

# The CROWSNEST







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Cover Photo—Royal pomp and ceremony will be seen at their acme during the Coronation ceremonies in London next month. This charming photograph of Her Majesty Queen Elizabeth II, with its hint of the pageantry to come, was taken as she rode in the Royal coach to the opening of Parliament. (United Kingdom Information Office Photo from National Film Board.)

## LADY OF THE MONTH

Not in a long time has the commissioning of a ship aroused so much interest as did that of HMCS *Algonquin* in February.

Formerly a Fleet "V" class destroyer, the *Algonquin* was literally stripped down to the hull, then rebuilt as a destroyer escort. By the time she was completed, the ship bore little resemblance to her original design.

Embodied in the *Algonquin* are many of the features of the anti-submarine destroyer escorts under construction in Canadian shipyards for the RCN. The forecastle deck has been carried straight aft and an entirely new superstructure built. Aluminum has been used extensively, with the resultant reduction in top weight permitting the installation of additional equipment and an increase in the amount of enclosed space for working and accommodation.

The ship has an enclosed bridge from which she can be navigated and fought. Within her 363-foot length is a maze of electronic and other technical equipment. Living arrangements for the crew include cafeteria messing, separate eating and sleeping spaces and folding bunks.

Since her commissioning, the *Algonquin* has completed her contractor's trials and is well into her trials of a purely naval character. Halifax is to be her future base and she is scheduled to leave the West Coast for there in May.

En route she will carry out an intensive working up program and start on evaluation trials.

The photo on the opposite page was taken during the *Algonquin's* acceptance trials in March. (E-22189).

## SUBSCRIPTION RATE

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# R.C.N. NEWS REVIEW

## ***Ships Readied for Coronation Cruise***

The dockyard and barracks at Halifax bustled with activity in the last week of April and first week of May as final preparations were made for the departure May 7 of the Canadian Coronation Squadron, with the naval Coronation contingent embarked.

Personnel of the contingent—except for the four female members—assembled at Halifax on April 27 for the first stage of their training, to draw items of kit and otherwise to tidy up pre-sailing details.

Together for the first time, they made a fine-looking body of officers and men, worthy representatives of Canada and Canada's Navy.

The four female members—one lieutenant-commander (MN), one lieutenant (W) and two Wrens—sailed from Quebec City on May 1 in RMS *Francia* and are due to reach Liverpool on the 9th. They return in SS *Samaria*, leaving Liverpool June 18 and arriving Quebec on the 26th.

After their training period in *Stadacona*, the male contingent personnel go aboard the various ships to which they have been allocated. Ships' companies

will be swelled further by the addition of Reserves, Sea Cadets (12 in the *Magnificent*) and others embarked either for training or for duties in connection with the Coronation. It can safely be said that when the last man is on board, there won't be enough space left to accommodate another soul.

The squadron sails in two groups. Leaving on May 7 are HMCS *Quebec*, wearing the flag of Rear-Admiral R. E. S. Bidwell, Flag Officer Canadian Coronation Squadron; HMCS *Magnificent*, HMCS *Ontario* and HMCS *Sioux*. The *Swansea* and *La Hullose*, waiting to embark 88 UNTD cadets, do not depart until the 18th.

First to sail, actually, was CNAV *Eastore*, which left Halifax for Portsmouth on May 1. The *Eastore* will serve as tender to the squadron, embarking and disembarking personnel and stores, during the periods the ships are anchored at Spithead.

Contingent personnel will be landed at Portsmouth on May 15 and the next day the *Quebec* and *Ontario* will sail in company for exercises in U.K. waters. The *Magnificent*, with the *Sioux* serving as plane guard, will exercise from the 18th to the 27th.

The frigates will join the other four ships at Portsmouth on the 27th, and on the 29th the *Sioux*, *Swansea* and *La Hullose* will proceed to pre-assigned berths in the River Thames, near Greenwich. They return to Spithead about June 8. For the next six days the squadron will devote its efforts to final

preparations for its part in the naval review by Her Majesty the Queen on June 15.

While the ships are applying the last bits of paint and polish, air and ground crews of the 30th Carrier Air Group will be making their final checks of the aircraft that will be taking part in the naval fly past which will form part of the Review. The CAG's Sea Furies and the Avengers will take to the air from RNAS *Lee-on-Solent*, whither they had been landed from the *Magnificent*.

## ***Crusader Wrecks Another Train***

A charter member of the "Train Busters' Club", HMCS *Crusader* has reinforced her claim to membership by blasting another North Korean train to matchwood early in April.

Success in the "train busting" league is mostly a question of watchful waiting backed up by fast, accurate shooting at the opportune moment. The *Crusader's* patience and skill first paid off last October, when she trapped a train on an open stretch of North Korean track, wrecked cars and locomotive and cut the track.

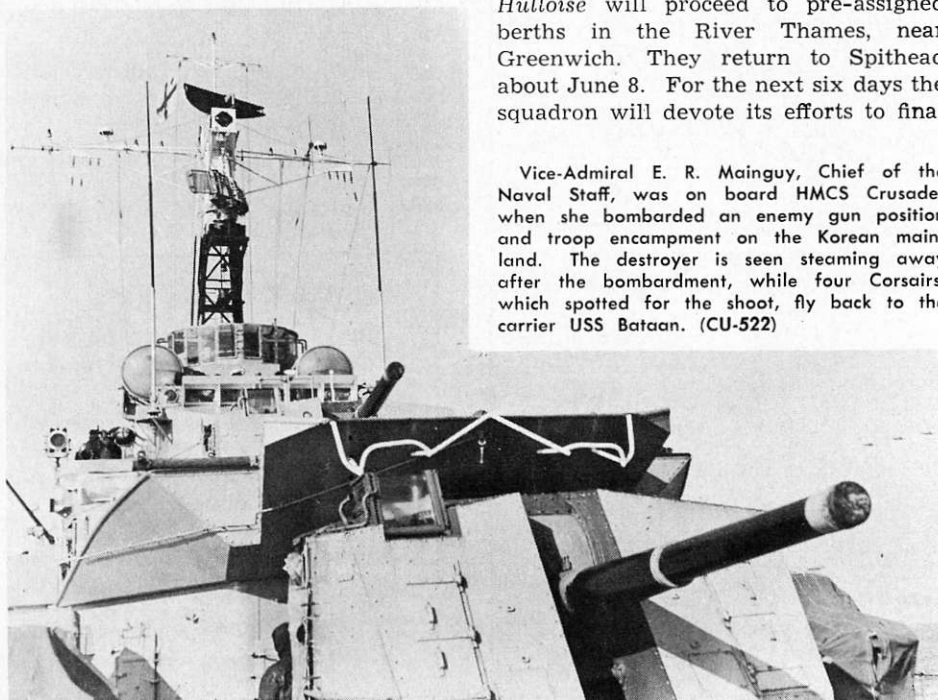
On the latest occasion, CPO Alf Goold spotted smoke along a stretch of track between two tunnels. The *Crusader* opened up with all her main armament and the first salvos stopped the train and blocked a tunnel. The area was illuminated with star shell and the destroyer's guns continued the businesslike blasting of the target.

With dawn, UN aircraft joined the *Crusader* in pounding the train. Planes and destroyer bombed and shelled the area intermittently during the day to discourage repair crews.

## ***Citation Awarded Four Destroyers***

A Presidential Unit Citation has been awarded to four Canadian destroyers by President Syngman Rhee of the Republic of Korea for their services in the Korean war theatre.

The destroyers are HMC Ships *Cayuga*, *Sioux*, *Nootka*, and *Huron* and the citation covers the period from September 1950 through August 1951. HMCS *Athabaskan*, now well into her third tour of Korean duty, was cited in December 1951 for her services during the same period.



Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, was on board HMCS *Crusader* when she bombarded an enemy gun position and troop encampment on the Korean mainland. The destroyer is seen steaming away after the bombardment, while four Corsairs, which spotted for the shoot, fly back to the carrier USS *Bataan*. (CU-522)



The five Canadian Destroyers all served with Task Force 95 under overall U.S. Navy command and it is to this task force that the citation has been made.

Outstanding events mentioned in the citation were the assault landing at Inchon, September 13-17, 1950, at Wonsan, October 25-November 16, 1950, and the re-deployment of troops from Chinnampo and Hungnam in December 1950 and from Inchon in January 1951.

### **Commodore's Wife Sponsors 'Sweeper'**

Eighth on the 14-ship program and third of her class to be launched at the West Coast, HMCS *Fortune* (coastal minesweeper) was launched at Victoria on April 14.

The sponsor was Mrs. B. R. Spencer, wife of Commodore (E) B. R. Spencer, Command Technical Officer and Command Engineer Officer.

Wooden-hulled and with aluminum frame and superstructure, the *Fortune* is also one of the seven coastal minesweepers to be fitted with wooden decks.

### **Recruiting Office Opened in Halifax**

In line with the Royal Canadian Navy's policy of opening downtown recruiting offices in major cities, such an office has been opened on Barrington street, Halifax, eliminating the long trek to HMCS *Scotian* in the Dockyard.

### **Hobby Shop Grows At Cornwallis**

A two-day hobby show and contest marked the first anniversary of the Hobby Shop at HMCS *Cornwallis*. The following hobbies are now available to the staff and men under training:

Woodworking, wood carving, rug hooking, knitting, shellcraft, jewellery craft, petit point and loom weaving; models of old style sailing ships, steamships, railways and aircraft, including power-driven jobs; oil painting, finger painting, sketching, pastel painting, ink drawing, copper and pewter tooling, leather craft (moccasins and handbags) and wood burning.

Within the year the facilities in *Cornwallis* expanded from a 15-foot square shop to an area of over 1,000 square feet. This includes a woodworking shop with a complete array of electrically powered woodworking tools, purchased from Hobby Shop proceeds under the supervision of Chief Shipwright A. Lincoln.

Another section of the shop is equipped with tables and benches where hobbyists can work and a third section is used to display all models to the best advantage.



The heavy coat of ice worn by HMCS "Crusader's" "B" gun mounting is clear evidence of the bitter cold encountered by Canadian destroyers in Korean waters during the past winter. The picture was taken as the "Crusader" closed a tanker to take on fuel in the Yellow Sea. (CU-517).

The recruiting station was opened by His Worship Mayor R. A. Donahue and the ceremony was also attended by Cdr. R. P. Welland, Training Commander, East Coast; Cdr. W. Graham Allen, Commanding Officer, *Scotian*; Lieut. William Mellalieu, Recruiting Officer, Maritime Area, Saint John, N.B., and CPO James E. Evans, who is in charge of the new office.

### **Wallaceburg on Bermuda Cruise**

HMCS *Wallaceburg* and HM Submarine *Andrew* sailed from Halifax on April 19 for exercises in the Bermuda area. The purpose of the cruise was to provide basic training for TD3s qualifying in the Atlantic Command.

### **Gate Vessels to Train Reserves**

Two of the Royal Canadian Navy's new gate vessels, HMC Ships *Porte Saint Louis* and *Porte Saint Jean*, have been allocated to the Commanding Officer Naval Divisions for summer training in the Great Lakes.

The trawler-type vessels will supplement the Fairmiles already attached to Great Lakes naval divisions in providing sea training for Reserves.

### **Australian Carrier To Visit Halifax**

On its return voyage to Canada, the Canadian Coronation Squadron will be

accompanied by HMAS *Sydney*, a sister-ship of the *Magnificent* and a veteran of the Korean war. The Australian carrier is expected to spend five days at Halifax before carrying on with her long journey home by way of the Panama Canal and Pearl Harbour.

### **Portage Has New Commanding Officer**

Lieut.-Cdr. J. H. MacLean relinquished command of HMCS *Portage* to Lieut. A. B. Torrie on March 16 after 21 months as commanding officer.

Lieut. Torrie joined the ship from HMCS *Shearwater*, where he held an appointment as direction officer for the past two years.

### **Toronto-Based Squadron To Train Reserves**

The first Royal Canadian Navy air squadron specifically designated for the training of RCN(R) air and maintenance crews was established in April at RCAF Station, Downsview, near Toronto.

The squadron—VC 920—at present consists of Harvard aircraft, flown to Toronto from HMCS *Shearwater* early in April. As training progresses, it is planned to add operational type aircraft.

Officers and men of the reserve will form the bulk of the squadron, with a small party of RCN personnel attending to administrative and routine maintenance duties. Flying and maintenance training will take place on week-ends and during the annual two-week reserve training periods.



# Coronation 1937

by

Commodore A. M. Hope, O.B.E., RCN, Ret'd.

IN 1937 the Royal Canadian Navy consisted of some 1,200 officers and men. The Reserve Forces numbered about the same. The seagoing force consisted of four destroyers and one minesweeper, with two more destroyers and four minesweepers to be commissioned in the immediate future. The training bases at Halifax and Esquimalt were operating to capacity.

Headquarters at Ottawa, with a total naval staff of seven officers, assisted by a devoted civilian complement of 15, administered these forces.

At that time, I was assistant to the Director of Naval Operations and Training, whose duties combined those now carried out by the Directorates of Operations, Personnel, Training and

Weapons. We, as a department, functioned with the assistance of one male and two female civil servants.

My director (the late Vice-Admiral G. C. Jones) was the only departmental head with an assistant, in consequence of which it was I who was sent for, early in February of that year, and directed to organize and equip a naval contingent for the Coronation of King George VI and Queen Elizabeth.

The contingent from Canada was to be made up as follows:

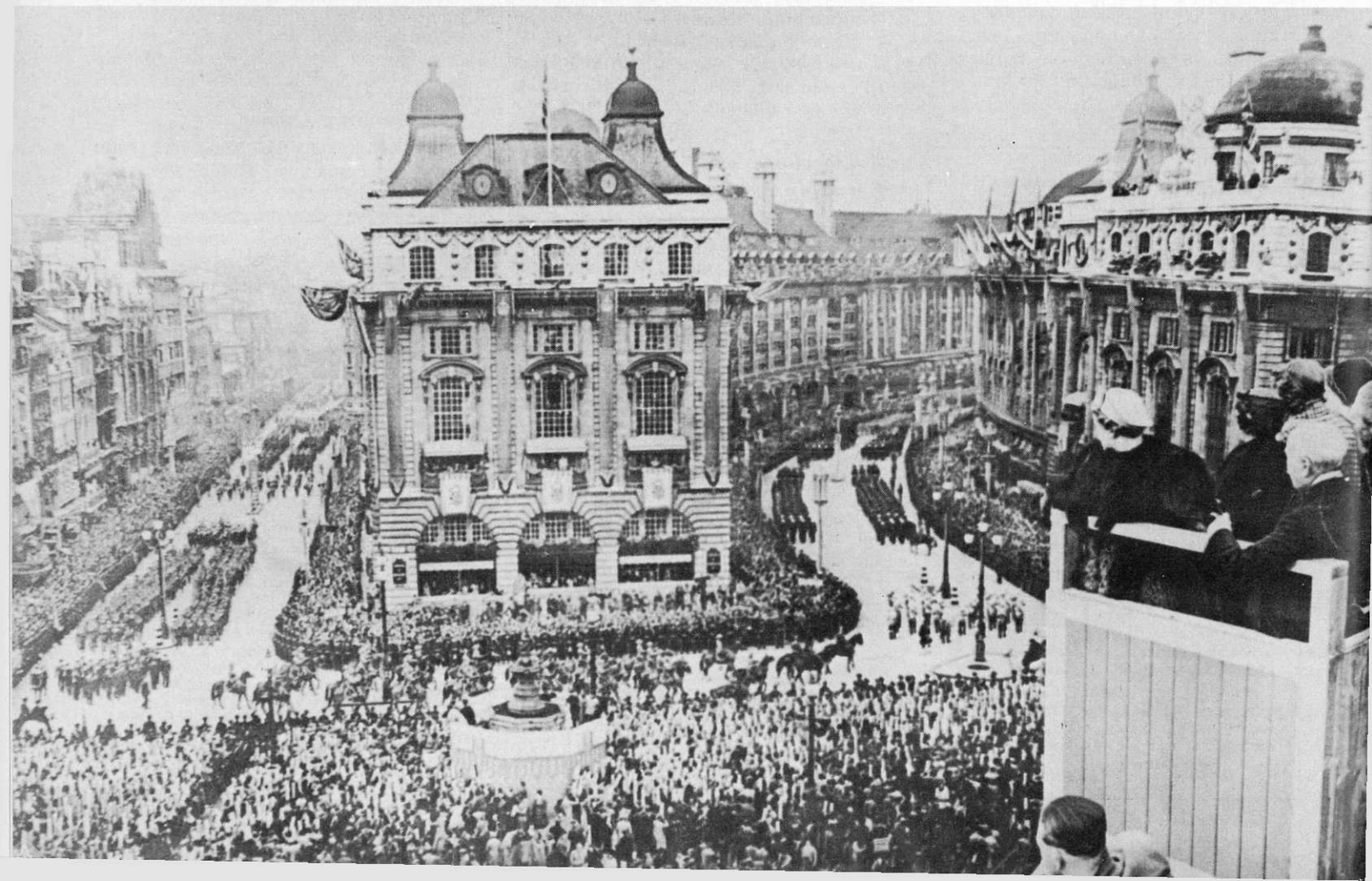
Navy	4 Officers,	26 Men
Army	69 Officers,	185 Men
Air Force	8 Officers,	22 Men
RCMP	2 Officers,	33 Men
Nursing Sisters	2 Officers	
Making a total of 351.		

