

The CROWSNEST





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Cover—It was during the reign of Elizabeth I that England's ships provided one of history's greatest demonstrations of the value of sea-power. This issue salutes the Coronation of Her Gracious Majesty Queen Elizabeth II at a time when the Royal Canadian Navy and the other forces of Democracy are using sea-power in the cause of Freedom.

LADY OF THE MONTH

Search as you will the picture on the opposite page, you will find no ship hull down on the horizon. Violent, serene, changeless and ever-changing, the sea herself is our "Lady of the Month".

Some men of science maintain that the sea is the mother of all life. Without her mighty oceans, the earth would be but another of the myriad lifeless cinders whirling through space.

Ancient civilizations rose to new heights of glory when the Phoenicians and others braved Homer's "wine dark sea" and returned to the Mediterranean with the silks, gems, spices and gold of India and Cathay. Europe threw off the lethargy of the Middle Ages when Columbus and his successors sailed into the mysterious west and found a new world.

Even as the Crown is the spiritual symbol uniting the Commonwealth of Nations, the sea is the highway providing the material link.

Canada's motto is "A Mari Usque Ad Mare"—"From Sea Even unto Sea"—and over a doorway to the Peace Tower of the Parliament Buildings in Ottawa are inscribed the words:

*"The wholesome sea is at her gates:
Her gates both East and West."*

—(O-4791)

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British Monarchs and the Navy

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A standard is a flag which depicts the armorial bearings of the person entitled to wear it. The Sovereign and certain members of the Royal Family have personal standards, which are flown to denote their actual presence in any ship or place, whether in residence or on a visit.

Whenever the Sovereign shall go on board any ship of war, the Royal Standard shall be hoisted at the main, the flag of the Lord High Admiral at the fore, and the Union Flag at the mizzen of such ship; or if on board a vessel with less than three masts, they shall be hoisted in the most conspicuous parts of her.

IT WAS A proud day in the annals of the Royal Canadian Navy when, in November 1951, His Majesty's Canadian Ship *Ontario* had the rare honour of embarking Their Royal Highnesses, the Princess Elizabeth and the Duke of Edinburgh for passage from Charlottetown to Sydney and St. John's. As befitted the occasion, the Princess' Standard was hoisted at the main, while the White Ensign, designating a ship of His Majesty's Naval Forces, was worn at the foremast.

These simple bits of bunting, the Royal Standard and the White Ensign,

ancient in origin, are symbols of a quality common to the monarchy and the navy. The quality and duty of service to the people of the realm is and has been for centuries past, the paramount function of the sovereign and the fleet. At her coming coronation, Her Majesty the Queen will solemnly swear to serve her people; the fleet, as always, stands ready to execute the will of Her Majesty's Government as directed by Parliament, the body of the people's representatives. Because of this noble quality of service, the Royal Standard and the White Ensign, sym-

By **E. C. RUSSELL**
Naval Historian

bolts of two of the oldest institutions in the world, have enjoyed a love and respect unparalleled through the ages, not only in the Commonwealth and Empire, but throughout the world.

Because of their common dedication to the service of the people and of their historic parallel development, the monarchy and the navy have been closely associated for a thousand years, each playing its part in the slow but steady evolution of that unique and highly respected organization of human society of today, the British Commonwealth of Nations.

A thousand years is a long time; kings and queens have come and gone as have countless ships and sailormen. Yet each has left his mark and it is of interest to note that, almost invariably, the monarch who knew the meaning of the sea, who grasped the opportunity the sea has always presented, who justly exercised the privilege of sea-power, has contributed most to the welfare of his people.

SEVERAL of Britain's kings have been called "fathers" of the Royal Navy. The earliest of these was Alfred the Great who reigned in the ninth century. Great amongst rulers in the ways of learning and good government, Alfred was perhaps the first sovereign to realize that the best way to protect his island people from the invader was, not to let the enemy choose the landing place, but to engage him at sea with an English fleet manned by stout-hearted English seamen. Successful British rulers have followed this pattern ever since. When, nearly two centuries later, the Saxon Harold failed to command the English Channel, the only truly successful invader of England, William the Norman, landed and took over the country, profoundly changing the course of history.

In medieval England the maintenance of a fleet, a personal responsibility of the king, was, as it still is, a rather expensive proposition. This problem was solved to some extent by granting special privileges to the Cinque Ports on the south-east coast of England—Sandwich, Dover, Hythe, Romney, and Hastings. In return, and in keeping with feudal system of the times, these ports in time of emergency provided the country's naval forces. In this way, King William cleared the Channel of pirates and encouraged English trade.

In King Richard the First's charter adding Winchelsea and Rye to this important source of naval strength, he guaranteed that "the men of Winchelsea and Rye are to be free and quit on both sides of the sea (the Channel) and not to be disturbed."

This was the same Richard known as Cœur de Lion or Lion-Hearted who led the English knights on the Third Crusade (1190-1192) in an effort to rescue Jerusalem from the Turks. He managed to equip a fleet and sail it to the Eastern Mediterranean where he gained a victory over the sea forces of Islam. It was during this campaign that Richard chose St. George, an early Christian soldier martyred in the year 303 AD., as his patron saint. The Cross of St. George, a Greek cross of red on a white field was the badge worn by his soldiers. His ships also carried this device as a banner which from that time was adopted as the national flag for the fleet. This then, was the origin of the St. George's Cross in the White Ensign and the Union Flag.

The Royal Standard of today also dates from Richard's time. In the first and fourth cantons are found the three golden lions on a red field representing England. This heraldic device was from the arms of Richard Cœur de Lion and is incorporated in the armorial bearings of Canada today.

THE first English monarch to implement a positive maritime policy was the first of the Tudors, Henry the Seventh. Henry, who ruled at the time of Columbus, was an opportunist of the first order and, first and foremost, a merchant. Between the reigns of Richard and Henry, the islanders had seemed content to let what little foreign trade they had, be carried in foreign bottoms. Henry made valiant efforts to change all this and his partial success was to pay handsome dividends a century later. He built fine ships of his own, used them for trading expeditions and even hired them out to his subjects. More than that, he paid a bounty on heavy tonnage ships built and owned by his countrymen. This was an attempt to encourage foreign trade and, shrewdly enough to provide a supply of fighting ships in the event of war, there being little difference between merchant

ships and naval vessels of those times. It was Henry who sponsored the voyage of John Cabot to Newfoundland in 1497. Even at that, England was late arriving on the scene so far as discovery and exploration were concerned, for Spain and Portugal were already sending their galleons far from Europe in search of new wealth.

In this respect, Henry's son, the notorious Henry the Eighth, made little progress. But the energetic young Henry had one valid claim to being the "Father of the Royal Navy", for he built the first English fighting fleet that lasted. These ships were the King's Ship's, his own personal property. From Henry the Eighth on, there is always a certain permanence about England's fighting power at sea. His ships were

differed greatly from those of his contemporaries. While his father's ships had carried companies of archers and, gunners whose only weapon was the light man-killing serpentines, many of Henry's new ships were armed with guns weighing up to a ton and a half each. These great guns had of necessity to be mounted low in the ship to preserve stability. This problem was solved by cutting the well known square gun-ports in the sides of the hull. In one stride, Henry the Eighth had taken the lead in the production of offensive naval ordnance, and though he made little use of his fleet either to find new trade outlets or to invade the rich trading grounds of his rivals, he had built a permanent fleet of excellent ships and prepared the way for the Elizabethan sea-dogs.



HENRY VIII

large and though they had not yet achieved the trim lines of the 18th century vessels, still they had lost much of the roundness typical in the medieval period. He welcomed and encouraged new ideas with respect to rigging, hull structure and armament. Within a space of five years he added twenty-four ships to the royal fleet some of which survived well into the reign of Elizabeth. In armament, Henry's ships

SOME ELEVEN years after the death of her much-married father, the youthful Queen Elizabeth the First mounted the throne of England in the year 1558. It was a troubled land. The fact that her mother Anne Boleyn had been beheaded by the order of Elizabeth's own father, made the young queen's claim to the throne a shaky one. After years of religious persecution, many Englishmen lived in an atmosphere of fear and poisonous intrigue. The rich royal coffers of her grandfather, Henry the Seventh, had been drained so that Elizabeth succeeded to a legacy of debt and inflated currency. There was no army. Even her father's fleet had dwindled to twenty-one ships, these in a run-down condition and indifferently manned. To the young queen and to her subjects it was not exactly a reassuring prospect. Yet, from the outset, Queen Elizabeth the First took firm hold of the helm of state and not once in her forty-five year reign did she relinquish her command to anyone. Aided by outstanding ministers and her own far-sighted judgment, she was destined to rule in an era which rightfully earned its title as England's Golden Age.

It was during this era that the English people fully emerged from a medieval society into a first-rate modern power. In this transitional period, directed by Elizabeth and her wise and far-seeing statesmen, England's seamen

contributed more than any other national group to the country's new position of greatness among the nations of Europe. In the post-Renaissance era, Englishmen recognized the folly of wasting their strength in endless continental wars and learned that the sea was not only England's first line of defence but also a great highway of opportunity. Upheld by national aspirations and the queen's encouragement, the seamen of the island kingdom came to believe that all the oceans were free and so they sailed and fought on every sea to defend their right to seek out new lands and to trade on distant shores.

Elizabethan mariners carried St. George's Cross to the far corners of the earth. Trade was opened with North Russia and the lands bordering the Mediterranean. Men like Frobisher and Davis weathered the Arctic wastes north of Canada endeavouring to get through to the fabulous riches of the East. Others like Oxenham, Hawkins, and Drake successfully challenged the arbitrary division of the New World between Spain and Portugal.

Broadly speaking, Elizabeth's foreign policy was one of peace, but a sufficiently militant one that gradually afforded England a place in the sun. When the Spanish ambassador would protest the plundering of Spanish treasurerships by her "sea-dogs", she would bare-facedly denounce and disown them one day and knight them the next. She would agree with her minister, Burleigh, that the Spanish king must be placated, and, at the same time hold financial shares in the piratical enterprises of John Hawkins and Francis Drake.

UNDoubtedly, Elizabeth's greatest contribution to the future fleets of the British Commonwealth was the navy's fighting tradition—that bold spirit of seeking out the enemy in time of war and giving battle on every possible occasion. Schooled to this philosophy for thirty years prior to the coming of the great Spanish Armada, Elizabeth's seamen were able to concentrate a mighty fleet of royal and private ships manned by companies of skilled sea-fighters that, with the aid of favourable winds, shattered the proud fleet of Spain. When the queen died in

1603, she left behind her an England fortified by a sturdy naval tradition which was to serve the country in good stead in the centuries to come.

The Royal Standard of Elizabeth's time still held Richard's three golden lions, but they were in the second and third cantons, the first and fourth having, since Edward the Third, carried the lilies representing the ancient claim to the throne of France. When King James the Sixth of Scotland succeeded Elizabeth, he became known as King James the First of England. With the union of the crowns, James added to the Royal Standard the Scottish red lion rampant and the harp of Ireland—this even though the political union with Scotland was to be delayed another century and that with Ireland



ELIZABETH I

for still another century. The King's Ships continued to be identified by the flag bearing St. George's Cross.

Under both James and his son, who ruled as Charles the First, there came a series of set-backs to both maritime and naval England. An idealist, James hated war. To appease Spain, he beheaded one of the last of the Elizabethans, Sir Walter Raleigh—one of the many prices England paid for peace with her adversaries. Moreover, James

refused to issue letters of Marque, the ancient European system that permitted armed merchantmen to conduct "private war" within the letter of the law. So it was that in the early seventeenth century, English shipping was swept from the sea; trade came to a standstill; bold Algerian pirates raided the shores of the British Isles carrying British subjects off to slavery in North Africa; pirates infested the English Channel; and the Royal Ships—some of them the very ships that had shattered the Invincible Armada—lay rotting in the Medway.

King Charles the First, who later lost his head by the axe before Whitehall, succeeded his father in 1625. His influence on the fleet was little better than James', but, at least, he saw danger in Britain's maritime plight. He called for a complete survey of the King's Ships and the dockyards. The result was most depressing; the fleet was in a deplorable state and the seamen were clamouring for long-overdue pay. Energetically, he planned the refitting of his ships and the building of frigates to cope with the pirates and the privateers of France and Spain that had for years throttled English shipping and trade. But he was simply not the man to carry out the task. His trouble was financial and constitutional.

IN ACTUAL FACT, Charles came up with a very good plan—"Ship Money". In place of the old system of requiring the service of armed merchant ships, now no longer capable of challenging ships of the line, the king proposed that the port towns and inland towns alike should provide cash for the defence of the nation's trade. A most reasonable solution it would seem. But here, Charles ran headlong into a powerful and stubborn opposition—the growing antagonism of Parliament, particularly the Puritan members, and their resistance to being taxed without parliamentary consent and control of the purse. Of course, these views were not acceptable to a monarch who had been steeped in the traditional "royal prerogative" and the "divine right of kings".

However, in the earlier stages of his reign, before parliament had grown too strong, Charles did manage to collect

some "Ship Money" and he did build the finest line-of-battle ship of the day, "Sovereign of the Seas".

It was during this reign that the first red, white and blue ensigns appeared. The fleet was divided into three squadrons, the centre wearing the red ensign, the van the blue, and the rear the white, each flag having the St. George's Cross in the quarter known as the hoist. Gradually the Union Jack in the corner of the ensign came into use for the different squadrons, a practice continued until 1864 at which time the White Ensign became the sole distinguishing ensign of the Royal Navy.

However, more than ensigns was required to regain England's lost prestige at sea. Parliament was adamant. The many impasses culminated in civil war and defeat for Charles. The government solved the problem by taking the king's life in 1649.

During the eleven-year Commonwealth or Interregnum under Cromwell, English maritime enterprise rose to heights comparable with those of Elizabeth's day. The pirates were swept from the shores of the islands and English trade flourished in spite of the stout attacks of the Dutch. Men like Robert Blake made the fleet strong and highly respected on the high seas. Some of the finest battle traditions of the fleet date from the days of the Commonwealth.

THE Commonwealth had brought many changes to English life, some of them of an enduring character. Parliament as the legislating body of government was solidly entrenched. The Civil War had produced the spectacle of Cromwell's "State Ships" engaged in battle with Prince Rupert's "King's Ships" and the latter had been soundly defeated. When the Merry Monarch, King Charles the Second, ascended the restored throne in 1660, England had a first-rate fleet of 207 ships—all "State Ships". Yet, strange as it may seem, this state-owned fleet became the first truly royal navy. The fact was that economic and political changes had been so sweeping that it was no longer feasible to expect that a few King's Ships, bolstered by hastily mobilized merchantmen, could adequately perform the paramount function of the fleet—the protection of

trade. Charles the Second was wise enough to recognize this change and readily agreed that the navy must be controlled, manned and paid by Parliament in the name of the sovereign. In so doing, he laid down the pattern for the true future relationship of the crown, the nation, and the fleet. Ironically enough, it was Charles the Second who decreed that the fleet was to be henceforth officially termed the "Royal Navy". Undoubtedly he did this so as not to make too apparent his non-ownership of the fleet, but then perhaps in his own shrewd way, he foresaw that the sovereign would become the titular head of the state.

Just as Elizabeth's time has been called the Age of Mercantilism, that of the seventeenth century was one of

manipulator of politicians to one in which he rose to a position above party strife and intrigue. In the centuries that followed the Stuart monarchs, the sovereign had less and less to do with the direct control of the Royal Navy. Yet because of the monarch's position of impartiality, his influence was most beneficial in that there developed a new sense of loyalty to the throne. This was a very strong factor in producing outstanding seamen-leaders like Vernon, St. Vincent, and Nelson, who contributed so much to the freedom of Britons and of humanity at large.

THE GREAT Queen Victoria admirably personified this enhanced dignity of Britain's sovereigns. Early in her reign she encouraged her ministers to employ

the ships of the Royal Navy in the suppression of piracy and of what she called the "iniquitous traffic in slaves". She reminded her ministers in 1854 that she expected them "to keep perfect faith with her sailors". In the same letter, she recommended the formation of the Royal Naval Reserve, pointing out that the commission charged with this responsibility should be "composed chiefly of younger officers still conversant with the present feelings of our sailors, being better able to advise on the subject; the old Admirals are always and not unnaturally somewhat behind their time." When 5,000 more troops were being sent to the Crimea, the queen felt rather uneasy about the lack of troops at home and so wrote to the Duke of Newcastle — "the Queen wishes to have the 'effective state' (of the home defences) and not the 'state upon paper only'".

Unlike the rather perfunctory association of many foreign princes with their respective armed forces, the heirs of Queen Victoria have

been carefully schooled for their future position of trust and honour. From early in youth, King George the Fifth and his sons Edward the Eighth and George the Sixth served in the Royal Navy. Perhaps this was one reason that these monarchs were so beloved. They brought the throne close to the people of the Commonwealth and Empire.

Her Majesty Queen Elizabeth the Second, with her sailor husband, the Duke of Edinburgh, at her side to help



CHARLES II

colonization and the eighteenth, the Age of Empire. Throughout this broad stretch of time, Britain's fleet carried out heroic and arduous tasks all of which were prerequisite to the development of the family of nations which is the British Commonwealth today. In Britain itself, parliamentary government gradually became representative of a wider and wider electorate and the concept of monarchy changed gradually from the idea that the sovereign was a

her in the arduous service of her people, has succeeded to a great heritage that goes back for a thousand years. The concept of monarchy has changed through the ages. As the Prime Minister of Canada said recently in the House of Commons, the Commonwealth of Nations with the Queen as its head "is an effective instrument for the good of free mankind throughout the whole world".

