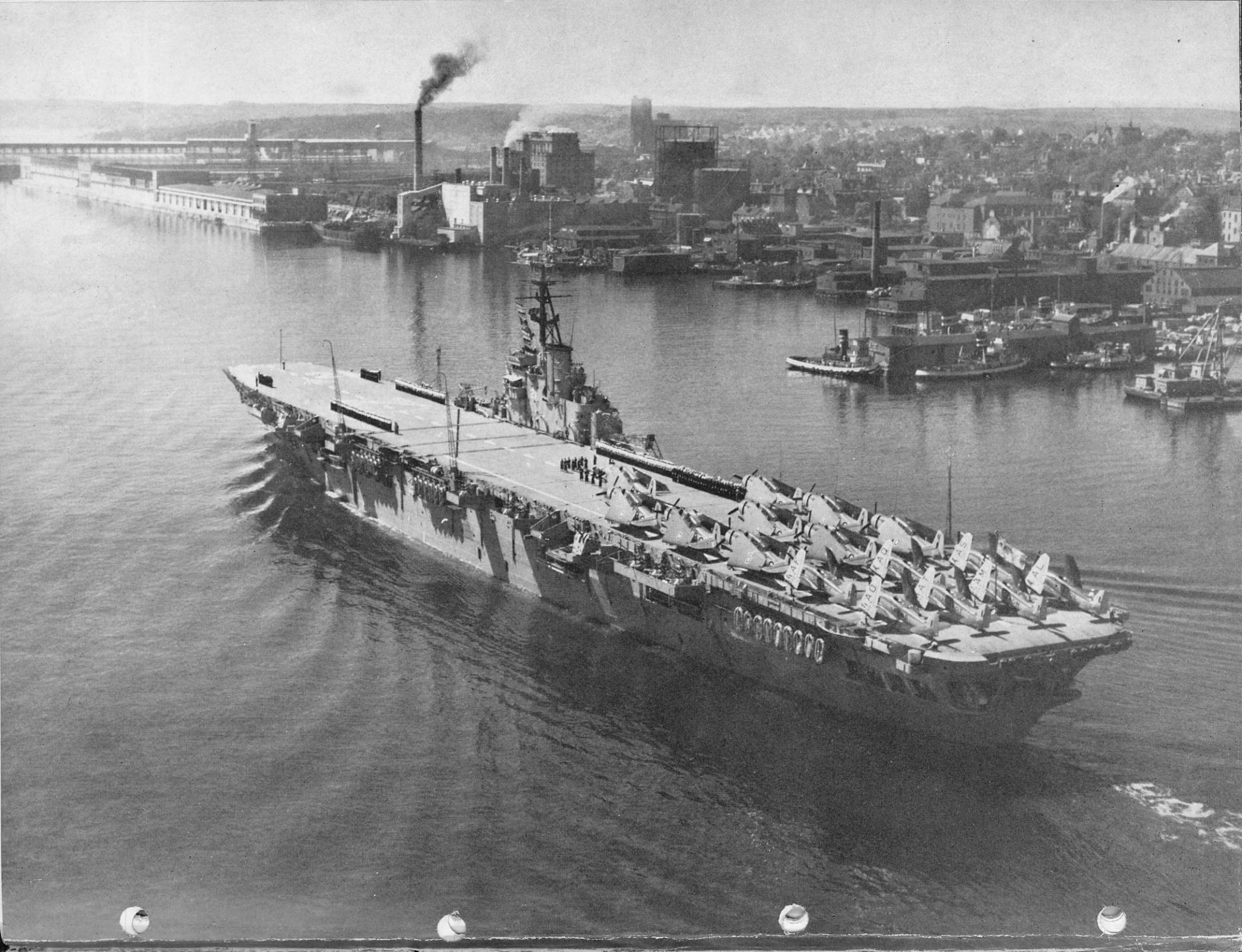


The CROWSNEST



December, 1951

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The CROWSNEST

Vol. 4 No. 2

THE ROYAL CANADIAN NAVY'S MAGAZINE

DECEMBER, 1951

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The Christmas Cover—This month's cover picture will seem familiar to many Crowsnest readers. So it should, too, for it is the same one that appeared on the cover of the Christmas 1949 issue. It was painted especially for The Crowsnest by Lieut.-Cdr. C. A. Law, DSC, RCN, the well-known naval artist, and has been reprinted in answer to a number of requests. The original painting hangs, incidentally, in the Crow's Nest Club in St. John's, Newfoundland, having been presented to the club by Lieut.-Cdr. Law.

The Lady of the Month—Her home port of Halifax saw HMCS Magnificent coming and going a good many times during the past year—the carrier's busiest since her commissioning. On November 24 she returned to port for the last time in 1951 and almost immediately began a well-earned refit and leave period. (DNS-5657).

To all its readers The Crowsnest extends very best wishes for
A Merry Christmas and a Happy New Year

EDITORIAL

To the many tributes being paid Vice-Admiral H. T. W. Grant, retiring Chief of the Naval Staff, The Crowsnest would like to add one of its own.

It is to Admiral Grant that The Crowsnest is largely indebted for its existence. He placed his weight behind the idea from the beginning, and did much to bring it to life.

He became The Crowsnest's first Editor-in-Chief and, in his first editorial, a portion of which is reprinted hereunder, set forth the policy which has been followed since our first issue:

"The Crowsnest Magazine is produced primarily for the serving personnel of the Permanent and Reserve Navy. It is hoped, however, that it will prove of interest to those who served in the Navy and the Merchant Navy during the years of war.

"We are aiming for a magazine which will have something in it of interest to every man in the Navy; to which everyone in the Navy may contribute ideas, information, views and stories—fictional or fact; which, by sound editing, will have dignity and life; and which will help us to know our Service and each other better."

The Crowsnest was but a very small item as compared to the many other matters requiring Admiral Grant's attention. He showed keen personal interest in it, however, often making suggestions as to likely articles and reports and, in one way and another, exerting continuous influence on The Crowsnest's operations.

Both directly and by example he conveyed to this magazine the spirit which has distinguished the whole of his naval career—a spirit desiring only the good of the Service.

The Editors

Page one

R.C.N. News Review

Christmas 'Over There'

Seven hundred and sixty-four officers and men of the Royal Canadian Navy will spend Christmas in the Far East, either at sea on Korean war service or in one of the Japanese ports that serve as United Nations naval bases.

For about 200 of those Canadians it will be the second Christmas in the theatre of war. They were on board the same ships — the Cayuga, Athabaskan and Sioux — at this time last year, rolling up a record amount of seetime on patrols off the west coast of the Korean peninsula.

Though they are far from home, those destroyer men are not forgotten, either by their families, their fellow sailors or their countrymen. To each and every one of them go Christmas greetings and sincere wishes for a New Year that will bring them home soon and safely.

Lively Patrols

Two of the destroyers — the Cayuga and Athabaskan — had some lively experiences in recent weeks.

The Cayuga, carrying out a short, independent patrol in late October, bombarded communist gun positions and other targets, inflicting both casualties and damage.

On one occasion a motor cutter, sent from the ship on a reconnoitering mission, came under fire from an enemy machine gun and answered back with a Bren gun.

Later the ship herself traded shots with a Red shore battery southwest of Chinnampo. The enemy fired about 100 rounds at the Cayuga but, although some splashed uncomfortably close, none succeeded in scoring. The destroyer replied with 155 rounds from her four-inch guns and, according to observers, scored several hits in the target area.

After more than two months of carrier screening duty, the Athabaskan got her chance at inshore blockade and bombardment early in November. And she apparently made the best of it.

The destroyer and HMS Belfast teamed up with air strikes from HMAS Sydney to batter Red positions near Chinnampo, following which the Athabaskan proceeded to the northern end of the Yellow Sea to deliver arms to an island held by South Korean forces.

For six days the ship remained in the area, striking at Red troop concentrations, boat anchorages and other targets. Then, with the Cayuga standing guard to seaward, she proceeded close inshore to embark 47 wounded South Koreans whom she transported southward to Inchon on her way back to port on the conclusion of the patrol.

Three Ships Launched

Three brand new ships for the Royal Canadian Navy splashed into the water in November, and another will be launched in December.

On November 30, at Canadian Vickers, Ltd., Montreal, HMCS St. Laurent, the first of the all-Canadian anti-submarine destroyer escorts, was launched by Her Excellency, Lady Alexander.

A fortnight earlier, at Davie Shipbuilding and Repairing Co. Ltd., Lauzon, Quebec, two new-design 390-ton minesweepers, the Gaspe and Cowichan, were launched. Mrs. Hugues Lapointe, wife of the Minister of Veterans' Affairs, sponsored the Gaspe and Mrs. H. T. W. Grant, wife of the Chief of the Naval Staff, gave the Cowichan its name.

The next shipbuilding event is scheduled for mid-December, when the RCN's new Arctic Patrol Vessel will be launched at Marine Industries Ltd., Sorel, Quebec, as HMCS Labrador.

"Maggie" Makes Mercy Stop

HMCS Magnificent returned to Halifax November 24 from transporting a complete RCAF squadron to the United Kingdom.



Practice pays dividends and, when not actually on operations, the Canadian destroyers serving in the Korean theatre take advantage of every opportunity to carry out training and exercises designed to maintain their fighting efficiency at top level. This photo, taken off the coast of Japan, shows one of HMCS Athabaskan's 40 mm. guns firing at a drogue target towed by an aircraft. At the trigger is AB Nelson May, of Vancouver, while Ord. Sea. William Morgan, Scotland, Ont., prepares to reload another clip of shells.



A champagne bottle smashes on the aluminum-reinforced stem of HMCS Cowichan a split second after Mrs. H. T. W. Grant (at microphones) released the lever which started the minesweeper down the ways. Officials of the government, the RCN and the shipbuilding industry are pictured on the launching platform at Davie Shipbuilding and Repairing Co., Ltd., Lauzon, Quebec. (0-2108-7).

On her way back to Canada, the Magnificent answered a call for medical assistance from the SS Columbia, bound for Europe with elements of the 27th Brigade. The carrier rendezvoused with the Columbia east of Newfoundland and sent away a boat to pick up from the liner a soldier who was seriously ill.

The man, Pte. J. E. Benge, RCASC, of Montreal, was treated on board the Magnificent and, on arrival in Halifax, was transferred to the RCN hospital. Suffering from pneumonia, he was reported November 25 as making favorable progress.

To Visit Washington

HMCS Swansea will make history when she pays an informal visit to Washington, D.C., December 6 to 12. It will be the first time one of HMC ships has sailed up the Potomac river to the capital of the USA.

Following her six-day call at Washington, the Swansea will pay an informal visit to St. Georges, Bermuda, from December 14 to 20, following which she will return to Halifax.

Iroquois Commissions

HMCS Iroquois, the first Tribal Class destroyer to be commissioned by the Royal Canadian Navy, returned to active duty on Trafalgar Day, 1951. Following an extensive refit and conversion, the Iroquois was commissioned at Halifax under the command of Commander William M. Landymore.

The ship was first commissioned on November 30, 1942, and subsequently saw Second World War action in the English Channel and other waters.

West Indies Cruise

The Algerine minesweepers Wallaceburg and Portage sailed from Halifax November 28 on a short pre-Christmas training cruise to the West Indies. The ships are scheduled to visit Bermuda December 1 to 3, Nassau, Bahamas, December 6 to 9, and Bermuda again from the 12th to 14th, returning to Halifax on the 17th.

Ontario Nearing Home

On the West Coast, the Crusader, Beacon Hill and Antigonish spent the last week of November in company in B.C. waters, after which the Crusader went alongside for refit and the other two ships began a two-week cruise to B.C. ports and to Bellingham, Wash.

The Ontario, making her way up the Pacific Coast, is due at Esquimalt December 13. The Quebec is nearing the end of her refit and is being made ready for commissioning in January.



Though preoccupied with her Royal Visit duties, HMCS Ontario still managed to carry out a swift and successful Canada Savings Bond campaign while temporarily stationed on the East Coast. Here AB William Blades of Camrose, Alberta, makes a bond purchase from Commission Communications Officer Roy Clark. (OC-1013).

THE COVERDALE XMAS STORY

(Chapter III)

PERSONNEL at HMC Radio Station Coverdale have added a new chapter to the colorful Coverdale Christmas Story.

The story dates back to 1949, when the station decided to hold a Christmas party for the children of the two orphanages in nearby Moncton. To raise money for the party the 40 sailors sold their blood at \$10 a pint. With the \$400 thus realized, they staged a bang-up party and, in addition, provided each orphanage with a combination radio-phonograph.

Chapter II was written last year, when the station's staff baked and sold more than 1,000 apple pies. The project received splendid support from the citizens of Moncton and district, who bought up every pie within a very short while after they were placed on sale.

This year there was no question of there not being a party, but there was some doubt as to how the funds would be raised. After some discussion, it was decided to switch to doughnuts.

A total of 12,000 doughnuts was fixed as the target. Practically all the ingredients for this mammoth baking bee were donated by merchants and business men of the city and district.

The operation required 600 pounds

of flour, 250 pounds of sugar, 1,500 eggs, 30 pounds of baking powder, 30 quarts of milk, eight pounds of salt, 15 pounds of cinnamon, 200 pounds of lard, 2,000 cellophane containers and a sprinkling of mace.

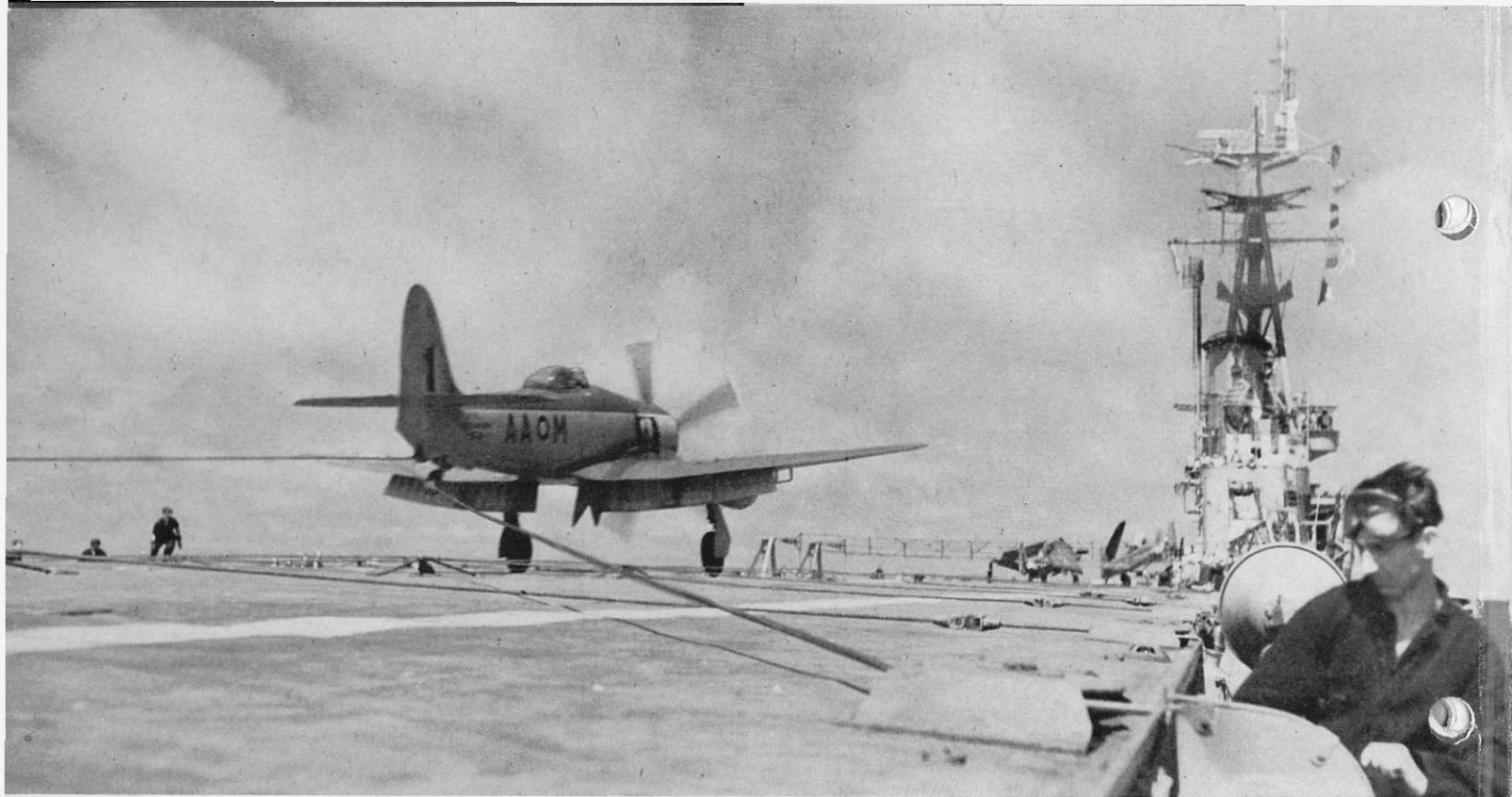
The production line took station in the galley at Coverdale at 1300 on October 5. It was organized in teams of 15 and included wives of station personnel.

Shifts were changed every three hours but many stayed on until the job was done. At 0520 on Saturday, the 6th, all the doughnuts had been cooked and were packaged in lots of one-half dozen, ready for the sale which was due to begin at 0900.

Meanwhile, extensive publicity had been given free of charge by the press and radio of Moncton and six stores in the downtown section of the city had set aside counters for the sale of the "sinkers."

The response was overwhelming. By 1300, five of the stores were sold out, and the other sold its last package shortly afterward.

Once again a joint demonstration of good will on the part of a group of Navy men and of the citizens in the community in which they were serving had ensured a happy Christmas party for the orphan children of Moncton.



Throughout the entire cruise, the emphasis was on air training. The result was a record of 2,155 flying hours for the two squadrons of the 30th Carrier Air Group. The deck landing pictured above was one of 1,052 carried out by the group's Sea Furies and Avengers. Moreover, much valuable experience was gained through being able to work with ships, aircraft and submarines of the Royal Navy and, during the last part of the cruise, with British and French naval units. (MAG-3256).

The Mediterranean Cruise

by J. L. W.

*It Was Mostly Training,
With the Emphasis on
Aerial A/S Work*

THE Magnificent and Micmac left Halifax August 7. Eleven weeks and 13,260 miles later they returned from one of the most successful training cruises ever undertaken by the RCN.

It seemed a long way to go to give the 30th Carrier Air Group a workout. But in the Mediterranean were all the factors necessary to make an operations officer's life happy. When the met. man said "Weather over there", he didn't have to duck. And there were numerous ships in the area with whom to work. The "Maggie" had never before had an opportunity to operate with a ship of her class for any length of time and the 34 days spent in company with HMS Ocean paid off handsomely.

The two "Ms" made a leisurely ten-day crossing and the CAG flew every day, getting back in shape after the long leave period. The weather was so good that a considerable start was made in building up the hours and details toward the overall objec-

tive set for the cruise.

Gibraltar was the first stop and some of the ships' companies made a tour of the mighty Rock's defences. The clean, picturesque town was a pleasant break from the sea routine.

After leaving Gibraltar astern, the ships steamed for Malta and the Magnificent went neatly to the difficult mooring in Grand Harbour, Valetta, on Tuesday, August 21. The Mediterranean summer heat began to make itself felt in the ships. Even shorts and sandals seemed necessary only for modesty's sake. HMS Ocean, a light fleet carrier of the Royal Navy's Mediterranean Fleet, was already in harbour. Leave was granted and most of the Canadians had their first visit to the George Cross island of Malta.

The hard-working islanders had almost cleaned up the terrible destruction their homes and towns had suffered but the ravages of war were still visible here and there.

The routine while at Malta was

built around a concentrated training program. Each week the ships left harbour and spent the next five days at sea, usually coming to anchor for the night, but occasionally working right through to dawn. They operated with HMS Ocean and her plane guard, HMS Cheviot. The carriers and their aircraft worked as a team a great part of the time. Sometimes they split up and hunted each other, fought each other or guarded each other, and at times the Magnificent found her own aircraft striking her. There were some night exercises, pre-dawn searches and strikes.

On the occasions when the ships anchored at night (ready for a seven o'clock sailing next morning), the hands made the most of the break. Shortly after "Secure special sea duty men", the pipe would be "Hands to bathe". When darkness fell, movies were shown in one of the "Maggie's" lift wells.

At the end of August it turned out that the CAG had really been on



In the Governor's Palace at Malta, two observer's mates from the *Magnificent* examine the sole survivor of the three Gladiator aircraft—Faith, Hope and Charity—which became famous in the defence of the island during 1940-41. The two interested sailors are Able Seamen Robert Rogers, Ottawa, foreground, and David Williams of Hespeler, Ont. (MAG-3384).

the bit. The keeper of the records announced that a new flying training record of 1,016 hours had been established for the RCN.

On Saturday, August 25, one of the *Magnificent's* men was transferred ashore to the Royal Naval hospital with a preliminary diagnosis of poliomyelitis. There was no leave on Sunday and the ships sailed next day to carry on the training program. A quarantine was later imposed, to terminate September 11. The training program was not affected and the continuous work probably kept everyone too busy to worry. The *Micmac* was lucky enough to escape and did not develop any cases. Two men in the *Ocean* contracted the disease and the British carrier was under quarantine concurrently with the *Magnificent*. A few more cases developed in the *Magnificent*, until seven in all had been detected. (All of the men are now back on duty. AB Thomas Lawrence, who was the most seriously affected, is taking special exercises to strengthen out-of-practice muscles, but medical authorities are confident that he will suffer no after-effects).

For about eleven of the 16 days they were in quarantine the ship's company was so busy with the everyday problems of keeping an active aircraft carrier at sea that there was hardly time to think about sickness. The two week-ends were as busy, but in a different and thoroughly enjoyable way.