With the exception of the Navy, which was to work its way across the Atlantic in the *Saguenay* and *Skeena*, the remainder travelled in comfort on board the CPR liner *Montcalm*. The whole contingent was under the orders of Lieut.-Col. Straight, MC.

The naval contingent was organized at Ottawa by myself under the watchful eye of a competent treasury representative. A total sum of \$13,000 was approved by the government to cover all expenses, including the pay and subsistence of the Reserve officers and men in the unit.

Certain qualifications were laid down by the government for this rather exclusive body of officers and men who would represent the Naval Service of

A view of the 1937 Coronation Procession as the Canadian contingent, led by the composite band and the RCMP, turns from Piccadilly into Regent Street. The RCAF follows the Mounties, then come the Army and the Navy.





Canada abroad. Amongst these were the following:

- (a) Each province of Canada was to be represented.
- (b) Each branch of the service was to be represented.
- (c) Ratings with war service were to be given preference, but junior ratings were not to be excluded.
- (d) Appearance of the individual was to be considered and a minimum height of 5'8" was laid down as a standard.
- (e) Each ship, establishment and reserve division was to be represented.

It can be appreciated that the task of selecting such a body was not an easy one. It became necessary to lay down a further qualification to ensure a uniformity in appearance, namely, that with the exception of the right and left flank marker, all ratings must be dressed in square rig.

A list was finally selected and these officers and men assembled in HMCS *Stadacona* on April 11, composed as follows:

RCN	1 Officer	9 Men
RCNR	1 Officer	4 Men
RCNVR	2 Officers	13 Men

Two new uniforms for all ratings had been authorized by the department and it is interesting to remember that the state of the Naval Clothing Store at that time made it impossible to obtain 26 new oilskins of any one pattern and

### Square Rig? Round Rig? Manual Settles Argument

During the late war, and to some extent since, a certain amount of confusion existed in the use of the terms "square rig", "round rig" and "fore-and-aft rig", as applied to uniforms.

The confusion is cleared up by definitions in the new Manual of Seaman-ship (Vol. 2), now being distributed. It gives the following explanations:

**SQUARE RIG**—The rig of a ship whose sails are set on yards athwart her masts. A slang term for the uniform of a seaman or stoker below the rate of petty officer.

**FORE-AND-AFT RIG**—A ship rigged with fore-and-aft sails only, as in a schooner. A slang term for the dress of chief and petty officers and of men not dressed as seamen.

The manual says nothing of the expression "round rig", which came into popular usage during the war as a term for what was actually "square rig". It got to the stage where "square riggers" and "round riggers" had frequent and hot arguments as to which was right. And as neither side was able, as a rule, to back its case with any official references, each stuck stubbornly to its guns.

Now, finally, the matter seems to be settled.



The sun was setting as this aerial photo was taken of a portion of the huge assembly of ships at the 1937 Naval Review.

colour. The supply of this important article, in view of our destination, was deferred until our arrival in the U.K.

Gold badges were practically unobtainable in the required quantity and variety, so for the time being gunnery rates became torpedo rates, and so on, depending on what badges were available. I believe two Good Conduct Badges was another minimum requirement.

Four Petty Officers, one Engineman, one Chief ERA, one ERA and one Cook found themselves dressed as Acting Petty Officers with their choice of a first class non-sub rate. As individuals they entered wholeheartedly into the scheme, thus ensuring a smart, homogeneous body. They left their wrenches and skillets quite willingly in favour of rifles and side arms.

The representative of the Hamilton RCNVR Division proved to be a last-minute problem. They sent us a very worthy person, but unfortunately he was just over five feet in height, although he made up for this in other qualifications. He spent a lot of his own money, and some of mine, in acquiring a special pair of boots which added at least two inches to his stature.

The next fortnight was occupied with drills and route marches. Three spare numbers were added to allow for possible sickness, etc., and the contingent finally embarked in HMC Destroyers *Saguenay* and *Skeena*. We arrived at Chatham on May 5.

I am sure that the fore-castle deck plates of these ships carried the marks of steel clad marching boots (occasioned through daily physical jerks on passage) with them to the Knacker's Yard.

Three days were spent at Chatham at drill and route marches in company

with the Royal Naval detachment. The Commodore and staff there were most helpful in solving all our difficulties and making final arrangements for transportation to London.

The Canadian naval contingent arrived at Olympia on May 10, our arrival coinciding with that of the Canadian Army and Air Force units. After inspection by the Officer in Chief Command, the contingent proceeded to settle into our rather cramped quarters in an area usually reserved for the performing animals of Mills Brothers Circus. However, the messing was excellent and our spirits were high. There were old friends to meet and final instructions to be communicated which combined to make this short period a very pleasant one.

The following day, the Royal Naval contingent arrived, and that night some 9,000 officers and men who had gathered from all parts of the Commonwealth slept at Olympia—truly a remarkable assembly of male talent. It should be noted here that the two Nursing Sisters had other arrangements made for them. I think they were the only two women to march with the whole Coronation Parade. The "girls" had not come in to their own in 1937.

On Wednesday, May 12, the whole contingent paraded at 0500 after an early breakfast and an issue of two lumps of sugar and two malted milk tablets which was to be our only sustenance for the day. It became necessary to march half-way around the parade route in order to get to a starting point for the parade proper. A short halt, with permission to break ranks, was made in Hyde Park at 0900, which was the only moment of privacy until 1630 that afternoon.



I have never been able to discover the origin of the procedure carried out at a Coronation Parade, whereby the services march in the inverse order of seniority and the inverse order of the coming age of each of the Dominions (as we were then) and the Colonies. In accordance with this custom the Colonies preceded the Dominions, the Australian Contingent preceded Canada while the Royal Air Force followed the Canadian Contingent. The order of precedence was as follows:

- (a) Composite Band.
- (b) Royal Canadian Mounted Police
- (c) Royal Canadian Air Force
- (d) Canadian Army
- (e) Royal Canadian Navy

I was proud of my unit, so compact, well uniformed and very steady on parade. This lasted for nearly 17 miles, which included the false start. At about 1430 a heavy rain began to fall and continued until our return to Olympia at about 1630. I remember that most of us were too exhausted to bother about going ashore that night. We were too busily employed in getting ourselves dry and resting our feet.

The following day the unit was transferred to more comfortable quarters, the officers to Chelsea Barracks and the men to the Union Jack Club.

On Friday, May 14, the unit paraded as a whole for the last time and marched to Wellington Barracks, where we joined other units from the Commonwealth. Never before or since have I beheld a more colorful, almost exotic parade. The vivid colour of turbans from India mingling with the scarlet of our RCMP tunics, together with grass skirts from Samoa and kinky hair from Fiji, left an impression not easily forgotten.

From Wellington Barracks we marched to Buckingham Palace, where we were graciously received by Their Majesties together with the Dukes of Gloucester and Kent, who made a personal presentation of the Coronation Medal to each and every member.

On completion of this impressive ceremony the contingent marched past the Sovereign, who took the salute, and we then proceeded to St. James Park, where a buffet lunch was served to all officers and men in the open. On completion of this event the Canadian units proceeded independently to return arms and equipment at their different billets and then to seven days' leave.

The Naval Review at Spithead was an affair in itself. Ships from all nations (friendly and otherwise) were gathered in long lines and anchored

### Lay Cornerstone of Officers' Block

The cornerstone of the new \$1,300,000 steel and concrete officers' block at HMCS Stadacona was laid March 20 by His Honour the Lieutenant-Governor of Nova Scotia, Alistair Fraser.

With the Lieutenant-Governor were Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast; Rear-Admiral H. F. Pullen, Chief of Naval Personnel; J. B. Sterling, president of the contracting firm, and Richard E. Bolton, Montreal, representing the architects.

Placed in the cornerstone were a current Navy List, copies of HMCS Stadacona daily orders, new and old coins, a copy of The "Crownsnest", photographs of Stadacona, and copies of Halifax newspapers.

The sod for the officers' block was turned in August 1952, with June 1954 as the estimated completion date. It will accommodate 156 officers in peacetime and twice that number in time of emergency. The building is located near Lorne Terrace at the southern end of the Stadacona grounds.

In attendance at the ceremony were a guard of honour and the Stadacona band. Prayers and blessings were said by Chaplain (P) G. L. Gillard and Chaplain (RC) J. W. Noonan.



AB Melville Amy, of HMCS "Crusader", chats with Michael Patrick O'Brien, "the reluctant Flying Dutchman of Macao Strait", on board the Macao-Hong Kong ferry. Some "Crusader" personnel made the ferry trip to the Portuguese colony of Macao during the destroyer's visit to Hong Kong, after she had spent ten months in the Korean war theatre. British and Portuguese authorities at either end of the ferry's 40-mile run will not allow O'Brien to land, since his papers are not in order. April 18 marked his eighth month spent on board the ferry. On the day men from the "Crusader" were on board, O'Brien was in the midst of having a tooth pulled by a Hong Kong dentist who came on board the ferry especially to treat the "man without a country".

according to class. For the first time in the history of Naval Reviews, ships of the Merchant Navy were included. With the exception of the *Deutschland* (Germany's representative), the *Marat* (from Russia) and the latest Japanese cruiser, whose name I forget, all the ships were filled to capacity with friendly visitors.

The Royal Yacht, with Their Majesties embarked, proceeded through the lines of anchored ships, acknowledging the salute of each in person. The review ended with a fly past of the Fleet Air Arm. That night there was an illumination of the fleet and a massive display of fireworks.

The combined fleet was to illuminate together by signal at a given hour. The Russians (always first in everything and probably keeping Moscow time) preceded everybody else by almost half an hour.

It is interesting to remember that two days later on our way back to Canada, we, in the *Saguenay*, passed the *Marat* at sea. There was a suspicious bundle dangling from the starboard yardarm which I still consider may have been the Executive Officer.

We returned without incident to Canada via the Azores and the unit dispersed on arrival at Halifax.

I don't think any one of us who had the good fortune to be there will forget the happenings of that memorable month.



# A Right and a Left

*D'Iberville New Entries*

*Kept on Their Toes*

*By 'The Voice'*

**S**TOCKY young Maurice Darveau had more than the usual "three Rs" to worry about when he went to school in Quebec City and in Lauzon across the river. He also had to learn how to manage a fourth "R", and an "L" as well.

They were his good right and left hands, and many was the time he had cause to use them. It appears that fond parents bestowed on him the names Joseph Herménégilde Maurice. Herménégilde is an old Quebec name, almost as traditionally French-Canadian as Jean Baptiste, but it still required emphatic explanation to his schoolmates.

This came out when Chief Petty Officer J. H. Maurice Darveau was chosen in ship's company balloting at HMCS *D'Iberville* as "Man of the Month". It wasn't his second name, though, that put CPO Darveau at the head of the poll. Credit that to his success as an instructor at *D'Iberville* and a record achieved in nearly 19 years of service in the RCN.

He has another distinction—a pair of leather lungs that have served him well as a gunnery instructor and earned him the nickname, "The Voice".

CPO Darveau was born in Quebec City on August 4, 1914, but denies that this had anything to do with the declaration of war the following day. In April 1932 he took an experimental nibble at navy life when he joined the RCNVR as a bugler. He liked it and two years later was enrolled at HMCS *Stadacona* as an ordinary seaman, RCN.

He was rated AB in May 1936 while serving in HMCS *Saguenay*, his first seagoing ship. After two terms in the "Sag", he joined HMCS *Champlain* in time to see her pay off, then went to the U.K. to commission the *St. Laurent*.

By this time Darveau had decided on gunnery as his special field of endeavour and in 1937 he went to Whale Island for his seaman gunner's preliminary course.

Back on board the *Saguenay* in 1938, he became critically ill and was hospitalized. On recovering he rejoined his ship and stayed in her through the first eight months of the Second World War.

CPO Darveau was to see his old ship again a few years later at HMCS *Cornwallis*. She was riding quietly at anchor in Annapolis Basin, ending her navy

days as a training vessel. In the intervening years she had survived a torpedoing, ridden out the worst North Atlantic hurricane in decades and had stayed afloat and been towed to port after her stern had been blown away by her own depth charges in a convoy collision.

The month he came ashore from the *Saguenay* was notable for another event. He made a trip to Sydney, N.S., and there married Mary Agnes Sampson on April 16, 1940.



CPO MAURICE DARVEAU

Courses at Halifax were followed by duties at the Gunnery School as a new entry instructor. By then he had attained the rate of acting petty officer.

"The Voice" was temporarily stilled for the new entries when CPO Darveau was drafted to HMCS *Prince Henry* (auxiliary cruiser) in December 1941. It was a draft that promised new scenes and new excitement, for the *Prince Henry* had been operating in southern waters where, earlier in the year, she had intercepted the German merchant ships *Hermonthis* and *Muenchen*, which were promptly scuttled by their crews.

CPO Darveau found excitement, all right, but it had an unexpected twist.

The *Prince Henry* was on patrol duty in the Caribbean, keeping a watch for enemy blockade-runners. While off Devil's Island, the notorious French penal colony, a boat was lowered and a landing party was sent away to question the inhabitants on German activities. CPO Darveau, because of his ability to speak French, was put in charge of the party.

Half way to shore, something ground against the boat's hull, almost overturning it. Visions of sitting high and dry on the deck of a U-boat flashed through the minds of the Canadian sailors. But it wasn't quite that serious.

What had happened was that an aged, monstrous and short-sighted sea turtle had blundered against the boat.

In June 1942, CPO Darveau was back at Halifax in the familiar round of courses and new entry instruction, a side of his career that followed him when he moved with HMCS *Cornwallis* from Halifax to its present site near Digby, N.S. There he was rated CPO and qualified as a gunner's mate.

Early in 1945, after a period of hospitalization, he went to the U.K. as one of the commissioning crew of HMCS *Ontario*. The ship sailed for the Pacific on April 25 and in the weeks that followed CPO Darveau saw many places he had never seen before. The voyage took the *Ontario* to Malta, where she spent six weeks in work-ups. From there she sailed through the Suez Canal, Red Sea, Indian Ocean and Straits of Malacca to Hong Kong, where she arrived in time for the formal Japanese surrender of the colony.

The *Ontario* landed 250 men in three sections to assist in policing Hong Kong. CPO Darveau served as battalion Gunner's Mate, a duty which involved occasional firm handling of recalcitrant Japanese.

Her Far Eastern chore accomplished, the *Ontario* sailed for Esquimalt and CPO Darveau was drafted to Halifax, where he was granted his discharge on compassionate grounds on February 21, 1946.

