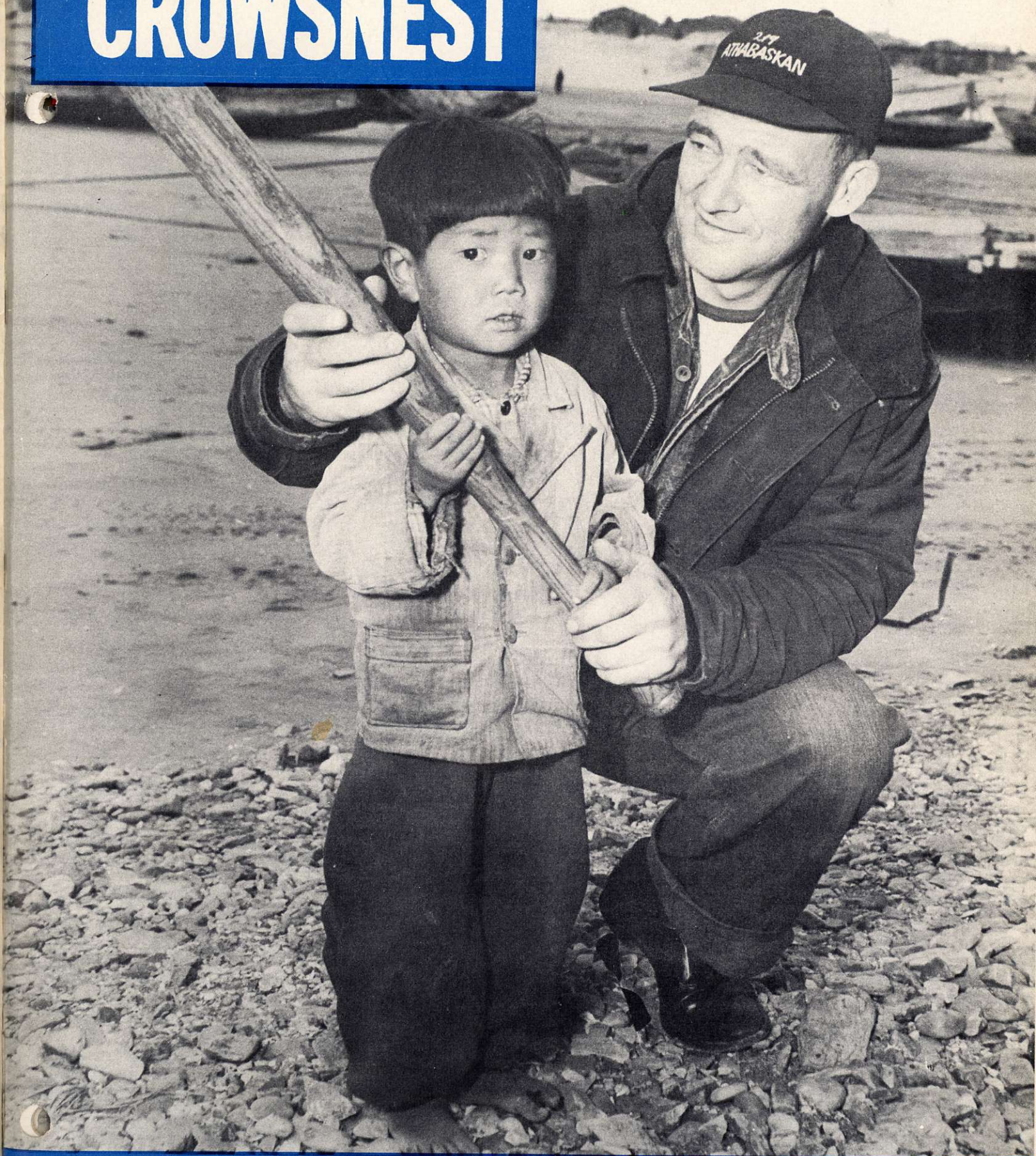


# *The* CROWSNEST







# The CROWSNEST

Vol. 5 No. 10

THE ROYAL CANADIAN NAVY'S MAGAZINE

AUGUST, 1953

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*Cover Photo*—What's coming? is the question of this little inhabitant of a North Korean islands asks with his eyes—and the same question went echoing around the world with the signing of the armistice at Panmunjom. "I've got hold of the bat, but what kind of ball will be pitched next?" (AN-343)

### LADY OF THE MONTH

When the first three Canadian destroyers sailed from Esquimalt on July 5, 1950, for duty in the Korean war theatre, HMCS *Athabaskan* was one of their number. When the truce was signed on July 26, 1953, and an uneasy quiet fell over the battle zone, the *Athabaskan* was again on the job, two-thirds of the way through her third tour of duty in Korean waters.

Her picture appears on the opposite page as representative of the eight destroyers who upheld the traditions of the Royal Canadian Navy in the Far East and as a worthy successor to the first *Athabaskan* which went down in the English Channel with guns blazing nine years ago.

The Korean war, up to the time of the armistice, had lasted for 37 months; the *Athabaskan* had been assigned to battle duty for 30 of them—a proud record, embellished by the smashing of two North Korean trains and the shelling of innumerable enemy shore positions. (O-4310)

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## RCN NEWS REVIEW

Sea of hammocks in Coronation Contingent mess in HMCS "Quebec". (O-5328)

### Guns Silenced By Armistice

Thirty-seven months after North Korean troops poured over the 38th Parallel to launch the Korean war, the guns ceased firing and the world awaited the outcome of the political conference called to decide the peace terms.

The armistice was signed on July 26 and the guns fell silent the following day. Three days later Canadian destroyers marked the third anniversary of their entry into the Korean war theatre on July 30, 1950.

On Far East duty as the noise of war gave way to an uneasy peace were HMC Ships *Iroquois*, *Athabaskan* and *Huron*. Of the eight destroyers who saw duty there, the *Athabaskan* was the veteran of them all. She was one of the three original destroyers to sail from Canada for Korean waters on July 5, 1950, just ten days after the outbreak of the war, and she chalked up a record of 30 months' service up to the armistice. On her "Dominion Day" patrol, she joined the Train Busters' Club by smashing two North Korean trains.

The shooting ended with HMCS *Crusader* firmly in the top spot among the United Nations train-stoppers, with an official score of four and one-half. The runners up were the U.S. destroyer-minesweeper USS *Endicott* and HMCS *Haida*, both with three trains smashed.

On the date of the armistice, the score-board for Korean duty stood: *Athabaskan*, 30 months; *Cayuga*, 21 months; *Nootka*, 21 months; *Sioux*, 18 months; *Crusader*, 13 months; *Iroquois*, 12 months; *Haida*, 11 months, and *Huron*, 11 months.

Their duties included covering landings of troops and evacuations; shelling enemy troops and shore positions; guarding friendly islands; destroying mines; screening aircraft carriers and protecting friendly islands. Clothing, food and medical aid were extended freely to the civilian population of UN-held islands.

The price paid was three dead and seven wounded in battle. Two men were drowned while on Far East duty and a third died following an operation.

One ship was the victim of navigational hazards. HMCS *Huron* grounded in fog off the west coast of North Korea on July 12. She was expected to be ready for duty again in September after two months in dockyard hands in Japan.

### Haida Second To Round World

The second Canadian destroyer to steam around the world, HMCS *Haida* arrived in her home port of Halifax on July 22 after 11 months of Far East duty. The homecoming had something special added to the normal glad return, in that 24 members of the ship's company had been awaiting their first glimpse of babies added to their families while they were away.

The *Haida*, a three-time train buster during her service in the Korean war theatre, went to the Far East last year by way of Panama and the Hawaiian Islands. She returned by way of Hong Kong, Singapore, the Suez, Malta, Gibraltar and the Azores, the route followed by HMCS *Nootka* when she ended her last tour of Korean duty.

As with the *Nootka*, the *Haida's* visit to Singapore was a memorable one. A reception in honour of the ship's officers was held by the Canadian Trade Commissioner, D. S. Armstrong, and Mrs. Armstrong. Among those present was the Hon. Malcolm MacDonald, former United Kingdom High Commissioner to Canada, who reminisced with the Canadians.

The whole ship's company was entertained by Canadian residents of Singapore. They took the officers and men to lunch, on tours of the island and to parties. When the ship sailed, most of them drove the 20 miles to the naval base to wave goodbye.

### Air Squadron For "Catarqui"

A second reserve air squadron, VC-921 will be formed at Kingston, Ontario, as a tender to HMCS *Catarqui* late in September and will operate from Collins Bay airport.

The first naval reserve air squadron, VC-920, was formed in May and is based at RCAF Station, Downsview, near Toronto.

The new squadron will consist initially of Harvard aircraft with operational aircraft to be added later. Fully qualified full-time naval instructors will be attached to the squadron.

### Three New Ships Slide Down Ways

Three major launchings took place during July and August. A destroyer escort, HMCS *Saguenay*, and two minesweepers, HMC Ships *Trinity* and *Quinte*, slid into the waters at Halifax, Lauzon and Port Arthur respectively.



The *Saguenay* was launched on July 30 and christened by Mrs. W. W. Porteous, wife of Commodore (E) Porteous, Superintendent of HMC Dockyard, Halifax.

Eager to hit salt water the *Saguenay* started to ease down the ways before the scheduled time. Mrs. Porteous, equal to the moment, smashed the bottle on her bow and followed with the words "God bless this ship and all who serve in her".

The *Trinity* was launched on July 31 and christened by Mrs. Brooke Claxton, wife of the Minister of National Defence. The Minister and Rear-Admiral W. B. Creery, Vice-Chief of the Naval Staff, and Mrs. Creery were guests at the launching.

The *Quinte* was launched on August 8 and christened by Mrs. J. B. Caldwell, wife of Captain (E) Caldwell, Assistant Chief of Naval Technical Services (Ships).

Two new yard craft for the RCN were also launched recently, both in New Westminster, B.C. They were YAC 310 on June 23 and YAC 312 on July 21.

### **Door Opened to Married Wrens**

Requests of Wrens who wish to remain in the service after marriage will receive individual consideration at Naval Headquarters, under a recent policy decision.

The decision opens the way for Wrens to remain on continuous naval duty or the active list following marriage, or to transfer from continuous naval duty to the active list.

Commanding officers will forward requests for retention through the Commanding Naval Divisions to Naval Headquarters.

It is considered that the prospect of remaining in the service will be particularly attractive to Wrens who marry within the service and whose husbands are absent on sea duty or in remote stations not provided with married quarters.

### **Sailing Squadron Formed at Hamilton**

A squadron of the Royal Canadian Naval Sailing Association was formed in Hamilton in June with naval personnel from the staff of the Commanding Officer Naval Divisions and HMCS *Star* as members.

The Hamilton squadron elected the following slate of officers: Commodore, Cdr. Walter A. Childs; vice-commodore, Sub-Lt. (MN) A. B. Harvey; rear-commodore, Lieut.-Cdr. (SB) Robert Pearce; fleet captain, Lieut. (L) R. G. Wilson,



"Lady" a purebred cocker spaniel on board HMCS "Porte Saint-Louis", which has spent the summer training RCN(R) personnel on the Great Lakes, appeared recently as a captain's request-man and was duly rated AB. (COND-125)

and deputy fleet captain, Lieut. (E) C. B. Thomason. Cdr. James S. Davis is chairman of a committee which also includes AB Beverley Carey, AB George Bessey and Ord. Wren Shirley Stretton.

Sailings are held each Tuesday and members sail the dinghies and whalers attached to HMCS *Star*. Competitions within the squadron and also with other sailing organizations in Hamilton are planned for the summer months.

### **Frigates Staying Close to Home**

After their momentous journey to the Coronation naval review at Spithead, the East Coast training ships HMCS *Swansea* and HMCS *La Hullose* are remaining comparatively close to home.

Their summer training cruises took them to ports in New Brunswick, Nova Scotia, Prince Edward Island and Quebec, giving officers, men and UNTD cadets a new familiarity with East Coast waters and some of Canada's most exquisite scenery.

The West Coast counterparts of the two Halifax frigates journeyed farther afield, making a four-day visit to San Diego in July. HMC Ships *Beacon Hill* and *Antigonish* spent extensive training periods in Bedwell Harbour as well. They had visited Long Beach, California, in June.

### **Welcome Mat Out For Magnificent**

Saint John, N.B. unrolled its welcome mat for the aircraft carrier HMCS *Magnificent* recently when the big ship arrived to enter the drydock for work on underwater fittings and repainting.

Hundreds of people lined the shores to witness the arrival and watch while tugs turned her in the narrow entrance before docking. Soon after docking the streets of the city were dotted with the uniforms of Royal Canadian Navy sailors many of whom were taking their first shore leave in that city.

Interest in the ship was high and July 11 and 12 were set aside to allow visitors to tour the ship. Meanwhile the city provided entertainment for the officers and men in the ship's company.

### **"Snort" Journey Not Longest**

HMS/M *Andrew*, which completed a 2,840-mile voyage under water from Bermuda to the English Channel in June, may have established a "first" for Atlantic crossing, but the trip "was not necessarily the longest or most exacting of the tests carried out by A class submarines since 1947" according to a correspondent of the *London Times*.

"Snorting makes exact navigation difficult, but is a less revolutionary method than most people realize," the article said. "In the last war the Japanese Navy had at least one large submarine capable, in theory, of staying under water indefinitely, and Admiral Doenitz claimed that the new XXI U-boat, ready in March, 1945, could reach Japan from Germany without surfacing."

"Late in 1947 the British submarine *Alliance*, fitted with a version of the Schnorkel breathing device, carried out exacting tests in calm tropical waters off West Africa, and in February, 1948, the submarine *Ambush* spent five valuable weeks in and around the Arctic Circle. At least once the sea was so rough below the surface that she had to come up for three days to ride the gale."

"In 1950 the United States submarine *Pickrel* (1,570 tons) made a 5,200-mile run from Hong Kong to Pearl Harbour in 21 days without surfacing; this, according to *Jane's Fighting Ships*, is claimed to be a world record for submerged operations; but, according to "Flag Officer", in a letter to *The Times* published on April 18, 1950, the British submarine *Alliance* was under water for 30 days in November, 1947, when she dived off Las Palmas and proceeded south across the Equator, then east, and finally north up to Freetown."

"Early this year 23 men of the United States Navy spent two months in a submerged submarine, the *Haddock*, moored throughout the test to a wharf at Groton, Connecticut. They were in excellent health and spirits when they emerged."





The Canadian Coronation Squadron had its share of stormy weather on its crossings to and from the United Kingdom, as can be seen from this picture taken on board HMCS "Magnificent" during the return journey.

## Coronation Cruise

An Eyewitness Account

By R. C. H.

*Sirs, I here present unto you Queen Elizabeth, your undoubted Queen: Wherefore all you who are come this day to do your homage and service, Are you willing to do the same?*

GOD SAVE QUEEN ELIZABETH

THE PEOPLE'S reply to the Archbishop of Canterbury, voiced by those in Westminster Abbey on the day of Her Majesty's coronation, was expressed many times more, by many other of her subjects, and in many different ways, on that day and in the days that followed.

It was the privilege and honour of the Royal Canadian Navy to share in a number of the demonstrations of loyalty, faith and unity which made the Coronation of Queen Elizabeth II an inspiring, never-to-be-forgotten occasion.

Officers representing the Royal Canadian Navy attended the service in the Abbey; officers, men and women took part in the procession, some marching and others lining the streets, and at various other functions there were RCN personnel, either in an official capacity or as spectators.

BUT THE REAL opportunity for the Navy to acclaim its Queen came on June 15, at the Coronation Naval Review by Her Majesty at Spithead. There

a vast assembly of warships, anchored in lines up to seven miles in length, and flanked by other vessels of varying sizes and types, paid proud tribute to the Queen.

Clouds which threatened in the morning to bring a repetition of Coronation Day's weather were dispersed by a fresh south-westerly wind, and it was in brilliant afternoon sunshine that the Royal Yacht, HMS *Surprise*, steamed out of Portsmouth Harbour and through the lines of warships.

Among the first ships to be reviewed by the Queen was HMCS *Magnificent*, eighth in a line which was headed by HMS *Vanguard*, flagship of Admiral Sir George Creasy, Commander-in-Chief, Home Fleet.

And from the *Magnificent* came the loudest cheer of the day, occasioned by the fact that on the carrier's flight deck, in addition to nearly 1,000 of her own complement, were 723 officers and men of the Army and RCAF Coronation contingents.

Further down the line the *Surprise* passed another Canadian warship, the *Sioux*, and as she neared the westward end of her route, two Canadian frigates, the *La Hulloise* and *Swansea*, added to the succession of cheers.

On her return track, the Royal Yacht steamed by two more Canadian ships, first the *Ontario* and then the *Quebec*, flagship of Rear-Admiral Roger E. S. Bidwell, Flag Officer Canadian Coronation Squadron. With the wind behind them, the cruisers' men sent their cheers rolling across the waters, and it was evident that the Queen was impressed by the vocal volume of the Canadians.

Soon after the *Surprise* had anchored at the head of the Fleet, there came the fly past of naval aircraft, and in this, too, Canada was a participant. Among the formations which flew low over the anchorage were eight Sea Furies of VF-871 Squadron and eight Avengers of VS-881. It was an impressive display and provided a fitting climax to the afternoon's program.

MEMORIES of the wartime black-out were revived when, at 2200, all ships were darkened and only vague shapes were left to betray their presence. For half an hour the 27-square-mile anchorage was in darkness. Then the Queen pressed a switch on the Admiral's bridge in the *Vanguard* and on this signal every ship in the Fleet was illuminated with outline lighting.

Spithead suddenly became a fairyland in which, as if by a wave of a magic wand, hundreds of brightly silhouetted ships had made a simultaneous spectacular appearance. It was the most breath-taking sight of the Fleet Review—perhaps even of the entire Coronation.

Just as suddenly, all ships were darkened again, and at 2240 a 15-minute fireworks display began. It, too, was synchronized and ended with spectacular showers of red, white and blue rockets.

Her Majesty had arrived in Portsmouth on the evening of June 14 and had immediately gone on board the *Surprise*. The next morning she received the Board of Admiralty and the flag and commanding officers of the Review fleet. Among these were Rear-Admiral Bidwell and Commodore H. S. Rayner, Captain D. L. Raymond, Captain P. D. Budge, Commander P. E. Haddon, Lieut.-Cdr. W. D. F. Johnston and Lieut.-Cdr. H. A. Porter, commanding officers, respectively, of the *Magnificent*, *Ontario*, *Quebec*, *Sioux*, *Swansea* and *La Hulloise*.