There have been many changes in the history of the navy, yet, as in ages past, the naval forces of the Commonwealth stand always ready to serve the people in the name of the Queen. When the Royal Standard and the many White Ensigns float in the breeze over Her Majesty's Ships off Spithead in June, many will be the toasts tendered by the Royal Canadian Navy to Elizabeth the Second, by the Grace of God of the United Kingdom, Canada and Her other Realms and Territories Queen, Head of the Commonwealth, defender of the Faith.



To help break the monotony of a Korean patrol, seamen in HMCS Crusader essayed to cook dinner for the ship's company while the cooks undertook the no less difficult evolution of fuelling the ship at sea. The Chief Boatswain's Mate, CPO Alfred Gold, right, took over as Chief Cook and is shown as he inspected his turnabout staff before they attempted to make a meal. Left to right are: AB John Grodde, AB George Spicer, PO William Armit, AB William T. Ross, AB Ken White, and Lieut.-Cdr. John Husher, Executive Officer. (CU-508)

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"Boeuf au Buffer"

*One Way to Settle Who Has
The Best of It Is
To Swap Jobs*

In HMCS Crusader, the supply branch and the seamen understand each other. The good-natured nattering that goes on between the two branches has been successfully squelched.

At one point there had been a few hot words exchanged to the effect that (from the seamen) "You couldn't cook a pot of water without burning it," or (from the cooks) "What do you guys do on this packet anyway, besides sunbathe on the upper?" and so it went.

Somebody came up with the idea of changing places for a day. A group of seamen, under the direction of the Buffer, would cook the noon meal and the Chief Cook would lead some of his men in hooking up to the tanker when the ship next had to fuel.

CPO Alfred Gold, the buffer, took over with a French touch. He gathered

his junior chefs in the galley and carried out an eagle-eyed inspection of hands and whites for cleanliness. He had the writers produce a fancy bill of fare, printed in French "for sailors" with an English translation on the side "for peasants". The bill of fare featured soup, "Bœuf au Buffer", vegetables and pie.

In spite of the raucous jeers of a large crowd of hecklers, the "cooks" got on with the job and produced without too much fumbling. The staff included two quartermasters, PO William Armit and AB John Grodde, two radar control men, AB Kenneth White and AB George Spicer and an AA gunner, AB William Ross. To the First Lieutenant, Lt.-Cdr., John Husher, fell the ignominious task of scullery hand.

Over the SRE came the pipe "Pots to the Galley", or "Pots is required in the captain's cabin". With amateurs doing the job, No. 1 claimed that there were twice the usual number of pots and pans to be cleaned and threatened to resign. However, Chief Gold, with a strong Gallic hand, made sure he stayed on the job.

On the upper deck at the same time, another amused crowd of onlookers shouted unsought advice at CPO Gordon Dark and his cooks struggling with an unruly oil fuel hose. It was cold on deck that day and the job wasn't too pleasant. His force included Ldg. Sea. Robert Brigden, Ldg. Sea. Glen McPherson, and Able Seamen William Cairns and Douglas Purdy, all cooks.

They did the job efficiently and didn't spill any more than the usual amount of oil when the stokers took over the actual pumping operation.

When it was over, both sides agreed that there was a lot to be said for their own particular jobs and they wouldn't care to exchange places on a long term basis. The buffer and his "chefs" claimed that their mashed potatoes were so good that they shamed the cooks into producing lumpless mashed potatoes from then on. The cooks, on the other hand, claimed that never had the fuel hose been connected up so quickly or smoothly.—J. L. W.



R.C.N. NEWS REVIEW

HMCS La Hulioise—(HS-25865)

Coronation Ships Await Big Day

The three most powerful ships of the RCN and one of its sleek destroyers sailed from Halifax May 7; four beautifully turned out ships heading for England to do honour to the young Queen. The two training frigates HMC Ships *Swansea* and *La Hulioise* joined the squadron at Portsmouth later in May.

It was the first time since before the Second World War that so much time and energy had gone into ships for the sole purpose of beautifying them. The RCN is and has been working prodigiously to fulfill its training commitments, its responsibility to NATO and the United Nations. Five destroyers have been tied up for nearly three years in a shooting war.

But for the Coronation, the most lavish pageant the world has seen since the crowning of His Majesty King George VI, it was fitting that "spit and polish", for a brief time, take precedence.

Eight days after sailing from Halifax, the ships arrived at Spithead.

Before the big ships left base, officers and men of the squadron ships and the entire RCN contingent took part in a preview parade through the streets of Halifax May 5. Four naval bands and a colour party gave enthusiastic Haligonians a small-scale foretaste of Coronation Day in London.

For the first part of the crossing, heavy weather and fog dogged their tracks. In spite of the elements, however, a broad program of fleet and flying exercises was worked in with RCAF, RAF and RN aircraft joining "battle" with the squadron and the planes of the *Maggie's* 30 CAG.

The frigates sailed May 18. Two days out, *Swansea* detached for a high speed run to St. John's, Nfld. to land a man with suspected acute appendicitis.

Although the prime purpose of the squadron's trip to the United Kingdom is a ceremonial one, the opportunities for fleet training were fully exploited.

The cruisers and the carrier joined ships of the RN in exercises for almost two weeks before returning to Portsmouth where they were based from May 27 until June 8 when they are scheduled to move to Spithead.

The *Sioux* spent the time from the end of May until June 4 at Greenwich and the two frigates were berthed at Deptford on the Thames. On June 5 all three moved to Spithead in preparation for the Review.

On the climatic day Cdr. R. P. Weland was to lead 81 officers and men, plus a nursing sister and three Wrens, in the Coronation parade. The Canadian contingent, representing the second

partner of the Commonwealth, was to follow directly after United Kingdom units. Lieut. M. J. Waymouth, RCN, was colour officer and bore the colours of Canada.

For the squadron, the highlight of the great ritual lay ahead when the newly-crowned Queen would review her navies and ships of foreign navies in the greatest array of naval might since her father's coronation. There was much yet to be done, the Canadian squadron had to make sure their ships were as smart and efficient as any in the review.

Destroyers Earn Rest at Hong Kong

Last month in the Far East the *Athabaskan* and *Haida* got a break from the war with a week-long "Rest and Relaxation" trip to Hong Kong. The *Crusader* spent most of May at sea on patrol, having had her trip to Hong Kong in January.

On Sunday, May 17, 300 members of the two ships' companies assembled at the Saiwan Military Cemetery to pay homage to those Canadians who lost their lives in defence of the colony during the Second World War. About 30 Canadian residents of Hong Kong also attended the ceremony, which was conducted by Chaplain (P) A. G. Faraday RCN.

The Royal Marine band from the cruiser *HMS Newcastle* provided the music and the two ships paraded a 50-man guard under Lieut. H. W. Plant of the *Haida* and Sub.-Lieut. Keith Young of the *Athabaskan*. Captain J. C. Reed laid wreaths on behalf of the people of Canada and the two ship's companies.

Earlier in the month the *Athabaskan* covered a smash-grab raid conducted by South Korean Forces against the enemy mainland to collect information and capture prisoners. The afternoon after the night incursion had been made, the *Athabaskan* got an emergency call for help. The ROKs were withdrawing, with a North Korean army major and a sergeant in tow, but they were in grave danger of being wiped out on the beach before they could get off.

Queen's Men

THERE is a rumour floatin'
That the lads are goin' boatin'
O'er the briney, deep an' wide an'
blue . . .

An' I have heard it mooted
That the Queen will be saluted
By seamen at the Spithead Fleet Review.

There's a-paintin' an' there's shinin'
An' a-prettyin' an' finin'
From trucks to the waterline below . . .
I'll bet my bottom dollar

That amid the hoot an' holler,
Canadians will put up quite a show.

For *Maggie* will be steamin'
With her topsides all a-gleamin'—
Her flight deck a-shinin' in the sun . . .
An' all her youthful flyboys

Will be in their speedy sky-toys
A-ready when they fire the startin' gun.

But I am not supposin'
All the cruiser men are dozin'—
Havin' a Stand Easy all the day . . .
It can be safely stated

They are on their toes, elated,
To see the *Queen* a passin' on her way.

When Royal guns are boomin'—
An they've finished with the groomin'—
Little ships will be there, to be sure . . .
Men of frigates and destroyer,
All a-cheerin' their employer . . .
Canadians an' Queen's men to the core.

—C.T.

The ship rushed to the scene and poured in four-inch bricks which smashed up the enemy mortar positions and discouraged the troops from getting too near the beach. This took the pressure off and the ROKs made it safely to the friendly island of Chodo.

Meanwhile, aircraft from the USN carrier *Bataan* had arrived and were directed onto the enemy troop positions. The planes succeeded in putting the communists out of the fight and the destroyer got two gun positions. As she steamed seaward after the fight, the *Athabaskan* almost got her war bonnet singed. Two enemy guns opened fire on the ship but she was drawing well out of range and they fell short.

The aftermath of the battle was enacted in the Captain's day cabin. Two badly wounded ROKs had been brought from the island and received emergency medical treatment from Surg.-Lt. Ross Irwin. Next day the two men were flown out to a South Korean hospital for further treatment.

The *Crusader* meanwhile, had finished an eventful and varied east coast patrol. With another train kill to her credit and two more badly shot up, she assumed the chairmanship of the Train Buster's Club. Membership of this exclusive group is right now only 13. Six US Navy destroyers, a destroyer minesweeper and two destroyer escorts; a Dutch destroyer, a British destroyer and the *Haida* are the present charter members under the *Crusader's* presidency.

During his final inspection of the Coronation Contingent at HMCS Stadacona, Rear Admiral Bidwell passes down the ranks of the contingent during a full dress rehearsal which included a march through the streets of Halifax and a march-past at which he took the salute. (HS-25388)

On the same patrol she did a four-day stint in the Sea of Japan as part of Task Force 77's screen. When she detached to go back on the inshore patrol, Vice-Admiral Hickey, Commander of the Task Force, sent a message praising highly her efficiency.

Gate Vessels For Lake Duties

Two new gate vessels, HMC Ships *Porte Saint Louis* and *Porte Saint Jean*, have been allocated to the training of reserves in the Great Lakes during the summer training period.

The normal complement of each ship is three officers and 20 men and there is additional accommodation for the training of about 15 new entry reserves at a time.

The gate vessels bring to ten the number of RCN ships on the lakes during the summer. These include six Fairmiles and the two Bangors, HMC Ships *Digby* and *Granby*.

Stadacona Band Entertains Ottawa

A weekend visit to Ottawa by HMCS Stadacona band proved to be a busy assignment for the 24-man aggregation led by Lieut. (SB) S. E. F. Sunderland. There was little time out for sightseeing in Canada's Capital.

The period, May 8 to 10, saw the band perform in three engagements. Friday evening, the musical sailors were at

HMCS Carleton to lead off a naval mess dinner with the traditional "Roast Beef of Old England". During the evening the band provided a musical background of light and semi-classical selections.

The following night the *Stadacona* band took to the stage at the Glebe Collegiate Institute Auditorium in Ottawa to present a concert for Ottawa school students. The program, which included the showing of two navy films, "Fighting Navy", and "Wings for The Navy", saw the band swinging through a wide repertoire ranging from naval marches to hot jazz.

The "Stad" bandmen played their final Ottawa engagement Sunday afternoon, May 10 when they held an open air concert on the steps of the Supreme Court Building. Bright, hot sunshine provided an ideal setting, and thousands of Ottawans relaxed on the grass in front of the building listening to a well-balanced program — enjoyed despite some slight competition from street-cars and trucks.

CNS Presents Colour to Cadets

A highlight of the annual inspection of the Royal Canadian Sea Cadet Corps *Falkland* in Ottawa on May 20 was the presentation of a colour to the corps by Vice-Admiral E. R. Mainguy, OBE, CD, RCN, Chief of the Naval Staff.

The 104 officers and cadets were inspected on the parade square at HMCS Carleton, the naval division at Dow's Lake, where they have their headquarters. Senior naval officers from naval headquarters and prominent Navy League of Canada officials were among the several hundred spectators.

The colour-bearer was Cadet Petty Officer David Rayner, a son of Commodore H. S. Rayner, commanding officer, HMCS *Magnificent*. It is the first time the corps has possessed a colour and Cadet PO Rayner "showed" it in traditional fashion.

Summer Cruises For Cadets Begin

The summer training program for UNTD and Canadian Services College cadets began in May with the East Coast Training Group, HMC Ships *La Hulloise* and *Swansea*, sailing for the Spithead review and the West Coast Training Group, HMC Ships *Beacon Hill* and *Antigonish* for Bedwell Harbour on the first phase of its cruise to Long Beach, California.

Besides the cruise to the United Kingdom the East Coast Group will make



four ten-day cruises. Among its ports of call will be Pictou, Magdalen Islands, Sydney, Dalhousie, Seven Islands, Charlottetown, and Cornerbrook.

The West Coast Group will make three month-long training cruises, each beginning and ending with training exercises in Bedwell Harbour. Besides Long Beach, the Group will call at San Diego, Vancouver and Astoria.

There will be 517 cadets training on the East Coast and 372 with the West Coast Group.

Last Tribute Paid To Wooden Warship

A final tribute to one of the last of the wooden ships, the Royal Navy's former HMS *Pelican*, was paid by the Royal Canadian Navy recently when she was towed to her final resting place at sea escorted by the minesweeper-gate vessel HMCS *Porte Dauphine*.

The *Porte Dauphine* escorted the gallant old vessel, whose career covered everything from sub-chasing to trading in the northern ice fields, to her final resting place at sea.

The *Pelican* was built in 1877 as an armed cargo carrier and training vessel for the Royal Navy. She was credited with sinking a German submarine after a running surface battle in 1917 while taking munitions to Murmansk, Russia.

From 1901 to 1914 she was used by the Hudson's Bay Company in Canadian northern waters. The *Pelican* was sunk some 30 years ago when curious children opened her sea-cocks in Sydney Harbour.

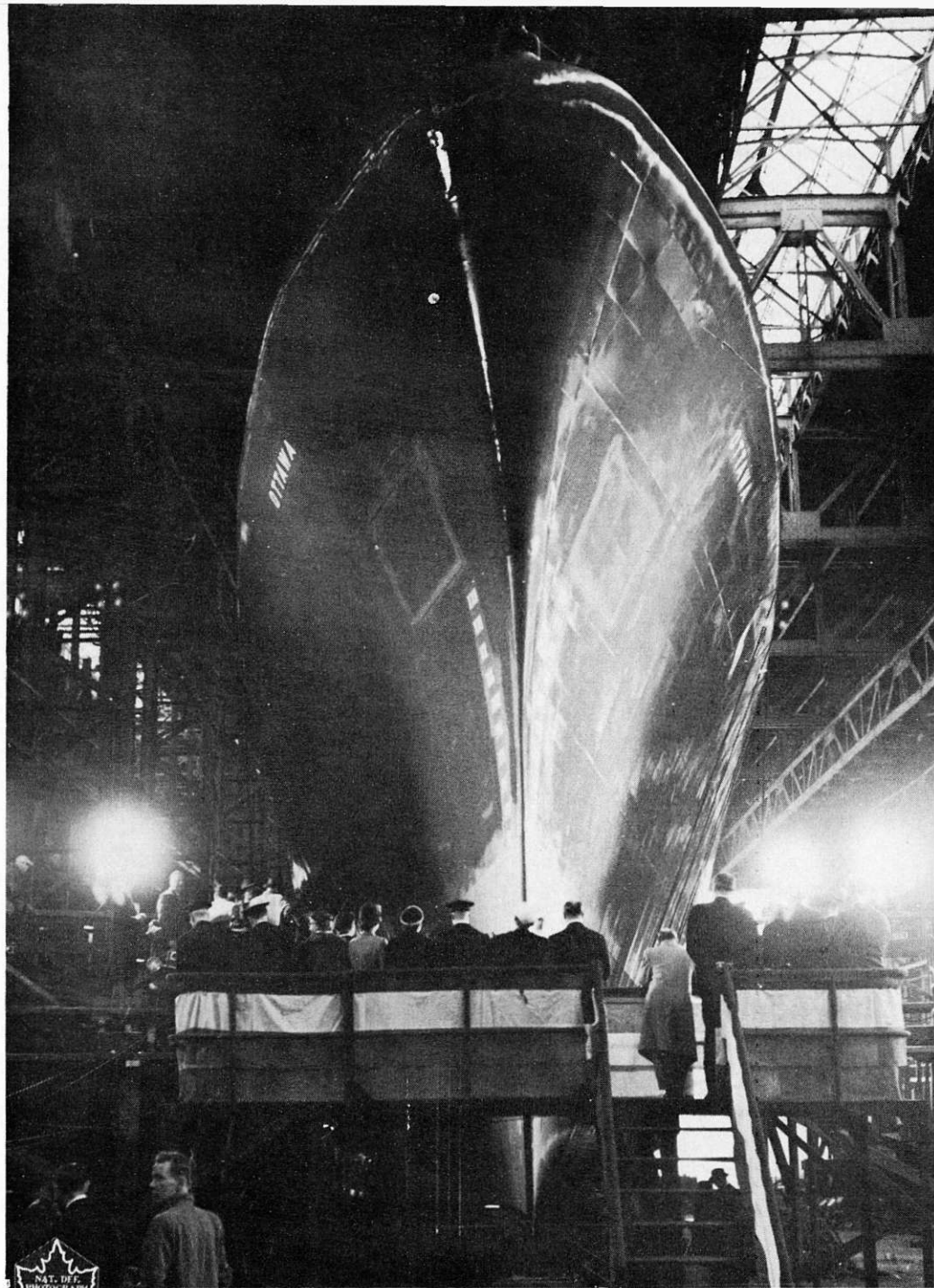
The *Porte Dauphine*, under the command of Lieut.-Cdr. John H. Maxner, RCN, of Halifax, is a tender to the Halifax Naval Division, HMCS *Scotian*.

