halifax. Over the past year, naval personnel in ships and establishments of the Atlantic Command have given more than 5,700 pints of blood to the Red Cross. (DB-2267).

## TEST PILOT'S TASK IS TOUGH ONE

*Today He Must Know Nuts and  
Bolts as well as Be  
Able to Fly*

**H**OLLYWOOD to the contrary, the test pilot is not a swash-buckling glamour boy whose daring deeds in the air suggest he is more endowed with courage than with brains.

As a result of the remarkable advances made in aviation in recent years, today's experimental test pilot must have a sound understanding of the technical problems involved, as well as be able to determine fully an aircraft's operational capacity. The successful prosecution of his job requires a meticulous noting of pertinent facts, during a studied series of tests, in order that he may support his conclusions and obtain information for technicians to co-relate.

The Royal Canadian Navy has two of these specially trained aviators — Lieut.-Cdr. (P) W. H. (Hal) Fearon of Dartmouth, N.S., and Lieut. (P) J. C. Sloan of Ormstown, Quebec. Both are graduates of the Empire Test Pilots School, which was established in 1943 for the necessary

purpose of standardizing civilian and service flight test techniques in evaluating service aircraft. At the present time the school is established in the Royal Aeronautical Establishment, Farnborough, Hants, England, which might well be called the heart of the British aircraft industry. The course is 41 weeks long and consists of a mixture of flying a large variety of aircraft, technical lectures, and visits to aircraft firms. The method of the course is educational, rather than training, in that it attempts to establish a practical attitude toward general aircraft development as well as teaching methods of experimental and development type test flying.

Experimental test pilots are what amounts to professional critics of the efforts of designers and manufacturers. A civilian experimental test pilot evaluates the "flyability" of an aircraft fresh off the drawing board, while his service counterpart evaluates the aircraft at a slightly later stage against known service requirements, and

therefore figures largely in the decision to accept or reject the aircraft for service use.

There is another main division of test pilots, who are often confused with the "experimental" test pilots. This second group is known as "Production and Maintenance". They test aircraft off the assembly line or after major overhaul to check that those aircraft are conforming to type in performance and quality.

Up to the present time, except for tests carried out by Lieut.-Cdr. Fearon that arose from conversion of the Avenger aircraft from torpedo bomber to anti-submarine duties, there has been practically no test flying of an experimental nature required in the RCN. This has been caused by the fact that as yet no naval aircraft have been built in Canada. However, because Canadian naval aviation operates under many unique conditions, a requirement exists to get first-hand experience as early as possible wherever promising new types of aircraft are being developed. In order to fill this requirement, Lieut. Sloan underwent a one-year appointment at the U.S. Naval Air Test Centre, at Patuxent River, Maryland, and is now flying jets in a night fighter squadron of the USN.

A modern service aircraft generally takes from four to eight years from the time an operational requirement is stated until the aircraft is operationally useful. During that time the designer must conceive the aircraft by the art of marrying an airframe and an engine, and the experimental test pilot must determine whether the marriage is practical.

The role of the experimental test pilot is often hazardous, for though the designer makes the most careful calculations, so many variables are involved that some things must be left to guesswork.

When attempting to describe a typical experimental test pilot, many variables are also involved. His approach to his task must be one of matter-of-fact caution. To be chosen for the task he should have a complete love of flying, intense curiosity, a pioneering desire to try something new, and the ability to pay attention



Lieut. J. C. Sloan is pictured in the cockpit of a U.S. Navy Banshee jet fighter, one of several types of aircraft he has flown while on attachment to the USN. Lieut. Sloan is one of the RCN's two qualified test pilots.



While test flying a Panther jet over Patuxent, Maryland, Naval Air Test Centre, Lieut. J. C. Sloan, RCN, was forced to bail out when his aircraft burst into flames. He landed in the river and shortly after presented himself, sopping wet but uninjured, at a nearby house for the purpose of calling his base. The house proved to be that of Admiral Pride, who had just taken over as commanding officer of the centre. This cartoon, made by a wag at the USN base, represents Lieut. Sloan taking the opportunity of leaving his official calling card at the same time.

to minute detail during many simultaneous happenings.

There are a great many quotable examples of risks in test flying, whether it be of the "Maintenance and Production" type or of an experimental nature. A good example of the former involved Lieut.-Cdr. Fearon during a maintenance test flight of a Sea Fury fighter at Dartmouth. After an apparently normal flight in the air, Lieut.-Cdr. Fearon was returning to base to land when, on the final approach, his throttle jammed closed because of a careless bit of work during the maintenance check. Happily, quick thinking saved a very expensive aircraft and an experienced pilot, Lieut.-Cdr. Fearon promptly raising the flaps, which enabled him barely to reach the runway.

On another occasion, Lieut. Sloan, while carrying out an experimental night test on a new version of a Navy Panther jet at Patuxent River Test Centre, suddenly found the aircraft on fire and in imminent danger of exploding. A certain quotation from "Hamlet" fitted the occasion. The decision "to be" was followed by immediate use of the ejection seat fitted to the aircraft. Lieut. Sloan managed to get clear of the aircraft and parachute into water safely.

His U.S. Navy counterparts on the air station treated a sequel to the accident with some hilarity. Lieut. Sloan, after swimming ashore uninjured, made for the nearest house to contact the station. It turned out to be the residence of Admiral Pride, the new commanding officer of the Naval Air Test Centre.

Lieut. Sloan had not paid his formal call on the new Admiral as yet, so station wags made the most of the impromptu visit with a cartoon (see cut).

Another time, while flying at 30,000 feet in a U.S. jet aircraft to determine air flow characteristics of the plane during high power level flight, Lieut. Sloan experienced severe anoxia resulting in a partial black-out. The aircraft spiralled down through the clouds and an accompanying aircraft spread the alarm that he had crashed. Fortunately, however, he recovered and made his way back to base safely. After landing Lieut. Sloan retired early to mull over the incident step by step. The result was a five-page, closely typed report covering the experience and giving his analysis of what happened. He double-checked his conclusion in a decompression chamber to affirm his belief that oxygen starvation caused the dim-

out. Lieut. Sloan was then able to make detailed recommendations for improvement of the oxygen indicator in the aircraft cockpit, to which he attributed the incident.

In most occupations involving danger personnel are inclined to develop superstitions. However, as a general rule, instead of using rabbits' feet to gain a form of mental security, professional test pilots are inclined to adopt a creed that aircraft have personalities built into them by people and, like people, if treated with respect, will not let you down.

The task of choosing the right aircraft to meet any requirement that the service has in mind is a most arduous one. Apparent irrelevant facts gained in flight must be carefully "boiled down" in order to reduce expensive testing as much as possible, to say nothing of reducing chances of a serious accident. Both the flight tests and ground work often become tedious in the extreme, but there are exciting phases and the end result, whether good or bad, leaves lifelong memories that make it all seem worthwhile.

In summary, the Hollywood type test pilot has become, in real life, an executive whose opinion and efforts play a large part in deciding whether or not a designer's drawing board dreams have come true.

### Bursary Established By Victoria NOAC

Establishment of a University of British Columbia bursary was approved at the annual meeting of the Naval Officers' Association of Victoria on January 14 in the officers' mess of HMCS Naden.

The business of the evening was mainly a review of the year's activities by the retiring president, F. G. Hart, presentation of the financial statement and the election of officers for 1953.

The annual bursary offered by the association is intended to assist in the education of the son of some ex-member of the naval forces now residing in British Columbia. Candidates must undertake to serve in the UNTD during their scholastic careers, if such service is acceptable to the Navy.