There was a break for shore leave after the quarantine. The *Magnificent* entered Grand Harbour on Tuesday, September 11, and remained in for the rest of that week to store ship and make good a few defects which required shore assistance. Some of the men were lucky enough to make a conducted tour of the island during this breather and to see something of Malta's noble and enduring historical sites.

One more week of anti-submarine training followed and then the Canadian ships sailed for Naples. After a month devoted mainly to A/S practice, 30 CAG was a highly drilled and effective group. On the way to Naples, the Flag Officer Commanding the Second Aircraft Carrier Squadron, in the *Ocean*, dreamed up an exercise making use of four RN submarines which were then in company.

Named "Exercise Moose Hunt", in honour of the Canadians, the operation was a hunt and kill project. The four subs were known to be operating somewhere within a 21,600 square mile section of sea. Two Royal Navy frigates were in the area representing submarine-killer groups to assist the aircraft when the enemy was tracked down.

At 0515 the first detail flew off—four Avengers doing an offensive search to gain intelligence of the enemy's movements. With them went four Sea Furies to provide fighter cover.

The scheme went on all day, with at least three Avengers from the *Magnificent* in the air at all times. The Furies put up a continuous protective fighter cover and fought off seven strikes against the ships during the day. Three of the subs were tracked, fixed and killed, a couple of them twice over. There were four sinkings and three probabilities.

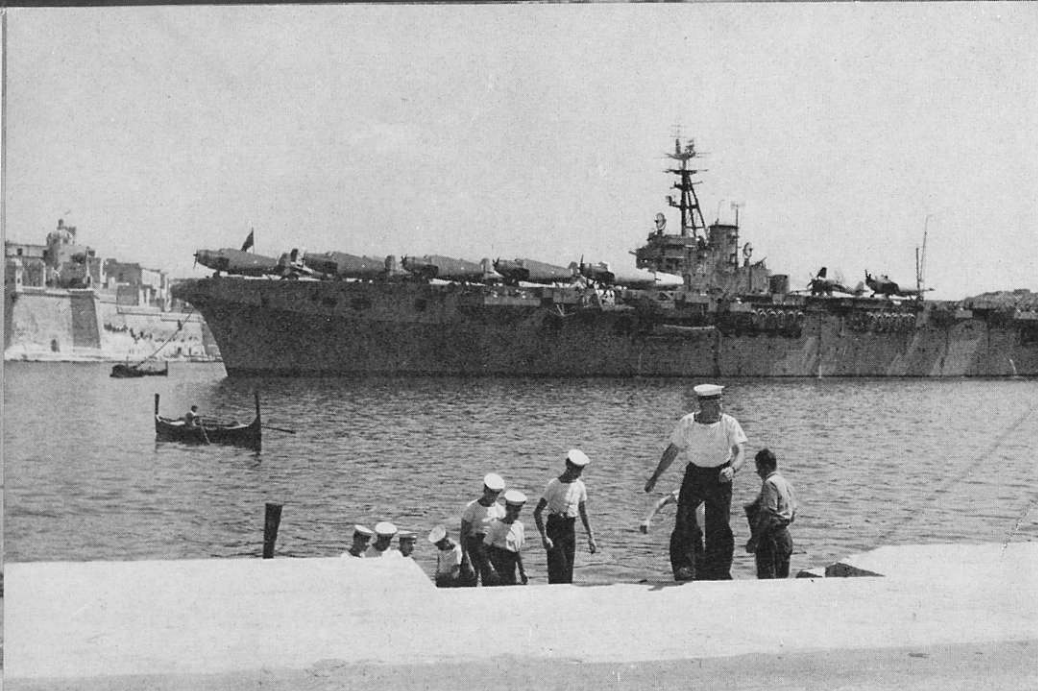
At the end of the day, as the *Magnificent* and *Micmac* parted company from the *Ocean* and *Cheviot* to head for Naples, Commodore Adams made a signal to AC2 in the *Ocean*:

"Exercise Moose Hunt has been extremely valuable from every point of view and has been a very satisfactory climax to the tedious hours spent in the vicinity of Malta learning the basic lessons. Results of Moose Hunt—four cows, no bull, exclamation point."

On the early morning of Wednesday, September 26, the Canadians sighted the now quiet bulk of Mount



While the *Magnificent* and *Micmac* were at Naples, a visit to Rome was arranged for 234 officers and men from the two ships. Two of them, Able Seamen Harold Skinner, of London, Ont., and Terrence Coyle, of Montague, P.E.I., view the grandeur of St. Peter's Basilica from across the square. Other members of the party can be seen on the square and on the steps of the cathedral. (MAG-3443).



There was no liberty boat problem at Malta, a fleet of reasonably priced dghaisas being available for hire at any and all hours. Here a dghaisa lands one party of libertymen while two others can be seen on their way back to the Magnificent to reload. (MAG-3277).

Vesuvius looming over the harbour of Naples, one of the world's oldest seaports.

Official host during this visit, the first real break from operations the two ships had had since sailing from Halifax, was the Italian Navy. Officers of the Naples command took their responsibilities seriously. Sight-seeing tours and various entertainments filled the six days. The Commodore was probably the busiest man in Naples with an exhausting schedule of official calls, two duty trips to Rome to meet Italian government and service officials, the diplomatic corps and NATO chiefs, and a series of official entertainments.

For four days in a row there were organized trips to Capri and Pompeii and the Canadian sailors were amazed and delighted with what they saw. For interest value it was a toss-up between the ancient ruins of a city of the fabulous Roman Empire and the equally fabulous "Bikini" bathing suits on the beach at Capri.

On September 29, 234 officers and men from the Magnificent and Micmac left on an early morning train for Rome. An audience had been arranged with Pope Pius XII and the day was a truly memorable one for the travellers. The Magnificent's Roman Catholic padre said mass in one of the chapels of St. Peter's Basilica for the group. After lunch they proceeded by bus to Castelgandolfo, 12 miles out of Rome, where the Pope was in residence. During the 40-minute audience, attended by almost 2,000 people from 50 countries of the world, the Pope

had a special message for the Canadians. They returned to Rome and, after dinner, boarded the train back to Naples.

On Sunday, a group from the two ships carried out a four-hour journey to honour the 834 officers and men of the Canadian Army buried in the war cemetery at Cassino. Under the shadow of Monte Cassino, surmounted by the rebuilt abbey, Commodore Adams laid a wreath in honor of the valiant Canadian soldiers who died on Cassino's slopes.

The ships left Naples with nothing but praise for Italy and the hospitality of the Italian Navy.

Next stop was St. Raphael, in France, where they were to join an assemblage of British and French ships for the climax of the cruise — Exercise Symphonie Deux.

British, French and Canadian warships — aircraft carriers, cruisers, destroyers, submarines, minesweepers and auxiliaries — were involved in the two-week exercise. The emphasis was on anti-submarine operations and the practice of combined doctrines. Anti-aircraft defence and weapons drills were also carried out.

Two week-ends were spent at anchor in Golfe Juan, one of the towns on the French Riviera between Cannes and Nice. The luxurious "Cote d'Azur" lived up to its name and, although the season was just about finished, the French "cuisine" was still at its best.

Symphonie Deux wound up on Friday, October 12, and the Magnificent and Micmac sailed Sunday, a day ahead of schedule. After a one-

night stop at Gibraltar, during which libertymen did their last minute souvenir shopping, they set a course via the Gulf Stream for Halifax.

The flying program had finished with the last day of Exercise Symphonie Deux. On the return crossing, aircrew personnel participated in elaborate tactical games. Spotted through the ship were three plots being kept by different teams. Each officer had either an air group, an escort group, a ship or a submarine. Basic conditions were set forth and then a continuous intelligence system of reporting ships' movements, enemy reports, etc., kept the action going.

Officers commanding various mythical forces would direct and fight their ships and planes and at the day's end the overall results of the operations would be assessed.

In the other departments, all efforts were directed toward getting the Magnificent back to Halifax at the earliest possible date and preparing the ship for her next assignment.

No better assessment of the cruise could be given than that contained in an article in the Magnificent's newspaper, The Maginews:

"A total of 158 A/S sorties was flown, and it is safe to say that more A/S training was carried out than in all the other years the ship has been in commission. The real proof lies, of course, in results; and the best example to quote is Exercise Moose Hunt, which took place between Malta and Naples. In this exercise, three of the four submarines pitted against us were found and attacked by our aircraft: the fourth was held down so that it could not reach its objective.

Canadians Received at Papal Audience

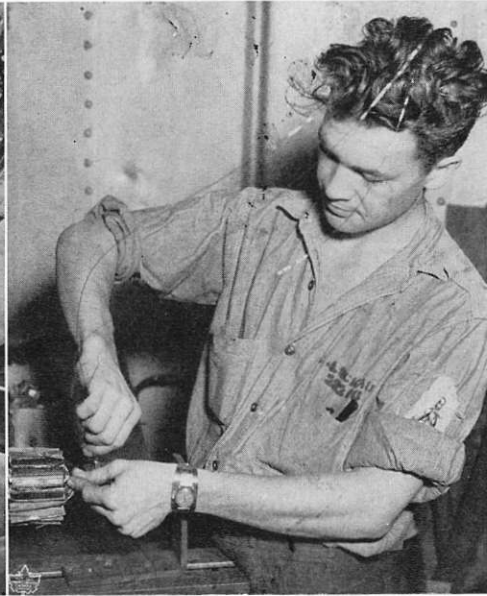
A party of 234 officers and men from the Magnificent and Micmac visited Rome September 29 and was received in a general audience by Pope Pius XII.

Speaking in English, the Pope addressed to them the following message:

"To the group of Canadian sailors from HMCS Magnificent and Micmac.

"Your vocation enables you to see a large part of the world. An old proverb has it 'He who travels far knows much.' This should be true. It is not always so. May this thought be with you in all places at all times: All men form but one great human family. It should be your ambition to unite these more closely with the bonds of love and kindness.

"We also send our blessing to your dear ones at home with the prayer that God's love and mercy may be with them always. We bless all religious articles you may have with you."



"While this was going on, the fighters were given opportunities for intercepting jets, escorting strikes and dog-fighting with RN Sea Furies . . . none of which is available to us, or seldom so, when we are operating alone. Result — that confidence in ability which comes only from practice.

"Here are some facts and figures which speak for themselves. During this cruise the 30th Carrier Air Group flew 2,155 hours, thereby exceeding the required target for the year. Since the beginning of August, 1,052 deck landings have been carried out. There were nine flying accidents . . . a flying accident being defined as any damage to an aircraft occurring between the time it commences to move under its own power, and the stopping of the engine on completion of the flight. Of these accidents, only four caused heavy damage: nevertheless, counting all, the accident rate works out at one for every 117 landings, a more satisfactory rate than that achieved by the RN at the present time. This rate is also the

best achieved yet by the RCN and again goes to show that the higher the flying intensity, the lower the accident rate.

"Apart from the pure flying side of the cruise, the value of operating with another carrier and with a fleet, as we did off the south of France, cannot be over-estimated. It is reasonable to say that the ship as a whole was put to the test, and it was found

that she can well take her place in the fleets of the North Atlantic Treaty nations in an above-the-average fashion".

It almost looks as though CPO Fred Polishchuk has twin daughters, but actually the little number in the middle is a Spanish doll daddy brought back from Gibraltar for two-year-old Lynn. CPO Polishchuk, a photographer aboard the Magnificent, lives at Clarence Park, Dartmouth. (HS-16187).



Surprise Party

The chief and petty officers of HMCS Magnificent sprang a surprise on wives and friends who came down to the dockyard to greet them on the ship's return from the Mediterranean cruise.

Knowing their good ladies would probably be chilled after their vigil on the jetty while the carrier was brought alongside, the chiefs and POs prepared a buffet supper and played hosts at a pleasant reunion held in the warmth of their mess after the carrier had docked.

VICE-ADMIRAL GRANT RETIRES

*Vice-Admiral Mainguy is
New CNS; Rear-Admiral
Bidwell Becomes FOAC*

VICE-ADMIRAL Harold T. W. Grant, CBE, DSO, CD, RCN, Chief of the Naval Staff since September 1947, proceeded on retirement leave December 1, terminating a 37-year career in the Royal Canadian Navy.

He was succeeded by Rear-Admiral E. R. Mainguy, OBE, CD, RCN, formerly Flag Officer Atlantic Coast, whose promotion to vice-admiral became effective at the same time he took office as CNS.

The new FOAC is Rear-Admiral Roger E. S. Bidwell, CBE, CD, RCN, who previously had been serving temporarily as commanding officer of HMCS Naden and Commodore of the RCN Barracks, Esquimalt. His promotion to rear-admiral took place concurrently with his appointment as FOAC.

The Minister of National Defence, Mr. Brooke Claxton, paid the following tribute to Vice-Admiral Grant in his announcement of the latter's retirement:

"The Royal Canadian Navy was still in the throes of its transition from a wartime to a peacetime basis when Admiral Grant became Chief of the Naval Staff on September 1, 1947. Upon his shoulders fell the

responsibility for creating, within the limits of Canada's peacetime economy, a balanced naval force capable of putting to maximum use its ships, weapons, men and material.

"Under his guidance, naval planning and requirements were crystallized and co-ordinated in a clear-cut program combining expansion in size, development of efficiency and incorporation of new weapons, equipment and techniques.

"This was a task that could be accomplished neither overnight nor without numerous difficulties. For a time, the RCN went through an inevitable period of 'growing pains' which placed a heavy strain on its resources and personnel.

"In the past 18 months, however, there has been an evident transformation. A growing list of naval undertakings and achievements has clearly shown that the program fashioned under Admiral Grant's administration was soundly conceived.

"There were 6,814 officers and men in the regular force and eight ships in active commission when Admiral Grant took office as CNS in September, 1947. Now, four years later, the RCN is more than 12,000 strong and

has three times as many ships in service.

"More important, the Royal Canadian Navy is handling, virtually as a matter of course, greatly increased operational and training commitments. Among these has been the provision of three destroyers for continuous duty in the Korean war and the employment of another two as reliefs.

"Within the past year and a half, extended training cruises of considerable benefit have been made by RCN ships to Europe, Australasia and the Mediterranean.

"Accommodation and facilities, both at sea and ashore, have been expanded and improved, and there have been numerous innovations aimed at improving welfare and conditions of service.

"Not the least important of the developments to occur during Admiral Grant's regime has been the launching of an extensive shipbuilding program, with contracts for 39 new naval ships being placed in the hands of yards from coast to coast.

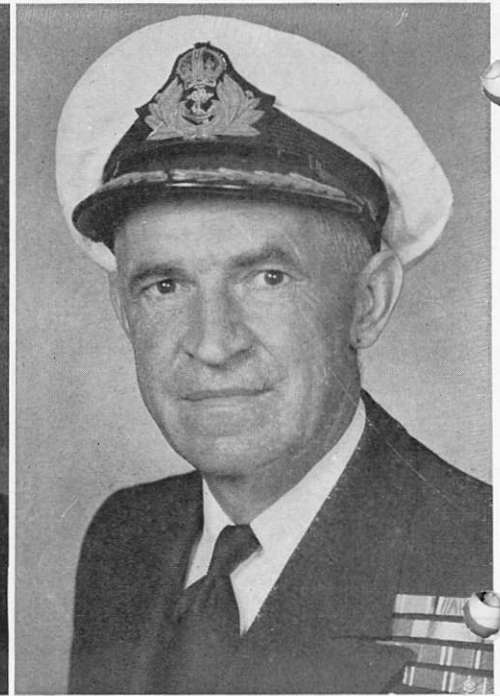
"Admiral Grant steps down with the knowledge that the service he leaves behind is mounted on a solid foundation, is steadily growing in



VICE-ADMIRAL H. T. W. GRANT



VICE-ADMIRAL E. R. MAINGUY



REAR-ADMIRAL R. E. S. BIDWELL

size and strength, and is ready, physically and mentally, for whatever an uncertain future may hold."

VICE-ADMIRAL H. T. W. GRANT

Vice-Admiral Harold T. W. Grant was born in Halifax on March 16, 1899. He entered the Royal Navy College of Canada there in 1914, graduating two years later. His first sea appointment came in February 1917, when as a midshipman he was appointed to HMS Leviathan. He subsequently served in HMS Roxborough and HMS Minotaur in the Atlantic and North Sea.

Promoted to sub-lieutenant in 1919, he was appointed to HMS Warwick and in her saw active service in the Baltic Sea in 1919-20. Later he took a specialized navigation course with the Royal Navy, then returned to Canada in 1923 to join HMCS Patriot, a destroyer based at Halifax. A year later he went to the West Coast for service in HMCS Patrician, also a destroyer. From 1927 to 1931 Admiral Grant again served in ships of the Royal Navy, including HMS Warspite and HMS Queen Elizabeth.

He was appointed to the newly-acquired Canadian destroyer Saguenay in 1931, and served in this ship until he was appointed Director of Naval Plans in 1934.

The following year he was named Director of Naval Reserves, with the rank of commander. In 1936 he took a naval staff course in the United Kingdom, later serving on the staff of the Commander-in-Chief, Atlantic Fleet, in HMS Nelson.

On his return to Canada in 1938, Admiral Grant was appointed commanding officer of HMCS Skeena, and was in command of this ship during the visit to Canada of Their Majesties, King George and Queen Elizabeth, in 1939, the Skeena embarking the Royal party for passage to and from Prince Edward Island.

Serving at sea in the Skeena at the outbreak of war, he was later appointed to the staff of the Commanding Officer Atlantic Coast, in Halifax. He was promoted to the rank of captain in July 1940 and was appointed Director of Naval Personnel at Headquarters in September of the same year.

From September 1942 to March 1943 he was Captain (D), Newfoundland, and as such was in charge of the escort fleet operating out of St. John's.

Admiral Grant was appointed in command of the Royal Navy cruiser Diomedes in March 1943 and later

commanded the cruiser HMS Enterprise.

In the latter ship he took part in an action in the Bay of Biscay in the winter of 1943, in which the Enterprise and HMS Glasgow engaged 11 enemy destroyers. Three of the destroyers were sunk, several were damaged and the remainder were driven into a French port. For his services in this action Admiral Grant was awarded an immediate Distinguished Service Order.

The Enterprise, under Admiral Grant's command, also took part in D-Day landings, leading the assault force to Utah Beach and operating as bombardment ship. Mentioned in despatches for action off the coast of France, he was subsequently wounded in action at the bombardment of Cherbourg. For his services in the latter engagement he was awarded the American Bronze Star Medal.

Vice-Admiral Mainguy is Seventh CNS

Vice-Admiral E. R. Mainguy becomes the seventh officer to occupy the highest post in the Royal Canadian Navy. His predecessors were:

- 1910-1920 — The late Admiral Sir Charles Kingsmill.
- 1920-1934 — Rear-Admiral Walter Hose, CBE.
- 1934-1944 — The late Admiral Percy W. Nelles, CB.
- 1944-1946 — The late Vice-Admiral George C. Jones, CB.
- 1946-1947 — Vice-Admiral Howard E. Reid, CB.
- 1947-1951 — Vice-Admiral Harold T. W. Grant, CBE, DSO, CD.

Early in 1945 he commissioned, as commanding officer, the cruiser HMCS Ontario and took her by way of the Suez Canal to the Far East, arriving too late, however, to see action.

He was appointed to be Additional Commander of the Military Division of the Most Excellent Order of the British Empire in January 1946 for "exceptionally competent seamanship and gallantry at sea, and administrative ability ashore."

On February 1, 1946, he assumed the post of Chief of Naval Administration and Supply and as Third Member of the Naval Board. He was promoted to the rank of rear-admiral on February 28, 1946.

He was appointed Chief of the Naval Staff and promoted to the rank of vice-admiral on September 1, 1947.

VICE-ADMIRAL E. R. MAINGUY

Rear-Admiral Edmond Rollo Mainguy was born May 11, 1901, at Chemainus, B.C. His naval career dates from his entry into the Royal Naval College of Canada at Halifax in 1915. On graduation in 1918, he was appointed midshipman and served on board HMS Canada, a battleship veteran of Jutland, during the closing months of the First World War. On his return to Canada in 1921, he served in the cruiser HMCS Aurora and the destroyer HMCS Patrician. The same year he was promoted to lieutenant.

In 1923 he began a specialized course in signals with the Royal Navy and on its completion was appointed Signals Officer at HMCS Naden. His next appointment, in 1926, was as Supervising Officer of Western Divisions of the RCNVR, with headquarters in Ottawa.

In 1928 Rear-Admiral Mainguy went to the Royal Navy for additional service and training. In 1930 came his appointment to the destroyer Vancouver as executive officer, followed a year later by assignment to the Royal Navy's America and West Indies Station for special signals duties.

This was followed by service in the Canadian destroyers Saguenay and Vancouver. Then, in 1937, he was appointed Director of Naval Reserves.

War was only eight months away when Rear-Admiral Mainguy entered the Royal Naval College at Greenwich, England, for a staff course. On completing this course, he was appointed in October 1939 to command the destroyer Assiniboine and was senior officer of some of the first convoy escort groups of the war.

Promotion to the rank of captain came in June 1941, when he was also appointed Captain (D), Halifax. Later in the same year he became Captain (D), Newfoundland.

During his term of service there, Rear-Admiral Mainguy showed intense interest in the personal welfare of the officers and men of the escort vessels. He founded the Sea-Going Officers' Club, the "Crow's Nest", and established a rest camp for the men in the interior of the Avalon peninsula. The rest camp had facilities for swimming, fishing and outdoor sports and was designed to provide a complete change from the rigors of the North Atlantic.

In November 1942 Rear-Admiral Mainguy was appointed Chief of Naval Personnel and a member of the Naval Board at Headquarters.