Ship Hesitates; River too Cold?

HMCS *Ottawa* balked on the slips at Canadian Vickers in Montreal but at last slid gracefully into the St. Lawrence River April 29 to become the fourth to be launched in a series of 14 Canadian designed anti-submarine escorts build- ing in Canadian shipyards.

For half-an-hour the hull with the smooth, flowing lines clung to the slipways. Insufficient slope, light weight, a slight obstruction and cold grease were some of the reasons offered for her refusal to budge after Mrs. H. G. DeWolf, wife of Rear-Admiral DeWolf, chairman of the Canadian Joint Staff in Washington, had christened her with the traditional bottle of champagne.

Rear-Admiral Hugh F. Pullen, chief of naval personnel and a commanding officer of the two previous *Ottawas*,



HMCS *Ottawa* looms on the ways at Canadian Vickers in Montreal April 29 as guests on the platform wait for her to become unstuck after the christening ceremony. Floodlights, for benefit of press, TV and movie cameramen, highlight her smooth flowing lines. The *Ottawa* is the fourth to be launched in a series of 14 anti-submarine escorts under construction in Canadian shipyards.

came up with the cheering thought that "She was a slow starter, but that only means she will be a strong finisher."

HMCS *St. Laurent*, the first of the new escorts, was launched at Canadian Vickers in Montreal on November 30, 1951, followed by the *Skeena* last year at Burrard Dry Docking Company in North Vancouver and by the *Fraser* this February from the same shipyard. The first is expected to be ready for the fleet sometime next year.

Names of the new DEs follow those of Canadian destroyers which served during the Second World War and are

no longer in service. The *Ottawa* is the third Canadian vessel to bear the name. The first *Ottawa*, one of the six destroyers of the RCN at the outbreak of the Second World War, was torpedoed and sunk by a German U-boat in the North Atlantic in September, 1942 with the loss of five officers and 109 men. The second *Ottawa* was commissioned in the RCN on March 20, 1943. Formerly HMS *Griffin*, she was transferred to the RCN to replace the loss of her namesake, served well in the battle of the Atlantic, and was declared surplus at the war's end.

Subsistence Rate Increased in April

Increases in subsistence allowance for personnel in receipt of marriage allowance, ranging from \$10 to \$45 a month, were announced late in April. The increases apply to officers and men up to and including the rank of Lieutenant.

The new rates of subsistence allowance, with the former rates in brackets are: Ordinary Seaman, \$91 (\$61); Able Seaman, \$91 (\$61); Leading Seaman, \$91 (\$61); Petty Officer 2nd Class, \$91 (\$72); Petty Officer 1st Class, \$91 (\$81); Chief Petty Officer 2nd Class, \$91 (\$81); Chief Petty Officer 1st Class, \$102 (\$92); Midshipman, \$91 (\$61); Acting Sub-Lieutenant, \$110 (\$65); Sub-Lieutenant, \$110 (\$89); Commissioned Officer, \$110 (\$94); Lieutenant, \$110 (\$94).

The subsistence allowance for single personnel and for married personnel in ranks other than the foregoing remains unchanged.

Increases of the same amounts and to the same ranks as for subsistence allowance have also been made in separated family allowance and, where quarters are available but rations are not provided, the ration allowance is increased \$10 a month to \$30 for all ranks.

Undeclared War Between SO and MO

Meat is getting to be a problem in HMCS *Haida*. The Captain, the Supply Officer and the Doctor are disturbed, but the ship's tailor is quite happy about the whole thing.

The meat in question is the mounting poundage on some of the ship's company. There's nothing wrong with the victualling stores the ship gets from the UN logistics suppliers; except almost everybody is eating too much of it.

The long Korean patrols don't help the portlier *Haidas* in their battle of the bulge. The doctor hands out strict diets to some of the troops and the supply officer scuttles them.

Such choice items as butterscotch sundaes, chocolate ice cream, jelly rolls and banana cream pie on the menus makes it nigh impossible for the dieting sailors to stay on the straight and narrow. The supply officer has to keep the whole ship's company happy with their daily fare, but then he has to face the medical officer every day.

The captain expressed concern over his ship's top weight.

The one man who is satisfied to let the situation ride is the ship's tailor. He's getting lots of business letting out trousers and jumpers.

Hot weather is in the offing and the boys may sweat it off. But it's a problem.

Why a Ship Is a 'She'

by

Bernard Peyton Jr.

in the New York Herald-Tribune

LAST September the American Merchant Marine Institute sent a newsletter to newspapers, many of them in mid-Western towns, asking why a ship is called "she".

The returns have flowed back to the institute offices at 11 Broadway, from Brooklyn and Venezuela, from steamship oilers with fire in their eyes, from steamship brokers with mist in their eyes. Caustic or sincere, here are some of the replies:

Because a ship has a waist, bonnets, laces, stays, combings, jewels and earrings.

It was also noted that there is "a great deal of bustle" around a ship and that in port she has an agent handling her business called a "husband".

A captain wrote: "On to large vessels the word 'she' was attached because of the sails. The sail represented the vessel as dressed like a woman".

* * *

A Dutch student, recently arrived in America, submitted: "In older times, when sea voyages could take many years, the ship was the woman . . . The seaman . . . saw her as his home, he found in her his protection and the representation of female warmth and love, such as given by a mother or wife".

A man from Freeport, Texas, wrote: "First, there is always a gang of men around her; second, it takes a lot of paint to keep her good looking, and third, she's cranky, unpredictable, and hard to get along with".

But a woman from Highlands, also in Texas, indignantly countered: "As a woman takes pride in her home, and family—so a ship is sailed with great pride, on the sea. Who is it that rocks the cradle of the world? It's a she. Who is it that waits at home for their loved ones, when they are away? It's a she".

From Surabaja, Indonesia, came this reply: "A merchant ship is called 'she' because, coming into port, the first thing 'she' does is go to the buoys! I hope this solves your problem".

One respondent leaned on Shakespeare, where in Act III, Scene 3, of "The Winter's Tale" a clown observes: "now the ship boring the moon with her mainmast", and on the Bible, where in the description of Paul's journeys in Acts XXI, part of the third verse reads:

"and sailed into Syria, and landed at Tyre; for there the ship was to unlade her burden".

Another respondent, a Seattle printer warned: "Boats not to be called she are the mail boats".

* * *

And on this tack, a magazine article published six years ago in "Ships" has these disturbing things to say: "The prows of Phoenician and Egyptian boats were graced with male animals, not feminine figureheads. The word 'ship' is masculine in French, Italian, Spanish and Portuguese, and possesses no sex in Teutonic tongues. During the 17th and 18th centuries, vessels were called men-of-war, merchantmen, Indiamen, and the like."

Just to make things worse, an account of the Battle of Agincourt, written in 1426, includes the line, "Euery ship wayed his anker". A treatise put out 150 years later remarks that "in a shyppe the Rudder ought to be no less than may suffice to direct hys course". In Shakespeare's day a ship master noted in his log, "wee mette a great Dutch shippe neare Nassapore Point. He wore a Flagge".

The editor of the American Merchant Marine Institute's newsletter threw up his hands.

Athabaskan Thirsts For British Oil

HMCS *Athabaskan*, serving her third tour of duty in the Korean war theatre, has been chalking up an enviable record for Canada under the United Nation's flag. All in the day's work was the following unflattering message, quoted in full from the "Athabulletin", the ship's newspaper:

"The following epistle was received by the Buffer from the Buffer, HMS *Glory*:

" 'I think you now hold the record for oiling. We have oiled you now more times than all the other boats together in the last two years. They now call you HMCS "Oilington". What have you got for engines — Japanese lighters?' "

Perhaps one of the reasons why the *Athabee* was accused of burning so much fuel was that between December and March she had steamed a total of 26,493 miles in 111 days at sea. During this period she took on oil at sea ten times.

OFFICERS AND MEN

New Setup for Supply Branch

Familiar faces are accompanied by unfamiliar titles as a result of the recent comprehensive reorganization of the supply directorates at Naval Headquarters.

The new organization is headed by the Supply Officer-in-Chief (SOC) replacing the Director General of Supply and Fleet Accounting (DGSFA). Commodore (S) R. A. Wright, remains in this appointment.

The Deputy Supply Officer-in-Chief (DSOC) replaces the Deputy Director General of Supply and Fleet Accounting (DDGSFA). This appointment has been filled by Commander (S) T. F. T. Morland, formerly Director of Naval Pay Accounting. He retains the acting rank of Captain (S) while holding this appointment.

Under DSOC are two semi-independent units. One, controlling the operations of the supply branch is the Inspector of Supply and Fleet Accounting (ISFA), the other looking to future operations is the Assistant Supply Officer-in-Chief (Plans). Lieut. (S) G. R. Monckton, formerly Assistant Staff Officer liaison with the Department of Defence Production fills the first appointment: Lieut.-Cdr. (S) A. D. Collins, formerly Deputy Officer-in-Charge, Naval Supply Depot, Esquimalt, is now ASOC (Plans).

Also under DSOC are the Director of Movements (yet to be appointed), the Director of Naval Pay Accounting, the Directorate of Material Identification and Cataloguing and the two largest organizations—those of Assistant Supply Officer-in-Chief (Administration) and the Assistant Supply Officer-in-Chief (Stores).

DNPA is Acting Cdr (S) J. W. Maxwell, formerly Deputy DNPA. Commander (L) G. H. Dawson remains DMIC.

Commander (S) Martin Doyle, formerly Supply officer in the *Quebec* becomes ASOC (ADMIN) while Commander (S) C. V. Laws, formerly Director of Fleet Stores advances to ASOC (Stores) controlling the four stores directorates.

The stores director are: Director of General Stores (DOGS), Lieut.-Cdr.

(S) A. E. Taylor, formerly in New Construction; Director of Electrical Stores (DOLS), Lieut.-Cdr. (S) J. A. McBurney, formerly Inspector of Supply and Fleet Accounting; Director of Personnel Stores (DOPS), Lieut.-Cdr. (S) R. Gervais, formerly Deputy Director of

Victualling, and the Director of Air Stores (DOAS), Lieut. (S) K. R. Dauphinee, formerly Director of Naval Air Supply.

General Stores and Electrical Stores formerly were included under the Directorate of Fleet Stores.



Nine-year-old Douglas Phelps sits comfortably in a new wheelchair presented to him recently at Lyndhurst Lodge, Toronto, by the Chief and Petty Officers' Mess of HMCS "York". Chatting with him are three of the naval donors. Kneeling is CPO Frank Hopkins, mess president, with CPO Bill Clews, mess secretary, and CPO Les Mowry standing.

Officers Named To New Posts

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

Capt. A. G. Boulton, to Staff of Commanding Officer Naval Divisions, HMCS *Star*, as Chief of Staff. Formerly at Headquarters as Director of Naval Reserves.

Commander J. S. Davis, to the staff of the Commanding Officer Naval Divisions, HMCS *Star*, as Command Training Officer. Formerly in HMCS *York* for course at the RCAF Staff College.

Commander T. S. R. Peacock, to HMCS *Stadacona* as Reserve Training Commander. Formerly on the staff of the Commanding Officer Naval Divisions, HMCS *Star*, as Command Training Officer.

Commander J. P. T. Dawson, to HMCS *Stadacona* as Officer-in-Charge TAS School. Formerly on the staff of the Director of Weapons and Tactics as Staff Officer (TAS).

Commander (S) H. C. Ledsham, to HMCS *Shearwater* as Officer-in-Charge, Air Stores Depot. Formerly in HMCS *Niagara* on the staff of the Naval Member, Canadian Joint Staff, Washington, as Staff Officer Supply Liaison and Procurement.

Commander (S) B. E. Gaynor to HMCS *Quebec* as Supply Officer. Formerly Director of Victualling at Headquarters.



When Wren Doris Bell of Toronto took the RP3 course at HMCS *Stadacona* she was the only woman in the class of 22 and the sole representative of the RCN(R). She graduated second in the class.

Lieut.-Cdr. (E) J. O. Aitkens, to headquarters as Staff Officer Engineering Personnel. Formerly in HMCS *Crescent* as Engineer Officer.

Lieut.-Cdr. (SB) A. E. Parsons, to HMCS *Naden* on the staff of the Reserve Training Commander as Staff Officer (Cadets). Formerly at Headquarters as Secretary to the Director of Naval Reserves.

Lieut. (P) M. Wasteneys, to HMCS *Shearwater*, 30th Carrier Air Group, VF 871 in command. Formerly in VF 871 as Senior Pilot.

Star Auxiliary Completes Ten Years of Service

Ten years of service to the ship's company of HMCS *Star* is the record of the hard-working group of women comprising the Ladies' Auxiliary to the Hamilton naval division.

The auxiliary was formed in January 1943 and promptly set to work in the interests of members of the division and their families.

Each year the ladies hold a summer picnic and a Christmas party for the children. In addition, they send parcels to Korea and give each new entry drafted from *Star* a box of comforts.

Typical of the women who have put years of effort into working on behalf of the division is Miss M. Leslie, who is in charge of the auxiliary's welfare work. She visits sailors in the sanatorium and helps the men or their families in times of difficulty. She can be seen at *Star* each Saturday evening making sure that new entries receive their going-away gift parcels.

Miss Leslie finds time, as well, to carry on a lively correspondence with men serving in HMC Ships in the Korean war theatre.

Courses Completed By Chiefs and POs

Chief and Petty Officers' Leadership Course classes 40 and 41 recently completed in HMCS *Cornwallis*. Members of Class 40 were all P2's while Class 41 were mixed Chiefs and P1's.

Class 40: Petty Officers Lorne Pattison, Donald Lineker, Leslie Alliker, William Brown, Robert Stewart, William Brooks, Daniel Raftis, Francis Walker, William Hughes, William Young, Colin MacDougall, Percy McCarthy, Norman Hallmark, Ernest Hayward, James Elliott, George Harper, Brian Pope, Robert Roberts, William Patterson, Harold Achtzener, Gordon Parson, William Fluskey and Adrien Boucher.

Class 41: Chief Petty Officers Glen Hutchinson, James Williams, Wilfred Clerk, Thomas English, Jack Gillard, George Hornett, Robert Kinsey, Kenneth Kidson, Albert Munt, Edward Shep-



Happy in the service, obviously, are Wren Mavis Macahill (left) and Wren Joan Sidwell of HMCS *Malahat*, the Victoria naval division, shown receiving instructions from Ldg. Sea. Milton Kubisheski on the intricacies of the Navy's pay setup. (Photo courtesy Victoria Daily Colonist.)

perd and John Armitage and Petty Officers Robert Christie, Leslie Adkin, Earl Lyons, Jack Heath, Leslie Sparrow, Douglas Edgar, Colin Armson, Frederick Herron, Robert West, Edward Morrison, and Rene Rollins.

Two Pilots Die In Air Collision

Death came to two RCN pilots on the night of April 9 when their planes collided in the air over the outskirts of Halifax. Four other naval airmen escaped both death and serious injury in another crash that same evening near the RCAF base at Greenwood in Nova Scotia's Annapolis Valley.

Killed were Lieut. (P) Robert C. O'Neil, Ottawa, piloting a Sea Fury, and Lieut. (P) F. G. Rice, Gravenhurst, Ont., piloting an Avenger. Lieut. O'Neil's aircraft crashed on a hilltop overlooking Bedford Basin, while Lieut. Rice's plane crashed into the Basin.

In the other accident, an Avenger carrying the pilot and three naval airmen crashed in the Lake George area of the Annapolis Valley while returning to its base at HMCS *Shearwater* on a training flight to and from Montreal. All four in the plane walked away from the crashed plane before it broke into flames.

They were: Sub.-Lieut. (P) J. W. Paton, Montreal; CPO R. E. M. Geale, Dartmouth; PO P. Martin, United Kingdom, and AB Martin Légaré, Gatineau Point, Que.

After spending the night in the woods, the four were able to make their way out and shortly were taken to the RCAF base at Greenwood from where they were flown by RCN aircraft to *Shearwater*.

Two-War Veteran Cdr. G. W. Kidd Dies

Commander (E) George Watson Kidd, RCN (Ret'd), 69, of Vancouver and Victoria, who served with the Royal Navy during the First World War in HMS *Warspite* and HMS *Courageous*, died April 23 in Vancouver. Between the wars he was co-owner of an engineering firm in Colombia, South America.

During the Second World War he joined the RCN as Commander (E), retiring with that rank in 1945. He served at Headquarters and in Esquimalt.