Officers and members of the executive committee elected for the year are:

E. A. Brock, president; R. M. Burns, vice-president; P. A. Fecteau, treasurer; H. S. MacDougall, secretary; executive, G. H. Nation, W. P. Elkins, R. A. H. Lort, R. Clayton and G. Bell.

# GERMANY'S SAILORS

BY W.L.P.

*The following article, contributed by a retired naval officer now in civil life in Europe, is in no way an official article. It is printed as there are many in the Navy who will certainly be interested to know what has happened, or is happening, to the German Navy. Opinions expressed are the author's own.*

ON Germany's Baltic coast the city of Kiel, the Halifax of the former German Navy, today awaits the impending revival of German armed power and wonders what this will mean for Kiel. The greatest emphasis in the German contribution to the new European Defence Community will be on army and air force units, but there will also be a naval contingent of sorts. Kiel, located at the eastern end of the 66-mile canal which links the North Sea with the Baltic, cannot fail to be involved in any revival of German naval activity.

In the days before the war, Kiel had a population of some 260,000, plus a regular naval population of about 30,000. When the whole fleet was in — the largest battleship could enter the triple-gated harbor — the naval population swelled to about 100,000.

Now not only are there no longer the streams of sailors who flowed into the city from the ships' liberty boats, but even the landing stages to which the liberty boats came have disappeared. The nearest thing to a warship still to be seen in Kiel today are several corvettes waiting to be converted into whaling ships. On two the numbers were still visible: K-101 and K-139. Subsequent inquiry revealed they had once been Canadian, the Nanaimo and the Moncton.

For ex-naval personnel in Kiel the past several years have been hard ones indeed. The city had been severely bombed, and the military collapse deprived it of that part of its economic life which came from being a Navy town. Moreover, stoppage of work in the city's three shipyards meant the disappearance of 30,000 jobs. The technically trained men left to go to the Ruhr industries, but those without special training mostly stuck it out in Kiel.

Time, however, heals many wounds and now things are better. The Germans are by nature a hard-working people with a gift — sometimes a dangerous gift — for bringing order out of chaos. In the post-war demolitions one shipyard was spared

and today it employs 6,000 persons, although some 2,000 of these are there simply to spread the available work.

Great ingenuity has been shown in the reconstruction of the city. For instance, from the rubble left by the wartime bombings and the post-war demolitions, the people of Kiel collect sizable chunks, add cement and tumble the resulting mass into large block-shaped wooden casts. On an open beach that was once a shipyard one can see a whole array of these blocks set out to dry. When dry they provide large, strong building blocks that have required relatively little cement. From the ruins sufficient material has been recovered in this way to build several modern looking buildings to house light industries.

The dominant characteristic to be found among the ex-Navy crowd in Kiel is certainly the group solidarity that persists from their Navy days. An ex-PO in the U-boat service, now with the harbor police, told me his best memories were of the comradeship he had known in the Navy. His eyes lighted up as he said it. Others said the same thing, and in this respect the German lower deck was clearly much like our own. Moreover, this feeling of kinship was still running strong. The manager of the Kiel Ostseehalle, a new munici-

pal arena for theatrical presentations, sports events, etc., turned out to be an ex-Navy type. He was still in contact with an immense number of former shipmates, and every one of his employees was ex-Navy.

When a new German Navy comes it will be too late for most of these men to return. As always, it will be youth that is called to the lower deck. The German naval contribution, under the European Defence Community contract now awaiting ratification, would consist of a coastal defence contingent, roughly one third of which would be in the reserve. Administrative duties of an essentially shore nature would be carried out by civilians.

The naval people in Bonn would like to have some sort of naval air strength, and hope to be able to persuade the future German air force to relinquish a few planes from its quota.

As regards ships, there will be minelayers, minesweepers, motor torpedo boats, motor gun boats, tugs, tankers, etc.

The defence headquarters in Bonn is at present known as "Dienststelle Blank". The naval section consists of only a handful of persons so far, and is expected to grow only in ones and twos, at least for the time being. The planning done so far has only been a sort of pre-planning in open discussion, since there is as yet no staff to draw up detailed plans either for ships' organization or for training establishments. In any event, the naval activity envisaged is not for striking purposes, but for coastal defence. Thus it is very much subordinated to the other two services.

As regards the major ships there are said to be as yet no final plans. It is not yet certain what weapons will be available or most desirable, and their nature will greatly affect the ship designing. Bonn says that in any event they want the best weapons, particularly for anti-aircraft defence. The ships will only be built after ratification of the defence contract. Thus, there can hardly be any minelayers or 'sweepers before 1954.

So far, then, there has been no real revival of a German naval lower deck. This is still in the future, but when it comes, even if only as part of a coastal defence service, one might

## Mystery Solved

"The sixth man" could well be the theme of an intriguing mystery story that came out of a study in field gun drill recently conducted by the former head of the naval motion study unit of the British Admiralty.

Mr. K. F. H. Murrell said in an address to the psychology section of the British Association that one of the first tasks during an army motion study unit project was to find out why Number 6 always stood stiffly at attention during field gun drill.

"The drill was photographed", he said, "and it was found that Number 6 stood stiffly at attention at the back of the gun doing absolutely nothing".

Inquiries were made but nobody seemed to know just what Number 6 was supposed to do. "Number 6 had always been in the drill book as long as they could remember", added Mr. Murrell. "Eventually an ancient sergeant major was unearthed with Boer War medal ribbons up, and he said — 'I know who Number 6 was. He was the man who used to hold the horses'."

expect it to be modelled closely on the past. Then the training which a boy received, if we ignore the Hitler trimmings, was much like the training schedules in the RCN. Only the details differed. This is after all hardly surprising, since the essential aim was the same.

Recruit training lasted from three to six months, depending on the needs of the fleet at the moment. The fleet itself was divided into two sections, one section designated as training and the other operational. After recruit training on shore, a man went to one of the ships of the training section, and these ships might be cruisers or even small ships like MTBs. A man went to such a ship for two years, and the overall percentage of trainees in such ships was high. The living must have been rather rugged, too, because even in large ships like cruisers a man did his morning washing and shaving at a dishpan of water out on deck. According to the manual, the ship's washroom was reserved for the "basic" Saturday night bath.

After one year a man became the equivalent of an able seaman with an arm chevron somewhat like our good conduct badge. After two years a man received a higher rate, still essentially equivalent to AB but now qualified to be captain of a gun, etc. There were in, fact, two additional rates within the AB bracket roughly corresponding to "three-badge AB", and "senior three-badge AB". After this two-year period the ship itself ceased to have training status and became operational. With men held together through such a long initial training period, it is not surprising that such strong ties of comradeship developed.

After these two years, a man could go through for his PO. If he did not wish to do so, he simply stayed on in the ship. If he did wish to do so, he was drafted ashore for a course lasting up to two years. There seems to have been no rate exactly equivalent to our leading seaman.

A part of the petty officer's course consisted of doing time in a sail training ship. During this time they worked part of ship just as if they were still junior ratings, and with them were the officer cadets. There were no ordinary seamen on board, so in fact the cadets and petty officer candidates were all ordinary seamen together and carried out all the regular crew duties. The cadets lived in quarters of their own. They also had a



The ease of movement of shallow-water diving gear and the communications of deepsea apparatus are combined in a diving suit which recently underwent successful tests at a depth of 30 feet in Esquimalt harbor.

Weeks of planning and hard work went into production of the suit, which embodies the ideas of Lieut. Charles Corbett, diving officer at HMCS Naden, and naval diver CPO Robert Wigmore.