After holding this post for almost two years, he was appointed commanding officer of Canada's first modern cruiser, HMCS Uganda (now Quebec).

The Uganda was to have been the vanguard of a fleet of 60 Canadian warships in the war against Japan. As it happened, she was the only Canadian warship to see action in the final phases of the Pacific war. Under Rear-Admiral Mainguy's command, she took part in the bombardment of Sakishima and was flagship of a naval force which bombarded the Japanese sea fortress of Truk.

In the early months of 1946 the Uganda, still under his command, made a combined training and goodwill cruise around the continent of South America. She was the first Canadian warship to round Cape Horn.

Rear-Admiral Mainguy's service in the Second World War won him two awards, the OBE "for gallantry and distinguished services before the enemy" as senior officer of convoy escort groups, and Mention in Despatches "for outstanding zeal, patience and cheerfulness, and for never failing to set an example of wholehearted devotion to duty".

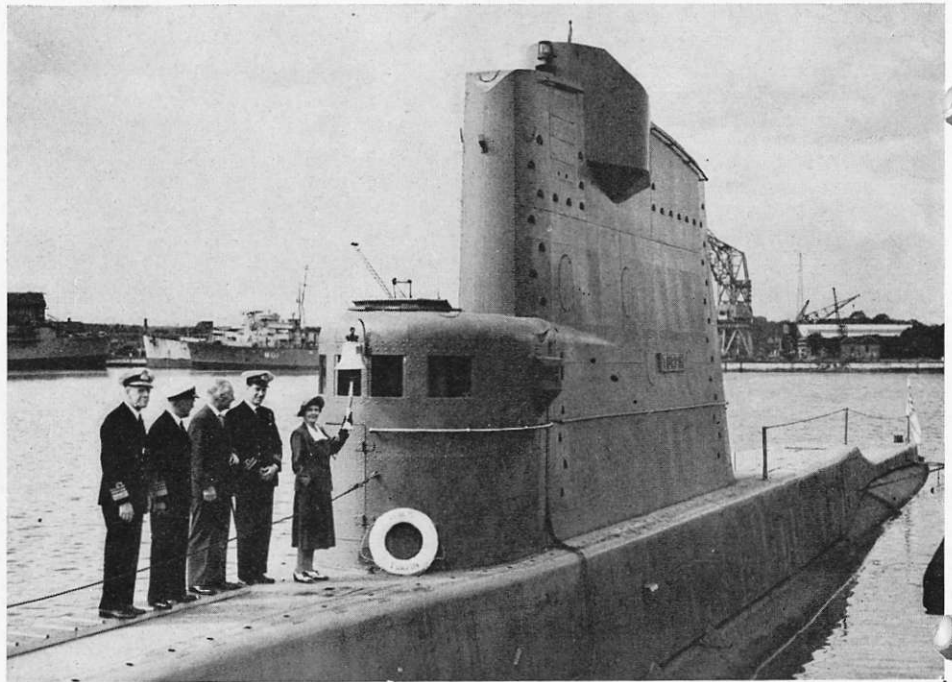
He was promoted to the rank of commodore in July 1946 and a month later was appointed Commanding Office Pacific Coast, with the rank of acting rear-admiral. He was confirmed in rank on July 1, 1947. On October 1, 1948, he took up the appointment of Flag Officer Atlantic Coast.

Rear-Admiral Mainguy served in 1949 as chairman of a three-man commission appointed by the Minister of National Defence to investigate a series of incidents which had taken place in three of HMC ships. The commission conducted exhaustive inquiries into the incidents and the other matters concerning the Navy, and produced a comprehensive report — "The Mainguy Report". This report recommended and resulted in certain reforms and improvements and in general had the effect of both unifying and stabilizing the Navy.

COMMODORE R. E. S. BIDWELL

Commodore Roger E. S. Bidwell was born September 14, 1899, at Peterborough, England. He attended Bishop's College School at Lennoxville, Que., where his father, later Anglican Archbishop of Ontario from 1913 to 1926, was headmaster, and also attended St. Alban's School, Brockville.

He entered the Royal Naval Col-



HM Submarine Turpin, above, presents a startling effect following her conversion to withstand atomic bomb attack. In an extensive rebuilding job, the Turpin had her superstructure and hull "ironed out" to offer a minimum of resistance to atomic blast. A streamlined conning tower masks the periscope, radar mast and other navigational and operational aids, while forward of it is what appears to be a wheelhouse equally streamlined. Originally launched in 1944, the Turpin was launched recently for the second time, with Lady Tovey, wife of Admiral of the Fleet Lord Tovey, officiating. Lady Tovey is shown holding the submarine's bell. (United Kingdom Information Office Photo).

lege at Halifax in 1915, and following his graduation saw active service in the First World War aboard HMS Canada.

After the war he served alternately with the Royal Navy and the RCN. He commanded two Canadian destroyers, HMCS Champlain in 1936 and HMCS St. Laurent in 1937. In 1938 he attended the Royal Naval Staff College at Greenwich, England.

At the outbreak of the Second World War he was senior staff officer to the Commander-in-Chief of the Royal Navy's East Indies Division. In June 1940 he became Director of the Operations Division at Ottawa and in 1941 went to Newfoundland as Staff Officer, and subsequently Chief of Staff, to the Flag Officer Newfoundland Force. He was promoted to acting captain in December 1941 and was confirmed in this rank on January 1, 1943.

In 1943 he was appointed as Chief of Staff to the Commander-in-Chief, Canadian Northwest Atlantic, at Halifax.

The Canadian-manned escort carrier HMS PUNCHER, which was commissioned in Vancouver in April 1944, was commanded throughout her wartime career by Commodore Bidwell

and, when hostilities ended, continued under his command as a troop carrier, returning about 4,000 Canadian servicemen and servicewomen from overseas. The PUNCHER was a lease-lend ship and Commodore Bidwell delivered her to United States authorities at Norfolk, Virginia, in January 1946. One month later he was appointed to Naval Headquarters as Director of the Naval Air Division.

Early in 1947 he attended the Imperial Defence College in the United Kingdom and on September 1 of the same year was appointed Naval Member of the Directing Staff of the National Defence College, Kingston.

In July 1949 Commodore Bidwell was appointed Assistant Chief of the Naval Staff (Plans) and a member of the Naval Board. He held this appointment until September 1951, when he was appointed temporarily in command of HMCS Naden and as Commodore of the RCN Barracks, Esquimalt.

Commodore Bidwell was awarded the United States Legion of Merit Degree of Officer, in May, 1946. One month later he was awarded the CBE "for continued initiative, zeal, accuracy and understanding".

At 33, a 15-Year Veteran

FOUR years in HMCS Saguenay and a year in the Haida during her epic striking days in the English Channel and the Bay of Biscay are among the experiences of CPO John F. Lipton, Man of the Month choice of the Torpedo Anti-Submarine School at HMCS Stadacona.

CPO Lipton is one of those comparatively young veterans who have seen a lot of service in the course of their naval careers. He entered the RCN as an ordinary seaman in January 1937, eight days after his 18th birthday; next month, at the age of 33, he will be able to look back on 15 years in uniform.

Lipton was born in Stellarton, N.S., entered the Navy at Halifax, trained for six months in Stadacona, then went to sea in the Saguenay.

He stayed in the "Sag" from June 1937 until July 1941, excepting a two-month session in Stadacona for qualifying courses. He joined the ship an ordinary seaman and was advanced to acting petty officer a month before he left her for the last time.

The Saguenay was based on Halifax and was ready to move into action upon the outbreak of the war. In fact, she had already completed a week of anti-submarine patrols when, on September 10, Canada officially entered the war. On the 16th the Saguenay and HMCS St. Laurent, the latter newly arrived from the west coast, escorted the first convoy out of Halifax.

CPO Lipton was in the Saguenay when she was despatched a short time later to the Caribbean for blockade duties, watching for Axis ships which might try to sneak out of Central American ports. She was based on Kingston, Jamaica, but, says Lipton, they didn't see much of the port. For two months the routine was "nine days out and four hours in."

A year later he was wounded when the Saguenay became the first Canadian warship to be torpedoed in the war. The destroyer was operating on convoy duty out of the United Kingdom and was 300 miles west of Ireland when she was "fished."

The Saguenay lost a large section of her bow but, by dint of excellent seamanship on the part of her commanding officer, the late Commodore G. R. Miles (then a commander), and hard work on the part of her ship's company, she made port under her own steam.

Twenty-one men were lost in the torpedoing and 18, including CPO Lipton, were sent to hospital in England.

After recovering from his injuries, Lipton returned to Canada in HMCS Bittersweet, one of the first Canadian corvettes, and for the next three months was an instructor in the Asdic School in Stadacona.

CPO Lipton served in the Bangor minesweeper HMCS Burlington during the submarine offensive in the St. Lawrence river and gulf in the summer and fall of 1942.

Later he went overseas as a member of the advance party standing by the Haida while she was on the slips at Newcastle. The Haida was commissioned in the fall of 1943 and the next three months were spent between Scapa Flow and Russia.

In January 1943 the Haida was attached to the Tenth Destroyer Flotilla, based at Plymouth, for pre-invasion operations. She saw her first action in April when, with HMCS Huron, HMS Ashanti and HMS Tartar, she fought a five-hour running battle in the English Channel with five German destroyers, sinking one and driving another ashore. Two more were heavily damaged and put out of action for some time.



CHIEF PETTY OFFICER JOHN F. LIPTON

Three days later the Haida and HMCS Athabaskan sailed on what was to be the latter's last patrol. The two ships encountered two German destroyers and were opening a blistering attack when the Athabaskan was struck by a torpedo which sent her to the bottom. The Haida gained immediate revenge, scoring numerous hits on one of the enemy ships and driving it on the rocks, where she pounded it into a blazing wreck.

The Haida then returned to where the Athabaskan had gone down and began to pick up survivors. She was only five miles off the French coast and, with dawn breaking, was in imminent danger of shore battery fire and attack by aircraft, submarine and E-boat. Thus she could only remain stopped for a few minutes, in which time she picked up 38 of the Athabaskan's officers and men. Another six turned up later (together with three Haidas) in the ship's motor cutter, which had been left behind when the Haida started back for Plymouth.

On June 24, 1944, the Haida and HMS Eskimo combined in the destruction of a U-boat and, for his services in this action, CPO Lipton was awarded the Distinguished Service Medal.

Lipton returned to Canada in the fall of 1944 and in January 1945 was drafted to Cornwallis. From there he went on Pacific leave but, like many others, never got to the Far East. Instead, he went back to Stadacona.

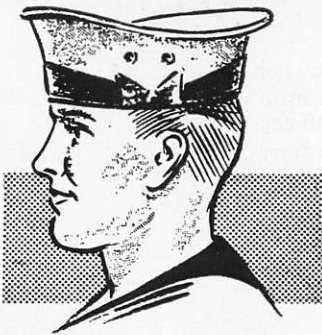
His next job was organizing Sea Cadet Corps in the Bay of Fundy area. He then had a four-month spell in his old love, the Haida, as Chief Bosn's Mate. From her he went to the TAS School, where he is now Regulating Chief and a TAS instructor.

CPO Lipton married the former Jean Smith, of Halifax, in 1940. They now have four sons: — Richard, 11; Harry, 8; "little Johnny," 6, and Brian, 4 — and a daughter, Carol, 9.

Quite a boxer in his day, Lipton won the middleweight championship of the Canadian armed forces in 1937. His other sports are rugby, soccer and football. He managed the TAS hockey and softball teams in 1949, the year both teams won the inter-part championships in Stadacona. Recently he promoted an amateur boxing night to assist St. Paul's School in Dartmouth, where he now makes his home.



OFFICERS *and* MEN



Athabaskan PO Tours US with UN Party

Petty Officer Stoker Mechanic Thomas A. Dawe, of Nanaimo, B.C., a member of the ship's company of HMCS Athabaskan, represented the Royal Canadian Navy in a selected United Nations group which toured the United States in late October and early November.

Financed by the US government, the tour for United Nations servicemen from forces in Korea was arranged in connection with United Nations Day ceremonies in Washington, October 24. They subsequently toured the country, stopping at all major cities. The majority of the group were wounded veterans and their appearance in North American cities emphasized the job the United Nations is doing in Korea and the

urgent need for blood for the forces.

Petty Officer Dawe and Cpl. Jean Raymond Roy, 26-year-old Montreal section leader of the Royal 22nd Regiment, were the Canadian Service representatives.

In Manhattan, Mayor Vincent R. Impellitteri presented the Korean veterans with a specially struck bronze medal of honor of the City of New York. Similar honors were bestowed upon the servicemen in other cities they visited.

The group of some 50 sailors, soldiers and airmen from the 19 countries actively participating in the Korean campaign split up following the New York visit. Half of them toured the northern states and made a side trip to Ottawa. The others, among whom was Petty Officer Dawe, went south. The tour concluded in

San Francisco, from where some proceeded on leave to their homes and others returned to the Korean fighting front.

Petty Officer Dawe served in the Athabaskan throughout her first tour of operations in Korean water and was among those who remained in the ship when she went back for a second time.

A veteran of 14 years in the RCN, he served at sea during the war in the Armentieres, Agassiz, Sorel, Mulgrave and Prince Robert. Since the end of the war he has seen service in Naden and the Ontario, as well as the Athabaskan.

Recent Appointment Changes of Interest

The following appointments are among those of interest which have taken place recently or will take place in the near future:

Commander Georges A. LaRue, to HMCS Stadacona on the staff of Flag Officer Atlantic Coast as Staff Officer Plans and Operations. Formerly at Naval Headquarters with the secretariat of the Chiefs of Staff.

Commander J. C. Littler, to HMCS Crescent in command. Formerly in temporary command of HMCS Huron.

Lieut.-Cdr. I. A. McPhee, to HMCS Wallaceburg in command. Formerly executive officer of HMCS Crescent.

Lieut.-Cdr. W. E. Williams, to HMCS Whitethroat in command. Formerly in HMCS Naden.

Lieut.-Cdr. J. B. Bugden, to HMCS Stadacona as Reserve Training Commander. Formerly in HMCS Donnacona as Staff Officer.

Lieut.-Cdr. D. M. MacDonald, to Naval Headquarters on attachment to the secretariat of the Chiefs of Staff. Formerly at HMCS Stadacona as Reserve Training Commander.

Surgeon Commander H. R. Ruttan, to HMCS Cornwallis as Principal Medical Officer. Formerly in HMCS Ontario as PMO.

Surgeon Commander J. W. Rogers, to HMCS Ontario as Principal Medical Officer. Formerly at HMCS Naden as PMO of RCN Hospital and as officer in charge of the Medical



Petty Officer James E. Callighen, 24, of Toronto and Dartmouth, was invested recently with the United States Legion of Merit for his part in the rescue in November 1949 of 19 survivors of a B-29 bomber crash off Bermuda. PO Callighen was coxswain of the whaler from HMCS Haida which picked up the men. Here Mrs. Callighen admires the Legion of Merit a few minutes after the investiture at the U.S. Consulate in Halifax. PO Callighen missed an earlier investiture at which three other members of the RCN were similarly honored, he being on Korean service in HMCS Nootka at the time. (Photo by Maurice Crosby, Halifax Mail-Star).

Branch School and on the staff of Command Medical Officer as Hygiene Officer.

Surg. Lieut.-Cdr. J. C. Gray, to HMCS Naden as Principal Medical Officer of the RCN Hospital and officer in charge of the Medical Branch School and on the staff of Command Medical Officer as Hygiene Officer. Formerly in HMCS Cayuga.

Surg. Lieut.-Cdr. D. B. Maunsell, to HMCS Niagara for course at the U.S. Naval Medical Centre, Bethesda, Maryland. Formerly at HMCS Cornwallis as PMO.

Surg. Lieut.-Cdr. R. H. Roberts, to HMCS Magnificent as Principal Medical Officer. Formerly at HMCS Stadacona for duty in RCN Hospital.

CPO John W. Jewers Receives Commission

Chief Petty Officer John W. Jewers, 31, of Halifax, has been promoted to the rank of acting commissioned communications officer and has commenced an officer's divisional course at Cornwallis.

Commissioned Communications Officer Jewers entered the RCN in August 1939 as an ordinary seaman and took his early training in Stadacona.

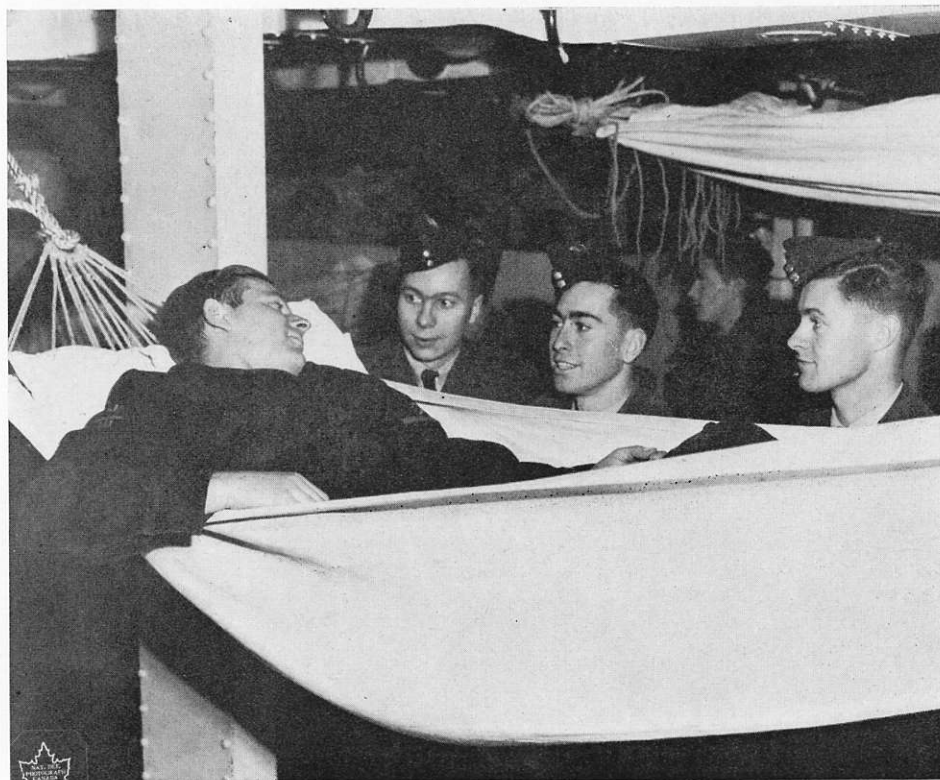
During the war he served at sea in the corvette Brandon, the depot ship Preserver and the frigates Prince Rupert and Coaticook. Most of his time ashore was spent at the Signal School at St. Hyacinthe. Since the war he has served at Albro Lake Radio Station, in the New Liskeard, La Hullose, Portage and Nootka and at Stadacona.

Three Groups Finish Supply School Courses

Three groups of able seamen and ordinary seamen successfully completed technical courses October 12 in the Supply School at HMCS Naden.

Those granted trade group one upon completion of a victualling stores course were: Able Seamen F. Finter, M. I. Love, W. H. Baxter, W. Matthews and G. H. Morrison and Ordinary Seamen R. Blake, R. Clerk, D. Mousseau, D. Parsons, E. Slade and W. Thompson.

The following men completed a cook's technical course and were granted trade group one: Able Seamen E. J. Eison, W. C. Brownlee and M. Penney and Ordinary Seamen M. Quigley, A. McMaster, M. T. Rousseau, G. Cudmore, D. F. Purdy, F. L. Morgenroth, D. E. Scollie, N. Dix, G. W. Newans, P. M. Power, L. Martel, G. Colome, J. Markesino,



"Nothing to it," says PO Cecil Muzzerall, of Chatham Head, N.B., as he demonstrates how to be comfortable in a hammock for the benefit of three smiling but doubtful airmen in a messdeck on board the Magnificent. The airmen belong to 410 squadron, whose personnel and Sabre jet aircraft were transported to the U.K. in the Magnificent in November. Left to right are LAC Donald Stepson, Montreal; LAC Donald Webster, Penetang, Ontario, and AC1 William Atton, Cutknife, Sask. (HS-16235).

A. Perry, G. Gaudon and T. E. Booth.

Those completing a stores course and qualifying for trade group one were: Ordinary Seamen R. Cushing, D. Harris, C. Leaman, R. Didemus, E. Robinson, J. Attwell, W. Koch, J. Pelletier, M. Grayer and F. Guinn.

Two CPOs Receive Long Service Medals

Long Service and Good Conduct medals were presented to Chief Petty Officers Richard Gardner and Donald Cutry by Commodore A. M. Hope during ceremonial divisions at HMCS Stadacona September 28. The presentation of medals to these two men was one of the last official acts of Commodore Hope prior to his proceeding on retirement leave.

Queen Chiefs and POs Hold Annual Dinner

CPO Les Paige was re-elected president of the chief and petty officers' mess of HMCS Queen at the annual dinner meeting in the King's Hotel, Regina.

Others elected to office were: vice-president, CPO James Brown; second vice-president, CPO H. Morrison; treasurer, PO F. Dubinsky; secretary,

PO E. G. Booth, and house committee chairman, CPO V. Horth. PO S. A. Morrison was named chairman of the entertainment committee and ex-PO Writer Orville Heron was chosen head of the honorary members of the mess.

Lieut.-Cdr. D. F. Clark, commanding officer of Queen, was guest speaker at the dinner.

Torpedo Detector Class Graduates at Naden

Eight men graduated recently from a non-substantive course for torpedo detector second class, held in the TAS Training Centre at HMCS Naden. They were PO C. Butler, PO R. Hamilin, Ldg. Sea. F. McLeod, Ldg. Sea. B. Mohns and Able Seamen J. Hagen, H. Shore, C. Ayotte and D. McRae.