Commander Kidd leaves his wife, three sons, including Lieut.-Cdr. William M. Kidd, RCN, a daughter, three grandchildren and three sisters.

From 'Marin' To 'Marine'

In most parts of Canada a "Marine" is a "seafaring-soldier", but in the language of Quebec the "Marine" is pure Navy.

However, the naval reserve forces of HMCS *Montcalm*, the Quebec City naval division, really switched this meaning on the week-end of March 28 and 29 by becoming soldiering-sailors.

The occasion was a joint Reserve Navy-Army Battle under the code name of "Exercise Plasma" when approximately 400 officers and men of Quebec's Reserve Naval and Army Units combined forces and went "into battle". Director of the exercise was reserve Lt.-Col. M. F. Hillary, Commanding Officer of the First Technical Regiment, who was assisted by Commander W. Mylett, Commanding Officer of HMCS *Montcalm*.

The purpose of the exercise was to give the auxiliary service an opportunity to experience working under conditions that were as close to real warfare as possible, and the general consensus

of opinion was that this was one of the most realistic "mock battles" in which they had ever been engaged.

The contribution of HMCS *Montcalm* was 100 officers, cadets and men, while the Reserve Army Units of Quebec made up the rest of the force with infantrymen, engineers, signallers, Service, Medical, and Provost Corpsmen and COTC.

The exercise began Saturday afternoon. The troops were transported to Valcartier Military Camp, about 20 miles from Quebec City and adjacent to the Valcartier Ranges where the "battle" took place.

On Sunday morning an early church parade was held; then followed an intensive briefing of the day's operations, and then the battle got under way. The *Montcalm* units were allocated the part of a landing party in the attack force and had to attack and storm a ridge rising sharply to a height of about 25 feet, with machine gun nests of defenders on top.

The Navy stormed its objectives with such determination and aggressiveness that the ridge was captured. High praise was given by the Army officials on the discipline and bearing of the Naval personnel under fire. Although blanks were used in rifles and machine guns, there was sufficient live ammunition such as mines and mortars exploding in the vicinity of the assault front to create a genuine atmosphere.

The discomfort of crawling through two feet of snow and slush (one still tends to keep one's head down even though they are "only blanks") and the strain of the physical exertion of climbing that ridge, were bravely borne by the naval personnel. *Montcalm's* officers were proud of the fine performance given by their men and of the acknowledgement given by the army staff in stating their complete satisfaction with the effort contributed by the men of *Montcalm*.

Western Wren Officers Meet at Vancouver

Wren officers from western divisions met at HMCS *Discovery* recently to discuss mutual problems. Lieut. (W) M. I. Allen, Ottawa, presided, with Lieut. (W) L. F. Tait, assistant staff officer, administration, *Discovery*, as official observer and secretary.



If the misty-eyed mother of yesteryear who sang "I never raised my boy to be a soldier" had seen reservists from HMCS *Montcalm* slogging through slush and mud this spring, she might have changed the words to fit the Navy. PO J. E. M. Lachance (right) is seen leading his troops into position during the joint Navy-Army "Exercise Plasma" at Valcartier Military Camp.

LOWER DECK PROMOTIONS

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

ABBOTT, Victor J.....C2ET4
 ACHTZNER, Edward J.....LSBD2
 ATKINSON, Darrell J.....LSAC1
 ATKINSON, Eric G.....LSAR1

BARCLAY, Donald A.....P2AA2
 BATES, Herbert A.....C2PC3
 BECK, Wilfred M.....LSAAS
 BERUBE, Ronald F.....LSAC1
 BILODEAU, Louis J.....LSAAS
 BODINGTON, Richard P.....C2TD2
 BONIN, Jean-Claude.....LSAC1
 BONNER, Douglas V.....LSAR1
 BOUGHTON, Benjamin E.....LSAAS
 BRISKHAM, Vernon R.....LSAAS
 BRITTON, Peter W.....P1AF2
 BUTLER, Ronald A.....LSAC1

CALE, Earle D.....P1AC2
 CALLARD, John E.....C2PC3
 CANT, Eugene R.....P1AO2
 CHILDS, Harry.....LSAF1
 CLARK, William D.....C1AT4
 CLIFFORD, Brian E.....C1AT4
 COLLINS, George S.....LSAC1
 COLLINS, Harold F.....LSAC1
 CORMAN, James H.....LSAF1
 CORRIGAN, Arthur G.....LSAF1
 COX, Frank H.....P1SE2

DALE, Bernard J.....LSAC1
 DARLINGTON, George R.....PIER4

DeWOLFE, Earl A.....P1SH4
 DICKIE, Gordon W.....P2BD3
 DIXON, Gordon A.....LSOM1
 DONALDSON, Gordon D.....P2SM2
 DONNAIT, Victor F.....LSTDS
 DRAGE, Lawrence A.....LSAC1
 DRISCOLL, John V.....C2SM3
 DROUIN, Jean-Baptiste J.....LSAR1
 DUGGAN, Arthur A.....LSRC1
 DUNN, Paul C.....LSAR1
 DUTCHAK, William R.....P1AC2
 DUTTON, John P.....LSQR1

EAGLESTONE, Donald A.....LSRPS
 EDEN, John B.....LSAF1
 EULOTH, John D.....LSAC1

FAGG, Stephen C.....C2AC3
 FINN, Gerard P.....LSAR1
 FLANAGAN, Gordon S.....LSAR1
 FLEMING, John E.....LSAA1
 FRIER, Richard H.....LSAR1
 FYFE, William S.....LSAC1

GODIN, Roger J.....LSEM1
 GOODE, James G.....P1AC2
 GREGORY, Kenneth A.....LSAC1
 GRISCH, Robert G.....LSAR1

HALDANE, Frederick E.....P2SM2
 HALEY, Robert.....LSAC1
 HAY, Stanley W.....P1SE2
 HAYES, Harold P.....C1ER4
 HEATLEY, William A.....LSAR1
 HIRD, Walter R.....LSAC1
 HOGAN, John K.....LSAAS
 HORNE, Herbert.....LSEM1
 HYMERS, William J.....P2SM2

IRWIN, Eugene B.....P1AC2
 IVANY, Douglas M.....LSAAS

JACKLIN, Charles G.....P2AO2
 JENNINGS, Harry J.....C2AT4

KELBOUGH, Kenneth G.....LSLR1
 KELLEY, Ronald M.....LSRPS
 KING, Baxter.....LSRPS
 KING, Harold B.....PIER4
 KNOX, Loren W.....LSBD2
 KNOX, William J.....LSAR1

LESK, James M.....LSTDS
 LOUGHRAN, Patrick J.....LSAAS

McDONALD, Redmond J.....C1SE3
 McINNIS, Lloyd H.....P2AR2
 McINTOSH, Francis J.....LSAC1
 McLEOD, Laverne D.....LSTDS
 McRAE, Elmer.....LSTDS
 MacADAM, Kenneth S.....P1ER4
 MacDONALD, Stephen.....LSOM1
 MacLEOD, Robert A.....LSAR1
 MARSH, Victor E.....LSAF1
 MARTIN, William L.....LSAAS
 MILLS, James J.....LSAC1

MINKOFF, Christopher.....P2SM2
 MISEFERI, Joseph.....LSAC1
 MLAZGAR, Lawrence M.....LSAC1
 MOLL, Ronald W.....LSRCS
 MOONEY, Gerald D.....P1AC2
 MORENCY, Stewart J.....P1SH4
 MOUTENAY, James C.....LSAR1
 MUIR, Ian M.....LSAF1
 MUGGAH, Revers.....LSAF1

NELSON, Charles H.....LSAR1
 NIVEN, Roy W.....LSAC1
 NOBLE, Robert E.....LSSE1
 NUNNERLY, Richard.....P2AF2

O'CONNOR, Garfield W.....LSAF1

PERCY, Arthur M.....C2AT4
 PETERSON, Frank.....LSAR1
 PHILLIPS, Eugene E.....P2NS2
 PITTMAN, Guy.....LSAC1
 PRATT, William B.....LSTDS

ROEMER, George J.....P1AC2
 ROE, Douglas C.....P1SH4
 ROGERS, Eugene S.....LSAC1
 ROY, Keith E.....LSAC1
 RUTHERFORD, Douglas.....P2SM2

SABOURIN, Rhéal L.....C1AT4
 SAUVE, Marcel J.....LSLR5
 SCOTLAND, Douglas B.....LSAR1
 SCULLION, James.....LSAA1
 SEKULICK, John.....LSAF1
 SMITH, Frank W.....P2AF2
 SMITH, Peter H.....LSAC1
 SMITH, Sydney C.....LSAR1
 SNELGROVE, Carl D.....LSAR1
 SOPKO, William E.....P2AF2
 SPALLIN, Frederick A.....LSAR1
 SPICER, James W.....LSOM1
 STACK, Edward P.....LSRPS
 STORTTS, Donald D.....LSAC1

TAYLOR, Ronald E.....LSAF1
 THIBAULT, Joseph O.....LSEM1
 THOMPSON, Harry R.....LSAA1
 THOMPSON, Sidney F.....LSQMS

UMPHREY, Verne N.....LSAF1

WALKER, William D.....LSAF1
 WHITE, Dale B.....LSRCS
 WILSON, Lee E.....LSTD1

YOUNG, David A.....C1SE3



For the first time since 1937, St. John's Harbour was solidly packed with Arctic drift ice during the latter half of March. The ice blockade extended into the Atlantic as far as eye could see. Thousands of Newfoundlanders lined the harbour edge to watch the hundreds of seals and white-coats on the ice floes. (NFD-1731)

Keeping Cool in Cedarwood

*CPO Kenneth Guthrie
Used to Imminent
Disaster*

On the last Sunday in March, HMCS *Cedarwood*, was at deep anchorage in Discovery Passage off Campbell River. She was veered to 400 fathoms of anchor wire in 170 fathoms of water, a brisk half gale was blowing and a number of scientists aboard were busy attempting to measure tidal currents which had reached a velocity of over six knots.

CPO Kenneth Blair Guthrie was standing Officer of the Watch. Suddenly out of the South came a sea-going tug, the *Tiger* towing an enormous barge which bore rapidly down on the anchored ship. The tug hesitated, her captain justifiably awed at finding a ship anchored under these circumstances, and apparently wondering on which side of the ship to pass.

Encouraged by toots on the siren and increasingly forceful instructions from the *Cedarwood's* loud hailer he decided to pass down the starboard side. But he had waited too long and the massive barge, propelled by the howling wind and racing tide, was completely out of control.

Finally grasping the situation, the *Tiger* dashed madly off to port. *Cedarwood's* foc'sle was cleared, lower decks were cleared. The heavy steel barge, appropriately named "*Gibraltar*", swung down the starboard side of the little wooden ship and missed ripping open her planking by inches.

During this period of intense strain Chief Guthrie appeared absolutely at ease. His only noticeable reaction to the prospect of being rammed was an audible speculation on the possibility of two weeks' survivors' leave.

This word picture has many unusual characteristics such as a Chief Petty Officer as Officer of the Watch, and a ship anchored in 170 fathoms of water.

This is not a fairy tale. Chief Guthrie, of the comparatively new Quartermaster Instructor Branch, is fully qualified as a watchkeeping officer and on one occasion even assumed the navigating duties on board HMCS *Cedarwood*. Anchoring in 170 fathoms of water is quite simple aboard this little ship considering that on many

occasions she has dropped the pick in up to 400 fathoms.

Apart from this, a man who regards imminent ramming with the detachment the average man reserves for much lesser happenings is outstanding. It is for this reason he was immediately chosen "Man of the Month". It is hoped the balance of this article will explain how a seemingly normal man can arrive at such a nerveless and collected frame of mind.

Chief Guthrie was born in Brandon, Manitoba. He went through the standard routine as a child and undoubtedly



CPO KENNETH B. GUTHRIE

would have ended up as the hometown baseball star and head of the local carpenter's union if a certain paperhanger from Austria hadn't had different ideas.

So young Guthrie followed in his older brother's footsteps and soon was involved in the trials and tribulations of wartime new-entry training in Esquimalt. The Navy, perhaps surprised at his survival, sent him to sea in HMCS *Prince Robert* (armed merchant cruiser), convoying troops to Hong Kong.

With the fall of Hong Kong, he returned to the West Coast, but was

immediately sent to Halifax where he took a six week LR3 course. He was then drafted to HMCS *Sorel*, one of the early "short foc'sle" corvettes which was doing yeoman work on the North Atlantic convoy routes.

His next ship was HMCS *Mahone*, a Bangor minesweeper. Here, over a period of 27 months, he qualified as Leading Seaman, Petty Officer, and Torpedo Coxswain, thus learning in the "school of hard knocks" what is now acquired in the quiet solitude of an overheated class room. Just as he was beginning to feel the need for a change, the *Mahone* was rammed off Louisburg by a merchant ship. One man was killed, and two were missing, but, in spite of the extensive damage, the ship was able to make Louisburg for the temporary repairs necessary for return to Halifax.

He then commissioned HMCS *Capilano* on the West Coast. She promised to be a happy ship, having been launched under the auspices of a prosperous brewery, but unfortunately he was not in her long enough to reap benefits so rightly expected. After two months he was back on the East Coast in the Bangor minesweeper, HMCS *Stratford*.

Shortly after completing work-ups off Bermuda the ship suffered from a common occupational hazard of escorts during the war; that is, she was rammed. Petty Officer Guthrie was not very much perturbed, he was getting used to being rammed by this time. He merely inserted a clause in his life insurance policy stating that his beneficiaries could collect if he were lost "due to friendly action", and carried on convoy work out of Newfoundland in HMCS *Saskatoon*. It was during this period that Guthrie decided that the paperhanger was about to be pasted, and in joyful anticipation of this event, got married to his childhood sweetheart in January, 1945.

His anticipation having proven correct, he was next observed preparing the frigate *Inch Arran* for action in the Pacific. But as the Japanese were

(Continued on page 27)

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Shearwater

"Crew on a Cruise", in April, became the first musical show to be presented by the talented Shearwater Players. The revue was put on at HMCS *Shearwater* with a cast of 60 recruited from HMC Ships *Shearwater*, *Magnificent* and *Stadacona* with wives and sweethearts joining in to provide the chorus line and make up the costumes.

The production was the biggest to be put on by the navy group which won the Nova Scotia Provincial Drama Festival this year with its staging of "An Inspector Calls".

Original sketches for the musical production were written by Lieut.-Cdr. (L) Chris Mitchell, Lieut. D. R. Donaldson, CPO R. Dalley and CPO D. Shaw. Settings were designed and painted by CPO Dalley and lighting and sound effects were by CPO P. Bailey. Production and direction came under Lieut.-Cdr.

Mitchell. Music was provided by the band of HMCS *Stadacona*, under the direction of Lieut. (SB) S.E.F. Sunderland.

The scene of the presentation was aboard a naval ship as it set out from Halifax on a cruise visiting such points as England, France and Spain with a variety of interpretations of the music of these lands in both choral and solo selections.

HMCS Iroquois

When HMCS *Iroquois* sailed April 29 from Halifax, N.S., for her second tour of duty in the Korean War theatre, she carried her commanding officer, Captain W. M. Landymore, and 21 men also back for their second tour.

The sailing of the *Iroquois* for the Far East marked the end of extensive refit and personnel changes since her return from the war in the Orient last January.

April 7 was the date when trials and work-ups were begun.

On April 24, the *Iroquois*, with Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, embarked, sailed with HMCS *Huron* (Cdr. R. C. Chenoweth) in company and carried out pre-departure gunnery and anti-submarine exercises.

Their voyage to the Far East took them to Kingston, Balboa, Manzanillo, San Pedro, Pearl Harbour, Kwajalein and Guam.

HMCS D'Iberville

With an overall average of 93.2, Ldg. Sea. R. P. Grant won the D. F. Olive trophy in the small arms shooting competition held throughout the winter months. Ord. Wren Marie Georgette Fontaine was runner-up.

Coach Bob LeClair piloted the officers' team to victory in the volleyball tournament. As coach, Instructor Lieut. LeClair was presented with a beautiful new trophy donated by Lieut. Louis Laroche.

The winning team was composed of Commander Marcel Jetté, Instructor Lieut.-Cdr. R. D. Campbell, Lieut.-Cdr. David F. Olive, Lieut. Pierre Simard (Big Chief Pontiac), Lieut. William Mock and Instructor Lieut. R. J. LeClair.

CPO Maurice Darveau has been drafted to HMCS *Montcalm*, the local naval division. Replacing him as GI is CPO Albert "Hurch" Hurtubise.