The man who went down to give the suit its first test was another naval diver, Ldg. Sea. George Ackerman, who took the plunge from the Naden Diving Depot.

According to Lieut. Corbett, the suit combines the best features of three different diving rigs. He believes it will be particularly useful in such work as drydocking ships, inspecting hulls and carrying out shallow water searches.

The advantage of the suit over standard diving gear is its light weight, which makes it easy for the diver to manoeuvre on the bottom. The depth at which it can be used is limited only by the length of the surface air hose. A telephone permits communication with attendants on the surface. The photo shows Ldg. Sea. Ackerman in the diving suit, with PO James Connolly and Lieut. Corbett making adjustments. (E-21221).

different uniform to wear ashore. On board, ship, however, the cadets and the petty officer candidates wore the same rig and did the same work.

At the moment it is not clear what sort of uniform the rating in the new German Navy will wear. The new German semi-military police wear a smart uniform consisting of a small dark green cap, green battle-jacket with heavy leather belt, and green trousers that come down tight around the ankle, like ski pants, to fit into ankle-high boots. This same uniform, only in blue, is worn by the men of the West German sea frontier service (coast guard), which is quite separate from any future West German Navy. In East Germany, however, the sea frontier police wear the familiar pre-war German naval uniform. Present

indications are that West German naval ratings will wear uniforms conforming to the traditional international pattern and perhaps similar to the pre-war German naval uniform.

Thus there are still many unsettled questions, large and small, about both ships and men of the coming West German coastal defence force, but following ratification of the European Defence Community Agreement the West Germans will no doubt tackle these matters with their usual decisiveness. Meanwhile Kiel waits, looking forward to the day when the commanding admiral's house, now a hotel, reverts to naval use, and naval men are again to be seen in the city's streets.



# The Navy Plays



## **Navy Hockey Teams In Second Place**

Stadacona and Shearwater were tied for second place in the Halifax and Dartmouth Senior Hockey League in late January. The former had a record of four wins and two losses.

The Stadacona entry is coached by Instructor Lieut.-Cdr. George L. Connor and managed by Lieut.-Cdr. A. A. MacLeod.

Stadacona's inter-part league is having an exceptionally good season, with games played daily in the Halifax Forum. Competition is keen among the 11 teams comprising the league.

## **Seamen, Electricians Lead Quebec Leagues**

Sports activities were to the fore during the refit and leave period of HMCS Quebec at Halifax, with hockey, basketball, volleyball and squash proving particularly popular.

The Seamen held down first place in inter-part hockey. Though sparked by their "kid line" (total age: 118

years), the Officers had been able to produce only one win, and that in an exhibition tilt. Commissioned Bos'n Bill Peakman, the goalie, was almost convinced he owned a rubber plantation, so often did he dig the puck out of the nets.

The Electricians managed to short-circuit all competition in the basketball league, while Officers and Seamen shared top place in volleyball.

## **Star Hands Hunter Only Hockey Loss**

Hockey has played a prominent part in the sports schedule at Hunter, with a game against HMCS Star in Hamilton, which the Windsor division lost, generating the most excitement.

PO William F. Saxon's two children proved the most ardent rooters for the Windsor team. PO Saxon's daughter was cut over the eye by a flying puck, but insisted on returning to watch the game after the injury was sewed up at hospital, while his son did a fine job as water boy. To date Hunter has won three out of the

four games it has played and is in first-place in the inter-division league.

A basketball league has been organized and so far Hunter has been able to dampen the spirits of the Fire Department and out-manoeuvre a team from Chryslers. It is hoped the Police Department will also enter the league.

Hunter personnel enjoy free skating once a month at the Windsor Arena.

The Petty Officers' rifle team has done well in a competition with the sergeants of three Army units in Windsor. — B.D.

## **Hockey Team Revived By London Division**

For the first time in three years, HMCS Prevost has on ice a hockey team representative of the RCN staff and the reserve.

The long layoff has been reflected to some extent in the London division's standing in the Inter-Divisional League. In the first three games, Prevost suffered two defeats at the hands of Hunter and lost once to Star.

In the B & T (Blood and Thunder) Industrial League, Prevost was in third place with one win and two losses.

Prevost has come out on top in three of six exhibition games. Opposing teams have included the London Army Garrison, the PPCLI from Camp Ipperwash and the Lucan Irish.

The Prevost crew is coached by CPO Ed Short and is managed by Lieut.-Cdr. Gordon Brighton, staff officer. — W.L.C.

## **Shearwater Inter-Part Leagues Reorganized**

The Shearwater inter-part volleyball league was reorganized in January to make room for teams from the air groups. Works and Bricks shared top spot with the Observers' School early in the year, each team having lost one of six games played up to then.

The newly incorporated air groups hold a decided edge in the six-team officers' Wednesday league, which is moving along at a steady clip.



Here are the "big guns" of the HMCS Hunter hockey team which in January took over first place in the Western Ontario naval league. Hunter won three of its first four starts, losing only to HMCS Star of Hamilton, 8-5. It has beaten HMCS Prevost, London, twice, 11-4 and 7-0, and HMCS York, Toronto, 4 to 2. Left to right in the photo are Ldg. Sea. H. Jessiman, Sub-Lieut. Bob McArthur, captain, PO Kerri Lewis, PO Bill Saxon, assistant captain, and Lieut. (S) Greg Cocks. In the game against York, Lieut. Cocks scored two goals while Ldg. Sea. Jessiman and Sub-Lieut. McArthur accounted for one each.

In the meantime, seven teams from the air groups have joined the bowling league, which has resulted in revision of the schedule to three 12-team sections, bowling Mondays, Tuesdays and Fridays. Although handicaps are no longer used, the individual averages remain as before the merger.

### **Athletes Come, Go In Pacific Command**

Draft orders brought both good and bad news during January for the sports followers at HMCS Naden.

Good news was the arrival of PO Frank (Darky) Lowe from HMCS Stadacona where last year he won the Admiral Jones Memorial Shield for his all-round athletic and organizational ability. Ord. Sea. Ronald Young, who has played five years of senior "A" basketball in B.C. leagues, was also a West Coast addition.

Bad news concerned the drafting of CPO Jim Charlton, coach of the RCN's West Coast Canadian football team last season, who joined HMCS Ontario. Another sports figure to join the cruiser was PO Bill Young, who coached the Naden senior basketball team.

Another well-known Navy sportsman, but one not affected by a change in locale, was in the news. Instructor Lieut. David MacKenzie, competitor and booster in nearly all sports, is coaching the RCN's entry in the Victoria English Rugby League.



It was a question of who would connect when these two let fly almost simultaneously in their light heavyweight bout on the boxing card which opened the new gymnasium at HMCS Cornwallis. It was AB James MacArthur, of Stadacona, who scored and the result was a kayo victory over AB R. Le Blanc, of Cornwallis. (DB-2257).



Shearwater Flyers, Halifax and Maritime Canadian football champions, recalled their triumphant 1952 season at a recent smoker. Pictured at the head table are Lieut.-Cdr. J. G. Wright, assistant manager of the team; PO Danny McCowell, captain of the Flyers, and Captain D. L. Raymond, commanding officer of Shearwater. On display is the Purdy trophy, emblem of the Halifax and district championship. (DNS-9833).

### **Shearwater Hoop Teams Slow to Get Started**

The four teams representing HMCS Shearwater in basketball leagues in the Halifax-Dartmouth area had a lot of trouble getting started. The two senior and the two junior squads lost four exhibitions early in the year, but showed steady improvement and stations rooters are hopeful of better things as the season progresses.

