

The CROWSNEST



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LADY OF THE MONTH

While the West Coast training cruiser *Ontario* was on the under side of the world, visiting such remote spots as Australia, New Zealand and islands of the South Seas, she was chosen as the training ship for cadets entering the Royal Canadian Navy under the new "Venture" Plan.

The plan, which supplements the already existing avenues to commissioned rank, provides for entry into the Royal Canadian Navy, with seven-year commissions, of young men between 16 and 19 years of age with junior matriculation or the equivalent.

The basic course will last for two years and will include two seven-month periods ashore and two four-month training cruises in the *Ontario*. A detailed account of the "Venture" Plan appears on page five of this issue.

The picture of the *Ontario* on the opposite page was taken last summer. (E-24260)

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Cover Photo—A candidate for promotion to commissioned rank, AB James Wood, of Charlottetown, P.E.I., carries out an experiment in the chemistry and physics laboratory of the Educational Training School at *Naden*. His Preparatory School studies include mathematics, chemistry, physics, English, French and leadership, tailored to provide him with the educational standing required to continue his training for a commission. (E-26118)



RCN News Review

HMCS Stettler begins a new commission

Exercise Tests A/S Co-operation

The NATO anti-submarine hunter-killer exercise "New Broom", a combined operation involving units of the Canadian and U.S. Navies, supported by RCAF and U.S. Navy shore-based aircraft, ended successfully February 20.

Messages from the aircraft carrier USS *Siboney* said that on the fourth and final day of the exercise, the task group made a clean sweep against the opposing forces, a pack of U.S. submarines. The major problem of the last day's work had the destroyer USS *Ellison*, commanded by Commander J. T. Burke of Norfolk, Va., simulating a convoy under the protection of the remainder of the task group, commanded by Rear-Admiral Harry B. Temple, USN. The opposing submarines, directing their attack against the *Ellison*, were kept pinned down by continual attacks of Canadian and U.S. planes and ships, and 12 hours after it had begun, the submarines were all surfaced and the problem was over.

On the second day of "New Broom", other units of the U.S. and Canadian task group had undergone persistent attacks by the U.S. submarines as the former proceeded north from the Bahamas. Joined by shore-based patrol aircraft from Jacksonville, Fla., the hunter-killer group made three successful attacks on subs sighted by alert destroyers and airmen. Planes of the Royal Canadian Air Force 404th (Buffalo) Squadron and U.S. Patrol 18 participated in the second day's operations.

The task group's destroyer screen, under the command of Canada's Commander Patrick F. Russell, in HMCS *Algonquin*, did an outstanding job, dem-

onstrating the harmony and effectiveness with which the two nations' ships are operating.

U.S. Navy blimps from Glynco, Georgia, joined the task group off Florida in the third day of the exercise. It was a busy day for the *Siboney*, her screen

of Canadian and U.S. escort vessels and the participating RCAF and U.S. Navy shore-based aircraft, and one that saw subs attacked by an RCAF Lancaster bomber and the U.S. destroyer *Gyatt*, as well as the first successful attack on the *Siboney* by the submarine USS *Piper*. Flying Officer J. L. Parkinson, RCAF, of Toronto, Ont., distinguished himself by bombing one of the subs opposing the task group.

The *Piper*, skippered by Commander R. D. McWethy, New London, Conn., penetrated the destroyer screen and "torpedoed" the *Siboney*. The *Piper* was later detected and subjected to a series of slashing night attacks.

Despite the *Piper's* activity seven of her crewmen took the scheduled navy-wide examinations for advancement to Second Class Petty Officer under any but ideal classroom conditions. During the exams, the *Piper* submerged four times, snorkeled twice and underwent numerous simulated depth charge and bombing attacks by U.S. and Canadian surface and air units.

Dutch Warship Visits Halifax

For the first time since the Second World War, a Dutch warship visited Canada, when the Netherlands cruiser *De Ruyter* dropped anchor in Halifax harbour on February 8. Under the command of Captain N. G. Kruys, the ship paid a three-day visit to the East Coast port during a North Atlantic cruise.

Although her keel was laid in 1939, the ship was not launched until 1944. The delay was mainly due to the delaying action on the part of the Dutch

The Song of the Turbines

THE ancients made brave sallies
To the sea, in flimsy galleys;
In carrack, ketch and coracle,
In shallop and trireme.
Now, praising Greek and Norsemen
Come our raging, ramping horsemen,
To sing to old adventurers,

The Hymn of Turbined Steam.

When, thirty fathoms under,
The depth-charge rends asunder
The skulking U-boat's hull-plates
(See the sick'ning oil-patch rise!)
Oh! Thou Amazonic beauties,
Leap to your viragoish duties,
And hurl us (screaming fiendishly)
To where your quarry lies.

When the dead in many waters
Join with Father Neptune's daughters,
Giving lessons to the mermaids
In the arts of making love,
They will shout their lusty paeans
For interminable aeons,
To the chant of humming turbines,
In the sea-lanes up above.

Herman Lordly

shipbuilders, who didn't wish the hull to be confiscated by the Germans. After the launching in Schiedam, the war had reached a stage where the Germans were too busy to carry out their intention of taking the hull to Germany, and she was held in Rotterdam until the end of the war.

In view of the progress of technology during the war it was decided not to continue on the original plans of building, but rather to construct two modern cruisers to meet the requirements of modern warfare. The *De Ruyter* originally named *De Zeven Provinciën*, and her sister ship, now named *De Zeven Provinciën*, were the result of these new plans, and are elaborately equipped fighting units, as modern as anything of their class in the world.

During her short stay in the city, the officers and men attended luncheons, smokers and a hockey game, arranged for them by the Royal Canadian Navy. Courtesy calls were exchanged between Captain Krus and military and civilian dignitaries.

On Sunday, February 7, open house was held in the ship. An enthusiastic attendance was estimated at 5,000 with 1,000 turned away.

In spite of the shortness of her stay, the Canadians were able to renew friendships with sailors from the country with whom Canadian interests were so closely identified during the Second World War.

Digby Foursome In Harbour Rescue

Many a man has been snatched from drowning by the hair of his head, but Commissionaire Frederick Hands owes his life to baldness and the presence of mind of four members of the ship's company of HMCS *Digby*.

Mr. Hands slipped from Pier No. 9, Toronto, where the *Digby* is berthed, while he was making his rounds of the waterfront.

Iroquois—"A Credit To Your Flag"

Home again from the wars, the *Iroquois* did not serve unnoticed in her second tour of Korean duty. Enclosed in the signal log was a heart-warming message of congratulation from Vice-Admiral R. P. Briscoe, USN, Commander of United Nations Naval Forces in the Far East:

"By your excellent performance in all tasks assigned, you proved yourself a worthy and valuable member of our naval team in the West Pacific. You are a credit to your flag, your navy and the United Nations. Well done and sincere best wishes."



Quick teamwork on the part of four members of the ship's company of HMCS *Digby* resulted in saving the life of an elderly commissionaire, who fell into the harbour while making his rounds of the Toronto waterfront. The rescuers were (left to right) PO Robert Johnson, Lieut. John Evans, AB George Ferguson and PO Ray Beauchamp. (Photo courtesy The Telegram, Toronto.)

PO Robert B. Johnson, on board the *Digby*, heard the splash and ran to the ship's rail.

"It was dark and I couldn't see anything," PO Johnson said later. "Suddenly I spotted his bald head and went in after him."

PO Johnson got his arm around the commissionaire, who was fast losing consciousness in the 35-degree water.

"His coat kept him afloat until I got to him," PO Johnson said, "but it was getting waterlogged fast. I was afraid he was going down. I kept pumping my arms and legs so they wouldn't freeze up."

In the meantime, Lieut. John C. H. Evans saw PO Johnson's predicament and plunged overboard to give him assistance in keeping Mr. Hands afloat. AB George Ferguson ran for a ladder to put over the side and PO Ray Beauchamp reached down from the ship's side and held onto Lieut. Evans.

Within seconds the ladder was lowered and Lieut. Evans and PO Johnson helped Mr. Hands on board the ship. He was given first aid and taken to hospital.

Lieut. Evans and PO Johnson reported that they had suffered no ill effects from their plunge into the bitterly cold lake. Toronto Harbour police said the *Digby* crew members deserved great credit for their rescue in which speed and teamwork had proved decisive factors.

Brazilian Ship Given Welcome

The Brazilian Navy's training ship, *Duque de Caxias*, carrying a larger complement than normal, arrived in Halifax from Lisbon, Portugal, on February 17. Under the command of Captain Francisco Vicente Bulcoa Vianna, the ship sailed from Rio de Janeiro on August 12, 1953. Her cruise carried her to ports in North Africa, Europe, and the United Kingdom before her arrival in Halifax.

The ship, a transport bought from the United States in 1945, was changed over just before the cruise, and is acting as a training vessel for junior officers and midshipmen in the Brazilian Navy. On this cruise, she will have been away from Rio de Janeiro for nearly ten months by the time she arrives at her home port late in May.

During her ten-day stay in Halifax, the 615 officers and men on board were entertained by the Royal Canadian Navy and local organizations. Ceremonies, presentations, receptions, dances, boxing matches, swimming meets, smokers, all were included in the interesting agenda. A group of officers and men were taken on a two-day visit to HMCS *Cornwallis*.

Despite the barriers of language and the inclement weather, the ship's crew expressed their hearty appreciation of

the reception they enjoyed. The language difficulty was overcome to some extent by Murillo Gurgel Balente, third secretary to the Brazilian Ambassador to Canada, who visited Halifax from Ottawa for the duration of the ship's stay. In addition, the RCN supplied a liaison officer. Lieut. W. J. Cody, whose Madeiran childhood had given him a command of the Portuguese language.

When the booming of the saluting guns died away and the ship disappeared from view, another act in the cementing of good relationship between the two countries had been completed, and the *Duque de Caxias* sailed to New York carrying with her the happy memories of a pleasant, busy stay in the East Coast port. From New York she sailed to ports in the West Indies and the Dominican Republic before returning to her home port of Rio de Janeiro.

New Glasgow Leaves For Pacific Coast

Slipping her lines at 1 p.m. HMCS *New Glasgow*, one of the Royal Canadian Navy's recently modernized frigates, under the command of Commander G. A. LaRue, sailed from Halifax March 6 to take up new duties on the West Coast.

Originally launched in May, 1943, the *New Glasgow* was recommissioned on January 30 this year, following extensive refitting and conversion for anti-submarine patrol and escort duties. Her

The award for general proficiency in her division was presented to Wren Frances M. Farrar, of South Burnaby, B.C., at Cornwallis by Commander E. T. G. Madgwick, executive officer of the training establishment, on completion of her new entry training. Wren Farrar has since been drafted to Stadacona. Also shown is Lieutenant-at-Arms Laurence Kerridge. (DB-3635)



ports of call for the present voyage include St. George's Bay, Bermuda; San Juan, Puerto Rico; Guantanamo Bay, on the southern tip of Cuba; Colon, and Balboa. From Balboa, she will proceed north along the Pacific coastline up to Esquimalt, B.C., her future home port.

Before arriving at Colon, however, the *New Glasgow* was to be joined by HMCS *Stettler*, a sister ship which was recommissioned Saturday, February 27, under the command of Commander G. C. Edwards.

Dutch Service Held in Halifax

The visit of HMNS *De Ruyter*, Netherlands cruiser, gave Halifax residents of Dutch descent the opportunity of hearing a sermon in their ancestral tongue.

Picture Recalls Loss of SS Caribou

Before dawn on the morning of October 14, 1942, SS *Caribou*, which had been providing ferry service between North Sydney, Nova Scotia, and Port aux Basques, Newfoundland, was torpedoed and sunk by a German U-boat.

The fatal casualties included 106 passengers and 31 members of the crew. Among those who lost their lives was the only woman serving in the Royal Canadian Navy to die of enemy action. She was Nursing Sister Agnes Wightman Wilkie, RCN, who enlisted in Winnipeg.

A woman member of the RCN who survived the sinking, Nursing Sister M. M. Brooke, was later decorated for life-saving. The escort vessel accompanying the *Caribou* was the Bangor minesweeper *Medicne Hat*.

On a recent drill night at HMCS *Caribou*, Corner Brook naval division and namesake of the ill-fated ship, a photograph of the ship was presented to the division by the Corner Brook daily newspaper, "The Western Star". The photograph includes insets of the 31 crew members who perished.

Lieut.-Cdr. G. Julius, Protestant chaplain on board the *De Ruyter*, is a minister of the Dutch Reformed Church. On the invitation of Rev. Frank Lawson, of St. David's Presbyterian Church, he conducted a service in the church on Sunday morning, February 7.

Captain N. G. Kruys, commanding officer of the *De Ruyter*, and members of the ship's company attended the service.

Museum Receives Cutty Sark Model

A scale model of the famous old clipper ship, *Cutty Sark*, has been donated to the Naval Maritime Museum at Esquimalt.



Two of the six Sea Cadets who sailed in the destroyer *Micmac* on a three-week training cruise to Bermuda in February are shown securing a rope ladder to a davit stay. They are Raymond Willis, of Peterborough, Ont., and Ronald DeCon, of Sudbury, Ont. (HA-29298)

Donors were members of the Thermo-polyae Club of Victoria, which has shown a keen interest in the efforts being made to establish a maritime museum on the West Coast. The model was built by the late Captain Phillipson, one time Harbour Master of Victoria, and a former club member.

Interesting items pertaining to the maritime history of Canada's west coast are being received daily, but more are needed. Persons possessing or knowing of such items which may be available on loan or as permanent exhibits, should communicate with the Chairman, Naval Maritime Museum Committee, HMC Dockyard, Esquimalt.

Certificates Go To Apprentices

Certificates of indenture were presented recently to four young men who have successfully completed four-year apprenticeships in various trades in HMC Dockyard, Esquimalt.

New journeymen are Norman F. Oldfield, electronic technician; George W. Kirkendale, electrician; Robert E. Van-treight and Leslie Stevens, both machinists.

Certificates were presented by Commodore (E) B. R. Spencer, superintendent of the dockyard, at a ceremony to which were invited parents of the four men, naval and civilian officials of the dockyard and representatives of civic and provincial educational and labour bodies.

THE "VENTURE" PLAN

Defence Minister Brooke Claxton, announced in the House of Commons on March 8 that approval had been given for the immediate implementation of a new plan for the procurement and training of junior officers for the Royal Canadian Navy.

Entitled the "Venture" Plan, it offers a seven-year short-service appointment to young men between 16 and 19 years of age possessing the necessary qualifications. The latter include Junior Matriculation, or the equivalent.

Men of the RCN are eligible for consideration providing they possess the necessary qualifications.

Cadets entered under the plan who wish to make the Navy their career may later obtain permanent commissions if they have the necessary qualifications.

Up to now the Navy has been obtaining its junior officers from the Canadian Services Colleges, the Universities and from the lower deck.

The "Venture" Plan has been devised to meet the continuing demand for officers arising out of the expansion of the Royal Canadian Navy. It does not replace any of the existing officer-entry plans, but supplements them.

It is comparable to the RCAF short-service plan for aircrew and to the Officer Candidate School Program which trained officers for the Canadian Army in 1951-1952.

The name "Venture", to be given the training establishment at Esquimalt for cadets enrolled in the RCN under the new "Venture" Plan, has a traditional association with sail training craft in the RCN. The tern-schooner below was the second "Venture" and was employed as a training vessel on the East Coast before the Second World War. She came from the drawing board of the designer of the famous fishing schooner *Bluenose*. (O-781-2)

A training establishment, to be named HMCS *Venture*, will be commissioned in the naval dockyard at Esquimalt, B.C. Existing resources in West Coast naval establishments will be utilized to provide living quarters, classrooms and facilities for training and recreation.

The name "Venture" has considerable historical significance in the Royal Canadian Navy, being associated, by tradition, with sail training craft. From 1911 to 1917, a sloop *Venture* served as a training vessel for naval cadets. A second *Venture*, a tern schooner designed by W. J. Roue, designer of the famous fishing schooner *Bluenose*, was employed as a sail training craft on the East Coast prior to the Second World War.

The first class of cadets will commence studies at HMCS *Venture* next September 20. The cadets' basic course is of two years' duration and includes two seven-month periods of scholastic studies ashore and four months' practical training at sea.

Sea training will be carried out in the cruiser *Ontario*, which for the past several years has been employed primarily as a training ship for junior officers and which contains the necessary accommodation and facilities for this purpose.