Three months on the beach were enough to convince him that his place was with the Navy and he rejoined as a leading seaman.

(Continued on page 28)





# OFFICERS *and* MEN



## Officer Appointment Changes of Interest

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

Captain (SB) G. A. Woollcombe, to Headquarters as Director of Naval Organization. From National Defence College course at NDC, Kingston.

Commander (E) H. A. Winnett, to staff of Flag Officer Pacific Coast as Assistant Command Technical Officer. Formerly in HMCS *Ontario* as Engineer Officer.

Commander (E) G. Phillips, to HMCS *Ontario* as Engineer Officer. Formerly on staff of Flag Officer Pacific Coast as Assistant Command Technical Officer.

Commander (E) D. H. Fairney, to staff of Flag Officer Atlantic Coast as Assistant Command Technical Officer. Formerly at Headquarters on staff of Director of Naval Reserves.

Commander (E) R. J. McKeown, to HMCS *Niobe* as Principal RCN Technical Representative for HMCS *Bonaventure* at Belfast. Formerly at Headquarters as Staff Officer Engineering Personnel.

Commander (E) S. A. Miller, to staff of Principal Naval Overseer, West Coast, as Resident Naval Overseer, Vancouver. Formerly in HMCS *Magnificent* as Senior Engineer.

Commander (E) R. F. Swain, to Staff of Superintendent HMC Dockyard, Halifax, as Co-ordinator Refit and Repair. Formerly on staff of Flag Officer Atlantic Coast as Assistant Command Technical Officer.

Commander (E) J. A. LeGeyt, RN, to HMCS *Stadacona* as Officer-in-Charge Mechanical Training Establishment. On loan from Royal Navy.

Commander (L) O. Messeck, to staff of Commanding Officer Naval Divisions, as Command Maintenance Officer. Formerly in HMCS *Quebec* as Electrical Officer.

Commander (S) G. S. Geddes, to *Naden* as Supply Officer. Formerly at Naval Headquarters as Inspector Supply and Fleet Accounting.

Ordnance Commander R. H. Chicken, to *Sorel* as Principal Naval Ordnance

Overseer (Quebec). Formerly in HMCS *Ontario* as Ordnance Officer.

Ordnance Commander J. A. M. Arcand, to HMCS *Ontario* as Ordnance Officer. Formerly Ordnance Overseer at *Sorel*, P.Q.

Lieut.-Cdr. W. H. Howe, to staff of Supreme Allied Commander Atlantic at Norfolk, Va., with acting rank of Commander. Formerly in HMCS *Quebec* as Communications Officer.

Lieut.-Cdr. R. L. Ellis, to HMCS *New Liskeard* in command. Formerly on staff of Director of Weapons and Tactics at Headquarters.

Lieut.-Cdr. W. D. F. Johnston, to HMCS *Swansea* in command. Formerly Officer-in-Charge, Navigation Direction School, and Staff Officer (ND) to Flag Officer Atlantic Coast.

Lieut.-Cdr. (P) W. H. Fearon, to HMCS *Shearwater*, VX-10 (Experimental Squadron) in command. Formerly in HMCS *Iroquois*.



The roar of a 13-gun salute reverberated across Esquimalt Harbour at 10 a.m. on March 2 as Rear-Admiral J. C. Hibbard arrived at HMC Dockyard to take up his new duties as Flag Officer Pacific Coast. He relieved Commodore K. F. Adams, now Commanding Officer Naval Divisions, who held the appointment of Senior Officer in Chief Command after the departure in mid-January of Rear-Admiral W. B. Creery, the former Flag Officer. Rear-Admiral Hibbard is shown inspecting the Guard of Honour mounted in the dockyard for the occasion. On his left is Lieut. Peter M. Birch-Jones, officer-of-the-guard.

Lieut.-Cdr. (P) R. A. B. Creery, to staff of Naval Member Canadian Joint Staff, London, as Staff Officer (Air). Formerly in command of 30th Carrier Air Group.

Lieut.-Cdr. (P) J. W. Roberts, 30th Carrier Air Group in command. Formerly on staff of Naval Member, Canadian Joint Staff, Washington, as Staff Officer (Air).

Lieut.-Cdr. (P) D. D. Peacocke, to staff of Commanding Officer Naval Divisions as Staff Officer (Air). Formerly in command of VF-870 Squadron, 31st Support Air Group.

Lieut.-Cdr. (E) (A/E) D. L. Foley, to *Shearwater* as Senior Engineer Officer. Formerly in *Shearwater*, No. 1 Helicopter Flight, as Air Engineering Officer.

Lieut. A. B. Torrie, to HMCS *Portage* in command. Formerly in *Shearwater*.

## Annual Award Night Held at Unicorn

Awards for proficiency were presented at HMCS *Unicorn* on March 16 to four members of the ship's company and seven UNTD cadets from the University of Saskatchewan.

Commander O. K. McClocklin, commanding officer of the Saskatoon naval division, presided over by the Award Night program and the principal speaker was Brigadier P. C. Klaehn.

Brigadier Klaehn underlined the importance of reserve training, saying a new world conflict would not allow the months of preparation which were possible during the early stages of the Second World War.

Recipient of the general proficiency award for the ship's company was CPO Stan Jamieson. Awards for the most outstanding new recruits went to Ord. Sea. William Bell and Ord. Wren Dorcas Fusedale. The presentations were made by Commander McClocklin and Commander Ansten Anstensen.

Commander J. B. Mawdsley, commanding officer of the University Naval Training Division, and Brigadier Klaehn made the presentations to the cadets.

Tied for first place, Cadets Charles J. Meagher and Robert John Robertson each received a proficiency award.

Books were awarded to Cadet E. C. Boychuk for first-year navigation; Cadet V. Sorokowsky for first-year seamanship; Cadet R. D. Yanow for second-year navigation; Cadet D. G. Jackson for second-year seamanship, and Cadet C. T. Pasieka for second-year supply. Cadets Boychuk, Yanow and Jackson are all former members of RCSCC Jervis Bay, Saskatoon.

Two veteran members of the ship's company of *Unicorn* CPO Fred Kitchen and CPO G. A. Rutley, were presented with the Canadian Forces Decoration.

### **Complete QR3 Course At West Coast Centre**

Four men completed a third class Quarters Rating course at the Gunnery Training Centre in HMCS *Naden* on March 18. They were Leading Seamen William Gemmell, Victor Harvey, William Lawley and Roy Jones.

### **Commander E. G. Skinner, Two-War Veteran, Dies**

A veteran of naval service in both World Wars, Commander Edgar G. Skinner, DSC, RD, RCN(R), Ret'd., died on February 28 after a long illness. He was 56 years of age.

Since 1947, Commander Skinner had been proprietor of a general store and service station at Rothesay, N.B.



Morning coffee in the seamen's mess was among the experiences of Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, during his visit on board HMCS *Athabaskan* on patrol duty off the east coast of Korea. Left to right around the mess table are Admiral Mainguy, Ldg. Sea. Michael O'Brien, PO Andrew (Abe) Gold, AB Bill Cruickshank, AB John Templeton, AB Bruce Kennedy and PO Terrence Whitley. (AN-210).

Born in Newfoundland, Commander Skinner saw service overseas in the First World War. On the outbreak of the Second World War, he entered the Royal Canadian Naval Reserve and subsequently commanded HMC Ships *Reindeer* (converted yacht), *Arrowhead* (corvette), *Provider* (Fairmile depot ship) and *Monnow* (frigate).

In June 1942 he was awarded the Distinguished Service Cross "for invaluable service in connection with the escort of convoys during exceptionally severe winter months." The citation also spoke of his ability as a Senior Officer of escort groups.

He was a member of the Halifax branch of the Canadian Legion.

Commander Skinner leaves his wife, Mrs. Lena Skinner, and two daughters, Lizelle, of Halifax, and Margaret, of Rothesay.

### **Promoted to Commodore On Assuming Appointment**

Commodore Kenneth L. Dyer was promoted to that rank concurrently with his taking up the appointment of Commodore RCN Barracks, Esquimalt and Officer-in-Charge, RCN Depot, on April 9. At 37, he is the youngest officer of the Royal Canadian Navy ever to fly a Commodore's broad pendant.

Commodore Dyer previously was commanding officer of HMCS *Magnificent*.

### **Departing Couple Honoured By Aldergrove Bachelors**

Petty Officer and Mrs. L. E. Beatty were guests of honour at a party held prior to their recent departure from Naval Radio Station Aldergrove. The party was given at the home of AB and Mrs. Robert Koons by five of the station's bachelors in return for the hospitality shown to single men at Aldergrove by PO and Mrs. Beatty. The former has been drafted to HMCS *Ontario*.



Volunteers from HMCS "Haida's" engine room formed a guard of honour for Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, when he visited the destroyer in Korean waters. Accompanied by Lieut.-Cdr. (E) Kenneth E. Lewis, the ship's engineer officer, Admiral Mainguy is shown inspecting the guard. Left to right in the front rank are CPO G. H. Faulkner, AB Allan R. MacVittie, Ldg. Sea. Bruce Patterson, AB Peter Kerasiotis, AB Richard G. O'Regan, Ldg. Sea. Arthur R. Burgess, AB Edwin B. Earle and AB Alex J. Moore. (HA 413).



Recent arrivals at the station include Ldg. Sea. Lloyd Keith and Ldg. Sea. Edward Haines, both of whom completed courses for P2CR2 at the Communications School, and AB Norman Eastwood, from HMCS *Sioux*.

PO Rene Parent has been drafted to HMCS *Naden*.

### **Scholarship Awarded M.O. on Retired List**

Surgeon Lieut.-Cdr. John Coleman Laidlaw, MD, PhD, RCN(R), Ret'd, of Toronto, was awarded a \$30,000 scholarship by the John and Mary Markle Foundation of New York in March.

Lieut.-Cdr. Laidlaw entered the RCNR in March 1945 with the rank of surgeon-lieutenant. After a year on active service, he was demobilized and reverted to the Retired List of HMCS *York*, while resuming his studies and research at the University of Toronto. He was promoted to surgeon lieutenant-commander in August 1951.

The scholarship was awarded to enable Lieut.-Cdr. Laidlaw to continue in medical research during the next five years.

### **New Rates Earned In Anti-Sub Courses**

Nine petty officers from TD1 "F" class successfully completed the course at the Torpedo Anti-Submarine School and were rated to date March 6. They are Petty Officers D. G. A. Grainger, W. T. Stanbrook, W. R. S. Hamlin, D. R. McKee, J. C. Yorko, Thomas Shields, R. A. Casmev, T. W. Scratch and J. W. Leger.

Sixteen Able Seamen from TD3 "E" class successfully completed the course and were rated to date February 24. They are Able Seamen R. E. Klodt, L.

### **Atlantic Command Boosts Flood Donation**

Donations from the Atlantic Command to the European Flood Relief Fund increased from the \$2,950 reported in April's *Crowsnest* to \$4,500 as of March 23.

The first donation, of \$50, was from HMCS *Wallaceburg*. This was followed by donations of \$2,600 from *Stadacona*, \$650 from *Shearwater*, \$500 from *Cornwallis*, \$300 from the *Magnificent*, \$300 from the *Quebec* and \$100 from the *Portage*.

The money was divided equally between Great Britain and the Netherlands and forwarded to the European Flood Relief Fund. Letters of appreciation were received from the Office of the High Commissioner for the United Kingdom in Ottawa and from the Netherlands Ambassador to Canada.



A veteran of 35 years in HMC Dockyard, Halifax, Thomas Henry Kline, retired recently from the Civil Service at the age of 66. Mr. Kline spent two years with the Halifax Rifles before starting to work at the dockyard as a labourer in 1917. During the intervening years he saw many changes in the dockyard and, as a Storesman Grade 1, in the nature of variety of stores supplied to ships. Mr. Kline is shown with Captain (E) C. M. O'Leary, Assistant Superintendent of the Dockyard, who presented him with a certificate of thanks signed by the Minister of National Defence. (HS-24432).

H. Stone, J. W. White, Barry Howles, J. G. Caouette, A. D. Allison, John Grosvenor, V. S. Buchanan, F. V. Efford, H. P. Secord, T. A. McDonald, David Woodland, P. G. Bramwell, K. G. Moody, I. S. McLellan and H. S. Suto.

### **Cadets Get Certificates in Malahat Ceremony**

Commodore K. F. Adams, Commodore RCN Barracks, Esquimalt, officiated at a brief ceremony in which six members of the Victoria College University Naval Training Division were each presented with certificates of promotion on board HMCS *Malahat*. Recipients were Cadets Ronald C. Beaumont, Cecil D. Dickinson, James E. Hilton, Allen D. Thackeray, William E. Farrow and G. Plawski.

Commanded by Lieut. Allan Bowes, the Victoria College UNTD is attached to HMCS *Malahat*.

### **Discovery Chiefs, POs Hold Annual Dinner**

The second annual dinner of the Chief and Petty Officers' Mess at HMCS *Discovery* was voted an outstanding success. Represented among the special guests were *Discovery's* wardroom, the City of Vancouver, the RCAF and Army units.

Two old-timers at the Vancouver naval division said their goodbyes when PO Ben Stevenson was drafted to HMS *Cayuga* and PO Charlie McQueen to HMCS *Sioux*.

### **Technical Paper Wins Prize for RMC Cadet**

Cadet G. E. Forman of the Canadian Service College, Royal Military College, Kingston, won first prize in competition with Queen's University and Ottawa U. final-year students for his paper presented to the Ottawa Section of the Institute of Radio Engineers at its Students' Night meeting February 19.

The paper was entitled "The L/C Ratio of Tuned Circuits". Cadet Forman is in fourth year Electrical Engineering at the RMC.

### **Class of AA Gunners Ends Training Course**

An AA3 class completed a course in the Gunnery Training Centre at HMCS *Naden* on March 13. Enrolled in the class were Ord. Sea. Paul Morrison, AB Eugene McMorris, AB Gordon Carle, AB Arthur Acheson, Ord. Sea. Edward Shiminsky, AB John Glover, AB John Peil, AB Bert Barker and AB George Hughes.

# LOWER DECK PROMOTIONS

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

ABBOTT, Weldon G. .... LSQMS  
AGNEW, Irwin W. .... P1ET4  
ALLEN, Lawrence H. .... C2SM3  
ANDERSON, Norman G. .... C2GI3  
ANDREWS, Robert L. .... LSEM1  
AUCOIN, John S. .... LSEM2

BACKWELL, James H. .... LSRPS  
BAKER, James A. .... P1ET4  
BANKS, John H. .... LSEM1  
BELL, Jack A. .... P1CA3  
BEMISTER, Bertrund R. .... P1ER4  
BENNETT, Gerald M. .... LSSM1  
BERUBE, Gaston J. .... LSEM2  
BOUCHER, Howard J. .... LSAAS  
BRADSTOCK, Robert W. .... P1ET4  
BROKENSHIRE, Kenneth W. .... LSSM1  
BROUILLARD, Norman J. .... LSEM2  
BROWN, Kenneth F. .... LSQR1  
BUCK, Kenneth F. .... LSPH1

CAIN, Arthur. .... LSQMS  
CANE, Robert F. .... P1RP2  
CARSON, Harry H. .... C1TI3  
CARTWRIGHT, William F. .... LSRPS  
CASKELL, Kenneth P. .... LSB2  
CAVANAGH, James F. .... P2CA3  
CHAISSON, Gordon A. .... LSQMS  
CHAMBERLAIN, Arthur A. .... LSEM1  
CHANDLER, Roderick J. .... LSEM2  
CHARBONNEAU, Roch J. .... LSB2  
CHASE, Harvey A. .... LSTD5  
CHRZANECKI, Ronald A. .... LSEM1  
CHURCHER, Walter R. .... P1RT4  
CLARK, Joseph T. .... LSAAS  
CLINGAN, John A. .... P2AA1  
CLOTHIER, George W. .... C2SL2  
CONRAD, Hebert A. .... LSQRS  
COOKE, Donald L. .... LSEM1  
COPLAND, Kenneth G. .... C2ER4  
COSBY, Walter B. .... LSEM2  
COUSINEAU, Jean P. .... P1VS3  
COX, Douglas G. .... LSRPS  
COX, Edward C. .... LNS1  
CROOKS, John E. .... P2RC1  
CROSSLEY, Sidney R. .... C1TI3  
CUMMINS, George E. .... LSEM1

DARRAH, Murray D. .... LSAAS  
DERRY, Roy V. .... LSB2  
DeSALABERRY, John C. .... LSEM1  
DESROCHE, Ulric J. .... LSAAS  
DEVOST, Joseph L. .... LSB2  
DOE, John. .... C2ET4

## Wrens Return To Stadacona

The first to serve in the Halifax naval barracks since the war, three Wrens arrived at HMCS Stadacona in March to begin on-the-job training in teletype and cryptography. They were joined in April by a fourth Wren of the communications branch and ten others who will train in the RCN Hospital as Medical Assistants. All have moved into recently-renovated Wren quarters.