Nine ABs Complete Anti-Aircraft Course

Nine able seamen successfully completed a recent anti-aircraft third class qualifying course in HMC Gunnery School, Halifax. They were Able Seamen F. Byrne, J. J. Barry, A. Irving, D. McVey, D. Pilot, G. Seguin, D. W. Williams, D. Ivany and F. Mullin.

New Commanding Officers in Two Maritime Divisions

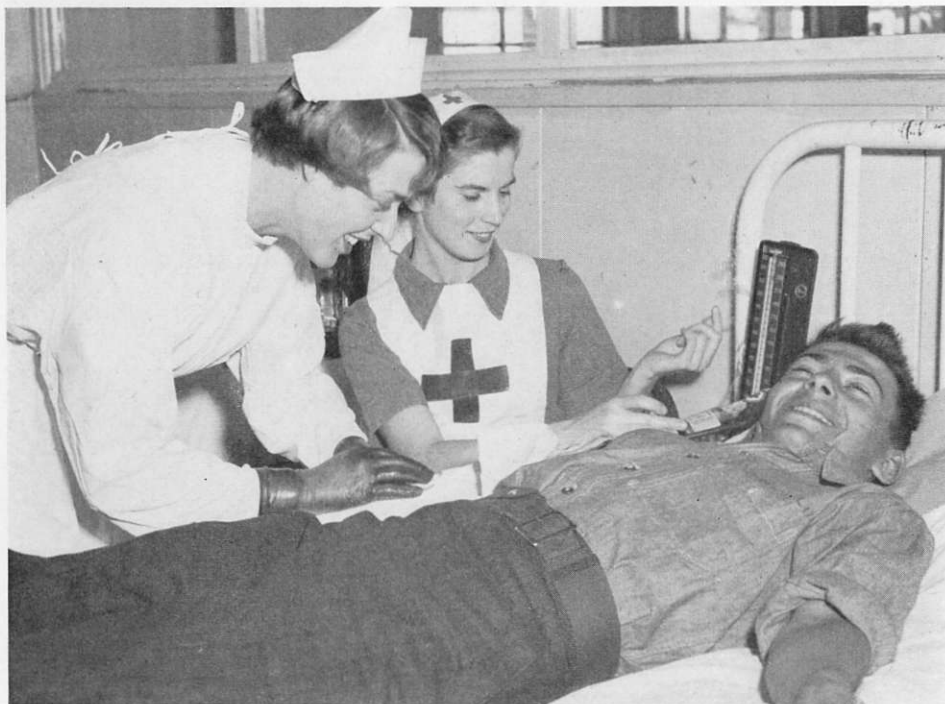
New commanding officers have taken up their appointments in two Maritime naval divisions, HMCS Queen Charlotte and HMCS Brunswick.

Captain J. J. Connolly has retired as commanding officer of Queen Charlotte, concluding a 25-year career with the naval reserve. He has been succeeded by Lieut.-Cdr. John J. Trainor, formerly executive officer of the division.

Captain C. H. Bonnycastle, commanding officer of Brunswick since August 1947, has reverted to the retired list of the RCN(R). His successor is Acting Commander John A. MacKinnon.

Commander MacKinnon entered the RCNVR in February 1941 as a mate. During the war years he commanded the minesweepers Llewellyn and Suderoy VI. In July 1945 he was appointed to HMCS York for training of Russian minesweeping crews.

He took command of the Bangor minesweeper Westmount in September 1945 and a month later went ashore, first for duty with Captain (D) Halifax, and later for duty with the Staff Officer Rehabilitation. He was demobilized in January 1946.



Ord. Sea. Ronald Collins, of Oshawa, was one of the more than 640 officers and men who donated blood at a two-day clinic held at Cornwallis. Red Cross nurse Phillis Eldridge extracts a pint of blood from Ord. Sea. Collins, with the assistance of Red Cross worker Shirley McDonald. (DB-1121-3)

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Commander MacKinnon entered the active list at Brunswick in March 1948 as a lieutenant. He was promoted to acting lieutenant-commander in January 1949 and was confirmed in rank a year later. Upon assuming command of Brunswick on November 1, he was promoted to the acting rank of commander.

Lieut.-Cdr. Trainor entered the RCNVR in November 1941 as a probationary sub lieutenant on divisional strength at Charlottetown. In March 1942 he went to HMCS Kings for training and in August of the same year was appointed to the corvette Sherbrooke. He was promoted to lieutenant in January 1944 and six months later became executive officer of the corvette Wetaskiwin.

He came ashore to Stadacona in June 1945 for a brief stretch of duty on the staff of the Commander-in-Chief, Canadian North West Atlantic, prior to going to Queen Charlotte as rehabilitation officer. He was demobilized in March 1946.

Lieut.-Cdr. Trainor entered the active list of the RCN(R) in May 1948 and in January of this year became executive officer of the Charlottetown division. He was promoted to lieutenant-commander in March.



The temperature in HMCS Ontario's engine room went well over the 100-degree mark when the cruiser steamed through the Canal Zone en route from Esquimalt to Halifax for her Royal Visit duties. For the engine and boiler rooms staffs it was all part of the job and, like sweating CPO James Nicholson, above, they carried on the same as usual. (OC-881).

Command of Three Air Squadrons Changes

Changes in the command of three RCN air squadrons were included in the following naval aviation appointments announced recently:

Lieut.-Cdr. (P) D. H. P. Ryan to the 30th Carrier Air Group in command of 871 squadron. Formerly Lieutenant-Commander Flying and Chief Ground Instructor, HMCS Shearwater.

Lieut. (P) W. D. Munro, to HMCS Shearwater. Formerly in command of 871 Squadron.

Acting Lieut.-Cdr. (P) Donald W. Knox, to Shearwater as Lieutenant-Commander Flying and Chief Ground Instructor. Formerly in command of 880 squadron, 31st Support Air Group.

Lieut. (P) E. M. Davis, to 31st SAG in command of 880 squadron. Formerly at Naval Headquarters as officer in charge of the Accident Investigation and Prevention Section.

Lieut.-Cdr. (P) J. N. Donaldson, to HMCS Magnificent (temporary) prior to taking the junior officers technical and leadership course at HMCS Stadacona. Formerly in command of 881 squadron, 30th CAG.

Lieut. (P) W. H. Atkinson, in

command of 881 squadron. Formerly in 881 squadron.

Lieut.-Cdr. (O) J. A. Stokes, to Naval Headquarters as Naval Assistant to the Chief of Naval Aviation. Formerly in HMCS Magnificent as Lieutenant-Commander Operations.

Lieut.-Cdr. (P) H. J. Hunter, to Naval Headquarters as Staff Officer Air Training on the staff of the Chief of Naval Aviation. Formerly executive officer of HMCS Micmac.

Retirements

CPO DONALD CLAIR ARMSTRONG

Rating: C2MR3
Age: 42
Address: R.R.1, Armdale, N.S.
Hometown: Little Current, Ontario.
Joined: November 28, 1928, as an ordinary seaman
Served In: HMS Victory, Iron Duke, Excellent; HMC Ships Stadacona, Festubert, Champlain, Saguenay, Venture, Skeena, St. Malo, Columbia, Annapolis, Haida and Peregrine and Point Edward Naval Base.

Retired: October 9, 1951.

CPO ALBERT LAYCOCK

Rating: C1MR3
Age: 40
Address: 1777 Denman Street, Victoria.
Hometown: Rocky Mountain House, Alta., and Bradford, Yorkshire, England.
Joined: October 20, 1930, as an ordinary seaman.
Served in: HMCS Naden, Vancouver, Skeena, Fraser, Restigouche, Stadacona, Avalon, Protector, Givenchy, Uganda, Ontario, Rockcliffe and Bytown.
Awards: Long Service and Good Conduct Medal.
Retired: October 5, 1951.

Weddings

Lieut. James O'Connor Murray, HMCS La Hulioise, to Miss Mary Norma MacDonald, of Halifax.

Lieut. A. D. Taylor, HMCS Antigonish, to Miss Ruth Bromley, of Vancouver.

Lieut. William A. Hughes, HMCS Antigonish, to Miss Miriam Carter, of Alberni, B.C.

Sub-Lieut. Barry Morton Saper, HMCS Donnacona, to Miss Helena J. A. Henshaw, of Montreal.

Petty Officer Ted Pringle, HMCS Ontario, to Miss Elizabeth Joleys, of Coverdale, B.C.

Petty Officer W. A. Thompson, HMCS Chatham, to Miss Rita Ouellette, of Quebec City.

Petty Officer J. H. Arrowsmith, HMCS Antigonish, to Miss Cecile E. Rousseau of Sylvan Lake, Alberta.

Petty Officer Nelson Bondesen, HMCS Antigonish, to Miss Jenny Simmonds, of Shaunavon, Sask.

Ldg. Sea. K. McCoy, HMCS Ontario, to Miss Bernice Harper, of Waseca, Sask.

Able Seaman George Allan Ching, HMCS Stadacona, to Miss Mary Cecelia Leahy, of Halifax.

Able Seaman Kerry Jones, HMCS Antigonish, to Miss Miriam A. Brice, of Victoria.

Able Seaman Gordon Stinson, HMCS Antigonish, to Miss Margaret Wass, of Regina.

Able Seaman Arnold Eaton, HMCS Antigonish, to Miss Patsy McMann, of Chilliwack, B.C.

Able Seaman Llewellyn Hounsell, HMCS Magnificent, to Miss Dorothy Margaret Miller, of River Hebert, N.S.

Births

To Lieut.-Cdr. Dunn Lantier, HMCS Magnificent, and Mrs. Lantier, a daughter.

To Sub-Lieut. J. C. T. Belcher, HMCS Sioux, and Mrs. Belcher, a daughter.

To Chief Petty Officer Norman Keziere, HMCS Naden, and Mrs. Keziere, a daughter.

To Chief Petty Officer J. Ferguson, HMCS Ontario, and Mrs. Ferguson, a son.

To Chief Petty Officer F. Martin, HMCS

Ontario, and Mrs. Martin, a daughter.

To Chief Petty Officer Percy Schurman, HMCS Stadacona, and Mrs. Schurman, a son.

To Ldg. Sea. G. W. Rushton, HMCS Ontario, and Mrs. Rushton, a son.

To Ldg. Sea. John Rusnak, Aldergrove Radio Station, and Mrs. Rusnak, a daughter.

To Ldg. Sea. George W. Edgington, HMCS Sioux, and Mrs. Edgington, a daughter.

To Ldg. Sea. Albert Gallant, Diving Tender 7, and Mrs. Gallant, a son.

To Ldg. Sea. Steve Dowey, HMCS Stadacona, and Mrs. Dowey, a daughter.

To Ldg. Sea. Gordon Hewen, HMCS Portage, and Mrs. Hewen, a daughter.

To Able Seaman Douglas Peyton, HMCS Sioux, and Mrs. Peyton, a daughter.

To Able Seaman Norman Windfield, HMCS Portage, and Mrs. Windfield, a daughter.



Pictured above are the members of the 21st and 22nd leadership courses for chief and petty officers to pass through HMCS Cornwallis.

In the upper photo (Course No. 21) are: Front row, left to right, POs G. Robinson and R. Sallis (instructor), Commissioned Bos'n W. H. Myers (course officer), and POs J. Camerson and G. Keeper. Rear row, POs R. Jenkins, G. Pettigrew, K. Stewart, J. Pelletier, R. Duiven and J. O'Halloran. (DB-1099-1).

In the lower photo are: Front row, POs A. Butler, D. Rimmer and J. Drew, CPO A. P. Howard (instructor), Instr. Lieut.-Cdr. G. C. Gray (course officer), CPO S. Ratcliffe, CPO J. Blair and PO T. Albion. Centre row, POs A. Deans, E. A. Rigby, A. Ralston, D. Addison, D. Marston, W. Ball and H. Moseholm. Rear row, POs L. Vipon, J. Hague, R. Budesheim, R. Spicer, G. Keery and R. Patterson. On course but missing from the photo is PO W. E. John. (DB-1110-1).

LOWER DECK ADVANCEMENTS

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

BAILEY, Donald P.LSAR1
BARKER, Gordon T.LSAN1
BARLOW, James.LSEM1
BATE, Geoffrey K.C2CV3
BEAN, William H.P2CR2
BEATTY, Lawrence E.P1CR2
BELANGER, Roger A.P1ER4
BELL, William I.LSTD1
BENT, Rhodes D.LSAF1
BERGSTROM, Lloyd G.P1SM3
BERTRAND, David.P2AR2
BEST, Bernard A.C2CR3
BIRD, Frederick.C2QR2
BLACK, James A.P1RP2
BLANCHARD, Henry G.P1AC2
BOLT, Roderick A.P1PT1
BONNER, Albert L.C2CV3
BRITTON, Peter W.P2AN2
BROWNELL, Albert H.LSFM2
BRUCE, Douglas A.LSAN1
BRUCE, William C.LSEM1
BUDSHEIM, Roy A.P1FM2
BURGESS, Richard W.LSCV1
BUTTERWORTH, Stuart.P1AA1

CADWALLADER, Charles W.P1SH4
CALLIGHEN, James E.P1RC2
CARPENTER, Ray M.P2EG3
CARSON, William K.P1CR2
CASSIDY, Ingram M.P1AL2
CATTRAL, Earl W.LSAR1
CAYA, Maurice F.LSCR1
CHOQUETTE, Lawrence H.C2AT4
CLARK, George A.P1SM2
CLARK, Percy R.LSRCS
CLARK, William D.P2CR2
COCHRANE, Adam.C2G13
CONKIE, David J.LSA02
CONNER, Stanley W.LSAR2
CORNISH, Ernest A.P2CV2
COUGHLAN, John J.P1A02
CUNNINGHAM, Frederick W.LSED3

DEWELL, Wilfred.P2AF2
DINSDALE, Gerald O.LSA02
DRINKWATER, Donald R.LSAL1
DROESKE, Milton H.LSAF1
DUFFIE, John E.LSAL1
DUFOUR, Gerald J.P1CR2
DUNN, John M.C1AT4

EHLERS, Gordon E.LSCV1
EXLEY, Earle W.LSCR1

FAULKNER, Clarence H.C2SM3
FOREMAN, Robert L.LSAF1
FORRESTER, Charles M.P1SM2
FOSTER, Roy E.P1SM2
FRASER, Thomas J.C2CR3
FRENETTE, Jean A.P2AR2

GALLAHER, Gerald V.LSCK1
GARDNER, Frank S.LSAR2
GENIK, John H.LSCR1
GILES, John R.LSAN2
GILHEN, Cyril F.C1AT4
GREENWOOD, Harold M.P2AF2
GREGORY, Albert P.P2AL2
GREGORY, Gordon V.P1SM2

HAMILTON, Donald W.LSEM1
HAMILTON, Terence J.LSCV1
HARKINS, Raymond G.P2AC2
HARRIS, Alton D.LSAR1
HARRIS, George B.LSEM1

HEBERT, Raymond C.LSCR1
HEISE, Russell J.P2AC2
HICKEY, Jeremiah.C2AR3
HIEBERT, Edwin P.P2ET3
HILL, Thomas H.LSCR1
HLADY, Peter.C2SE3
HODGSON, Elmer J.LSAF1
HUGHES, John F.LSAF1
HUME, Thomas W.P1CV3

IRONSIDE, Hugh A.P2A02

JACKSON, Arthur H.P2FM2
JAMER, Dick B.LSAF1
JAMIESON, John.C2QR2
JANUSAS, Edmund A.LSAR1
JOHNSON, Beverly C.LSAR1
JOHNSON, Richard L.C2CV3
JONES, Herbert E.P1SM2

KEANE, Norman A.P1TD1
KETTLE, Robert G.LSCV1
KURMEY, Eugene J.LSAR1

LaPLANTE, William E.LSAF1
LARKEY, David G.C2CR3
LAYTON, James.C2CV3
LAYTON, John L.P1CR2
LEADBEATER, Alvin C.P1AR2
LeBLANC, Louis E.LSAF1
LIPSCOMBE, John F.C2QR2
LOPETER, Richard L.P2RP1
LOVETT, Donald C.LSCR1

MAHY, Raymonde H.P1ER4
MASON, Gerald J.LSCR1
MATSELL, Gordon A.LSCR1
MATTKA, John R.P1ER4
MILLAR, Melvin L.LSCR1
MINGO, Leslie S.LSAR1
MORETON, David R.LSRCS
MORRIS, Clifford G.P1RT4
MORTON, George A.LSFM1
MOULAND, Wilson F.P1CR2
MUIR, John W.P2ET3
MUNROE, Glenn N.LSAF1
McARTHUR, Gerald E.LSAR1
McCAW, Harold S.P1ER4
McDONALD, Robert A.LSEM1
McEWEN, Hugh K.LSAF1
McGEE, Aubrey F.C1AC3
McGREGOR, George F.C2SL2
MacDONALD, Stephen J.LSAF1

NAST, Cornelius J.C1CV3
NETTERFIELD, David M.P1AL2
NICKS, Derwyn B.LSA01

OLYNYK, John.LSAR1
OSLIE, Peter A.LSCR1
OWENS, Michael L.LSAF1
O'CONNOR, Michael J.LSAR1

PAQUET, Real J.LSCR1
PARFITT, Edward S.LSAF1
PARFITT, Wallace R.LSAN1
PARSONS, Edward.LSCV1
PAYNE, Gerald A.LSAAS
PEARSON, John T.C2ER4
PETERS, Edward L.P2FM2
PITTS, Charles R.LSLRS
POIRIER, Edmond J.LSAN1
PORTER, Charles T.LSAC1
PRATT, Edward S.C1CR3

RANDALL, Arnold M.P2CK2
READING, Trevor G.C2CR3
REAGE, Allan R.LSAN1
RENNICK, William.C2AT4
ROBERTS, Gordon H.LSAAS
ROBERTSON, Peter G.LSAN1
ROGERS, Ivan E.LSCV1
ROGERS, Robert L.LSOM1
ROSS, James S.LSAF1
RUSSELL, William J.LSPH1
RUTLEDGE, Robert J.LSAC1

SANGSTER, Norman J.LSAF1
SCOTT, Charles L.C2TD2
SCOTT, Joseph C.LSBD1
SEMCZYSZYN, Nicholas.P2FM2
SHATFORD, Lester V.LSAR1
SHAW, Samuel H.P1RC2
SHAW, Vincent C.LSAC1
SHELSTON, Brendan T.LSAN1
SIMS, Leonard S.P1SMS
SOPKO, William E.LSAF1
SOUTHERN, Oakley T.LSA02
SOUTTER, Gordon H.LSAC1
SPRATT, Donald E.LSAN2
STIPKALA, John B.LSCV1
SUTHERLAND, Donald R.LSAR1

TAYLOR, James L.LSFM1
THOMPSON, Glynn L.P1AR2
THOMPSON, Harold A.P1AR3
TONER, George B.LSTD1
TUCKER, Frances G.LSA02
TURNBULL, Arthur.C2AT4
TURNER, John A.C2AT4

VIPOND, Lawrence W.P1AN2

WALKER, Francis R.LSAF2
WALTERS, William A.C1CR3
WARD, Donald S.LSAF1
WAREHAM, Earle A.P2CV2
WANNER, Ralph.LSAF1
WATSON, William E.LSAR1
WELCH, Wilfred D.P2EA3
WELLS, Frederick H.C1QR2
WELLS, Stanley C.LSCR1
WHALLEY, Allen.P2AN2
WHITE, Wilfred R.P1RA4
WICKSON, William F.LSCV1
WILKINS, Robert S.LSCR1
WILSON, Arthur J.LSTD5
WILSON, James A.C2TD2
WILSON, Joseph F.P1TD2
WILSON, Kenneth R.LSAF1
WILSON, Thomas A.LSAR1
WILSON, William A.LSAN1
WOODACRE, Bevan J.C2RP2
WRIGHT, Wilburt M.P1CR2

YOUNG, Albert E.C2CR3
YOUNG, Donald A.LSSM1

RCN Recruiting Procedure Speeded

The Navy has streamlined its procedure for recruiting ordinary seamen for all branches of the regular force.

The 21 naval divisions which serve as recruiting centres across Canada have been authorized to enrol, on the spot, all applicants for the rank of ordinary seaman who are medically fit and otherwise fill the requirements for entry.

Except in certain cases, the previous procedure whereby all applications for enlistment were forwarded to Naval Headquarters for approval has been eliminated. Applications still requiring Headquarters review include those for a rank higher than ordinary seaman and those from persons with previous service.

The new system is expected to accelerate recruiting, inasmuch as it will enable a man to be attested in the RCN with a minimum of delay.

THE ROYAL VISIT 1951

GALE force winds and torrents of rain greeted Their Royal Highnesses, the Princess Elizabeth and the Duke of Edinburgh, at Greater Victoria and Halifax, but the chill and dampness took a very secondary role to the warm-hearted and loyal ovations given the Princess and her sailor husband at Canada's two naval base cities.

Halifax and Greater Victoria have much in common — even without liberal sprinklings of ocean gales. Both cities had the Royal Navy based on their shores in the early days and both cities have watched and helped in the birth and growth of Canada's husky fleet of today.

It was natural that in both cities the Navy should take a prominent part in the Royal Visit program. Undeterred by the weather, Princess Elizabeth and the Duke of Edinburgh toured the naval dockyards and barracks establishments and showed evident pleasure at being in naval surroundings.

In both cities, too, the Navy had the honor of parading the King's Color graciously presented by His Majesty in 1939.

Naval participation was not limited, however, to the two seacoast cities. HMCS Crusader conveyed Their Royal Highnesses to and from Vancouver Island, and HMCS Ontario took them from Charlottetown to Sydney, thence to St. John's, and finally, with HMCS Micmac, escorted them to seaward as they sailed in the Empress of Scotland for home.