Citizenship and medical requirements for the "Venture" Plan are similar to those of the other service officer-entry schemes. Candidates must be single.

Captain R. P. Welland to Command *Venture*

Captain Robert P. Welland, DSC and Bar, CD, has been appointed to take command of HMCS *Venture* when the establishment at Esquimalt is commissioned this summer for the training of cadets enrolled in the RCN under the "Venture" Plan. Captain Welland, who has been Director of Naval Training at Naval Headquarters, will have ten officers on his staff in the newly-created establishment.

Commander Raymond Phillips will be executive officer. He has been Officer-in-Charge, Officers' Division Course and Chief and Petty Officers' Leadership Course, at Cornwallis.

Instructor Commander George Amyot will be Director of Studies. He has been Director of Studies at the Canadian Services College, Collège Militaire Royal de Saint-Jean, Quebec.

The closing date for applications is June 30, 1954. Applicants then will meet with interview boards in various cities across the country, after which final selection will be made.

Successful candidates will be enrolled in the rank of Cadet, RCN, and, on appointment, will receive pay of \$55 a month and all necessary items of clothing and equipment.

It is planned to graduate about 80 per cent of the cadets into the executive branch of the RCN, with about one-third of these specializing as naval aircrew. The other 20 per cent will be divided between the engineering and ordnance branches and the supply branch.

On completion of their two-year basic course, the cadets will be promoted to midshipman's rank and begin training in their respective branches. This involves practical sea training, in most cases, and specialized courses in shore establishments.

Time in rank generally will amount to 16 months as a midshipman, 14 as an acting sub-lieutenant, and 18 to 34, depending upon the standing gained in courses, as a sub-lieutenant, before promotion to lieutenant.

Cadets will have the opportunity of withdrawing from the course after eight months and prior to completing 12 months of training.

The "Venture" Plan is an outcome of the unprecedented peacetime growth of the RCN over the past six years. On March 31, 1948, the strength of the Navy stood at 6,860. Since then it has increased nearly two-and-a-half times, to where the current figure exceeds 16,500. The Navy's announced target is 21,000 officers and men.



A Terror Weapon That Failed

Japanese Balloons' Principal Function Was Raising of Home Morale

Since censorship was lifted from the subject in 1946, there has been a lot said and written about the unique invasion of North America by bomb-laden Japanese balloons near the close of the Second World War. They appeared in the United States, Canada, Mexico, Alaska and the Pacific Ocean. Not much of this publicity was focused on the Canadian scene and still less on the fact that personnel of the Royal Canadian Navy had a hand in combating the menace.

The story behind their appearance is this: According to information obtained from Japanese army officers after the surrender, paper balloons were under development in Japan before the war for meteorological use. When the first bombing attack on Japan occurred in 1942, the effect on morale there was such that all-out efforts were made to devise retaliatory measures.

A revenge attack on North America was conceived, using airplanes, submarines and free balloons. It was first decided to develop a balloon capable of travelling a distance of about 1,800 miles to be released by submarines or warships off the West Coast of the United States. By the summer of 1943 such a balloon had been developed but the Japanese navy had been depleted so much that units necessary to carry out this type of attack were no longer available. To traverse the entire ocean, still larger types had to be fabricated. Much experimental work was necessary, but the first 200 were released in December 1943.

On the basis of a few reports of fires and explosions occurring in "unexpected areas" recorded by monitors of U.S. broadcasts, the initial onslaught was begun, using paper balloons having an inflated diameter of about 33 feet, and carrying a bomb load averaging 50 pounds. The cost of each was a shade over \$2,000 once full production got under way. The paper envelopes were spherical, grey white or greenish-blue in colour and had a chandelier slung under them which carried sandbags, high explosive and incendiary bombs. Inflated with hydrogen gas, they were released from the Island of Honshu.

The bags rose to the vicinity of 33,000 feet and the prevailing west-to-east winds whipped them towards North America at speeds of 100 to 150 miles

an hour. A barometric device kept them at the desired altitude by releasing gas or dropping sandbags as required. A little over a week later they were over their targets. By this time their loads of sandbags were exhausted and they began dropping the bombs along their overland route with each dip they made.

In all, about 9,000 were launched. It is estimated that only ten per cent ever reached North America. Just 281

separate recoveries of balloon materials were made, the findings ranging from small pieces of paper to a few almost intact balloons. Thirty-two bombs, or fragments of them, were found and there were 407 reports of the sighting of one or more balloons in the air. Why so few have been found was because they were fitted with self-destroying devices which acted after bombs had been dropped. Sometimes this device did not work, since it was powered by a wet-cell battery which froze in the high altitudes. RCAF pilots on search and rescue missions over western wastes are deceived still by remnants of the snagged balloons in out-of-the-way timber stands. From the air they resemble collapsed parachutes or aircraft wreckage.

The first real evidence of their incidence in Canada was at Minton, Sask. On January 12, 1945, a partially deflated balloon drifted across a field almost at ground level and tangled in a barbed wire fence. A 15 kg bomb, two cylinders and a celluloid box containing a transparent, frozen liquid fell from the chandelier, while the balloon, freed of this weight, drifted away and was never seen again.

National Defence Headquarters was informed of its whereabouts and the matter was put into the hands of the Canadian Inter-Service Bomb Disposal Centre in Ottawa, under command of the late Ordnance Lieut.-Cdr. Edward Litchfield Borradaile, of Ganges Harbour, B.C.

That night he organized a team hurriedly from instructors at the centre. They assembled some disposal equipment and the next day embarked in an RCAF transport for Saskatchewan. The team was composed of Lieut.-Cdr. Borradaile, Capt. J. L. McIntosh of the Army, CPO G. M. H. Deed and Ldg. Sea. J. C. Smith. When weather conditions permitted them to finish their journey, they started rendering the bombs safe and found them to be an anti-personnel bomb and incendiaries of Japanese make. The celluloid container was sampled for bacterial culture with negative results. The spoils were brought back to the centre in Ottawa. When the United States government was informed, it replied that the American forces had been aware of the situation for several months.

THE NEW BADGE



A badge to show past service in the naval forces of Canada has been designed at Naval Headquarters and may be worn by all former naval officers, men and women who have been honourably released from the service. It will be available only from private firms.

Designated the "Former Naval Personnel Badge", it is to be reproduced only in metal, suitable for wear in the left lapel button hole, or embroidered for wear on the left breast pocket of blazers and jackets. If it is desired to reproduce the badge for any other purpose, permission must be sought from Naval Headquarters.

The Former Naval Personnel Badge is centred by a gold anchor of the traditional naval design, superimposed on a circle of navy blue, the central portion surrounded by ten gold maple leaves and surmounted by the naval crown. The jewels in the crown are, left to right, red, green, blue, green and red.

Further reports from various areas from the Northwest Territories to the 49th parallel began to come into Ottawa. Considerable attention was given to this invasion, because no one was at all sure what else besides bombs the balloons might carry. To aid in counter-measures, several assumptions were made as to the enemy's probable use of this novel revenge weapon.

It was considered that they could be used to provide the Japs with (1) weather and atmospheric data for further air aggression; (2) to transport incendiary and high explosives to cause forest fires and human casualties; (3) as carriers of poison gases, bacteria or both against humans, animals and crops; (4) to transport enemy agents to this country or the States; (5) as anti-aircraft devices, and (6) a good propaganda weapon for home consumption and to undermine enemy morale.

Special Japanese balloon co-ordinating committees were set up in each of the four western provinces, since the greatest concentration of the new menace was there, even though one had drifted as far inland as the Great Lakes.

Included in these committees were representatives from the provincial departments of health, the federal Department of Agriculture, the provincial forestry branches, RCMP and, where applicable, provincial police, and the general and medical staffs of the Armed Forces.

The Canadian Inter-Service Bomb Disposal Centre became the focal point for the counter network operating from the Great Lakes to the Pacific, with field investigators and bomb disposal crews composed of forest rangers, provincial police and RCMP, and personnel from the three armed services actively involved. The services were allocated responsibilities in their own domains and they quickly trained bomb disposal personnel for this purpose, as well.

At the Ottawa centre were officers and men of the forces who trained men to deal with every known German and Japanese bomb. When this network was firmly established, the latest discoveries were dismantled and shipped to Ottawa. Once this material had arrived in the Cartier School headquarters of the CISBDC, all weapons aside from bombs were distributed to the departments concerned with chemical or bacteriological warfare.

The centre was able to assemble balloons from these parts so that Lieut.-Cdr. Borradaile, as commanding officer of the unit, was able to provide both the navy and army of the United States that spring with examples for research

and display at their BD and ordnance schools.

Meanwhile the press and radio of Canada and the United States maintained a very complete voluntary security blackout at the request of the official censors and thus denied the Japanese vital information as to the numbers of balloons arriving and the landing points.

All the balloons found carried only bombs or incendiaries or both. A fuller analysis showed that it would be impossible for them to transport agents and they were not at all effective as, nor intended to be, anti-aircraft devices.

A LESSON IN THE ART OF GUNNERY

It seems that the crew of HMCS *Sault Ste. Marie*, while on a summer reserve training cruise, decided to engage in the art of gunnery. Two gun crews were to take part—No. 1 crew consisting of two gunnery rates, the Yeoman, plus some ERA's and Stoker Petty Officers, and No. 2 crew composed of officers. Each crew was to fire 20 rounds.

Petty Officer (QR 2) Harry Green chose No. 1 gun crew and away they went. The first 15 rounds were right on the target (a dan buoy at 2,600 yards), good shooting at any time.



But, as it turned out, they were only warming up. As the ship swung around and came in on the target again, the Yeoman, Petty Officer Gordon Fraser, who was acting as sightsetter, asked the Gunnery Officer, Sub-Lt. J. C. Foote, if he would stand treat if they split the target. The reply, naturally, was in the affirmative.

He should have known better. Two shots later (the 17th), the No. 1 crew scored a direct hit, right in the middle of the spar. (The officers' crew got away a few rounds also.)

Besides Petty Officers Green and Fraser, members of the gun's crew for whom the GO shelled out were CPO James Edwards, Ldg. Sea. Marcel Sauv . PO Leslie Kolesar, PO Alfred Porter and AB Lloyd Cormack.

Contrary to popular articles in the press, official testimony from high ranking Japanese army authorities stated that it had never been intended to send biological or chemical weapons in the balloons. They said that one of the main purposes of the balloon was to bolster home morale and for propaganda abroad.

During the war, however, little reference was made to the balloon warfare in Japanese broadcasts and there was apparently no organized exploitation of their propaganda value for foreign consumption. Nor did the enemy expect that the balloons would be effective, and this guess proved to be accurate. The original goal was to make 20,000 of them but only 9,000 were manufactured and released. If hostilities had continued longer, the labour involved in their production would have been diverted into some other aspect of the Nipponese war effort.

Canadian and American authorities concluded that the balloons were of no military consequence, since they could not be aimed at population centres and, since they had to be launched during the winter months when winds were most favourable, negligible damage was caused by the incendiaries. The only casualties resulting were six persons, mostly children, killed in Oregon when they handled a bomb dropped about a month previous. The only fires started were one or two grass fires. A word of mouth campaign was launched to forestall further inexperienced handling of the bombs and the press and radio made only a brief mention of the arrival of the first balloons. Their main danger was the psychological effect on the population, which was promptly curtailed by censorship and other adequate counter measures.

This story has a sequel. Lieut.-Cdr. Borradaile emerged from hostilities unscathed by his war against Japanese bombs. After a brief period in civilian life, he transferred to the RCN on a short service appointment in June 1951 and was appointed to the Ordnance School at HMCS *Naden*.

A year later he became the tragic victim of a Japanese mine which prematurely exploded while he was trying to render it harmless. On June 11, 1952, on Bonilla Island, 90 miles from Prince Rupert, he died violently in the service of his country while attempting to destroy the beached mine, and an assistant was wounded. His remains were escorted to burial in the naval section of the Veterans' Cemetery in Victoria by 400 officers and men of the Pacific command.—H.C.W.

A Life in the Frozen North

*The Firmer the Terra
The Better It Suits
CPO Williams*

A SAILOR of rare (thank heavens) seamanship qualifications has been chosen by Naval Radio Station, Churchill, as its Man of the Month. His story, in its own peculiar way, is an inspiration to those who tremble at the thought of a draft to the Far North.

Over coffee the other day, "Bungy" Williams poured out the whole devastating story of his life at sea. That story was one of extraordinary but distressing seamanship. To put it bluntly, CPO J. A. Williams claims the distinction of being the only man in the Royal Canadian Navy who has fallen over the side of every ship in which he has served.

That claim may, of course, be disputed by rank beginners who have served in only one ship. But wait until the Williams saga is told.

"It wasn't just a matter of falling over the side," he said. "It had to be done with just the right finesse and the proper sense of dramatic timing. The flair for dumping myself in the drink is an art I feel I have mastered."

And then he went down the bitter list of ships whose decks he had left for the cold comfort of the North Atlantic and adjacent waters. He started off gently in 1942 with HMCS *Kelowna*, a Bangor minesweeper. In 1943 he went over the side of HMCS *Quesnel*, a corvette.

All this was child's play—mere conditioning for his greatest triumph. That memorable day in 1945 gave him ample opportunity to see all his previous misadventures flash before his eyes as he plunged downward from HMS *Puncher*, Canadian-manned aircraft carrier.

It was an anti-climax when he tumbled from HMCS *Haida*, Tribal class destroyer, in 1946.

(There is a pause in the telling at this point to ignore a question by AB Smidge: "And were you rescued every time?")

The story of James Alexander Williams begins in Wraxall, Somerset, England, where he became a member of an English military family 32 years ago. His repertoire of anecdotes about the old hometown was strictly limited by the family's migration to Canada when he was a year old.

CPO Williams lived peacefully in Victoria, B.C., until he was 17 years of

age. He then parted with family tradition and joined Canada's new war-time Navy as a boy seaman in January 1940.

After six years of travelling around the world and marking the start of each new draft by a plunge into the briny, CPO Williams became one of the first members of the reorganized communications branch. His first draft increased his confidence and his insurance rating. It was to Coverdale radio station, near Moncton, in 1947 and it was during his two years there that he met and married Miss Audrey Tower, of Moncton.

An ambition to see Canada's northland was realized with a vengeance in August 1949 when he was sent to Aklavik



CPO J. A. WILLIAMS

in the Mackenzie River delta, north of the Arctic Circle, for the opening of a new radio station.

The distinction Mrs. Williams had as the only Navy dependent that far north was ended shortly by the birth of their daughter, Sherryll, who became the first Navy child born in Aklavik. Sherryll had the distinction of being christened in the most northerly cathedral in the world at Aklavik by Rev. Canon Montgomery, brother of Field Marshal Montgomery.

The North introduced Chief Williams to culinary delights — fresh caribou steaks and roast ptarmigan — and to

something called "muk-tuk", a native dish compounded largely of whale blubber, which anyone from the Deep South (meaning anywhere else in Canada) would hardly class as a "delight".

CPO Williams, after having become thoroughly acclimatized by more than a year in the Arctic, returned South to Naval Radio Station Gloucester, now HMCS *Gloucester*, near Ottawa. As operations chief there he gave newly-drafted ordinary seamen on course a lot to think about. To a large extent this involved unravelling the lush verbiage Chief Williams had developed either during his impromptu diving career or in the lonely stillnesses of the Far North.

For instance, the man whose initials appear at the end of this affable account recalls his ears being assaulted by the following:

"Your physiognomical hirsute development reflects on the station and the Royal Canadian Navy. Furthermore, it causes visitors to assume that the Navy's new recruiting program is directed toward the enlistment of blond orangutans."

After the victim had slunk away and, dictionary in hand, had thought this over for awhile, it dawned on him that what CPO Williams was trying to get across was just this:

"You need a shave."

After two years of Gloucester came Churchill, back in the land of the permafrost to where he was drafted in March 1953. There he spurned service married quarters for a house on the hill west of town, commanding a full view of Hudson Bay and the mouth of the Churchill River. In the far distance lie the ruins of historic Fort Prince of Wales, whose massive walls were once one of the man-made wonders of the North. A frequent sound penetrating the Williams' home is the mournful, spine-tingling howl of huskies, Malamutes and other sled dogs secured not far away. There's one thing the house lacks and that is running water—a fact that Chief Williams, as a true northerner, does not regard as a misfortune.