At noon she held a reception at which those present included Admiral Bidwell,



Commander Haddon, Lieut.-Cdr. Johnston and Lieut.-Cdr. Porter, and after the Review Admiral Bidwell went on board the Royal Yacht again to witness the fly past.

In the evening the Queen and the Duke of Edinburgh dined on board the *Vanguard*. The guests numbered 120 and included Admiral Bidwell, Commodore Rayner, Captain Raymond and Captain Budge.

**T**HE REVIEW, the fly past, the illumination and the fireworks combined to make June 15 a memorable day, but for those who had the good fortune to be there, the preliminaries which extended over the previous fortnight were almost equally interesting. There was the gradual assembling of ships in Portsmouth, then in the Review anchorages. There was the arrival of the foreign ships, and particularly the Russian cruiser *Sverdlov* and the Italian sail training ship *Amerigo Vespucci*.

There was the friendly mingling of officers and men of many nationalities. And there was the literally lavish hospitality which the Royal Navy and the citizens of Portsmouth extended to the visitors from the Commonwealth and from other countries.

It was a great and glorious occasion, building up to a brilliant climax. Much work and much planning had gone into the preparations for the Review and those involved must have felt a sense of satisfaction at seeing the whole performance come off in such splendid fashion.

**N**O SHIPS in the Review looked smarter than those of Canada and many favourable comments on their appearance were heard from persons who had toured the anchorage. Particular interest was taken in the *Quebec* and *Ontario*, whose distinctive paintwork made them stand out from among the other cruisers in their line.

The other great event in which the Royal Canadian Navy took a formal part was the Coronation itself. Eight officers, 72 men and a lieutenant-commander (medical nurse) of the RCN and one Wren officer and two Wrens of the RCN(Reserve) marched in the Coronation procession, and four officers and 39 men of the RCN(R) lined a section of Cockspur Street, near Canada House.

To prepare for their Coronation duties, the marchers and street liners put in many long hours of training; and on the day itself they got well soaked and, in the case of the liners, thoroughly chilled. However, there was none but would have worked harder and longer still, and would have put up with much

more in the way of discomfort, so long as it meant being a member of the Coronation contingent.

Except for the four female members, the naval contingent first assembled at Halifax and began its training program there. The women sailed from Quebec in a passenger liner and officers and men from Halifax in the ships of the Canadian Coronation Squadron which put to sea on May 7. These were the *Quebec*, *Magnificent*, *Ontario* and *Sioux*.

The contingent continued to train during the ocean passage, when weather permitted, concentrating on arms drill and p.t., and carried out part of ship duties as well.

**O**N ARRIVAL in Portsmouth, on a rainy May 15, they were disembarked and boarded a special train which took them to Pirbright Camp, the home of the Guards' Training Battalion, where quarters were being provided for more than 2,000 Commonwealth troops.

Week-end leave was granted and, since Pirbright is less than an hour by train from London, most of them went to the city to view the Coronation preparations.

On Monday they began a schedule of concentrated drilling and conditioning that was to last right up until the great day. Sometimes they worked with the Army and Air Force, sometimes by themselves.



Oil slickers glistening in the rain, Canadian sailors munch their lunch from haversack ration issued to Commonwealth troops who lined London streets for the mammoth Coronation parade. Nearest the camera are Ldg. Sea. Clifford MacLeod, of HMCS "Queen Charlotte", and AB Alexander Hamilton, of HMCS "Naden". (COR-421)



On Saturday, May 23, all the Commonwealth contingents at the camp held a dress rehearsal. It was somewhat less than perfect, but by the time they had another week of training, all visible faults had been eliminated.

The Canadians had a number of distinguished visitors. On May 18 General Sir John Harding, Chief of the Imperial General Staff, toured the camp. On May 20, Norman Robertson, Canadian High Commissioner to the United Kingdom, and Major General J. D. B. Smith, chairman of the Canadian Joint Staff in London and officer commanding the contingent, inspected the Canadians informally and talked with a number of them.

On May 26 the Duke of Edinburgh flew by helicopter from Buckingham Palace to Pirbright and inspected the Commonwealth forces based there. The Duke made a most thorough inspection of all the units, met their officers and stopped to chat with a great many officers and men.

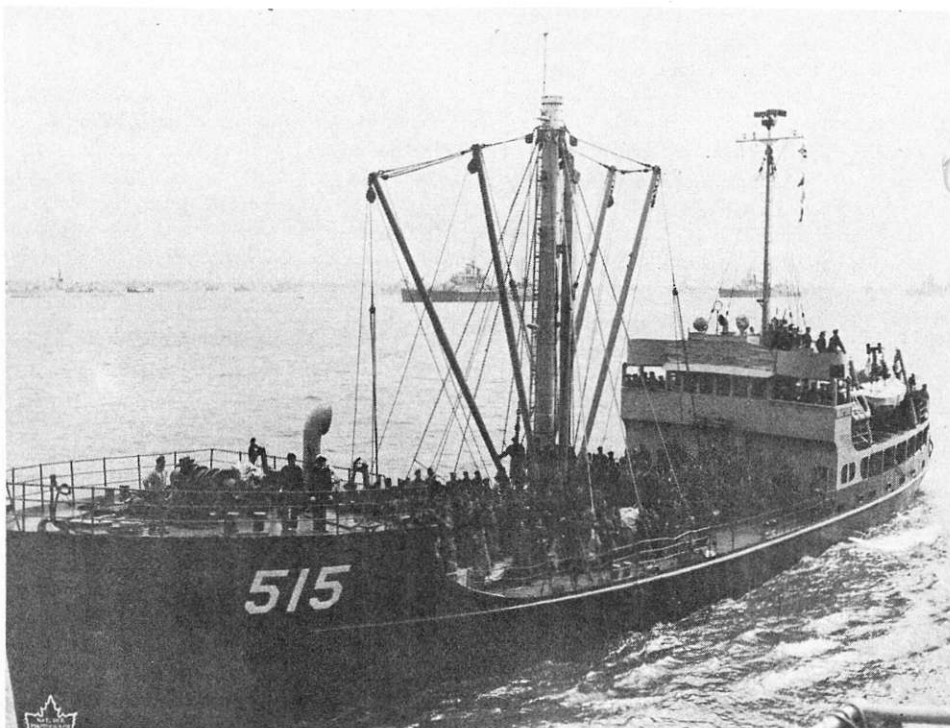
On May 30 the Canadians moved into London, the marchers going to Earls Court and the liners to Kensington Gardens. On Sunday and Monday they wound up their training and made a final check of their clothing and equipment—and on Tuesday morning, early, they set forth to do their parts in the Coronation procession.

To Lieut. Murray J. Waymouth, of Windsor, Ont., went the honour of carrying the Canadian Ensign at the head of the Canadian contingent. In command of the naval section was Commander (now Captain) Robert P. Welland, of Victoria and Halifax.

**A**FTER the procession, the Canadians marched back to their London billets, removed their wet uniforms and sent them away to be cleaned and pressed. It was a rush job that had to be done that evening, for they were due to march the next morning to Buckingham Palace to receive their Coronation medals.

The uniforms came back that night and it was a smart looking body of men that marched, with the Navy in the van, into Buckingham Palace yard on the morning of the 3rd. All the Commonwealth and Colonial forces were there and were inspected by the Queen. She also presented medals personally to some of the officers, one of whom was Commander Welland.

The next day the Canadians saw a dress rehearsal of the Trooping of the Colour, and on the 5th they returned to Pirbright. From there they proceeded on a well-earned weeks' leave before reporting to the various ships from



CNAV "Eastore", normally a supply vessel for the Atlantic Command, was pressed into service as a ferry to the Canadian Coronation Squadron while overseas for the crowning of Queen Elizabeth II. Here, she brings the Army and RCAF components of the Canadian Coronation Contingent to the "Magnificent", from whose flight deck they viewed the historic Spithead Review. (MAG-4598)

which they were to witness the Spithead Review and in which they were to take return passage to Canada.

Those ships had had a busy time of it ever since they left Halifax—the *Quebec*, *Magnificent*, *Ontario* and *Sioux* on May 7 and the *Swansea* and *La Hullose* on May 18. On the eastward crossing, weather conditions hampered the *Magnificent's* flying program, but otherwise the larger ships succeeded in carrying out a comprehensive training schedule. The cruisers, particularly, accomplished much in their primary tasks—the training of ordinary seamen in the *Quebec* and of junior officers in the *Ontario*.

**I**T WAS the first time the RCN's three largest ships had been in company and every opportunity was taken to exercise them in manoeuvres, screening, communications and other forms of fleetwork.

The frigates' departure was set back in order that they might embark 80-odd UNTD cadets who were finishing their university year. They joined the squadron in Portsmouth (the other ships meanwhile having exercised off the south coast of England and visited various ports) and then set sail with the *Sioux* on the 29th for the Thames. They steamed up the river on the morning of 30th and berthed, the *Sioux* at Greenwich and the frigates at Deptford. There they stayed until June 4, after which they proceeded down the river and

parted company to visit ports on the south coast before taking up their Review berths at Spithead.

The *Magnificent* and the two cruisers were in Portsmouth harbour from May 27 to June 8 and during that time they painted ship and otherwise got ready for the Review. On June 8 they proceeded to anchorages off the Isle of Wight and the next day moored in their Review berths.

The period that followed was one of extreme interest. Each day saw more ships, large and small, British and foreign, steam into their positions in the lines, until by the weekend the assembly was complete. Hundreds of boats loaded with sight-seers toured the Review lines, and aircraft, similarly engaged, criss-crossed the sky overhead. Ships' boats hustled back and forth and officers of the watch had to keep a sharp lookout for passing captains and flag officers, so as to pay the proper marks of respect.

**O**N JUNE 10 and 11, the official birthdays, respectively, of the Duke of Edinburgh and Her Majesty the Queen, ships were dressed overall, bands and guards were paraded in the larger ships and Royal Salutes were fired. Make-and-mends were granted on both days and libertymen poured into old Pompey by the thousands. Portsmouth became like London, except that the former's streets were a solid mass of navy blue.



Even more quickly than they came, the ships departed. On the morning of the 16th, the anchorage was still full. By nightfall there was only a comparative handful left and Spithead seemed a barren, and rather melancholy, stretch of water.

It was time to go, and on the morning of the 17th the Canadian squadron sailed. Remaining behind was the *Ontario*, which was going into Portsmouth for repairs to a propeller shaft, but the size of the group was maintained at six ships through the presence of the Australian carrier *Sydney*.

Once the carriers were clear of the Isle of Wight, their aircraft landed on from Lee-on-Solent. They were in the air again in the afternoon and 6 o'clock the next morning saw them taking off again.

Then, at noon on the 18th, the bad weather that had plagued the squadron on its eastward crossing closed in and the afternoon's flying program was cancelled. They flew on the morning of the 19th but by noon the carriers were pitching in an increasingly heavy sea and once more flying schedule was washed out.

The next morning it was the same, as the North Atlantic strove to maintain its reputation as one of the most unpleasant oceans.

**W**HILE the weather played hob with the flying program and forced cancellation of certain evolutions, other forms of training went ahead without interruption. Individual ships carried out drills and courses of instruction and communication exercises were conducted daily from the flagship.

On Saturday the carriers, accompanied by the faithful *Sioux*, veered to the southward in search of an elusive patch of fair weather. It was a forlorn hope and on Sunday, June 21, the first day of summer, the "met" men spoke gloomily of a storm which covered "a million square miles of ocean".

The squadron sailed into that storm the next morning. Gale-force winds, which in gusts reached 55 knots, and heavy seas forced the ships to reduce speed until they were practically hove to. Water sloshed into living quarters and there was the usual welter of gear, furniture, crockery, cutlery and men when a ship was hit by a particularly heavy sea at mealtime.

None of the ships received more than minor damage, however, and the worst injury was a badly bruised leg suffered by an able seaman of the Coronation Contingent taking passage back to Canada in the *Magnificent*.

As was to be expected, the three smaller ships took the worst buffeting. The

weather decks were almost continually awash and by the time they had finished their watches, bridge personnel were soaked to the skin.

**T**HE WEATHER gradually abated during the night and on the morning of the 23rd the *Sioux* was able to steam alongside the *Magnificent* to take on sorely needed fuel. The evolution was smartly carried out in a still heavy swell, and then the two ships cranked on speed in an effort to make up for the hours lost when they had to slow down during the storm.

### Her Majesty Lauds Ships at Spithead

To all ships taking part in the Coronation Review went the following message from Her Majesty the Queen:

"It has given me great pleasure to make my first visit, with the Duke of Edinburgh, to the assembled ships of the navies of the Commonwealth. The Royal Navy has shown once again that the old traditions for efficiency and smartness are being worthily upheld, in the air as on the sea. I offer those ranks and ratings my warmest congratulations.

"I am really glad to have seen the ships representing the Merchant Navy and Fishing Fleet and to have had the opportunity on behalf of the whole Commonwealth of welcoming the warships from foreign countries which have been present at the review. I hope they will take back with them the happiest recollections of their stay among us. I know how greatly the dockyard and other supporting services contributed to making this Coronation Review an occasion which I shall long remember. We send our best wishes to all of you and I look forward to the further visits which I hope to make to you in the future."

\*\*\*

To the ships under his command, Rear-Admiral R. E. S. Bidwell, Flag Officer Canadian Coronation Squadron, sent the following message on June 18:

"Her Majesty and also C-in-C Home Fleet and Flag Officer Royal Yachts have commented most favourably to me on the appearance and behaviour of our ships at the Review. Everything went off without a hitch. To all officers and men I wish to say, 'Manoeuvre well executed'."

The *Quebec* and the frigates, which were in company to the northward, and the *Sydney*, which was on ahead, were doing the same.

By evening of the 24th the ships had rejoined company and shortly after 1800 the *Magnificent* flew off all but four of her Sea Furies and Avengers to HMCS *Shearwater*. The rest of the planes were launched the next morning in perfect weather.

The day of arrival was the finest of the whole cruise and the sun-splashed crowds on the jetties made a grand sight.

The *Quebec* was the first ship alongside, and not long afterward Admiral Bidwell shifted his flag ashore and resumed his position as Flag Officer Atlantic Coast.

Before doing so, however, he sent to the Squadron the following message:

"We will none of us ever forget this cruise and I congratulate you all on a job well done. I have felt that every officer and man in the Squadron and the Coronation Contingent was behind me to make this job a success, and a success it has been. Good luck to all of you."

The sentiments of all were expressed by Commodore Rayner in a reply in which he said, "... Service in the Coronation Squadron under your command has been an inspiring as well as a memorable experience."

### Personnel from 16 Divisions in Ship

Sixteen of Canada's 22 naval divisions were represented on board HMCS *Magnificent* on her return voyage from the Coronation. This is believed to be an all-time record for reservists sailing in a single ship.

The reserves included members of the naval Coronation contingent, and reserve officers and men taking summer training and UNTD cadets from various universities across Canada.

There were three commanding officers of divisions returning to Canada. They included Commander (now Captain) Richard White, HMCS *Carleton*, Ottawa; Commander John MacKinnon, HMCS *Brunswick*, Saint John, N.B., and Commander Glen McDonald, HMCS *Discovery*, Vancouver.

Other divisions represented by officers and men were *Unicorn*, *Donnacona*, *Griffin*, *Star*, *Tecumseh*, *Queen*, *Chippawa*, *Scotian*, *York*, *Hunter*, *Montcalm*, *Cataraqui* and *Malahat*.

Passengers, too, on the homeward trip were 12 Sea Cadets and a Sea Cadet officer, Lieut. Bill Doyle of Edmonton. The cadets represented cities from Victoria to St. John's, Newfoundland.

### Four Give Blood For Officer's Wife

Four members of the permanent staff at HMCS *York* recently extended a helping hand—long-distance variety.

Lieut. (W) Isabelle Archer, CPO R. J. Levens and Able Seamen John Paul Pattenden and Robert Wills volunteered as donors to replace blood used for four transfusions given to the wife of an RCN officer following an operation at a Toronto hospital. The officer is stationed at HMCS *Shearwater*.



# Journey Jottings

Oldest member of the Navy's Coronation Contingent was Lieut. (E) Harry Jackson, RCN(R), of HMCS Unicorn, Saskatoon. Fifty years old, and a grandfather, Lieut. Jackson took the pre-Coronation training grind in stride. On C-Day itself he was one of the street lining party and afterwards declared the long stand never bothered him a bit. At the opposite end of the age scale was 19-year-old AB William Mason, RCN(R), of Calgary.

\* \* \*

The Coronation cruise called for extra work on the part of all hands in the Canadian ships, and to make comparisons would be invidious. Deserving special mention, however, are the cooks, who consistently produced fine fare despite frequently trying conditions.

A particularly notable effort was put forth by the cooks of the Magnificent on the day of the Review, when they had to provide for 800 additional mouths. Backed up by smoothly operating stores and steward staffs, they handled the situation as though it were a daily occurrence and the meals they prepared if anything were even better than usual.

\* \* \*

The Magnificent for the first time proceeded on a cruise with a helicopter included in her aircraft complement. And a very handy machine it proved to be.

Besides serving as a plane guard, the helicopter proved its usefulness and versatility in numerous other ways. Messages, mail, material and personnel were transferred from ship to ship and from ship to shore by the whirly-bird, which did in a matter of minutes a great many jobs that normally would have taken hours.

Piloting the helicopter at various times were Lieut.-Cdr. J. D. Lowe, commanding officer of No. 1 Naval Helicopter Flight, Lieut. Ian Webster and Lieut. William Frayn.

\* \* \*

Engine room staffs of the Quebec and La Hullose proved their ability to cope with the unexpected.

Shortly before the ship was due to slip from its Halifax dockyard jetty, May 7, the Quebec blew a main steam joint. This produced a small crisis, but the flagship was able to proceed, after a short delay, on two of its four shafts.