DOURIS, Ernest H. .... LSTD5  
DONOHUE, Gerald R. .... P1SM2  
DRYSDALE, Roy B. .... P1AA2  
DUERKSEN, Arthur. .... LSPT1  
DUSSAULT, Pierre J. .... LSEM1

FARRELL, Colin S. .... LSQM1  
FOLEY, Howard P. .... LSQMS  
FOLLETT, Harry P. .... LSRPS  
FORBES, Brian. .... P1TD1  
FORSTER, John G. .... LSTD5  
FRAIZE, Thomas. .... LSSM1  
FRY, Dewart W. .... LSAAS  
FULFORD, Norman. .... P2EA3

GIBB, John N. .... C2ET4  
GIBBARD, Douglas H. .... LSEM2  
GILES, Harding F. .... C2SM3  
GODFREY, William F. .... LSA1  
GRACE, Phillip M. .... LSEM1  
GRAHAM, John L. .... LSEM1  
GRANT, William J. .... LSLR1  
GRANT, William L. .... LSTD5  
GREENLAND, Edward J. .... LSTD5  
GUILBAULT, Eugene E. .... LSB2

HALL, Edward J. .... LSRCS  
HAMPTON, Leonard E. .... C2ET4  
HARDING, James E. .... LSB2  
HASLAM, Clifford. .... P2BD3  
HAUGHN, Everett E. .... C2SM3  
HEMMING, Eric L. .... P1GA3  
HINDE, James R. .... LSEM2  
HODGSON, Rae C. .... LSEM2  
HOLLINGSHEAD, Westley M. .... LSRPS  
HUGGARD, Hubert L. .... LSRPS

IZSAK, Steven. .... LSQR1

JARDINE, Harold J. .... P1EA4  
JAY, Samuel W. .... LSEM1  
JENSON, George A. .... C2RP2  
JONES, Charles B. .... LSAAS  
JONES, Victor T. .... LSQRS

KELLY, James M. .... LSQRS  
KERR, Russell F. .... P1GA3  
KILVINGTON, Harry. .... C2Q13

LADOUCEUR, Joseph C. .... LSRPS  
LANDSBURG, James E. .... LSEM2  
LANGLOIS, Real J. .... P1EA4  
LAWLEY, William E. .... LSQRS  
LeBLANC, Louis E. .... LSAF1  
LEDUC, Marcel J. .... P2EG3  
LENZ, Harold W. .... LSRPS  
LOWE, Francis H. .... C2RP2  
LOWRY, Ronald A. .... LSTD5

McGIRR, Robert C. .... P1ET4  
McLAUGHLIN, Irwin J. .... LSA2  
McVEY, Donald. .... LSA1  
MacKINNON, James E. .... LSRCS  
MAHEUX, Roland J. .... LSPH1  
MALONE, Frederick J. .... LSRP1  
MARTINEAU, Joseph N. .... LSB2  
MASON, Frederick E. .... C2SM3  
MAWSON, William D. .... LSA1  
MAY, Nelson C. .... LSA1  
MERCER, Herbert D. .... P1ER4  
MILLER, Ross A. .... LSB2  
MIMNAGH, James G. .... P1RT4  
MITCHELL, Donald S. .... LSAAS  
MONAHAN, Robert J. .... LSEM2  
MORRIS, Charles G. .... LSEM2  
MURPHY, Francis. .... LSEM1

NEAL, Kenneth M. .... C1ET4  
NEWTON, John D. .... LSQR1  
NORRIS, Ronald B. .... LSEM1

OFFER, Harold C. .... P1ET4  
O'NEILL, John T. .... LSAAS

PAYETTE, Joseph R. .... P2TD1  
PEET, Arthur S. .... P1QR1  
PINARD, Bertrand J. .... LSTD1  
PLUME, Kenneth G. .... LSTD1  
PORTEOUS, John A. .... P2EG3  
PRAMBERG, Frank C. .... P1TD1

REED, Donald A. .... LSEM1  
REID, Stanley H. .... LSTD5  
RENAUD, Phillip E. .... LSB2  
RICH, Cyril R. .... LSQMS  
ROBERTSON, Robert B. .... LSEM1  
ROBINS, Norman. .... LSAAS  
ROBINSON, Jack D. .... LSEM1  
ROBINSON, William J. .... P1CA3  
ROBSON, Mervyn J. .... LSRCS  
RUMMERFIELD, Arthur W. .... LSEM2  
RYCROFT, Vernon S. .... LSRPS

SANTOMERO, Anthony. .... LSTD1  
SCHUMACHER, John E. .... C2AA2  
SCOTT, Donald K. .... LSB2  
SERIGHT, George. .... LSQR1  
SHOREY, Joseph J. .... LSRPS  
SIGOUIN, Gerald J. .... LSA1  
SLADE, William C. .... P1RT4  
SPENCE, Kenneth. .... LSRPS  
STARK, Frank E. .... C1SM3  
STEEVES, Raymond M. .... LSTD1  
STEWART, Carl R. .... LSEM1  
STEWART, Kenneth G. .... P1ER4

TREMBLAY, Claude R. .... LSB2

WAGG, Donald L. .... LSRPS  
WATSON, Alexander G. .... P1ET4  
WATSON, Alexander R. .... C2TD2  
WATSON, Jack E. .... LSEM2  
WEBSTER, William A. .... P2EF3  
WEST, Arthur F. .... P1AA1  
WHITE, Arthur H. .... LSEM2  
WHITLEY, Terence R. .... P1QR1  
WINGES, Gordon H. .... P1RT4

## Engineering Groups Tour Naval Dockyard

Approximately 50 members of the Vancouver Island Branch of the Engineering Institute of Canada and of the British Columbia Engineering Society were guests of the Royal Canadian Navy on March 25.

Following a luncheon in the Naden wardroom, they heard a short talk by Commodore (E) B. R. Spencer, Superintendent of the Dockyard, were taken on a tour of the yard and the adjacent Dominion Government graving dock and went to sea for a short cruise in the minesweeper *Sault Ste Marie*.

Among the visitors were Arthur Izard, chairman, and Commander P. F. Fairfull, secretary-treasurer, of the Vancouver Island Branch of the Engineering Institute, and Fred Green, chairman, and G. E. Simmons, secretary-treasurer, of the local branch of the B.C. Engineering Society.



# Where Captain Cook Died

*Memory of Renowned  
Explorer Honoured  
By Canadians*

**H**IS Majesty's Ships *Discovery* and *Resolution* lay at anchor in Kealahou Bay in the Island of Hawaii.

Captain James Cook, returning from his attempt to find the Northwest Passage, had brought his small force back to the islands he had discovered the previous year, 1778.

Cook's first voyage, from 1768 to 1771, had originated as an astronomical project. He had been ordered to sail to Tahiti with astronomers embarked to enable them to observe the transit of the planet Venus from that locality. It was on the return from this expedition that he had sighted and circumnavigated New Zealand (heretofore considered to be part of the Antarctic continent) and later became the first white man to set foot on the east coast of Australia, which he named "New South Wales". After exploring the coast for some considerable time, he returned to England via Java and the Cape of Good Hope.

In 1772, he set sail again on a cruise that was to last for three years. This

time he set course to the eastward from the Cape, and penetrating again into Oceania, discovered and named the New Hebrides, New Caledonia and Norfolk island groups. Sailing south from here, he was the first man to cross the Antarctic circle, and reached a position 71° 10' S, which was only 1,130 miles from the South Pole (another record for his day).

After circumnavigating the entire continent of Antarctica and discovering the South Sandwich Islands and South Georgia Island, he returned home in 1775.

The year 1776 saw him setting out once more on what was to prove to be his last voyage. This time he had two ships with him, HMS *Discovery* and HMS *Resolution*, and his purpose was to find a passage from the Pacific to the Atlantic north of the land mass of either America or Asia. Sailing from west to east again, he discovered Christmas Island in the Pacific, and en route northward to the Bering Straits he discovered the Hawaiian Islands. This was

## "Sweethearts and Wives"

"In 1777 Captain Cook was in the tropical South Seas, before proceeding northward to try to find a northwest passage around the top of America. His stock of rum was getting low and, as he knew that rum would be needed when the *Resolution* met the cold in the high northern latitudes, he stopped the issue of rum while the ship was in the south. But he accompanied this order with another:

*"In order that the 'people' amongst the delights and seductive beauties of Tahiti and the Friendly Isles should not altogether forget their dear ones at home, an issue of rum will be made every Saturday night while at sea, so that the ship's company may drink to the health of their 'Sweethearts and Wives.'"*

"I have never been able to discover whether this was the origin of the toast or whether it was already an established custom which, in the circumstances, Captain Cook thought it wise to keep up". (From *"The Dittybox"*.)

in the year 1778 and he named them "the Sandwich Islands" in honour of Lord Sandwich, then First Lord of the Admiralty.

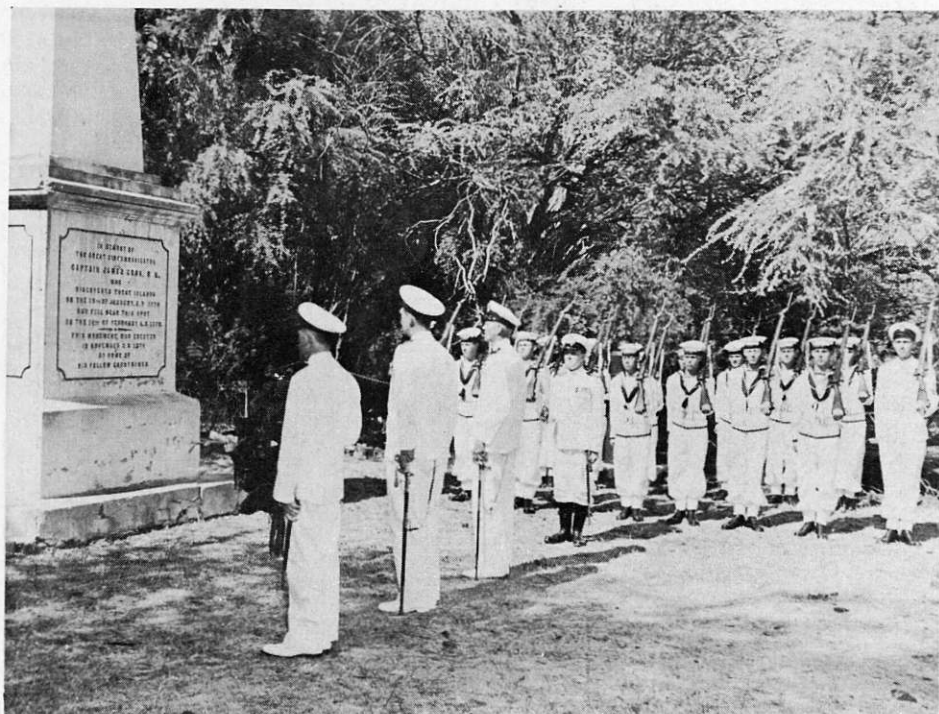
After spending some time among these friendly people, he set course north-eastward, making a landfall on the Canadian west coast. From here he coasted northward, past Alaska, and through the Bering Straits to probe as far east as Icy Cape before being forced by ice to turn back. Since passage to the eastward had proved impossible, he attempted to find a way through to the west. Reaching North Cape on the Siberian Coast, he again found his way blocked by ice, and decided to return home the way he had come.

Thus it was that he came once more to the Island of Hawaii, where he planned to obtain fresh provisions and water for the voyage back to England.

The date was February 14, 1779, and the great explorer-scientist, who had contributed so many chapters to the geography and history books of the world, was about to add his own final and tragic paragraph.

In his dealings with the natives of the islands, he had always been scrupulously fair and kind, and by virtue of his imposing stature, commanding appearance and his knowledge and wisdom, they believed he was a god.

Cook and a party of men were ashore attending to the provision requirements when a dispute arose with some natives over the ship's boat, the sailors believing that the Hawaiians were trying to make off with it. One or two men hot-headedly fired a few random shots at



Commanding officers of HMC Ships "Beacon Hill" and "Antigonish", together with a guard of honour composed of ordinary seamen under training from the "Beacon Hill", took part in a wreath laying ceremony at the monument of Captain James Cook by Kealahou Bay in Hawaii. Left to right are Midshipman H. R. Wilcox; Lieut.-Cdr. J. W. McDowall, captain of the "Beacon Hill"; Lieut.-Cdr. H. R. Beck, captain of the "Antigonish", and Lieut. A. K. MacDonald, officer of the guard. PO W. R. Brain is petty officer of the guard. (Photo by courtesy of Eugene F. Devine, Hilo, Hawaii).

the natives, and in a moment a violent scuffle broke out. Cook, hastening to put a stop to the disorder, was accidentally struck on the arm by a native, and uttered a sharp cry of pain.

*But gods feel no pain!*

The myth of his deity was exploded, and in the heat of the moment, he was stabbed and mortally wounded. Realization of what they had done brought the Hawaiians to their senses, and they were overcome with remorse, since god or man, Captain Cook was regarded by them with esteem and affection; but it was too late for Cook, who died shortly afterwards.

Those famous lines of Rupert Brooke:

*"If I should die, think only this of me:  
There is some corner of a foreign field  
That is forever England"*

would have been a fitting elegy for Captain James Cook, for the Hawaiians revered the spot where he fell and made a shrine of it, and much later, when the Hawaiian Islands were transferred to American sovereignty, the United States Government declared the site British soil in his honour.

In the same month, February, 174 years later, Her Majesty's Canadian Ships *Beacon Hill* and *Antigonish*, on a training cruise which must have covered much of the *Discovery's* track, arrived in Kealahou Bay from a part of Canada with which Captain Cook had become familiar on his final voyage. The captains of the two ships, Lieut.-Cdr. J. W. McDowall and Lieut.-Cdr. H. R. Beck, landed with a guard of honour and paid Canada's homage to

the memory of the great explorer by laying a wreath on his monument.

The monument is a plain white obelisk standing in a clearing under the palm and eucalyptus trees and surrounded by a fence made of cannon standing on their breeches joined by lengths of chain. This was erected by a British historical society in the 1920s, and on the small stone landing stage nearby is a bronze plaque, placed there by the Australian Government. About 50 yards away, and now under a few inches of water, is another plaque set into the rock, marking the spot where Cook died.

The surroundings are very much the same today as they must have appeared nearly two centuries ago, as the site is almost inaccessible except by boat. Native boys still run up the palm trees to shake down coconuts for visiting sailors and they still fish with spears in the clear blue waters of Kealahou Bay, exhibiting a contemptuous disregard for shark and barracuda.

Now, however, instead of the outrigger canoe, one finds them driving a streamlined sea-flea, powered with a four-horse outboard motor. Cars may be observed parked under the palm trees beside the pretty white bungalows of the village on the opposite shore of the bay, and the road from Kealahou Bay leads to a first class highway which girdles the entire island.