In addition, at most of the major stops across Canada, naval uniforms made their appearance in guards of honor, along procession routes and at local ceremonies as the reserve divisions turned out in force to take part in the royal welcome.

On the West Coast

Following their highly successful Vancouver visit, Their Royal Highnesses embarked in HMCS Crusader and set sail in her for Victoria.

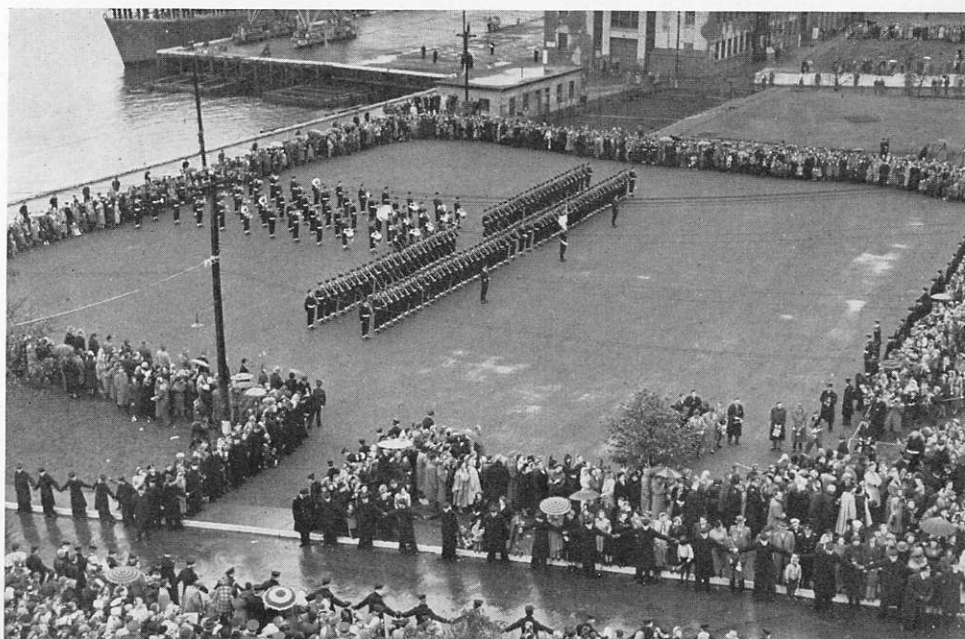
Other naval ships, including the frigates Beacon Hill and Antigonish,

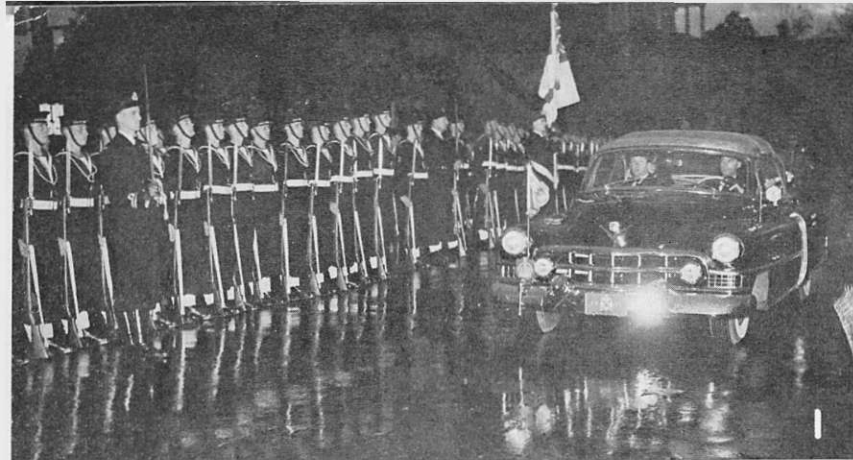
(Continued on Page 21)



A sharp October wind, cutting across the Straits of Juan de Fuca, stings the faces of Their Royal Highnesses as they near Victoria aboard HMCS Crusader. In spite of near gale winds and rain squalls, Princess Elizabeth and the Duke of Edinburgh spent a large portion of the five-hour run from Vancouver to Victoria on the Crusader's upper decks. (E-16715).

Below, the Royal Guard awaits the arrival of Their Royal Highnesses at HMC Dockyard, Halifax. (HS-16475).





1. The Pacific Command's Royal Guard, commanded by Lieut. E. D. Robbins, stands rigidly at attention as the car carrying the royal couple draws past the Color Guard and escort near the dockside in Victoria. (E-16705).

2. At the legislative buildings in Victoria, eight-year-old Connie Cownden, daughter of Petty Officer and Mrs. Arthur Cownden, presented a bouquet to Princess Elizabeth. Connie stands next to Deputy Provincial Secretary Arthur Pennington, while next to Princess Elizabeth is Premier Byron Johnson. (E-16725).

3. This sign, erected in the dockyard at Esquimalt, told its own story. (E-16734).

4. Lieut.-Cdr. Michael Parker, equerry to Prince Philip, tries to keep up with the Princess and shield her from the drenching rain during the tour of the Esquimalt dockyard with Rear-Admiral W. B. Creery, Flag Officer Pacific Coast. (E-16742).

5. Informality was the keynote when the royal couple travelled from Vancouver to Victoria on board the Crusader. Here they are pictured on the destroyer's bridge with Admiral Creery, who acted as their personal host during the voyage. (E-16696).

6. Princess Elizabeth waves a final farewell to Nanaimo and Vancouver Island from "B" gun deck of the Crusader as the destroyer steams out of Nanaimo harbor for Vancouver.

7. From messdeck to engine room, Prince Philip made a

thorough inspection of the Crusader during the passage to Victoria. He was accompanied by Lieut. (now Lieut.-Cdr.) John Husher, the executive officer. Behind them is Lieut.-Cdr. Parker. (E-16699).

8. Lieut. Stanley Wood, RCN, had the honor of commanding the Royal Guard at the Canadian Joint Air Training Centre, Rivers, Man. Group Captain P. A. Gilchrist, then commandant of the centre, is with Prince Philip.

9. Officers of HMCS Discovery played host to the Duke of Edinburgh at an informal gathering in the wardroom during the royal couple's visit to Vancouver. Prince Philip, accompanied by Commander Glen McDonald, commanding officer of Discovery, steps aboard the Vancouver naval division.

10. At Windsor, Ont., Princess Elizabeth inspected a Navy-Army Royal Guard commanded by Lieut. T. A. Tarleton, gunnery officer of HMCS Hunter. With Prince Philip is Commander W. A. Wilkinson, commanding officer of the Windsor division. (Photo courtesy The Windsor Star).

11. Lieut. Fred Short, RCN, officer commanding the tri-service Royal Guard at Edmonton, reports the guard to Princess Elizabeth on her arrival at the Alberta Capital. Standing with the royal couple is Mrs. J. J. Bowlen, wife of Alberta's Lieutenant Governor. Major-General Chris Vokes, Officer Commanding North-West Army Command, is at the extreme left and in the background is Lieut.-Cdr. Norman Cameron, aide to the Lieutenant Governor. (Photo courtesy The Edmonton Journal).



1. In a steady downpour, Princess Elizabeth inspects the 96-man Royal Guard on the parade square at HMC Dockyard, Halifax. Centre is Rear-Admiral (now Vice-Admiral) E. R. Mainguy. Officer of the Guard is Lieut.-Cdr. D. M. Waters.

2. Princess Elizabeth smiles graciously at Isaac Armes, one of a group of civil service employees of the Atlantic Command who were presented to her in the Halifax dockyard. (HS-16429)

3. The Princess signs the visitors' book in the Maritime Museum at Halifax. Commissionaire A. H. Grant, museum caretaker and a naval veteran, stands proudly by. (HS-16431)

4. A little Indian girl, Caroline Williams, who attended the Indian ceremonies for Their Royal Highnesses at Thunderbird Park in Victoria, sizes up an unidentified sailor as if to say, "What are you doing here?" (E-16721)

5. Cadets from the University Naval Training Division at HMCS Montcalm line the roadway during the Royal Couple's visit to Quebec City.

6. Waving farewell, Their Royal Highnesses stand on the deck of HMCS Ontario as the cruiser sails from Sydney for St. John's.



ROYAL VISIT

(Continued from Page 17)

the minesweeper Sault Ste. Marie, the auxiliary vessel Cedarwood and the Fairmile motor launch PTC 724, acted as escorts and guard ships along the route.

A naval gun battery, set up on a high point of land in Beacon Hill Park, roared out a 21-gun salute as the gleaming destroyer turned to enter Victoria Harbor.

The royal couple stepped ashore at the Canadian Pacific docks in the city's inner harbor and as the crowd roared its welcome, Princess Elizabeth inspected a 100-man naval Royal Guard, made up almost entirely of new entry personnel from HMCS Naden. Naden's band and a Color Guard and Escort for the King's Color, which was paraded, also were present.

Following the inspection of the guard, which was commanded by Lieut. E. D. (Ted) Robbins, Princess Elizabeth and the Duke stepped into a long, black convertible driven by a veteran navy man, CPO John (Zip) Rimmer, for the drive to Government House.

Provincial and civic functions occupied the following morning. At the ceremony on the steps of the Provincial Legislative Buildings, eight-year-old Connie Cownden, daughter of Petty Officer and Mrs. Arthur A. Cownden, presented a bouquet of flowers to the Princess.

The afternoon was taken up with a tour of the city and outlying districts and visits to HMC Dockyard, the RCN Barracks and the Canadian Services College, Royal Roads.

At the dockyard, despite heavy rain and high winds, the Royal Couple left their car and made a short tour on foot through the establishment, visiting the machine shop, boiler shop and torpedo shop. Later they attended a reception at Admiral's House, the home of Rear-Admiral W. B. Creery, Flag Officer Pacific Coast, and Mrs. Creery.

Leaving the dockyard, the royal party drove through HMCS Naden, visited the nearby Dominion Government gravestone dock and then travelled to Royal Roads. The weather forced Royal Roads to parade the tri-service cadet wing in the gymnasium, where the cadets were inspected by Her Royal Highness. Later, Rear-Admiral and Mrs. Creery were host and hostess at a tea served in the "Castle," the administration building at the College.

After a brief holiday at Eagles Crest, an up-island resort, Their

Royal Highnesses embarked again in the Crusader, this time for a record-breaking run from Nanaimo to Vancouver. A large party of men from Naden was on hand to assist in lining the city streets during the official reception at Nanaimo and the Naden band played on the jetty as the Crusader pulled away.

On the East Coast

More than 15,000 persons jammed HMC Dockyard in Halifax on November 8 to see Their Royal Highnesses.

Despite the steady rain and gusts of wind, they stayed at their vantage points, some for longer than two hours, in order to get a glimpse of the royal pair.

During the visit to the dockyard, Princess Elizabeth inspected a Royal Guard drawn up on the parade square, visited the Maritime Museum, met 11 civil service employees of the Atlantic Command and drove through the establishment. The royal couple also stopped briefly at two plaques, on building 44, which commemorate the visits of Edward VII in 1860 and the Duke of Windsor in 1919, both of whom were then Princes of Wales.

After the 25-minute visit to the dockyard, the royal couple went to historic Admiralty House where they received senior navy, army, air force and Naval Research Establishment officers and their wives. At HMCS Stadacona, the plastic-domed convertible drove slowly around the

Royal Visit Sidelights

DUKE PAYS INFORMAL CALL AT DISCOVERY

HMCS Discovery, the Vancouver naval division, is proud to announce a new lifetime member of the wardroom. He is Lieut.-Cdr. His Royal Highness, The Duke of Edinburgh, KG, ADC, RN.

During the visit of Their Royal Highnesses to the West Coast, the Vancouver division was honored to play host at an informal 40-minute reception for the Duke. It was a gay and relaxing visit and followed the attendance of the royal couple at a box lacrosse game at the Vancouver Forum.

Some time ago, an invitation was extended to Prince Philip to visit the wardroom and visit with the officers of Discovery and members of

parade square while Princess Elizabeth and Prince Philip were cheered by sea cadets and army and air force cadets.

But the big show was at the dockyard, where service and civil service personnel and their families lined the entire route, ringed the parade square and watched from windows and balconies of nearby buildings.

The Princess was greeted on arrival at the dockyard by Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast.

The 96-man Royal Guard from HMCS Stadacona, commanded by Lieut.-Cdr. Donald M. Waters, of HMCS Cornwallis, was inspected by Princess Elizabeth. A 56-man band, drawn from Stadacona, Cornwallis and the Magnificent, played the Royal Salute as the Princess arrived, then swung into an appropriate air as she inspected her guard.

RCN warships in harbor were dressed over-all and ships' companies lined the decks to cheer the royal car as it passed. The royal party drove along jetty four, where the destroyer Micmac was berthed.

The Micmac sailed later in the day to rendezvous with the Ontario and escort the cruiser while the royal party was aboard the latter. When the Princess and the Duke sailed in the Empress of Scotland on November 12 to end their Canadian tour, the two warships provided them with their last visible link with Canada, escorting the liner to seaward and remaining with it until nightfall.

the Vancouver Branch of the Naval Officers' Association. His Royal Highness graciously accepted and, accompanied by his two equerries, Lieut.-Cdr. Michael Parker, RN, and Wing Commander R. M. Cox, DFC, AFC, RCAF, dropped in for the "off the record" reception.

At the division, two former commanding officers, two former term mates and a one time shipmate met the Duke again. The first was Captain Donald Smith, with whom Prince Philip sailed for three weeks in the Empress of Asia. The Prince also recalled voyages in the Empress of Russia under Commodore M. J. D. Mayall, who is now living in Vancouver in retirement. They discussed

one particular trip when, on a passage from Newport News, Va., to Halifax, Prince Philip had to take his turn in the stokehold shovelling coal into the cavernous boilers of the Empress.

The Prince recognized at a glance Lieut.-Cdr. (E) T. J. (Terry) Keohane, now engineer officer of HMCS Crusader, and Lieut.-Cdr. (P) Raymond Phillips, RCN, who is commanding officer of HMCS Antigonish. Both of these officers had been term mates of the Prince. Lieut. James Butterfield, RCN Staff Officer at Discovery, and the Duke exchanged reminiscences of seagoing days when both were in the Empress ships.

In addition, several members of the Naval Officers' Association were presented and the Duke made his way around the wardroom, chatting informally with them and with the 35 RCN and RCN(R) officers of Discovery who were present for the reception. Prince Philip expressed interest in the progress of the division and its role as a training and recruiting centre.

Commander Glen McDonald, commanding officer of Discovery, accompanied the Duke and presented his officers to the royal visitor.

In the wardroom, he found a complete air of relaxation and of informality. The officers and their guests had been spinning "salty dips" for an hour or more before he arrived. On entering the wardroom he quickly motioned for everyone to "carry on" and soon mingled with the guests, chatting at length with Captain Smith, Commodore Mayall and others he had known. He exchanged greetings with Lieut. (SB) Harold Irish, photographic officer at Discovery, who had been covering the Royal Visit and was recognized by the Duke as having been one of a group of photographers on a tall scaffolding in front of the City Hall steps in the morning.

During the 40 minutes he was at the base, His Royal Highness managed to say a word to every officer and guest and smiled and joked with all. His equerry pointed out that this had been the first opportunity for him to "relax for a while amongst his own."

Reluctantly, at about 2350, Prince Philip decided that he had to leave. Just before his departure, the wardroom began to sing, "For He's a Jolly Good Fellow" and, with Captain Smith on one side and Lieut. Butterfield on the other, His Royal Highness found himself in a impromptu "Auld Land Syne" circle. Once more with the familiar wave and a cheery word of good-bye, His Royal Highness donned his topcoat and left the base.

Dockyard Employees Presented to TRH

Eleven civilian employees of the RCN in Halifax and Dartmouth with an aggregate of 224 years service were presented to Princess Elizabeth and the Duke of Edinburgh when they visited HMC Dockyard November 8.

Those chosen, with their length of service were: David C. Cameron, Senior Dockyard Foreman, 40 years; Gordon F. Heffler, Dockyard Electrical Trades Foreman, 38 years; Miss Edna Smith, Naval Armament Depot clerk, 33 years; Wilfred Hutt, Supervisor at the Bedford Naval Magazine, 31 years; Miss Gladys Curtis, on the staff of the naval communications office, 28 years; Cyril Houlihan, in the Assistant Superintendent's office, 19 years; James McLean, boilermaker supervisor, 10 years; Joseph Lyons, in the shipwright shop, 10 years; Isaac Arnes, electrical engineering draughtsman, nine years; Edgar Westhaver, Naval Stores Depot, five years; and Gerald Creighton, Naval Stores Depot, one year.

Just before his departure, he was presented with a life membership in Discovery's wardroom by Lieut.-Cdr. W. H. Davidson, wardroom president.

* * *

A record which is likely to stand for some years to come was made by HMCS Crusader when she carried Their Royal Highnesses from Nanaimo, B.C., to Vancouver.

The destroyer, driving at speeds of 30 and 32 knots, passed under the Lion's Gate Bridge, spanning the entrance to Vancouver harbor, one hour and 15 minutes after slipping from her berth at Nanaimo.

The fast Canadian Pacific steamships of the coast service normally take about two hours and 15 minutes for the voyage.

There was reason for the speed. No "time in hand" was provided for in the royal itinerary and the royal train was waiting at New Westminster. A late start would have presented a major dispatching problem to the railway officials.

Again on the Atlantic seaboard the Navy had occasion to maintain a full pressure of steam. HMCS Ontario was faced with the same problem as the Crusader in keeping within a tight timetable and the cruiser's powerful turbines were required to drive her at well over 20 knots on the overnight voyages, with the Royal Couple aboard, from Charlottetown to Sydney and from Sydney to St. John's.

* * *

The visit of Their Royal Highnesses to Canada marked the second meeting with royalty for Lieut. (Medical Nurse) Louise Corriveau of the Royal Canadian Naval Hospital, Halifax.

In 1939 she was nurse in charge of the Dionne quintuplets and was presented to the King and Queen at the legislative buildings in Toronto during the visit of Their Majesties to Canada.

Lieut. Corriveau was again honored when she received the special assignment of accompanying Her Royal Highness aboard HMCS Ontario during passage between Charlottetown, Sydney and St. John's.

* * *

According to the original schedule, Princess Elizabeth and the Duke of Edinburgh were only to stop in front of the Maritime Museum in the Dockyard at Halifax to inspect plaques honoring five Nova Scotians who rose to flag rank in the Royal Navy, but things didn't go according to plan.

When the royal couple alighted from their car, their attention was caught by the many exhibits in the museum, and they entered to make a three-minute inspection. Accompanied by Rear-Admiral E. R. Mainguy, the Princess walked around the museum and stopped to inspect several exhibits, including an old line-firing gun used on Sable Island, a grotesque African witch doctor's mask, schnorkel equipment of the German submarine U-190 which surrendered to RCN ships in 1945, and a pair of large man-traps used to discourage boarding parties during the epic Shannon and Chesapeake encounter.

Before leaving the Museum the Princess and the Duke signed the visitor's book and met Commissionaire A. H. (Knobby) Grant, who joined the Navy in 1897 and has been closely connected with the dockyard for the past 40 years.

* * *

"It's a smart guard," Princess Elizabeth told Lieutenant E. D. Robbins, officer of the Royal Guard which greeted Their Royal Highnesses when they stepped ashore in Victoria.

But it wasn't the first "smart" Royal Guard for Lieut. Robbins. In 1939, Ordinary Seaman E. D. Robbins was a member of the band for the Royal Guard honoring Their Majesties the King and Queen when they visited the West Coast during their historic tour.

Lieut. Robbins received his promotion to warrant rank in July 1944 and was subsequently promoted to commissioned rank. He is now serving in the Gunnery Training Centre at HMCS Naden.

* * *

A naval veteran of the Battle of Jutland, who served in the same gun turret with the present King during

that famous action, had a chat with the Princess during her stop at Rivers, Man.

Ex-Leading Seaman John Jenkins met Princess Elizabeth when the royal visitors spent 15 minutes in the veterans' enclosure while touring the Canadian Joint Air Training Centre.

Mr. Jenkins recalled his service in HMS Collingwood and asked Her Royal Highness to wish His Majesty a "speedy recovery."

The Princess thanked the navy veteran and assured him that her father had made splendid progress toward being completely well again.

* * *

Naval participation in the Canadian Joint Air Training Centre, Rivers Camp, Manitoba, aroused the interest of Their Royal Highnesses.

During their visit to Rivers, both the Princess and the Duke asked Lieut.-Cdr. H. J. G. Bird, naval assistant to the Commandant, numerous questions concerning the Navy's part in the training activities at the centre.

* * *

A 161-year-old volume entitled "Regulations and Instructions Relating to His Majesty's Ships at Sea" caught the eye of Princess Elizabeth and The Duke of Edinburgh after they had received high-ranking officers of the Armed Forces in Admiralty House during the Royal Visit to Halifax.

The book, printed in 1790, rests under a glass case in the Stadacona wardroom. It has the old fashioned typography and spelling, including the use of the letter "f" for the letter "s."

The Prince was especially interested and read a page which dealt with rations to the sailors of those days.

* * *

Mother Nature tried to confound the Royal Visit to HMC Dockyard, Esquimalt, but the Navy, wise to her ways, thwarted her plans.

When Her Royal Highness arrived at the dockyard in a pouring rain-storm, it was noticed that she was without overshoes. But Pacific Coast Naval Headquarters had thought of that and a pair was quickly produced. As a final gallant touch, Rear-Admiral Creery, Flag Officer Pacific Coast, personally fitted them over the Princess' shoes.

* * *

Little eight-year-old Connie Cownden, daughter of Petty Officer and Mrs. Arthur Cownden, Belmont Park, Royal Roads, is probably one of the proudest girls in Victoria.

In a fairy story setting come true,

Connie presented a bouquet of flowers to Her Royal Highness, the Princess Elizabeth, during ceremonies on the steps of the Legislative Buildings at Victoria.