"You're not really at home in the North until you've melted snow for water," he says, "and carrying a few

(Continued on page 28)

OFFICERS AND MEN

U.S. Navy Chief Lauds Prestonian

The prompt action of personnel of HMCS *Prestonian* in manning the boats and rescuing four survivors of the U.S. Navy patrol plane which ditched in St. Georges Harbour, Bermuda, last October, has drawn praise from high places.

Endorsing earlier letters of appreciation, Admiral Robert B. Carney, Chief of Naval Operations, United States Navy, has written to Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, as follows:

"The Chief of Naval Operations desires to express his sincere appreciation of the officers and men of HMCS *Prestonian* for their prompt, efficient action in providing desperately needed assistance, resulting in saving the lives of surviving crew members of the P2V-5 Neptune, which crashed.

"The Commanding Officer, HMCS *Prestonian*, is to be commended for the fine state of training of his officers and crew."

Admiral Lynde D. McCormick, Commander in Chief U.S. Atlantic Fleet (he was also Supreme Allied Commander Atlantic under NATO), wrote to Admiral Mainguy asking that his appreciation be conveyed to the *Prestonian's* commanding officer, officers and crew for their timely and effective service.

Here is class "L" of the Junior Officers' Technical and Leadership Course, which began at Stadacona on February 22. Back row (left to right): Lieut. (P) W. H. Frayn, Lieut. A. E. Leonard, Lieut. (O) D. E. Maxwell, Lieut. D. J. Wand, Lieut. A. A. Butchard, Lieut. R. E. Dorken, Lieut. D. B. Babineau, Lieut. P. E. Simard and Lieut. D. B. Lawrence. Front row: Lieut.-Cdr. (P) R. J. Watson, Lieut.-Cdr. William Atkinson, Commander C. A. Law, training commander, Stadacona; Instructor Lieut. (P) J. D. Williams, instructor officer; Lieut. W. W. Palmer. (HS-29508)



Other letters of appreciation were written by senior officers of the U.S. Atlantic Fleet's Air Force.

The rescue occurred while the *Prestonian* (Lieut.-Cdr. W. C. Spicer) was exercising in the Bermuda area with the *Wallaceburg*, *Portage* and HM Submarine *Auriga*.

Wren Stars in Kingston Play

The leading feminine role in the winning play at the Eastern Ontario Drama Festival was played by a Saint John, N.B., Wren, who is serving on continuous naval duty at HMCS *Cataraqui*, the Kingston naval division.

Wren Martha (Mickey) Munro, a member of the Domino Players of Kingston, has taken a keen interest in dramatics since her school days in Saint John and has studied drama with the American Theatre Wing Inc., New York.

Apart from her appearance in the Drama Festival, Wren Munro has also made a recent hit with Kingston audiences as Rosa, the dancer in Sidney Grundy's "Arabian Nights".

The Domino Players' entry in the festival was J. M. Synge's "The Playboy of the Western World", a play with an Irish setting in which the hero wins the sympathy of his fellow countrymen and the heart of a barmaid (played by

Navy League Offers Ten Scholarships

Ten scholarships to the Canadian services colleges (Royal Roads and Royal Military College) have been made available to Sea Cadets and ex-Sea Cadets by the Navy League of Canada.

Similar scholarships to Collège Royal Militaire de St-Jean were offered earlier and are still available.

Six new UNTD scholarships have been awarded by the Navy League Scholarship Committee, under the chairmanship of Captain (SB) A. W. Baker, RCN(R) (Ret'd). The winning cadets are:

Henry Krech, of Windsor, to Assumption College; K. R. Miller and R. A. McLennan, both of Lethbridge, Alta., and W. Williams, of Drumheller, Alta., to the University of Alberta; H. E. McCandless, of Port Alberni, B.C., to the University of British Columbia, and Michael Godin, of Dalhousie, N.B., to St. Francis Xavier University, Antigonish, N.S.

Wren Munro) by spreading the word around that he has murdered his father. This, of course, obligates his Irish friends to protect him from the law. Popularity and romance collapse simultaneously when his father turns up alive.

The regional trophy, captured this year by the Kingston group, has long been held by Ottawa theatre organizations.

Wren Munro is the daughter of Mr. and Mrs. J. F. Munro, of 221 Douglas Avenue, Saint John. She showed an early interest in the stage and played leads in Saint John Vocational School Shakespearian productions four years in succession. By the time she graduated in 1947, she had twice won the silver cup for dramatics.

On leaving school, she interested herself in the Children's Theatre of the Saint John Theatre Guild and also played in productions of the adult group. For several years she had been associated with a children's radio program and when, in 1948, she went to Goose Bay, Labrador, as a civil service employee, she produced a radio program there.

In 1950, she went to New York to study with the American Theatre Wing and, in January, 1951, she joined the Wrens.

Wren Munro, the first Wren from *Brunswick*, the Saint John naval division, to sign up for continuous naval duty, trained at *Cornwallis* early in 1952 and then spent six months with the communications branch at Coverdale radio station. She transferred at the end of this time to the supply branch and took naval stores training at *Cornwallis* and *Naden*. Her present duties are in naval stores at *Cataragui*.

She found an opportunity to return to the theatre when a group of Kingston residents decided last fall to form a drama group. Wren Munro was asked to play a lead in their first production, Shakespeare's "Twelfth Night", in which she had appeared while attending Saint John Vocational School.

The award-winning play which the Kingston players presented at the Eastern Ontario Drama Festival was the third they had ever performed. Adjudicator Graham Suter called it "a good piece of production all round".

Wren Munro has a brother in the Navy—Lieut. (L) Philip R. Munro, who has just completed a tour of duty in the Far East on board the *Huron*.

20 UNTD Cadets Confirmed in Rank

"Canada grew out of the sea, and by the sea she lives. If she neglects it, she will die," Rear-Admiral Hugh F. Pullen, Chief of Naval Personnel, told members of the University Naval Training Division at HMCS *Carleton* the Ottawa naval division, on March 7 after confirming 20 of their number in the rank of Cadet, RCN(R).

Leadership, knowledge, duty and courage make up a good naval officer; with emphasis on moral courage, for the lack of it would make the Navy "not worth the powder to blow it into the middle of next week", he said.

Admiral Pullen said the cadets were "part of a great company" in the Commonwealth who serve the Queen at sea and he harkened back to HMS *Carleton*, a warship which battled valiantly on Lake Champlain in 1776 and whose name the Ottawa naval division bears. He also congratulated the cadets for their "first class performance".

The highlight of the ceremonial was the firing of the "feu de joie" by a platoon commanded by Cadet David Pengelly, of Carleton College.

Following the inspection and march past, in which he took the salute, Admiral Pullen presented the probationary cadets with scrolls and their rank designation — a white twist to be worn on their tunic lapels.

The recipients included: Cadets Bennett E. Brackenbury, St. Patrick's Col-



Three new cadets of Ottawa's University Naval Training Division note the proper way to "ship" the white twist denoting their newly-acquired rank of Cadet, Royal Canadian Navy (Reserve), as demonstrated by an older shipmate. Left to right are Cadets Francis P. Martin, St. Patrick's College; Jean-Charles Bruyere, Ottawa University, and John D. Coleman, Carleton College, who were given their certificates and rank insignia by Rear-Admiral Hugh F. Pullen, Chief of Naval Personnel. Their advisor is Cadet Maurice Laflamme, of Ottawa U., a fourth-year cadet who was second-in-command of the cadet company turned out on board HMCS *Carleton*, Ottawa naval division, for the ceremony. (O-6438)

lege; Jean-Charles Bruyere, Ottawa University; John D. Coleman, Carleton College; Andre Cote, Ottawa U.; Gaspard Cote, Ottawa U.; John F. Coutts, Carleton College; Jacques E. Denoyers, Ottawa U.; Peter J. Drage, Carleton College; Roger Gauthier, Ottawa U.; Marcel Gauthier, Ottawa U.; James R. Hughes, Ottawa U.; Francis P. Martin, St. Patrick's College; Barclay F. H. McMillan, Carleton College; Allan T. McLean, Ottawa U.; Ronald C. Powers, Ottawa U.; Hubert Sauve, Ottawa U.; John E. Thomas, Carleton College; C. Richard van Sickle, Ottawa U.

The group included two RCN Cadets enrolled at Ottawa University under the Regular Officer Training Plan. They are Cadets Guy F. Lapointe and Alfred E. Lapointe.

There are 62 cadets in the University Naval Training Division at HMCS *Carleton* and they are commanded by Lieutenant-Commander Jacques Bonneau, RCN(R), an Ottawa lawyer. Company Commander was Cadet Joseph Nuth, of Carleton College and second-in-command was Cadet Maurice Laflamme, of Ottawa U.

Faculty representatives, officers of other services connected with the various colleges, and relatives and friends of the cadets attended the ceremony.

Ball Earns \$1,000 For Scholarships

Net proceeds of slightly more than \$1,000 were realized by the Trafalgar Day Ball sponsored by the Naval Officers' Association of B.C. last fall, it was reported at the annual meeting of the NOA in Vancouver on January 31. The money has been placed in the NOA's scholarship fund.

Officers elected for 1954 were: Croft Brook, president; J. Bruce Smith, vice-president; A. D. Peter Stanley, secretary, and Gordon Kerr, treasurer.

Other members of the executive committee and the standing committees they will head during the year are: Patrick G. Lenox (HMCS *Discovery* liaison and special events); Charles H. Wills (publicity and telephone); William Evans (scholarships); Hall Tingley (entertainment); T. G. Phillips (membership and roster); George G. Greenwood (sick visiting and senior members), and N. J. Alexander.

Freeman Svenningson was named editor of the association's bulletin, "The Dog Watch", and Jack Hewitt heads the Trafalgar Day Ball committee.

Bursaries for 1953 were awarded to UNTD Cadet Geoffrey A. Whiton, University of British Columbia, and John

Cedric Fitz-Clarke, of Vancouver, who is studying his senior matriculation with a view to entering one of the Canadian services colleges and, eventually, the Royal Canadian Navy.

Cadet Awarded NOAC Bursary

Cadet John Frena, a member of the University Naval Training Division at HMCS Hunter and a student at Assumption College, has been awarded a Windsor NOAC scholarship. The award of \$150 is made annually by the Windsor branch of the Naval Officers' Associations of Canada to the first-year cadet from Assumption who stands highest in both his naval subjects and academic work.

Presentation was made by W. A. Wilkinson, president of the Windsor branch of the NOA.

Diver Recovers Unique "Strong Box"

"The Case of the Stolen Strong Box" was the title of the little real life drama which was enacted in the Gulf Islands between the mainland of British Columbia and Vancouver Island, with Navy divers playing supporting roles.

At the request of police and post office authorities a crew of Navy frogmen, under PO M. L. Wilson, went to Pender Harbour to try to locate a "strong box", stolen from the Irvine's Landing post office and later weighted with rocks and sunk in the harbour waters.

AB Fred Olkovich, of Vancouver, located the box in 30 feet of water and

attached a line by which it was hauled to the surface. It then became obvious why it had been referred to as a "strong" box.

For the outing, AB Olkovich wore a Canadian-designed self-contained suit. The RCMP stood by to haul the box to the surface and inspect its water-logged contents.

Officers Guests At Kava Ceremony

The Polynesian kava ceremony, witnessed by Her Majesty Queen Elizabeth and the Duke of Edinburgh during their visit to the Fiji Islands, was enacted for officers of the *Ontario* during the cruiser's call at Suva late in January.

The preparation and drinking of kava (also known as "yagona") is surrounded by an elaborate ritual from its preparation to its consumption. Kava is made from the thick roots of a shrub which is native to the South Sea Islands. The initial step consists in reducing the root to a powder. This was formerly done by chewing, but mechanical means are now preferred both by the natives and their guests.

The central object of the ceremony is the "tonau", a hardwood bowl about two feet in diameter and standing on six legs. The bowl is carved by hand from one piece of wood. When not in use, it is hung on the wall by means of a flat projection or spade at one side of the bowl. When it is brought into service for the ceremony, a string of shells is attached to the projection, the

number indicating the status of the chief or senior guest present.

The bowl is filled with water and the powdered root is placed in a muslin bag and rubbed with the hands under water to form the milky beverage — slightly bitter to the taste — around which the ritual centres. The drinking cups in which it is served are called "bilots" (the "t" is silent) and are made from half a coconut shell. The cups are passed in order of precedence to the chiefs, guest of honour and members of the tribe present.

As the kava is being prepared, those taking part in the ceremony are seated around the tonau in "U" formation and native songs are sung. The guests are ushered in and seated in seniority sequence in a semi-circle at the open end of the "U". Each chief or senior guest has a spokesman present.

Upon being offered a bilot filled with kava, the recipient claps his hands or slaps his knee and accepts the bowl, with both hands if junior to the presiding chief, with one hand if senior. The chief returns to his place and the guest must then drink the contents of the bilot in one draught. If unable to do so, he must throw the remainder away. The other members of the group then clap three times and begin a short chant. The empty bowl is tossed back to the server and the next senior guest or chief is served.

When all chiefs and guests have drunk of the kava, speeches are made. Finally permission is requested for other members of the group to drink. The ceremony ends when the bowl is empty.

The foregoing ceremony formed the highlight of the reception given to officers of the *Ontario* at the Military Officers' Mess in Suva on Saturday, January 30. Rated as honoured guests were Commander F. B. Caldwell, Lieut.-Cdr. (E) R. E. Dyson, Lieut. Richard Carle and Lieut. (S) Robert Leckie. The natives regard the ceremony as a solemn occasion and at the same time a token of great friendliness toward the honoured visitors.

At the conclusion of the ceremony the wooden kava vessel was presented to the *Ontario's* wardroom. The gift was accepted by Commander Caldwell on behalf of his fellow officers.

Officer Named Deputy Coroner

Commander Glen McDonald, a lawyer specializing in admiralty law and until recently commanding officer of HMCS *Discovery*, the Vancouver naval division, has been appointed deputy coroner for Vancouver by the British Columbia cabinet.

"I wonder often what the vintners buy one-half so precious as the stuff they sell", may well (harking back to Omar Khayyam) have been the thought of the Navy diver who lugged a post office "strong box" from the deep. Frogman AB Fred Olkovich is shown emerging after recovering the box. PO M. L. Wilson, in charge of the diving party is shown at the left. (E-25965)



RECRUITERS ON WHEELS

by R.R.W.

Mobile Unit Carries Navy's Message to Remote Spots

"The Silent Service Has Decided to Talk".

This heading on editorial and news write-ups will now be familiar to anyone who may be in a position to read the newspapers published throughout British Columbia. The story behind this concerns a unique phase of naval activity with which increasing numbers of officers and men will eventually become familiar: Recruiting. It is only fair to warn all the old salts enjoying more conventional naval employment that they may be next. And specialists are not exempt: there are officers and men of all branches in this work.

The first hint that a recruiting assignment is in the books is likely to bring the reaction "Who me? Heaven forbid!" However, the initial reluctance is soon dispelled (in the case of officers) by a two-week course at Naval Headquarters. The course itself is extensive and deals in detail with all aspects of recruiting. Rather to their surprise the officers find an unexpected emphasis on general publicity or, more specifically, education of the public in naval affairs.

The phase of the Recruiting Operation with which this article is concerned is mobile recruiting, as Mobile Recruiting Unit No. 3 has carried it out in British Columbia. Seven other teams across Canada undoubtedly have related but different stories to tell.

Basic instructions to the units can be summed up as follows:

1. To be seen and heard in the right places as often as possible preaching the Navy Gospel;
2. To employ any means, within the limitations of the budget, consistent with honour and service dignity, to enroll suitable men in the Navy.

Beyond these broad instructions the method of tackling the job is left to the unit's own imagination. Indeed the scope of initiative and freedom in the execution of its duties must be unique in the Navy.

The unit left Headquarters knowing it had one of the biggest geographical areas to cover, and that B.C. had in the past been one of the most difficult recruiting areas in Canada. Here was a

real challenge and something for the MRU to sink its teeth into. The unit arrived at *Discovery*, the Vancouver naval division, in September and had a few weeks to shake down, get the members' families settled and to plan a tour, including the details of just HOW to go about it.