The volcanoes of Mauna Loa and Kilauea still pour their streams of fiery lava down to the sea as they have done for centuries, but now tourists from all over the world fly to Hawaii to watch and wonder when the goddess Madame Pele shows her displeasure with mortals.

The city of Hilo, on the east coast of the island, has a population of more than 27,000, and it was there that the training force went next. A real "Aloha" welcome was extended to the ships by the Mayor and Chamber of Commerce. Keys of the city were presented to the two captains, and leis were draped around the necks of captains, first lieutenants and the two youngest ordinary seamen by hula dancers who performed on the *Beacon Hill's* quarter-deck.

Bus tours to the volcanoes and other points of interest were arranged for the ships' companies, and the people of Hilo extended many private invitations which were most gratefully accepted. Many complimentary remarks were made officially and unofficially on the behaviour of the crews, and it is safe to say that the Royal Canadian Navy is held in high esteem by the people of Hilo—a sentiment that is fully reciprocated.

## RN Reviving Old-Time Terms

Unused since the days of sailing ship, the terms "first-rate" and "second-rate" are being revived by the Royal Navy as a means of indicating the fighting abilities of a wide range of warships now lumped under the name "frigate".

Ships classed as frigates in the Royal Navy now range from the former "Castle" class corvettes, of about 1,000 tons displacement, to vessels of almost 2,000 tons. Top speeds of the assorted frigates range from 16 to 36 knots.

RN frigates, in days to come, will be classed as first-rate escorts, including the faster (close to 30 knots and above) and more heavily armed anti-submarine and anti-aircraft ships, and as second-class escorts, representing those of lower speed and lighter armament.

Four frigate classes were well known during the Second World War—"Bay", "River", "Loch" and "Captain". The "Captain" class frigates were American-built destroyer escorts, turned over to the Royal Navy.

## TRAINING SHIP FOR SCOTIAN

A versatile little ship, equally suitable for use as a gate-vessel and mine-sweeper, has moved into another role—that of training vessel for officers, men and Wrens at HMCS *Scotian*.

Commissioned on St. Patrick's day as tender to the Halifax naval division was HMCS *Port Dauphine*, a brand-new, 250-ton vessel that features bunks, full-length aluminum lockers, cafeteria messing and up-to-minute navigational aids.

The commissioning ceremony was held alongside the *Porte Dauphine* at Jetty No. 3, HMC Dockyard. Her ship's company, *Scotian* personnel and spectators heard a brief address by Captain J. C. Littler, Chief of Staff, representing Rear-Admiral R. E. S. Bidwell, and prayers and blessing by Chaplain (P) D. M. Sinclair and Chaplain (RC) A. M. O'Driscoll. The commanding officer, Lieut.-Cdr. John H. Maxner, spoke to the ship's company and then was piped on board his ship.

Manning the ship are three officers and 26 men. The coxswain is CPO James B. Burnett and the engine room is under CPO Leslie Carter. The *Porte Dauphine* is capable of carrying about 16 reserves on week-end cruises to coastal points.

The *Porte Dauphine* was built in Pictou, N.S., by Pictou Foundry and Machine Company. She was launched April 24, 1952.

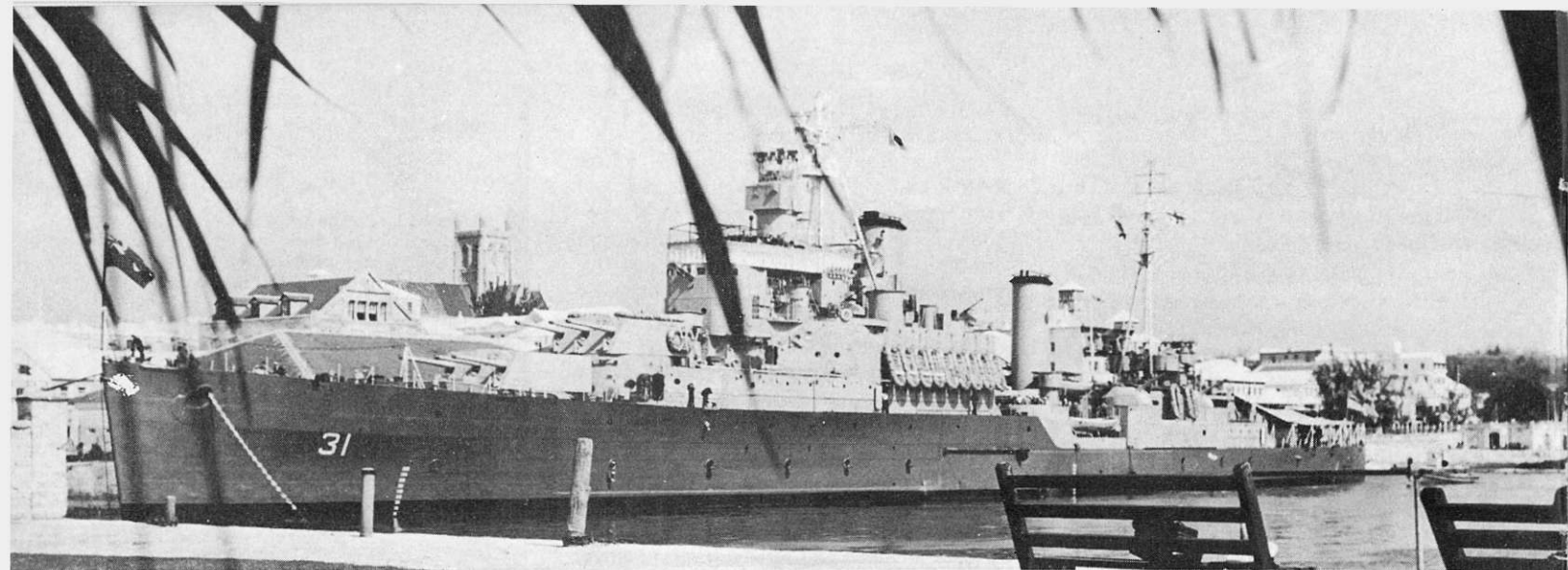
## Navy Gives 'Lift' To X-Ray Unit

The Royal Canadian Navy and the Saanich and South Vancouver Island Health Unit co-operated in enabling residents of a number of nearby Canadian islands in the Gulf of Georgia to take advantage for the first time of the free chest X-ray service offered by the Health Unit.

HMCS *Porte Quebec*, auxiliary vessel, carrying complete X-ray equipment and a technician from the Division of TB Control, British Columbia Department of Health, Vancouver, sailed from Esquimalt on March 9 and visited ports on Salt Spring, Galiano, Mayne, North and South Pender and Saturna Islands. With the exception of Salt Spring, none of these islands have been visited before by the X-ray service.

Arrangements for loan of the naval vessel were made between the Pacific Command and Dr. A. N. Beattie, director of the Saanich and South Vancouver Island Health Unit.





HMCS "Quebec" Alongside at Hamilton, Bermuda (QB-660)

## Pleasures and Perils

HMCS Quebec sailed from Halifax on February 6 on her first training cruise of the year. Borne for training were 17 Midshipmen (Air), six Sea Cadets and 150 new entry seamen. En route to Bermuda and while there, the cruiser wore the flag of Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast. Impressions and incidents of the cruise are recorded here by the ship's "Crows-nest" correspondent.

### Bermuda

The old Naval Dockyard was a sad scene to those who remembered its more majestic days. Once the home of the proud West Indies Squadron, which kept the Dockyard the epitome of naval efficiency and smartness, and where great fleets of bicycles bearing dockyard mateys streamed in and out the gates at starting and knocking-off times, it was like visiting the grave of an old friend whose spirit was loathe to leave.

The weather during our stay was not all the Bermuda Board of Trade quotes in its pamphlets. We moved from the Dockyard to Hamilton on Friday the 13th in a 50 mph wind, arriving alongside in a terrific cloudburst.

On the weekend, tours of the islands were arranged to show the ship's company historic points of interest, the famous Crystal Cavern, the Aquarium and the Museum.

In the sports field, the Quebec acquitted herself nobly. In softball versus the U.S. Navy, the Quebec won both games, 12-0, and 9-6; against HMCS Huron, the Quebec triumphed 25-2. Basketball saw the USN win 68-48, but the Bermuda All-Stars were trounced by the Quebec 48-42.

### Virgin Islands

Friday, February 20, at 1100, we dropped anchor off Reef Island near East Tortola. An official call was paid on the Resident Commissioner, Mr. R. Cruickshanks.

Before evening a group of "eager beavers", known as the Eagle Cricket Club of East Tortola, had challenged the ship to a cricket match on Saturday afternoon.

What a game! East Tortola is a fishing village of approximately 400 to 500 souls. Roughly, there were 300 came to view the cricket match. Only the aged, infirm and babes in arms were absent.

Some of the ball players, who have been masquerading on the Quebec's cricket team, were completely unfrocked

in this game. The East Tortola bowlers were terrific and their fielding was superb.

To clew the whole business up, their batting was as good as their fielding, making the score 85-32.

An interesting sidelight: One of the Quebec's seamen asked a Tortolian if they had any policemen in the village. The Tortolian replied in the negative. He was then asked what happened if any of them began fighting. The reply was rather Christian in character: "Man, we don't fight. We have nothing to fight about."

It would appear that invariably these little outposts of the British Empire are a silent but shining tribute to British administration and justice.



The Seamen's team came out on top in inter-part sports during the February visit of HMCS "Quebec" to Bermuda. Rear-Admiral R. E. S. Bidwell, who flew his flag in the "Quebec", is seen presenting the Cock-of-the-Walk Trophy to Ord. Sea. James Phillips, of Saint John, N.B., who accepted it on behalf of the team. (QB-657).

## Trinidad

The pièce de résistance of all the receptions was at Government House in honour of Her Royal Highness the Princess Royal. With a masterpiece of soft lighting showing a backdrop of beautiful lawn, shrubs and magnificent saman trees, the Trinidad police and band "beat the retreat". It was a most stirring bit of pageantry, beautifully executed.

Prior to our arrival in Port of Spain there had been a fund formed by contributions from various firms and citizens to provide dances, recreation and transportation for the men during our stay. There were invitations to visit oil fields, sugar factories, the pitch lake and other points of interest.

Daily trips to Maracas Beach were favorite outings. The last trip on Sunday, March 1, proved to be a most exciting one.

Returning from Maracas Beach, one of the buses was overheating. The road is a very narrow, winding affair some 12 to 16 miles long through the mountains. After panting and wheezing to one of the steepest heights, the bus started its descent—and the driver suddenly found he was without brakes.

Picture the situation. A steep cliff on the inboard side of a very narrow, snake-like road, with roughly a 1,000-foot sheer drop on the outboard side. The conductor and a few others who were tuned in on the driver's frequency promptly bailed out.

The driver was game, however, and with the moral support of CPO Raymond D. Moore—the man who kept his head and more or less took charge of the situation—he tried frantically to change to a lower gear. Eventually he was successful and the bus slowed to a more moderate pace.

The worst was yet to come. The poor, overheated, overworked clutch finally threw in the towel and the bus raced murderously down the mountain.

The Good Lord was surely at the wheel with the driver, because he really had no legitimate right to negotiate some of the turns he was making. Our cool and collected CPO Moore advised him to try slowing the bus by grazing the inboard side of the vehicle against the mountain. This did the trick.

When the bus was finally brought to a grinding halt, some pretty shell-shocked sailors staggered out, vowing they never wanted to see a bus again. Some walked the remainder of the way and some hitch-hiked. There were not many got in the relief bus sent to fetch them.

—L.S.

# HMCS Nootka Remembers

\$4,000 Voted From

Ship's Fund for

Children

Memories of the privations and suffering of children living in war-torn Korea and other poverty-stricken countries remained with the officers and men of HMCS *Nootka* after the ship's two tours of duty in the Far East and the destroyer's journey around the world.

They have done something about it.

Nearly \$4,000 was voted from the ship's fund "to be given to organizations in Halifax devoted to the assistance of underprivileged children." When the *Nootka* was paid off into reserve, the money was turned over to the Royal Canadian Navy (Halifax) Central Charities Fund for distribution.

At a recent brief ceremony at HMC Dockyard, Commander R. M. Steele, former commanding officer of the *Nootka*, and CPO Joseph Leary and Ldg. Sea. Donald McCoy, former members of the ship's company, presented cheques to five Halifax organizations.

The Children's Hospital received \$1,500 to be used for furnishing a four-bed ward and for operating-room equipment. The Canadian Paraplegic Association (Maritime Division) was

given \$1,000 to buy wheel chairs. Uniforms for the boys' band and recreational needs are to be bought with the \$1,000 presented to the Halifax Police Boys Club.

The Protestant Orphanage was given \$205 to purchase recreational and educational items and St. Joseph's Orphanage received the equivalent of that amount in the form of a combination radio-phonograph.

The ceremony was climaxed by the voting of an additional \$1,087 from the ships' fund, the basis of its distribution to be decided at a later date.

Recipients of the gifts have expressed their thanks both verbally and in letters.

Sister Anita Vincent, Mother Superior of St. Joseph's Orphanage, recalled past generosity and said the Royal Canadian Navy was forever in the children's prayers.

"The officers and men of HMCS *Nootka* were intensely interested in children," said Commander Steele, "and the gifts to these organizations represent a fulfilment of their desire to assist underprivileged children".



CPO Joseph Leary, former Coxswain of HMCS "Nootka", presents a cheque to Sister Anita Vincent, Mother Superior of St. Joseph's Orphanage, Halifax. The money was earmarked for a radio-phonograph which the "Nootka's" men went out and bought for the orphanage at a bargain price. In the background are Commander R. M. Steele, former commanding officer, and Ldg. Sea. Donald McCoy.



# AFLOAT AND ASHORE

## PACIFIC COMMAND

### HMCS Cayuga

The big thing on board HMCS *Cayuga* these days is the business of getting used to the new armament and equipment added during her eight-month refit.

The ship's company has been deep in the trials program since the *Cayuga* was recommissioned on Monday, February 23.

On the sports side, the basketball team came out on top in its first game. Football and softball teams are being organized and a full sports program is being planned.

### HMCS Algonquin

Following an impressive commissioning ceremony, the ship has been continuously on the go, carrying out first of class trials and preparing for the trip to the East Coast.

Many of the ship's company have been engaging in various sports and tournaments in off-duty hours. Among these are hockey, bowling, basketball, bridge and cribbage.

CPO Francis Lowe and AB Theodore Audette of the ship's company played for the RCN hockey team in the Victoria Commercial League. AB Raymond Shanks, of Toronto and Georgetown, British Guiana, won the lightweight title in the B.C. Golden Gloves boxing tournament in Vancouver.

### Aldergrove Radio Station

Naval Radio Station Aldergrove is well on its way to becoming a garden village in what the tourist posters call "Canada's Evergreen Playground".

To the confusion of personnel returning to the station for a second time, dirt roadways through the married quarters area are disappearing under asphalt edged by curbing and bordered by gently rolling boulevards. The yards are now adorned with lawns and trees. Work still lying ahead is the completion of private driveways and sidewalks.

Flower beds have been prepared around the station itself and throughout the married quarters area. Shrubs will bring added beauty.

A mild, moist winter made bowling and badminton the chief sports at Aldergrove. Once the pits are dry, the

cheerful ring of horseshoes can be expected.

### Ordnance School

The third Armourers (G) and (C) have completed their course and have been drafted. PO Russel Kerr has gone to Indian Head, Maryland, for a six-month Explosive Disposal Unit course, while Petty Officers Leopold Roy, Roy Southern, John Derrick and Eric Hemming, gunnery armourers, and Gilbert Shaw, William Robinson and James Cavanagh, control armourers, have returned to Halifax, their home port division.

Electrical power has been supplied for the workshop in the shape of "The Thing", which is a portable diesel.

With the commissioning of HMC Ships *Cayuga* and *Algonquin*, the equipment and trials staff has been very busy recently.