Only three inter-part basketball games were played before a reshuffle in the league rated the games as exhibitions. Inclusion of the air group teams made a new schedule necessary. — J.P.D.

### **Coverdale Wrens May Form Hockey Team**

Moncton's tri-service Canadian football team, to which Coverdale Naval Radio Station contributed a number of players, wound up the season by attending a league banquet and making a firm pledge to stay out of the cellar next time.

Hopes that the hockey season would be more successful were dimmed when the Coverdale pucksters lost their first three exhibition games. Although no league is planned, a faster brand of hockey is expected in further competitions.

The station is looking forward to the annual Chiefs and Petty Officers vs Leading Seamen and Below hockey classic. There is a possibility that Coverdale Wrens will enter a team in a Moncton women's hockey league.

On the indoor parade, bowling and table tennis tournaments are holding sway, with preparations in hand for the establishment of a badminton league.

### **Commander Burchell Takes Coaching Reins**

Commander (L) H. G. Burchell has taken over as coach of the Navy team in the Victoria Commercial Hockey League, succeeding PO Norman Jones, who has stepped down to devote full attention to his goal-tending chores. Jones, who leads the league in net-minding honors, decided to resign as he felt a bench coach would be more valuable to the team.

Commander Burchell coached the RCN entry to the Victoria league championship last season and before arriving on the West Coast handled the Halifax Navy team which won the Maritime Intermediate title in 1948-49.

The Esquimalt sailors were at the bottom of the standings in the four-

team league in late January but were only two points out of second place and five back of the leaders.

The Navy team has been strengthened by the return of two former players, AB Roy Derry and Ord. Sea. Orvil Coulter, who were aboard HMCS Ontario during her South America cruise.

Ldg. Sea. Neil Standley, first string forward, is in second place in the league's individual scoring race.

### **Naden Teams Start Basketball Series**

Basketball was king as the second half of the Naden inter-part competitions opened after the New Year. In games played to date Supply School "A" and Ordnance teams have shown the most power.

The Medical, Comm. and ND team defeated TAS and Electrical 36-17 in the opening game of the schedule with CPO Fred Kelly and PO Cy Henderson each notching ten points for the victors. The MTE team scored a close 20-17 win over Supply School "B", while Supply School "A" had little trouble with Supply Naden in a 54-27 romp. The combination of CPO Stanley James, AB Gordon Knight and Ord. Sea. Ronald Young scored 32 of the school's points.

Ordnance won from Medical, Comm. and ND by a 36-18 count. CPO Dick James was the big gun for Ordnance with a 21-point scoring splurge.

In an effort to raise the calibre of play in the inter-part loop, player restrictions have been lifted and members of the teams representing Naden in city and district leagues are permitted to turn out with the inter-part teams.

### **Air Force Team Leads Shearwater Hockey League**

RCAF got off to a winning start in the inter-part hockey league at Shearwater, winning three games in succession. SNAM No. 1 was in second place in the 11-team league and Miscellaneous and Air Stores were tied for third.

### **York Has Trouble In Hockey Wars**

HMCS York was hard pressed to salvage a 3-3 tie with Army in an inter-service hockey league game played in Toronto recently. After the first period ended in a 1-1 tie, York forged ahead 3-1 in the second. Ord. Sea. Bob Maxwell set up AB

Bob Irving for the first period score and the same pair collected one apiece in the second. In the third period, however, the tars ran out of steam and the Army turned on enough pressure to force a tie.

In another close contest, the York officers' indoor softball team lost out to the Queen's Own Rifles 14-13 after two extra innings in the Fort York Armories.

### **Catarauqui Stretches Unbeaten Cage Record**

HMCS Catarauqui's basketball team had yet to be beaten after eight games in the Kingston Basketball League.

Not so fortunate was the Catarauqui

hockey team. The pucksters had won only a single game in the Garrison Hockey League and had been eliminated in the play-offs in the Senior City League.

### **Naden Team Pacing Local Shuttle Loop**

The Naden Badminton Club's third division entry in the Lower Vancouver Island Badminton League topped the standings in late January with two wins and a loss. The sailors had registered wins against the Dockyard and Sooke by scores of 10-6 and 9-7. The lone defeat came at the hands of the Victoria Lawn Tennis and Badminton Club team, which won by a 9-7 score.

## **CLOCK PRESENTATION BRINGS BACK MEMORIES**

Following the recent announcement of the presentation of the ship's clock of HMS York to HMCS York (Crow'snest, January 1953), this letter from D. B. Kelman of Toronto was received by the commanding officer of the Toronto naval division:

Dear Sir:

It was with considerable interest that I read of the presentation of the clock of HMS York to HMCS York. It occurred to me that it might prove of interest to you to know that Canada's interests in the York were even stronger than represented in the above-mentioned column.

Enclosed please find a photograph taken shortly after the return to the Firth of Forth of the York from Namsos, Norway. The four men pictured are all Canadians; a fifth member unfortunately not shown is Charles Arthur Brint of 8 Dorene Cres., Scarborough. Brint left the ship at Scapa Flow due to injuries sustained during the evacuation of Namsos. The men pictured are: William Pike, AB, DSM, from Newfoundland; Alfred Vezzina, Signaller, of Montreal; D. B. Kelman, Stoker, of Toronto; Gerald Guile, AB, of Winnipeg.

AB William Pike won the DSM for distinguished service with a party of men from HMS York who returned to the Greek mainland from Crete to assist in the evacuation of troops from Athens. Signaller Vezzina became one of the youngest Yeomen of Sigs in the RN. I last heard of AB Guile at the defence of Tobruk where he served aboard HMS Terror (monitor). Kelman and Brint, two of the men who commissioned HMS York

on her last full commission, May '39 to May '41, are both resident in Toronto. Kelman served from initial sailing to the sinking at Suda Bay, Crete.

I trust, sir, that the above information will prove as interesting to you as the article in Khaki and Blue did to me. May the spirit that prevails in



HMCS York never fall below that set by her rocking, rolling old namesake, which under the command of Captain Reginald Portal and Commander Casper John was the tautest, happiest ship that it was ever my privilege to serve in.

D. B. Kelman,  
22 Gilpin Ave.,  
Toronto.

# GALLEY DRILL

*(This Should Be Impossible)*

The gunnery branch is one of the Navy's oldest, ablest and most respected. It is also the noisiest and, by the nature of its parade ground responsibilities, the one most prominent in day to day life in the service.

For the latter two reasons—and because its methods are so easily adaptable—the gunnery branch has been made the subject and object of more naval humor than all the others put together.

Drill, by numbers, is a particular favorite. There are drills for getting dressed and getting married, for church service, winding the clock and putting out the cat, just to name a few.

One of the more involved drills so devised—and one that is fully in keeping with the best gunnery traditions—is "Galley Drill". It first appeared in "Destroyer Ditties", the classic collection of naval verse and humor compiled on board HMCS Saguenay by "Joe Deadlight" in 1939.

\* \* \*

## DRILL FOR A DESTROYER'S GALLEY MOUNTED ON A LAUREL AND HARDY MOUNTING.

The Galley's crew consists of two Scavengers, four Lozengers, a Bookie, six hands from each part of the world and a Leading Hand from Boston. The Galley's crew will fall in at the rear of the Cocoa Tub in the most convenient manner possible.

At the order, "Right Copper's crew, number," crew will number as detailed previously.

Right Copper's crew, NUMBER!  
Chief—Chef—Greasy Neck, 1, 2, 3, 4—Right Dish-Walloper—Centre Dish-Walloper—Director Juicepot—Right Skinner of Rabbits."