The engineering staff immediately set to making repairs and by the 11th the cruiser was operating on her full four



Six members of HMCS "Ontario's" crew view Portsmouth again on the arrival of the Canadian Coronation Squadron in England for the crowning of Queen Elizabeth II. They had taken part in United Kingdom coronation celebrations for the late King George VI as members of ships' companies of the Canadian destroyers "Skeena" and "Fraser" in 1937. Left to right are: CPO Howard Cartier ("Skeena" as a Boy Seaman), CPO William Hibbert ("Skeena" as Stoker 1st Class), Lieut. Geoffrey Barrick ("Fraser" as Ldg. Sea.), Cd. Gnr. Denis Colegrave ("Skeena" as AB), CPO Leo Benish ("Skeena" as Boy Seaman), and PO David Sadler ("Skeena" as Stoker 1st Class). (OT-1324)

shafts. The crucial stage of the job came when a 400-pound casting had to be lowered into position while the ship was under way. Fortunately, there was only a slight sea running and the operation went through without a hitch.

On the homeward trip, the La Hullose developed "condenseritis" — the bane of all marine engineers. The starboard condenser began contaminating the starboard boiler with salt and it became necessary to stop the engine and drop astern.

It looked as though the frigate might have to return to the UK, but the engine room crew worked all night and by the next morning had the condenser in working order. The engine was restarted and the La Hullose set out to overhaul the now storm-tossed squadron.

\* \* \*

Two days out of Portsmouth, on the westward voyage, a banded carrier pigeon was found on the upper deck of HMCS Sioux by CPO Alex Stevenson.

The bird was offered its freedom but took one look at the weather (fog, rain and increasing winds) and decided to stay on board. It was given a berth in the shipwright's shop and, for want of a better name, was christened "Walter".

The pigeon is believed to be the same one that flew on board the Magnificent in the Solent, as the ship was proceeding to her Spithead berth, and made the carrier its home for the next week.

\* \* \*

Chatting with Commodore H. S. Rayner, commanding officer of the Magnifi-

cent, on board the Surprise on the morning of the Review, Her Majesty the Queen remarked that she had observed several men wearing the cap ribbon of HMCS Magnificent during her drive through Portsmouth the previous evening.

She was also heard to comment that "the carrier line must be magnificent" — but there wasn't even a flick of an eyelash to indicate whether a pun was intended.

\* \* \*

Most of the men of the Coronation Contingent who were borne in HMCS Quebec lived in one large mess, and in it they held a farewell party the night before arrival in Halifax. Among those who attended was Admiral Bidwell and, by popular request, he played a number of pieces on a piano which had been brought into the mess for the occasion.

\* \* \*

For turning in the best log of his experiences during a month in the UK, Sea Cadet PO Alyn Mitchener, of North Battleford, Sask., received as a prize from Commodore H. S. Rayner a copy of Lord Cunningham's autobiography, "Sailor's Odyssey". Mitchener was one of 12 Sea Cadets, selected from Corps across Canada, to go to the UK with the Coronation Squadron. They took passage both ways in the Magnificent. While on the other side, they were guests of the Navy League, which arranged entertainment, tours of England and Scotland and seats on the Procession route.

## Looking Astern

If HMCS *Sioux* remembers—and there are those who would invest a ship with personality—she will recall events far different from the shared moments of glory at the Coronation at Spithead, in which she has so recently taken part.

Less than a decade ago, the *Sioux* was beating her way through northern waters on the convoy route to Murmansk in northern Russia. A companion in misery was HMCS *Algonquin*. Their group included escort carriers and the result, as far as the destroyers were concerned, was a lot of hard work and not much to show for it.

What it meant to be attached to the 23rd Flotilla was celebrated in a song to the tune of "Lili Marlene", and the obligato of thunderous seas and icy winds.

### 23rd Flotilla

*Up to Kola Inlet, back to Scapa Flow,  
Soon we will be calling for oil at Petsamo,  
Why does it always seem to be—  
Flotilla number twenty-three,  
Up in the Arctic Ocean, up in the Barents  
Sea.*

Now and then we get a slightly different job,  
But it's always screening around the same  
old mob.

Watching the "A" boys prang the Hun,  
With ne'er a chance to fire a gun.  
Up in the Arctic Ocean, up in the Barents  
Sea.

Once we were in harbour, swinging 'round a  
buoy,  
Waiting for a drifter but still we get no joy,  
In came a signal:—"Weigh, proceed—  
At your best speed, great is our need."  
Up in the Arctic Ocean, up in the Barents  
Sea.

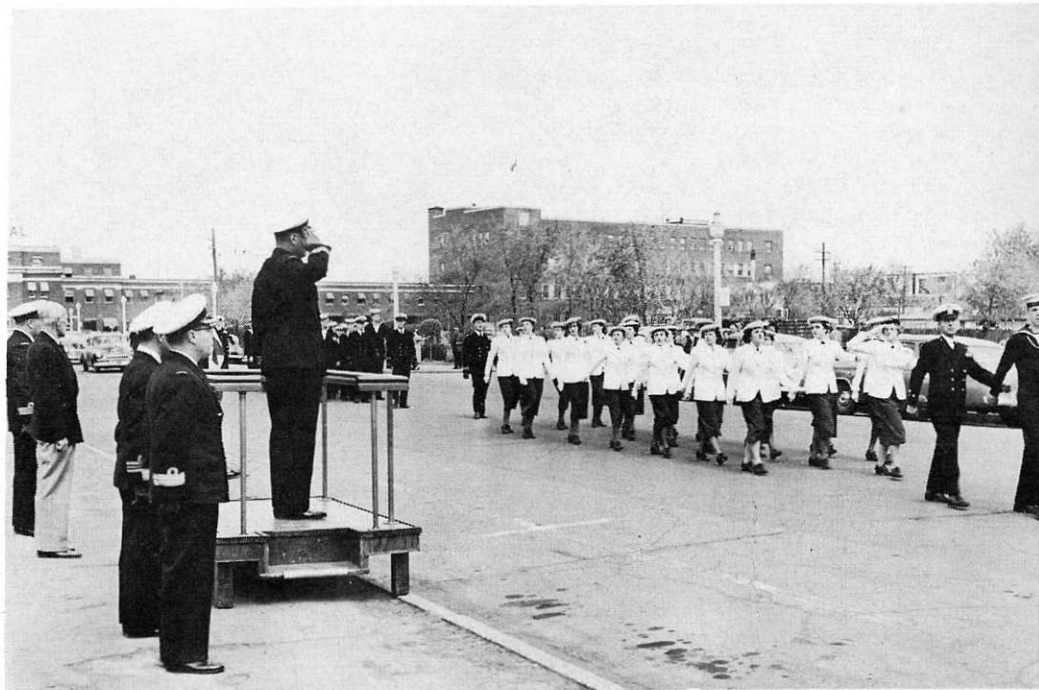
Experienced in asdic, wizard at huff-duff,  
When we get a contact, do we show our  
stuff?  
No—disregard—rejoin the fleet  
It always is invariably,  
We zig the Arctic Ocean, we zag the Barents  
Sea.

When we get to Scapa, do we get a rest?  
All we get are signals invariably addressed:  
"Dear *Sioux*, with love from your Com-  
mander "D",  
"Why are you here? Get back to sea."  
Back to the Arctic Ocean, back to the Barents  
Sea.

Battleships and cruisers lying there in state  
Watching poor destroyers passing "Switha  
Gate",  
Those ships the papers call the fleet,  
They look so neat, but have no beat,  
Inside the Arctic Ocean, inside the Barents  
Sea.

Over in our mileage, due for boiler clean,  
When we're not with convoy, there's practice  
in between,  
Now as you'll have surely guessed,  
We do our best, but need a rest,  
Out of the Arctic Ocean, out of the Barents  
Sea.

What it is to have a crazy "Number One",  
All the rest are chocker, though some have  
just begun,  
The wretched pilot sits and drinks,  
The Captain thinks the whole thing stinks,  
We HATE the Arctic Ocean, We HATE the  
Barents Sea.



The Royal Canadian Navy, Sea Cadets and naval and merchant service veterans' organizations commemorated Battle of the Atlantic Sunday this year across Canada with church parades and special services. The annual observance was held on two Sundays this year, May 17 conflicting in certain cases with the celebration of Victoria Day with May 24 set apart instead. In the top photo, a platoon of Wrens swings smartly by Commander George P. Manning, commanding officer of HMCS "Nonsuch", during a church parade in Edmonton on May 24, and in the lower photo, the trumpet band of HMCS "York" leads a similar parade on May 17 in Toronto.





## Unregretted Choice

CPO W. R. Topping  
*Almost Joined  
Air Force*

A 33-year-old Chief Petty Officer with 13 years of naval service behind him is HMCS *Portage's* choice for "Man of the Month". He is Chief Petty Officer William R. Topping.

CPO Topping, one of a family of three, was born September 3, 1919, of parents who recently celebrated their golden wedding anniversary.

After completing his schooling at Portland, Ont., he worked at various construction jobs and for the Canadian National Railways until the eventful day when he and a friend decided to join the Royal Canadian Air Force in Kingston.

While his friend was being attested, CPO Topping whiled away the time by strolling down the street when he saw a group of sailors outside HMCS *Cataqui*.

It was the turning point. "This is for me," thought Topping and, on September 12, 1940, he became an ordinary seaman in the Royal Canadian Navy Volunteer Reserve at the age of 21.

Three weeks later he arrived in Halifax as one of a draft of 800. Topping recalls some very interesting evolutions as the 800 were issued their hammocks on arrival at two in the morning and turned in for the first time.

That Topping very soon became a real seagoing man is a fact which readily can be confirmed by Mrs. Topping. Two days after his marriage to Miss Helen Dulhanty, he sailed in HMCS *Skeena* in which he completed his sea training and was rated an able seaman. The *Skeena* at that time was with the Newfoundland-Iceland convoys.

Topping came ashore in July, 1942, for a gunnery course. Three months later he joined the Bangor minesweeper *Fort William* on Atlantic coastal patrol, convoying from Sydney, N.S. to Saint John, N.B.

Seven months after joining the *Fort William*, he was in *Stadacona* taking his AA2 course, and in July, 1943, he sailed with 250 officers and men to the United Kingdom to commission HMCS *Haida* on August 30 of the same year. The *Haida* then joined the Home Fleet based at Scapa Flow and employed in escorting convoys to and from north Russia.



CPO WILLIAM R. TOPPING

Topping's action station in the *Haida* was captain of the two-pounder aft. He recalls that shadowing aircraft were engaged and the ship was in the outer screen of the convoy that the German's *Scharnhorst* attacked.

From January, 1944, to September of the same year, the ship formed part of the destroyer flotilla based at Plymouth and during this period engaged enemy surface vessels in eight major actions, in addition to maintaining numerous patrols and searches.

Topping, at his action station, had an excellent view of each engagement and it was during this time that he transferred to the RCN and passed professionally for leading seaman in HMS *Drake*.

In November, 1944, the *Haida* came to Canada for refit and Topping was able to enjoy a spell ashore. This lasted until the commissioning in September, 1945, of the destroyer *Micmac* in which Topping served for nine months as new entry training instructor.

After his *Micmac* time came a month ashore and then a draft to the aircraft carrier *Warrior* as quartermaster for six months, after which he spent his longest period ashore—a year—in *Stadacona* as petty officer on the shore patrol.

Later, after qualifying AA1 in HMS *Excellent* and returning to Canada, he commissioned HMCS *Huron* and made the European cruise in her as captain of the top. He went directly to service in HMCS *Portage* in January, 1951, and was promoted to Chief Petty Officer in May 1952, and served in the *Portage* as Chief Boatswain's Mate. Before his recent draft to *Stadacona* he had many seamen pass through his able hands, leaving with them a memory of one who has skilled technical knowledge and ability in handling men.

Combined with his active interest in the service is his interest in his home life which is kept very much alive by his four children—two boys and two girls.

### Naval Tragedy Decided Masts vs. Turrets Dispute

*Should a battleship carry a battery (or broadside) of guns in a central citadel, or should the guns be mounted in revolving turrets and thus be able to fire ahead, astern or on either side of the ship?*

This controversy produced one of the great tragedies of British naval history.

In 1868, Captain Cowper Coles, RN, a firm advocate of the turret ship as against the battery, obtained commission to have a ship built according to his own design. She was called the *Captain* and was launched in 1869. She was of 6,900 tons carrying three tripod masts with full sail as well as engines. Four 25-ton "turret" guns throwing a shell of 600 pounds were her armament.

She went to sea with the Channel Squadron and for some months gave promise of being a success. Then, on the night of September 6, 1870, while the squadron was battling with a squall in the Bay of Biscay, she heeled over and capsized. Only 18 of the ship's company survived, and among those who perished was the designer.

At the court-martial that followed it was shown by the experts that the *Captain's* sides were not high enough (they had been kept low so as not to interfere with the arc of fire from the guns) and that the great top-weight of masts, hurricane deck and turrets was too much. She seems to have rolled to an angle of 28 degrees and could not recover.

The conclusion was that you could have turrets or sails, but not both.

The turrets prevailed, and masts thereafter became but adjuncts to carry crowsnests, signal halyards and ultimately radar and gunnery-control stations.

Thus it was that this great tragedy hastened, more than any other one factor, the abolition of masts and the adoption of gun turrets in the Royal Navy.

# OFFICERS AND MEN

## Appointments of Officers Listed

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

Captain P. D. Budge to HMCS *Star* on the staff of the Commanding Officer Naval Divisions as Chief of Staff. Formerly in HMCS *Quebec* in command.

Captain E. W. Finch-Noyes to HMCS *Quebec* in command. Formerly at Headquarters as Deputy Chief of Naval Personnel.

Captain H. V. W. Groos, to Headquarters as Deputy Chief of Naval Personnel. Formerly in HMCS *Niobe* in Command and as Naval Member Canadian Joint Staff, London.

Commander G. A. LaRue to HMCS *Beacon Hill* in command. Formerly in HMCS *Stadacona* on staff of the Flag Officer Atlantic Coast as Staff Officer (Plans and Operations).

Commander R. W. Murdoch, to Headquarters as Director of Naval Communications. Formerly in HMCS *Cornwallis* as Officer-in-Charge Communications School.

Commander E. B. Pearce, to HMCS *Stadacona* on the staff of the Flag Officer Atlantic Coast as Assistant Chief of Staff (Training and Administration). Formerly in HMCS *York* as Area Officer Sea Cadets, Eastern Area.

Commander (E) J. Doherty, to HMCS *Niobe* for RN Staff Course. Formerly at Headquarters as Assistant Chief of Naval Technical Services (Air).

Commander (E) C. G. H. Daniel, to Headquarters as Assistant Chief of Naval Technical Service (Air). Formerly in HMCS *Shearwater* as Station Air Engineer Officer.

Lieut.-Cdr. (P) J. P. Whitby, to No. 1 Training Air Group in command. Formerly in No. 1 TAG as Commanding Officer, Instrument Flying Section.

Lieut.-Cdr. D. C. Rutherford to HMCS *Cayuga* as Executive Officer, not in command as previously listed in error.

## Long Service Medals for Twelve

Seven Chief and Petty Officers in HMCS *Ontario* were awarded the Canadian Forces Decoration for 12 years service, with the presentation taking place while the cruiser was on her way

## Right Destroyer Wrong Jamieson

When is an Iroquois an Iroquois?—and when is a coincidence a "happy" one?

Based on information given in all good faith by a proud father and recorded in a similar spirit in the July "Crowsnest" was the story of the award of the Distinguished Service Medal to a real Iroquois Indian serving in HMCS *Iroquois*.

The facts have since been sorted out. Awarded the DSM was PO G. E. Jamieson.

Serving on board the *Iroquois* during the same tour of duty was CPO G. E. Jamieson.

Both were born in Toronto. Both were drafted to the *Iroquois* on the same date and left the ship for new appointments within 24 hours of each other.

At this point similarities cease.

CPO George Edward Jamieson is the one claimed by George Jamieson, Sr., in Toronto as a descendant of the famed Iroquois Tribe.

PO Gerald Edwin Jamieson was the one to whom the DSM was awarded. Although born in Toronto, his home has been Ottawa for many years and he entered the Navy at HMCS *Carleton*.

to Halifax from Esquimalt to join the rest of the Canadian Coronation Squadron.

They were CPOs John Stoddart, Edward Carter, Chester Padget, and Robert Hamilton and POs William Mossey, William Hood and William Steadman. The awards were made following Sunday divisions on April 26.

Five chiefs in HMCS *Magnificent* were awarded the Long Service and Good Conduct Medal during the Coronation Cruise, by Rear-Admiral R. E. S. Bidwell, Flag Officer of the Canadian Squadron. They were CPOs N. C. Brumm, H. H. Cooper, J. H. Herman, A. M. MacDonald and R. A. Rodger.

## Men Qualify For TD3 Rate

The following men have qualified at the Torpedo-Anti-Submarine School, HMCS *Stadacona*, and have been rated TD3:

"H" Class: Able Seamen R. J. Arsenault, C. V. Cormier, J. W. Gibbs, F. G.

(Continued on page 12)



Members of the Chief and Petty Officers' Leadership Course No. 43 which completed recently at HMCS "Cornwallis" are shown above. Front row: CPO F. B. Kelly, PO F. J. Meredith, CPO E. A. Rigby (Course Instructor), Lieut. (S) L. Davis (Course Officer), CPO J. W. Nash, CPO G. D. Gillespie and PO J. G. Coyle. Middle row: POs G. R. Marchment and H. J. Johnson, CPO A. J. Care and POs F. A. Sandy, G. H. Green, D. F. McNeil and H. L. Stuart. Back row: CPO J. J. Brothers, POs R. Q. Twiss, B. A. Turner and D. R. Davis, CPO G. R. Shapland, PO H. B. Drysdale and CPO H. E. Southin. (DB 2805)



# HALF-YEARLY PROMOTIONS LIST

The names of 32 senior officers were contained in the half-yearly promotions list announced June 30.

The RCN was represented by 22 members and the RCN(R) by 10.

The list of promotions follows:

## ROYAL CANADIAN NAVY

### To Be Commodore (E) (1)

Acting Commodore (E) Brian R. Spencer, Superintendent of HMC Dockyard, Esquimalt, and Command Technical Officer, Pacific Coast.

### To Be Commodore (L) (1)

Acting Commodore (L) William H. G. Roger, Electrical Engineer in Chief, Naval Headquarters.

### To Be Ordnance Commodore (1)

Ordnance Captain W. G. Ross, Director General of Naval Ordnance, Naval Headquarters.

### To Be Captain (3)

Commander Ralph L. Hennessy, Executive Officer, HMCS Quebec.