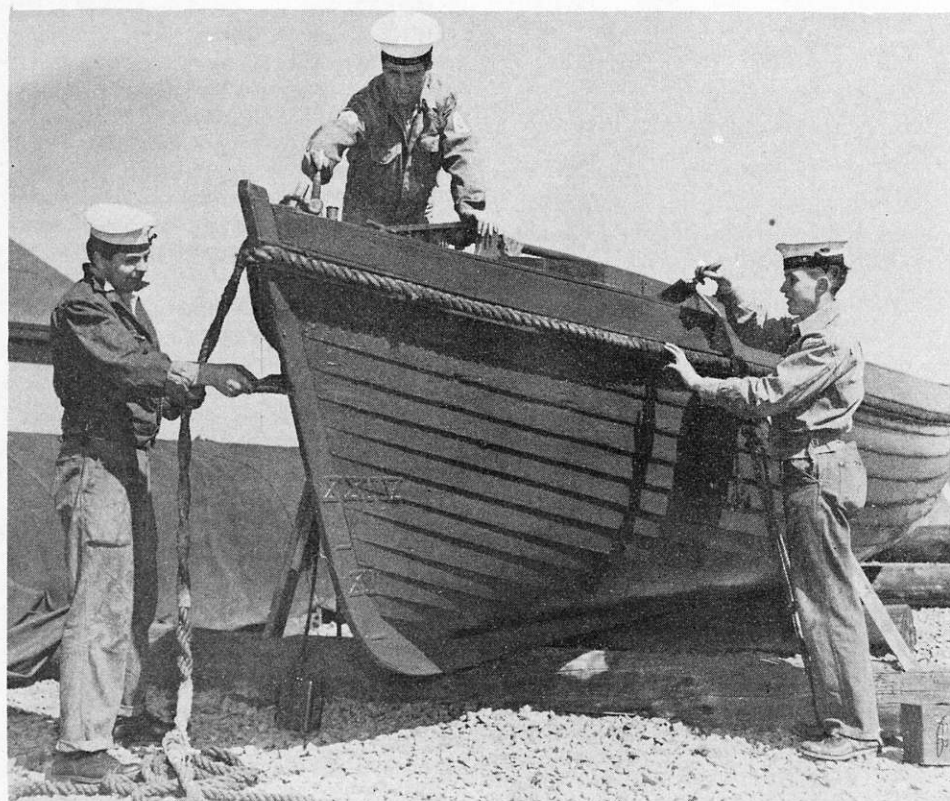
Philatelist Lieut. W. J. Mock took part in a local exhibition of stamps recently. His entry received considerable commendation from the experts.—R.J.L.

HMCS Portage

The latter part of May saw the end of the annual refit period for HMCS *Portage*. The refit was commenced at Dartmouth April 10 and gave the ship's company time to take leave and catch up on miscellaneous commitments.

It was observed, while reviewing the ship's operations during the past year, that, from June 1, 1952, to February 28, 1953, the *Portage* spent 130 days at sea steaming a distance of 20,978 miles—an average of 161 miles a day.

Training has continued, with 29 men being qualified in damage control and nine new entry seamen joining from



Warm weather early in May enabled the naval divisions to prepare for the summer training program. HMCS *Star*, new headquarters for the Commanding Officer Naval Divisions and site of the Great Lakes Reserve Training Establishment, was among the busiest. Seen tidying up a motor cutter for the season are three men from *Star*, left to right, AB Donald Davies, Ldg. Sea. Jack M. Maxwell and Ord. Sea. George Cooper. (COND-32)

HMCS *Cornwallis* to complete their sea training.

Changes in complement are continuing rapidly and it is expected the ship will carry out training this year with approximately 80 per cent new crew.

HMCS Gloucester

Owing to its increasing growth, Gloucester Naval Radio Station became officially known as HMCS *Gloucester* on April 1.

Apart from being a training school for Communications Supplementary personnel, *Gloucester* contains the command offices of the Senior Officer Supplementary Radio Stations, Lieut.-Cdr. (C) John S. Hall, RCN, who is also commanding officer of the establishment.

Recent appointments to and from Gloucester include Lieut. (S) H. S. McClymont and Lieut.-Cdr. (SB) H. G. McMullen to HMCS *Bytown* and Lieut. (S) Colin White from HMCS *Cornwallis* as Supply Officer. Petty Officer F. L. Dobbin, formerly in charge of the galley, has been drafted to HMCS *Stadacona*, Petty Officer F. J. Kushner, formerly in charge of naval stores, to HMCS *Huron* and Petty Officer J. A. Dunbar has joined the Coronation Contingent.

A television set was recently purchased with mess funds and installed in the Chief and Petty Officers' Lounge. Reception is excellent from Montreal and Syracuse, N.Y., while the local Ottawa station will be operating early in June.

The wives of personnel in married quarters have formed a social club which meets bi-monthly in the Chiefs' and Petty Officers' Lounge.

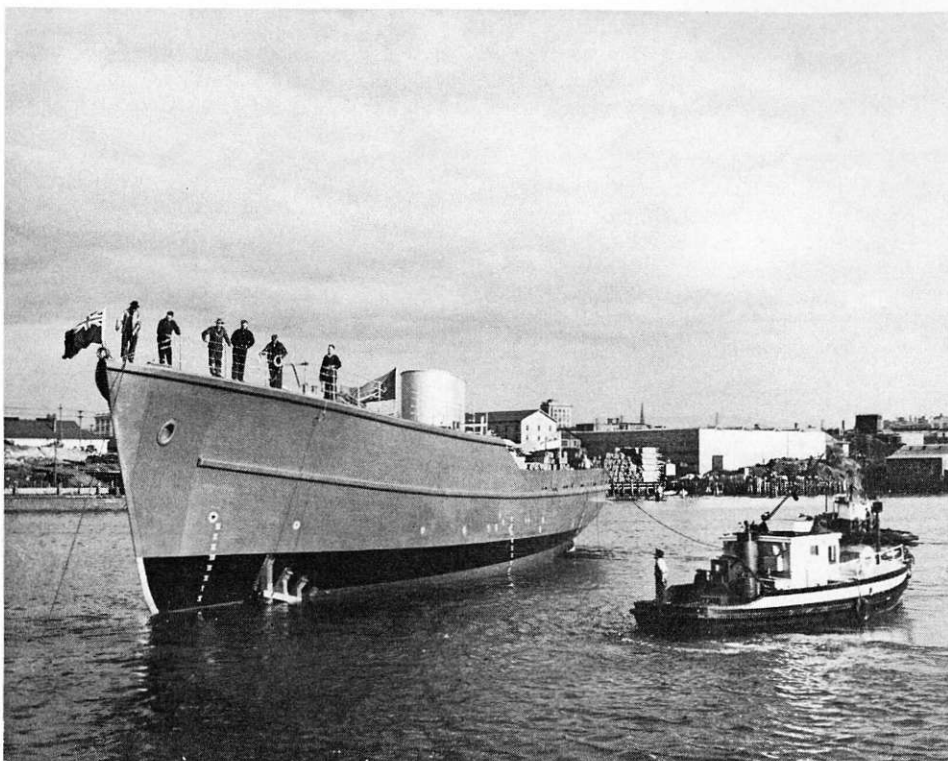
At the opening meeting last month, Mrs. R. H. Whetmore was elected president and Mrs. B. H. Pirt secretary-treasurer.

A group of 18 men under Petty Officer S. Eaton joined with officers and men of the Ottawa area as part of the funeral party of the late Lieut. (P) R. C. O'Neil, of Ottawa.

HMCS La Hulloise

The "Fighting Lady", HMCS *La Hulloise*, sailed from Halifax May 18 for the United Kingdom and the Coronation. With her were a lucky group of UNTD cadets sailing for the first cadet cruise of the year which will embrace the spectacular event.

The departure of the *La Hulloise* marked the end of a long refit, finishing touches, including a paint job, and her trials and work-up program.



The third wooden coastal minesweeper to come down the ways at the West Coast, HMCS *Fortune* is shown being manoeuvred into her berth immediately after her launching on April 14 at the Victoria Machinery Depot's No. 1 Shipyard in Victoria. The new vessel was sponsored by Mrs. B. R. Spencer, wife of Commodore B. R. Spencer, Superintendent of HMC Dockyard, Esquimalt. (Photo by Bud Kinsman, Victoria Daily Colonist.)

TAS School

Ten new classes were started at the Torpedo Anti-Submarine School at HMCS *Stadacona* during the month of April. They were: TD3 "H", TD3 "G", TD3 "I", TD3 "J", TD3 "K", TD3 "L", TD2 "M", TD2 "N", TD1 "G" and JOLTC "H".

Changes in staff included the drafting of CPO George Edward Jamieson, to HMCS *Iroquois*, and PO John McDonald, to HMCS *Wallaceburg*.

PACIFIC COMMAND

HMCS Crusader

Three men serving in HMCS *Crusader* have decided they prefer a hammock in a destroyer at sea to a cot in an army tent in Korea, following a recent eight-day tour of Canadian Army positions there. The same applies to the food, they said.

The trio, AB Clifford Moore, of Arundel, P.Q., AB Keith Bennett, of Winnipeg, and CPO Elmer J. Dodds, of Mossbank, Sask., were the first Canadian sailors to take the tour, although Canadian soldiers have gone along in RCN destroyers for Korean patrols before. The purpose of the tours is to

familiarize soldier and sailor with how each service operates in the war theatre.

Leaving the *Crusader* at Kure, Japan, the *Crusader* men were flown to Seoul where they were taken to the Princess Patricia Canadian Light Artillery camp for four days, during which they were attached to a support platoon during company and battalion manoeuvres. They surprised everybody with their marksmanship with the 3.5 rocket launcher, which has similar sights to some naval guns.

Then followed two days with the Royal Canadian Horse Artillery, whose 25-pounder field guns the men found were not unlike in action to the *Crusader's* main armament. A trip to a Canadian observation post at the front and a final two days back with the "Pats" completed their tour. In the front, C rations were used, but food was good at company headquarters, although they claimed it didn't compare with the fare in the *Crusader*.

HMCS Algonquin

Listener's to CBC's Trans-Canada network went on board Canada's newest and most modern warship HMCS *Algonquin*, during a 30-minute "baby documentary" broadcast released on Saturday, April 18.

The radio tour was conducted by Commander P. F. X. Russell, commanding officer of the *Algonquin*, Lieut.-Cdr. James C. Carter, first lieutenant, and Bill Herbert of the CBC.

The ship spent the weekend in Vancouver April 11 and 12. Two dances, sponsored for the ship's company by the New Veterans' Branch of the Canadian Legion highlighted the entertainment.

The *Algonquin* left for the East Coast on May 22, and is carrying out her working-up, and evaluation trials on the way around to Halifax.

Aldergrove Radio Station

Several changes in personnel have taken place at Aldergrove Naval Radio Station in recent weeks.

Joining HMCS *Ontario* in time for the Coronation cruise were CPO R. Adams and PO L. E. Beatty. PO K. M. Hurl has gone to HMCS *Antigonish* and Ldg. Sea. W. W. Doren has received his honourable release.

New arrivals include PO D. L. Jones and Ldg. Sea. W. M. Smith from the *Antigonish*, and PO J. J. O'Halloran, Ldg. Sea. R. J. Kukucha and Ldg. Sea. M. J. Bernier, all from HMCS *Naden*.

HMC Ordnance School

During April the Ordnance School at HMCS *Naden* was visited by Ordnance Captain W. G. Ross, Director General of Naval Ordnance, on his annual visit to this coast. Captain Ross spent two weeks in the area visiting various Ordnance Establishments accompanied by the Command Ordnance Officer, Ordnance Command J. F. Cosgrove.

The Ordnance Officers of the Command entertained at an enjoyable party at the *Naden* Wardroom during Captain Ross' visit. Also visiting the School from Ottawa was Ordnance Lieut. G. D. Spergel, Director of Ordnance Personnel.

PO Norman Jones was chosen as one of the Coronation Contingent and left the School. He will be missed on the ball team this summer.

Before *Ontario's* departure she was joined by Ordnance Commander J. A. M. Arcand, recently Naval Overseer at Sorel.

CPO Arnold Parkinson and OS Dale Johansen have gone to HMCS *Chatham*, Prince Rupert, for armament installation.

The summer sports program is under way and, with the usual enthusiasm of the school "popping out all over", it should be able to hold its usual high position among the other departments of *Naden*.

The first class of Armourers' Mates is now at MTE getting their basic instruction in fitting and machine shop work.

Ordnance Lieut. Ben Ackerman has returned from Clinton, Ontario, where he was attending a course. Since then he and PO Donald Ross have made a trip to Kamloops.

NAVAL DIVISIONS

HMCS Malahat

(Victoria)

The minesweeper HMCS *Sault Ste Marie* has again been made available to members of Victoria's Naval Division, HMCS *Malahat*, and between now and early October constant use will be made of the vessel for training purposes.

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

The balance of the week-end training cruise program will find the 'sweeper visiting an assortment of ports of the Pacific Northwest including Anacortes, Seattle, Port Angeles, Bellingham and Port Townsend, all in the state of Washington; and such British Columbia ports as Nanaimo, Ganges, Ladysmith and Vancouver.

Following an annual custom, the *Sault Ste. Marie* and her reservists will go on a two-week cruise again this



Commodore Kenneth Adams, Commanding Officer Naval Divisions, inspects the ship's company of HMCS *Star* following his arrival to assume his duties in the new naval reserve command headquarters. Behind Commodore Adams is Lieut. Thomas Leith of *Star*. Inclement weather forced the brief opening ceremonies indoors.

HMCS Hunter

(Windsor, Ont.)

Full participation in Windsor's celebration on the coronation day of Her Majesty, Queen Elizabeth II, is being planned by the ship's company of HMCS *Hunter*.

Commander W. G. Curry, the commanding officer, is a member of the civic committee planning the events for June 2. Included is a parade of military units in the district in which the division is expected to play a leading part.

For its own part, *Hunter* planned a ship's company dance for May 30.

Lieut. (S) Greg Cocks, who has been supply officer at *Hunter* for the past two years, was honoured at a wardroom party on April 25. He will take a West Coast appointment shortly. Lieut. (S) M. Young, his replacement, has already arrived in Windsor.

Bishop C. L. Nelligan of Assumption College was the guest speaker when the annual mess dinner of the wardroom officers was held on April 11. A dozen members of the Windsor branch of the Naval Officers' Association attended.

Congratulations were extended at HMCS *Hunter* to members of the ship's company during March, including Ldg. Sea. J. H. Cookson and AB M. B. Crawford who were among those chosen to represent the Royal Canadian Navy (Reserve) at the Coronation and to CPO Arthur Heathcote and CPO William Kelly on being awarded the Canadian Forces Decoration for 12 years service.

HMCS York

HMCS *York's* newly-formed military band has been outfitted with uniforms and instruments and has been practising regularly on Thursday nights under Bandmaster W. W. Steel.

York's trumpet band, which has been functioning for more than a year, will take part in the Toronto Trumpet Band Festival in June.

A surprise party was given by *York's* Wrens for Lieut. (W) Jean Crawford Smith, who has left the Toronto naval division for duty at the West Coast. The party took the form of a dinner at the Civil Servants Club and the guest of honour was presented with an overnight case.

Lieut. (W) Constance Ogilvy, of Toronto, who served in the WRCNS during the Second World War, has succeeded Lieut. Crawford Smith.

The Quidi Vidi Lancers

ALTHOUGH one of the navy's youngest reserve establishments, HMCS Cabot is the proud possessor of traditions going back further than any other naval division in Canada, the St. John's division being the descendant of the first naval reserve to be formed in what was England's oldest colony and is now Canada's newest province.

It was in 1901 that the Newfoundland Government agreed to raise and pay the expenses of maintaining a naval reserve division of 400 men. A recruiting campaign was started and the old corvette *Calypso* was stationed in St. John's as a drill ship.

In 1902, Lieut. Walter Hose, RN, was appointed to the light cruiser *Charybdis* additional for training the Newfoundland Naval Reserve and held this appointment until the spring of 1905.

Almost from its inception, the division became popularly known as the "Quidi

Vidi (pronounced Kiddy Viddy) Lancers", the name being derived from a lake just outside St. John's. If originally the "Lancers" were referred to in slightly derisive tones, it was not long before they came to be regarded with pride and respect.

It was the practice to embark the new entry reservemen at St. John's in the fall of each year and, after a short period at Halifax for kitting up and basic training, they were taken south for the winter cruise divided between HM Ships *Ariadne* (flag ship) and *Charybdis*. When in port they were combined for training purposes.

In the words of the officer who trained them for three years, "The men made splendid seamen, most keen and amenable to discipline, and invariably received the highest commendation from the senior officers who inspected them from time to time.

"In the fleet regattas, they almost without exception used to win whatever boat pulling event they competed in, owing to the exceptionally quick stroke with which they pulled, putting every ounce of weight into the oar when almost at right angles to the boat . . . a stroke which the Newfoundland fishermen used in their dories and which they could maintain for extraordinarily long distances."

In time the division had an opportunity to prove its value to the full and achieved a splendid record of battle honours.

(The Lancers' first training officer was later to become Commodore Walter Hose, Chief of the Naval Staff for Canada from 1921 to 1934 and "father" of what is now the Royal Canadian Navy (Reserve). He retired in 1934 as a Rear-Admiral and now lives at Windsor, Ont. The photographs are from his collection.)



The first group of recruits for the Newfoundland RNR, photographed in November, 1902, before going to Halifax for their first winter cruise.

The same group six months later



'P.D.' BECOMES BYWORD AT NADEN

*Passive Defence Course
Organized for West
Coast Personnel*

HMCS *Naden*, the RCN Barracks at Esquimalt, has made considerable progress in preparing itself against any possible enemy attack or other form of disaster.