"Left Copper's crew, NUMBER!"

"Sloshy Petty Officer—Proper Crow, 1, 2, 3, 4—Left Skirmisher—Left Centre Dish-Walloper—Second Chopper of the Suet—C. in C. of the Flatdish."

### DETAIL CAST LOOSE

"Stand at Ease."

At the order, "Cast Loose," all numbers will clear away everything in the way of stuffing the goose. No. 2 of both Coppers will try the stop-cocks till the oil-fuel lubricates the onions and then report, "Right or left cop, fish shop open, dough-boys tested."

No. 3 of both Coppers will then remove the dhobeying, while No. 2 will open the oven door and report, "Right or left cop, sausage out, bore clear!" No. 3, after seeing both Coppers clear and run out, will hide the key and report, "Coppers filled, key hidden."

No. 6 of both Coppers will test Safety Interlocking Gear and report, "Fire doors open, oven doors closed." The Scavengers will repeat and then report, "Right or left cop, private bar open, bottle and jug closed."

No. 1 of both Coppers will then try to insert the flatdish with the oven doors closed. THIS should be impossible. He will then report, "Cannot insert right or left flatdish."

No. 4 will jump on the Coppers, see the spuds to half-cock and sing out for empties. He will then test the oven recoil and release the sliding-block of lard. No. 3 will seize the ladle by the small-of-butt and pass it on to No. 5, who will grasp it firmly by thumb and forefinger, see everything clear and run out to a clinch and then report it.

No. 1 will try to raise the cocoa-tub with the ladle run-out. THIS should be impossible. He will then open the oven door, spear the first section of kippers, and, as eight bells ring out, will cry out in a voice loud enough to be heard by the remainder of the flotilla, "What Mess?"

"Pot Mess".

"How many victualled?"

"144."

"Stand back you starving tadpoles! Chiefs and Petty Officers first! Stand by the staff! Oven doors at the ready! Forward dish, wake up fish, in rake, out bake, in slice, out rice, Tancy Lee, Magpie Three, Pony Moore, Bull's Eye four, mile of pies, out flies, cook's matey's knees, out peas, don't get flustered, out custard, in fork, out pork. Down all washed clothes from the focs'le line! D'ye



In case anyone should ask: Shown above is the Galley's crew fallen in for drill. Right to left are Greasy Neck, a leading hand from Boston, two scavengers, one hand from the Swiss Navy, a bookie, some clown of an OD who got into the act, one hand from the West African Navy and Left Centre Dish Walloper with sausage. Spare numbers are not shown. The galley stove is at the ready with catch-retaining, latch-releasing B.M. lever housed. The G.I. stands at the left.

### Seaman Commended For Quick Action

Prompt action by Ord. Sea. James Gilmore prevented a serious fire in the Cookery School at HMCS Naden on the night of January 15.

Gilmore discovered a small blaze in the school at about 7 p.m. He immediately sent a man to report the fire while he took steps to extinguish the fire himself.

He was commended for his initiative and his prompt and correct action.

## AN ILLUSTRIOUS ANCESTOR



hear there? All men who can't swim take a deep breath along the bottom!"

No. 6 will provide a nutmeg grater, extract two sausages, see them to safe, and show them to the Officer-of-the-Coppers, putting the switch to Rabbit Stew and report, "All men requiring postal orders to muster at the Paymaster's office".

The Loading Numbers will then bring the eggs along in a wheelbarrow, dump them on the hob and tape them off according to seniority. No. 5 will seize a hammer and test them for percussion. No. 1 will then take the Senior Egg and test it for backlash, crack the shell and try to insert it in the pan without breaking it.

*THIS SHOULD BE IMPOSSIBLE*

### LETTER TO THE EDITOR

Dear Sir:

I desire to reach the many officers and men still in the Royal Canadian Navy who served in the Uganda during that wonderful commission, starting at Charleston on October 21, 1944, and closing at Esquimalt on August 10, 1945—nine months and 20 days round the world via Japanese waters.

With the assistance of former captains of the Uganda a brief log has been compiled and printed for the pleasure of officers and men who served under Captain Mainguy in a very happy ship.

I desire to inform each of them that if he will send a stamped and addressed envelope to me I will gladly send a free copy as long as the supply lasts. The envelope should be at least 6½ inches long and a four-cent stamp used.

Major F. V. Longstaff,  
50 King George Terrace,  
Victoria, B.C.

Battle honors displayed on the quarterdeck of HMCS Magnificent have aroused considerable curiosity among the many persons who have visited the ship. The story behind the plaque appeared in the carrier's publication, *The "Maginews,"* and is printed below:

These battle honors on the quarterdeck show that the first HMS Magnificent took part in two major actions at a time when Britain was fighting against the French, Spanish, Dutch and Americans.

The first Magnificent was a 74-gun ship-of-the-line, carrying a crew of 600 and having a displacement of about 1,800 tons. She was built in about 1770 and cost \$100,000 when equipped and ready for sea.

In December 1779 the Magnificent, with three other 74s, captured the 32-gun French frigates *Fortune* and *Blanche*, and the 28-gun *Elise*, in the West Indies.

RODNEY & DE GUICHEN, 1780  
In April 1780, the British West Indies Fleet of 20 ships-of-the-line

(which included the *Magnificent*), under Admiral Rodney, had a series of engagements with the 22-ship French fleet under a very able commander, Admiral De Guichen. The French set out to attack several British possessions in the West Indies, but, after a series of fierce engagements, failed.

#### THE SAINTES—1782

The *Magnificent* was in the British West Indies Fleet under Rodney and Hood. The fleet encountered a French convoy escort of 26 battleships under Admiral De Grasse, off the northern end of the island of Dominica.

In an engagement which lasted several days, five French ships, including De Grasse's flagship the *Ville de Paris* (110 guns), were taken. Failure to pursue the enemy closely prevented further captures.

On March 25, 1804, while serving with the Channel Fleet, HMS *Magnificent* was wrecked on the Black Rocks near Brest. This ended an active service career of some 30 years.



## MM DAY RAISES \$\$ FOR MUSEUM

The signs posted in the Chief and Petty Officers' mess and in the Wardroom at HMCS Stadacona in January were puzzlers.

"Watch for MM Day!" they said. "MM Day is January 15 in the Wardroom and January 16 in the Chief and Petty Officers' Mess," advised the Commodore's Daily Orders. "Watch for it."

For almost a week personnel went about the establishment asking, "What is MM Day?"

On January 15 they found out. MM Day was Maritime Museum Day. In the Wardroom was a big blue can, and on the walls were posters. Some of the posters warned, "Beware! Many a fine uniform is ruined by B.Q. (Bulging Quids). Remove those unsightly lumps from your pockets today. Give to the Maritime Museum Fund. Put your contributions in the big blue can."

Another poster advised that "Only a piker would pick up his change. Put it in the big blue can."

MM Day in the Wardroom netted a total of \$32.50 for the Maritime Museum.



An engraved baton was presented recently to HMCS York by the Pre-War RCNVR Club of Toronto, with Mr. Tim O'Leary, president of the club, making the formal presentation to Captain R. I. Hendy, commanding officer of the Toronto division, at evening quarters. The baton commemorates "our Mess Mates who passed on" and serves, additionally, as a token of the good will existing between the more than 200 members of the club and the successor to Toronto's pre-war RCNVR division.

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In the Chief and Petty Officers' mess the total proceeds from the day's campaign came to \$50.