Commander David W. Groos, Executive Officer, HMCS Niagara, Chief of Staff to the Naval Member Canadian Joint Staff and Assistant Naval Attaché, Washington.

Commander Robert P. Welland, recently in command of the RCN section of the Canadian Coronation Contingent and now Director of Naval Training, Naval Headquarters.

### To Be Captain (E) (1)

Commander (E) Henry A. Winnett, Assistant Command Technical Officer, HMC Dockyard, Esquimalt.

### To Be Captain (L) (1)

Commander (L) H. G. Burchell, Assistant Chief of Naval Technical Services, Naval Headquarters.

### To Be Captain (S) (2)

Acting Captain (S) Henry A. McCandless, officer-in-charge of the Naval Supply Depot and Manager of the Supply Department, Esquimalt.

Acting Captain (S) Thomas F. T. Morland, Deputy Supply Officer in Chief, Naval Headquarters.

### To Be Constructor Captain (1)

Constructor Commander Charles V. Green, Manager of the Construction Department, HMC Dockyard, Halifax.

### To Be Captain (SB) (1)

Commander (SB) William Strange, Director of Naval Information, Naval Headquarters.

### To Be Commander (5)

Lieut.-Cdr. John H. G. Bovey, Commanding Officer of HMCS Crusader.

Lieut.-Cdr. C. Anthony Law, first Lieutenant-Commander in HMCS Magnificent.

Lieut.-Cdr. Godfrey H. Hayes, Reserve Training Commander, HMCS Naden.

Lieut.-Cdr. Raymond A. Green, HMCS Magnificent.

Lieut.-Cdr. Raymond Phillips, officer-in-charge Officers' Divisional Course and Chief and Petty Officers' Leadership School, HMCS Cornwallis.

### To Be Commander (E) (2)

Lieut.-Cdr. (E) (AE) Neil A. Smith, HMCS Quebec.

Lieut.-Cdr. (E) Robert L. Lane, on the staff of the Supreme Allied Commander Atlantic, Norfolk, Virginia.

### To Be Commander (S) (2)

Lieut.-Cdr. (S) Austin B. Rivers, Deputy officer-in-charge of the Naval Supply Depot, Halifax.

Lieut.-Cdr. (S) John W. Maxwell, on the staff of the Supply Officer in Chief, Naval Headquarters.

### To Be Commander (SB) (1)

Acting Commander (SB) George E. Fenwick, Director of Publications and Printing, Naval Headquarters.

## ROYAL CANADIAN NAVY (RESERVE)

### To Be Captain (2)

Commander Osborne K. McClocklin, Commanding Officer, HMCS Unicorn, Saskatoon.

Commander Richard P. White, Commanding Officer, HMCS Carleton, Ottawa.

### To Be Surgeon Captain (1)

Surgeon Commander Chesley M. Oake, HMCS Brunswick, Saint John, N.B.

### To Be Commander (4)

Lieut.-Cdr. William E. Harrison, Executive Officer, HMCS Scotian, Halifax.

Acting Commander Glen McDonald, Commanding Officer, HMCS Discovery, Vancouver.

Lieut.-Cdr. William R. Inman, Executive Officer, HMCS Carleton, Ottawa.

Lieut.-Cdr. Malcolm E. Smith, Executive Officer, HMCS Donnacona, Montreal.

### To Be Commander (L) (1)

Lieut.-Cdr. (L) Douglas F. Mason, HMCS Donnacona, Montreal.

### To Be Instructor Commander (1)

Instructor Lieut.-Cdr. Arthur McD. Freeman, HMCS Prevost, London.

### To Be Surgeon Commander (1)

Acting Surgeon Commander David J. Breithaupt, HMCS York, Toronto.

## Men Qualify for TD3 Rate

(Continued from page 11)

Greenaway, J. Matthews, G. J. Mercier, W. McGrath, A. Perkins, A. San Filippo and P. J. Tarrant.

"I" Class: Able Seamen W. K. Burns, J. A. MacVittie, O. D. MacKenna, J. H. Montgomery, R. C. Moses, O. J. Onis, T. Ventella, and G. Vincent.

"J" Class: Able Seamen G. C. Brousseau, T. Donaghy, L. Fortier, S. Girard, R. Grant, P. H. Grouchy, C. Miller, J. Rathbone, T. Stuckless, R. Thomason, D. G. Urquhart, R. White-side, D. Baker and R. Howe.

"K" Class: Able Seamen R. A. Ellis, G. Lesauteur, J. Phillips, G. Farewell, R. Shoveller, S. J. Grimaldie, A. Trainor, R. Bernier, D. E. Clarke, and R. Hellings.

"L" Class: Able Seamen R. K. Cairns, J. Gorrel, G. A. Burke, N. Shermerhorn, J. M. Roy, A. Halfyard, R. Morrison, H.

Byford, A. P. Gordon and R. G. King.

The following men successfully qualified as TW1's:

Able Seamen K. Moody, I. S. McLellan and P. G. Bramwell.

## Students Cheer Retired Officer

A former Electrical Engineer-in-Chief at Naval Headquarters in Ottawa, who is now a professor of electrical engineering at St. Andrews University, Dundee, Scotland, was cheered by his students when he knelt like them to receive a degree during the recent graduation ceremony.

Professor E. G. Cullwick (Captain) (L), RCN (R), Ret'd) was honoured with the degree of Doctor of Science for his thesis entitled "Essays in Electromagnetism". His wartime services with the Navy won him the OBE.

A son, Cadet R. A. E. Cullwick, is attending Royal Military College, Kingston, Ont., working toward a commission in the executive branch of the RCN.

A distinguished graduand at the St. Andrews ceremony was Admiral of the Fleet Sir Rhoderick McGrigor, GCB, DSO, who received the honorary degree of Doctor of Laws.

Professor Cullwick still maintains a keen interest in the Royal Canadian Navy and this year completed two weeks' training at the Royal Naval Electrical School.

## Queen Honours Naval Surgeons

Surgeon Captain E. H. Lee, Medical Director General of the RCN, was named Honorary Physician to the Queen and Surgeon Captain D. R.

Webster, RCN(R), HMCS *Donnacona*, was named Honorary Surgeon to the Queen just prior to Her Majesty's Coronation.

The two medical officers were among eight high ranking officers of the Canadian active and reserve forces named Honorary Physicians, Surgeons and Dental Surgeons to the Queen.

### **TD3 Course at Naden Completed**

Recently completing a TD3 course at the TAS Training centre at HMCS *Naden* were: Ord. Sea. William Goyman, AB Clarence Dockstader, Ord. Sea. James Black, AB Gerald Gjesdal, AB James Roe, Ord. Sea. John Bannister, Ord. Sea. Victor Fletcher, Ord. Sea. Douglas and Ord. Sea. David Grey.

### **Contingents Receive Medals from Queen**

On June 3, the day after the Coronation, the Commonwealth and Colonial contingents marched in the rain to Buckingham Palace to receive their Coronation medals.

In the van were the Canadians and their smart appearance drew many favourable comments.

The rain stopped shortly before the Queen appeared to inspect the troops

and present the medals. Canadians to whom she presented medals personally were General H. D. G. Crerar, acting as Aide-de-Camp General; Major General J. D. B. Smith, Chairman of the Canadian Joint Staff, London, and commander of the Canadian contingent; Wing Commander J. V. Watts, parade commander, and Commander (now Captain) R. P. Welland, commander of the naval component.

At the march past which followed, the Duke of Edinburgh took the salute from a balcony of the palace. Beside him were Prince Charles and Princess Anne, and on each occasion when he lifted his hand in a salute, they solemnly did the same. The small Princess began by using her left hand, then both hands. Corrected by her brother, she proudly stayed at the salute for more than 15 minutes.

### **Seamen Qualify In Gunnery Class**

Fourteen ordinary seamen completed an LR3 qualifying course at the Gunnery Training Centre at HMCS *Naden*.

They were: T. G. Nicks, J. R. Miller, F. A. Lang, C. N. Teeple, F. J. Cassidy, G. R. Regelous, M. T. Brooks, A. W. Mayer, J. E. Wildi, R. J. Ingram, J. A. McKinnon, W. R. Fay, L. A. Pervical and J. O'Hara.



On his first attempt at competitive public speaking, CPO Frank Moxam, HMCS "Naden", won the prized Toastmaster golden gavel in the Golden Gavel contests in Victoria last spring. Chief Moxam, who represented the Victoria Junior Chamber of Commerce, is the first non-member of Toastmaster International to win the top award—and did it just five months after taking up public speaking. (E-22692)

### **AA3 Class at Naden Completed**

An AA3 Class qualified on June 10, in the Gunnery Training Centre at HMCS *Naden*.

Enrolled in the class were: Ord. Sea. Walter Harrison, AB Richard Kearney, Ord. Sea. Douglas Barnes, Ord. Sea. David James, AB Simon Minovitch, AB Arthur Hall, Ord. Sea. Samuel Lindsay, AB Raymond Hunt and Ord. Sea. Earl Bergum.

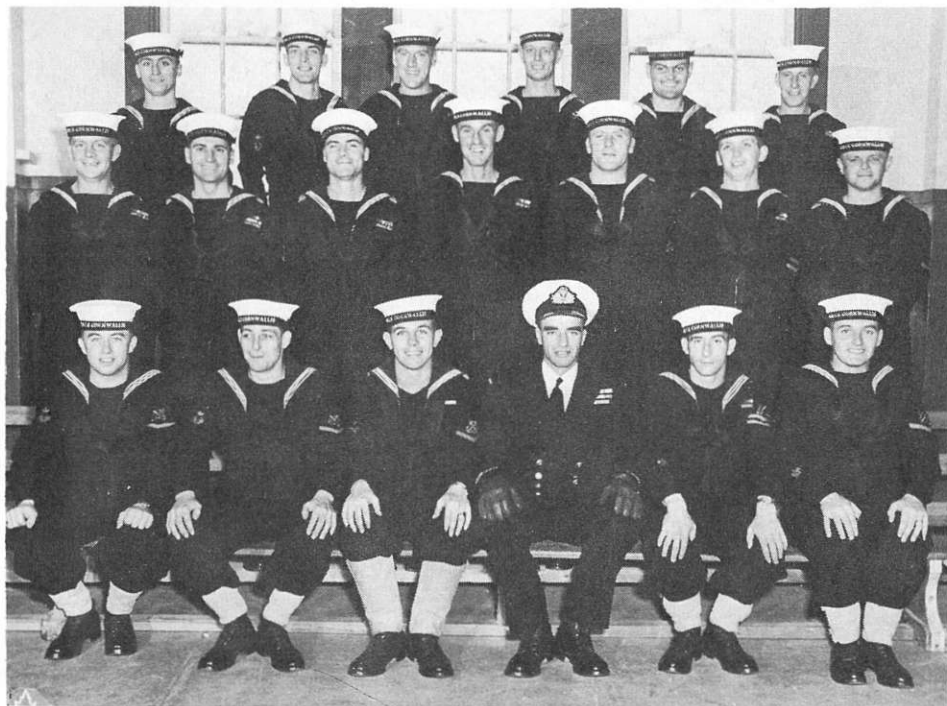
### **Eleven Qualify In RP2 Class**

A class of RP2's completed training recently at HMCS *Naden*, with 11 men qualifying. These include Leading Seamen Allen Amell, William Hewett, Frederick Malone, Ralph McNied, George Robbilar, Ray Thomas, Harold Thompson and George Volker, and Able Seamen David Mill, John Anderson, and Lou Bohmer.

### **Cookery School Trains Thirteen**

Thirteen Ordinary Seamen have completed a cook's technical course in the Cookery School at HMCS *Naden*.

They were: Douglas Angrove, Reginald Barrett, Barry Bernie, Gerald Goldring, Ronald Higenell, Edward Hendy, George Martin, John Scanlan, John White, Kenneth Waterhouse, Francis Warner, Robert Whittaker and Hugh McKenzie.



Members of the Petty Officers' Second Class Leadership Course No. 42 which completed recently at HMCS "Cornwallis" are shown above. Front row: POs Charles Tupper, William Reed and William Fluskey (Instructor), Commissioned Bos'n D. B. Lawrence (Course Officer), and POs Patrick O'Neil and Keith Powers. Middle row: POs David Conkie, Clifford Vessey, Frank White, Frederick Larkin, William Parke, John Goodman and Thomas Gray. Back row: POs Metro Zabrick, Robert Miller, Douglas Lockhart, Robert Johnson, Andrew Holmes and Wilbert Holmes. (DB 2707)



# 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.

ACKERT, Stewart M.....P2CK2  
ALDER, Gordon J.....LSCR1

BARBER, James R.....P2SM2  
BARRETT, George F.....LSSW1  
BAXTER, James A.....P2SW2  
BELL, Dean.....P2CK2  
BELLAND, André G.....LSCV1  
BELLEFONTAINE, Edward J.....LSCR1  
BELLEFONTAINE, William P.....P2CK2  
BEWLEY, John E.....LSCR1  
BISSETT, Alan R.....C2AW3  
BLACK, James O.....LSCV1  
BLANCHARD, Joseph E.....P1AW2  
BREWER, William T.....P2AW2  
BROCK, Elmer R.....P1VS2  
BROMLEY, Raymond E.....P1VS2  
BROUSSEAU, William A.....P2BD3  
BULMER, Peter E.....P1VS2  
BURKE, Patrick J.....LSNS1

CAIN, Ronald A.....LSNS1  
CARR, David P.....LSNS1  
CARSON, John D.....C2CR3  
CATTON, Mervyn D.....P2PW2  
COLBURN, George E.....P1ER4  
COOK, Hugh D.....LSSW1  
COUSINEAU, Jean-Paul.....C2VS3  
CRAGG, Jeffrey D.....P1VS2  
CROSSMAN, George H.....C2ER4  
CROWDER, Dalton G.....LSNS1  
CZECH, Ted J.....P2VS2

DADSON, James R.....LSVS1  
DAOUST, Guy J. M.....LSRS3

## Q.M.'s Answers in Neat Packet

The man at the brow has his troubles. He has to be a one-man Travellers' Aid Society, father-confessor and weather bureau.

Diligent study by Ldg. Sea. D. G. Petry, of HMCS *Portage*, has produced a list of seven standard replies that will enable quartermasters to meet every conceivable inquiry. These may be written on a small card and cupped in the left hand, leaving the right hand free to write in the log or deliver snappy salutes, as required.

The first six of the following replies will take care of most questions, the seventh will handle the rest:

1. No, I haven't seen your winger.
2. I don't know if there's a make and mend or not.
3. Why don't you buy some smokes?
4. No, I don't know where the officer of the day is.
5. No "party" has phoned you yet.
6. I haven't seen the buffer. Just stand around for awhile—he'll find you.
7. Best you see the padre.

DAVIES, George L.....LSCV1  
DAYE, Howard R.....P2NS2  
DONALDSON, Paul W.....LSVS1  
DUNAE, Paul.....P1NS3  
DYMCHUK, George.....P2CK2

EDISON, Joseph E.....P2CK2  
ELLIS, John W.....LSCR1

FLETT, George M.....P2AW2  
FORTIER, Louis P.....P1AW3  
FRASER, Norman L.....LSVS1  
FRITZ, Richard S.....LSCR1

GALLANT, Melville J.....P2CK2  
GIGUERE, André J.....LSCR1  
GILBERT, Albert E.....C2SW3  
GLASSFORD, Lloyd H.....P2CR2  
GOULD, Donald V.....P1VS2  
GREEN, Austin C.....C2AT4  
GUILLOTTE, Joseph R.....P2NS2

HAIRE, Brian R.....LSCV1  
HALL, Charles W.....P2CK2  
HALL, Wilber R.....LSCR1  
HAMILTON, Eldon H.....LSCR1  
HENDERSON, Wilfred D.....C2CR3  
HERBERT, Howard E.....LSAW1  
HILLIER, Robert J.....LSAW1  
HILLYER, William E.....P2SM2  
HOFFART, Peter H.....P2PW3  
HOLMES, Robert J.....P2SW2  
HOLMESDALE, Arthur W.....C2CK3  
HONOUR, Robert F.....C2ER4  
HORRIDGE, John.....P1ER4  
HUMPHREYS, Howard A.....LSAW1

JACKSON, Owen A.....P2VS2  
JOHNSTONE, William G.....C2SW3  
JOSEPH, Reginald J.....LSSW1

KAHLER, Lawrence J.....P1AW2  
KEITH, Lloyd E.....P2CR2  
KLEE, Harold K.....P2SW2  
KOONS, Robert M.....LSCR1  
KREPPS, Johns R.....P2SM2

LAMPISHIRE, Gordon W.....P2SM2  
LATHAM, Clifford J.....P2CK2  
LAVOIE, Roland J.....LSSM2  
LEGERE, Kenneth P.....LSCR1  
LESOWAY, Peter.....P1VS3  
LINCOLN, George B.....P2BD3  
LOCKHART, Hugh R.....C2NS3

MacARTHUR, James E.....LSCR1  
MacCULLOUGH, Harold A.....P2AW3  
MacDONALD, David P.....LSCR1  
McCANN, Robert A.....P2CK2  
McMASTER, George D.....P1CK2  
McNEILL, George D.....LSSW1  
McGOWAN, Anthony F.....C1ER4

McPHERSON, Robert R.....P2CR2  
MANN, Reginald W.....P2CR2  
MANNETTE, Henry J.....LSCR1  
MILTON, Lloyd J.....P2CR2  
MITCHELL, Arthur K.....P1AW2  
MOONEY, Jack P.....C2CR3  
MOORE, Harold C.....P1CK2  
MOSES, Wilbur Q.....P1AW2

NICKEL, Milton M.....P2PW2

O'BRIEN, James R.....P2NS2  
O'GORMAN, Robert E.....LSMA1  
ONA, William.....C2CK3  
OROS, John S.....LSCR1  
ORRICK, Alexander W.....P2CK2

OULDS, Edward O.....LSCV1  
OWENS, Kenneth C. A.....LSCV1

PAPINEAU, Omer J.....LSCS2  
PARSONS, James E.....LSCV1  
PATERSON, Merville J.....C1ER4  
PEACOCK, James R.....LSCR1  
PEARSON, William G.....P2SM2  
PENNEY, Matthew M.....LSCR1  
PENNY, Leslie T.....LSCR1  
PENWARN, Richard H.....LSAW1  
PETERSEN, Carl J.....C2VS3  
PHILLIPS, Paul R.....LSNS1  
PLUMMER, John C.....P2NS2  
PRIOR, Hubert C.....P2CK2  
PRIZEMAN, Robert J.....P2VS2  
PURDY, William O.....P1CK2

READ, Alan F.....LSSM1  
REED, Merle W.....LSCR1  
REID, Arthur G.....P2AW2  
RICHARDS, Milton S.....P2CK2  
ROBERTS, Keith M.....C2MR3  
ROGERS, John K.....LSAW1  
ROHLAND, Joseph G.....P1AW3  
ROUSSEAU, Henry J.....LSCR1  
ROY, Delphis J. O.....LSRS3

SCELLENBERG, David F.....LSPW1  
SCHNURR, Burton J.....LSCV1  
SCOTT, Donald K.....P2BD3  
SEARS, Robert J.....P2VS2  
SEELEY, Ernest A.....C2ER4  
SELLON, Murray J.....C1VS3  
SILVER, Bernard L.....C2NS3  
SLOAN, James J.....P2SM2  
SMITHSON, Garth.....LSSW1  
STEVENS, Bernard C.....C2CK3  
STORM, Anthony C.....LSCV1  
SUDAK, William.....P2NS2

TEBBUTT, Douglas M.....P2SM2  
TEFFANT, Robert C.....LSCR1  
TEMPLE, Lorne C.....LSCR1  
THIBODEAU, Charles C.....LSSW1  
THOMPSON, Carol K.....LSCR1  
THYNNE, Robert E.....LSCR1  
TRUMAN, John D.....P2CK2

WADE, Ralph W.....LSCR1  
WANDLER, John.....P1VS2  
WANNAMAKER, Paul D.....LSAW1  
WEBB, Boyd C.....LSCS2  
WEBB, Jack P. N.....LSNS1  
WEST, Wilfred E.....LSCR1  
WETHERAL, John C.....C1ER4  
WICKSTROM, Dewain C.....LSNS1  
WILLIAMS, Douglas E.....P2NS2  
WOOLVEN, Leonard J.....LSCV1  
WREN, William T.....LSCR1

YAKABUSKI, James A.....LSCR1

## Aircraft Direction Frigate Launched

The first of the Royal Navy's air diirection frigates, HMS *Salisbury*, was launched at Devonport in June. Modern equipment requires so much space that the Royal Navy, rather than trying to design an all-purpose frigate, is producing ships specialized either for anti-submarine work, anti-aircraft or aircraft direction.