The first class of Armourers Mates "Q" began on March 30, with six men in the class. They are Ldg. Sea. Edward Griffith, AB Charles Nowell and Ordinary Seamen Glenn Clarke, Barry Moreland, H. Redlin and L. Cove.

Success in bowling and basketball has helped to atone for the hockey team's misfortunes. After being swamped in their first game with HMCS *Ontario*, the ordnance pucksters took an even worse trimming in a return match. However, the hockey team did manage to finish in fifth place in inter-part sports.



A part of the Navy which serves quietly and unobtrusively and rarely gains much publicity was paid a deserved honour when the wife of a senior Chief Petty Officer of the Steward Branch christened HMCS "James Bay" (coastal minesweeper) at Esquimalt on March 12.

The traditional bottle of champagne was broken over the ship's bow by Mrs. Ella F. Rogers, wife of CPO H. A. (Alec) Rogers, an instructor in the Supply School at HMCS "Naden" and a veteran of nearly 20 years' service in the RCN.

Mrs. Rogers was selected by the Flag Officer Pacific Coast to sponsor the new minesweeper as the wife of a senior man in a branch which renders excellent service and gets little recognition.

When the keel of the "James Bay" was laid on August 16, 1951, the ceremony was performed by the wife of another Chief Petty Officer. She was Mrs. Thelma Ingham, whose husband, CPO John G. Ingham, an engine room artificer, was then serving at Naden.

The bowling team fared better and on the eve of the playoffs was in first place in the Command league. The basketball team finished in second place in the inter-part loop.

## ATLANTIC COMMAND

### HMCS Portage

In company with HM Submarine *Andrew* and CNAV *Eastore*, HMCS *Portage* arrived home from her last pre-refit cruise on February 21.

The return "Milk Run" from Bermuda was quite uneventful except for the chance meeting with RMS *Queen Elizabeth*. Greetings were exchanged by light and each ship proceeded her respective way, the "Q.E." at a modest 30 knots and the *Portage* at a slightly more modest eight.

After 14 months in the *Portage* as TAS and gunnery officer, Lieut. J. S. Cottingham has been appointed to HMCS *Magnificent*.

On the night of March 3, the *Portage* was the first ship to put to sea to assist in the search for a missing Avenger aircraft. Although the majority of the ship's company were ashore on leave, an excellent response to phone calls and radio announcements enabled the ship to sail 82 minutes after the alarm had been given.

### HMCS Shearwater

During the month of February, *Shearwater* assumed something of the air of Buckingham Palace, with guards being paraded at frequent intervals. Many of the parades were for practice, but during the last week of this notable month guards were mounted for three successive incidents.

Wednesday, February 25, was the occasion of the visit of Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, who returned the official visit of *Shearwater's* new commanding officer, Captain A. H. G. Storrs. The next morning the guard was again mounted to honour Commodore, now Rear-Admiral, H. F. Pullen, who was also returning an official visit.

On Thursday afternoon a volunteer guard of communicators, under the command of PO R. E. Meadows, was paraded, brooms and mops at the slope, to bid farewell to one of *Shearwater's* more colourful characters, CPO J. H. Gower, who was leaving on a most dangerous mission across the peril-infested waters of Halifax harbour.

After inspecting his guard, PO Gower was presented with a medal, struck for the occasion, for bravery above and beyond the call of duty, which is



More than 1100 pints of blood were collected in two recent clinics in West Coast naval establishments. Here Mrs. V. A. Thistle, secretary of the Victoria Transfusion Service, left, and Miss J. Thomson, Red Cross driver, stand by a refrigerated truck containing 500-odd pints of blood donated at a two-day clinic held in HMC Dockyard, Esquimalt. Earlier, more than 600 pints were collected in HMCS "Naden". (E-22057)

described in the citation which read: "Thirty-month hero. Citation: To C2RA4 J. H. Gower. For surviving 30 long months at HMCS *Shearwater*, during which time he made several perilous trips to the Eastern Passage radio station and one trip to the Homer."

### TAS School

Recently of HMCS *Nootka*, Lieut. A. R. McClung has joined the staff of the Torpedo Anti-Submarine School.

Congratulations have been extended to two former Commissioned Gunners (TAS) on their promotion. They are Lieut. (Star) R. E. Middleton and Lieut. (Star) D. W. Hurl.

Unbeaten during the season in inter-part play, the TAS School basketball team was hopeful of keeping its record intact during the playoffs.

### Coverdale Radio Station

Coverdale Naval Radio Station can look back with a certain amount of pride on some good exhibition hockey during the past winter.

Outstanding was the classic in which the Leading Seamen and Below gained the title from Chief and Petty Officers.

Station personnel have taken up volleyball with enthusiasm and are doing

well in a seven-team league which includes other service teams, the RCMP, Moncton High School and St. Joseph's University.

Plans are afoot to enter teams in both the men's and women's softball leagues in the Moncton area. An effort is also being made to round up a team for the baseball league.

Dances every month and bingo games every fortnight provided lively entertainment during the winter season for members of the ship's company and their families.

### HMCS New Liskeard

HMCS *New Liskeard* has a new commanding officer in the person of Lieut.-Cdr. R. L. Ellis. He succeeds Lieut.-Cdr. T. W. Wall, who has gone to the United Kingdom for a Royal Navy staff course.

Just a few hours after the change in command, the ship was despatched to search for survivors of the Avenger which crashed off Halifax with the loss of three lives.

Later the *New Liskeard* was chosen to bear the firing party and mourners to the crash area to conduct a service and place wreaths at the scene. Memorial services were held at HMCS *Shearwater*.



The ship's company has laid claim to the adjective "intrepid" and swears by the *New Liskeard* as a fine, seaworthy vessel.

During a recent oceanographic survey cruise officers and men were put to the acid test. Some 300 miles off Cape Race, Newfoundland, they weathered a hurricane which registered wind speeds of 80 knots and more. The barometer skidded to 958 millibars and waves of 50 feet in height were recorded.

An additional claim to hardihood has been laid by an individual member of the ship's company. PO Burton Stinton chose Friday the 13th to misjudge the distance between harbour craft and jetty ladder and disappear into the waters of Halifax Harbour, Dartmouth side.

His superb buoyancy brought him to the surface in a barrage of bubbles and fellow passengers restored him to good standing as a non-amphibious biped. PO Stinton's application for membership in the Polar Bear Club (sea temperature was 33 degrees) has been held up while the committee considers whether the fact he was fully clothed disqualifies him.

## NAVAL DIVISIONS

### *HMCS Malahat* (Victoria)

An informal visit by Commodore Kenneth F. Adams, Commodore RCN Barracks, was among the highlights of recent activities in the Victoria naval division.

Welcomed at divisional headquarters by Commander G. A. Victor Thomson, commanding officer, and other senior officers of the division, Commodore Adams was taken on a complete tour of the "wood and stucco ship" and later gave an informal address to the ship's company.

He spoke enthusiastically of his new appointment which will take him to Hamilton, Ont., as Commanding Officer Naval Divisions, and expressed confidence in a continuing growth of naval reserve units across the country.

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Children of staff members were the star performers in the annual ice carnival which climaxed the skating season at HMCS "Cornwallis". In the upper photo, Captain James Plomer, commanding officer of the establishment, presents prizes to winners in the costume contest. At the left is Chaplain H. R. Pike, chief organizer of the event. In the lower picture are two of the winners, Sivylin Godfrey and Lawrence Short. (DB-2445-2446).



Membership continues to increase at *Malahat*, with a number of men attested into the division over the past several weeks. Among these have been Alexander Hogg, petty officer electrical technician; Grenville Temple, able seaman; Garth Myers, ordinary seaman stoker mechanic; Alfred Lalonde, ordinary seaman, and Marilyn J. Winterburn, administrative writer in the Wrens' division.

Temple and Myers are both former Sea Cadets.

It was March 13, and it was Friday—but superstition was tossed to the winds by members of *Malahat's* Chief and POs' Mess when they staged one of their most successful smokers at the divisional headquarters. A fine entertainment program was included in the four-hour affair.

Personnel of *Malahat* are optimistic about possibilities of the division soon acquiring additional equipment for training purposes.

Interest ran high at Victoria High School on March 6 when Lieut.-Cdr. Harry Ferne, staff officer of *Malahat*, presented an illustrated address dealing with the Royal Canadian Navy before the school's vocational guidance class.—R.W.

#### HMCS *Star* (Hamilton)

Two well-known officers have been lost to the division. They are Commander (S) Melvin J. Doll, who is moving to Toronto for business reasons, and Lieut.-Cdr. Gordon F. Sams, who is reverting to the retired list.

Commander Doll organized and worked hard on behalf of the Welfare Committee, which has been an important factor in the success of the division.

Lieut.-Cdr. Sams was recruiting officer of the division and took a keen interest in sports activities. He organized *Star's* hockey team and was a rabid fan at all games.

#### HMCS *Queen* (Regina)

Aerobatics by two Sea Furies and close formation flypasts by four Avengers were watched by about 500 Regina's during the visit of the RCN planes to the "Queen City". More than 40 personnel from HMCS *Queen* were taken on familiarization flights.

Departing members of the Chief and Petty Officers' Mess were honoured at a farewell party. Engraved silver tea services were presented to CPO Ken Taylor and Mrs. Taylor and PO Fred Dubinsky and Mrs. Dubinsky. CPO Taylor was drafted to HMCS *Ontario* and PO Dubinsky to HMCS *Naden*.

Honoured at the same party were PO Gordon McLean and Mrs. McLean, CPO Vince Horth and Mrs. Horth, PO Bruce Graham and Mrs. Graham, PO Thomas Vessey and Mrs. Vessey, and PO Patrick Moran and Mrs. Moran.

The occasion was marked by a dance, with refreshments prepared by the ladies' auxiliary.

Other staff changes have included the drafting of Ldg. Sea. C. R. Walls and Ldg. Sea. E. Kuffner to *Naden* and PO Howard Laatsch to the *Ontario*.

Recent social events have been a court whist by the Chief and POs' Mess and a smoker by the Seamen's Mess. Both functions were well attended.

Naval aviators, during their visit to Regina, were guests at the Wardroom's monthly square dance.

Presentation of the Canadian Forces Decoration was made to CPO Albert Olander. He joined the Navy in 1939 and served in the North Atlantic during the Second World War. An instructor in the communications Branch at *Queen*, he came to Regina from Edmonton in 1948.—C.E.B.

#### HMCS *York* (Toronto)

*York* has had two distinguished visitors in recent weeks.

Rear-Admiral Sir Richard Bevan, Ret'd., a leader in the British Boy Scout movement, accompanied by Fred J. Chalk, president of the Toronto Boy Scouts Association was a guest at dinner in the wardroom on a recent training night and was taken on a tour of divisional headquarters by Captain Robert I. Hendy, commanding officer.

Admiral Bevan took over a class period in the junior officers' course and recounted humorous incidents from his experiences in the Royal Navy in many parts of the world.

Captain V. A. Wight-Boycott, United Kingdom naval attaché in Ottawa, was the principal guest of honour and speaker at a highly successful stag party in the Chief and POs' mess. Mess members and their guests from the Garrison Sergeants' Mess listened with intense interest to a talk which he titled "The Next War".—R.R.

#### HMCS *Discovery* (Vancouver)

HMCS *Cordova*, tender to *Discovery*, has been kept busy with weekly cruises to supplement the division's Tuesday night training parades. Duties as commanding officer of the *Cordova* are being shared by Lieut.-Cdr. J. H. Stevenson and Lieut.-Cdr. Joseph Roberts.



Three former Sea Cadets enrolled together in the RCN (Reserve) at HMCS "Prevost", the London naval division, recently. In the above photo, Lieut.-Cdr. Donald Freeman, recruiting officer, attests Ordinary Seamen Joseph Sullivan, Larry Kyle and Tom Pekoe, all former members of RCSCC "Courageous", which drills in HMCS "Prevost". (Photo courtesy the London Free Press).



The minesweeper has gone on cruises to Vancouver Island as well as on day-long trips through Howe Sound and other waters close to Vancouver.

Lieut.-Cdr. Roberts is conducting an introductory course in TAS for interested officers.

"Communist Infiltration in Canada" was the subject of an informative address to the wardroom by Instructor Lieut. J. D. Harbron of HMCS *Naden*. Another visitor from *Naden*, Surgeon Lieut.-Cdr. V. S. Newman, spoke to the medical department.

The Women's Auxiliary to the wardroom has elected the following officers: Mrs. Edna Irish, president; Mrs. Doris Stevenson, vice-president; Mrs. Mary MacDonald, secretary; Mrs. Nancye Herbert, treasurer; Mrs. Doris Turner, member at large, and Mrs. Bev Roberts, convener of the telephone committee.

#### HMCS Cabot (St. John's, Nfld.)

*Cabot's* entry in the St. John's table tennis tournament dropped its first two games by close scores, then went on to take nine straight from a United Nail and Foundry foursome. Ldg. Sea. John Stewart, captain of the *Cabot* team, won three matches. AB Angus Rose and AB William Gladney accounted for two each.

No losses in its first four starts was the record chalked up by *Cabot's* hockey team.

The season opened with a 7-6 win and a 4-4 tie in encounters with the Department of Veterans Affairs team.

In *Cabot's* third game, the Marshall Motors aggregation took a 13-3 thumping. Harder fought was the game with the Clarenville (Newfoundland) Rovers. Challenged by the Rovers, the *Cabot* team journeyed to Clarenville and came up with a 6-4 victory.

A basketball team has begun to work out under the direction of Lieut. (S) E. M. West and indications are that the vermilion and white of *Cabot* should make a good showing on the local courts.—A.C.C.

#### HMCS Tecumseh (Calgary)

HMCS *Tecumseh's* hockey team, after dropping its first encounter, blew hot and won all the rest of its games.

Calgary's famous chinook winds blew even hotter, however, and melted all the outdoor rinks in the district.

When arrangements were finally made to have the semi-finals of the Calgary Garrison Hockey League played



Footprints in the snow may be nothing new, but when they start in the middle of a snow-covered parade ground and only go one way they can be puzzling. The explanation for these, however, is simple. They are footprints from the sky and belong to Lieut.-Cdr. Michael Page, who was landed on the parade ground at HMC Dockyard, Halifax, by a float-equipped helicopter from HMCS "Shearwater". The two long marks are silent tribute to a perfect landing. (HS-24371).

off on artificial ice, the Tecumseh team had cooled a little.

In a rip-roaring game that had the crowd standing all the way, *Tecumseh* lost 4-3 to the Princess Pats. The Pats' well-organized cheering section out-rooted the Navy and this seemed to have had a bearing on the play.

A successful St. Patrick's dance was put on by the Ship's Fund on March 20.

The Calgary division feels highly honoured in having the only Wren officer in the RCN Coronation Contingent chosen from *Tecumseh*. She is Lieut. (W) M. K. Thompson.—C.S.J.L.

#### HMCS Scotian (Halifax)

More than 150 guests were present for the annual Commanding Officer's Inspection and Prize Night at HMCS *Scotian* on March 26.

The regular ship's company was augmented by UNTD cadets and a platoon from *Scotian's* new tender, HMCS *Porte Dauphine*. The bandmaster and four Sea Cadet buglers from RCSCC Nelson were in attendance.

Platform guests were W. J. McIsaac, president of the Naval Officers' Association of Canada, Halifax branch; Lieut.-Cdr. John Bugden, Reserve Training

Commander; Superintendent J. P. Fraser, Commanding Officer Marine Division, RCMP; Lieut.-Cdr. J. H. Maxner, Commanding Officer, HMCS *Porte Dauphine*; Lieut.-Cdr. J. Monaghan, Commanding Officer, RCSCC Nelson, and Lieut.-Cdr. C. A. Binmore, Staff Officer, HMCS *Cabot*.

Private guests of *Scotian* personnel included Rear-Admiral F. L. Houghton, Ret'd, and Mrs. Houghton, and Cdr. G. M. Wadds and Mrs. Wadds.