The contributions will be used to buy showcases and labels to display items, to restore slightly damaged models and paintings and to insure models on loan to the Museum from firms and private individuals.

Commodore H. F. Pullen, Commodore RCN Barracks, Halifax, who is chairman of the Maritime Museum Board, instigated the idea for MM Day just before leaving for a conference in the United Kingdom.

The ship's company at Stadacona was not included in the MM Day drive for funds since the men already had voted \$200 out of their canteen funds to the Museum.

## L. R. HOAR PRESIDENT OF EDMONTON NOAC

Lyle R. Hoar was elected president of the Edmonton branch, Naval Officers' Associations of Canada, at the annual meeting in January. Harold Homan was chosen vice-president and Ralph Loder, secretary-treasurer.

Members of the executive committee are Brian Ellis, William Sinclair, Frank Marr, Jack Buie, Stanley Turner, Douglas Ford, Dr. Kenneth Thompson, Al Brown and past presidents E. P. Shaver, John Corbett, Eric McCuaig, R. M. Edwards and Dennis Pearce.

Plans for 1953 include encouraging interest among all former naval officers in the Edmonton area.

## The Navigator

by S. O. G.

Back in 1941, an edition of the magazine "Canadian Powerboating" published a letter from a RCNVR officer, recently graduated from the Officers' Training Establishment at Halifax, thanking the editor for some articles on navigation which the magazine had carried. The writer went on to state that such articles were of inestimable value to "we young navigators."

The officer's contemporaries came upon and were much amused by the letter and, a short while thereafter, presented him with a tastefully faked diploma from the Weems School of Navigation.

The following year he was presented with a poem, as further attestation to his navigational prowess. The incident related in the poem actually occurred.

O, this is a tale not often told  
Of an ML officer, brave and bold,  
Who roamed the seas (both meek and mild  
And sometimes, even very wild).  
At navigation he was clever,  
Its problems did him bother? Never!  
So hark ye, as I tell his tale,  
As he told it himself, o'er a mug of ale.

"One day I stood upon my bridge,  
My mighty brow a furrowed ridge,  
A-pondering of this and that  
And wondering where I was at.  
Now what's my course from A to B?  
Is it Sou' 'Sou' West, or Nor' 'Nor' E?  
And if it's neither, then I'm lost,  
(And that would be a frightful frost)

Now, let me see; where was I last?  
When did I sight that radio mast?  
Those lights in transit, where were they?  
And was it night, or was it day?

And where, exactly, was I when  
I started thinking of Big Ben?  
And wondering if this ship of mine  
Was running true to Greenwich Time?

But suddenly, to quell my fear,  
A lighthouse hove in view, quite clear.  
My mind, completely now at rest,  
Responded quickly to the test.  
'Out sea-boat, lads!' I gaily cried,  
And to the shore I soon was hied  
To interview the lighthouse-keeper  
(And if he had a daughter, seek 'er.)

At first, I was not gladly met;  
This man, to whom I was in debt  
Mistook me for a Nazi spy  
And almost with his gun let fly!  
But I convinced him soon, thank Heav'ns,  
That I was but at six and sev'ns.  
So then he opened up an Atlas  
And pointed out my present status.

I thanked him, then, and shook his hand  
And said: 'I should strike up the band,  
For you have saved my reputation  
As being a Master of Navigation.  
For, were it known to all and sundry  
That I don't know Chaleur from Fundy,  
A laughing-stock I'd soon become!  
(More propaganda for the Hun.)

So, once again, I put to sea  
With all my faith renewed in me;  
And soon I had my courses laid  
And all my preparations made  
To sail the ocean's mighty wave—  
The only life for the free and brave!  
And that's the tale of 'we young  
navigator,  
Albert B. Queems, your humble narrator."

# It's Really Not So Bad

by E.P.E.

"Come in, Petty Officer Pushbutton. Close the door—sit down please."

These may be the opening remarks of your Divisional Officer, when he calls you in to break the news that you are selected for the next Leadership Course at Cornwallis. Sounds a little ominous, doesn't it? Almost as if you had fallen down on the job and were going to be given the treatment.

If you are an average Chief Petty Officer or senior Petty Officer First Class, you probably came into the Navy during the war, received two weeks' parade training and were sent off to the Fleet to practise your trade—and you have been practising it ever since. You know your trade well and get the job done, you "keep your nose clean" and you watch your roster position with a certain amount of interest. Why, then, should you be sent to this Leadership Course, which at first glance gives the impression of being a waste of time, and perhaps beneath your dignity? What is this so-and-so Leadership Course?

Now in its fourth year, the Leadership Course was started with the main idea of raising the standard of Chief and Petty Officers of all branches in the Fleet, and to give some formal assistance in getting a better assessment on the half-yearly S.507. Eight hundred men have completed the course to date.

If you read QRCN 14.09 you will find it states, "The capacity to command subordinates shall be regarded as the primary qualification for promotion to the rank of Petty Officer." That means that you are not advanced substantively because of your trade. When your Divisional Officer recommends an assessment for you on your S.507, he is not only guided by your ability professionally, but also by such things as your loyalty, sense of duty, leadership ability, appearance, manners, tact, moral standards, energy, powers of expression and self-confidence.

A very important point to remember is that your Divisional Officer, when assessing you on an S.507, is assessing you for what sort of a job he thinks you would do in the higher rate—for example, if you are a Petty Officer First Class, you are assessed as to what sort of job you would do as a

Chief Petty Officer Second Class—not for the job you are doing at the moment, although of course, that has a very strong bearing on the subject.

Let us consider the last characteristic mentioned above—self-confidence. Do you ever feel inadequate for a job you might be called upon to do outside of your professional field—taking divisions, instructing, conducting a BCA discussion, handling parties of men outside your own part ship? We all have that feeling of inadequacy at some time or another. Those of us who have been working in a workshop or completely by ourselves, and have never been required to take charge of our shipmates, are more prone to want to stay below, rather than get out in front and lead. If a boatload full of liberty men pulls alongside the port side of the quarter-deck, and the gangway staff are all on the starboard side seeing the captain ashore, do you help the coxswain if he is having trouble keeping order in the boat, or do you slope off to your workshop or office, saying to yourself, "not my part of ship"?

A shipwright, for example, who spends a good deal of his time operating a lathe and couldn't "lead a horse to water" in action, nevertheless

might be required to lead and direct a large damage control party, made up of men from all branches. The Leadership Course is designed to prepare him to carry out such duties, and must, therefore, be to his benefit and to that of the Service as a whole.

Now let's go back to Petty Officer Pushbutton. You come out of your Divisional Officer's cabin, and of course your messmates have heard that you're on your way to Cornwallis before you even get back to your mess. Some have done the course, some have just heard stories, but no matter who they are, they let you have it—both barrels. Good-natured ribbing for the most part, but after you've heard about daily inspections (you mean to say you have only one suit?), the PT (that waistline should look good in gym shorts) . . . "Gym shorts!—haven't had any of those for eight years!" Then somebody mentions Battalion drill. "What!—me take charge of a company?—haven't taken charge of a rifle for eight years, let alone 90 men, all with rifles. Anyway, I'm a cook, and I joined the Navy to cook, not to play silly——. Instructional technique! . . . what's that? Did somebody say 'obstacle course?—what's that got to do with me leading? In fact, I'm not so sure I want to do this course—in fact, I'm positive I don't want to do this course."

"Where are those request forms?!!"

Your Divisional Officer should have explained that the course, in requiring you to do things you haven't done in years, if ever, helps you become more self-confident, and that this, together with the course of instruction, fits you more readily for promotion. It's something like going into a cold shower. It is not so bad as you thought it was going to be, once you are in it.