What was there to work with? The writer will never forget his first sight of the unit's one-ton panel truck. She had a striking paint job, the bottom half navy blue, the top half white, with the simple inscription "The Royal Canadian Navy Sees the World". She was fitted with sound equipment, including a crude "wind up" record player mounted on gimbals. There was also a movie projector, a box containing recruiting forms and other paraphernalia. Lieut.-Cdr. (L) R. R. Whyte, of Victoria, was officer in charge. Lieut. D. R. Chassels, of Toronto, was advance officer, PO L. M. Boone, of Vancouver, (who proved invaluable for his previous recruiting experience and knowledge of the territory) had recruiting duties. PO Boone has recently been replaced by PO C. W. Hardie, of Edmonton. Ldg. Sea. M. A. Poitras, from Grand Falls, New Brunswick, arranged medical examinations and became a capable typist. Ldg. Sea. E. M. Booth, of Kimberley, B.C., was driver and cinema operator.

It was later to be discovered that the films were the unit's secret weapon, in both educating the public about the Navy and interesting young men of suitable age in the Navy. The titles include "A Man's Life", "Wings for the Navy", "Fighting Navy", "Tomorrow's Officers" (all naval except the last, which is tri-service) and a beautiful trans-Canada coloured travelogue put out by the CNR, "This is Canada".

The first tour of five weeks' duration was a period of experiment in many ways and of learning through trial and error the most effective way to approach various people. Lieut. Chassels went on ahead of the team to make necessary arrangements and with the object of arranging a speaking engagement every noon and a speaking engagement or film showing every evening of the week the unit was to spend in each centre. This problem reduces itself to seeking out ready-made audiences and being



No press gang of yore ever went into action more efficiently than did Mobile Recruiting Unit No. 5 when Ordinary Seamen Robert Last and Richard Dawson dropped in on the unit for a friendly chat in their home town of Kirkland Lake, Ontario. Before they could say "Aye, aye, sir", they had been roped into a radio program and a newspaper interview to support the local recruiting effort. Left to right are PO D. E. Stewart, Ord. Sea. Last, Lieut. (S) J. R. Thornton, Ord. Sea. Dawson and PO L. J. Hall.

accepted by the program chairman of a local organization or some similar potentate — an interesting exercise in salesmanship. So far MRU No. 3 has averaged about two such engagements a day for four or five days of the week's stay in each town. A typical day will be something like this:

0900 open recruiting office in the Canadian Legion.

1230 Rotary luncheon speech.

2000 show films (often at some outlying towns 10 to 20 miles away).

2300 secure for the day.

Sea Cadets, Boy Scouts, conventions, service clubs, hospitals, churches and public gatherings (generated by the unit's own publicity efforts) have all provided the desired audiences.

In this job the Navy gets into some of the strangest places! The officer in charge is an ardent "radio ham" and his first call is very often the radio station, where, through a combination of the begging of the advance officer and the public-spirited generosity of the radio station owner, an interview, anywhere from five to 25 minutes long, is recorded. At a suitable time that evening the radio listeners in the area are treated to a description of a tour around South America, or an account of the Spithead Review and *always* are told of the advantages enjoyed in the Navy. Many favourable comments and suitable applicants have resulted.

An ability to blast one's lungs for a couple of hours at a time plugging the campaign in the sound truck is an invaluable asset. The entire team has now become as competent as, say, Foster Hewitt.

Town council chambers, Sea Cadet "ships", radio stations, Canadian Legion halls, newspaper offices, parents' homes, armouries, church and other halls, hotel banquet rooms and ice rinks are now the "work shops" where the unit plies its strange trade in men's lives and careers.

Sunday is always a big day. The team splits into Roman Catholic and Protestant Church parties and very often the clergymen are kind enough to give quite a naval slant to the services. There is almost invariably a film show to be presented on Sunday night. Lieut. Chassels has even given four sermons (to date) from various pulpits, although, it should be pointed out, not all recruiters are required to possess this talent.

Receptions to the unit's overtures vary from stone cold to markedly enthusiastic. In one town, which shall be nameless, the unit was unable to obtain

co-operation from anyone in arranging a publicity program and had no inquiries. In another, everyone from the mayor to the janitor at the armouries, could not do enough for us. It can be a very discouraging business; yet on the other hand the warmth of the welcome sometimes received (purely by virtue of the fact that the unit is "the Navy"), is very touching.

Everyone in uniform is more or less conspicuous, but a naval uniform in the interior of B.C. is an object of unabashed curiosity to everyone. It is not unusual for officers and men to walk into a restaurant and have all din and chatter cease while everyone stops and gapes. Not until the waitress is on her way to the galley with the order does the buzz and clink of silver resume. In conversation amongst ex-naval men, the feeling is quite common that the Navy is only now catching the boat and should have launched this type of campaign years ago. The other services are not only much more in evidence (physically) inland but the public feels familiar with them. To date the Navy has been an unknown quantity, something that seems hundreds or even thousands of miles remote from Blanktown, B.C. They love the films and the story the unit has to tell, but in the vast majority of cases this is their first contact with the Navy.

Anything for publicity! In Kamloops, on National Fire Prevention Day, a naval man on leave would have been amazed to see naval officers sitting smiling atop a fire truck, the unit's "wagon" bringing up the rear of the parade, "Heart of Oak" blaring forth from the speaker! It works two ways, of course. The fire chief was delighted to have the sound truck to explain his equipment and life-saving demonstration. But everyone in the crowd knew the Navy was in town!

Members of the unit work harder than they have ever worked before. The hours are longer, and even though there is not a recruit in the office there are always official "bread and butter" letters to write, reports to make up, persons to be met and bills to be paid. Loneliness creeps in too, as most of the contacts are necessarily brief and official. It is possible there is not a man afloat in the RCN (apart from those in the Far East) away from home port as long as the mobile recruiters are in a year. But the work of a naval salesman is quite different to anything the Navy has ever done before. It provides members of the RCN with an opportunity to see one of the most beautiful provinces in the world, and

to get to know it better than most of the native sons. The many kind and hospitable people the unit has met compensate for a lot. The experience teaches forcibly the importance and techniques of that hitherto rather nebulous quantity—public relations! It provides something better than any public speaking course. Last but not least, the allowances are, generally speaking, adequate. It is also interesting to be released from our watertight Naval environment for a period to meet Johnny Canuck and to see how he lives up country.

What about results? Having tried everything in the book and battered its brains out for a couple of months, the unit found it quite hard to maintain its morale, when one considers statistical results. However, it is certain that many more people now know more about their Navy and are aware of the fine career opportunities in it. Taxpayers and parents (often of future potential recruits) have all been introduced to sea lore in general and the RCN in particular. They appear to like it.

Then too, as technique improves with experience, there has been a steady increase in inquiries, until in the present tour the unit is so busy that it would require more staff to cope with any larger number of applicants. It is hoped this will continue, but that is something no one can predict.

The largest single factor in this increase appears to be the big free public show that is put on very shortly after arrival. This is advertised widely in the newspapers and radio, with no mention of recruiting—just an invitation to the public to enjoy two and one-half hours of first class entertainment with their Navy as host. It's "different" and generates wide interest in the unit's arrival and in the grand life which the Navy offers. The word gets around!

Since adopting this procedure the unit has had standing room only in some very large halls and the office has been swamped for the next few days. Of course, during the changing over of films there is a first class opportunity to get across the message and punch lines. The final results can only be measured on the intake graphs of the next 10 years.

And, although it may not be generally realized, some mobile team has arranged with the mayor of some town for a "Navy Week" somewhere in Canada, nearly every one of the 52 weeks in the year.

Pardon me, I can't stop saying it:

GO PLACES, GO NAVY!

DHOBEY DAY DE LUXE

"DHOBEY DAY" drudgery, and its accompanying familiar sight of galvanized bucket and pusser's soap, have disappeared as far as the Canadian sailor serving in the Far East is concerned.

His ship carries a modern laundry to do his work for him at a price which cannot be matched ashore. And he gets 24-hour service if he wants it. Impractical? Never happen! The laundry takes up no more space than the galley stove and, what is more important, no member of the ship's company need be taken away from his work to run it. The secret? Mr. Cho.

Mr. Cho is a canny Hong Kong Chinese who knows as much about a fast buck as anyone. Years ago, when RN ships visiting Hong Kong sent their hampers of dirty dungarees ashore for laundering, he saw the golden opportunity and wasn't long in taking up the challenge. His answer was to send a laundry service to sea with the ships and today he has units in four UN ships in Korean waters. Other businessmen like him are catering to the needs of other Commonwealth vessels.



Tao Yen Gar flashes a friendly smile and Chan Chong Fong takes time out from his ironing to pose for the ship's photographer. (CU-714)

The "dhohey boys" aboard the *Cayuga* are typical of Mr. Cho's employees.

The "Firm" is housed in the after canopy and here they work and eat and sleep daily. But, with Eastern nonchalance, they accept the inconveniences as part of the deal.

The firm consists of three Chinese—Tao Yen Kit, the Boss Man who is

known as Number One, Chan Chong Fong who does the ironing, and Tao Yen Gar, Number One's younger brother and the sweating genius who operates the up-to-date washer and clothes dryer. These three look after the laundry and dry-cleaning needs of some 270 men and do their job in a manner which leaves nothing to be desired. An example of the prices paid for their labours: Uniform dry-cleaned and pressed, 30 cents. Dungaree shirt and pants washed and ironed, 10 cents. Officer's white shirt washed, starched and ironed, 5 cents. Small wonder that the sailors in the *Cayuga* always appear well turned out.

Number One and his brother come from Waihaiwe, Shantung Province, near Peking. Tao left home when he was 17 and found work in Hong Kong. He has been aboard naval ships now for eight years—the *Cayuga* is his tenth "draft"—and he has every intention of continuing his trade as long as he is able. Only 32 now, he should see a long and varied career. His position of Number One boy is an exalted one and he rules with an iron hand.

Chan is a Shanghai boy and has been in ships for only three years. He is a small, smiling youth of 23 and the obvious favourite of all in the *Cayuga*. Probably the hardest working of the three, Chan can be found at his irons from seven in the morning until long after nine o'clock rounds at night. In spite of the hard work he, too, intends to continue in his trade.

The younger Tao, who is in the trade because his brother has done so well,



Tao Yen Kit, Number One Boy, tenders a clean bundle of laundry to PO Donald Cole, of Victoria. The picture was taken when the dhohey team was in the *Crusader*. (CU-715)

is 25 and has been "in the Navy" five years. He, too, is now a resident of Hong Kong and there is no looking back. None dare ever return to his homeland.

The take-home pay, especially on Far East standards, is excellent. In an average month Number One earns one hundred and fifty dollars while his two helpers earn one hundred each. Their pay is on a commission basis—Number One earning 35 per cent and the others 20 per cent each of the total take. This leaves 25 per cent for Mr. Cho. The average monthly total is \$500—\$125 for the astute Mr. Cho. Multiply this by the number of destroyers he serves, triple it at least for the cruisers, and you can see that Mr. Cho is on a good wicket.

It was a Sunday morning on Korea's west coast when I interviewed Tao but his boys were hard at it—every day being laundry day for them. Tao is married and the father of two children, a girl four years old and a boy 13 months old. Sometimes he is away from home for as much as a year at a time but when I suggested that perhaps his wife wasn't too happy with such an arrangement he replied, with Chinese candour, "It doesn't matter what my wife thinks!"

"I like Canadian ships very much," he added, and he was obviously sincere. "Never have I been treated so very good by everyone."

Tao and his boys were transferred from HMCS *Iroquois* when she left for Canada in January. The boys will continue to be treated "good" in the *Cayuga* and the stacks of sparkling-white and freshly-starched clothing in Tao's laundry are a strong testimonial to his reciprocation.—F.L.P.R.

Dead Reckoning Dead Wrong

If the term "dead reckoning" seems a peculiar one for the method of keeping track of a ship's position by taking into account engine speed, current, wind effect and condition of the bottom, blame it on someone who, long ago, thought he could spell better than the rest of mankind.

Originally this navigational method was known as "deduced reckoning", but in heading up the column of the logbook where the position entry was made the word "deduced" was commonly shortened to "ded".

"Ha," said some unknown shoregoing navigator of long ago, "this here Navy don't know how to spell from sour apples."

He made the "correction" and from that day, a couple of hundred years ago, "dead reckoning" it has remained.



MOST OFFICERS facing an appointment to a Divisional course at HMCS *Cornwallis* approach it with a certain amount of fear and trepidation, but as anyone knows this attitude is unfounded, although Course No. 26 thinks differently now.

That 26 Course may have suffered a worse fate than most other courses could perhaps be attributed to the course officer, Lieut.-Cdr. Jack L. Panabaker, trying to make or leave his mark before taking up a new appointment in command of the minesweeper, HMCS *Thunder*.

Above, 26 Course, showing the effects of only four weeks of concentrated "drive", poses for a class photo. (The cat-o'-nine-tails suggests they had no choice.) The members are, from left to right, rear row: Commissioned Radio Officer Arthur Sexsmith, Viscount, Sask.; Lieut. William Jones, Goderich, Ontario; Commissioned Officer (SB) Henry Stroud, Canmore, Alberta; Lieut. Robert Forrest, Vancouver; Commissioned Officer (SB) Robert Wilson, Victoria, B.C.; and Lieut.-Cdr. John Cooper, Montreal.

Centre row, left to right: Commissioned Electrical Officer Edgar Cooper, Halifax, N.S.; Lieut. Richard Dawson,

Ladysmith, B.C.; Constructor Lieut.-Cdr. Ross Morgan, Victoria; Sub-Lieut. Gerald B. Stanford, Wenslow, Cheshire, England; Commissioned Electrical Officer Douglas Cooke, Dartmouth, N.S.; Commissioned Gunner Percy A. Boyd, Bedford, N.S. and Victoria; Sub-Lieut. (S) Rawley G. Hunter, Halifax; and Sub-Lieut. Robert L. Pulsiver, Chester, N.S.

Front row, left to right: Commissioned Gunner Robert A. Smith, Calgary, Alberta; Commissioned Bos'n Ross E. Thompson, Lethbridge, Alberta; Lieut.-Cdr. Jack L. Panabaker, Windsor, Ontario and Dartmouth, N.S., Course Officer; Commissioned Officer (SB) John H. MacDonald, Winnipeg, Man.; Lieut. Kenneth F. Moore, Dartmouth, and Commissioned Electrical Officer Robert H. Dalley, Dartmouth.

Shown third from the left in the front row of the second photo (obviously one taken early in the course) is Instructor Lieut. John Hawes, Lachute, Que. His absence from the first photo has been explained by the supposition (unconfirmed) that he was in hospital.

Whether or not the cat-o'-nine-tails accompanied Lieut.-Cdr. Panabaker to his new ship has not been reported.



Nelson and Halifax

Ancient Sea Chest on Display at Maritime Museum

Did the cobblestones of old Halifax ever ring beneath Lord Nelson's heels?

The question arises from the recent action of the Navy League of Canada in loaning an important collection of historical objects to the Maritime Museum at Halifax among them several of Lord Nelson's belongings.

Among the items was Nelson's old black felt cocked hat. A Toronto newspaper continued its account of the Navy League shipment by saying:

"With it went his black leather trunk with the simple studded initials 'LT. NELSON', back to that Halifax whose windy streets he walked in the years before Trafalgar".

Interested inquirers have been able to find evidence that Nelson's ship was off Halifax, but the documentary evidence to prove that he was in Halifax has so far failed to appear. And Nelson was famous for his comments, favourable and otherwise, on the ports which he visited.

On the other hand, there is a strongly-held belief that Nelson visited Sydney, Nova Scotia. In St. George's Church there sits a highly-prized chair, personally presented to the church, it is said, by Lord Nelson. But there is no written record telling of the occasion on which the gift was made.

D. C. Harvey, provincial archivist for Nova Scotia, has never been able to find any evidence that Nelson visited Halifax.

The naval historian, E. C. Russell, has gone through information available at Naval Headquarters in Ottawa without finding any mention of Nelson having been in port at Halifax. The references included Mahan's "Life of Nelson" and Nicolas' "Dispatches and Letters of Vice-Admiral Lord Viscount Nelson". He observed that there may be in existence many sources to which he did not have access, but noted the following:

Nelson, in August 1781, was appointed to command the 28-gun frigate HMS



Albemarle, the first vessel that he commissioned in home waters. The ship served in the Baltic from October to December that year. The following spring, the *Albemarle*, with Nelson in command, sailed escorting a convoy from the United Kingdom, April 10, 1782, arriving at St. John's, Newfoundland, May 27, and Quebec July 1, 1782.

During the balance of the year 1782, Nelson was off the Port of Halifax at least three times, but there is no indication that he put into that harbour. The war of the American Revolution still not having been decided (the treaty was not signed until 1783), the *Albemarle* sailed from Quebec and spent two months cruising in the vicinity of Boston Bay and Cape Cod.