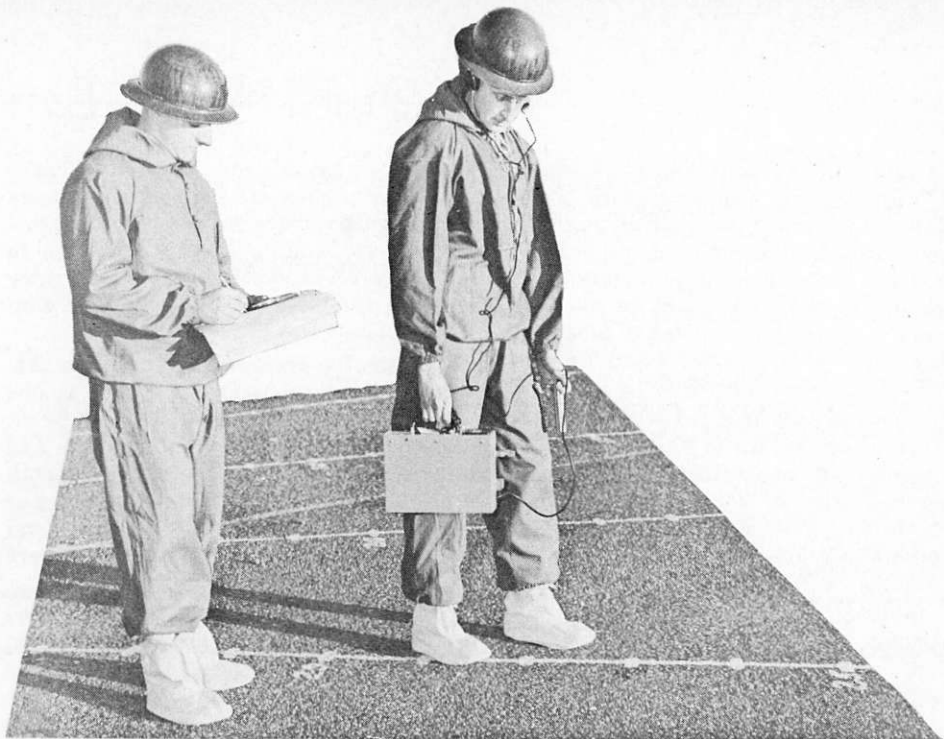
The preparation pattern is summarized in the words, Passive Defence, naval counterpart of an organization more commonly known as Civil Defence.

Dockyards and all other Royal Canadian Navy establishments are responsible for training their own Passive Defence organizations.

Such a training program got under way in *Naden* late last year and there has been no let-up in instruction since that time. Emphasis is placed on such vital operations as decontamination (cleansing and making safe an area contaminated by gas or atomic particles), monitoring (determining extent of radioactivity), fire-fighting, light rescue, heavy rescue and medical studies.

Naden's first PD team consisted of 25 men, selected from widely scattered branches within the West Coast training establishment. The second team numbered close to 50 men, and a similar number are in a third group at present completing training.

The program requires individual team members to take intensive training in one of the aforementioned five phases of Passive Defence for several hours per week for six weeks. All PD personnel must also follow a similar six-week schedule in medical study and practice.



Ldg. Sea. Frederick Court (left) and Ldg. Sea. James Turner of HMCS *Naden's* No. 1 Passive Defence Decontamination Team carry out decontamination drill with a survey meter on the government jetty at Esquimalt. (E-20891)

Decontamination and monitoring courses are conducted by *Naden's* Damage Control School; medical training is provided at the Medical School, while fire-fighting is taught under the direction of the Command Fire Chief. For the present, facilities are not at hand for complete training in light and heavy rescue operations, but instruction in those fields is being conducted on a limited scale.

Lieut. (SB) N. A. Duval, fire-fighting officer on the *Naden* Damage Control Training Staff, is chairman of the Passive Defence Committee of 12 formed seven months ago. Lieut.-Cdr. W. J. Reynolds, officer-in-charge of the Damage Control School, acts as representa-

tive for *Naden* to Pacific Command, and is also responsible for liaison between *Naden's* Passive Defence and Civil Defence organizations.

What is the purpose of Passive Defence?

In the words of Lieut. Duval, "Passive Defence is designed to function in the event of an enemy attack, and to supplement existing services during any peacetime emergency". HMCS *Naden* . . . its personnel and facilities . . . form an integral and extremely important part of not only the naval, but the over-all defence organization in the Pacific Command area.

The PD plan is being prepared to cope with any of the following aspects of Passive Defence or disaster:

Personnel protection; minimizing damage to *Naden* installations; maintenance of essential services; rescue of trapped personnel and handling of casualties; evacuation, and provision of accommodation and immediate requirements of personnel involved; decontamination procedures; allocation of equipment and personnel to emergency stations; control arrangements for activities and equipment in the *Naden* area, and liaison with Pacific Command and Civil Defence organizations.

The Passive Defence program has been extended to take in every officer and man attached to *Naden*, and all have heard lectures and seen films related to such preparedness. This lecture-film series is to be continued in an effort to maintain interest and keep all personnel fully acquainted with the latest in Passive Defence developments.



Members of HMCS "*Naden's*" No. 1 Passive Defence Decontamination Team carry out decontamination drill on the government jetty at Esquimalt. (E-20891).



The Navy Plays



Navy Outpointed By Yacht Squadron

Yachtsmen from the Royal Nova Scotia Yacht Squadron won the Fraser-Harris Trophy April 19 in Halifax harbour. They competed against eight naval entries and one from the Armadale Yacht Club in whaler and dinghy races to win the first official sailing regatta of the season at Halifax.

The annual classic was sponsored by the Royal Canadian Naval Sailing Association under direction of the Commodore, Lieut. (E) G. H. F. Poole-Warren, and the supervision of Lieut.-Cdr. Kenneth E. Grant, officer of the day.

Paul Rowlings piloted the Squadron to a first in the whaler event and Don Gillis of the Squadron came fourth among the dinghies. Payzant of the Naval Research Establishment was second and Lieut. Maurice M. Carey of *Stadacona* came third in the whaler race.

Lieut.-Cdr. Hutchins, of HMCS *Cornwallis*, Lieut. (L) Rod Hutcheson, of HMCS *Shearwater* and Miss Diana Evans, of Naval Research, took first, second and third place respectively in the dinghy race.

Races were run over a course starting from the naval air base under a sunny sky and with a 10-15 knot breeze.

Final Point Standings were: RNSYS 2969; NRE, 2965; *Shearwater*, 2746; RCNSA, 2665; *Cornwallis*, 2624; *Stadacona*, 2600; AYC, 2314; *Huron*, 2245; *Quebec*, 1985; and *Sioux*, 1296.

Officer Returns to Squash Pinnacle

When Lieut.-Cdr. John D. McCormick took over his old job on the staff of the P and RT School at HMCS *Stadacona* this March he also took over a sport he had dominated prior to shifting to HMCS *Naden's* p.t. school a couple of years ago.

He won the *Stadacona* senior final squash title from Lieut. Herbert H. Smith in straight games by scores of 15-8, 15-7 and 15-8. Then he beat Lieut. Brian Bell-Irving to the Command senior title, again by straight games, 15-10, 15-12 and 15-10.



The softball season was launched recently at the international headquarters of Admiral Lynde D. McCormick, USN, Supreme Commander Atlantic, at Norfolk, Virginia. The first ball at the opening game was thrown out by Captain Desmond W. Piers, RCN, Assistant Chief of Staff, Personnel and Administration, for SACLANT. (Official SACLANT photo)

The 1953 senior and intermediate Command squash titles attracted a record 52 entries to the *Stadacona* court. Ldg. Sea. Rowan J. Carroll was an impressive winner of the intermediate final when he defeated Cd. Bos'n J. L. (Scoop) Blades by scores of 15-10, 15-12 and 15-10.

Coverdale Teams Stiff Contenders

Two off-station "junkets" by teams from Coverdale Naval Radio Station didn't produce any victories, but the players in each case had the satisfaction of putting up some stiff competition.

The volleyball team entered the Maritime Volleyball Championship Tournament at Halifax and showed enough form to convince the opposition that Coverdale is likely to produce worthy contenders in next year's bout.

The Wren's Basketball Team, on a trip to Saint John, dropped a fast-moving exhibition game to HMCS *Brunswick's* Wrens. A delightful party and dance in honour of the Coverdale Wrens

proved more than adequate compensation for the loss.

Four ball teams were warming up for the summer season. The Wrens expected to enter the Moncton city league for the second year and the Women's Auxiliary expected to field a team for exhibition games.

The men proposed to have both hardball and softball teams in action.

Navy at Churchill Tops Two Leagues

Spring comes late in Churchill, Manitoba, and by the time the long hockey season had ended the Navy Senior team there was in such fighting trim that it was ready to challenge any other team the Royal Canadian Navy could produce.

Behind their confidence was the fact that the players from HMC Naval Radio Station had swept through the regular season without a loss and had dropped only one game in the playoffs to win the Fort Churchill Garrison Senior Hockey Championship.

That this kind of thing may become habitual was seen in the fact that the Navy Junior Hockey Team, after losing the first two games, came back with three straight victories in the playoffs to take the junior title. The juniors had finished second in the league standings.

Navy Takes Title In Maritime Loop

Down two games in a best of five series, Halifax Navy went on to beat Campbellton Tigers in three straight games to win the Maritime Intermediate hockey championship April 13 at Halifax.

The New Brunswick club, led by the former pro Bud Hellyer, were heavy favourites to win the title after beating the sailors in the first two games of the finals on New Brunswick ice. Over the week-end of April 11, however, the sailors triumphed by scores of 8-1 and 5-2. On April 13 before a crowd of over 2,000, they racked up a 7-3 victory to clinch the title.

The Navy team made scoring records in driving to the Maritime championship. At least twice, in the early

rounds, they scored so heavily in the first of two-game total goal series that the second game in each case was cancelled by the Maritime Amateur Hockey Association.

In the title game, Navy forged ahead with three goals by Ldg. Sea. Rowan J. Carroll to hold the lead in three periods. They grabbed a 4-2 lead in the opening period, made it 6-3 by the end of the second and tallied once again in the final. AB Arnold Riches was also a key scorer with two markers to his credit, while other navy points were made by AB Josephe Peron and PO Ken Guertin.

This is the second time in recent years that the Navy has been champ, having been holder of the intermediate title and quarter-finalists in Eastern Canada playdowns in 1948-49. Next year there was a strong Navy nucleus in the Halifax Armed Services team which got as far as the Eastern Canada semi-finals.

This year, however, it looks as though the Navy club must rest on its laurels. The Ontario Hockey Association says it considers a playoff with an Ontario intermediate winner is not possible due to the late winding up of that league.

Fraser Division Wins Hockey Series

In the second of the winter hockey inter-divisional knockout series at HMCS Cornwallis, Fraser division came through the 12 games as the winner.

Cornwallis had five finalists in its stable of fighters taking part in the Atlantic Command Boxing championships, but had no winners, unfortunately.



The Churchill Naval Radio Station Senior Hockey Team swept through the regular season without a loss, losing only one game in the playoffs to win the Fort Churchill Garrison Senior Hockey Championship. Front row: AB George Barkhouse, AB Wendell McMullin, AB Alexander Buchanan, AB Norman Kelly, Sub-Lt. W. L. D. Davidson, AB Taylor Gordon (Captain), Ldg. Sea. Reginald Turcotte and AB Sidney Fowler. Rear row: AB Alexander Wuschenny, PO Bill Cummings, AB Alexander Griffin, AB Donald Lane, AB Boyd Webb, Lieutenant Commander C. R. Martin (Coach), PO Richard McBurney, PO Raymond Trudel and AB Arnold Karlowsky.

The Junior Air Officer Basic Training Course won the interpart basketball trophy without the midshipmen suffering a single loss. To round up the winter sports schedule, Kootenay division won the Inter-divisional volleyball title after a 12-game knockout tournament had been played.

RCN Bags Two Boxing Titles

The RCN produced two Canadian amateur boxing champions in the Dominion meet held at Montreal May 4

and 5, marking the first time the navy has had a Dominion champion since PO Eddie Haddad represented Canada in 1950 at the British Empire Games. Both this year's winners are from HMCS Stadacona.

In the lightweight division, AB Alfred Dennis Deegan, of Montreal, was given a bye in the first round of the eliminations and won decisions in the semi-finals and finals to win the Canadian lightweight title.

AB Trent Walter Ketcheson, of Norquay, Sask., who won by decision in the semi-finals and finals, became Canadian middleweight boxing champ.

Both fighters were coached by CPO Henri Pare, a veteran Navy cuffer in the lightweight division a few years back.

Volleyball Title Captured by Stad

A dark horse entry from HMCS Stadacona pulled the upset of the year by winning the Maritime Volleyball Championship for the first time. They took the first two of a three-game series 15-6 and 15-8 from a favoured team from St. John's United Church in Halifax.

Navy barely made the play-offs of the all-day tournament at Stadacona gym April 18, against a record of 14 entries from three provinces. Once past that hurdle, the sailors never looked back. They defeated Fairview, N.S., Aces 15-9 and 16-14 in the semi-finals although the Fairview team had romped through



The Navy Junior Hockey Team at Churchill, after losing its first two games in the playoffs, came back with three straight victories to win the Fort Churchill Garrison Junior Hockey Championship. Front row: Ldg. Sea. Ray Bourassa, AB Don Orcherton, AB John Ruyl, CPO Don Crowhurst and AB Tom Ewen. Rear row: AB Alexander Wuschenny, AB Sam Severnuk, Ldg. Sea. Ernie Guise, PO Bryce Eckstein, CPO Ron Emmerson (Coach), AB Gerald MacNutt, AB Arthur Kalinchuk, AB Tom Rait, AB Ralph Coughlin (Captain), AB Bruce Hamm and Ldg. Sea. Fred West.

the round robin tourney with 12 wins. St. John's "A" beat RCAF Halifax 15-1, 15-12 in the semi-finals and then bowed to the sailors in the season's upset.

Organizer, captain and key player in the *Stadacona* team was Cd. Bos'n J. L. (Scoop) Blades. Teammates were Lieut. Roger S. Harris, Lieut. Maurice A. Turner, Lieut. Howard V. Clark, CPO Mel A. Lumley, PO Ray C. Eastman and Ldg. Sea. Rowan J. Carroll.

Navy Gets Spot In Softball Loop

The RCN will be represented in the Victoria Senior "A" Softball League during the 1953 season. The Navy's application for a franchise was accepted, when last year's entry, B. C. Forest Products, dropped from the league.

Workouts commenced the first week in April, and are being held three nights a week with an average of 30 men in attendance. League play commenced the first week in May.

Haida Hoopsters Defeat Athabasca

HMCS *Haida* won two basketball fixtures from her sister ship, the *Athabasca*, during a recent stay alongside in Sasebo, Japan, between Korean patrols of the destroyers.

Thanks to the 14 points scored by pivot man PO John William Ayres, the



Shown above the the Maritime Hockey Champions from HMCS *Stadacona*. Front row, left to right: AB Glen McGregor, assistant equipment manager; PO Ken Guertin, AB Doug (Scotty) Scotland, AB John Bechtold, PO Roy Shedlowski, PO Don Newman, AB Rowland Carroll, AB Joseph Peron, Ldg. Sea. Roy St. John. Back row, left to right: Lieut. Bert Levy, Manager; AB John (Newf) Soreson, Sub.-Lieut. Rene La Roche, AB Arnold (Mumps) Riches, AB Paul Wannamaker, AB Ray (Johnno) Johnston, PO Joe Lay, Lieut. Joe Mahar, CPO Sid Wallace, trainer; PO Roy Bird, Cdr. Ray Bowditch, Lieut.-Cdr. G. L. (Joe) Connor, coach; Sub.-Lieut. Joe Duffy, assistant manager. Not shown are AB Les Shofford, only casualty of season who was injured in Digby game, and AB Stan Sparks. (HS-25035)

*Haida*s took the game with a decisive 42-30. The second contest was harder pulling, although the east-coasters managed again to edge out a fighting *Athabaska* team 32-31. This *Haida* victory was attributed to Lieut. Norman S. Jackson, who made some deadly shots in the pinches.

Two Puck Trophies For Maggie Teams

HMCS *Magnificent* sailed to the United Kingdom this May with two hockey cups in the trophy case on her

quarterdeck. Her team won the Inter-ship championship at Halifax and went on to take the Atlantic Command title for 1953.

Members of the winning team were Able Seamen Donald Clark, Jim Newman, Arthur Morton, Joe Peron, Joe Gommer, Peter Davidson, Arthur Murphy, Earl Watson and Harry McEwen, Ordinary Seamen Robert Wilson and Robert Berends, Ldg. Sea. Thomas Thompson, PO Edward Piller, CPOs Jack Howe and Archie Simms (coach) and Sub.-Lieut. Rene LaRoche (manager).

Bowlers Go Season Without Loss

Supply "A" team won the *Stadacona* Interpart Bowling League by the difficult feat of playing a whole season without a loss. They also beat out HMCS *Shearwater* and HMCS *Cornwallis* to win the Atlantic Command bowling championship. The talented trundlers were CPO Marcel Bolduc, PO William Gibbs, AB Yvon Rickard, AB Sanford Jamieson and AB Fred Legere.

A Supply team also won the interpart water polo championship by defeating Electrical "A" in the finals in two straight games, 5-0 and 6-1. Ldg. Sea. Cliff Near was high scorer with eight of the Supply team's goals. The winners were coached by Lieut.-Cdr. (S) Edward L. Pendlebury.

Photo Finish In Hoop Tourney

A composite Navy team from RCN ships and establishments in Halifax won the Glass Memorial Trophy at a two-day fifth annual invitation basketball tournament at *Stadacona* gym April 24 and 25.