# Happy Return

A reminder of one of the more pleasant memories of the Second World War came to Lunenburg, N.S., on Dominion Day in the form of the Norwegian destroyer *Narvik*, commanded by Cdr. C. O. Herlofsen and carrying 178 officers, midshipmen, apprentices and men.

It was at Lunenburg that a large group of Norwegians found refuge during the war. As the Nazis invaded Norway, a Norwegian sailing fleet of between 400 and 600 men found themselves without a homeland to return to. They came to Halifax, looking for a place to settle. That place, they decided, would be Lunenburg.

At first they lived in the town's curling rink. Soon after they moved to the town arena where they stayed until their camp was completed in September, 1940.

In this camp they trained themselves as gunners and general seamen while their ships were being converted to minesweepers and patrol craft.

Many of the Norwegians married Canadian girls and 18 of these men chose to remain in Lunenburg when peace came.

With the purchase of the camp by the Canadian government in July, 1943, the Norwegian voluntary exiles divided into two groups, one going to the United States and the other to a base called Little Norway and situated outside Toronto, Ont.

The old Camp Norway still stands today and is being used as a fishing net repair shop and as a machine shop.

It was to the scene of this small-scale wartime alliance that Cdr. Herlofsen brought his ship and men where a three-fold purpose was met. It meant a reunion between Canadians and Norwegians, it was Canada's big day and it was at a time when Lunenburg was celebrating its bicentenary.

The destroyer *Narvik* herself was an example of wartime alliance. Built by the British at Cammel Laird, Birkenhead, and commissioned June 12, 1942, as HMS *Glaidsdale*, she sailed from the beginning under Norwegians. Her first commanding officer was Commander Thore Horve, Royal Norwegian Navy, who later became Vice-Admiral and C-in-C Royal Norwegian Navy from 1946 to 1949.



During the course of a Dominion Day visit to Lunenburg, N.S., where Norwegians trained during the Second World War, the commanding officer of the Royal Norwegian Ship "*Narvik*" paid his respects at the graves of Norwegian dead buried there. Here Commander C. O. Herlofsen lays a wreath at one of the graves. (HS-26289)

The ship's main task was, like that of other Hunt-class destroyers, escort duty in the English Channel and offensive sweeps against E-boats and enemy shipping. She took part in several successful engagements.

The *Glaidsdale* also did escort work to and from Gibraltar, and on one of these trips rescued 535 survivors from M/V *Etterick* and HMS *Avenger*. This was a lot of men to accommodate in a 1,050-ton, 280-foot ship.

On June 23, 1944, the ship was mined off the French coast and, although she was kept afloat, considerable damage was done to her machinery.

She was laid up at Chatham until the autumn of 1946 when she was taken to Norway for extensive repairs and some alterations at Horten, the main naval base. She was renamed KNM *Narvik* after the well-known ore-shipping port, and was recommissioned June 18, 1951.

She has since served as a training ship for apprentice seamen and also, for shorter intervals, as a regular unit.

At present she is serving as a training ship for midshipmen of the Royal Norwegian Navy. There are 50 midshipmen and 20 apprentices on board who are getting their yearly training on a cruise lasting from the beginning of May until the end of September this year and which has taken her to a number of ports, including Halifax and Lunenburg.



Dressed overall, the Norwegian destroyer "*Narvik*" pays her respects during her Dominion Day visit to Lunenburg, N.S., where a large number of Norwegian seamen trained during the Second World War. Built as HMS "*Glaidsdale*", a Hunt class destroyer, the "*Narvik*" always has been manned by Norwegians. She was mined during the war, repaired in Norway and renamed. She now serves mainly as a training ship. (HS-26299)



# AFLOAT AND ASHORE

## ATLANTIC COMMAND

### CNAV *Eastore*

Among the unsung ships at the Coronation naval review at Spithead was the little supply vessel, CNAV *Eastore*, but her duties there earned the plaudit from Rear-Admiral R. E. S. Bidwell, Flag Officer, Canadian Coronation Squadron: "We could not have managed without you. Well done."

The *Eastore*, which sailed from Halifax in April with stores and materials for the Canadian Coronation Squadron, arrived in Portsmouth well ahead of the six warships that made up the squadron.

One of the days that stands out particularly vividly in retrospect was June 13, a day that proved to be notable for the number and variety of tasks that *Eastore* was called on to perform.

Members of the Canadian Naval Coronation Contingent arrived at Portsmouth that morning for leave and the *Eastore* embarked them and a quantity of supplies as well. Lines were cast off at 1400 and the *Eastore* threaded her way through the lines of warships and merchant vessels to HMCS *Quebec* to disembark the first group of passengers.

The weather was particularly fine and clear and those on board the *Eastore* had an excellent view of the mighty fleet assembled for the Spithead review. Moving up and down between the lines were craft ranging in size from small motorboats to ocean-going ferries, their decks crowded with sightseers.

The rest of the Coronation contingent was taken to HMCS *Magnificent*. Coming alongside an aircraft carrier is not an exceptionally easy task, but the difficulties were efficiently overcome. Personnel went on board the "*Maggie*" and an assortment of stores was placed on board the *Eastore* for the return journey to Canada.

Three more calls remained to be made—to HMC Ships *La Hullose*, *Swansea* and *Stoux*. Stores were discharged and libertymen came on board full of pians for an outing in Portsmouth. Particular care had to be shown the *Swansea*, for she already had her review illumination lights strung along her hull. A whaler was lowered to accomplish the exchange of stores and libertymen and to avoid the unhappy sound of popping light bulbs.

### Defeat of Scurvy In Navy Recalled

More than 400 years ago Jacques Cartier voyaged up the St. Lawrence River to Hochelaga, where Montreal now stands, and then sailed down river to winter at Stadacona, near the present site of Quebec City.

During the following months his men were stricken with scurvy. The Indians came to their aid with spruce beer, made by boiling spruce needles.

However, more than 200 years passed before a surgeon of the Royal Navy traced the disease to a dietary deficiency and offered a sure remedy—the juice of citrus fruits. Limejuice eventually became the standard issue and, inevitably, personnel of the Royal Navy acquired the name "Juicers".

The *Hamilton Spectator* of July 9 carried the following editorial on the work of that naval surgeon of long ago, Dr. James Lind:

#### *The Hippocrates of Naval Medicine*

The University of Edinburgh is celebrating the bi-centenary of an event which is a landmark in medical science and a victory in the never-ending battle against disease—the publication of Dr. James Lind's treatise on the treatment of scurvy in 1753.

Scurvy, a deficiency disease caused by a lack of Vitamin C, was the terror of long ocean voyages in the days of sail. More died of this disease than of shipwreck, naval battle and all other accidents and diseases on shipboard added together. It was Lind, a royal naval surgeon on HMS *Salisbury*, who made his own experiments in the treatment of scurvy. He divided scurvy patients into pairs and gave them varying treatments. Those to whom he gave orange and lemon juice made rapid recovery, the symptoms vanishing in a matter of two or three days. Although nothing was known in those far-off days about vitamins, Lind drew the correct conclusions and it may not be an exaggeration to say that he laid the foundation of modern nutritional study.

It is said that the official mind did not grasp the truths in Lind's treatise. It was more than fifty years before a compulsory ration of orange and lemon juice was ordered issued to every naval man on shipboard. With that order, scurvy vanished for ever from the RN ships, and sea travel became safer.

Humanity owes something more than a passing tribute to the memory of this naval surgeon who also wrote on hygiene and the diseases that affect Europeans in tropical countries. A bronze plaque marking the bi-centenary is being erected in Edinburgh University.

As the *Eastore* set her course for Portsmouth, dusk was falling and the black silhouettes of the warships presented a scene of strange and unbelievable beauty to add to memories which were crowned by the breathtaking magnificence of the events on June 15, the day of the Spithead Review.

When the *Eastore's* work was done, Captain G. Collier, commanding officer, received the following message from Admiral Bidwell:

"Your assistance to ships of the Squadron at the review anchorage has been invaluable and your special trips to Southampton enabled the Army and Air Force to see the review. We could not have managed without you. Well done."—J.D.G. and W.R.S.

### Albro Lake Radio Station

Following a winter and spring of extensive changes in complement, Albro Lake Radio Station carried on through a busy period of communication exercises and heavy Coronation commercial "traffic", to a comparatively quieter summer existence. Lieut. R. M. Dunbar, in charge, kept the station on a steady course throughout.

A social "stag" was given by the Chief and Petty Officers' Mess in honour of CPO Cassam Marlin upon his departure for HMCS *Bytown*. The station also has said goodbye to CPO Harold Jacques who has received a medical discharge.

Among the projects carried out by personnel have been the building of a children's playground and considerable landscaping around the station and married quarters.

### HMCS *Iroquois*

HMCS *Iroquois* visited Tokyo for three days of goodwill formalities marking the 86th anniversary of Canadian Confederation. Special Dominion Day messages were carried in the Japanese press and radio networks on July 1 and the spotlight played on the Canadian Armed Forces and their roles in two world wars and the current Korean conflict, in which the *Iroquois* is engaged along with two other Canadian destroyers.

The Armed Forces Far East Network beamed a special 15-minute Dominion Day broadcast to ships at sea and troops

in Korea, including brief messages from His Excellency the Hon. Robert W. Mayhew, Canadian Ambassador to Japan; Vice-Admiral E. R. Mainguy, Chief of the Naval Staff; and Brigadier R. E. A. Morton, Commander Canadian Military Mission, Far East.

Officers were entertained at the Canadian Embassy, at the home of Admiral Yamasaki, director of the Coastal Safety Force and at the residence of the Japanese Foreign Minister. The men were entertained in the Maple Leaf Club in downtown Tokyo and the Royal Naval Association arranged a bus tour. The ship was visited by Japanese Sea Scouts, Japanese Boy and Girl Scouts and by members of the Maritime Safety Agency and the Coastal Safety Force. The *Iroquois* was host also to 100 guests at a reception held on "X" gun deck.

Captain W. M. Landymore, commanding officer of the *Iroquois*, accompanied by Chaplain (P) George Soutar, took time during a motor trip to Yokohama to visit the graves of four of his former shipmates three of whom were killed in action during the *Iroquois'* first tour of duty in the Korean war theatre. The graves, at the United Nations Cemetery, are those of Lieut.-Cdr. John Quinn and Able Seamen Wallis M. Burden, Elburne A. Baikie and Ian T. Torrvaille.

### HMCS Gloucester

An informal inspection by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, and participation in the National Coronation ceremonies in Ottawa have been highlights of a busy summer season at HMCS *Gloucester*.

Admiral Mainguy's visit took place on June 16. He was accompanied by Lieut.-Cdr. A. R. Hewitt, Director of Supplementary Radio Activities.

The National Coronation Ceremonies on June 2 saw *Gloucester* turn out a smart guard of 21 men under the command of Lieut. (S) Colin White. The guard was complimented on its bearing and appearance.

The first ship's company dance of the year on June 19 drew personnel from *Gloucester*, *Carleton* and *Bytown*. A successful ship's company smoker was held July 10.

Lieut.-Cdr. N. C. Penney has been appointed to *Gloucester* as staff officer to the Senior Officer Supplementary Radio Stations. Acting Commander (SB) John S. Hall, SOSRS and commanding officer of *Gloucester*, was promoted to his present rank early in July.

AB J. W. Stegen and Ord. Sea. D. G. Ramage have been promoted midshipmen and have gone to HMCS *Cornwallis* for training. On course at the



The beautiful Efficiency Trophy, donated to HMCS "Donnacona" by the Naval Officers' Association of Montreal, is shown as it was presented to Ord. Wren Joan Shackell by Commander G. St. A. Mongenais, Donnacona's commanding officer. The trophy is awarded to the reservist with the best record of all-round achievement during the year.

U.S. Naval Base at San Diego, California, are CPO W. R. Harkness, PO W. L. Amos and PO W. H. Yorga.

*Gloucester's* entry in the Ottawa Garrison Softball League has lost many star players through recent drafts, but the existing team continues to make a good showing.—D.L.B.

### HMCS Portage

Following her refit, HMCS *Portage* completed work-ups in St. Margaret's and Chedabucto Bays. At the same time, training was carried out for a quartermaster instructors' qualifying course, new entry seamen and Reserve officers and men.

The *Portage* sailed for the Bermuda area June 15 and exercised with U.S. Submarine *Irex*, HMCS *Wallaceburg*, the US Air Force and the U.S. Coast Guard. The *Portage* returned to Halifax June 26.

CPO William Topping has been drafted to HMCS *Stadacona* after approximately two and one-half years with the ship as chief boatswain's mate.

### TAS School

Commander J. P. T. Dawson, formerly Director of Torpedo Anti-Submarine and Mine Warfare, Naval Headquarters, has taken over the duties of officer in charge at HMC Torpedo Anti-Submarine School at HMCS *Stadacona*.



Ninety-four officers and men of the U.S. Navy found a home away from home when they put in at Windsor, Ont., recently for a weekend visit with the Royal Canadian Navy, as represented by HMCS "Hunter". Shown on board the U.S. vessel, the patrol craft escort 880, are (left to right), Lieut. Harry Rowlings, staff officer at Hunter; Mayor Arthur J. Réaume of Windsor; Lieut. H. H. Sullivan, captain of the U.S. ship, and Lieut.-Cdr. G. C. Wilson, area recruiting officer.



He relieved Commander W. S. T. McCully who has been appointed to HMCS *Naden* as Manning Commander (West Coast).

Lieut. (TAS) M. A. Martin and CPO W. Jackson have returned to the school from Key West, Florida, after undergoing a special course at the U.S. Naval Advanced Undersea Weapon School.

Highest marks in the Lieutenants (TAS) Special Qualifying Course were won by Lieut. (TAS) J. F. Perrault, who received a watchkeeping telescope from Commodore E. P. Tisdall, Commodore RCN Barracks, on May 15. Lieut. Perrault now is on the school staff.

The course, first of its kind in the RCN, consisted of Branch Officers, ex-Gunners (TAS). Officers successfully completing the course are awarded a long Course (TAS) Qualification.

From May 2 to June 29, 10 classes from the school underwent sea training in HMCS *Wallaceburg* in the Bermuda area. Submarines taking part in the A/S exercises were HMCS *Andrew*, USS *Argonaut* and USS *Irex*.

The large number of classes taking the training did not allow time for the passage to and from Bermuda by ship, so an airlift was provided by the RCAF, without whose appreciated assistance to comprehensive sea training program could not have been undertaken.

During the summer the TAS School is engaged instructing RCN (R) Officers, cadets and men in various TAS courses.

## PACIFIC COMMAND

### TAS Training Centre

Lieut. (TAS) D. C. Edwards, and CPO Dennis Mann left the staff of the TAS Training Centre at HMCS *Naden* to attend a course at Key West, Florida. Cd. Gnr. (TAS) F. A. Jones returned to the centre following his taking the six-week Divisional Course in HMCS *Cornwallis*.

At present, two classes of TD3's are under instruction.

### HMCS Ontario

Host for HMCS *Ontario* while at Portsmouth was HMS *Collingwood* which did an excellent job of arranging bus tours, smoker, golf, tennis, tickets to the Royal Tournament and shows for the ships company.

On June 1 those who were to see the Coronation Parade left for London. However, those unable to go to London saw the Coronation on the three television sets which were lent to the ship by the Cossar Television Co.

While in Portsmouth many of the ships' company had an opportunity to travel to London and other parts of



Three-year-old Kristanne had eyes only for her daddy, Lieut. Andrew L. Collier, DSC, commanding officer of HMCS "Porte Saint-Jean", but Bobby, 6, couldn't resist the binoculars when they went on board the "Porte Saint-Jean" following her arrival in Hamilton with the "Porte Saint-Louis". The two gate vessels are being used on the Great Lakes to provide sea training for new entry reserve sailors from all parts of Canada. The ships will return to their Halifax base in the fall. (COND-83)



Two gate vessels, HMC Ships "Porte Saint-Louis" and "Porte Saint-Jean", arrived in Hamilton in late May to train new entry reserves at the Reserve Training Centre, Great Lakes at Hamilton. The "Porte Saint-Louis" and the "Porte Saint-Jean" will return to their Halifax base at the end of the summer training season. (COND-81)

England to see friends and relatives, some such as Leading Seaman D. McVey, travelled as far as Edinburgh.