A pupil at the John Stubbs Memorial School, Royal Roads, Connie received the thrill of her young life when she was selected to make the presentation.

It was a thrill and honor, too, for her father, a petty officer cook who served in HMCS Sioux during that ship's first tour of operations in the Korean war, and is now in HMCS Antigonish.

* * *

Princess Elizabeth recalled the close association between the Navy and Nova Scotia in her reply to the official speech of welcome by Premier Angus L. Macdonald at Halifax. The following is the text of her address:

"Mr. Prime Minister:

"I thank you and the people of Nova Scotia most sincerely for the welcome you have expressed so eloquently and for your prayers for my father's health.

"As the daughter of a sailor and the wife of a sailor it gives me particular pleasure to come to this province which has played so notable a part in the naval history, not only of Canada, but of the whole British Commonwealth.

"I was interested to learn that long before the Canadian Navy came into being Nova Scotia had given seven admirals to the British Navy and that the first Victoria Cross ever awarded to a Canadian was won by a fore-top-man, William Hall of Hantsport.

Even the 'Black Gang' Dressed for This One

When Their Royal Highnesses, The Princess Elizabeth and The Duke of Edinburgh, embarked in HMCS Crusader for passage from Vancouver to Victoria, the destroyer was gleaming like a newly polished pin. Each officer and man, resplendent in his best bib and tucker, completed a picture of naval smartness. This even went so far as to occasion mild surprise, tinged with humor, on the part of the Duke.

Accompanied by the First Lieutenant, he made rounds of the ship, during the course of which he accepted the traditional pair of gloves and descended to the engineroom. There, amid the throaty roar of the turbines, the Chief ERA was presented to him. The conversation went something like this:

"You are the Chief ERA?"

"Yes, sir."

"And wearing a clean white cap cover?"

"The part that Nova Scotia has played in the growth of the Royal Canadian Navy and Canadian Merchant Navy cannot be overestimated for many of their ships have been built here on your coasts and a great many of the fine seamen who man them were born and bred in this sea-girt province.

"Although our stay in Halifax must be short, I am very glad that before we leave Canada we are to go to another of your fine cities in a ship of the Royal Canadian Navy.

"I hope it may be our good fortune to return one day and see more of your beautiful province."

* * *

His Royal Highness the Duke of Edinburgh remembered a former shipmate during his visit to the Greater Victoria area.

During the reception at Royal Roads, Lieut.-Cdr. John W. McDowall and Mrs. McDowall were presented to Their Royal Highnesses. As Lieut.-Cdr. McDowall shook hands with Prince Philip, a look of recognition came into the latter's eyes and, turning to the Princess, he said, "Here's a chap who was a midshipman with me." The presentation line was held up momentarily while His Royal Highness and Lieut.-Cdr. McDowall chatted about old times.

Now commanding HMCS Beacon Hill, Lieut.-Cdr. McDowall was a midshipman in HMS Ramillies when the Prince was also a midshipman in the battleship.

* * *

CPO John (Zip) Rimmer, a member of the staff of the Ordnance School at Naden, had the honor of driving Their Royal Highnesses, the Princess Elizabeth and the Duke of Edinburgh, throughout their stay on Vancouver Island.

It was originally planned to have drivers from all three services alternate at the wheel of the Royal car but at the request of Their Royal Highnesses CPO Rimmer remained as their chauffeur until they left the island.

The Ordnance School had other representatives in the Royal functions. Ordnance Lieut. Richard Don-nithorne was in charge of the saluting battery which fired the first naval Royal Salute to Their Royal Highnesses in Canada.

CPO Herbert A. Thomas and Ldg. Sea. Ormond E. Turgeon also drove cars in the Royal procession.

Splice The Main Brace!

The Royal Canadian Navy obeyed a Royal Command and an old tradition of the fleet was observed on the departure of Their Royal Highnesses, the Princess Elizabeth and the Duke of Edinburgh, from Canadian shores: The Canadian Navy "Spliced the Main Brace."

HMCS Ontario relayed the Royal command to Canadian Naval Headquarters. It read:

"For the Chief of Naval Staff, from Her Royal Highness the Princess Elizabeth. His Majesty the King has been graciously pleased that I should signal to his Royal Canadian Navy 'Splice the Main Brace.'"

Immediately after receipt of that message the following general signal

went out to the fleet from the Chief of the Naval Staff.

"Following from Her Royal Highness the Princess Elizabeth.

His Majesty the King has been graciously pleased that I should signal to his Royal Canadian Navy 'Splice the Main Brace.'"

One last message was dispatched from the Chief of the Naval Staff to Her Royal Highness aboard the Empress of Scotland:

"For Her Royal Highness the Princess Elizabeth from the Chief of the Naval Staff of Canada.

Your gracious signal to His Majesty's Royal Canadian Navy, which was honoured to embark Your Royal Highness and His Royal Highness the Duke of Edinburgh, has been complied with. We tender

our humble duty and devotion. God Save The King."

Thus the Royal Canadian Navy paid due honour to Their Royal Highnesses and His Majesty King George VI.

DIVISIONS TO VIE FOR UNIQUE TROPHY

A distinctive trophy, to be awarded annually to the most efficient naval division, was presented to Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, by the Canadian Shipbuilding and Repairing Association at a St. James Club dinner in Montreal October 5.

The trophy, a silver model of the destroyer escort being built in Canadian shipyards for the RCN, was presented to Admiral Grant by T. R. McLagan, president of the association.

Admiral Grant, in accepting the model, said the occasion, in a sense, "symbolizes the fruition of plans laid at the start of the cold war: that is, the capacity to design and build in our own shipyards the fleet necessary to the defence of Canadian waters, as well as the sea lanes of the Atlantic which are vital to the defence of freedom.

"Nobody will appreciate more than those gathered here tonight that navies are not built in a day, a fact equally applicable whether we are considering material or personnel.

"It is a magnificent tribute to the shipbuilders of Canada that the tooling up, design and construction of a modern fighting vessel such as the A/S escort has been accomplished in less than three years. But I feel that I would be remiss if I did not associate some naval men with this achievement.

"Admiral Knowlton, as Chief of Naval Technical Services, has had the over-all responsibility for implementing Naval Board policy on our new construction.

"Captain Baker, as Constructor in Chief, was, of course, the naval architect primarily responsible for the design.

"And Captain Freeborn, as Principal Naval Overseer at Canadian Vickers—the lead yard for A/S escorts—has a great deal to do with the detailed arrangements."

Admiral Grant concluded by thanking the association, on behalf of the Navy, for "this magnificent silver model . . . a trophy which cannot fail to be an incentive toward higher efficiency."

PROVINCE OF ONTARIO PRESENTS ROYAL VISIT GIFT OF \$500 TO CRUISER

People of the Province of Ontario had a personal share in the furnishing and fitting of HMCS Ontario for her Royal Visit role.

On behalf of the citizens of the province, Premier Leslie M. Frost forwarded a cheque for \$500 early in October to Captain E. P. Tisdall, commanding officer of the cruiser, together with the following letter:

Dear Captain Tisdall:

May I express to you my pride in the fact that your ship, HMCS Ontario, is to be entrusted with the care of Their Royal Highnesses, The Princess Elizabeth and the Duke of Edinburgh, for a part of their tour of Canada.

It gives me very great pleasure to enclose herewith a cheque for \$500.00, which is being presented on behalf of the people of Ontario to you and to your officers for the purpose of adding to the furnishings of your Ward Room and for other ship's purposes.

I would appreciate it very much if you could see fit to use this money for the purchase of a baton for the Drum Major, entree dishes and such other articles as your ship may need.

May I wish you every success for the future of you and your ship.

Yours sincerely,
Leslie M. Frost.

Captain Tisdall replied as follows:

Dear Mr. Frost:

On behalf of the officers and men of HMCS Ontario may I be permitted to thank the people of Ontario for the magnificent gift to the ship.

When the ship commissioned for war on April 26th, 1945, the ship's company were honoured to receive many kind gifts from the people of Ontario.

Now that we have been further honoured by being entrusted with the care of Their Royal Highnesses, the Princess Elizabeth and the Duke of Edinburgh, it is most gratifying to know that the Province of Ontario is still our staunch supporter.

I will use this money for the purchase of a baton for the Drum Major and will see that the following inscription is engraved thereon:

*Presented
by the People of Ontario
on the occasion of the embarkation
of*

*Their Royal Highnesses
The Princess Elizabeth and the Duke of Edinburgh
November 9th, 1951.*

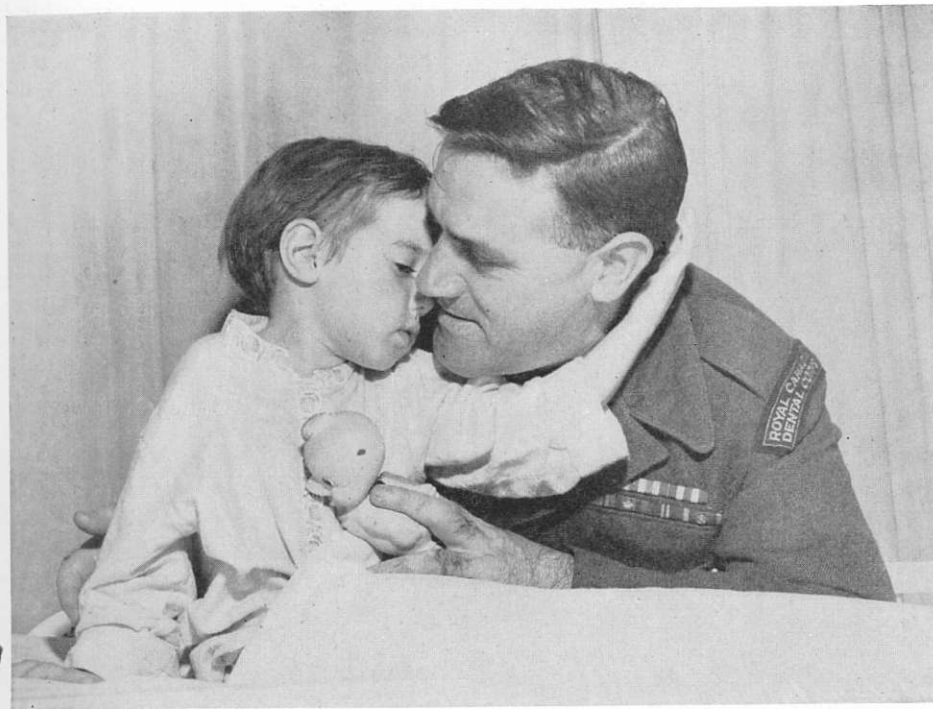
The Coat of Arms of Ontario will also be engraved.
A silver bear will surmount the staff.

Any other articles purchased will carry the same inscription.

Time may not permit purchase before Their Royal Highnesses embark, but the ship will always treasure the kindly thoughts of the people of the great Province of Ontario.

Would you be so good as to inform the Lieutenant Governor of the contents of this letter.

Yours sincerely,
E. P. Tisdall,
Captain.



There was a happy ending to a story of goodwill when three-year-old Sandra Joy Redmond rallied from her injuries and sat up in bed to hug her father, who had come all the way from the Mediterranean to be at her side. Private Redmond, a member of the Royal Canadian Dental Corps serving on board the *Magnificent*, was flown home at service expense and was presented by his shipmates in the carrier with nearly \$600 with which to pay for medical and other expenses. (Photo courtesy *The Canadian Press*).

A TALE TO WARM THE HEART

*Service, Shipmates Help
Dental Corps Private
in Time of Need*

A Royal Canadian Dental Corps private in September saw, and benefited from, a convincing demonstration of how the Navy can take speedy action and how its sailors rally to the support of a shipmate in distress.

Early in the morning of Tuesday, September 25, Pte. Michael S. Redmond, a dental assistant serving on board HMCS *Magnificent*, was wakened and shown a cablegram which read:

Regret to inform you your daughter Sandra seriously injured in automobile accident stop Condition considered grave.

The *Magnificent* was in the Mediterranean, on her way from Malta to Naples, at the time. Yet, 60 hours later Pte. Redmond was at his daughter's hospital bedside in Halifax. Mingled with his concern over the condition of the child were amazement over the way in which his journey had been so rapidly arranged and gratitude for the tangible manner in which the men of the "Maggie" had expressed their sympathy. It happened this way:

Immediately word was received of the accident, steps were taken to arrange for Pte. Redmond to fly to Canada. Commodore K. F. Adams despatched a message to Naval Headquarters in Ottawa, asking for permission to invoke the regulation which would enable Redmond to fly home at service expense.

In less than six hours, an affirmative reply was on its way back to the ship.

Meanwhile, the *Magnificent's* communications officer, Lieut.-Cdr. Harry Porter, arranged the necessary diplomatic clearance through the Canadian Embassy in Rome and the supply officer, Commander (S) Donald McClure, completed the authorization and clearance from the ship.

The Protestant padre, Chaplain (P) Gower Stone, went on the air over the public address system, and, after relating what had happened, suggested "passing the hat" to help Pte. Redmond, the father of six children, weather the medical and hospital expenses which inevitably would arise.

History Repeats Itself

On October 1, 1941, HMCS St. Hyacinthe was commissioned as the Navy's Communications School under the command of Captain A. P. Musgrave. Three weeks later Lieut. R. W. Murdoch joined as Chief Instructor Officer.

On October 1, 1951, HMC Communications School moved to HMCS Cornwallis from Halifax. It is interesting to note that the present officer-in-charge of the school is the now Commander R. W. Murdoch and the commanding officer of the base is Captain Musgrave.

The response was immediate and whole-hearted and in less than an hour close to \$600 had been contributed.

Word of what was taking place got around the fleet and from Rear-Admiral Ralph Edwards, Commanding the Second Aircraft Carrier Squadron came a signal saying, "Please convey my regrets to Redmond. I wish him a safe journey home with the hope that all will be well on arrival."

At 1130 the *Magnificent* turned into the wind and an *Avenger*, piloted by Lieut. Doug Ross, took off and flew Redmond to Rome. From there he travelled the rest of the way by commercial airline.

Three-year-old Sandra Redmond had received a compound fracture of the skull. She was unconscious for nearly seven days and underwent a delicate operation. When she opened her eyes after the operation, she looked at her father, smiled and asked him for an ice cream cone.

According to latest reports, the child is now well on the way to recovery.

Aerial Exit

When Commodore A. M. Hope departed from HMCS Stadacona on Tuesday, October 2, to commence his retirement leave, he made his exit in novel fashion. As the ship's company of more than 1,400 officers and men lined the edges of the parade square to bid farewell to their retiring commanding officer, Commodore Hope stepped into a helicopter and took off for Chester, N.S., where he will make his home.

Before Commodore Hope took his departure, he and his successor, Commodore H. F. Pullen, reviewed the ship's company at ceremonial divisions. In a brief farewell address, the former said he had observed a steady improvement in personnel, material and efficiency since he became Commodore of the barrack more than three years ago.

"I thank you for your loyalty to me through the years and hope that you will give just as freely of it to my successor. I wish you good luck and a happy next commission," he concluded.

Afloat and Ashore

PACIFIC COAST

The Pacific Command managed by some obscure means to retain a vestige of sanity throughout the feverish weeks preceding the Royal Visit and, when the event finally took place, acquitted itself with its usual smartness and, in the case of guards, with precision.

However, while preparations for Royalty consumed most people's time and thought, the Command carried on its normal business with little or no break in routine.

And even before the visit was completed, plans were under way for the Christmas season. Already the Supply School at Naden is hard at work on the cakes and puddings, and special committees are listing numbers of children who will be attending the Command children's parties.

Once the committees have a working knowledge of attendance, they will swing into their annual toy buying spree. Toy buying is the part of the "job" the committee members like most. It is then they can play with all the thousands of toys displayed by the wholesalers with the thin excuse, "I'd better test this one really well." Funds for purchase of toys come from contributions and surplus canteen funds.

Early in November Lieut.-Cdr. W. Jardine Reynolds, Lieut. (SB) Neil Duval and Mr. Norman O. Carpenter and Mr. David Bevan, of HMC Dockyard staff, visited the Public Works Department at San Francisco naval shipyard for three days. The purpose of the visit was to acquaint the men with U.S. public works systems.

Ordnance School

Ordnance Lieut.-Cdr. Hugh A. Leonard will spend the winter in warmer climes, having departed for Texas to take a long course with the USN.

Ordnance Lieut.-Cdr. Edward L. Borradaile is also in the United States but will be back in the school before Christmas. At present his desk is being put to good use by Ordnance Lieut.-Cdr. Martin Beardmore, who is standing by HMCS Quebec and is slowly going grey trying to find spare

gear which was deposited more than five years ago. He is being assisted by CPOs Ernest Edmonds and D. T. Clarke, gunnery and fire control armourers, respectively.

CPOs Stewart Mein and Jack Anslow have been touring western naval divisions in order to bring instructional equipment up to peak efficiency for the winter training season.

The school is extremely proud of its victory in the Cock-of-the-Barracks sports competition (see Navy Plays). The fine team spirit and the determination displayed could not have been better. Good work, boys, but maybe you had better slow down and give the younger bloods a chance! Else we'll have to post armed sentries to protect all our silverware.

HMCS Ontario

The ship's company of the Ontario was well and truly entertained by the citizens of Montreal and Quebec and by the naval divisions in those two cities during the cruiser's trip on the St. Lawrence in October.



Three-and-a-half-year-old Kenneth Buckley helps his mother do the dishes in their new home at the Belmont Park married quarters development, near Royal Roads. Kenneth's father, Ldg. Sea. Charles Buckley, formerly served in the Beacon Hill and is now on course in the Mechanical Training Establishment at Halifax. (E-16373).

A tour of Quebec City included a visit to a refreshment manufacturing plant whose product was sampled in the ancient Talon vaults built in the early 1700s.

On Sunday, October 14, the guard and band from the Ontario beat the retreat in front of the armouries just off Grand Allee in Quebec. This traditional ceremony was extremely well done and proved to be the subject of much interest.

HMCS Antigonish

Following a busy summer training schedule which saw the Antigonish alongside in such ports as Los Angeles and Pearl Harbor, the ship's company enjoyed a refreshing and well-earned leave period. On its conclusion, work was begun to ready the ship for the Royal Visit.

The quiet period of cleaning and painting ship after six weeks in dockyard hands was interrupted briefly on the night of October 16 when a water heating unit in the drying room exploded. Fortunately, no one was hurt and the resulting fire was quickly extinguished by an alert duty watch. Much credit is due AB Alton Turnquist, who, although blown clear of the diesel engine hatch, where he was on watch, took effective measures to bring the situation under control.

The ship contributed a party of one officer, one CPO and 30 men for lining the streets during the Royal Visit. On Saturday, October 20, the Antigonish sailed for Vancouver to transport the Royal press party to Victoria.

The ship embarked some 44 press and radio representatives and sailed at 9.30 a.m. on the 21st. On board as press liaison officer for the occasion was Commander J. M. Leeming, who took care of general arrangements. The ship's cooks and stewards combined efforts to provide a magnificent buffet luncheon for the guests in the lower seamen's messdeck. A running commentary of important landmarks and places of interest was given by Lieutenants C. Shaw and W. Hughes. The press party landed at 3 p.m. and the ship then sailed back to the entrance of the harbor to await the Crusader.

It was an impressive sight when the Antigonish, Beacon Hill and Sault Ste Marie combined to cheer ship as the Crusader passed. Princess Elizabeth and Prince Philip were clearly to be seen on "B" gun deck of the destroyer as they graciously acknowledged the marks of respect from the escorting vessels.

Many new faces have appeared on board recently, with Lieut.-Cdr. George Smith, who succeeded Lieut.-Cdr. James Mills as executive officer, heading the list. A number of ordinary seamen have been drafted to the ship for sea training throughout the winter months. — R.P.

HMCS Crusader

The Royal Visit to the Pacific Coast proved to be the event of the year for the Crusader.

The destroyer was honored by the presence of Their Royal Highnesses on board during the passage from Vancouver to Victoria on October 21 and again from Nanaimo to Vancouver on October 26.

Both crossings were carried out with the minimum of formality and the ship's company soon found the Princess and her naval husband gracious shipmates.

Rear-Admiral Wallace B. Creery, Flag Officer Pacific Coast, was also on board to act as personal host to the Royal Visitors. During the passage to Victoria, Their Royal Highnesses spent a considerable time on the bridge as the Crusader steamed past the Gulf Islands, and both showed interest in the workings of the ship and the panorama of the B.C. coastline.

The Duke of Edinburgh displayed a keen professional interest in the operations of a Canadian destroyer and during the latter part of the voyage made rounds with the First Lieutenant, Lieut. John Husher. He pronounced everything shipshape.

The trip back to Vancouver with Their Royal Highnesses on board was made at high speed and the Crusader set what is believed to be a record for west coast shipping, completing the Nanaimo to Vancouver passage in a little over an hour.

HMCS Sioux

Rear-Admiral W. B. Creery, Flag Officer Pacific Coast, was a guest on board the Sioux for a short time, during his visit to the Far East, proceeding on a patrol in the ship.

Having worked up her gunnery to a high state of efficiency, the Sioux was looking forward to putting on an



Thirty-eight civil servants employed with the Navy at National Defence Headquarters travelled from Ottawa to Montreal for a visit on board HMCS Ontario while the ship was there in early October. The visitors, most of whom were going aboard a warship for the first time, were taken on a tour of the Ontario, after which they were guests at tea of the commanding officer, Captain E. P. Tisdall, and the ship's officers. Here Lieut. G. T. Hodgson describes a point of interest to, left to right, Misses Betty McGee, Margaret Powers, Madeline Paquette and Marcia Solomon, Mrs. Nonnie Anthony and Miss Elsie Mills. (OC-2065-3).

impressive show for the Admiral in a practice anti-aircraft shoot. An impressive show it was — but not the kind that we either expected or desired.