Prizes included:

NOAC dirk for best all-round seaman to AB Russel J. Comeau; best new entry rating, Ord. Sea. Lester Wah; UNTD prizes, second year to Cadet J. D. O'Neill and third year to Cadet R. D. Bouchard.

The Inter-Part Field Training Trophy was won by the seamen and accepted by Ord. Sea. R. J. Swaffer.

The Inter-Part Rifle Trophy was won by the Wrens and was presented to PO Wren Eleanor Cunningham. Other team members were Ord. Wren Frances MacGillivray, Ord. Wren Marie Burrows and Ord. Wren Betty White.

The Boat-Pulling Cup was won by the Wrens and was received by Ord. Wren Sheila Sullivan.

Ord. Sea. John Woodroffe won the recruiting prize.

# THE SAILOR and THE SCIENTIST

(Part Two)

*Following is the concluding portion of an address by Dr. G. S. Field, Chief of Division "A", Defence Research Board, and Scientific Adviser to the Chief of the Naval Staff, to the annual meeting of the Technical Section, Canadian Shipbuilding and Repairing Association, in Montreal. The first part appeared in the April issue of The Crowsnest.*

**A** DIVISION of the Naval Research Establishment (which is paralleled at the Pacific Naval Laboratory) is the so-called "dockyard laboratory". This is the part of NRE which helps with the many problems arising every day within the dockyard itself. This laboratory includes chemists, metallurgists, radiologists, etc. It carries out chemical and metallurgical tests and X-ray analyses of welds and other parts of structures. It undertakes research on anti-fouling paints. As has been said, great progress has been made with systems for the prevention of corrosion. But ships still have to be docked periodically for the removal of marine growth, and much

remains to be done with anti-fouling and other means before the fouling of a ship's hull is likely to be drastically reduced.

Another project in hand has to do with the "dezincification" of two-phase naval brasses. Under certain circumstances the zinc tends to corrode out of the brass and leave only porous copper behind. The strength is completely lost and the part fails. This problem is under active investigation from several angles and with hope of at least partial early success.

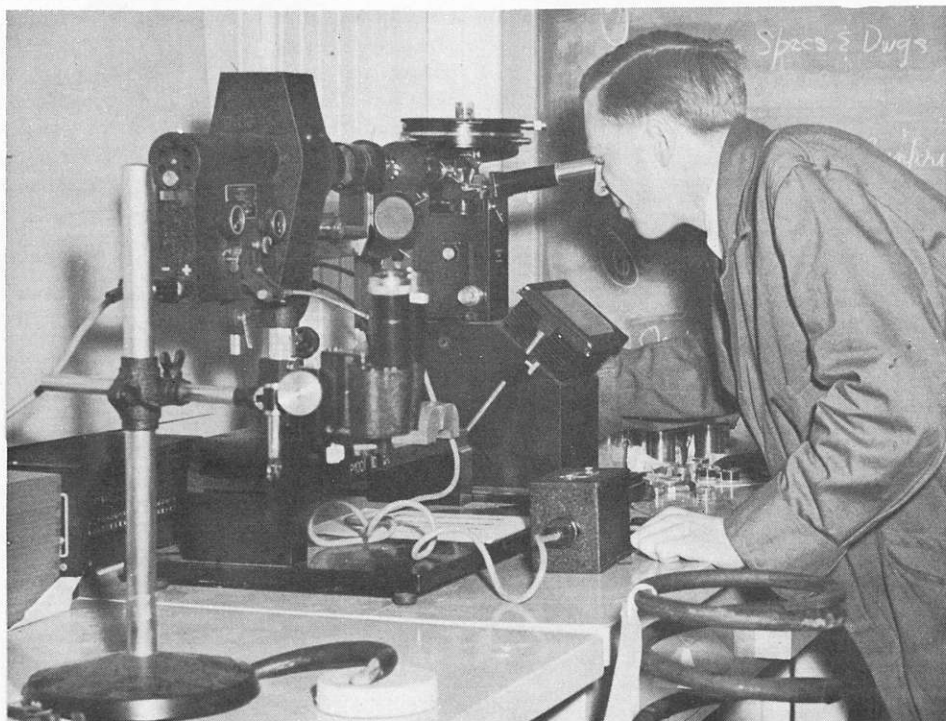
Still another project is concerned with the compatibility of aluminum-mahogany barrier pastes and anti-fouling paints as used in the new minesweepers. An examination of the proposed construction revealed that little was known of the probable behaviour of the various couples and contacts arising from the use of different construction materials. To test the general interaction of the various materials and fastenings, the Dockyard Laboratory of NRE has completed a structure in

which all the variables can be tested in sea water under identical conditions.

This NRE group and the similar one at PNL are the sections of the Laboratories dealing with bread-and-butter problems. The sections handling anti-submarine and other secret projects also have their bread-and-butter activities. Generally, however, they are occupied with long-term projects, which we hope will pay off in the form of "cake" but for which we may have much longer to wait.

The West Coast Naval Laboratory at Esquimalt was set up primarily to take advantage of the favourable climatic and water conditions existing on the Pacific Coast. The deep, protected coastal waters of British Columbia are particularly useful where experiments are to be carried out which involve a great deal of handling of heavy equipment over the ship's side into the water. One particular piece of water, for example, is almost like a laboratory tank on a vast scale. It is several miles in extent, more than 100 fathoms deep and protected on almost all sides by high mountains. Thus, day after day the surface is calm and operations from a ship may be carried out with almost no lost time due to weather.

There is another kind of research which is of interest to the Navy and which is of comparatively recent origin. This is research where generally the laboratory is the actual field of operations. During the war it was found that the scientific approach consisting of careful observation, analysis and conclusion could be applied to operations. Accordingly, operational research teams were organized and given a wide variety of problems to tackle. For example, given the submarine detecting range, speed and endurance of an escort vessel, what is the best dispersion of such escorts around a convoy? Or, knowing the capabilities of an anti-submarine aircraft, how many aircraft should be continually in the air, and what sort of pattern should they fly? This kind of question is obviously of great operational significance and one which is capable of scientific analysis. An actual example, taken from the war, will serve to illustrate the procedure employed.



In the Pacific Naval Laboratory, Technician R. S. Colquhoun determines the cause of a broken Bofors spring with the aid of a metallographic microscope. This instrument is used in studying the structure of metals. (E-22202)



When convoys of merchant ships were mass-attacked by U-boats in 1942, they were likely to suffer heavy losses. The average convoy size at that time was about 40 ships and each was usually protected by six escorts. It was estimated that about double that number of escorts would be necessary to provide adequate protection, but since extra escorts did not exist, the other factors in the situation were examined. The only variable that could be changed actually was the size of convoy, so with this in mind, the losses that had occurred in all convoys were analyzed. It was found that in 1941 and 1942 the percentage losses in large convoys were markedly lower than in small convoys. In fact, about the same number of ships were lost per convoy, whatever its size. It was found, too, that the number of escort vessels for both large and small convoys was about the same, and the size of the attacking U-boat packs had also been fairly uniform.

The reasons for this equality of losses per convoy were probably that the perimeter of a large convoy is not so very much larger than that of a small one, and that once a submarine breaks through the screen the number of ships it sinks depends on the number of torpedoes it carries. (Similarly, a man with a shotgun brings down no more ducks from a flock of 80 flying overhead than he does from a flock of 40.)

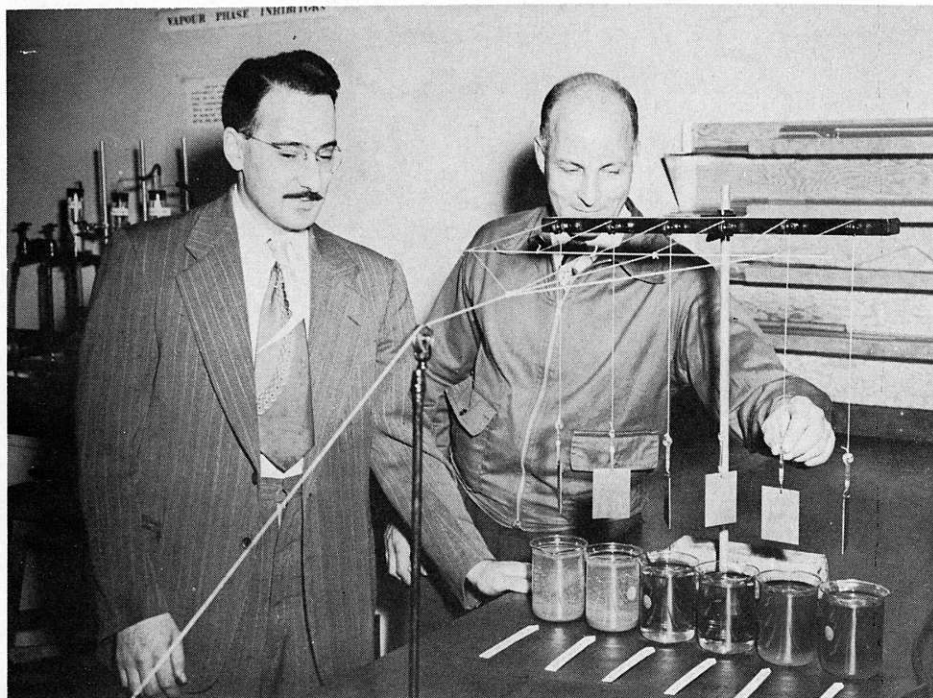
It therefore appeared that by increasing the size of convoy, there would be fewer of them and, hence, fewer losses. In addition, fewer convoys meant more escorts for each, with a correspondingly greater protection and less likelihood of loss. Thus, there was a clear case for the larger convoy, and the size was increased accordingly.

### DRB Advises Minister, DSS Conducts Research

The Defence Research Board consists of the Chiefs of Staff of the three armed services, the Deputy Minister of National Defence, the President of the National Research Council and appointed civilians. Dr. O. M. Solandt is the Board's chairman.

In addition, Dr. Solandt heads an organization made up of a headquarters staff and various research and development stations. This is now known as the "Defence Scientific Service."

The Defence Research Board advises the Minister of National Defence on the application of science to defence problems; the Defence Scientific Service conducts research and provides scientific advice and assistance for the Canadian Forces.



One of the better known projects of the NRE has been that concerned with the prevention of corrosion in ships' hulls. Much progress has been made in this direction and the methods developed by the Canadian scientists have been adopted in Great Britain and the United States. The work continues and here Dr. J. H. Greenblatt and Mr. Kenneth Barnard examine a series of inhibitors in anti-corrosive solutions. (HS-22937).

Within the Defence Research Board there is now a central Operational Research Group, and from it are posted various field groups to operate with the Services. For example, one such group functions within Naval Headquarters and there is another group at Halifax.

In addition to the research and development carried out in the naval establishments, it has been found necessary to put certain developments out to industry. Novel electronic devices which were conceived in the minds of certain naval officers are being developed in this way.

We have not yet reached the stage of push-button warfare, but we certainly have reached the stage where the assistance of push-buttons and the electronics which lies behind them are absolutely vital.

Other research of interest to the Navy is under way in the laboratories of the National Research Council. The assistance in electronics that is being given by industry has been mentioned. In this same field the National Research Council is also helping very greatly. Then their towing tank, where ships' models are being tested, is contributing valuable information of immediate value.

The Bureau of Mines, with its excellent staff and facilities, has been of great help in a number of ways where the properties of metals were involved.

The universities have had an unbroken record of continuous assist-

ance in naval research matters since Drs. Henderson and Johnstone of Dalhousie University were called in to help in 1940. On the whole, as would be expected, the university contribution is now in more fundamental research matters, where the naval interest will be served by long-term research programs. In some cases, however, the development of hardware has been required and the universities have not hesitated to produce the bits and pieces for experimental trials.

Perhaps the most important development in our age has been the close working relationship established between science and industry, which has permitted the scientist's dream of one day to be translated into an article for the use of man on the next.

The First World War began and the Second World War extended this same relationship between the military man and the scientist. In our present naval research program we are maintaining this close co-operation and bringing in scientists from many different agencies. As long as the submarine and other threats to ocean commerce exist, we must keep ahead with the development of weapons and means of countering such threats. If we can keep ahead we may never have to use these weapons, but if the necessity does arise, we must ensure that the equipment which our Navy has to fight with is good enough to ensure our victory.



# The Navy Plays



## Naden Hoopsters Take Inter-Service Title

HMCS *Naden* won the B.C. tri-service basketball league championship when, in the last game of the season, the sailors scored a 32-31 victory over RCAF Sea Island to mark up a perfect record.

In the season's opening game, Navy played host to Sea Island. Both teams held the lead several times during the game and only a last-minute drive by the tars gave them the win.

Navy then defeated Gordon Head Army 81-35 and 91-52. In a home-and-home series with Chilliwack Army, *Naden* came out on top by scores of 92-45 and 43-29.

The RCAF also won over Gordon Head and Chilliwack and, by winning the last game of the schedule, could have tied the Navy for first place. This game was played in Vancouver and turned out to be the most exciting of the year.

The flyers ran in four baskets and a free throw before Navy scored. After five minutes of play the RCN trailed 11-1, but fought back to take a 23-21 lead at half time.

In the final half, Sea Island outscored the sailors 10-9, but their bid fell short

when Navy secured possession of the ball in the last minute of play and held it to the end.

*Naden* was handicapped for the final game by the absence of Midshipman Johnny Hower, who had been a consistently high scorer in earlier games. Other standouts for the RCN were AB Ronald Young, Ldg. Sea. Norman Haskell and and CPO Stan James.

CPO William Marcus was manager of the team and PO William Walters handled the coaching.

## East Coast Curling Club Completes First Season

The RCN Curling Club, Halifax, completed its first season with a successful bonspiel toward the end of March. Although late in organizing, an enthusiastic group of curlers composed of naval personnel and civilians employed with the Navy turned out weekly to hurl rocks and wield brooms amidst encouraging shouts from their skips.

Late in January, a group of interested curlers met in the Stadacona Gymnasium, elected an executive, rolled up their sleeves and started right in. The executive consisted of Instructor Lieut. Terence D. Hicks, president; Lieut.

Albert T. Levy, vice-president, and CPO Roger R. Curtis, secretary.

After club competition was completed, several invitation matches were arranged with curling clubs throughout Nova Scotia. The club has already begun planning a bigger and better season for 1953-54.

## Cataraqui Basketball Team Posts Outstanding Record

HMCS *Cataraqui* climaxed an unbeaten season in the Kingston Garrison Basketball League by defeating Royal Canadian School of Signals by a 20-point margin in a two-game total-point series for the league championship.

During the regular schedule, *Cataraqui* established a league record, scoring 16 straight wins and posting an average of 60 points as compared with 31 for the opposition.

## York Officers Score Five Straight Victories

Things are different in the Toronto Garrison Indoor Baseball League.

The HMCS *York* wardroom team made a sudden decision not to sulk at the bottom of the heap, won its next five games and climbed to fourth position, with a good chance of entering the playoffs.

The whole team has been on its toes, but special notice has been taken of the pitching of Cadet Norm Boyd, winner of the first three games, and Lieut. (S) D'Arcy Quinn, who hurled the Navy to victory in the next two.

The smooth-working infield was a big defensive feature. It was made up of Sub.-Lieut. (S) Lorne Lodge, Sub.-Lieut. (SB) Geoff Robinson, Lieut. (L) Derek Bate and Cadet Ron Gray, with Lieut. Frank Galloway behind the plate.

Still to be played were games against RCASC and Signals, third and first respectively in the league standing.

*York* is thinking seriously about baseball, hoping that a team can be fielded that will take the Civil Service League championship which was almost within grasp last year. Inter-divisional play with *Star*, *Hunter* and *Prevost* is also being kept in mind.