It is evident that scurvy broke out in the ship during this period and, being summer, it is thought that some effort would have been made to put into a British port, such as Halifax, to revictual with fresh provisions. Lacking evidence to the contrary, it can only be assumed that blockade duty precluded this move. Nelson returned to Quebec September 17, 1782.

HMS *Albemarle* was off Halifax again when she escorted a troop convoy from Quebec October 20, 1782, arriving at New York November 13. It was at this time Nelson passed out of Canadian waters for, at New York, he was transferred with his ship from Admiral Digby's flag to Lord Hood's fleet for service in West Indian waters. The *Albemarle* reached Spithead June 25, 1783, where Nelson paid her off and, himself, went on half pay.

Nelson was never to see the shores of Canada again. Fourteen years later he had risen to Rear-Admiral of the Blue and the following year, 1798, he was created Lord Nelson of the Nile and Burnham Thorpe.



An ancient leather trunk, reputed to have been Admiral Nelson's sea chest during the days he sailed Canadian waters as a lieutenant, is inspected at the Maritime Museum in Halifax by Commodore E. P. Tisdale, Commodore RCN Barracks; Captain C. H. Gilding, museum curator, and (right) A. I. Lomas, president of the Nova Scotia Mainland Division of the Navy League of Canada. The trunk is one of several items loaned to the museum by the Toronto branch of the Navy League. In his hand Commodore Tisdale holds a cheque for \$500, presented to the museum, by the Navy League's National Council. (HS-29370)



Sailor in the Chair

By H.R.P.

I FELL lately into the hands of a fanatical Chinese barber. It was his sign which first attracted me; and to attract notice in an Eastern city a sign must be prominent indeed. This one, if there are laws of atmospheric demarcation, committed flagrant trespass, reaching out over the narrow street and jostling the immaculate but modest harbinger of a tailor across the way. It was vast. One could imagine the respective ends of the streets being referred to as Above and Below Sign, and the existence of corresponding strenuous loyalties of locale.

It depicted three maidens (for why should we not be generous in our conclusions?) attired in the Godiva tradition, but without the Godiva attention to detail. Their limbs, wonderfully intertwined, had the stark solidity of trees by Paul Nash; their faces were purple-lipped, vermilion-cheeked, and black-eyed, after the manner of the Chinese stage; their hair, long, black, and tantalizingly profuse, shone with the fabulous lustre of an advertisement for boot-polish.

Above the fair trio, hovering with intent to gratify either the curiosity of the voluptuous or the craving of the bloodthirsty, was a gigantic pair of scissors rampant. The ladies, all heedless of the threat, were flanked on either side by a column of Chinese characters in relief, painted gold. Underneath, for my reassurance, was written with many a flourish "Hairs Cut", the "i" being beholden for its dot to the crimson toenail of one of the entangled beauties. The whole was borne on a candy-

striped pole which, had it fallen, would have felled a horse.

The shop, by contrast, was small, gloomy and unadorned. I was bowed in and relieved of my cap by a small boy with enormous ears and dazzling teeth. He had the born servitor's knack of appearing to hurry without moving, and I sat down with a sense of profound indebtedness, as if without his solicitude I could never have traversed the ten or twelve feet to the back of the shop. I edged on to the end of a wooden form occupied by three somnolent Chinese, and joined them in their bored but unrelaxing contemplation of the shearing then in progress, which seemed to have for them the soporific fascination of a religious rite.

This illusion of sanctity was enhanced by one of those infectious silences that dwell in churches and doctors' waiting rooms, and by the drifting smoke of joss-sticks burning in some posterior apartment. The boy fetched and carried, and obeyed the silent commands of the high priest, with the solemnity of a Levite.

The barber was a tall, stooping man with a dozen or so grey hairs of great length depending from his chin, in imminent danger of curtailment as he went about his work. He wore an ankle-length gown, like a threadbare cassock, and a brown knitted cap from beneath which issued the only masculine pigtail I saw in Hong Kong. He was working with absolute concentration, my entry unacknowledged, and in all probability unseen. His eyes, which from where I sat, appeared to be almost closed, never

The Man Who Visited A Hong Kong Barber

This is by way of introducing the writer of the accompanying sketch—Chief Petty Officer H. R. Percy. A comparative newcomer to the Royal Canadian Navy, CPO Percy is an old hand with a pen.

In some hope of learning how the literary life is combined with a naval career, "The Crow'snest" asked CPO Percy for a résumé of the facts of life—his life. Here is what he said:

I was born, then, in 1920 — about fifty years too late. The Royal Navy happened to me when I was sixteen.

The first four years I spent as an Artificer Apprentice, gaining an insight into the improbable workings of an apprentice's mind which proves invaluable now. It was mere coincidence that France collapsed at the same time that I completed my training and went into active service.

On my third day at sea I was initiated into the snug little parlour game of being torpedoed and sunk. Having thus learned what the war was

all about, I then joined HMS *King George V* serving in the North Atlantic. The highlight of my 15 months in her was the *Bismarck* episode. The remainder of the war I spent in HMS *Hawkins*—Indian Ocean convoys, chasing raiders real and imaginary, heavenly refits at Simonstown. D-Day and after, and then the creeping paralysis of peace. Subsequent ships include *Buccaneer*, *Abercrombie*, *Belfast*, and *Diadem*.

It was in the *Belfast* that I first saw the wonders of Hong Kong, and at the same time made the momentous decision to grow a beard (still extant). The beard was just beginning to justify its name when I had the experience that sowed the seed of "Sailor in the Chair". So far as the emotional experience and the atmosphere of the place go, the story is true, and if I have elaborated in other respects, it was in the hope of preserving those qualities — as, for example, in the description of the Sign. Such signs

abound in any Eastern city, but in certain quarters of Hong Kong they almost blot the sky with their profusion. My intention was less to describe an actual sign, than to typify signs in general.

As to how I came to write it—I have been hiding in quiet corners to write things for as long as I can remember. Habit is therefore my only excuse. I published two short stories in "Vanity Fair", and several articles in "The Dittybox" and other magazines. Only Canadian success so far was a poem in the recently published "Nova Scotia Book of Verse".

I joined the RCN nearly two years ago, and so far have known not a moment of regret. Whether the RCN can say as much is open to doubt.

Other information: Married with three children, none of whom have beards. At present serving in HMCS *Cape Breton* as Engineering Drawing Instructor.

left the head of the man in the chair, whose inertia suggested sleep, but was more likely a mesmeric torpor.

His immediate task finished, and appraised from every angle, the barber stood aside, folded his arms, and dropped his chin on his hollow breast, while the boy released the sitter from his physical and mental captivity and removed the residue of sacrifice. The man rose from the chair and let fall a crumpled ball of exceedingly grubby ten-cent notes which had apparently lain clenched in his fist throughout the ordeal. He swept a disdainful glance over our unshorn heads and went out.

None of my companions stirred. The boy flashed me a smile and shepherded me to the chair. I could not decide whether the men on the bench were polite, curious or lazy; or whether perhaps this was their recreation. As I sat down I was aware of their dull dispassionate eyes regarding me, as they had my predecessor.

I took the chair, as usual, with stern injunctions to refrain from taking too much off, and finding that the sound of my voice gave me confidence, I treated him to a lengthy disquisition upon the evils of short hair and close-cropped,

stubbly beards. He stood by, nodding wisely and a little impatiently, until my eloquence was overborne by the sheer weight of silence.

But once the scissors were in his hand my admonitions, if ever he understood them, passed away on the wind of his afflatus. Here was a fine mop of hair, shapeless, dishevelled, meaningless. His eyes fired with the light of creative ardour, his fingers caressed my scalp with loving tenderness, as if it had been Walton's frog, and he gloated over me as a sculptor over his virgin granite. The potentialities of that unkempt mass entranced and exalted him, blinding him alike to the demands of convention and the consequences of defection.

He ran a tentative comb through my hair, and with one nonchalant flick threw a parting, clean and straight as a bow-string, from forehead to crown. My hair is about as easy to part as a bramble hedge, yet

"He could distinguish and divide

A hair, twixt south and southwest side."

While I was still marvelling he fell upon me, inspired and irresistible. No idle gossip or sporting chatter from him. He had thought for nothing but

the wizardry of his flashing scissors, which whirred about my ears to their imminent peril. Such was the zeal of his approach that I even feared for my eyebrows. A blizzard of hair was descending about me. Again and again I felt

"The meeting points the sacred hair dis sever

From the fair head, for ever, and for ever."

until I began to fear that he would not leave so much as a single hair for beauty to draw me with.

I felt with horror the resilience of the stubble on the back of my head as he ran his comb up it. And still he combed and clipped, and clipped and combed, till the prospect of running the gauntlet of society "from the cheerful ways of men cut off", looking and feeling like an escaped convict, so terrified me, that event the wrath of a frustrated cliptomaniac seemed pleasant by comparison. I resolved to sit up suddenly and demand an end of this promiscuous reaping—appeal to the social animal in him.

But while I was bracing myself to act upon this resolve he transferred his
(Continued on page 28)



AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Haida*

HMCS *Haida* arrived in Sasebo, Japan, on February 5 to relieve the *Huron*, and Acting Captain J. A. Charles, the *Haida's* commanding officer, became Commander, Canadian Destroyers Far East.

The *Haida* was greeted by snow squalls as she entered Sasebo—the first winter weather the ship's company had experienced since leaving Halifax, seven weeks earlier. The warm greeting she received from the *Huron* and *Cayuga*, however, dispelled the effects of the cold weather.

During the 12,000-mile trip from Halifax to Sasebo, the *Haida* travelled the well-known route through the Panama Canal to Long Beach, Calif., thence to Pearl Harbour for an intensive two-week program of working-up exercises. It was fair sailing across the Pacific, and the ship's company took advantage of the tropical weather to engage in as many inter-part sports programs as the heavy "working up" exer-



Words weren't needed to tell the story when the *Iroquois* arrived home from the Far East in February. Smiles told it all. PO William L. Hitch is shown with his family again after nearly ten months' absence. The children are William Jr., eight, and Valeria, 12. (HS-29360)

Wartime Piano At Sea Again

A veteran of wartime service in HMCS *Prestonian* has come out of retirement expressly to rejoin the ship.

The veteran is a piano which sailed the North Atlantic in the *Prestonian* during the Second World War. It was presented to the ship, when she was originally commissioned, by the Preston-Hespeler Rotary Club as one of the many comforts provided for the ship's company by the citizens of Preston, Ont. Placed in the recreation space, and bolted to the deck, the piano served as a popular source of entertainment for the *Prestonian's* crew, both at sea and in port.

When the war ended and the *Prestonian* was paid off, the piano was returned to Preston, as were the ship's badge, bell and other items. The piano was turned over by the original donors, the Rotary Club, to Central Public School in Preston.

There it remained for some eight years. Then HMCS *Prestonian*, first of the war-time frigates to complete modernization, was commissioned, and relations between the ship and the citizens of Preston were renewed. The piano was released by the school, the Rotary Club paid shipping costs to Halifax, and now it is back on board the ship and serving at sea once again.

cises would allow. At Pearl, the ship's softball team lost a close decision to the USS *Gudgeon*, 12-10.

One day west of Guam, a memorial service was held for Ord. Sea. Leon A. Gauthier, who was swept overboard from the *Nootka* on the night of January 11, 1951, while on duty. Following the service a salute was fired and a wreath dropped into the sea at the approximate location where the young engineering mechanic lost his life. Ord. Sea. Gauthier was a native of Lakeview, Ont.

After a week in Sasebo, the *Haida* sailed for the Korean west coast on the first patrol of her second tour of duty in the Far East.

The Gulf of Tehuantepec is not usually associated with roast turkey and Christmas pudding, but even within 900 miles of the Equator the spirit of Santa Claus visited the ship's company and all the traditional rites of Christmas on board ship were observed.

Divisions and prayers were followed by captain's rounds of the gaily decorated messes. Captain for the day, AB Real J. S. Hebert, splendid in the crisp white uniform of a captain, gave his general approval to proceedings, while

in each mess the officers served dinner to the men of their divisions.

Captain's requestmen followed, and "Captain Hebert" gave his consent to such requests as "to change from temperance to grog retroactive to last July," and "all night leave every night". Needless to say, these decisions were subject to formal approval at a later date.

It was only towards evening that the notorious Gulf could forbear no longer. The wind which had been light all day began to freshen to gale force, and Christmas Day ended with a sharp "Tehuantepecer" blowing from the north.

Even though it wasn't a white Christmas, the general feeling was that it was a merry one.

HMCS *New Liskeard*

There have been two recent changes in the appointment of executive officer in the *New Liskeard*. Lieut. L. I. Jones left to become "XO" in the *Portage*. He was replaced by Lieut.-Cdr. T. E. Connors, who later left to take up duties as deputy manning commander, East Coast, the appointment formerly held

by Lieut.-Cdr. Gordon Clark. Commissioned Engineer Officer W. L. McDonagh had replaced Commissioned Engineer Officer J. N. Walkey, who has been appointed to the office of the Manager, Engineering Department.

Other appointments to the ship include Lieut. D. J. Wand and Sub-Lieut. J. G. Morrison.

CPO John Armitage joined the ship's company, relieving CPO Charles Mann; and PO John Sim was drafted to the *Quebec*. PO Clyde Earl also left the ship, drafted to Ottawa.

Torpedo Anti-Submarine School

TAS training, which slowed down during the year-end leave period, is now in full swing again. Inter-part sports have recommenced and the school is putting up a hard fight to retain the Cock-of-the-Barracks title which it won for summer sports in 1953.

During the holiday season, the staff of the school held a successful social evening at which the staff Chief and Petty Officers acted as hosts.

CPO John MacDonald has left the school for six months' training with the United States Navy. He will replace CPO George Jamieson, who has now completed a similar course of instruction and will return to the school.

HMCS D'Iberville

Departure of Instructor Lieut. D. J. Hamilton and Lieut. Pierre Simard for Halifax for courses has brought Instructor Lieut. R. K. Sparks and Lieut.-Cdr. R. P. Lemay to *D'Iberville* as replacements.

Lieut.-Cdr. Lemay, who has taken over the duties of training officer as successor to Lieut. Simard, is no stranger to the school, since he has previously served both in *D'Iberville* and *Montcalm*, the Quebec City naval division.

Communication School

With the turn of the year, HMC Communication School at Cornwallis welcomed a new officer-in-charge, Lieut.-Cdr. H. A. Porter, from the *La Hullose* via the *Lauson*, both of which he had commanded. His previous experience as officer-in-charge of the school at *Stadacona* makes him an old hand at the game.

February found the Communications School left with "standing room only". A total of 22 classes were under instruction, which made additions to the staff, Petty Officers George Mannix, Robert Stewart, Cyril Kent and Frank Guinta, doubly welcome.

Although the school's hockey team started off with a couple of lopsided losses, it has since run up a record of six wins and two ties and has built up hope of keeping the interpart trophy in the Communications School showcase for the third year running.

HMCS Cape Breton

Two events combined to dispel the post-festive lethargy and gloom of early 1954. First of these was the promotion of the commanding officer, Cdr. (E) E. N. Clarke to the rank of Captain (E). Apart from being a pretext for a brief revival of the festive spirit, which had seemed so truly and irrevocably dead on January 1, this promotion had a salutary effect throughout the ship. By its recognition of the growing importance of what is being achieved in the *Cape Breton*, it shed a reflected glory on all concerned.

The second event, which from now on will be an annual one, was the arrival, in best *Cornwallis* trim, of a new class of apprentices. An event well prepared

PRIME MINISTER PROUD OF SHIPS

The sight of three Canadian destroyers, dressed overall with signal flags, and their ships' companies drawn up on the dockside in Tokyo on March 12 brought from Prime Minister Louis St. Laurent the observation that the scene made him prouder than ever to be a Canadian.

"Nothing more stirs the pride of a Canadian than the sight of you men and your fine ships", the Prime Minister said.

The ships which greeted Mr. St. Laurent in Japan toward the end of his round-the-world journey of friendship were the *Haida*, *Crusader* and *Cayuga*.

After he had inspected the sailors, he spoke for ten minutes from the reviewing stand at the Shibaura dock. Part of his speech was in French.

The men gave three cheers for the Prime Minister. His response was to lead them in three cheers for "Canada, this great nation of ours".

Following the ceremony, he visited briefly on board the ships.