"A" and "B" guns both jammed after the first round and the drogue target led a charmed life when the 40 mm. gunners had their turn.

Of course, in the next shoot after Admiral Creery had left, the Sioux's 4.7s plastered the drogue and brought it down in fine style. (Some days you just can't make a dime.)

The Sioux had an unusual cargo given to her on one occasion. It consisted of 12 drop tanks in crates, weighing 300 pounds apiece, for transfer to HMS Glory. The transfer was effected by jackstay.

Listed below are some statistics compiled by our Friendly Navigator-in-Charge - of - Useless - Information (FNICOU).

Miles Steamed

Jan. 18, 1950	—Oct. 1, 1951—	93,509.4
July 5, 1950	—Oct. 1, 1951—	82,599.1
April 8, 1951	—Oct. 1, 1951—	33,161.3
September 1951		10,979.8

Days at Sea

Jan. 18, 1950	—Oct. 1, 1951—	336
July 5, 1950	—Oct. 1, 1951—	279
April 8, 1951	—Oct. 1, 1951—	108
September 1951		29
Average September speed —		15.25 knots.

Aldergrove Radio Station

With the opening of a .22 rifle range at Aldergrove, personnel have begun competing for places on a team to represent the station in future competitions in the Fraser Valley.

Recent arrivals at Aldergrove from HMCS Naden are PO Ernest Sargeant and AB David MacDonald. PO James Lawrence has departed from the station and is now serving at Naden.

ATLANTIC COAST

Mechanical Training Establishment

The MTE had a wide lead over the other schools in Stadacona in the initial phase of the 1951 Canada Savings Bond campaign. By the middle of October the MTE had subscribed for \$7,200. Electrical School was second best with \$4,800.

Two officers long familiar to those on course have been appointed elsewhere. They are Lieut. (E) John Turner, the senior engineer, who has gone back to HMCS Naden, and Commissioned Engineer Arthur Hannah, engineer instructor, who has been appointed to Cornwallis.

CPO Vernon Rainer, who had been serving in the Magnificent during her Mediterranean cruise, was flown to Canada for medical treatment and has

since joined the staff of MTE. Other personnel changes in the establishment include: CPO William Rye to the Damage Control and Fire Fighting School, HMC Dockyard, relieved by CPO William Wheeler; PO Jorgenson to HMCS Cornwallis to train new entries; PO Ralph Mott to HMCS Quebec, relieved by PO Gordon Howe.

HMCS La Hulloise

Thanksgiving Day found the La Hulloise on the edge of a hurricane in the North Atlantic as she patrolled her station as a search and rescue ship for the Royal Flight to Canada.

The sea was rough when the frigate set out from Halifax the previous Thursday to take up her post in the North Atlantic but the gale reached its climax Sunday night and Thanksgiving Monday. Heavy seas rolled over the upper decks, damaging outside fittings and penetrating to the cabins and messdecks. Three heavy plate glass window screens on the bridge were broken.

Despite the weather, the ship's kitchen staff miraculously produced a turkey dinner with all the trimmings.

On the return voyage to Halifax, the La Hulloise spent four fruitless hours searching for the source of a

strange light which had been reported by the SS Otto Peterson off the Labrador coast.

HMCS Portage

During the first half of October, the Portage carried out minesweeping practice, followed by a series of one-day exercises in connection with seaward defence training in the Halifax area.

The commanding officer has donated a new trophy for inter-part competitions and keen rivalry between the various divisions has resulted.

HMCS Micmac

The Micmacs are still talking about the Mediterranean cruise. Most of the time was spent at sea, but there were occasional pleasant interludes ashore. A highlight was the visit to Naples and many thanks are due the Italian Navy for the organization of free daily tours to such famous places as the Isle of Capri, Vesuvius and the ruins of Pompeii. These tours were very popular and were filled to capacity each day.

An interesting visit to Rome was arranged, primarily to attend an audience with His Eminence Pope Pius XII. Officers and men of all

religious denominations went on this tour and all were impressed by the beauty and splendor of St. Peter's Basilica.

A Canadian cemetery at Monte Cassino was visited by a group of about 60 officers and men from the two ships and a wreath laying ceremony was held, during which homage was paid to the many brave Canadians who gave their lives on Italian soil.

The visit to Southern France turned out to be a business call first and pleasure trip second. We arrived at St. Raphael and anchored overnight in company with the Magnificent, Ocean and Cheviot. In the morning we proceeded for a day of carrier work, anchoring in Hyeres Roads on completion. There we were joined by two French cruisers and two destroyers, with whom we exercised during the next two days, anchoring at Golfe Juan on completion. The next day we joined frigates, algerines, sloops and subs, making a total of 38 ships, to participate in Exercise "Symphonie Deux."

One more thing about Southern France — the Riviera is all that it is cracked up to be!

NAVAL DIVISIONS

HMCS Chippawa

(Winnipeg)

With the slogan "every man a recruiting officer," Chippawa carried on a stepped-up recruiting drive in October.

Nearly every officer and man in the ship's company signed a pledge to try to bring in at least two recruits. Volunteer recruiting teams were on hand every night to handle applicants. This personal approach method was extended beyond the ship's company and both the Naval Officers' Association and the Ex-Wrens' Association gave their support to the drive.

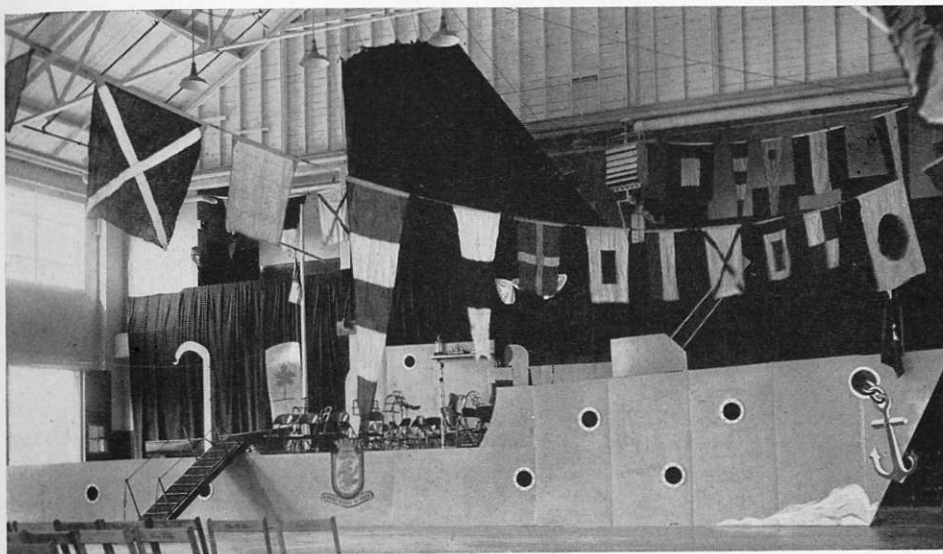
A new departure in training for the engineering branch is now well under way. Classes for chief and petty officers are being held at Winnipeg technical and vocational schools. Leading seamen not already qualified and those of lower rank are taking the 33-month stoker mechanic course at the division.

Largest of the senior groups is an 11-man class taking the general machine shop course at Kelvin technical high school. Night classes at this and other schools are held twice a week. About 25 are enrolled in the stoker mechanic course.

A flood of applicants assures the



Four members of the 31st Support Air Group fit a drop tank to an Avenger prior to the group's departure from HMCS Shearwater for Rivers, Manitoba, to take part in Exercise Assiniboine, a tri-service scheme held at Shilo, Manitoba, November 13. Left to right are AB Robert Graham, Swift Current, Sask.; Ldg. Sea. Bruce Brown, Kelowna, B.C.; CPO Patrick Hickey, Dartmouth, and AB Fred Jamieson, London, Ont. (DNS-6144).



Here is "HMCS Crescendo", built on the drill deck of HMCS Hunter for the division's annual recruiting ball. The Crescendo was constructed by Chief Petty Officers Ted Orser and Gordon Sears, with the assistance of the RCN ship's company. Members of the Naval Officers' Association were so taken with the Crescendo that they "bought" her as the main prop in the decorations for their Trafalgar Ball on October 19.

division of having its 35-woman quota of Wrens. Some have already been attested, and the remainder have attended several introductory classes.

In the social line was the Trafalgar Day Ball, a gay and well-attended affair. Well to the fore was Lieut. John Pegg, dolled up fit to scare a pirate in the "Up Spirits" ceremony. Observed at the party making up for all the hard work that went into it were the committee chairman, Surg. Lieut.-Cdr. Kenneth Davidson, and his two assistants, Lieut. Norman Elsey and Sub-Lieut. Jack Morgan.

The annual Halloween dance staged by the men's mess was a gala event, at which prizes were given for costumes and the dance floor was festooned with appropriate decorations. Presiding over the mess this year is the recently elected president, Able Seaman J. Nevin. — *T.W.H.C.*

HMCS Hunter

(Windsor)

Late September and early October were busy times around Hunter. The training season was launched with the now traditional "Recruiting Ball" on Friday, Sept. 21. This year, however, something new was added — a band concert by the newly reorganized ship's band under Petty Officer Ernest Spiers.

A completely new decorations motif was used on the drill deck, which was repainted in time for the affair.

More than 400 people crowded the deck for the band concert and greeted each selection with thunderous applause. The event, under the chair-

manship of the area recruiting officer, Lieut.-Cdr. William Atkinson, was a success from all aspects.

The ship's company next turned its attention to the Royal Visit. Hunter had the honor of providing half the men for the 96-man royal guard, the remainder being drawn from the three reserve army units in the city. Lieut. T. A. Tarleton, Hunter's gunnery officer, was the guard commander.

On the day of the Royal Visit to Windsor, Hunter dressed ship and

turned out the entire establishment (including sea cadets) to line the parade route in front of the division.

A party of junior officers and cadets under Sub-Lieut. Ed Lee was in charge of the Royal Standard. At each of five points along the route of the royal tour a member of the party broke out the Princess' standard as she appeared.—*R.M.P.*

HMCS Malahat

(Victoria)

A long-held ambition was realized October 9 when, in a colorful commissioning ceremony, HMCS Malahat was formally established in the one-time Wren barracks, Moresby House, and at last had a home of its own.

Rear-Admiral W. B. Creery, Flag Officer Pacific Coast, inspected and addressed the ship's company on the occasion and expressed his pleasure with the fact that the division now had its own headquarters.

Prayers were offered by the Command chaplains, Chaplain (P) G. L. Gillard and Chaplain (RC) J. H. Laporte.

Among the many distinguished guests who attended the commissioning were Major Percy George of Victoria and Reeve A. I. Thomas of Esquimalt.

The band of HMCS Naden took part and, after the commissioning ceremony, played light concert and dance music as officers and men entertained the guests in the various messes.



A great occasion for HMCS Malahat was the recent commissioning of the Victoria division's new quarters. Shown in an informal group following the ceremony are, left to right: Reeve A. I. Thomas of Esquimalt Municipality; Captain Ronald Jackson, commanding officer of Malahat; PO John Mundy, a member of the Naden band, and Rear-Admiral W. B. Creery, Flag Officer Pacific Coast.

The building is sufficiently large to provide ample space for lecture and training quarters, a rifle range and indoor recreation. Plans are under way to make use of the grounds for outdoor sports.

Spurred by the incentive their new "ship" has provided, officers and men have begun a personal recruiting campaign aimed at filling all branches in the division. — *A.J.C.*

HMCS Donnacona

(Montreal)

October was a busy month around Donnacona. The month opened with a fashion show on the drill deck sponsored by the Ladies Auxiliary in aid of its hospital visiting work. Attendance was good and resulted in a tidy profit with which the auxiliary will be able to carry out an extensive visiting program throughout the ensuing year.

October 1 also saw HMCS Ontario sail into port and on the following day a reception was held in Donnacona for the officers of the cruiser. Dances, sports and social activities were arranged for the ship's company during the week.

Sunday, October 7, was observed as Navy Day in Montreal with the usual naval parade and march past and a wreath laying ceremony at the Sailors Memorial, in all of which the Ontario took part.

Senior officers from Donnacona represented the Navy when Princess Elizabeth and the Duke of Edinburgh were welcomed to Canada at Dorval Airport on October 8.

The Trafalgar Ball was held October 19 on the drill deck, which was gaily decorated for the occasion. Guests of honor were Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, and Mrs. Grant. A record attendance of more than 500 guests was reported. — *R.F.D.S.*

HMCS Montcalm

(Quebec City)

Though still small in numbers, Montcalm provided the Navy with worthy representation in welcoming ceremonies for Princess Elizabeth and the Duke of Edinburgh when they began their Canadian tour at Quebec City.

Seventy-five cadets, petty officers and men of the RCN and RCN(R), plus 15 sea cadets from RCSCC Champlain, manned the wharf at Wolfe's Cove, where the Royal Visit officially started. The cadets of the UNTD later mounted a guard at Laval University and on the streets of

this traditionally army city the solid wall of khaki was occasionally broken by a splash of navy blue.

The next day the division, and city, welcomed HMCS Ontario to Quebec. The usual courtesies and calls were exchanged, to be followed by an almost continuous round of entertainment and other activities.

A dance held on board Montcalm was well attended by both ships' companies and there were free bus trips and shows for the men of the cruiser. The City of Quebec was host to the commanding officers and groups of officers from the Ontario and Montcalm at a luncheon party.

In sports, the Ontario was victorious in softball, while Montcalm's petty officers enabled the division to gain an even split in volleyball.

Montcalm is busily preparing for the opening of the Basic Training School. Officers, petty officers and men who will comprise the staff have begun to arrive; standing orders, instructions and training syllabi have been drafted, and the contractors are completing the classrooms and quarters.

The drill deck of Montcalm was the scene of another ceremony the evening of October 15 when Captain Eugene F. Noel, OBE, RCN(R),



The market place, with its tropical fruits and vegetables, was one of the places of interest visited by crew members of the Ontario during the ship's brief stop in Panama en route to Halifax. Three able seamen examine bananas by the bunch at one of the market booths. Left to right are Alex Lidstone, Halifax; Donald Legg, Vancouver, and George McNeil, Chilliwack, B.C. (OC-896).

formally turned over command of the naval division to Commander Marcel Jette. Captain Noel retired from the active list after commanding Montcalm for the past two-and-a-half years. Commander Jette will also be officer in charge of the new Basic Training School which will be attached to Montcalm when it opens early next year.

HMCS Nonsuch

(Edmonton)

Highlight of training in Nonsuch early in October was the drilling of the naval contingent of Edmonton's tri-service Royal Guard. The guard consisted of 32 naval men, 30 army and 32 RCAF, all of them members of their respective reserves.

Training of the naval section of the guard was supervised by Lieut. Fred Short and CPO William Mundie, members of the permanent staff at Nonsuch, and was carried out two and three evenings a week for some eight weeks prior to the Royal Visit to Edmonton.

Lieut. Short also had the honor of commanding the tri-service guard. In his 26 years of service with the RN and RCN, he had been a member of four other Royal Guards, but this was his first time in command.

On October 27 the guard was drawn up outside the CNR station in full dress and there it was inspected by Princess Elizabeth.

As is the case in other naval training centres across the country, a new division is in the making at Nonsuch as the Wrens become organized under Lieut. J. M. Laidlaw, divisional officer.

A successful dance was held in the drill hall early in October by the chief and petty officers. Some 250 couples were in attendance. Those in charge of the dance were CPOs William Mundie and Ernest Melvin and POs Alfred Todd and Frank Quiring. — *E.W.H.*

HMCS Cabot

(St. John's)

Sub-Lieut. J. A. Lawrence, navigation instructor in the University Naval Training Division at HMCS Cabot, holds the distinction of being the first UNTD cadet in the province of Newfoundland to receive his commission.

October was a busy month around Cabot as preparations and training were completed for the Royal Visit. In charge of training the Royal Guard

were Lieut. R. G. Knight and PO A. S. Peet.

The Joint Services Bowling League is well under way and Cabot's team appears again to be a strong contender.

HMCS Revelstoke, tender to Cabot, proceeded to Halifax October 1 for minesweeping exercises. On board for the training jaunt were the following naval reservists from the St. John's area: CPO R. Power, Leading Seamen H. Hibbs and C. Windsor, Able Seamen L. King and F. Stack, and Ordinary Seamen F. Hammond, and C. Bursey.

Recent drafts saw PO W. A. Andrews go to Shearwater and Ldg. Sea. G. Furey to Stadacona, while PO W. J. Murphy arrived to join the staff at Cabot. — J.F.S.

HMCS Queen

(Regina)

The division settled back into its training program in mid-October following the visit of Princess Elizabeth and the Duke of Edinburgh. Queen provided 50 men for its half of a composite navy and army Royal Guard. Reserve members of the guard turned out three nights weekly, and every night of the week preceding the visit for training. CPO Les Paige was in charge of training and Lieut. D. M. Howitt was guard commander for the navy. Lieut. Kenneth Beesley was second in command.

A tri-service fashion show was held recently in the Canadian Legion lounge. The new Wren uniforms were modelled by prospective recruits as the navy's part of the show. More than 250 attended.

Sub-Lieut. Edith Williams has been appointed Wren divisional officer at Queen. Sub-Lieut. Williams was born in Arcola, Sask., and obtained her schooling at Yorkton and Moose Jaw. She joined the Wrens in 1945 at Regina and saw service at Galt, Ont., Cornwallis and Halifax. Upon her discharge in 1946, she studied business in Toronto. In 1947 she accepted a position with the Saskatchewan government and was subsequently posted to Regina.

HMCS Chatham

(Prince Rupert)

The division's buildings have undergone an extensive face-lifting, both inside and out, and the resulting trim appearance has had a manifest good effect.

WRCN(R) recruiting has made good progress and Sub-Lieut. Christine Worsley has taken over the duties of Wren divisional officer. A



The communications branch proved it can act with efficiency and despatch in other fields besides the handling of naval messages when HMC Communications School moved recently from Stadacona to Cornwallis. In Operation Homestead, the Comschool completed the move within a week and was able to resume classes with the loss of only two full training days. In the upper photo a fleet of trucks lines up outside the school's Stadacona quarters to be loaded with equipment and stores. Lower left shows two sailors starting to work on the stack of kit bags waiting to be humped into trucks. In the third photo, taken at Cornwallis, Ldg. Sea. Harold Bird, of Birch Hill, Sask., checks one of the 300 typewriters that comprised only a small portion of the vast amount of equipment transferred to the school's new home. (HS-15921, HS-15925, DB-1118-1).

high school graduate and an honors graduate in psychology, she previously coached applicants for Royal Roads. Ten other Wrens who have enrolled in the division are all highly qualified in either the business or professional fields.

During the second and third weeks of October, Lieut. N. D. Langham, staff officer, was away on a recruiting trip as far east as Prince George, B.C. AB G. Long has been drafted to Naden and has been replaced by AB D. J. Umpleby.

HMCS Prevost

(London, Ont.)

HMCS Prevost lays claim to something of a record in Wren recruiting. Out of an approved complement of

22, the London naval division had attested 17 Wrens by mid-November.

The commanding officer of Prevost recently received a letter from the chief of the city fire department thanking the division for naval assistance in a recent drowning incident in the Thames river.

Upon receipt of a call for a boat to assist in recovering a small boy from the river, PO Richard Ball had a boat loaded in a truck and transported to the river, 12 blocks from Prevost, within four-and-a-half minutes. Some of the truck's route took it through busy downtown streets and, in place of a siren, CPO William Christiani stood on the running board and waved off traffic. CPO Charles Cusmanic also aided in the operation. — N.C.



The Navy Plays



Ordnance School Wins Cock of the Barracks

Ordnance School won the Naden Cock of the Barracks trophy, awarded semi-annually to the department compiling the highest aggregate points for sports.

The winning total was made up by placing fifth in softball, first in track and field, second in soccer, first in whaler racing and second in water polo, netting a winning total of 98 points.

With only a small number of men to draw on, and those all petty officers and above, Ordnance was continually "scraping the barrel" in order to field its various teams. But the departmental sparkplugs, CPO "Zip" Rimmer, PO Colin Drew and PO Albert Simons, coached, persuaded, and even re-called officers and men off leave, to keep Ordnance in there and maintain the lead established early in the season by winning the track and field meet.

Supply School "A" was a persistent threat until CPO Rimmer coxswained his whaler's crew to victory early in October. Supply School "A" crew brought up the rear and that killed the school's hopes for winning the much-sought award. A strong stern wind was a break for the Armorers, who, with an experienced crew, finished an easy first over much younger and stronger entries.

Final standings for overall competition were as follows:

1. Ordnance.....	98 points
2. Supply School "A".....	83 "
3. MTE "A".....	79 "
4. Supply School "B".....	70 "
5. Supply Naden.....	64 "
6. Medical—Communications—ND 52.....	48 "
7. TAS and Elect.....	41 "
8. MTE "B".....	21 "
9. Band.....	

The organization for the winter cock of the barracks competition was completed at an inter-part sports meeting held October 15. Team structure for the winter activity remains the same as for the summer sports.

The program features three major sports—hockey, basketball and volleyball—and four minor sports—swimming, bowling, .22 shooting and badminton.

Major sports started the season off October 29 and will run concurrently until completion of a round robin tourney and playoffs, when the minor sports will complete the program.

Cornwallis Captures Command Soccer Title

Cornwallis won the Atlantic Command soccer championship October 27 by defeating Shearwater 3-1 in a sudden death final at the Stadacona athletic field.

The naval airmen went into an early lead on a brilliant goal by Allen, whose header eluded the grasp of Farr in the Cornwallis net. Cornwallis tied the count just before half time on a goal by Pitt.