The ship left Portsmouth on May 18 for two- to three-day visits to Plymouth, Portland and Torquay, where the ship's company was actively engaged in painting and cleaning the ship, and testing illumination circuits for the Spithead Review.

The ship returned to Portsmouth on May 27, leaving again for the Isle of Wight and on June 8 and anchoring at Sandown Bay. The following day *Ontario* in company with HMCS *Quebec*, *Magnificent*, HMS *Theseus*, and HMAS *Sydney*, took up their position for the Review at Spithead.

When the Coronation Squadron sailed for Canada, the *Ontario* remained be-

hind for repairs to a propeller shaft, damaged last year in a collision at Buenos Aires. Officers and men, in many cases, took advantage of their stay in England to attend courses in the Royal Navy establishments.

#### Communication Training Centre

Activities in the Communication Training Centre at HMCS *Naden* consist mainly of instruction to UNTD Cadets, with two classes commencing every two weeks. These coupled with a class for RCN(R) lieutenants has kept the instructional staff on their toes for the past month.

Apart from instructional duties, the Centre has participated in civic celebration activities with PO George Worrall and AB David Owen handling the hal-yards at the sunset ceremonies in front of the Legislative Buildings, and also the flag raising ceremonies in connection with the Eagles Grand Pageant at Royal Athletic Park.

For Coronation ceremonies, the CTC provided three men with portable radios along the parade route, and later on the Gorge waters during the Regatta.

Cd. Communications Officer William Moyes joined the staff while awaiting the arrival of HMCS *Crusader* from the Far East.

#### Naval Radio Station Aldergrove

Practical experience in fire fighting was gained by personnel of Naval Radio Station Aldergrove when they rolled out the station fire pump to help the Aldergrove Voluntary Fire Brigade fight a large blaze.



Commodore Kenneth F. Adams, Commanding Officer Naval Divisions, took the salute at the march past in Civic Stadium during Hamilton's mammoth Coronation Day parade. Officers, men and Wrens from HMCS "Star" took part in the parade. In the photo above, the Wren division marches past the saluting base in Civic Stadium. (COND-85)



What a wonderful world—you freeze one minute and roast the next. At least that's the way it looks on this float entered by HMCS "Cornwallis" in the Apple Blossom Festival parade in Kentville, N.S. Left to right are: Ldg. Sea. Dewain Wickstrum, Cabri, Sask., and Able Wren Jean Attwood, Windsor, Ont., who turn a cold eye on the balmy South Seas' couple AB Arthur Cain, Tillsonburg, Ont., and Ord. Wren Jacqueline LeBlanc, Chatham, Ont. (DB-2907)

The fire destroyed a large shed, enough lumber to build a house and several stacks of fire wood. Valuable experience was gained, however, in assisting the municipal fire brigade, and the feeling that the Navy "belonged" in the community was strengthened.

Commander Glen McDonald, commanding officer of HMCS *Discovery*, visited the station on Tuesday, July 7, with 14 reserve personnel, both men and Wrens, and the party was conducted on a tour of the operations room living quarters. *Discovery* was invited to arrange further visits of the kind.

Leading Seamen Edgar West and Gerald Brooks have arrived at Aldergrove from HMCS *Sault Ste. Marie* and HMCS *Naden* respectively.

Departures have included Ldg. Sea. Henry Rousseau to HMCS *Antigonish*, Ldg. Sea. Marcel Bernier to HMCS *Crusader*, and Leading Seamen John Genik, Norman Taggart and Robert Wilkin, all to HMCS *Naden*.

#### Navigation Direction Training Centre

The Navigation Direction Training Centre at HMCS *Naden* is now in full swing with its summer training period for RCN(R) officers and men. One class of four officers and two classes of cadets are under instruction.

There is a class of RP3 (Reserve), consisting of four men, and a class of QM3 (Reserve), also of four men, undergoing instruction at the present time.

Lieut. (ND) S. I. Ker, joined the staff of the ND Centre here since qualifying in Navigation Direction in HMS *Dryad*.



CPO Cecil Ferguson has rejoined the staff after attending the RCN and Shaughnessy Hospital, CPO George Hogg has returned to the school for Quartermaster Instructional duties.

Top honours were carried away by the school at the annual regatta held at the Gorge on June 2, for points toward the Cock-of-the-Barracks trophy, but after a hard race they were beaten out in the finals by a crew from HMCS *New Waterford*.

### HMCS Ordnance School

The appointments have arrived for the fourth Ordnance Officers Qualifying Course: Lieut.-Cdr. G. M. Fyffe to Naval Armament Depot, Dartmouth, N.S., Lieut. J. C. W. Hesseltine to Ordnance School, Naden, Lieut. W. D. R. Whittmore to HMCS *Sioux* and Sub-Lieut. G. T. Mainer to Valcartier, P.Q.

Cd. Ordnance Officer H. K. MacLean is on leave and on return will join HMCS *Crusader*.

CPO Herbert Thomas has completed the Ordnance Technicians' Course and left for his new home port division of Halifax. POs Jack Heath and William Wood also left for one year in Halifax.

CPO Norman Topping paid a very short visit to Waltham, Mass., and back as the course which he went for was cancelled shortly after it started.

The first Armourers Mates Qualifying have completed in the MTE and Electrical School and have started the

last section of their course in the Ordnance School. The second Armourers Mates Qualifying commenced in the MTE on May 25.

The first Ordnance Technicians Course commenced July 6. This will be the first of the six-month courses. The third and last of the Modified Ordnance Technicians Courses will commence on August 3.

Ord. Lieut. H. W. Mayne proved that he is a good pistol shot, winning five medals at the South Vancouver Island Rangers meet on Sunday, June 7.

## NAVAL DIVISIONS

### HMCS *Griffon*

A crew from HMCS *Griffon* fired a couple of rockets that lighted up the sky over Houghton and Hancock, Michigan, on the night of July 4 to herald the birthday of the 177-year-old Declaration of Independence.

ML 711, attached to *Griffon*, was returning a good-will call made by a destroyer escort and three patrol craft escorts of the United States Navy which helped the people of Port Arthur and Fort William celebrate Dominion Day on July 1. Two of the patrol craft accompanied the Canadian ship to the twin Michigan communities of the "Copper Country".

The Fairmile and two PCE's slipped the dock at Fort William and headed for Keweenaw Peninsula at 1800 on Fri-

day, July 3. ML 711 arrived at Keweenaw Channel some 20 minutes before PCE's 880 and 899 but came about to wait for them. The flotilla secured three abreast to the United States Naval Reserve wharf at Hancock after midnight.

The Canadian ship, fully dressed, turned on an array of coloured lights strung fore and aft of the mast in keeping with the July 4 celebration.

The six Wrens, a Wren officer, and two nursing sisters went ashore to their billets prepared for them in the Michigan College of Mining and Technology.

On behalf of the people of the "Copper Country" Michigan Senator Leo H. Roy welcomed the three vessels in a dockside ceremony at 0800 July 4. The Officers and men of both the RCN and the USN lined up on the fore and aft deck of PCE 880.

Senator Roy, familiar with the hockey ability of Canadian students attending the Michigan College of Mining and Technology, pointed out that Canadians had helped make the twin towns the best amateur hockey centre in the United States.

"In 1902-1903 we had a world's championship hockey team thanks to your ancestors who introduced the game to us 60 years ago."

Capt. John Horner, commanding officer commanding of the United States Naval Reserve training centre at Hancock, then presented to Commander Ormsby a hammered copper plaque on which was pounded out a map of Keweenaw Peninsula jutting out into Lake Superior.

The plaque was presented on behalf of the citizens of Houghton and Hancock and the U.S. Naval training centre.

After the ceremony, attended by the mayors of both towns and many of the townspeople, the officers and crews of all three ships were treated to strawberry shortcake.

At 10 a.m. all hands were invited to take a four-hour bus tour of Keweenaw Peninsula, viewing the majestic hills and abandoned mining sites of the copper country. The evening meal of Cornish pasties, popular fare in the area, was served in the training centre building to all the visitors.

After dark, fireworks were launched and a dance and reception was held in the training centre building. After church services Sunday morning, ML 711 cast off for home.

### HMCS *Cataraqui*

U.S. Ships PCL1233 and PCL1208 paid a visit to Kingston and HMCS *Cataraqui* on June 26 and stayed for the weekend.



In recognition of the good will engendered by the Fourth of July visit of ML 711 and her HMCS "Griffon" crew to Houghton and Hancock, Michigan, Captain John Horner of the U.S. Naval Reserve at Hancock, on behalf of the people of the "copper country", presented a hammered copper plaque to Commander E. O. Ormsby, commanding officer of *Griffon*. The plaque shows the topography of the Michigan copper area.

On Saturday afternoon the American guests roundly trounced the local sailors in a baseball game 12-8. However the Cataraqui boys turned the other cheek and put on a dance and evening of entertainment for the visitors Saturday night.

On Saturday and Sunday the two visiting ships were host to over 150 Kingston children who were invited aboard and, after a tour of the ships, were treated to a turkey dinner. This was arranged with the co-operation of three of Kingston's service clubs, who selected the children for the show.

Apparently everyone had a wonderful time and the PCs left for their base in Oswego, N.Y. on Sunday evening.

### HMCS Malahat

Another training season has drawn to a close for personnel of HMCS *Malahat*, Victoria's naval reserve division, but for many of the members the big event of the year commenced July 4.

The date was departure day for the minesweeper HMCS *Sault Ste. Marie*—carrying the naval reservists on their annual "long cruise". During the two-week cruise, designed to provide practical sea training for *Malahat* personnel, the ship made a three-day visit to the Prince Rupert area in northern B.C., and later a similar visit to Portland, Oregon.

The ship's next scheduled week-end reserve training cruise will be made



A little spectator at the RCAF Association Air Show at Saint John, N.B., five-year-old Carol Coughlan of Saint John smiles serenely after having been given a privileged glimpse of the interior of an RCN helicopter by Ldg. Sea. Robert Cavanaugh. The 'copter proved to be one of the main centres of interest at the show. (Photo by Lorne Pridham, courtesy Climo Studio, Saint John.)

August 8-9 to Port Townsend, Washington; with subsequent week-end trips planned for Ganges, Salt Spring Island, (August 22-23); Seattle, (September

5-7); Ladysmith, (September 19-20); and Port Angeles, Washington, (October 3-4).

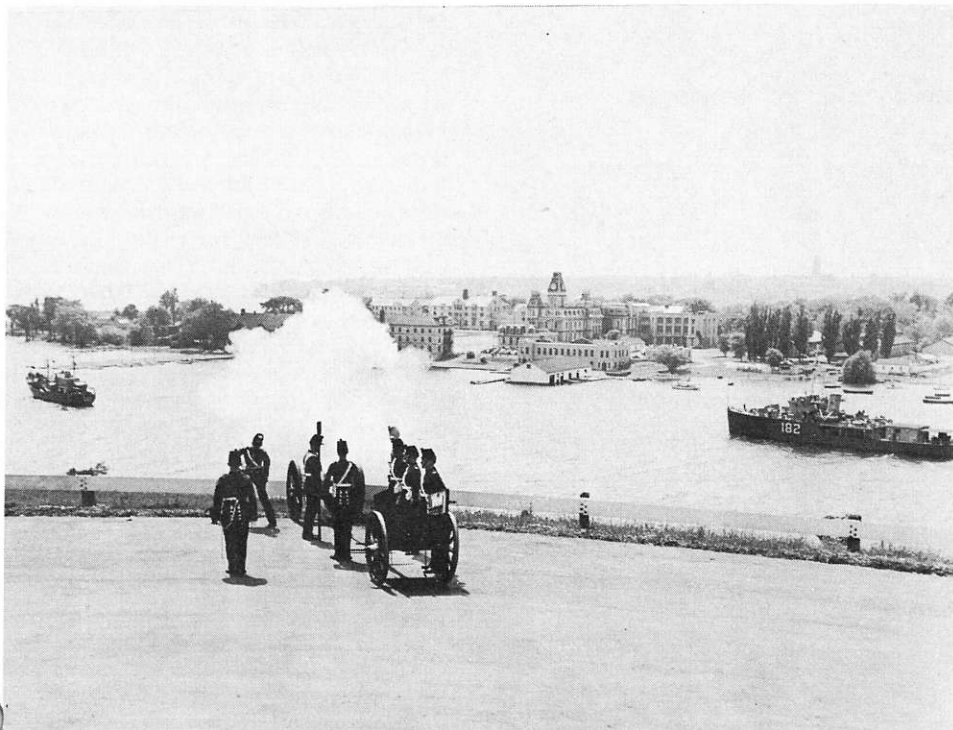
The past several weeks have been eventful ones for the division, with special presentation ceremonies among the highlights. *Malahat's* Wren division has been awarded the Capt. Ronald Jackson Trophy—presented annually to the group within the division attaining highest marks in general proficiency.

More recently two silver cups were presented to two Wrens who captured honours as members of the *Malahat* Indoor Rifle Team over the past year.

To Wren Elizabeth Paterson went the *Malahat* High Average Cup, for an average of 94 out of 100 points in shooting practices and matches. Wren Muriel Dodsworth won the "most improved shot" cup, presented annually to the team member showing greatest improvement in rifle range marks.

Each recipient also received a silver spoon on which was engraved the record of her achievements.

On the night of June 10 *Malahat* officers, men and Wrens were guests of Victoria's Odeon Theatre where they saw the J. Arthur Rank Organization's colour production: "A Queen is Crowned", a wonderful film record of the Coronation of Her Majesty Queen Elizabeth II.



HMC Ships "Porte Saint-Jean" and "Granby" are saluted from historic Fort Henry as they drop anchor in Navy Bay for Dominion Day ceremonies in Kingston. Royal Military College is in the background. (O-5262)



# "Thetis"—Guardian of British Rights

SUMMER is with us and as usual, out on the West Coast, seamen from *Naden* are seen making their way up the Island Highway toward Six Mile House and on into that wonderful swimming spot, Thetis Lake, for a Sunday afternoon dip or an evening howl.

It may interest many in the fleet that the name "Thetis" is just over a century old in that part of Canada and, like many of our Pacific Coast names, comes from the name of one of Her Majesty's ships-of-war stationed in the early naval anchorage at Esquimalt.

In the year 1852, Governor James Douglas was well established in his stockaded Fort Victoria at the foot of what is now Fort Street. He held a commission from Queen Victoria as Governor of Vancouver's Island and at the same time was Chief Factor of the Western Department of the Hudson's

Bay Company. Douglas for some years had witnessed the advance of the American settlers to the Pacific Coast and had seen the British ushered out of what are now the states of Oregon and Washington.

Now the Governor had reports of American intrusion into the Queen Charlotte Islands, a territory under his jurisdiction, and also feared a recurrence of bloodshed at the hands of the Indians. Alarmed, Governor Douglas immediately started proceedings to have RN ships stationed off Vancouver Island. These would have to come from the Pacific Station at Callao, Peru.

When Douglas wrote to Fairfax Moresby, Rear-Admiral of the Blue, in January 1852, reporting the situation in the Queen Charlottes, he wrote the same day to Earl Grey. Grey, in turn, informed the Admiralty. On May 29, 1852,

Rear-Admiral Moresby at Valparaiso received from the Secretary of the Admiralty the following instructions under the reference line, "Resort of certain adventurers to Queen Charlotte Islands":

"... I am to signify their Lordships' directions to you to send a ship of war to visit the Ports in Vancouver Island, and to remain on that Station to protect the property of British and Colonial Subjects."

When this communication was received by Admiral Moresby, the 38-gun sailing frigate HMS *Thetis* was already snugly anchored in Esquimalt Harbour, under the command of Captain Augustus L. Kuper. Thus it appears that Governor Douglas, by his letter to the admiral on January 29, 1852, may have persuaded the flag officer "to act without specific instructions" from the Admiralty.

When HMS *Thetis* left the flag of Rear-Admiral Moresby at Callao, Peru, on April 10, 1852, one of her officers was young Lieut. John Moresby (later Admiral Sir John Moresby), son of the Commander-in-Chief. In a work that he had published, he has left an accurate and colourful account of the voyage of HMS *Thetis* to the north-west coast.

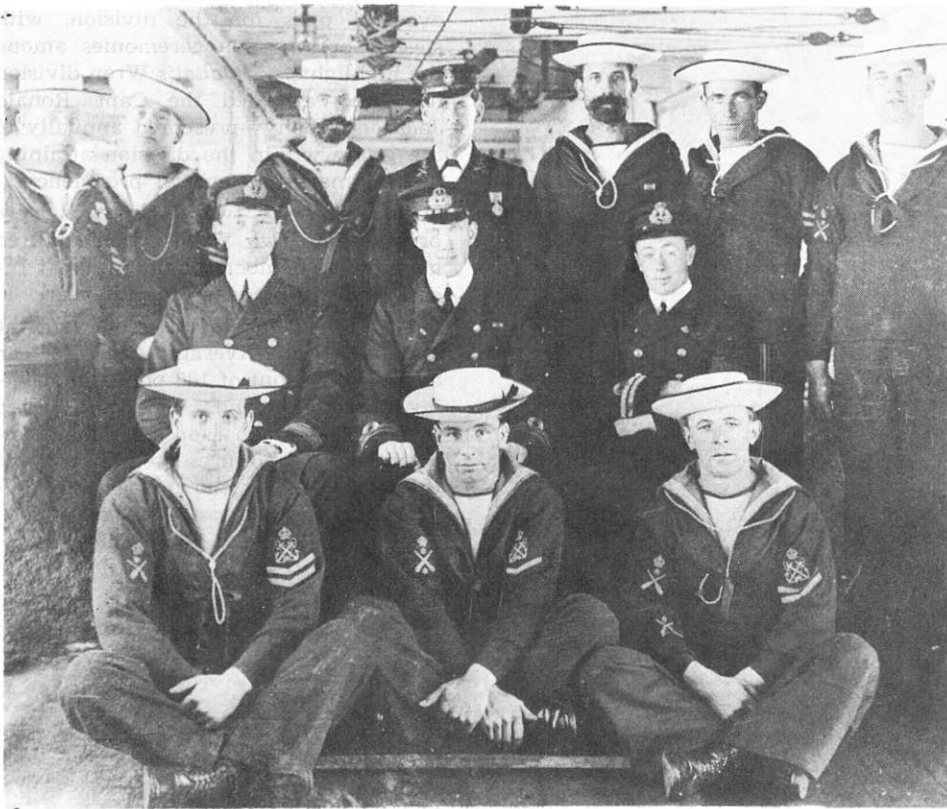
Although the passage northward had been quite a fast one (44 days), it had been uneventful. The recently promoted midshipman, now gunnery lieutenant, had been making good use of this period at sea in the best tradition of all gunnery officers. Turning over his upper deck watch daily to the senior "snotty", he would drill the crews of his 38 guns to peak efficiency, permitting an occasional "double" around the clear sweep of the frigate's deck by way of recreation.