With the coming of the next hockey season in the fall, the Navy's prospects will be strengthened to the extent of two of southern Alberta's young puck stars. Attested at HMCS *Tecumseh*, the Calgary naval division, as the past hockey season ended, were Ord. Sea. Alvin Bruce Cooke, goalkeeper for the Medicine Hat Tigers of the Western Canada Junior Hockey League, and Ord. Sea. William W. Armstrong, former Medicine Hat Juvenile Hockey League star. Left to right are PO Robert E. Cooke, his brother Alvin, Lieut. (SB) H. W. Wiebe, recruiting officer, Ord. Sea. Armstrong and Ord. Wren Kolleen Keith of the recruiting staff.

With 30 seconds remaining in the final quarter of the last game, Navy and Studley Quakers were tied at 58-all when AB Rod M. Shoveller (captain) sank a layup and Ldg. Sea. Jim Kitchen hooped two free throws to give the sailors a 62-58 decision.

The Quakers led for three quarters, but in the final, Navy made a desperate drive, tied it up at 50-50 and from there on, the teams countered basket for basket until the last half-minute when the Navy made its break count.

Nine Maritime teams competed.

Softball Team Crosses Border

Softball has gone international at Aldergrove Naval Radio Station.

In addition to playing in the Lower Fraser Valley Softball League, the Aldergrove team has arranged games with the nearby American towns of Lynden and Sumas.

Sioux Hockeyists Repeat in East

West Coast glory wasn't enough for the hockey team of HMCS *Sioux*—although it stemmed from a season which saw the team emerge on top in five games out of six played.

Challenges to exhibition hockey games were sent, before the *Sioux* departed for the East Coast, to HMCS *Stadacona* and HMCS *Cornwallis*. The rest is history.

Off the ice for a month, the *Sioux* team retained enough condition to defeat *Stadacona* 5-4 and *Cornwallis* 9-3.



The Chief and Petty Officers' team emerged the winners of the Cornwallis Interpart Hockey League this year after a hard-fought 27-game schedule. They also won an exhibition against Shearwater Chief and Petty Officers 10-5. Front row, left to right: CPO L. J. (Ginger) O'Brien, PO Albert Trepanier, CPO Sidney Keast, PO Richard Bryson and CPO Reginald Thompson. Back row, PO John MacDonald, CPO Harry M. Keeler, PO Richard Manderson, CPO Albert Dodd, CPO Thomas W. Kenny, PO Jack King and PO James Ruxton. (DB-2513)

A stellar defence player during the season was AB Ted Audette of Cloverdale, B.C.

TAS School Tops Basketball League

TAS School took top honours in the Stadacona Interpart Basketball League by downing Electrical "A" in the finals.

Final standings were as follows: TAS 27 points, Electrical "A" 25, Electrical "B" 23, Supply 17, JOTLC 16, Wardroom 15, Part Ship 12, ND School 10, Gunnery-Ordnance 8, and MTE, 7 points.

Stadacona Takes Basketball Title

HMCS *Stadacona* defeated HMCS *Shearwater* 63-54 in the final to win the Atlantic Command Basketball championship. Cdr. W. S. T. McCully and PO Ken Sawyer were leading scorers for *Stadacona*. The squad was coached by Lieut.-Cdr. E. W. Burns, RCN(R).

Dalhousie Vets Elect Officers

Douglas Vincent was elected president of the Main Brace Naval Veterans' Association, Dalhousie, N.B., branch, at the annual meeting in the Dalhousie club rooms.

Other officers are: Donald Ross, vice-president; Chester Miller, treasurer; Benny LeClair, secretary, and Albert Lehlan, membership secretary. Leo Walsh and James Harris are members of the executive committee.



Commissioned Officer Krogel is shown at the operating position in the amateur radio station in the "L" School. (HS-23565).

AMATEUR RADIO STATION REVIVED

The newly re-activated amateur radio station, VE1NN, located in the Electrical School at HMCS *Stadacona*, has joined the world wide fraternity of amateur radio, commonly referred to as "ham radio".

HMCS *Stadacona* Amateur Radio Club was organized on January 21 with a membership of 13 and elected the following slate of officers: Honorary president, the Commodore, RCN Barracks; director, Officer-in-Charge, HMC Electrical School; president, Lieut. (L) J. A. Kiely; vice-president, PO R. R. Zeits, and secretary-treasurer, Lieut. D. A. Cameron.

The prime object of the club is to enable interested personnel to pursue their hobby and assist as much as possible those who are striving to reach the necessary standards to qualify for an amateur radio licence.

The work of overhauling, refitting and installing equipment was carried out under the direction of Commissioned Radio Officer W. F. Krogel and CPO R. R. Curtis.

The station equipment consists of an 89Q transmitter working on 20- and 75-meter phone or continuous wave. The receiver is an AR88. Associated equipment includes a control panel, speech amplifier, monitor scope and frequency meter. Aerials consist of a long wire approximately 350 feet long, several dipoles and a 20-meter beam under construction.

All the equipment is conveniently grouped around the operating desk where complete control of the station is exercised.

Almost All About Birds

Evidence of the sailors' profound love of nature was found when a correspondent brought to light some tattered copies of *The Record*, a weekly newspaper edited on the East Coast around 1937-38.

The guiding hand behind this publication was Lieut.-Cdr. F. L. Houghton, ably assisted by Mr. George Shilston, Gunner (T), Petty Officer James Arnott, AB Harvey Holmes and a few others.

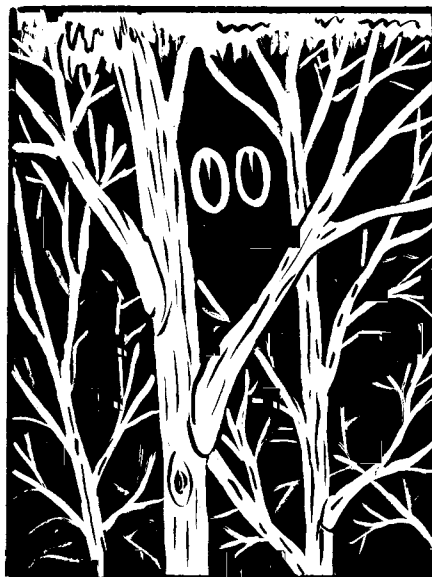
In the following article on ornithology, the author regrets not being able to reproduce the illustrations. The deficiency has been remedied by a Regina bird-watcher, who was able to draw the pictures from (ugh) memory.

Have you ever poked your nose into one of those books that conceal their unsuspected beauties under such frightening titles as "The Ornithologist's Vade Mecum." or "The Birdlover's Guide to the Denizens of the Air"? You have?—Then you are sure to appreciate my own efforts in that direction. The study of birds (and I mean birds and not "birds") is both fascinating and instructive. Here are some excerpts from a volume, fully illustrated (just like the birds themselves) in a variety of colours, that will subsequently be published at an almost prohibitive price. Owing to copyright restrictions I am unable to reproduce any of the illustrations: and anyway why should I give away something for nothing.

297. **RED-NOSED POTWALLOPER.** (*Tumpus Ridiculus*) **MALE:** larger than usual, but can be distinguished from smaller birds by its



Red-nosed Potwalloper with young



Tinted Ptarmigan by night

size. This also applies to smaller birds, but naturally they are not so distinguished. **FEMALE:** careful observation indicates that eggs are laid by the female of this species only. According to Spofforth-Spofforth ("Eggs I have Blown", pg. 696, Culpepper and Colswold, \$1.49) this particular type only lays eggs on Saturday under the mistaken impression they might hatch out before the following Friday. This, however, is not so, as the hatching period has been found to vary with the Rate of Exchange, and vice versa. Little or nothing is known of this species, and observers should forward any information they may or may not obtain to the nearest Post Office for transmission to whom it may concern.

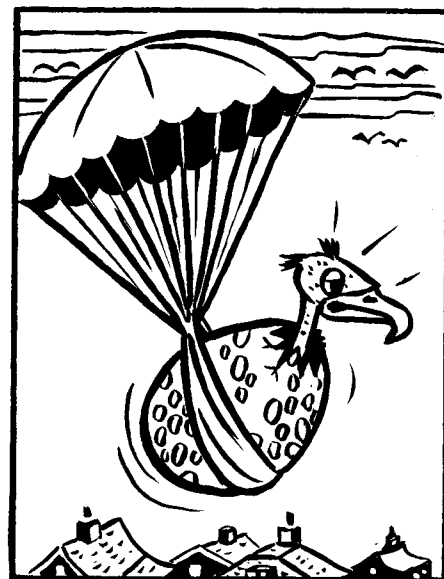
333. **TINTED PTARMIGAN.** Several coloured plates of this beautiful bird may be found in "Birds I've Never Seen" by Bartimaeus Skringelfetz, the blind ornithologist (Crumb, Copperthwaite, \$2.75 nett, \$2.65 without). Doubt exists as to the actual existence of this species, and both Snigg and Carpett are of the opinion that this is Shelley's "Bird thou never wert".
606. **PURPLE INKWIPER.** This species has no feet, and its members spend their short existence in the air. Eggs are laid at great heights, and are fitted with a peculiar dermatoid integument resembling a parachute which allows them to float

gently down while they hatch in the sun's rays. A stuffed specimen was at one time in the Ornithological Department of the British Museum, but in 1873 this was unfortunately eaten by several ants that escaped from the Entomological Department of the same Building. It is understood that the ants have since died.

765. **ORDINARY AUK** (*Simplicius Vulgaris P.*) It is understood that the only habitat of this species is in question, but as it is said that it has seldom if ever been seen, it appears that it is difficult if not impossible to say little or anything about it. Perhaps the less said the better.
999. **CZECHO-SLOVAKIAN PUFFIN.** This extraordinary bird has to be seen to be believed, and even then not sometimes. It has a rufous rump, striped speculum, vinaceous vermiculations, albino axillaries, dichromatic crown, cerulean culmen and lanceolate laminae. It is pectinate, pelagic and pensile. It has curiously crepuscular habits. It seems more and more doubtful that it will ever be seen; which is more than can be said about several things of lesser importance.

That is all for now. If you are still interested, buy the book when it comes out. By the way, it will be titled, very simply, just "Birds". The U.S. edition, printed in New York, will be called, equally simply, "Boids". Thank you.

Let us hope that embryo ornithologists will be aroused to such a pitch by our little article that a concerted cry will arise for an RCN Bird Watching Society.



Newly-hatched Purple Inkwiper

A Year of Progress

New Rules Adopted for Benevolent Fund Entitlement

A substantial increase in aid given and two motions restricting entitlement to fund benefits of RCN and RCN(R) personnel highlighted the eighth annual meeting of the Canadian Naval Service Benevolent Trust Fund at Naval Headquarters April 13 and 14.

Present and former personnel of the Canadian naval forces and their dependents were given financial assistance to an amount of \$123,862.95 by the Fund during 1952, an increase of more than \$20,000 over 1951 disbursements.

A total of 773 applications for assistance were received, 54 more than in 1951, and financial grants or loans were made in 640 cases, 89 more than the previous year. The sum of \$54,595.08 was paid out in grants (\$7,195 more than in 1951) and \$69,267.87 was advanced in loans (\$11,263.83 more than in the year previous).

The general meeting April 13 was attended by 52 delegates and observers from across Canada and from ships and establishments of the RCN. The two restricting motions regarding entitlements follow. The motion concerning the RCN(R) reads:

"RCN(R) personnel must complete five years continuous service in the Active Reserve before they are eligible for the benefits of the Fund, unless,

- (a) They are qualified by virtue of previous service in the Regular Force, Wartime Service (of any length) or Service in the Active Service Force; or
- (b) While still on the Active List having completed at least three years continuous exemplary service in the RCN(R) an application for assistance is recommended personally by the Commanding Officer of their Division as deserving special consideration."

A further motion was adopted which stated that "Ex-RCN personnel must have completed 12 months continuous service in the RCN to be eligible for the benefits of the Fund, unless:

- (a) they are invalided from the Service for a disability attributed to the Naval Service, or,
- (b) they are qualified by virtue of previous active wartime or RCN(R) service".

The financial audit showed that 1952 ended with an excess of income of \$7,808.15, before taking into account grants for assistance of \$9,793.75 authorized during that year but not as yet settled.

"This rather satisfactory financial position of income and expenditure last year was largely due to the increase in donations received in 1952 amounting to \$20,683.13 as compared with \$10,077.08 in 1951," Engineer Rear-Admiral G. L. Stephens RCN(Ret'd) said in his president's report. "The greater part of this increase came from RCN sources and we are more than grateful to those ships and establishments and officers and men who have contributed to the Fund through Ships and Mess Funds and by personal donations.

"This however is no time to feel too satisfied or rest. The demands on the Fund are increasing and will continue to do so as the Navy expands. There are still several ships who have not directly contributed in 1952 and only approximately 300 individuals out of some 15,000 have taken advantage of the personal allotment scheme.

"We sincerely hope that the interest and support of those ships and establishments already contributing will be continued and that all ships, establish-

Sixth Term at Helm of Benevolent Fund

Engineer Rear-Admiral G. L. Stephens, CB, CBE, RCN, (Ret'd), was re-elected president of the Canadian Naval Service Benevolent Trust Fund for his sixth consecutive term at the eighth annual meeting held at Naval Headquarters April 13 and 14.

Officers elected for the coming year include: Vice-Presidents—R. C. Stevenson, Montreal, and Captain P. Barry German, RCN, (Ret'd), Ottawa, and, re-elected, Willard MacKenzie, Halifax, and CPO D. H. Nelson, Victoria.

The following Board of Directors was elected: Commander A. C. Bethune, RCN(R), (Ret'd), Ottawa; Commodore P. W. Earl, RCN(R), Montreal; Captain (S) Joseph Jeffrey, RCN(R), (Ret'd), London; Griffith Jones, Victoria; Commander K. S. MacLachlan, RCN(R), (Ret'd), Toronto; A. B. Coulter, Ottawa; Lieut.-Cdr.-at-Arms W. Pember, RCN, Victoria; G. C. Dewolfe, Halifax; Commander R. P. White, RCN(R), Ottawa; Lieut. (W) M. E. MacDonald, RCN(R), Ottawa, and Captain (S) C. J. Dillon, RCN, Halifax.

Lieut. (S) Harry McClymont, RCN, of Ottawa, was appointed Secretary-Treasurer, to succeed Lieut.-Cdr. (S) William Woodward, RCN, of Toronto.

ments and personnel will fully support the Fund at this time. It is also gratifying to advise that more interest is being taken in the Fund by RCN(R) Divisions and there is reason to believe greater support will be given this year."

The Auditor General of Canada and his staff, who audited Fund accounts again this year were mentioned gratefully in the president's report, which also had high praise for the members of the three claims committees.

The appreciation and thanks of the directors were recorded for the assistance given by Naval Headquarters, Flag Officers Atlantic and Pacific Coasts, Commanding Officers of Ships and Establishments and Reserve Divisions, the members of their staffs, Chaplains, members of the Department of Veterans Affairs, various Social Services and Welfare Organizations, the Red Cross, Canadian Legion and the many provincial and municipal bureaus "whose assistance has been of the very greatest possible help to the Fund".

The president noted an increase in headquarters staff of the Fund and paid warm tribute to the work of Lieut.-Cdr. Woodward, the secretary-treasurer of the Fund for the past three years. He has been relieved by Lieut. Harry McClymont, who had the job three years ago and who, since then, has been a member of the Central Claims Committee.

Investments Give Increased Revenue

An improvement in investments was noted by Engineer Rear-Admiral G. L. Stephens, CB, CBE, RCN, (Ret'd), in his 1952 report to the annual meeting of the Canadian Naval Service Benevolent Trust Fund at Naval Headquarters April 13 and 14.

Invested capital of the Fund as of December 31, 1952, was \$2,550,000 at par value yielding annual interest of \$74,625, an increase of capital of \$18,500 and an increase of \$7,955 over that at December 31, 1951.

The original investment of prize money in short-term, low-interest bonds was changed over in 1952 to take advantage of the drop in price of higher interest bonds since the prize money was first invested. The new bonds, if held to maturity, will provide a net gain of \$36,625, and an annual increase in interest of \$7,850.

MAN OF THE MONTH

(Continued from page 15)

having enough trouble without his presence, the Navy saw fit to draft him back to a Bangor and it was in HMCS *Sarnia* that Guthrie celebrated VJ day.

Every celebration must have its hangover, however, and his consisted of a six-month stint in naval auxiliary vessel *Laymore* dismantling boom defences and anti-submarine gear on the east coast. By all accounts this was a most onerous job that could have only been enjoyed by the German submarine if it had been carried out during the war.

After this he spent a year on the West Coast in the Reserve Fleet. It must be stated that during this period he was not rammed.

Finally he received a two-year shore draft to HMCS *Chatham* in Prince Rupert. In spite of the constant rain he did not grow the "webbed toes" said to be characteristic of the inhabitants of this region. He enjoyed his stay in Prince Rupert very much and was a member of the All-Star Baseball Team that took its share of prizes in the "Northern British Columbia and Alaska League".

He was in HMCS *Ontario* for both the Australian cruise and the Royal tour. An avid swimmer, he became a connoisseur of some of the world's most famous beaches and their accessories. An experienced member of this ship's famous softball team he aided in defeating all American, Australian and assorted infidels who had the audacity to challenge the Canadians' supremacy in this field.