Prime Minister St. Laurent's visit to Tokyo was his last official call on a foreign government before returning to Canada. His visit to Japan was preceded by three days with the 25th Brigade in Korea.

for, but not without its attendant difficulties. Machine tools, after all, do not grow on trees, any more than do classrooms or sleeping billets: and even instructor-bearing trees are not so plentiful as of yore. But by making use of the facilities of the North Machine Shop, it has been possible to keep pretty well up to schedule all round.

Anyone who has ever compiled crossword puzzles will recognize the problems involved in preparing training schedules. In compiling a crossword, all goes smoothly till the end, when you find yourself needing a ten-letter word beginning with "xlbt". In making up a training schedule it is easy going all through the week until you get to Friday afternoon, when you are left with the Padre taking PT in the foundry.

There are rumours of several new leisure activities to be started shortly. These include a camera club, a ship's magazine and even, it is whispered, a band. On these, if the correspondent has not meanwhile been driven to distraction by the first discordant attempts at "Colonel Bogey", there will be a report in due course.

PACIFIC COMMAND

HMCS Ontario

The *Ontario's* short stay at Pearl Harbour gave an opportunity for organizing plans for the Hobart regatta and for initial workouts for whaler and dinghy crews before the ship again headed south.

Nature provided an eery setting for the arrival on board of King Neptune's herald and other members of his court, including a couple of mermaids, to warn the ship that the following day King Neptune and his followers would board the ship to initiate the "tadpoles" into the mystic rights of his kingdom. The moon had not yet risen and dark clouds, heavy with tropical rain, were scudding toward the west.

When King Neptune did make his appearance, however, the sun was blazing down fiercely. Decorations were handed out to veteran shellbacks as follows:

Captain D. L. Raymond, Order of the Dead Fish and Chain; Cdr. F. B. Caldwell, Order of the Pusser's Lamp; Cdr. (S) H. A. Black, Ord. Cdr. J. A. M. Arcand and Cdr. (L) S. E. Paddon, Triple Order of the Three Branches; CPO J. E. Wickes, chief cook, Order of the Greasy Spoon, and Major Charles Cornish, Royal Canadian Dental Corps, Order of the Oversized Dentures.

This impressive ceremony was followed by the thorough dunking of all "tadpoles", until it was possible for all on board to call themselves worthy and faithful "shellbacks".

HMCS Athabaskan

Flying her long paying off pennant, the veteran destroyer HMCS *Athabaskan* paid off into the reserve fleet in Esquimalt on February 15.

The "*Athabee*" has been taken in hand by Dockyard workers for extensive modernization and armament conversion.

The big Tribal class destroyer returned from her third tour of duty with United Nations Naval forces in the Korean area shortly before Christmas.

HMCS Crusader

Combining pleasure with duty, the *Crusader* took time out during her first patrol since returning to the Far East to play host to more than 70 orphans from the island of Yang Pyong-Do, off the Korean west coast.

The youngsters, ranging in age from two to 12 years, were from the Yang Pyong Orphanage, maintained by the Presbyterian Church. They boarded the *Crusader*, which was anchored off the island, early in the afternoon, and wasted no time in making friends.

CPO Ben Humberstone and his cooking staff had prepared a meal of sandwiches, cookies and chocolate milk for the occasion, and tables were laid in the *Crusader's* after seamen's mess.

Perhaps the most startling aspect of the occasion was the behaviour of the

children. As one sailor put it, "I didn't think it was possible for 70 kids to make so little noise." Wide-eyed and figuratively licking their lips, the children nevertheless would not touch their food until told to do so by their minister. After the meal, the youngsters were given candies and chocolate bars.



Two of the senior men on board the *Stettler*, which was commissioned at Halifax on February 27, served in the ship during her first commission in the Second World War. They are CPO Aleck Muse, of Edmonton, and PO Nick Shewchuk, of Victoria. Pictured chatting here on board the *Stettler* are (left to right) Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast; CPO Robert Bussey, of Victoria, the ship's coxswain, CPO Muse and PO Shewchuk.

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The food did the trick, evidently, for the children "thawed out" quickly. One of their first acts was the presentation of a bouquet of flowers to Lieut.-Cdr. W. H. Willson commanding officer of the *Crusader*. Each child had contributed a small bunch of flowers to the bouquet. A group of older children sang hymns—in Korean—while two of the *Crusader's* musicians, Able Seamen Ronald Dalke and Lionel Scott, accompanied them on the guitar and accordion. As a parting gesture, a group of three-to-five-year-olds staged a dancing display.

The sailors who had taken part in the entertainment felt that in a small way each had contributed to making life a little brighter for these orphaned children.

Aldergrove Radio Station

Familiar faces at *Naden* became new faces at Aldergrove as a result of recent drafts.

The new arrivals were Leading Seamen James Moore, Lawrence Kirkaldy, John Oros and Robert Simm, AB Donald Gray and Ord. Sea. Graeme Wright.

Departures included PO Alexander Murray to *Cornwallis*, Ldg. Sea. Frank Tyler to *Naden* for release, Ldg. Sea. John Ellis to the *Porte Quebec* and AB John Beiko to *Discovery*, the Vancouver Naval Division.

NAVAL DIVISIONS

HMCS York

The best way of interesting young men and women in joining the RCN(R) was by word of mouth and present members of the reserve could greatly assist recruiting in this manner. Commodore Kenneth F. Adams, Commanding Officer Naval Divisions, told the ship's company of the Toronto naval division on February 17.

Commodore Adams expressed pleasure at the large attendance on hand for the Wednesday night training session.

The executive of the Women's Naval Auxiliary, RCN(R), held its February

meeting in the York wardroom. Mrs. G. K. Digby, welfare convener, reported that food had been provided for eight needy families at Christmas. Mrs. G. Huffman, hospital convener, said 80 Christmas stockings had been distributed to Sunnybrook Hospital, Lyndhurst Lodge and Red Chevron Lodge. The contents included pyjamas, cribbage boards, playing cards, candy, crackers and games.

Members of the auxiliary visit naval patients in Sunnybrook Hospital twice each month and distribute candy and cigarettes.

HMCS Montcalm

The highlight of activities at *Montcalm*, the Quebec City naval division, during February was the visit of Commodore K. F. Adams, Commanding officer Naval Divisions.

As well as inspecting the division, Commodore Adams, accompanied by Commander W. G. Mylett, commanding officer of *Montcalm*, and Lieut. P. H. C. Langlais, in command of the UNTD, Laval University, paid a courtesy visit to Monseigneur F. Vandry, rector of Laval, to discuss future plans for the UNTD.

In the evening Commodore Adams was the honoured guest of the United Services Institute at its Garrison Ball, the peak social event of the Quebec winter season, held at the Chateau Frontenac.

Question Given Adequate Reply

An Ordinary Seaman Electrician's Mate, who but recently had been drafted aboard the *Micmac*, was set to work checking electrical connections. Engrossed in his work, and unfamiliar with the ship, he entered a living space and enquired of the shirt-sleeved occupant, "Hey, Chief, where are the electrical connections in here?"

The man in shirt sleeves calmly showed the young LM the circuits and outlets.

When he had completed his check, the Ordinary Seaman looked around and in a puzzled voice asked, "Hey, Chief, where am I anyway?"

"You," answered Shirt-Sleeves, "are in the captain's cabin. I am the captain."

Reserve Squadron's Birthday Noted

HMCS York has celebrated the anniversary of Canada's first reserve naval air squadron by a special issue of "The Yorker", the Toronto naval division's own publication.

Word of the decision to form the squadron came early in 1953 and the first Harvard trainers arrived at Downsview airport in May.

Since then VC 920 has flown many hundreds of hours and has had its first training period at the naval air station, Shearwater.

Now the reserve air training plan has reached the stage where four squadrons are in existence or in process of organization.

HMCS Cabot

Dim lights, festoons of signal flags and soft music provided the setting for *Cabot's* annual Valentine Dance. More than 150 guests were welcomed by Lieut.-Cdr. F. C. Anderson, executive officer of the St. John's naval division.

Refreshments were served by the Wrens of *Cabot* and the general opinion of those present was that the evening had been thoroughly enjoyable.

After serving in *Cabot* for over two years as Staff Officer (Administration), Lieut.-Cdr. Colin A. Binmore has left the Newfoundland capital to take up a new appointment at Naval Headquarters in Ottawa. He has been succeeded by Lieut.-Cdr. Clare E. Shaver.

Ten Sea Cadets are sharing the duties and pleasures of the Ontario's cruise to Australia, New Zealand and the South Seas. Picture, left to right, are: Ldg. Cadet Donald J. Power, of St. John's, Nfld.; PO Michael Newton, Montreal; PO Clifford F. Carless, Dundas, Ont.; PO John P. Bradley, Toronto; Lieut. Frederick Freeman, assistant Sea Cadet area officer, Pacific area; PO David J. Stewart, Toronto; Captain Duncan L. Raymond, commanding officer of the Ontario; Captain F. G. Hart (Ret'd), president of the Vancouver Island division, Navy League of Canada; Ldg. Cadet Lloyd J. Magnussen, Prince Rupert, B.C.; Ldg. Cadet Alan E. Christie, Lethbridge, Alta.; PO Gilbert W. Austin, Dartmouth, N.S.; PO Gordon E. Hall, Regina, and PO Victor K. Halliday, Digby, N.S. (E-26103)





The Navy Plays



Aussies Welcome Their Own "Bobby"

"Bobby Pearce Will Row Here Again" was what the Melbourne, Australia, newspaper said, when it heard that the one-time world sculling champion would return to his native land.

"Bobby" is Lieut.-Cdr. H. R. Pearce, Australian-born RCN officer, whose early prowess as an oarsman was demonstrated on Australian waters in the late '20s. His visit to Melbourne in early February was as officer in charge of the Sea Cadet contingent in the *Ontario* on her cruise to Australia, New Zealand and South Sea Islands.

Before the ship reached Melbourne on February 6, a message was sent by Lieut.-Cdr. Pearce to Ted Kenny, secretary of the Australian Rowing Council, asking for an opportunity to row on the Yarra, a landlocked stretch of water in Melbourne.

The arrangements were made and that afternoon, Lieut.-Cdr. Pearce sped over the course where he had won the Silver Sculls race at the 1927 Henley-on-the-Yarra regatta. Melbourne sports writers noted that he was about 45 pounds heavier than in his championship days, but credited him with a sound exhibition of sculling. His pres-

ence drew an exceptionally large crowd of oarsmen and rowing enthusiasts to the banks of the Yarra.

For three years, 1927-28-29, Lieut.-Cdr. Pearce was amateur champion of Australia. In 1928, he won the Olympic sculls at Amsterdam—a victory he repeated at Los Angeles in 1932. That latter year he also won the Diamond Sculls at Royal Henley.

He turned professional and won the world's championship in 1933 at Toronto. He successfully defended the title twice and retired undefeated in 1948.

Lieut.-Cdr. Pearce has been a resident of Canada since 1930, although he did not relinquish Australian citizenship until after the last of his amateur triumphs.

Boxing Card Draws 3,000

Newfoundland's first amateur boxing card since the end of the Second World War had more than 3,000 people jammed into the drill hall at Buckmaster's Field in St. John's recently.

Five of the boxers battled under Navy colours, having been trained by Bob O'Neil, one-time Royal Canadian Navy middleweight champ. Three were

cadets of the University Naval Training Division in the Old Colony capital.

Cadet Jack Hodder far outclassed a game but thoroughly-beaten PO Walt Murphy in a middleweight contest. It ended in a TKO over Murphy in the second round. One of the better fights of the night was a split decision gained by Cadet Don James over Cadet Ted Giannou in another middleweight fixture.

In the lightweight division, Ord. Sea. John Jackman was decked in the opening seconds by Cyril Thompson, an independent city boxer, but was awarded the bout, as Thompson was disqualified for two low blows in the second round.

Navy Players On Pictou Teams

Not only did the *Wallaceburg* introduce the RCN into the social life of the town of Pictou, N.S., during her refit there, but also bolstered the athletic side.

PO Arnold Maw became an aggressive defenceman with the Pictou Marapacs hockey team and AB T. E. Heddington played with the local basketball squad.

Naden Golfers Win Tourney

A low gross of 753 won for *Naden* linksters the RCN Golf Association's February inter-ship tournament held at Gorge Vale, Victoria.

Lieut. (E) M. E. Woodward had the individual low gross with an 85 and CPO O. G. Fox had a low net of 64. CPO D. M. Naysmith won low gross for the first nine holes with a 40 and Lieut.-Cdr. (SB) Roy Stranix produced a low gross 40 for the second half.

CPO E. E. Sealy won the kickers' handicap with a 70 and PO Paul Dunae took the hidden holes competition.

Claxton Trophy Stays at RMC

For the fifth time the Claxton Trophy rests in the Royal Military College at Kingston after victory in the Canadian Services College sports meet at Victoria on February 19 - 20.

The RMC cadets made 23 points by winning the boxing, volleyball, shooting

Commodore H. S. Rayner, commanding officer of HMCS *Magnificent*, is seen as he presented the Atlantic Command Hockey Trophy to Stewart Mingo, captain of the victorious *Shearwater* team. *Shearwater* defeated the "Maggie" in straight games in the best of three finals. (HS-29511)



and swimming events, their only loss having been a basketball game with Royal Roads. The latter athletes placed second with 17 and College Militaire Royal de Saint-Jean, competing for the first time, trailed in all events.

The backbone of RMC swimmers was Cadet Bob Morrison who established a record for the 100-yard free style with a time of 56.7 seconds. He also won the 50-yard free style in 25.2 seconds. RMC's G. G. Freill was top in diving and D. M. Foster caused an upset in the 50-yard breast stroke event by winning in 33.4 seconds. Royal Roads' W. C. Fraser won the 50-yard backstroke in 32.8 seconds.

In the shoot, RMC's top score of 486 led Royal Roads' 481 and CMR's 466.

Royal Roads hoopsters beat RMC 67-59 on the 19th and RMC downed CMR 54-52. Next day Royal Roads beat CMR 81-65.

The trophy was presented for competition in 1949 by Hon. Brooke Claxton, Minister of National Defence. Royal Roads took it from RMC in 1952, but lost it last year.

RCN Curlers Do Well on Tour

Playing their first outside games of the year, the Halifax RCN Curling Club sent 24 curlers to play the Bluenose Curling Club of New Glasgow, N.S. and the Westville Curling Club of Westville, N.S. on Saturday, February 20.

Headed by the club president, Lieut.-Cdr. T. J. C. Thomas, the Navy curlers

Spartan Training For Gun-Run Crew

Defending a gun-run championship is serious business in the Royal Navy, according to the "Admiralty News Summary".

The Fleet Air Arm field gun crew, preparing for the display which forms part of the annual Royal Tournament at Earls Court, had this program to face:

Physical training, cross-country running, swimming in the Solent (with the average sea temperature 40 degrees F.), and weight lifting.

This "Spartan training", it is noted, "is aimed at producing the stamina and determination required for a winning crew. The men's physical condition is observed and recorded by a medical officer".

Under the competition rules, 50 men can be trained, but the final crew consists of only 18. The remainder act as spare members, arena riggers and gatekeepers.

In 1950 the Home Air Command crew swept the board, scoring the highest number of points, the best aggregate official time and the fastest official time.



There was a danger that the wheels of the gun carriage used in HMCS York's famous gun-run exhibition might collapse the next time out. A search of the City of Toronto fails to bring to light any wheelwrights able to handle the job. "Wheelwright—shipwright—it's all the same to us," was, in effect, the response of PO William Jaffray and CPO Frank Hopkins, members of the division. They completely rebuilt two wheels, repaired two others—and the gun-run can go on without risk of the 12-pounder collapsing in a heap of splinters. (Photo courtesy The Telegram, Toronto.)

travelled by bus to New Glasgow, arriving at 2 p.m. at the famous Bluenose Club (celebrating its 101st anniversary this year). Four rinks played against the Bluenosers and two against the Westville club, both in afternoon and evening games.

Total scores were:

Afternoon: Bluenose, 39, RCN 31; Westville, 17, RCN, 22.

Evening: Bluenose, 41, RCN 38; Westville, 24, RCN, 9.

Following supper at the Bluenose Club, short speeches were given by Lieut.-Cdr. Thomas and Captain E. W. Finch-Noyes, senior officer present, thanking the clubs for inviting the Navy rinks to take part in the friendly competition.

Hockey Cup Goes To West Pointers

West Point cadets won the annual United States Military Academy Challenge Trophy in a hockey clash with Royal Military College cadets at Kingston on March 6.