In the second half the Annapolis Valley team forced the play and scored two goals to sew up the game. Cunningham and Sallis notched the winning markers.

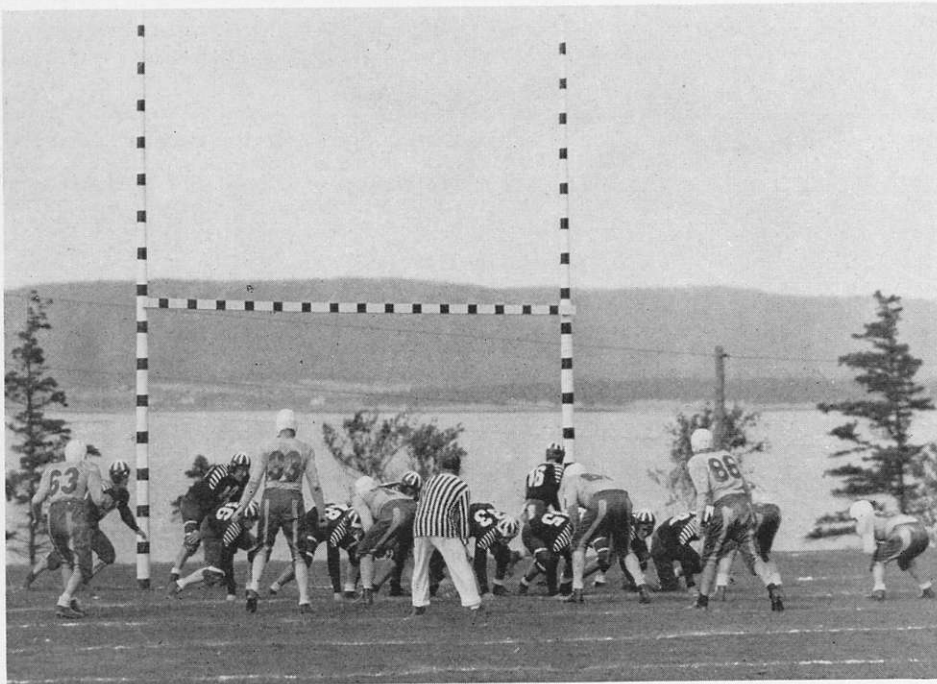
The Saks trophy, emblematic of the Atlantic Command soccer championship, was presented to Cornwallis team captain Ellison by Leonard O'Reilly, manager of Saks, following the game. The trophy, presented for the first time, will be competed for annually in the Atlantic Command.

The following participated in the final match: Cornwallis—Goal, Farr; Backs, Brian, Thomson; Halves, Stockman, Sallus, Gornuk; forwards, Pitt, Halloran, Knox, Ellison, Cunningham. Spares: Woods and Sawyer.

Shearwater—Goal, Sheldow; backs, New, Grant; Halves, Cummings, Childs, Baker; forwards: Pike, Gillis, Allen, Hodge and Carter. CPO John Hancock of Stadacona was referee.

Skating Club Formed in Pacific Command

A skating club has been organized within the Pacific Command, offering opportunity for those interested to get together on Sunday afternoons between 1400 and 1600 for pleasure skating at the Memorial Arena in Victoria.



Cornwallis may not have fared so well in its first year in the Halifax Canadian Football League, but the training centre can at least lay claim to having one of the more scenic gridirons in Canada. The Cornwallis field overlooks Annapolis Basin and has no fences to interrupt the view. The photo shows the home team trying to fight its way upfield in a game with Stadacona. (DB-1105-6)

Softball Team Plays on Far Distant Diamonds

The softball team of HMCS Ontario is able to lay claim this year to a record for world travel rivaling even that of the famous Harlem Globe-Trotters basketball squad.

The sailor-softballers at the same time have enjoyed considerable success, having lost only two of the numerous games played during the ship's extensive peregrinations.

Since February, when the Ontario sailed on her Australasian cruise, the ship's softball squad has played against teams in the Fiji Islands, Australia, New Zealand, Hawaii and California, on both coasts of Canada and in Montreal and Quebec.

The two defeats were both sustained on the West Coast. A Powell River team scored an 11-9 victory over the Ontarios during the ship's visit to the B.C. town. At Prince Rupert, the local league leaders, Prince Rupert Radio, shut out the cruiser's nine by a 3-0 score.

Coached by CPO Fred Potts and ably staffed by a powerful battery of chuckers, the Ontario's team has swept aside all other opposition. Eager to add to its laurels, it has issued a blanket challenge to all teams "of championship calibre."



Members of HMCS Ontario's widely travelled softball team are shown above. From Australia to Halifax the team has taken on all comers and only in the cruiser's home province of B.C. has the squad gone down to defeat. Kneeling, left to right, are: PO Roy Bird, Winnipeg; PO Ken Guthrie, Victoria; AB Arthur Dieroff, Hamilton, Ont.; AB Roy Derry, Victoria, and CPO Fred Potts, team captain, Victoria. Rear row: Sub Lieut (S) Murray Armstrong, Kingston, Ont.; Lieut. Ralph McLean, Sarnia; Ord. Sea. Robert Hall, Windsor, Ont.; AB Jim Cass, Port Hawkesbury, N.S.; Ord. Sea. Bart Nuttall, Brantford, Ont.; PO Ralph Adolphe, Victoria, and PO Jackie Allan, Vancouver. Missing from the photo are CPO Al Perkins and PO Cy Henderson, both of Victoria. (OC-984).

Membership is open to RCN personnel, civil servants and their friends.

It is also anticipated that provision can be made for children of members to be able to skate during these sessions, possibly in a supervised roped-off area at one end of the rink.

An executive committee has been formed to provide for the necessary administrative duties. Its members are: President, Sub-Lieut. William Walker; secretary, Sub-Lieut. (MN) Catherine Crimes; treasurer, Lieut. (S) J. M. Karagianis; entertainment, Mrs. W. H. Northey.

Ex-McGill Grid Star Playing for Stadacona

With playoff time in the Halifax Canadian Football League rolling around, Dalhousie University held a two-point lead over the second-place Navy teams from Shearwater and Stadacona at the end of October. And so far as sports fans and writers alike were concerned, any one of those three teams could take the title.

Trailing the five-team league with only one win apiece were Wanderers AAC, which last year nearly upset the dope, and HMCS Cornwallis, a game but weak team. For the boys from Deep Brook it is only fair to say that Coach CPO Andy Chartren literally had to assemble a new team for each game as drafts played havoc with his lineup.

Highest scoring team was Stadacona with 133 points. Dalhousie was close behind with 127. Defensively, Shearwater was best with only 44 points registered against, while Stadacona had yielded 50.

An unheralded 23-year-old, 163-pound halfback began catching attention with some sparkling play for Stadacona.

"Who is this boy?" asked the papers. It turned out that he was Sub-Lieut. Pete Robinson, the same Pete Robinson who starred for McGill in 1949 and '50, was voted to the intercollegiate all-star team last year and pushed Bob McFarlane to a new Canadian record for the quarter-mile just a year ago.

Another mark to his credit was his chase of Harrison Dillard, Olympic sprint champion, who had to set a new world's 40-yard indoor dash record to beat out the Canadian.

Hockey Practices Draw Large Turnout

An early start was made this year in organizing a Navy entry in the Victoria Commercial Hockey League. Eighty-four candidates turned out for conditioning in the Naden gym and for the first practices.

Instructor Lieut.-Cdr. H. V. Irving is manager of the team, CPO Thomas Booth, assistant manager, and CPO Fred Jones, coach.

Canadian Football Revived on West Coast

After a four-year absence, Canadian football has been revived in HMCS Naden with a view to establishing a nucleus for a RCN representative team in the Victoria City League next year.

The bulk of the players are from the Mechanical Training Establishment and Supply School. They form two teams for in-service play, then pool their strength for exhibition games with Victoria city teams.

MTE defeated Supply School 19-0 in the first game and a joint effort against Chaplain Ivan Edwards' Royal Roads squad resulted in a narrow victory in favor of the cadets. The cadet team, incidentally, swept the Victoria City League last year and is stronger than ever this season.

Dockyard Golfers Win Spencer Trophy

Dockyard civilian personnel outscored the RCN Golf Association in a tournament held on the west coast. It was the second competition for a trophy presented by Captain (E) B. R. Spencer in 1950. The RCNGA was victorious last year but this time the "Dockers" defeated the naval club by a score of 20 to 15.

There was a total of 48 entries in the competition for the Captain Spencer Trophy and for various individual



Proud possessors of the bulk of the silverware captured during the 1951 sailing season on the West Coast are, left to right, Commander James Davis, winner of four trophies; Chaplain (P) G. L. Gillard, recipient of eight, and Commander (S) Peter Sinclair, three-time victor. (E-16775).

prizes. On conclusion of the matches, all participants gathered in the wardroom at Naden for the presentation of prizes by Commander (L) H. G. Burchell, acting on behalf of Captain Spencer, who was absent on sick leave.

In addition to presenting the Captain Spencer Trophy to Jack Esler, Dockyard team captain, Commander Burchell presented awards to Eric Barber, Dockyard, for his low gross of 82; Lieut. W. (Scoop) Hibbert, low net 69 and W. Armstrong, Dockyard, Lieut. (E) Ray Johns and V. Bowes, Dockyard, hidden holes. The best poker hand prize was taken by Lieut. (E) Richard Keen with his five sixes. Petty Officer Angus Nelson and CPO Charles Keen walked off with the consolation prize.

Seven Teams Bowling for Halifax MTE

The Mechanical Training Establishment has eight teams in the Stadacona inter-part bowling league which got under way in October. They are the Officers' team, captained by Lieut. (E) Kenneth E. Lewis; MTE "A" (CPO Robert Hutchings), MTE "B" (PO Harry Jones), Class No. 14 (PO Edward Hopps), Class No. 147 "A" (Ldg. Sea. John Silversen), Class 147 "B" (Ldg. Sea. Allan Spencer), Shipwrights "A" (PO Vincent Duffy) and Shipwrights "B" (PO William Pollard).

The establishment also has a team in the mixed bowling league.

Several games had been played by the middle of October and to that date

the officers had scored three points, MTE "A" had eight points, MTE "B" four points, Class 14 four points; Class 147 "A" three points, 147 "B" none, Shipwrights "A" none, and Shipwrights "B" one. In the mixed league, MTE had culled a total of five points.

Badminton Season Starts at Naden

The Naden Badminton Club commenced play for the 1951-52 season on Wednesday, September 26, in the barracks gymnasium. Two periods per week have been allocated to the club and attendance has been good, averaging approximately 40 members at each session.

Club executives are: Chairman, Lieut. (SB) W. H. Northey; vice-chairman, Instructor Lieut. D. A. Robertson, and secretary-treasurer, Mrs. G. E. Churchill.

Comschool Enters Sports at Cornwallis

The Communications School did not take long to enter the sports scene at Cornwallis, following its transfer there from Halifax.

The Comschool soccer team chalked up three victories in as many starts and the school posted entries in the inter-part hockey, bowling, basketball and volleyball leagues. Four communicators joined the Cornwallis football team and it is expected the school will have representatives on other squads formed at the base.

Padre Gillard Corners Eight Sailing Trophies

The 1951 sailing season was a notable one for Chaplain G. L. Gillard, who captured eight trophies in races held by the RCN Yacht Club (West Coast) and the Royal Victoria Yacht Club.

Other naval officers who had more than a fair share of success were Commander James Davis, who won four trophies, and Commander (S) Peter Sinclair, who wound up with three.

Lieut. W. S. Blandy was a double winner, while Lieut. W. M. LaNauze and Lieut. (E) Roy Smith each scored single victories.

Cornwallis Gains Service Soccer Final

HMCS Cornwallis scored two convincing wins over Nova Scotia entries in the Maritime tri-service soccer playdowns to advance to the finals against the RCAF Summerside team.

The Cornwallis eleven swamped RCAF Greenwood 6-0 in the first stage of the playoffs. Meanwhile, Stadacona and Shearwater played a 2-2 deadlock and then had to do it all over again, with Shearwater winning the second contest.

Cornwallis and Shearwater tangled at the Annapolis Valley training base on November 3 and the high scoring Cornwallis squad triumphed 6-4.

Navy Soccer Team Makes Strong Start

The RCN entry in the tri-Service Soccer League has proved to be one of the strongest teams to perform in the Pacific Command in recent years. With CPO Jack Waldron as manager and CPO Alex Ross, one of the Navy's all time soccer greats, as coach, the team has got off to a flying start and won't be satisfied with anything less than a championship season.

In their first start the sailors scored an impressive 6-0 win over Chilliwack Army. Although the soldiers held Navy scoreless in the first half, the RCN had little trouble in breaking through time and again after the rest period.

AB Gordon Linton capped a fine performance by performing the "hat trick." AB Jack Scullion scored two goals and CPO Vic Dovey accounted for the other. The RCN lineup included PO Charlie Hall, CPO Dovey, AB Linton, Lieut. C. Crothers, AB Scullion, PO Jack Strachan, CPO Waldron, Ldg. Sea. John Potter, CPO Tom Fraser, AB Ernie Gardner, PO George Kinch and PO Stan Sinclair.

SIOUX SETS MILEAGE RECORD

ON BOARD HMCS SIOUX — Returning to operations after an enforced stay in port, the Sioux quickly made up for lost time, when, in the month of September, she spent 29 days at sea and steamed 10,979.8 miles.

The mileage figure was believed to be 2,000 better than the previous record for Commonwealth ships operating in the Korean theatre.

The Sioux had hoped to reach the 11,000-mile mark but was prevented from doing so by an incident of passing interest. While screening the carrier USS Rendova, off the west coast of Korea, the ship came across a complete bridge trestle, made up of double banked 12 by 12's.

This floating hazard had to be destroyed and the use of several 1¼-pound charges was suggested for the job. (Amazing the faith the TAS people have in the 1¼-pound charge.)

However, it was finally decided to suspend a depth charge in the cross members, fitting it with a five-minute fuse. The work was done by Commissioned Gunner (TAS) Douglas Babineau, assisted by PO Derek Whitworth. The depth charge did a very satisfactory job.

PO Whitworth, a medical assistant, is one of the more versatile members of the ship's company. Not satisfied with his pills and needles, he invariably is one of the first to step forward when volunteers are called for a job. On one occasion he spent a night ashore on Saw Tooth Island as a member of an armed party guarding a downed helicopter. The trestle affair was another in which he took a prominent part.—*P.C.B.*

Book Review

WHITE TWIST, 1951

No cadet, present or past, should miss the 1951 edition of **WHITE TWIST**. It is a treasury of all that is dear, or otherwise, to those who train with the navy in the summertime and who in winter are students at Canservcol or at university.

Through the pages of this handsome magazine are sketched the lives and times of naval cadets: the long, sweltering July days spent on the parade square and in the classroom, the "maze of lounging forms and thumping feet" in the gunroom, the sweet moments of leave in England or Hawaii, the life



Commissioned Gunner (TAS) Douglas Babineau perches on a portion of the bridge trestle which HMCS Sioux found floating in the Yellow Sea. Mr. Babineau and PO Derek Whitworth suspended a depth charge in the cross members and exploded it with a five-minute fuse. (Photo by Lieut. (S) F. S. Anderson).

"ashore" in Halifax or Esquimalt, the evenings spent toiling over the perennial journal assignment, the sports and regattas, the everyday experiences that are being woven into the fabric of naval lore.

Here too, for better or worse, are the personalities — the Commander, the Term Lieutenants, the Slackparty Penguin ("may be observed at all hours diligently applying a mop and scrubber . . ."), the Gunroom Gannet (who, we are told, is a close cousin to the Wardoom Warbler), the wit who wrote a news report of an imaginary cadet court martial, and the serious student in search of the deep mystery of the sea.

There is an introduction by the Chief of Naval Staff, and an essay on "Naval Discipline Through History." There is a wealth of clever cartoons, and a galaxy of photographs. There is a jewel of a poem called "Night Watch," and a delightful satire, "On Exercise." One article outlines the history of the UNTD; another tells of the purposes of the Canadian Services Colleges.

This is the third edition of **WHITE TWIST**, which had a humble beginning on the West Coast in the summer of 1949, but which is now a large,

splendid magazine written for and by the cadets of both coasts. It is a magazine to be proud of; the editors are to be congratulated. — *A.M.W.*

P. V. ROSS HEADS SASKATOON NOAC

P. V. Ross was elected president of the Saskatoon Branch of the Naval Officers' Association of Canada at the annual meeting held on board HMCS Unicorn.

Others elected to office were: Stewart Lindsay, vice-president; Dr. Herbert Cowburn, secretary-treasurer, and J. B. Mawdsley, Harry S. Jackson and Earl Beatty, members of the executive.

BRANDON CORPS WINS SEA CADET TROPHY

The Swiftsure Sea Cadet Corps of Brandon, Manitoba, has been awarded the Navy League of Canada's Nelson Trophy for topping all 80 Canadian sea cadet corps in the matter of promotions. Examinations on which promotions are based are set by personnel of the Royal Canadian Navy, which sponsors the Royal Canadian Sea Cadets jointly with the Navy League.

BIG NAVAL STORAGE DEPOT BEING BUILT AT MONTREAL

A modern \$6,000,000 bulk storage depot, which will relieve the overcrowded depots at Halifax, Esquimalt and Sydney and will provide for the requirements of an expanding service, is being constructed in Montreal West for the Royal Canadian Navy.

The depot will answer an urgent need for storage space for naval materials and supplies that are being manufactured in ever increasing quantity under the current defence production program.

The new depot will occupy a 96-acre site at Ville la Salle in the west end of Montreal, just south of the Lachine canal. The location is convenient to the major sources of supply and will be connected by spur line to the joint CNR-CPR trans-Canada rail line.

Present estimates call for the construction of an administration building, four storage buildings, one inflammable store, a motor transport garage, central heating plant and power plant. Future plans provide for an additional four storage buildings.

It is anticipated that two storage buildings 200 feet wide and 600 feet long will be ready for operation by the early summer of 1952 and a further two shortly after.

The function of the Naval Supply Depot, Montreal, will be to warehouse bulk stocks of general and technical stores and equipment (not including ordnance or ammunition) to support the supply depots on the coasts and elsewhere. It will also

hold mobilization reserves of certain classes of stores. Retail issue will be restricted to the minimum. The operation of this depot will permit bulk stocks at the coasts being reduced to acceptable limits.

Incorporating the latest practice in lay-out and facilities, the new supply depot will be modern in every respect. Efficiencies will include a pneumatic tube system between the administration building and the main warehouse office for the circulation of documents; a public address system throughout; time clocks, wall clocks and signal bells centrally controlled from a master clock, and an 18-foot stacking height. Safety features will include a sprinkler system and two fire walls dividing each storage building into 200 by 200 foot sections.

Modern material handling equipment such as electric fork lift trucks, pallet transporters, shop mules and warehouse trailers, combined with the use of four way pallets, picture frame pallets, pallet racks and standard packaging, will facilitate the speedy handling of the nuts and bolts required in the logistic support of the fleet.

Administrative services provide for a cafeteria, rest rooms, sick bay, lecture rooms and depot library. Recreational facilities, including playing fields and an ice rink, are in the blueprints of the finished depot.

A combined staff of some 500 naval and civilian personnel will operate the depot.

INCREASING NUMBER MAKING MONTHLY ALLOTMENTS TO BENEVOLENT FUND

The suggestion made at the last annual general meeting of the Canadian Naval Service Benevolent Trust Fund whereby personnel could make voluntary donations by means of a special allotment form was inaugurated in August. Since then the number contributing in this manner has increased monthly. For the month of October the sum of \$211.50 was received from 192 officers and men.

Prior to the commencement of this method, the fund was in receipt of an allotment from a chief petty officer without any notice of its purpose. It was presumed, however, to be a donation, which was confirmed by the following reply to a letter from the fund:

Dear Sir:

The small allotment is a gift.

I have seen the results of assistance to acquaintances and appreciation is best returned with some assistance however small. Please forget the receipt.

Sincerely,

This letter is much appreciated by the officials of the Fund. It is most encouraging and gratifying to hear that the work being done is appreciated by those who have seen the results of the Fund's assistance and realize its usefulness and purpose in relieving distress among members and ex-members of the Naval Forces of Canada.

The Fund wishes to take this opportunity of wishing all a Very Merry Christmas and a New Year free of misfortune.



The Chief of the Naval Staff, Vice-Admiral H. T. W. Grant, officially opens a new room, dedicated to the Navy, in Churchill (Quebec No. 91) Branch of the Canadian Legion at Ste. Anne de Bellevue, Quebec. Left to right are: H. K. Pickering, president of the branch; Mayor E. E. Deslauriers of Ste. Anne de Bellevue and Captain F. W. Wallace.

Press Gangs Again?

A mobile naval recruiting unit, making its way through the Eastern Townships of Quebec, appears to have been resorting to the less refined methods which were employed a century and a half ago in raising men for the Navy.

Shades of the press gang were evoked by a message in which the recruiting team reported to Naval Headquarters the names of four men enlisted in one of the cities visited. It said:

"The following new entries have been rolled into the RCN this date etc. etc." (the italics are ours).

The signal inspired visions of four innocent young men being cornered on a dark street by a gang of ruffianly sailors and reduced to a condition whereby they could be "rolled" away from their happy homes to serve a life at sea.

(EDITOR'S NOTE: — No doubt there was an "en" before the "rolled" in the original text but the message was garbled in transmission).

This is not a seascape but is, in fact, a photo taken about as far from the sea as one could get in Canada. It shows a naval whaler setting sail on the shimmering waters of Lake Winnipeg, where personnel from the Winnipeg division, HMCS Chippawa, spent their summer weekends acquiring small boat "seatime." The man behind the camera when this striking shot was taken was Petty Officer Edward E. Eaton, of Chippawa.