At Cornwallis, leadership is taught, insofar as possible, by example, with the emphasis on constructive criticism. You are taught to understand your duties and responsibilities as a Petty Officer, and you are given guidance as to how you can improve your qualities of leadership.

Volunteer to help yourself and show your worth, and, in so doing, raise the Navy's standard . . . and don't believe more than half the terrible stories that you hear!



*The emblem of the Leadership Course.*

## Weddings

Able Seaman James Backwell, HMCS Nootka, to Miss Catherine Campbell, of Main a Dieu, N.S.

Sub-Lieutenant Alexander Bajkov, HMCS Discovery, to Miss Iris E. Gilhen, of Sydney, N.S.

Able Seaman R. J. Borland, HMCS La Hullose, to Miss Jean Gerrior, of Charles-cove, N.S.

Able Seaman Donald Bowen, HMCS Ontario, to Miss Cecilia McCreadie, of Victoria.

Able Seaman J. M. Brown, HMCS Cornwallis, to Miss Thelma Shaw, of Annapolis Royal, N.S.

Leading Seaman Bernard P. Callebert, HMCS Nootka, to Miss Loretta Hiltz, of Halifax.

Sub-Lieutenant (MN) Catherine E. Grimes, HMCS Naden, to Mr. David Maclean, of Harrison Hot Springs, B.C.

Sub-Lieutenant James Malcolm Cumming, Royal Naval College, Greenwich, to Miss Barbara Harper, of Neadaich, Newtonmore, Scotland.

Able Seaman George Day, HMCS Huron, to Miss Marlene Davis, of Fairview, N.S.

Leading Seaman Ronald Estes, Coverdale Naval Radio Station, to Wren Thelma Sharples, also of Coverdale.

Ordinary Seaman John Forgie, HMCS Naden, to Miss Sheila Collings, of Victoria.

Ordinary Seaman John E. Hamilton, HMCS Naden, to Miss Martha J. Lennox, of Regina.

Able Seaman Thomas Heddington, HMCS La Hullose, to Miss Shirley Cooke, of Bridgetown, N.S.

Leading Seaman Harold Holloway, HMCS Huron, to Miss Jean Drystead, of Halifax.

Petty Officer Ivan Kaiser, HMCS Huron, to Miss Margaret Walsh, of St. John's, Nfld.

Able Seaman Kenneth Kennedy, Gloucester Naval Radio Station, to Miss Helen Brown, of Ottawa.

Leading Seaman Kenneth G. MacDonald, HMCS Portage, to Miss Doris Gillard, of Twillingate, Nfld.

Midshipman John A. McKenzie, HMCS Ontario, to Miss Margaret Farquharson, of Victoria.

Able Seaman Stephen Matthews, HMCS Huron, to Miss Joan Samson, of Halifax and Montreal.

Lieut. (L) Clifford Owers, Naval Headquarters, to Miss Annie Abboud, of Ottawa.

Leading Seaman Jack Parks, HMCS Magnificent, to Miss Thelma Byrne, of Toronto.

Leading Seaman John Rogers, HMCS Cornwallis, to Miss Margaret Troop, of Granville Ferry, N.S.

Ordinary Seaman William G. Scott, Gloucester Naval Radio Station, to Miss Betty Hayes, of Ottawa.

Able Seaman Robert Taylor, HMCS Ontario, to Miss Margaret Grice, of Victoria.

Leading Seaman Robert Tevendale, Coverdale Naval Radio Station, to Wren Beverley Banister, of HMCS Cornwallis.

Ordinary Seaman D. F. Theriault, HMCS Cornwallis, to Miss Georgette Labelle, of Cornwall, Ont.

Able Seaman Glen Young, HMCS Ontario, to Miss Jean C. Robinson, of Victoria.

Ordinary Seaman Robert L. Woodward, HMCS Shearwater, to Miss Misener, of Dundas, Ont.

## Births

To Lieutenant H. J. Andrews, HMCS Haida, and Mrs. Andrews, a son.

To Lieutenant D. W. Atkinson, HMCS La Hullose, and Mrs. Atkinson, a son.

To Leading Seaman B. W. Banks, Coverdale Naval Radio Station, and Mrs. Banks, a daughter.

To Petty Officer James Blyth, HMCS Discovery, and Mrs. Blyth, a daughter.

To Sub-Lieutenant (E) J. A. Boothe, HMCS Hunter, and Mrs. Boothe, a daughter.

To Able Seaman R. W. Brown, HMCS Stadacona, and Mrs. Brown, a daughter.

To Petty Officer George Coghill, HMCS Naden, and Mrs. Coghill, a son.

To Petty Officer G. O. Cooper, Coverdale Naval Radio Station, and Mrs. Cooper, a son.

To Ordnance Lieutenant-Commander George D. Cook, Naval Headquarters, and Mrs. Cook, a daughter.

To Able Seaman N. G. Dodd, Coverdale Naval Radio Station, and Mrs. Dodd, a son.

To Commissioned Gunner (TAS) Richard Dorken, HMCS Crusader, and Mrs. Dorken, a son.

To Leading Seaman Alexander Doull, HMC ML-124, and Mrs. Doull, a son.

To Chief Petty Officer J. B. Doyle, HMCS Cornwallis, and Mrs. Doyle, a son.

To Petty Officer A. Howe, HMCS Magnificent, and Mrs. Howe, a daughter.

To Petty Officer Douglas Howes, Naval Headquarters, and Mrs. Howes, a daughter.

To Leading Seaman N. R. Lamoie, Coverdale Naval Radio Station, Coverdale, and Mrs. Lamoie, a daughter.

**To Commissioned Ordnance Officer H. K. Maclean, HMCS Naden, and Mrs. Maclean, twin daughters.**

To Commander (L) H. D. McCormick, HMCS Naden, and Mrs. McCormick, a son.

To Able Seaman Laverne McLeod, HMCS Huron, and Mrs. McLeod, a daughter.

To Lieutenant-Commander (S) A. C. Penley, HMCS Discovery, and Mrs. Penley, a daughter.

To Able Seaman Patrick Power, HMCS Huron, and Mrs. Power, a son.

To Ordinary Seaman B. A. Shaw, HMCS La Hullose, and Mrs. Shaw, a son.

To Lieutenant-Commander Jack Sutherland, Naval Headquarters, and Mrs. Sutherland, a daughter.

To Leading Seaman Julian Verscheure, HMCS Naden, and Mrs. Verscheure, a daughter.

To Petty Officer J. R. Westell, Naval Radio Station Coverdale, and Mrs. Westell, a son.

To CPO Richard Williams, HMCS Naden, and Mrs. Williams, a daughter.

To Petty Officer Kenneth Wilson, HMCS Athabaskan, and Mrs. Wilson, a son.



Shown above is a Safe Flying Trophy which will be presented annually to the naval air squadron contributing most to air safety during the year. The plaque has been donated by the Supply Officers of the RCN. (DNS-9678).

## GLOUCESTER GETS 'NEW LOOK'

Gloucester Naval Radio Station has undergone a thorough renovation during the past few months, with the accommodation building, in particular, showing many changes and improvements.

Dormitories, messdeck and recreation space have been painted and refurnished to a high standard of smartness and comfort.

Twelve new housing units were allotted to men and their dependents the week before Christmas. The units are in duplex houses forming a crescent behind the 12 units built a few years ago.

They range in size from two to four bedrooms, and each is equipped with automatic oil heat, hot water supply and electrical kitchen equipment. Laundry room, kitchen and bathroom are tiled and the other rooms have hardwood floors.