After taking a quartermaster instructor conversion course, Chief Guthrie joined his present ship on August 25, 1952.

Although his present duties include standing Officer of the Watch, thus assisting the scientists in certain phases of their work, he also does his full job as Coxswain.

Chief Petty Officer Guthrie was one of three brothers who served in the war. His younger brother was lost in HMCS *Valleyfield*. His older brother is still in the service, a Chief Petty Officer in HMCS *Unicorn*, The Saskatoon Naval Division. To date no male heirs have joined the families of either of these stalwarts. But between them they have three daughters (one *Cedarwood* Guthrie and two *Unicorn* Guthries) and the WRENS are recruiting!—L.G.S.

GUNNERY'S HALL OF FAME

In HMC Gunnery School, at Halifax, is a Hall of Fame featuring portraits of the officers who have been in charge of gunnery training on the East Coast since its inception some 37 years ago.

The gunnery "empire" has dug up a considerable amount of information on its record of service in the RCN, as a means of adding its own Canadian traditions to those inherited from the Royal Navy. The Hall of Fame, a series of photographs of the officers who have commanded the school, is part of this project.

It adorns the main corridor of the school and serves as constant reminder of the part the gunnery branch has played in the growth of the RCN. There are 17 framed portraits, and the earlier ones bring to mind the struggles of the Royal Canadian Navy, first for its very existence, then for due recognition.

The Hall of Fame begins with Commander Arthur F. L. Atwood, who transferred to the RCN in 1917 after serving on loan from the Royal Navy. He retired in 1920 as a captain and, as a civil servant, became Armament Supply Officer at Halifax. He retired from the Civil Service in 1930 and died on December 30, 1950.

Next was Lieut. Victor G. Brodeur, who retired as Rear-Admiral Brodeur, Commanding Officer Pacific Coast, in 1946.

Unicorn Presented With Unique Souvenir

The wardroom of HMCS *Unicorn* today has a unique and stirring reminder of the Battle of Trafalgar, through the generosity of Major D. Fusedale of Saskatoon.

At the Saskatoon naval division's annual award night, which saw Major Fusedale's daughter, Ord. Wren Dorcas Fusedale, carry off honours as the division's best Wren new entry, a framed photograph of the log of HMS *Euryalus* for October 21, 1805, was presented by Major Fusedale to Commander O. K. McClocklin, *Unicorn's* commanding officer.

The date entered on the log was that of the Battle of Trafalgar and the *Euryalus* was one of the stout ships in Lord Nelson's fleet.

The log, the original of which is in possession of Lloyds of London, records the reception of Admiral Nelson's immortal exhortation that "England expects that every man will do his duty" in the battle to follow. The photographic copy was obtained by Major Fusedale while serving overseas in the Second World War.

Mr. W. D. Johnson, Commissioned Gunner, served as officer-in-charge for varying periods during some of the "lean" years of the Navy. He is now living in retirement.

Lieut. Adrian M. Hope followed as officer-in-charge. He retired in 1951 in the rank of commodore and was the senior gunnery officer of the RCN on leaving the service.

Lieut. Richard Oland came next. He died in Canada, in the rank of captain, during the Second World War.

Lieut.-Cdr. J. W. R. Roy was next in succession. As her commanding officer, he went down in the *Margaree* in 1940.

Then came Lieut.-Cdr. Archibald H. Baker. He is now a lieutenant-commander in charge of the diving depot and Superintendent of Diving in HMC Dockyard, Halifax.

Following him was Commander E. P. Tisdall, now Commodore of the RCN Barracks, Halifax.

Rear-Admiral Hugh F. Pullen, who on April 1 became Chief of Naval Personnel at Headquarters, served as officer-in-charge of the Gunnery School as a lieutenant-commander.

The next portrait is that of Lieut. W. G. Ross, who as an ordnance captain is now Director General of Naval Ordnance.

After him was Lieut. St. Clair Balfour, now a retired captain, RCN(R).

Lieut. M. A. Medland, the next in succession, is now an acting commodore and is Naval Member of the Canadian Joint Staff, Washington.

Next in line is Lieut. T. C. Pullen, younger brother of Rear-Admiral Pullen and now a commander and executive officer of HMCS *Cornwallis*.

Lieut.-Cdr. Sir R. Thomas Butler, Bart., was officer-in-charge while on loan to the RCN from the Royal Navy.

Then came Commander F. R. Base, who retired in 1951 as commanding officer of HMCS *York*, in the rank of captain, RCN(R).

The most recent picture is that of Lieut.-Cdr. Leo P. McCormack, who headed the Gunnery School from 1947 to 1950. He is now a commander and Staff Officer (Gunnery) to the Naval Member in Washington.

Commander G. M. Wadds, present officer-in-charge, will be photographed and his portrait placed with the rest when he moves on to a new appointment. Thus the gallery will expand through the years, linking present and past in the Gunnery Branch and the Navy as a whole.

BIRTHS

To Able Seaman Ronald Belleville, Coverdale Radio Station, and Mrs. Belleville, a son.

To Instructor Lieutenant-Commander Emilien Boulé, HMCS D'Iberville and Mrs. Boulé, a daughter.

To Petty Officer R. E. Burton, HMCS Cape Breton, and Mrs. Burton, twin sons.

To leading Seaman J. Connors, HMCS Stadacona, and Mrs. Connors, a son.

To Able Seaman J. Cotter, HMCS Cape Breton, and Mrs. Cotter, a son.

To Leading Seaman Frederick Joseph Dionne, HMCS Haida, and Mrs. Dionne, a daughter.

To Leading Seaman John Elliott, HMCS Haida, and Mrs. Elliott, a daughter.

To Leading Seaman Reginald Paul Grant, HMCS D'Iberville, and Mrs. Grant, a son.

To Leading Seaman C. Hawboldt, HMCS Cape Breton, and Mrs. Hawboldt, a son.

To Lieutenant (L) L. G. G. Holtby, HMCS Stadacona, and Mrs. Holtby, a son.

To Chief Petty Officer J. W. Jackson, HMCS Stadacona, and Mrs. Jackson, a son.

To Chief Petty Officer G. W. Johnson, Coverdale Radio Station, and Mrs. Johnson, a daughter.

To Chief Petty Officer C. J. Jolliffe, HMCS Quebec, and Mrs. Jolliffe, a son.

To Able Seaman Joseph LeBlanc, HMCS Cornwallis, and Mrs. LeBlanc, a daughter.

To PO Allan McLean, Coverdale Radio Station, and Mrs. McLean, a son.

To PO George Mitchell, HMCS Haida, and Mrs. Mitchell, a son.

To Able Seaman, W. Moore, HMCS Portage, and Mrs. Moore, a daughter.

To leading Seaman Alvin Nelles, Aldergrove Radio Station, and Mrs. Nelles, a daughter.

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

To Chief Petty Officer E. R. Penney, HMCS Gloucester, and Mrs. Penney, a son.

To Leading Seaman William Penny, HMCS Naden, and Mrs. Penny, a son.

To Leading Seaman R. Rickey, HMCS Portage, and Mrs. Rickey, a daughter.

To Able Seaman Ray Ruttan, HMCS Haida, and Mrs. Ruttan, a son.

To Able Seaman C. W. Simser, HMCS Gloucester, and Mrs. Simser, a daughter.

To Leading Seaman R. Spence, HMCS Cape Breton, and Mrs. Spence, a daughter.

To Petty Officer Fred Treleaven, HMCS Swansea, and Mrs. Treleaven, a son.

To Chief Petty Officer Leonard Trudel, HMCS Algonquin, and Mrs. Trudel, a son.

To Lieutenant-Commander (S) D. M. Walton, HMCS Cornwallis, and Mrs. Walton, a daughter.

To Leading Seaman Tony Veinpel, HMCS Naden, and Mrs. Veinpel, a daughter.

WEDDINGS

Able Seaman David Gerard Carruthers, HMCS Donnacona, to Miss Mildred May Cavan, of Notre Dame de Grâce, Que.

Able Seaman Roger Joseph Giroux, HMCS Stadacona, to Miss Dorothy Catharine Saltzman, of Halifax.

Able Seaman James Holmes, HMCS Magnificent, to Miss Vera Holmes, of Toronto.

Able Seaman E. L. Hucker, HMCS Cornwallis, to Miss Vera Marie Bantrock, of Windsor, Ont.

Leading Seaman Thomas Keighan, HMCS Magnificent to Wren Margaret Willis, Coverdale Radio Station.

Petty Officer John W. Kelly, HMCS Magnificent, to Wren Dorothy Ellefson, Coverdale Radio Station.

Lieutenant-Commander William M. La Nauze, HMCS Stadacona, to Sub-Lieutenant (MN) Margaret Eleanor Stonhouse, HMCS Stadacona.

Petty Officer Paul Larivière, HMCS Algonquin, to Miss Elizabeth Ames, of Victoria.

Able Seaman Norman MacIntyre, HMCS Portage, to Miss Shirley Gallant, of Newcastle, N.B.



Clothing donated by the Victoria branch of the Navy League of Canada and canned goods and candy, given by the ship's company of HMCS Athabaskan were gratefully received by inhabitants of a small UN-held island off the west coast of North Korea. Ord. Sea. John Dickson (left) and AB William Aller are seen fitting a child with warm clothing during the destroyer's visit. (AN-215)

Leading Seaman Dean Marsh, HMCS Beacon Hill, to Miss Shirley Cordick, of Calgary, Alta.

Ordinary Seaman Dennis J. P. Martin, HMCS Cornwallis, to Wren Aline Gingras, HMCS Cornwallis.

Able Seaman David Prentice McKinnel, HMCS Discovery, to Miss Joan Elizabeth MacQueen, of Vancouver.

Leading Seaman Allan McRae, HMCS Cayuga, to Miss Patricia Balma, of Victoria, B.C.

Ordinary Seaman Barry Nesbet, HMCS Naden, to Miss Elsie Jones, of Victoria, B.C.

Able Seaman Phillip Olsen, HMCS Antigone, to Wren Lillian Fleming, HMCS Naden.

Able Seaman Ronald Reid, HMCS Portage, to Miss Joan Michell, of Victoria, B.C.

Able Seaman Laurence St. Laurent, HMCS Naden, to Miss Lorraine MacVean, of Victoria, B.C.

Ordinary Seaman Harold Vaughan, HMCS New Waterford, to Miss Barbara Peters, of Victoria, B.C.

Able Seaman Jack Wemp, HMCS La Hul-loise, to Miss Vivian Scott, of Sheet Harbour, N.S.

Able Seaman Frederick Young, HMCS La Hul-loise, to Miss Mary Donaldson, of Eastern Passage, N.S.

LETTERS TO EDITOR

Dear Sir:

I read your article on "Jenny's Girls" with enjoyment, and it calls to mind a visit to Hong Kong in HMCS Anson in 1946. Anticipating our arrival, "Sampan Jenny", as she was known to us, was lying in wait for us near our assigned berth, flying an eight breadth green flag on which was embroidered in gold, "Welcome HMS Anson".

At that time she and her crew had acquired a brand new junk with beautifully varnished decks and kept in the best "Bristol fashion". This handsome vessel was purchased with the proceeds of the "gash" collection from our ship during a previous sojourn in Hong

Kong, which illustrates, I think, the high prices paid for the less "vitamized" gash of the RN.

A. C. CAMPBELL,
Lieut.-Cdr., RCN,
Ottawa

Dear Sir:

On reading the April issue of Crows-nest I would like to draw your attention to an error in the article "Man of the Month", page 16 centre column, in which it is stated that the *Niagara* took the *Candytuft* in tow. The correct version of this incident is as follows:

The HMS *Candytuft* blew her boiler shortly after "darken ship" on the night of September 9, 1941. HMCS *Bittersweet*, another flower class corvette was ordered to stand by. The following morning, September 10, the *Candytuft* was taken in tow by the *Bittersweet* and proceeded to return to St. John's, Nfld. In the early hours of the morning of September 11 the *Niagara* arrived with medical aid. She left again before noon leaving medical assistance aboard the *Candytuft*. No doubt PO Newman was one of these men, but to state that the *Niagara* towed the *Candytuft* is a gross error, as she had already been in tow 24 hours before the *Niagara* arrived.

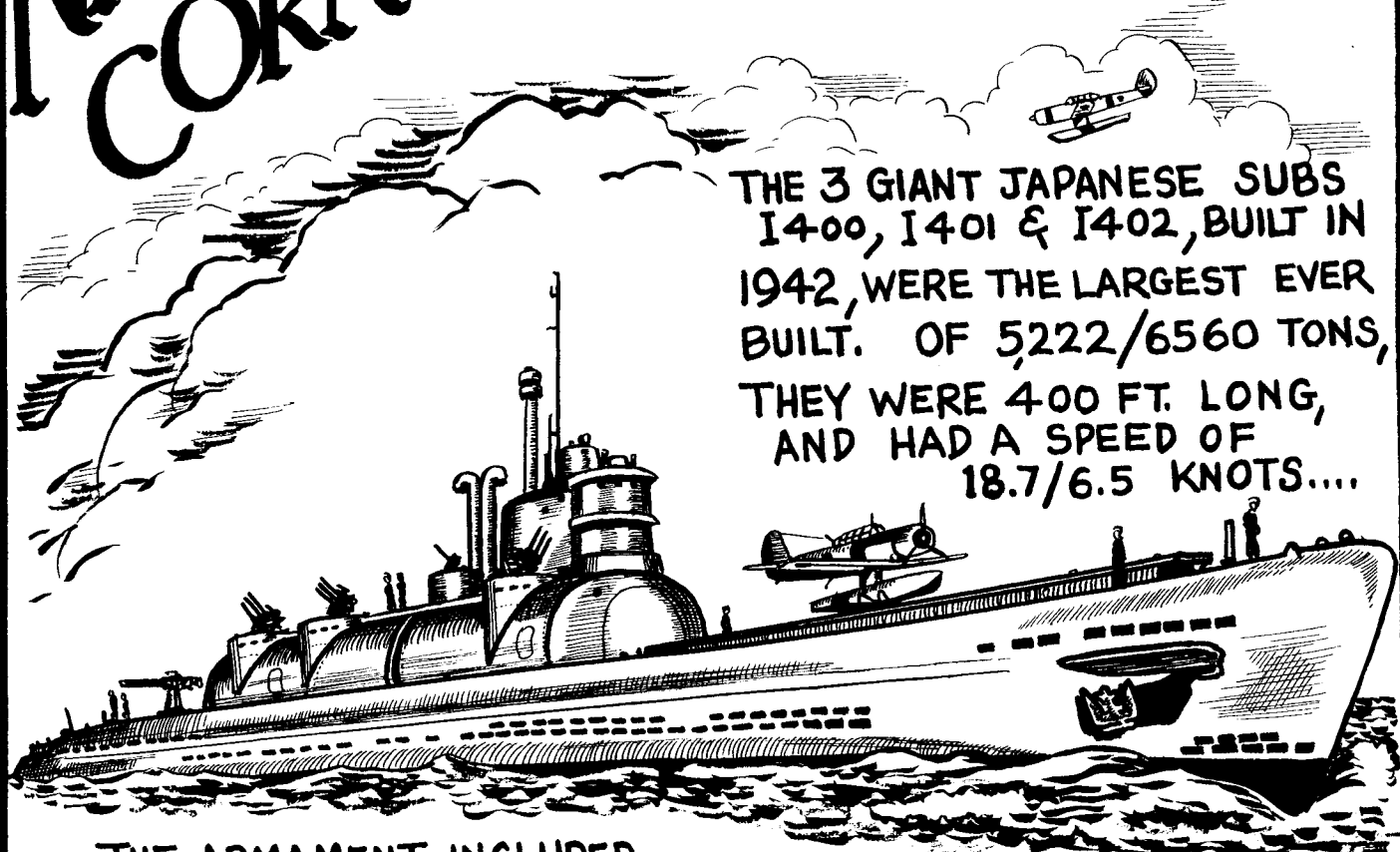
My only reason in writing is that you may wish to correct this error. I was serving on the *Bittersweet* as a leading stoker at the time.

A. FLEMING,
ex-Chief Stoker, RCNR.
187 Arthur Ave.,
Springfield Park,
Chambly County, Que.

NAVAL LORE CORNER

NO. 12

THE LARGEST SUBS
EVER BUILT*



THE 3 GIANT JAPANESE SUBS
I400, I401 & I402, BUILT IN
1942, WERE THE LARGEST EVER
BUILT. OF 5,222/6,560 TONS,
THEY WERE 400 FT. LONG,
AND HAD A SPEED OF
18.7/6.5 KNOTS....

... THE ARMAMENT INCLUDED
ONE 5.5 IN. GUN, 8 21 IN.
TORPEDO TUBES, AND 25
MM A.A. GUNS. 3 SEAPLANE
BOMBERS WERE CARRIED. THE CONNING TOWER WAS
SET TO PORT, WHILE A LONG HANGAR WAS ON THE
STARBOARD. A CATAPULT WAS SITUATED ON THE FOREDECK..

* IN THE FEBRUARY 1952 'NAVAL LORE CORNER' IT WAS STATED THE FRENCH
SUB 'SURCOUF' WAS THE LARGEST EVER BUILT, THAT INFORMATION WAS IN ERROR...

J.M. THORNTON