It was with feelings of joy that the ship's company found themselves in the Strait of Juan de Fuca, and "sea and sky no longer met each other in an empty monotony". Just off Race Rocks, the seamen had a chance to observe the type of native inhabitant with whom they would have to deal before their eight-month stay in northern waters was over:

"Alongside was a fairy fleet of canoes, sharp in the bows, swelling exquisitely to their greatest beam, and tapering aft in lines of perfect grace. There was nothing fairy-like, however, about their crews. They presented flat faces smeared with ochre, barred with white, black hair falling on their shoulders, and, hovering about them like a palpable atmosphere, the abiding smell of the fish-oil with which their bodies were smeared. Yet there was grace, too, in the strength of their paddling as they easily kept abreast of our six knots, tossing up a salmon or bear-skin with one sinewy arm, and keeping the paddle at work with the other."

In almost every ship's company there is to be found what may be termed a

The Maritime Museum in Halifax is growing steadily as the result of an earnest search for exhibits. Among the many objects sought is the "Sennet" hat with which the navy suffered for many years. To publicize its search for this particular item, this photograph of a group of officers and men of HMCS "Niobe" was resurrected. HMCS "Niobe", incidentally was a cruiser built in 1897 for the Royal Navy and purchased by Canada in 1910. She arrived in Halifax in October of the year of purchase and subsequently saw service in the First World War on coastal patrol off Canada. She was paid off and sold in 1920. (O-4430)



character, and Mister Tonge, the middle-aged bos'n in the *Thetis*, was just that. The fount of all knowledge, he, in his simple way, kept the mischievous midshipmen in line and they idolized him. The situations into which such a man invariably gets himself make men at sea forget their harsh life. Such a situation arose in the *Thetis* while the Indians were still in company and the navigator was keeping a weather eye for the entrance to Esquimalt Harbour:

"The difficulty was to find it, for, incredulous (sic) as it may now seem we had only a written description by a former visitor. Moreover we wished to know if HMS *Amphitrite* was there. Our redoubtable boatswain, who had sailed these seas before, had declared he could speak Chinook, the Indian language".

He was sent for, and unblushingly he informed Captain Kuper that this was the case. The Captain ordered an immediate demonstration. Without hesitation, the bos'n leapt to the hammock nettings:

"and uttered a series of deep guttural sounds, interspersed with sundry clucks, whilst all lent attentive ears. The bewildered Indians returned clucks and gutturals of an amazing fluency, and Mr. Tonge, gravely turning to the captain, tendered the information that "They say there ain't no ship howsoever down at Esquimalt".

The stately commander received the advice with all seriousness. The midshipmen of the watch, who knew better, screamed with laughter:

"but Mr. Tonge's reputation as a professor of Chinook was firmly established, for, as a matter of fact, the *Amphitrite* had not then arrived."

Once safe at anchor in Esquimalt Harbour, fresh water and wood were taken on board and Captain Kuper sailed round to Fort Victoria in his gig to pay a formal call on Governor Douglas. Plans were made for an extensive patrol of the Queen Charlotte Islands. It was soon realized that a road from Esquimalt to the fort was a necessity, for while the crew was

exercising ashore for several days, an officer and two men were drowned during a sudden squall when they attempted to get round to Fort Victoria in a small boat. The *Thetis'* company turned to with a will and in a matter of days cut and surfaced the first trail to join the two harbours.

Weighing anchor in Esquimalt, June 7, 1852, the frigate beat down the strait in the teeth of a nor'wester, sailed up the west coast of Vancouver Island and on into Queen Charlotte Sound, where thick fogs and contrary winds added to the difficulty of having no reliable charts.

Port Mitchell (Mitchell's Harbour) was reached June 16. Captain Kuper, in his report, described the share efforts at gold mining then being carried out by the men of the Hudson's Bay Company's brigantine *Recovery* and also the interference by the Indians in this mining venture.

Some of the ship's officers made extensive explorations into the interior of the island and the report contained a wealth of information pertaining to topography, vegetation and geology. Soundings and surveys were made as well as an accurate chart of Port Mitchell waters. The Indians were impressed with the size of the 38-gun frigate and called her the "mountain ship".

Captain Kuper's policy toward the American adventurers may be gathered from this description of his encounter with an American schooner off Port Mitchell:

"Shortly after I weighed, the American Schooner *Susan Sturges* (sic) made her appearance round the point, but as I could not recover the anchorage I had left, I sent an officer to board her, and finding that she had only returned for the purpose of conveying the party landed on the island in May back to San Francisco, and had nobody on board but a sufficient crew to navigate her, I proceeded, warning the master of her, who together with most of his crew were Englishmen, that all speculations on this coast, could be there only upon sufferance."

In a letter to the Admiral, Governor Douglas gave full credit to HMS *Thetis* for the fact that no Americans that summer had questioned "Her Majesty's Authority" in the Queen Charlotte Islands.

"The seasonable arrival of Her Majesty's Ship *Thetis* on the Coast of Queen Charlotte Island and the determination shown by Captain Kruger to assert the sovereignty of the British Crown before Adventurers had time to explore the Island or to make arrangements for their permanent settlement on shore, had its due effect upon their minds, and induced them to retire quietly from a field, which under more favourable circumstances they might have been disposed to contest."—E.C.R.

# Helicopter Stars at Air Show

The Royal Canadian Air Force Association Air Show at Saint John, N.B., held on July 1, featured sleek jet planes, planes that could approach the sonic speed and planes that could exceed the speed of sound, as well as slow Harvard trainers and the world's largest bomber, a B-36 from Limestone Air Base in Maine, U.S.A.

But it was an unwieldy-looking craft, piloted by Lieut.-Cdr. J. H. Beeman, RCN, a Sikorsky helicopter from HMCS *Shearwater* that took the onlookers' fancy.

Also featured at the air show, were two Sea Furies and two Avenger aircraft from the 31st Support Air Group, now stationed at Scoudouc, N.B. The Avengers and Furies carried out simulated carrier deck-landings and then the Avengers did a series of bombing raids using smoke bombs while the Furies fought them off in daring dog fights.

At the controls of the Sea Furies were Lieut.-Cdr. D. M. McLeod, and Lieut. D. J. Fisher, and of the Avengers, Sub-Lt. W. A. Schroeder and Sub-Lt. M. H. Brayman.

It was the Sikorsky, however, that held the crowd spellbound.

During one manoeuvre, a Harvard of the RCAF flying low dropped a self-inflating rubber dinghy near two "victims" of a "sea disaster". While CPO G. A. Cummings and PO D. A. Caudle, manned the dinghy Lieut.-Cdr. Beeman brought the 'copter down and hovered, while Lieut.-Cdr. B. D. Copley and Ldg. Sea. Robert Cavanaugh, raised PO Caudle by means of the winch. Then Ldg. Sea. Cavanaugh went down on another wire to place the straps under CPO Cummings, who was badly injured", and both were hoisted.

Later a wandering crowd was stopped in its tracks and drawn back while the helicopter virtually danced in the air about 25 to 50 feet up. Back and forth, up and down and sideways, now standing on its tail and now spinning in circles, the agile craft was put through its paces by Lieut.-Cdr. Beeman for the benefit of the onlookers.

## Armistice Message From Her Majesty

Following the signing of the Korean armistice, the following message from Her Majesty Queen Elizabeth II was received by the Commander-in-Chief Far East Station:

"Please express to all serving in the Commonwealth Fleet my deep appreciation of the splendid service they have given throughout the fighting in Korea."

ELIZABETH R



## Boo!

(Dedicated to the Halifax  
Dockyard Security Guard)

A little boat without a light  
Keeps passing by all through the night.  
Its very presence keeps awake  
A nervous watch that once did take  
A little nap or cup of tea—  
But now that's out for you and me.  
We're fearful now to close an eye  
In case that little boat goes by  
Or, even worse, if it should stop,  
Then, surely, we'd be in a spot.  
Perhaps they'd leave a 'bomb' aboard  
And go away without a word.  
The next day we would have to tell  
Our story to the Admiral—  
And, gosh, what that man would say!  
If in the mood, it might be "Stay";  
If not, he might say "Pack your stuff",  
Whichever word, I've had enough  
Of creeping 'round all through the  
night,  
When every sound gives me a fright.  
In case it is that guy "Kilroy",  
(Why don't they spell that name "Kill-  
joy"?).  
So all you watchmen, keep in trim;  
The guard'll catch you, if you don't  
catch him.

Seaman W. R. Shaw,  
CNAV Eastore

## "No Goose, No Gander, No Bother"

Representatives of the staff of the Joint A/S School in Londonderry, Northern Ireland paid a flying visit to their counterpart, the Joint Maritime Warfare School in Halifax June 5 to exchange ideas on anti-submarine warfare problems.

The JASS staff representatives were:— Group Captain R. T. Gething, RAF, Director, RAF; Lieut.-Cdr. G. K. Sim, RN, Senior Instructor, RN; Lieut.-Cdr. W. A. B. Bland, RN, Staff Officer (Comm); and Squadron Leader E. K. Paine, RAF, Chief Instructor, RAF.

Flying over the Atlantic non-stop in 15 hours in a Shackleton aircraft instead of stopping at Goose Bay or Gander, they sent a message back to Admiralty and the Air Ministry on arrival at HMCS *Shearwater* which read, "ARRIVED DARTMOUTH 1400Z. NO GOOSE, NO GANDER, NO BOTHER".

The reply to this message from RAF Coastal Command was, "JOLLY GOOD SHOW. QUACK, QUACK TO YOU TOO".

Discussions on mutual problems in anti-submarine warfare were held in the Joint Maritime Warfare School for four days. Present at the discussions, besides the staff of the JMW School, were Directors and staff officers from Naval Headquarters, RCAF Maritime Command and officers from HMCS *Shearwater*.

The JASS staff prepared to return to the other side of the Atlantic on Thursday, June 11, but, due to an engine defect in the aircraft, they were unfortunately delayed at RCAF Station Greenwood for several days. An RCAF Hastings aircraft flew them out a new engine and they left for Ballykelly, Northern Ireland, on June 18.

## Essay Contest Winners Listed

The Royal Canadian Sea Cadet Corps *Royal Oak*, of Stratford, Ont., has been named first prize winner in a recent national essay competition, open to Sea Cadet Corps across Canada and sponsored by the Navy League of Canada.

Second honours in the contest, in which members of the corps collectively wrote essays on the history of each corps' namesake, went to RCSCC *John Travers Cornwell*, VC, of Winnipeg Man. Third, fourth and fifth awards were won by RCSCC *Captain Vancouver*, Vancouver, B.C.; *Huron*, of Midland, Ont.; and *Fort Shepherd*, of Trail, B.C., respectively.

First prize was \$50; second was \$20. Corps placing third, fourth and fifth each won \$10.

## Duke of Edinburgh Sea Cadet Admiral

The appointment of HRH the Duke of Edinburgh as Admiral, Royal Canadian Sea Cadets, was approved by the Queen and announced by Government House, Ottawa, in June.

In his new appointment Prince Philip will have honorary command of 102 corps across Canada with a total complement of 6,500 cadets and 650 officers.



For the first time, the staffs of the Joint Maritime Warfare School in Halifax and the Joint Anti-Submarine School in Londonderry, Northern Ireland, met in Halifax for discussions on air-sea warfare training. Here, in front of JMWS at HMCS "Stadacona", are left to right: Lieut.-Cdr. W. A. Bland, RN, JASS staff officer (Comm); Sqdn. Ldr. A. R. Bellis, RCAF, JMWS director for RCAF; Cdr. Victor Browne, RCN, JMWS director for RCN; Group Capt. R. T. Gething, RAF, JASS director for RAF; Lieut.-Cdr. G. K. Sims, RN, JASS senior instructor for RN, and Sqdn. Ldr. E. K. Paine, RAF, JASS chief instructor for RAF.



# The Navy Plays



## Quebec Takes Softball Lead

During her stay in England, HMCS *Ontario's* crew were active in softball and basketball competitions particularly. The *Ontario* won a sudden-death softball tournament final with the *Quebec*, thereby winning the round-robin series which included the *Magnificent*.

The softball nine was also victorious over teams from two United States warships, the USS *Roberts* and USS *Antietam*, which also were visiting at Portsmouth. In interpart play teams made up of the Chief Petty Officers, Petty Officers and Seamen were still undefeated near the close of the stay on the other side. Commander (L) S. E. (Stu) Paddon is quite a softball sensation with four homers in four consecutive games, two of them with the bases loaded.

The *Ontario* couldn't hold a similar lead in basketball, the *Quebecers* edging her squad 38 to 36 in the finals. The *Ontario* also won one and lost in the next in two hoop fixtures with HMS *Collingwood*. The Canadian hoped to play and win a final game before heading back to Canada, however.

## Four Titles Won By Navy Boxers

Navy boxers took four of five titles in the Maritime Amateur Boxing Championships in *Stadacona* gym on May 28 and 29. The final results were as follows:

Heavyweight—AB Dave Martin, RCN, won by default over Calvin DeMont, Dartmouth.

Light heavyweight—AB Tom Ketcheson, RCN, by second round KO of Charles Huestis, Prince Edward Island.

Middleweight — AB Matt Killoran,

RCN, outpointed Ldg. Sea. Jim McArthur, RCN.

Welterweight—Buzz Urquhart, Dartmouth, outpointed LAC Vern Tynnes, RCAF.

Lightweight—AB Fred Deegan, RCN, KO'd Ord. Sea. MacDonald, RCN, in first round.

Referees were Lieut. (E) J. Frank MacKintosh and CPO Bob Coe.

## Tri-Service Loop Has Big Schedule

The Tri-Service Sports League in Nova Scotia, which encompasses baseball, hockey and soccer, got underway on June 20 with Army playing host to *Stadacona* in softball and the RCAF meeting *Shearwater* in soccer and baseball on home ground.

The league, which has been functioning smoothly the past two years, includes *Stadacona* (baseball, softball, soccer), *Shearwater* (baseball, softball, soccer), *Cornwallis* (softball), Eastern Army Command (softball) and RCAF Greenwood (baseball, soccer).

All games are on a home and home weekend series, with the home team accommodating and entertaining the visitors. The championships take place in the fall, with all teams playing a knock-out series.

## Golf Title Goes To CPO Jamieson

The RCN Golf Association (West Coast) held its seventh Annual Handicap tournament over the Gorge Vale Course May 21 to 24, with the championship going to CPO William Jamieson, Royal Roads.

A field of 48 teed-off in the qualifying round, which resulted in Lieut. H. T. Addison being the medallist with a net of 64. Last year's winner, Ord. Lieut. W. D. Whittemore was not present to defend his laurels.

The weather for the tournament, although fair, was on the chilly side and not conducive to good golf in the qualifying round.

The winners of the various prizes were as follows: low gross, CPO Thomas McIntyre, 78; low net, Lieut. H. T. Addison, 64; low hidden holes, first nine, PO Paul Dunae; second nine, PO Frank Barron; kicker's handicap,



Here is the champion Chief and Petty Officers' whaler crew of HMCS "Antigonish". They took top honours at the Gorge Regatta held in Victoria on Coronation day, and also manned the winning boat at Bedwell Harbour in a regatta with HMCS "Beacon Hill". Left to right, (back row) PO Donald McCulloch, PO Robert Gray; (front row) PO Phillip Lushington, PO Andrew Robb, cox'n, and PO Arthur Perkins. (E-236121)



PO Dennis Mann; consolation prize, PO Kenneth McLeod.

The new champion, CPO Jamieson, defeated Lieut. (S) Fred Heatly in the finals. Other flight winners and runners-up were: first flight, CPO Gerry Blythe, runner-up, PO Harold Davis; second flight, Surg.-Cdr. W. M. Chapman, runner-up, Lieut.-Cdr. B. Lake; third flight, Sgt. Frank Smith, runner-up, Gnr. D. G. MacIntyre; fourth flight, Lieut.-Cdr. W. M. Reynolds, runner-up, Lieut.-Cdr. M. O. Jones; fifth flight, Lieut. Walter Clare, runner-up, Lieut. Roy Smith.

### **Softball High On Sports List**

The ship's company of HMCS *Portage* has continued interpart softball with Seamen's "A" maintaining the lead.

Two inter-ship games were played, the *Portage* winning over the *Cape Breton* and losing to HMCS *New Liskeard*.

During the *Portage's* Bermuda cruise, games and other organized sports were participated in with the *Wallaceburg* and the U.S. Air Force at the RCN's rest camp at St. David's Island.

Members of the ship's company also are showing enthusiastic interest in whaler and dinghy sailing.

### **Staff Takes up Pistol Shooting**

Pistol shooting under the direction of Ord. Lieut. H. W. Mayne, and CPO Arnold Parkinson, has become quite popular with the staff of HMC Ordnance School.

The school's softball team won its first game of the season by a wide margin, but faltered enough in the second contest to lose it. Players were confident, however, of successfully defending the interpart softball championship as the season wore on.

### **Cross-Country Run Shortened**

Columbia Division at HMCS *Cornwallis* logged a total of 13,834 points to win a three-mile cross country race on June 11. The division, one of 13 who entered 40 men apiece in the annual event, had almost 15 per cent more points than the runner-up, Canada Division.

Individual honours went to Ord Sea. Robert Buckley, of Crusader Division with a time of 15 min. 36 sec. The course was reduced from the seven-mile route of last year to a three-mile perimeter around *Cornwallis*.