The series, which was inaugurated in 1923, had a tradition broken in the game as the first penalty ever to be called, was levied on West Point goalie Cadet D. H. Leuders for interference.

The contest was so rugged that the referees halted play in the third period and, urged by the crowd, consulted with college officials. At the five-minute

mark it was decided it was time to start levying penalties, and little more than five minutes later Leuders provoked the sentence.

Scores were: West Point — G. P. Thomas (2), D. R. Larr, P. R. Garneau and T. C. Wilkinson. RMC — C. A. Justice, R. A. Hamlin and J. S. Marshall. West Point led 2-1 in the first frame and 4-2 in the second.

R. Douglas Stuart, U.S. Ambassador to Canada, presented the trophy after the game.

Ontario Joins Aussie Regatta

Sailors from the Ontario were guest contestants in the Royal Yachting Regatta, a major yachting and aquatic contest in Australia which was held on February 16 at Hobart, Tasmania, during celebrations commemorating the city's 150th birthday.

The Canadian cruiser's 12-day stay at Hobart came mid-way in her three-month training cruise to the Antipodes which will end in the middle of April.

Other naval units participating in the day-long regatta included the New Zealand cruiser *Black Prince*, the British cruiser *Ceylon* and the Royal Australian Navy's First Frigate Squadron.

The Ontario crews placed third and fourth in whaler pulling against tough opposition and a Canadian team, comprising AB Earl Clark and Ordinary

Seamen George B. Bryson, Alan S. Wagstaff and David R. MacMaster finished second in a swimming relay.

Lieut.-Cdr. A. R. Pickels was third man in an 80-yard sprint and AB Albert Simmons came fifth in the famous Transderwent one-miler swim race. Among novelty competitions, the *Ontario* secured wins in pillow fighting on a greasy pole. The day concluded with a spectacular fireworks display.

Lieut. (S) Robert Leckie placed fourth out of 12 starters in a Snipe class race. In a later race, involving a massed start of over 100 boats, he gained second place for the RCN Sailing Association, under whose colours the Snipe was raced.

Navy Regains "Burger" Title

The "Hamburger Eating Championships" of Esquimalt, B.C., is once again in the possession of a member of the Royal Canadian Navy.

Ord. Sea. F. Joseph Fox, 22, of Toronto and Granville Ferry, N.S., serving at *Naden*, brought the championship back into the Navy fold after downing 13 of the big burgers at one sitting, one more than the previous champ, Derek Olson, a Victoria High School student.

Instituted by Buzz and Mary Fraser, proprietors of the Half Way Lunch, the title of Hamburger Champion carries with it the privileges of having the titleholder's name inscribed on a trophy, and as many hamburgers as he can eat

Sea Cadet Leader Defies Handicap

The "Award of Service", the Navy League of Canada's highest award for outstanding loyal and meritorious service, has gone to Alex MacKay, instructor attached to RCSCC *Dreadnought*, of Glace Bay, N.S.

Interest is added to the award by the fact that Mr. MacKay lost his left leg in an accident at the age of nine. But, as the Navy League observes, there is one word missing from Mr. MacKay's vocabulary and that is "Can't".

Despite his handicap, he learned to swim, skate, play basketball, baseball, tennis, badminton and other games and became an expert gymnast and physical instructor.

He has won aquatic championships in swimming, diving and canoeing. And he has saved at least eight persons from drowning.

Mr. MacKay has served since 1942 as an instructor to RCSCC *Dreadnought* in physical training, swimming and numerous other activities. His presence at Sea Cadet camps and courses during the past 12 years has made him known to thousands of Sea Cadets across Canada.



It seemed like a long time since they had been home to 21 of the apprentices going on leave from the Cape Breton, so they saved nearly a day in travel-time by chartering a plane from Halifax to Montreal. Six of the group are shown here with the air hostess.

for three months, or longer if no one beats his record.

AB Fox, who weighs a mere 143 pounds, reported no ill effects following his championship performance.

It's not that navy food isn't good or sufficient, he says, but just that he likes hamburgers.

Hong Kong Unlucky For Softball Team

The "Pearl of the Orient" had no lustre for the *Crusader's* softball team, after a two-game shellacking during the destroyer's visit to Hong Kong in January.

A crack senior "A" nine from USS *Orca* (seaplane tender) drubbed them 21-6 and 5-0, which halted a winning streak of six games piled up by the Canadians since they entered the Korean zone for their second tour of duty. They blamed a six-week layoff for the poor showing in the first contest in Hong Kong.

The soccer team fared better, winning two of their three games during the visit. They defeated HMS *Maine* (hospital ship) 3-1 and split with HMAS *Tobruk*, fleet destroyer, by a 4-2 loss in the first encounter and a reversal in score to take the second.

The *Crusader* tally then showed the softball team had won six and dropped two and the soccer team had six wins and only one loss.

Fiji Islanders Born Softballers

Baseball scouts on the lookout for natural talent might cast a speculative eye at the Fiji Islands. When the *Ontario* visited Suva while en route to Australia this winter, her softball team was challenged by the Fijian police, despite the fact that the husky islanders had never before played the game.

Their athletic ability proved to be astounding, for at one point in the game they were ahead of the surprised Canadians 8-6. Only after some determined ball-playing did the *Ontario* nine edge them from victory with a score of 10-8.

Both of the cruiser's volleyball teams won games played with the New Zealand Air Force in Fiji, but many sports events had to be curtailed there because of heavy rains.

24 Teams Bowl At Shearwater

Shearwater interpart activities experienced New Year adjustments, the bowling league being augmented by six teams to make the latest total 24 teams, which play two nights a week. The league has been split into "A" and "B" sections. Meanwhile, a six-team mixed league bowls on Monday nights. The basketball league is reduced to half a dozen hoop squads, now that two teams have bowed out of the schedule.

About Turn on "Civvy Street"

The Navy is not unused to getting applications for re-entry from men who have left the service at the end of a five-year hitch and then have found that "civvy street" wasn't all they imagined.

They usually take a while longer, though, to "see the light" than a man who drew his discharge on the West Coast early this year. This fellow was back the same night, trying to persuade the guard at the main gate at *Naden* to grant him re-admittance to the Navy.

Because of the lateness of the hour, and other circumstances, the ex-sailor was advised to wait until the next morning, and then call at the recruiting office. He had no patience for this and determinedly made his way into *Naden* by way of the barracks fence.

This didn't work, either. He was immediately apprehended and, being a civilian—if only for a few hours—was turned over to Esquimalt police, who escorted him back to his room in Victoria.

The Shearwater Badminton Club faced a deficit in tournament play, having been outswatted by St. Andrew's Club twice and having defeated *Stadacona* once.

Interpart and intermess hockey battles were approaching the season's end.

West Point Wins Pistol Contest

West Pointers outgunned Royal Military College cadets and the RCMP in a pistol shoot held at RMC, Kingston during the annual West Point-RMC weekend, held this year early in March.

The West Point Cadets gained an aggregate of 1,365 points, the veteran Mounties were second with 1,307 and RMC was third with 1,216. The American top five shooters were closely bunched.

Cpl. James Zavitz, RCMP, won individual scoring honours with 284 points out of 300 in slow, timed and rapid firing events. Cadet John Eckhardt of West Point made 279 and Cadet C. R. Fanjoy scored top for RMC with 264.

Shearwater Takes Hockey Title

Shearwater edged *Magnificent* 6-5 to take the second game of a best of three series on February 25 and became Atlantic Command Hockey Champions. They had won the first encounter 9-2.

Earlier in the month, the rugged *Shearwater Flyers* edged *Cornwallis Cougars* 7-6, in the second of a two-game playoff. A *Cornwallis* cheering section—400 in all—had embarked in a special train for Halifax to support their men.

Golf "Clinics" Herald Spring

"Golf clinics" are being held in the gymnasium of *Naden* so that 60 officers and men of the Navy can brush up on their golf before the West Coast season opens. The first of 12 clinics was held on January 30, under auspices of the RCN Golf Association.

Joe Pryke, professional at the Gorge Vale Golf Club, and Laurie Carroll, assistant pro at Oak Bay Golf Club, are the instructors. Classes are held from 7 to 9 p.m. and cover all shades of golfing abilities, from the rank amateur to the experienced player whose game has developed a few undesirable characteristics.

Halifax Police Lose to Quebec

HMCS *Quebec* emerged the victor from a powerful clash with the Halifax Police hockey team in a 5-4 contest at the Halifax Forum February 19.

CPO Ed McSweeney, a Halifax native, slammed home the first score for the sailors but before the first frame was finished traffic cop Syd Clarke broke through for the equalizer.

A bristling, see-saw battle raged in the second and third periods and the game ended with the bluejackets rifling two shots at the police goalie to squelch a 4-3 police lead.

"Stad" Marksmen Top Cornwallis

Stadacona marksmanship was 79 points better than that of *Cornwallis* after four teams from each establishment held a rifle shoot in the small arms range at *Stadacona* at the end of February.

The final score was 1,824-1,745 from senior, intermediate, junior and Wren matches. The feminine sharpshooters made a keen and exciting contest of it, with the result in doubt until the end, when *Stadacona* came out by a narrow margin.

Team scores were: Senior—*Stadacona* 470, *Cornwallis* 453; Intermediate—*Stadacona* 468, *Cornwallis* 441; Junior—*Stadacona* 450, *Cornwallis* 434; Wrens—*Stadacona* 428, *Cornwallis* 418.

Shearwater Juniors Win Nova Scotia Title

Shearwater's junior football team won the Nova Scotia Junior Canadian Foot-

ball championship by a 19-11 win over the Dartmouth Rams. The sole loss of the season for the *Shearwater* club was an exhibition game.

It was the first time that a fully organized junior league operated in the Atlantic province and represented another milestone in the advance made by the Canadian game into a former English rigger stronghold.

Portage Takes Opening Game

With a couple of exhibition games and a practice under their belts, the *Portage* pucksters won their first game in the inter-ship hockey league against the *Lauson* in a well-fought and clean contest climaxed by their 6-2 victory. PO G. H. Soubliere is coach of the Algerine squad.

At the end of January they lost 6-4 to a Lunenburg intermediate team in an exhibition while the ship was being refitted in the south coast town.

Penalties Rob York of Victory

York finally came through with a hockey win in Toronto, a 3-2 decision over Thor Washing Machines. But in other league fixtures, the Navy pucksters went off on a tangent and collected penalties instead of goals, which left them wide open for defeat in each case.

Dominion Bridge Company's team won 2-1, both their markers being scored while Navy had a man in the sin bin. The second frame in another game turned the tide against the Navy when RCAF players peppered the *York* goalie at a time when Navy had three successive penalties. The remaining goals were scored in the third period with RCAF winning 4-0.

Navy versus RCMP turned out much the same. Navy was penalized in the opening minutes which touched off quite a rhubarb on the ice. By the time the third period came round, the Yorkers had apparently lost interest, and were sunk by the Mounties 4-1.

The Dutch cruiser *De Ruyter* arrives in Halifax. (HS-29295)



LOWER DECK PROMOTIONS

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

ALDERSON, H. Clifford.....	P2VS3
ALEXANDER, Hamilton V.....	LSBD2
ALLEN, Arthur A.....	P2NS3
ANDRUSYK, Ivan.....	LSCK1
AYERS, Donald P.....	LSCV1
BATEMAN, Robert F.....	P2PW2
BAUER, William H.....	P2EM1 (NQ)
BELLAMY, Allan E.....	LSCR1
BENNETT, John E.....	P1AW2
BENNETT, Myron L.....	P2EM1 (NQ)
BERUBE, Aurele J.....	LSNS1
BOUCHARD, Henry P.....	LSMA1
BOUGIE, Leo P.....	P1SW2
BOURQUE, Jacques G.....	P2SW2
BOUSQUET, Jacques J.....	P2SW2
BRACE, York.....	LSAW2
BRICKER, George D.....	LSAW2
BRYAN, Edward C.....	LSNS1
BUTLER, Russell A.....	LSNS1
CALLAGHAN, Daniel E.....	LSPW1
CALLARY, John O.....	LSCR1
CARMICHAEL, Andre J.....	P2SW2
CARRIER, Ephrem J.....	P1PW2
CHAFE, Cyril A.....	LSCV1
COLE, Philip J.....	LSCK1
COLLEDGE, Leonard G.....	P2BD3
COOMBS, Clyde W.....	P1AW2
COONES, Howard A.....	LSAW1
COSTELLO, William E.....	P2VS2
COURNEYA, Gordon L.....	C2AW3
CROWE, Donald E.....	P2MA2
CROXALL, Donald R.....	P2CK2
CULLEN, John F.....	LSSW1
CUNNINGHAM, Norman A.....	LSMA1
DIDEMUS, Robert W.....	LSNS1
DIONNE, Joseph C.....	LSAW1
DOLMAN, Harold E.....	LSPW1
DONALDSON, Robert J.....	P2AW3
DOYLE, Earle M.....	LSVS1
DRABBLE, Norman L.....	P2VS2
DUFFY, Joseph F.....	LSNS1
DUNBAR, Ronald J.....	P2EM1 (NQ)
FEEHAN, James A.....	P2VS2
FINLAYSON, Clifford H.....	P2BD3
FINTER, Frederick G.....	P2VS2
GALE, Allan H.....	LSMA1
GAUTHIER, Viateur J.....	LSPW1
GHANAM, John D.....	LSAW1
GIBBS, Gerald S.....	LSAW1
GILLIS, Donald H.....	P2AF2
GIROUX, Lucien J.....	LSNS1
GLOVER, David E.....	P1PW2
GODIN, Norman.....	LSCK1
GOULD, Claude W.....	P2CK2
GRANT, Frank A.....	LSCS2
GREEN, John D.....	P1AW2
GRIMSHAW, Robert T.....	LSSW1
GUSCOTT, Edward W.....	P2NS2
HALLDORSON, James N.....	P2EM2 (NQ)
HARRIS, John A.....	P2PW2
HELPARD, Eric M.....	C2SH4
HEPPELL, Bernadin J.....	LSPW1
HERRING, Raymond D.....	LSCR1
HOGAN, Roy M.....	LSAW1
HOLLOWAY, Walter J.....	LSMA1
HOPPS, Edward K.....	P1ER4
HORLER, Donald R.....	LSCV1
HOTTE, Gilles E.....	LSPW1
HOWARTH, William J.....	C2CV3
HOWLETT, Russell R.....	P2NS2

HUNT, Murray J.....	LSCV1
HUTCHINGS, Robert S.....	C1ER4
JACKSON, Kenneth D.....	P1LA3
JACKSON, Thomas W.....	LSCK1
JARDIM, Thomas A.....	LSCV1
JENKINS, Robert C.....	C2OR4
JOHNSON, Robert B.....	P2CK2
JOYCE, Kenneth J.....	LSCV1
JUDSON, Roland.....	LSCR1
KALYN, George M.....	P2PW2
KERR, Ryan E.....	P2NS2
KESELUK, Milton.....	C1ER4
KOSTEK, Michael.....	LSAA1
LACROIX, Maurice J.....	P2SW2
LALONDE, Maurice J.....	LSAW1
LANDRY, Jacques J.....	P2NS2
LANGSTON, Archibald G.....	LSAW1
LeBARR, Robert E.....	P2NS2
LEE, Leslie E.....	LSCR1
LEGGETT, William D.....	LSAW1

LORETTE, Roy E.....	P2AW2
LUTON, John D.....	P1NS3
McCALLUM, Richard J.....	LSCV1
McGILL, John W.....	P1CK2
McKELLAR, Mansell G.....	P2CR2
McLEOD, Charles E.....	P2MA2
McNICHOL, George W.....	LSCR1
MacKINNON, Russell A.....	P2CV2
MADDOCKS, Robert B.....	P2AW2
MARSH, John E.....	P2NS2
MARSH, Ronald T.....	LSCR1
MARTELL, William J.....	P2CK2
MARTINDALE, Gordon F.....	P2VS2
MAXWELL, Vincent J.....	LSPW1
MAYOTTE, Lorne D.....	LSBD2
MILLER, Stanley E.....	LSCV1
MORIN, J. Normand.....	LSNS1
MORSE, Leslie J.....	P2SW2
MUMFORD, Victor H.....	P2CK2
MURDOCK, Harold.....	LSNS1
NICHOLS, William E.....	P2SW2
NUTTALL, Howard G.....	LSCR1

SAILORS SAVOUR SUVA SUSTENANCE

Famed throughout the ship for their comedy sketches at ship's concerts, Ldg. Sea. Gordon R. Brown and AB Brian King, Ontario bandsmen, have also become well known authorities on the *artocarpus altilis*.