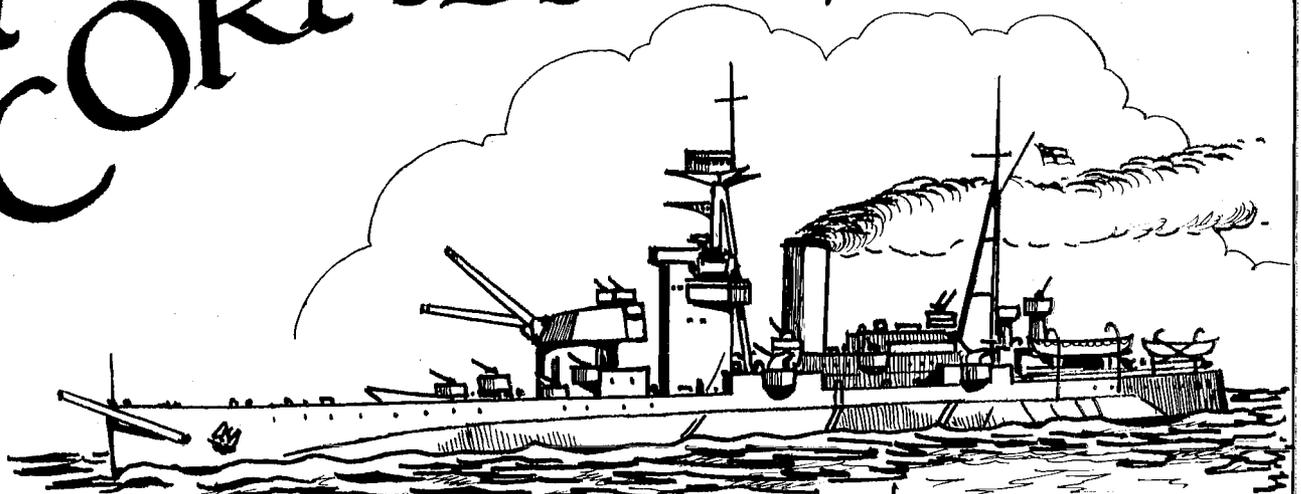
The annual children's party, held in the men's recreation space, brought out 30 children and their mothers. The party was organized and supervised by CPO E. R. Penny, with the ship's fund taking care of the bills. Contributing to the entertainment were Ordinary Seamen R. B. Homuth, P. A. Bordato and R. M. Hiltz.

Station personnel have said bon voyage to CPO "Stu" Clarke, who has left for a course at HMCS Stadacona. — R.H.W.

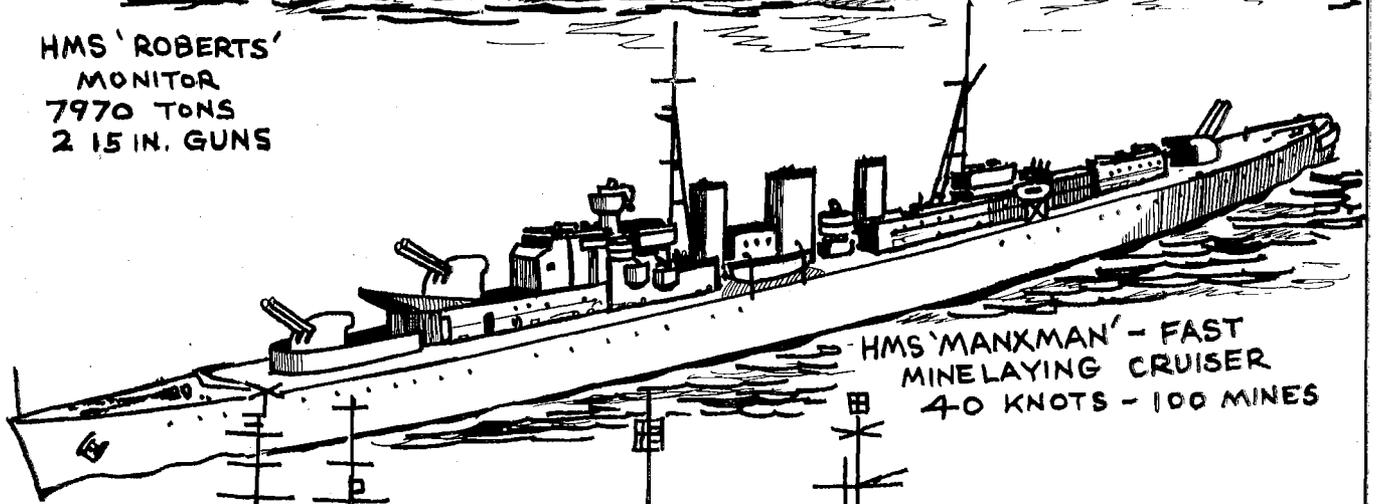
# NAVAL LORE CORNER

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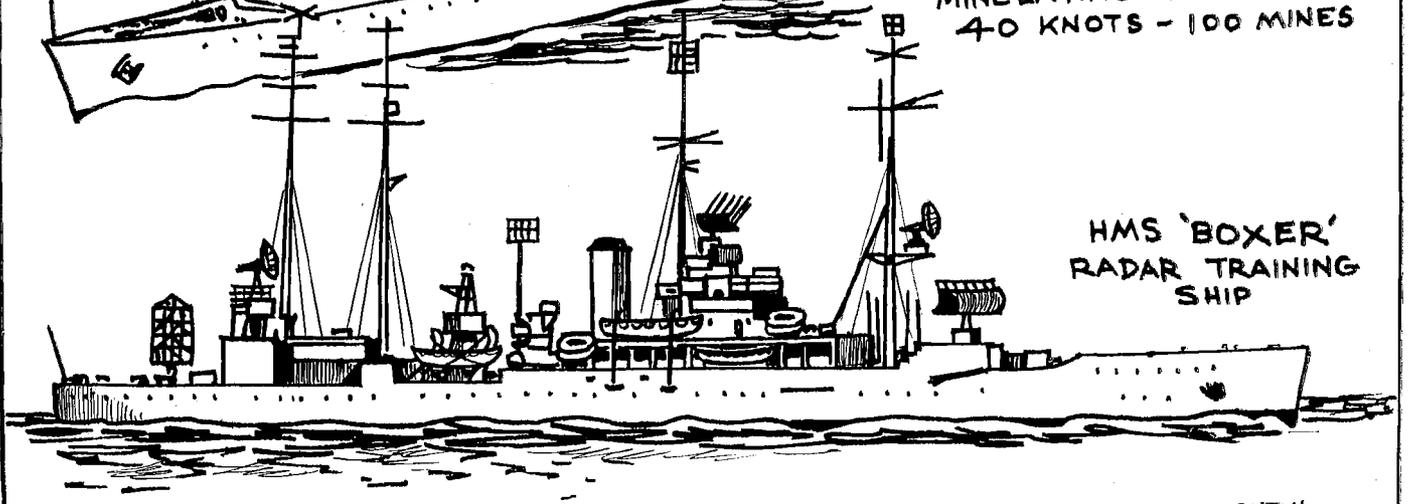
'LITTLE KNOWN' SHIPS  
of THE ROYAL NAVY



HMS 'ROBERTS'  
MONITOR  
7970 TONS  
2 15 IN. GUNS



HMS 'MANXMAN' - FAST  
MINELAYING CRUISER  
40 KNOTS - 100 MINES



HMS 'BOXER'  
RADAR TRAINING  
SHIP

J.M. THORNTON