Members of the *Cornwallis* staff entered a team in the Annapolis Valley



During an outing with the newly-formed Royal Canadian Naval Sailing Association in Hamilton, Lieut.-Cdr. Samuel R. Huntington, capsized his dinghy. The young lady accompanying him, finding herself in deep water, threw her arms around him and said "Save me Sam!" This was adopted as the club's unofficial motto. The dinghy is seen alongside HMCS "Star's" boatshed with "Sam" in the water. (COND-100)

Softball League and were in second place with four wins and two losses. Other teams are from Greenwood RCAF base, and the towns of Annapolis, Bridgetown and Middleton.

So far, the men have had to bow to the Wrens of *Cornwallis*, who, entered in Annapolis Valley Ladies Softball League had won all games played quite handily against teams from Bear River, Annapolis, and Greenwood RCAF base.

A tabloid sports day had 480 men puffing and blowing in anticipation of winning a monster cake. Over the 24-event course of leaps and bounds, dashes and lifts, hurlings and straining went the *Cornwallis* stalwarts to find that Canada Division had won out.

During June, Niagara Division totalled 31 points to win the Cock-of-the-Walk Trophy which was donated by a local transportation firm. Tournaments were held in softball and water-polo in addition to the tabloid sports meet.

### **Ontario-Quebec Tied in Softball**

An East-West double round-robin softball series was played with teams entered by the *Ontario*, *Quebec* and *Magnificent*. On completion of the series *Ontario* and *Quebec* were tied for first place with three wins and one loss apiece. The *Magnificent* was winless.

A sudden death game was played to decide the winner, the *Ontario* winning by eight runs to four.

The *Quebec* took an early lead in the game but *Ontario* came back in the third with four runs and added runs in the fifth, sixth and a home run by Cdr. (L) S. Paddon in the seventh inning.

The battery consisted of Cdr. (L) S. Paddon and CPO Chester Padget, coach, pitching and Petty Officer Joe Hornesty behind the plate.

### **Sailing Group Elects Officers**

Flag officers and committee-members of the Royal Canadian Naval Sailing Association were selected by ballot last month. Flag officers elected were: Captain E. W. Finch-Noyes, commodore; Rear-Admiral H. F. Pullen, vice-commodore; Chaplain (P) G. L. Gillard and Commander H. K. Hill, RCN(R), (Ret'd), rear commodores.

Members of the committee for 1953-54 are Captain R. P. Welland, Lieut.-Cdr. (SB) H. R. Pearce and CPO C. F. Church.

### **Heavy Schedule of Summer Sports**

Winners of the Cock-of-the-Barracks trophy at HMCS *Stadacona* this summer should be able to teach Charles Atlas a thing or two after surviving the welter of athletics placed on the inter-

part summer sports schedule, which got underway in the first week of June.

Competition for the "Cock", re-instituted last year, is being made in the following sports: softball, soccer, track and field, pulling regatta, sailing, tabloid sports, medley marathon, shuttle relay and a swimming meet.

The biggest attraction is softball, with 19 teams entered into two sections, each playing a single round robin. The top four teams from each section will qualify for the playoffs. Eight teams have entered the soccer league, indicating renewed interest in this game.

### **Navy Does Best In Field Events**

A 20-man track and field team represented the Royal Canadian Navy in the Maritime Invitation meet at Charlottetown, P.E.I., on July 1, but the outcome of the meet was not in the Navy's favour.

The Navy team lost all track events, but did much better in the field events. The only places attained were: pole vault, Ldg. Sea. Gil Lundihn, second; high jump, CPO Mel Lumley, second; broad jump, AB Rod Shoveller, 18.8, first; hop-step-jump, AB Shoveller, 42.1½, first, and discus, CPO Lumley, second.

### **Aussies Edged Out In Sports Events**

During the short visit of the Australian aircraft carrier HMAS *Sydney* on her return from the Spithead Review, a large sports program of matches between the carrier and local teams was carried out. The Australians lost by a narrow margin of five games to six. The scores were as follows:

Cricket: Sydney, 169, Shearwater, 127; Sydney, 37, Truro Club, 91; Sydney, 139, RCN, 58.

Water Polo: Sydney, 3, Stadacona, 4, Sydney, 5, Stadacona, 2.

Golf: Sydney, 3, RCN, 3.

Soccer: Sydney, 4, Stadacona, 2; Sydney, 1, Shearwater, 2; Sydney, 3, RCN, 5.

Basketball: Sydney, 49, Stadacona, 65.

Squash: Sydney 23 games, RCN 17 games.

### **Diamond Carved From the Rough**

A top baseball diamond in the Dartmouth Suburban League has been created out of an Albro Lake rock pile by personnel of the Albro Lake Radio Station. This will give an even greater impetus to the station's baseball players under the captain, Ldg. Sea. Donald Bruce.

# United Effort Makes "York's" Open House Unqualified Success

Sea-going ships, naval divisions, department heads and men of the regular force and reserve combined efforts on Sunday June 14 with a single purpose in mind—to achieve a successful "Open House" for Toronto's naval division HMCS *York*.

The fact that over 4,000 people from the Toronto area came aboard one of Canada's largest divisions in a space of little more than three hours, is evidence enough that the time and work involved in such a large operation was well worth it, and that the event will be marked as one of the highlights of the year's activities.

Even before the official opening at 2 p.m., the public started to arrive, to be greeted at the entrance by officers, guides and Wrens who handed out recruiting literature and directed them to the starting point of the tour. Over 6,500 copies of recruiting material were distributed during the afternoon.

Arrows and large signs pointed visitors to the parts of the ship open for public inspection. Two address systems set up on the drill deck and on the jetty outside directed them to special demonstrations and assisted greatly in keeping up the constant flow of traffic. For those who tired of walking, movies in the projection room afforded relaxation and entertainment.

Each department inside the ship functioned individually and provided a continual commentary of explanation. Demonstrations were held by the asdic, radar, engine room, supply, shipwright, naval air and medical departments. Members of the sick bay staff attracted much interest with their performance of the Robinson stretcher drill on the division's drill deck.

The weather during the day was made-to-order for the occasion and HMCS *York* took advantage of it to provide interesting outside entertainment for the visitors. The newly-formed brass band, entertaining for the whole afternoon with classical and martial music, prompted many remarks of a "job well done" both from visitors and reservists alike.

The trumpet band which never fails to attract attention also played an important part in bringing the public, on numerous occasions, to the site of the gun run exhibition at the west end of the ship's grounds. The team, as at the CNE grandstand last year, performed well and got a good hand from the spectators.

Through the co-operation of HMCS *Granby*, HMCS *Cataraqui* and HMCS *Star*, three ships were added to Toronto's fleet for "Open House". This array of sea-going naval vessels in an inland port impressed the public and HMCS *York*, promoted further interest and good public relations by transporting visitors on PTC 706 to HMCS *Granby* and HMCS *Porte St. Jean*.

A further shuttle service was inaugurated later in the afternoon with the tug and a RCYC boat arranging scheduled trips to Toronto Island to view the three Harvards of *York's* reserve air squadron VC 920. In its second public performance in Toronto, the squadron flew formation over HMCS *York* and later landed on the Island airport for public inspection.

Other outside activities which kept the public's attention for most of the afternoon included sea-boat drill, whaler pulling and sailing, artificial respiration and bandaging.

The Wrens of HMCS *York* took part in whaler sailing and many other water activities, to uphold their already enviable position of doing a man's job.

Designed to bolster reserve recruiting, the "Open House" kept the recruiting officer busy for the three-hour period, bringing men and women into the reserve, advising prospective recruits on entry and answering a multitude of questions raised by interested parents. Even now, as this is being written, recruiting is continually on the upswing. Many young men who showed interest in special branches of the reserve have since joined, influenced undoubtedly by officers and men of the various departments of the Toronto division, who had an opportunity to discuss their branch of the service during the day's activities.



## WEDDINGS

Lieutenant-Commander Jacques Bonneau, HMCS Carleton to Sub-Lieutenant (MN) Christian Frances Cook, HMCS Stadacona.

Able Seaman William Robert Buckland, HMCS Stadacona, to Miss Marion Elizabeth Snow, of Glace Bay, Cape Breton.

Able Seaman R. Glow, HMCS Stadacona, to Miss Mary Arlene Short, Halifax.

Able Seaman W. J. Holloway, HMCS Cornwallis, to Miss Phyllis Anne Middleton, of Fort Erie, Ont.

Leading Seaman Rudolph Kukucha, Aldergrove Radio Station, to Miss Doreen Best, of New Westminster, B.C.

Sub-Lieutenant Gerald Joseph McMillen, HMCS Shearwater, to Miss Catherine Mary Pattison, of Halifax.

Able Seaman Alexander Muise, HMCS Shearwater, to Wren Gladys Burke, HMCS Shearwater.

Lieutenant-Commander William Donald Munro, HMCS Magnificent, to Miss Barbara Frances Kerrigan, of Montreal.

Leading Seaman Ronald Norris, HMCS Gloucester, to Miss Marjorie Mason, of Ottawa, Ont.

Able Seaman Thomas Rivet, HMCS Gloucester, to Miss Ellen Anderson, of Montreal.

Leading Seaman James Edward Wood, HMCS Crusader, to Wren Lillian Ann Rogers, Vancouver.

## BIRTHS

To Petty Officer William Amos, HMCS Gloucester, and Mrs. Amos, a son.

To Lieutenant J. L. Belyea, Naval Headquarters, and Mrs. Belyea, a daughter.

To Leading Seaman D. S. Campbell, HMCS Discovery, and Mrs. Campbell, a son.

To Leading Seaman J. N. Carstairs, HMCS Discovery, and Mrs. Carstairs, a son.

To Lieutenant-Commander (S) D. A. Collins, Naval Headquarters, and Mrs. Collins, a son.

To Leading Seaman S. Darowski, Gander Radio Station, and Mrs. Darowski, a daughter.

To Lieutenant J. F. Dunbar, HMCS Cornwallis, and Mrs. Dunbar, a daughter.

To Lieutenant (S) H. Dennis Evans, HMCS Star, and Mrs. Evans, a daughter.

To Petty Officer Patrick T. Fitzsimonds, HMCS Chatham, and Mrs. Fitzsimonds, a daughter.

To Ordinary Seaman Edward Kwasnitza, HMCS Portage, and Mrs. Kwasnitza, a daughter.

To Leading Seaman Donald A. McMillan, HMCS Chatham, and Mrs. McMillan, a daughter.

To Lieutenant-Commander Mark Mayo, Naval Headquarters, and Mrs. Mayo, a daughter.

To Lieutenant William Mellalieu, HMCS Brunswick, and Mrs. Mellalieu, a daughter.

To Lieutenant (E) K. M. Miekke, HMCS Niobe, and Mrs. Miekke, a daughter.

To Lieutenant J. W. Miller, HMCS Brunswick, and Mrs. Miller, a son.

To Petty Officer W. Moekle, HMCS Discovery, and Mrs. Moekle, a son.

To Cadet (E) Kenneth A. Moore, HMCS Ontario, and Mrs. Moore, a daughter.

To Petty Officer Howard Oja, Aldergrove Radio Station, and Mrs. Oja, a son.

To Lieutenant-Commander H. J. Oliver, HMCS Discovery, and Mrs. Oliver, a son.

To Petty Officer W. Rose, HMCS Ontario, and Mrs. Rose, a son.

To Ordnance Lieutenant A. B. Turner, HMCS Stadacona, and Mrs. Turner, a daughter.

To Petty Officer John Wandler, HMCS Gloucester, and Mrs. Wandler, a son.

Twenty-four brand new sons and daughters were greeted by members of the ship's company of the destroyer HMCS Haida when that warship returned to Halifax recently to complete her latest tour of operations with the



The first female pharmacist to join any of Canada's three armed forces, Sub-Lieut. (MT) Mary M. Burton is employed in the dispensary at the RCN hospital, HMCS "Stadacona". A graduate of the University of Saskatchewan, she joined the reserve at HMCS "Donnacona" last year and later transferred to the RCN. Her status as the only woman pharmacist in the services ended a short time ago when a friend joined the RCAF. She is Pilot Officer Kathleen Kleine, stationed at Bagotville, Que. (HS-25511)

United Nations in Korea. In summary, 14 sons and 10 daughters. In detail:

Lieutenant John H. Andrews and Mrs. Andrews, a son.

PO Malcolm G. Arthurs and Mrs. Arthurs, a son.

CPO Geoffrey K. Bate and Mrs. Bate, a son.

Ldg. Sea. Oakland E. Beck, and Mrs. Beck, a son.

Ord. Sea. Donald B. Caza and Mrs. Caza, a daughter.

PO William G. Clayton and Mrs. Clayton, a son.

AB Joseph E. Dubé and Mrs. Dubé, a daughter.

Ldg. Sea. Frederick J. Dionne and Mrs. Dionne, a daughter.

Ldg. Sea. John E. Elliott and Mrs. Elliott, a daughter.

AB Keith M. Estabrooks and Mrs. Estabrooks, a daughter.

PO Arthur R. Faulkner, and Mrs. Faulkner, a son.

Ldg. Sea. Dewart E. Fry and Mrs. Fry, a daughter.

AB Robert J. Hefkey and Mrs. Hefkey, a son.

Ldg. Sea. Roland J. Henault and Mrs. Henault, a son.

AB Edward M. Kiley and Mrs. Kiley, a daughter.

Ldg. Sea. Laurie J. Leblanc, and Mrs. Leblanc, a son.

PO George J. Mitchell and Mrs. Mitchell, a son.

AB Allan T. Moran and Mrs. Moran, a son.

AB Gerald P. McLeod and Mrs. McLeod, a daughter.

Ldg. Sea. Bruce B. Patterson and Mrs. Patterson, a daughter.

Lieutenant-Commander Joseph M. Paul and Mrs. Paul, a daughter.

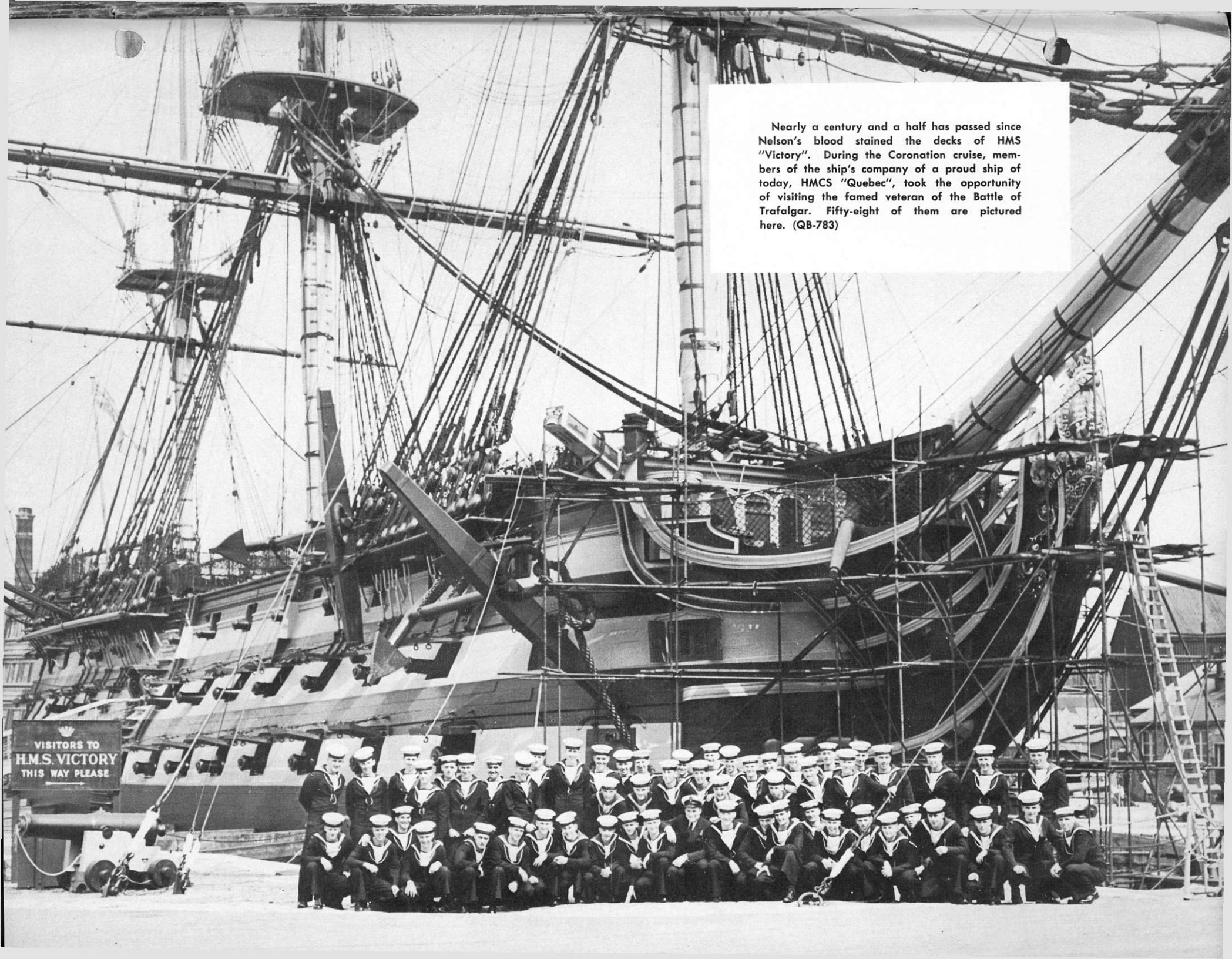
AB Raymond D. Ruttan and Mrs. Ruttan, a son.

PO Norman E. Sellars and Mrs. Sellars, a son.

PO Hugh H. Wilson and Mrs. Wilson, a son.



Polka-dots were featured in the spring and summer styles along the North Korean coast, as the accompanying photograph shows. The train was obligingly posed for the U.S. Navy photographer by HMCS "Crusader" during her last east coast patrol in April. A close inspection of the original picture shows that the train had little choice but to wait for whatever came its way. The mouth of the tunnel has been caved in by the Crusader's guns.



Nearly a century and a half has passed since Nelson's blood stained the decks of HMS "Victory". During the Coronation cruise, members of the ship's company of a proud ship of today, HMCS "Quebec", took the opportunity of visiting the famed veteran of the Battle of Trafalgar. Fifty-eight of them are pictured here. (QB-783)

VISITORS TO  
H.M.S. VICTORY  
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