Ldg. Sea. Brown and AB King saw the tree-borne vegetable for the first time during the *Ontario's* January visit to the Fiji Islands. They brought some samples on board and turned them over to the cruiser's skilful cooks for preparation. Exotic dishes naturally require exotic preparation and the cooks did their best. They boiled them.

The result was a succulent dish concerning which Ldg. Sea. Brown and AB King reported: "Not bad."

The ship sailed and an hour later the attention of the two bandsmen was drawn to a message which appeared to have originated with the British naval liaison officer, Suva. The signal read: "Understand some of your ratings procured breadfruit ashore in Suva. When prepared and cooked by natives this food is quite edible. However, in any other circumstances results may be extremely harmful."

Thereafter, Ldg. Sea. Brown made frequent trips to the sickbay for a check on the development of a series of alarming symptoms. AB King retired to his bunk to await the end.

Their recovery is attributed only to the fact that someone discovered that the signal had come from no further than the ship's own communications department.

Breadfruit is now banned in the band.

O'BRIEN, Edward D.....	LSPW2
O'LAUGHLIN, Thomas F.....	P2CK2
OTTMAN, Frederick W.....	P2BD3

PACE, Lorne E.....	LSCK1
PARKIN, Alan G.....	LSCR1
PAULSEN, Ralph C.....	P2VS2
PECK, Ralph V.....	P2BD3
PELLY, Bruce C.....	LSCV1
PERRAS, Jean Paul.....	P1CK2
PERRIER, Bernard A.....	LSPW1
PLANT, Merle A.....	LSSW1
POOLE, Cyril O.....	LSPW1
POPA, Dennis J.....	LSAW1
POWELL, Bert R.....	LSCR1
PRATT, Donald E.....	P2PW2
PRINGLE, Wellington R.....	C2CV3
PUDDIFONT, James A.....	LSCV1
PURCELL, Roy W.....	P2CK2

QUIGLEY, Michael D.....	LSCR1
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RECKNAGLE, Robert V.....	LSPW1
RICHARDSON, Derald J.....	P2SW2
RICHARDSON, Norman E.....	P2PW2
ROBERTSON, Ian C.....	C2SH4
ROBERTSON, Thomas.....	C2ER4
ROBSON, Lloyd C.....	LSMA1
ROGERS, Ivan E.....	P2CV2
ROSE, George.....	LSSW1
RUXTON, James J.....	P1MA2
RYAN, Jerome.....	LSSW1

SEVERNY, Paul.....	P2EM2 (NQ)
SHEEDY, Kenneth P.....	P2EM2 (NQ)
SINDEN, Robert L.....	P1SH4
SIPLE, John D.....	P2SW2
SMART, Robert K.....	P2SW2
SMITH, Alan G.....	LSVS1
STEVENSON, Howard W.....	P1CK3
STEWART, James G.....	LSCR1
STIPKALA, John B.....	P2CV2
ST. ONGE, Jan Jacques.....	P2PW3

TAYLOR, George M.....	P2CR2
TESSIER, Paul J.....	P2SW2

VANNI, Michael J.....	LSAW1
VERGE, Albert J.....	LSPW1

WALSH, William J.....	LSPW1
WATSON, John K.....	P2SW2
WAUGH, Ronald M.....	P2PW2
WEATHERUP, James A.....	P2CK2
WHITTLE, George.....	LSCR1
WILLIAMS, William E.....	P2EM2 (NQ)
WOODINGTON, Claude R.....	P1SH4

ZABRICK, Metro.....	P1CK2
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SAILOR IN THE CHAIR

(Continued from page 18)

attention to my beard, and there was I, with those razor-sharp twin blades making a blur of lethal motion like a shimmering veil of silver gauze before my eyes, not daring even to speak in defence of the adornment I had cultivated with such patience, such assiduity and in face of so much ridicule. With each snip he laid waste the achievement of months. Rolling my eyes upward to look at him, it occurred to me that perhaps he was avenging the sparseness of his own beard upon the luxuriance of mine.

At last, when he could trim no closer without doing me injury, he stood back. There was a faint, a very faint suggestion of sadness in his regard as he watched the boy performing the last rites. I glanced in the mirror to find my reflection gazing at me with complacent irony from behind a beard of distinctly Mephistophelean jut. Over its shoulder I met the unwavering stare of three spectators, and detected, I thought, a subtle glint of mockery. I pushed out my chin a little further and dismounted with all the dignity left to me.

The barber bowed just perceptibly and smiled as I flourished a new, stiff dollar bill before him, but the off-hand manner of his acceptance gave me to understand that his skill could not be translated into terms of cash. His dreamy eyes followed me, wistful, like those of an artist who had produced something not quite perfect (for I had yet a little hair left), and I half expected him to run after me to add the last perfecting touch.

Emerging into the glaring, distinctively odorous street, I ran a hand over my prickly scalp. I glanced up at the sign and reflected with a smile that my predicament could have been worse. I pulled my cap hard down, winked at the sirens, and went on my way strangely light of heart. I had been in the presence of genius.

MAN OF THE MONTH

(Continued from page 8)

hundred pounds of coal up the hill is all in the day's work."

Last year something happened that was fully in the Williams' family tradition. His father was present at the durbar in Delhi in 1911 when King George V and Queen Mary were acclaimed as Emperor and Empress of India. His brother, also in the Navy, attended the coronation of King George VI and Queen Elizabeth in 1937. A few

months ago, CPO Williams received the Coronation Medal commemorating the crowning of Her Majesty Queen Elizabeth II in June of last year.

If today you sought Chief Williams during off-duty hours, there is a good chance you might find him, dressed in parka and windpants, on the windswept hill near his home. His eyes would be fixed on the distant horizon and on his lips would hover the trace of a smile. If you interrupted his silent reverie and asked "What do you like most about Churchill?", this would be his reply:

"Hudson Bay, frozen solid for most of the year. You can't—you just possibly can't fall in."—R.P.W.

MARRIAGES

Sub-Lieutenant Colin William Boxall, RN, HMCS *Shearwater*, to Miss Florence Alayne Elizabeth Dunn, Dartmouth.

Petty Officer Kenneth Brooks, HMCS *Magnificent*, to Miss Agnes Mary Poulsen, Halifax.

Lieutenant (MT) Anna S. Chalmers, HMCS *Stadacona*, to Captain Donald Sidney Baldwin, Australian Army.

Leading Seaman Donald Percy Craig, HMCS *Magnificent*, to Miss Josephine Pearl Allen, Halifax.

Ordinary Seaman Harvey J. A. E. Erickson, HMCS *Naden*, to Miss Joanne Stiefel, Atlantic City, N.J.

Lieutenant Robert Frederick Gladman, HMCS *Wallaceburg*, to Miss Barbara Jean Ira, San Francisco.

Able Seaman C. F. Griffin, HMCS *Shearwater*, to Miss Mary Lakey, Sydney, N.S.

Leading Seaman G. W. Griffin, HMCS *Cornwallis*, to Miss Helena Abbott, Digby, N.S.

Wren Norma E. Haig, Churchill Radio Station, to Able Seaman Graham McCallum, Churchill.

Able Seaman James Michael Swick, HMCS *Gloucester*, to Miss Miriam Therese Melvin, Hamilton.

Sub-Lieutenant William Ronald Valleand, HMCS *Stadacona*, to Miss Janet Eileen Bowden, of Victoria.

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

Petty Officer Percy E. Way, HMCS *Star* (COND), to Miss Lorena Bucholtz, Pembroke, Ont.

BIRTHS

To Chief Petty Officer Frederick Barteaux, HMCS *Stadacona*, and Mrs. Barteaux, a daughter.

To Chief Petty Officer Stanley G. Bowles, HMCS *Queen Charlotte*, and Mrs. Bowles, a son.

To Leading Seaman John D. Campbell, Naval Headquarters, and Mrs. Campbell, a son.

To Lieutenant (S) John F. Fricker, Naval Headquarters, and Mrs. Fricker, a son.

To Able Seaman William Gibson, HMCS *York*, and Mrs. Gibson, a son.

To Able Seaman George Alexander MacKinley Grant, HMCS *D'Iberville*, and Mrs. Grant, a son.

To Commissioned Writer Officer George Elden Harvey, HMCS *D'Iberville*, and Mrs. Harvey, a son.

To Ordinary Seaman D. A. Johnson, HMCS *Cornwallis*, and Mrs. Johnson, a son.

To Chief Petty Officer H. J. Law, HMCS *Magnificent*, and Mrs. Law, a daughter.

To Surgeon Lieutenant G. J. McIntyre, HMCS *Lauzon*, and Mrs. McIntyre, a son.

To Lieutenant James H. Murwin, Canadian Joint Staff, Washington, and Mrs. Murwin, a daughter.

To Leading Seaman Kenneth Pettigrew, HMCS *Lauzon*, and Mrs. Pettigrew, a daughter.

HMCS STETTLER TO BEGIN DUTY ON WEST COAST

The commissioning ceremonies for HMCS *Stettler*, the latest reconstructed frigate in the Royal Canadian Navy, took place at Halifax, Saturday, February 27.

It was a grey day, with a slight drizzle, but for the *Stettler's* crew it was a day with a promise of an early return to their home port of Esquimalt. For the military and civilian dignitaries present at the ceremony, it was a day with the knowledge that another fighting unit had been added to the impressive list of ships in Canada's growing navy.

Under a tarpaulin on the quarterdeck the assembled ship's company heard Chaplain (P) G. L. Gillard, and Chaplain (RC) L. A. Dougan, pray for the ship and her crew in her commission. Following the prayers Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, addressed the crew, commending the *Stettler* to the care of Commander G. C. Edwards, Toronto and Dartmouth.

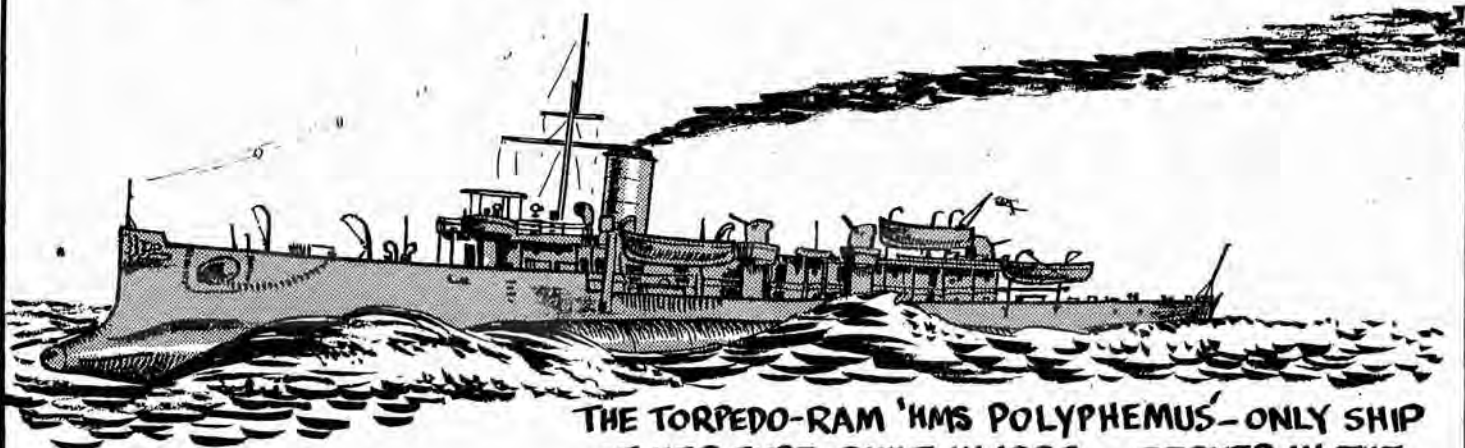
Commander Edwards read a letter from Mr. S. N. Pellerbridge, mayor of the town of Stettler, Alberta, after which the ship was named. The mayor expressed regret at not being able to attend the commissioning, but felt it would be possible to visit the ship after her arrival in the West Coast base at Esquimalt. He sent the best wishes from the citizens of Stettler for the men's continued safety and success. In addition, Commander Edwards read a letter from the Frontenac Chapter, IODE, expressing their desire to keep in close touch with the progress of the ship.

Launched in 1943, and commissioned in May 7, 1944, the *Stettler* steamed over 60,000 miles on operational duty before her White Ensign was lowered at the end of her first commission. Declared surplus to naval requirements, the *Stettler* was turned over to War Assets Corporation, but with the development of the "Cold War", she was put in the Reserve Fleet.

In 1952, the *Stettler* was taken in hand for conversion and now carries up-to-date weapons and equipment for anti-submarine warfare. On March 10, she steamed for Esquimalt and was to join the *New Glasgow* in the Carribean Sea for the rest of the voyage.

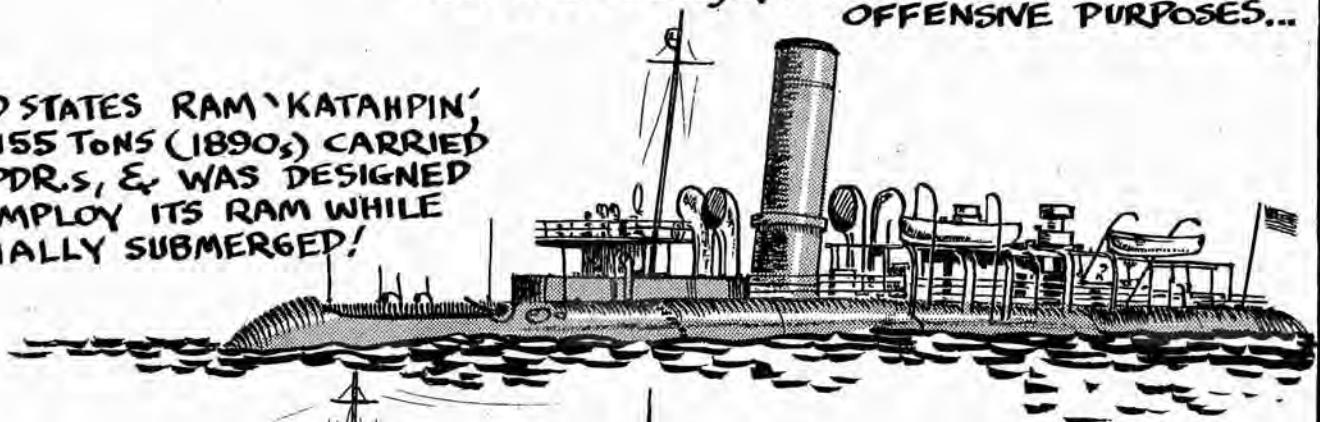
NAVAL LORE CORNER

NO. 19
NAVAL ODDITIES

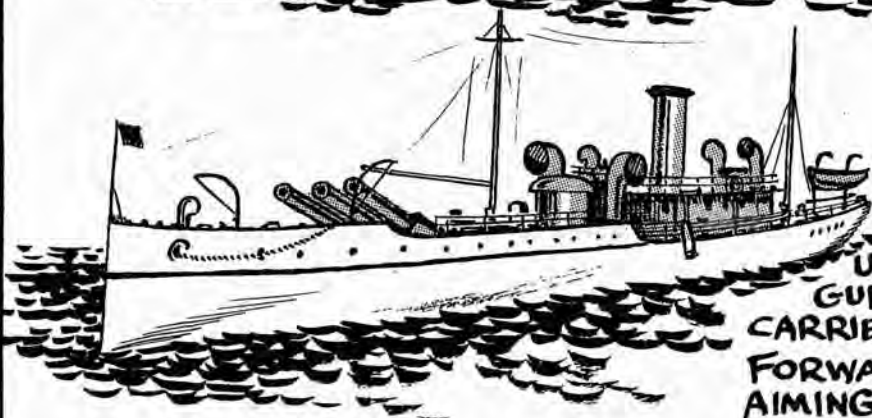


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UNITED STATES RAM 'KATAHPIN', OF 2155 TONS (1890s) CARRIED 4 6 PDR.S, & WAS DESIGNED TO EMPLOY ITS RAM WHILE PARTIALLY SUBMERGED!



UNITED STATES DYNAMITE GUNBOAT 'YESUVIUS' (930 TONS) CARRIED 3 DYNAMITE GUNS ABREAST FORWARD, WHICH WERE AIMED BY AIMING THE SHIP ITSELF... (SPANISH-AMERICAN WAR)





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