Some of the members of the newly-formed RCN Curling Club are pictured prior to the playoff of the final match for the club trophy at Halifax. The trophy, presented for annual competition, was won this year by Mr. Gerry Beliveau's rink. Front row, left to right, are: Lieut. Thomas A. Cove, Instructor Lieut. K. D. F. McKenzie, Petty Officer Hjalmar P. Davidson, PO Freedom J. Yeman, Lieut.-Cdr. (S) Arnold B. Southon, CPO Leonard R. Ferris, PO Samuel T. Wings, CPO Fred Trotter, Mr. Peter Symko, and CPO Robert L. Henry. Back row: CPO Roger R. Curtis, Lieut. Donald E. Maxwell, Instructor Lieut. Terence D. Hicks, PO Officer Robert J. Burbine, Mr. James D. Wilkie, Mr. J. Gerry Belliveau, Mr. O. Cliff Harris, Lieut. Harold D. McFarland, Commander Frederick K. Naftel, Lieut.-Cdr. (S) Austin B. Rivers and Instructor Lieut.-Cdr. George L. Connor. (HS-24582)



York's hockey team helped to produce some hard-fought and exciting encounters on occasion, but finished third in the inter-divisional league and fourth in the four-team inter-service league. Ldg. Sea. Frank Munn, York netminder, was voted the club's most valuable player by his teammates.

### **Cataraqui Tops Carleton In Annual Competition**

Teams from Carleton and Cataraqui tangled in interdivisional competition in basketball, hockey, volleyball and badminton at Kingston on the week-end of March 14. Although Cataraqui won the meet by a final score of 39-26, competition was keen throughout and the spirit of good sportsmanship prevailed at all times.

The Ottawa and Kingston divisions have made this an annual event and, besides building up a healthy competitive spirit, it has developed much closer relations between the two eastern Ontario reserve establishments.

### **Navy Boxers Star in Golden Gloves**

There was an all-Navy final in the welterweight division of the 1953 Vancouver Island Golden Gloves boxing tournament, with Ord. Sea. Howard Abercrombie taking a decision over teammate AB Les Bunch.

### **York Stages Display At Sportsmen's Show**

HMCS York's experience as one of the inland showcases of the Navy was drawn on again for the Sportsmen's Show in Toronto.

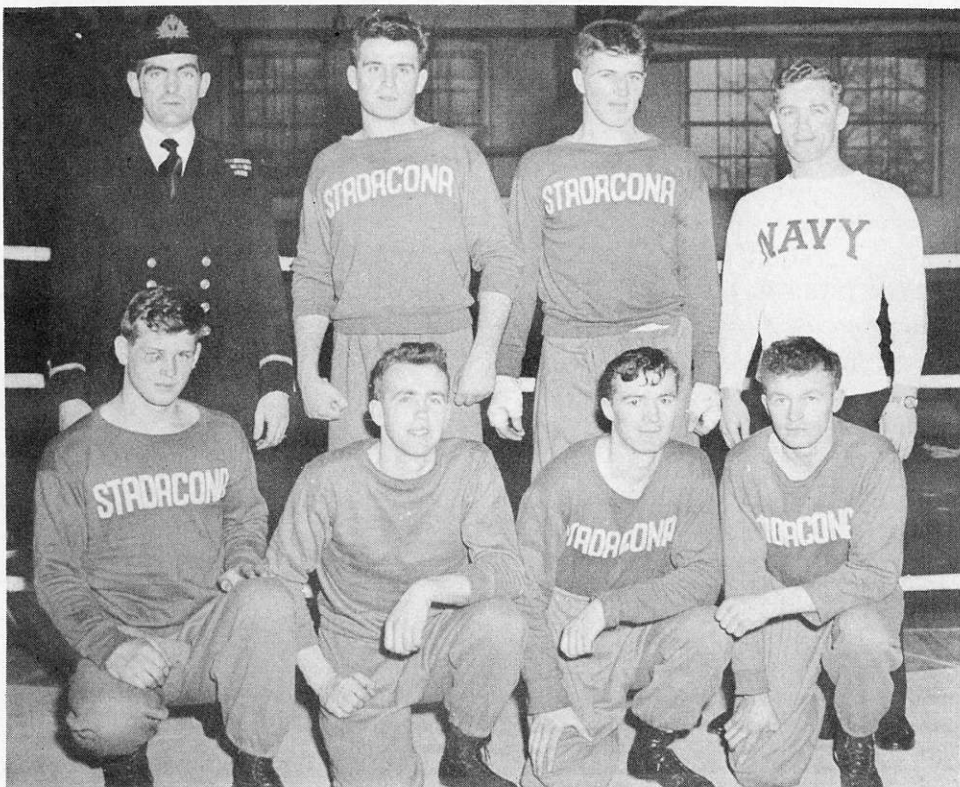
The Navy booth, ringed with white guard ropes, strung with signal flags and with a main back-drop of red, white and blue, was the bright spot of its immediate area. A ship's wheel was set up in the centre of the booth and naval scenes were shown in large photographs.

Display-window mannequins were dressed as an Ordinary Seaman, Wrens, Naval Aviator and Diver. A lightweight diving suit was also displayed.

Also holding the interest of visitors to the show was the film "A Man's Life", which was run continuously in an Admatic machine. It was suspected that the attention-getting power of the film was increased by the fact that many passersby were under the impression they were looking at an outsize TV set.

A welcome visitor to the exhibit was "Miss Canada"—Miss Marilyn Reddick.

This year's Sportsmen's Shows exceeded in attendance the 200,000 mark set last year.



HMCS "Stadacona's" boxing team defeated "Shearwater" 13-10 in the annual competition for the C. E. Hand Trophy. Their honourable scars clearly visible, the "Stadacona" team is shown above. Front row, left to right: AB Fred Doucette, AB Jack Killoran, AB Fred Deegan and AB "Scotty" Maclean. Back row, commissioned Bos'n J. L. Blades, sports officer; AB Sam McCaffery, AB Dave Martin and Ldg. Sea. Bernard (Spud) Hughes (coach). (HS-24281).

The Navy team also took runner-up prizes in the lightweight and heavy-weight classes and AB Ray Shanks, lightweight finalist, was awarded the "Gamest Loser" trophy, after dropping a split decision to a classy Vancouver fighter. Sub.-Lieut. Elwood Leslie, the night's most popular and colourful heavyweight, lost a close call in the finals.

In the Vancouver Golden Gloves, AB Shanks walked off with the B.C. lightweight title after three hard-earned wins. In his second fight, Shanks kayoed highly touted Jack Wilson of Vancouver. His efforts have earned Shanks a berth in the British Empire Games trials to be held later in the year.

The Navy team made a fine all-round showing and was runner-up for the team trophy to Prince Rupert's seven-man club.

### **Medical Team Scores In Bowling Playoffs**

Keglers of the Medical branch captured top honours in the Pacific Command Bowling League playoffs this year, with Communications coming in second and Supply School taking the consolation prize.

This is the second straight season in which the Medics have won the title.

The winning team was captained by CPO Fred Kelly and included Lieut. V. H. Skinner, CPO Howard Ward, AB Paul Bouchard and AB Ron Gibson.

Individual honours over the regular season were shared as follows:

High average—Commissioned Supply Officer Frank Bentley, 203.

High three—CPO Howard J. Ward, 781.

High single—Ldg. Sea. Alfred Stringer, 359.

Ladies' high average—Miss Maud Crawford, 161.

### **Bowling Leagues End Season at Cornwallis**

A Men's Bowling League and a Mixed League ended at HMCS Cornwallis March 18 with the Civil Servants' team winning the men's trophy and the Hawks taking the prize in the mixed loop.

### **Huron Fares Well In Hockey League**

Leave period and refit which kept HMCS Huron in harbour for the month of March allowed more time for sports, and with good results.

The hockey team finished second in the inter-ship league, only three points

behind HMCS *Magnificent*. In the first game of the playoffs, the *Huron* defeated the *Iroquois* 3-2 by overcoming a one-goal deficit at the end of the second period. Two goals in the third session eliminated her sister ship and future sailing companion.

The water polo team was outclassed by a much better conditioned *Stadacona* team which was made up of almost all the Atlantic Coast's champion swimmers. The score was 6-0 in favour of *Stadacona*.

### **Supply School Squad Clinches Sports Trophy**

With '22 shooting the only event remaining on the winter sports program, the Supply School "A" entry clinched the Naden Cock of the Barracks trophy with a total of 81 points. Second and third places were also settled, Medical Communication and ND finishing second with 69 points and MTE coming next with 61.

Supply School "A" nosed out MTE, first half winners, for the hockey championship, 33 points to 32. The Supply school team went through the second half of the schedule without a loss.

### **Versatile Athlete Enrolled at MTE**

The Mechanical Training Establishment is well represented on HMCS *Naden's* senior hockey, soccer and English rugby teams.

Most versatile of the MTE's athletes is Ord. Sea. Joe Woods, who is a member of the Navy hockey, English rugby and basketball teams, and is showing promise on the soccer field. Woods played hockey for Lethbridge Native Sons before entering the RCN.

The MTE hockey team had a good season, winning ten games and losing two.

### **Chiefs and POs Triumph In Cornwallis Hockey**

A hard-fought 27-game inter-part hockey schedule at HMCS *Cornwallis* ended with the Chief and Petty Officers in first place. In close pursuit was the Communications School.

As well as heading the inter-part league, the Chiefs and POs also won an exhibition game with their opposites from HMCS *Shearwater* 10-5.



Petty Officer Norman Jones, Navy's net-minder in the Victoria Commercial Hockey League, has been awarded the F. W. Francis Jeweller Trophy for the goalie with the best "goals-against" average. (E-10448).

### **Navy Dethroned In Puck Playoff**

Navy's bid to retain the Victoria Commercial Hockey League championship was disposed of by Victoria Merchants in four straight games in a best of seven final series.

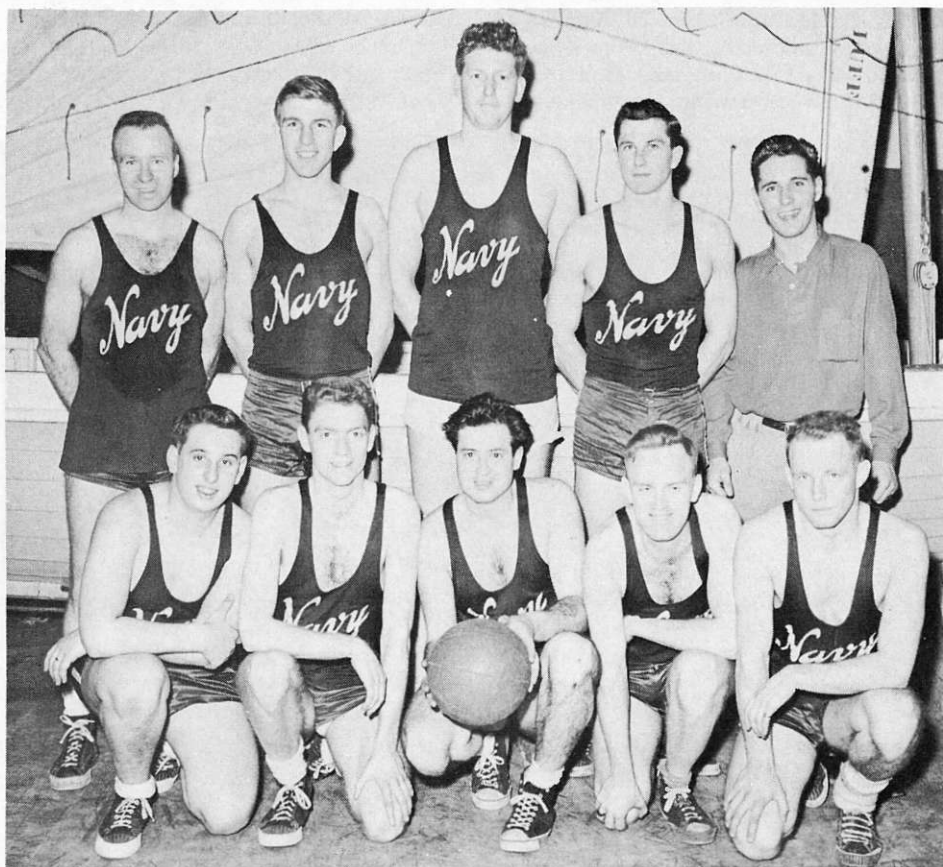
After occupying a second division berth for most of the season, the Sailors managed to squeeze into the playoffs with a closing spurt. Then, in the semi-finals, they showed some of their 1952 form by knocking over Victoria Individuals three times in a row. In the final, however, their season-long lack of scoring punch became evident once more and they bowed out, quickly but gracefully, to the powerful Merchants.

### **Electricians Win Quebec Cage Title**

Electrical Department defeated the Executive 56-32 to win the inter-part basketball championship of HMCS *Quebec*. Members of the victorious team were Petty Officers Bertram Godding and Sidney Brynildsen, Leading Seamen James Kitchen, Mike Crowley and Donald Bishop, Able Seamen Jack Hastings and Steve Stowe and Ordinary Seamen Roy Martinell and Garnet Jones.

### **Shearwater Tops Senior League**

The *Shearwater Flyers* overpowered the *Stadacona Blue Tides* 4-1 in the



HMCS "Catarqui's" basketball team had a perfect record in winning the Kingston Garrison Basketball League championship. Members of the team were: Front row, left to right Ldg. Sea. Charles Curtis, Sub-Lieut. C. C. Summers, AB Robert J. Hillier, AB John R. Murray, Surgeon Sub-Lieut. Lawrence Sterns. Rear row, Lieut. (S) Hugh G. Cheesman, Cadet Ronald Ray, Cadet Douglas Swan, Sub-Lieut. (S) William G. Tucker and Ldg. Sea. James T. Langton. (Photo by Dick Herrington, Kingston).



third and final game of the Halifax-Dartmouth Senior Hockey League finals to take the championship.

The Flyers took charge of the play right from the opening whistle, scoring twice in the second period and twice in the early minutes of the third. Stad's lone counter was marked up at 13:25 in the third period.

### **Division Hockey Title**

#### **Won by HMCS Star**

The league trophy went to HMCS *Star* when the Hamilton team defeated HMCS *Hunter* in the home-and-home playoff series for the interdivisional hockey championship.

*Star* was victorious in both games, 6-3 and 7-1. Left behind in the league race were HMCS *York* and HMCS *Prevost*.

The trophy was presented by Commander W. G. Curry, commanding officer of *Hunter*, to Lieut. Rodney Lyons, captain of the winning team.

### **Virgin Islanders Defeat**

#### **Quebec's Cricket Team**

HMCS *Quebec's* cricket team went down to an 85-32 defeat at the hands of a local team during the cruisers' visit to Tortola, Virgin Islands. Members of the Tortola Cricket Club and their wives were guests on board the *Quebec* after the match.

The ship's softball team played a practice game and afterwards a softball and bat were given to some of the natives who had gathered to watch. By the time the ship left, close to 100 people were on the field playing and greatly enjoying a mass game vaguely resembling softball.

Inter-part sports were precluded by the shortage of playing space but many members of the ship's company enjoyed recreation leave to go swimming and hiking.

### **Portage Drops**

#### **Inter-Ship Games**

Lack of practice due to long periods at sea was blamed by HMCS *Portage* supporters for their team's defeat at the hands of HMCS *Huron* in an inter-ship hockey game. The *Portage* came out on the short end of a 4-1 score.

Even Friday the 13th didn't change the *Portage's* luck for the better. Meeting HMCS *Magnificent* in the first round of the inter-ship sudden-death hockey playoffs, the *Portage* was shut out 9-0. —A.B.T.

## **A Quiet Week-End**

by

N. J. G

WHILE 30th Carrier Air Group was based at Rivers, Manitoba, in order to participate in Exercise "Assiniboine" and undergo a three-week training program, it was considered that advantage should be taken of the opportunity to visit a few naval divisions that have rarely heard the "purring" of naval aircraft engines.

Whereupon *Nonsuch* (Edmonton), *Unicorn* (Saskatoon) and *Queen* (Regina) were all targets for strike forces on the week-end of February 28-Mar. 1.

All of these visits were most successful in providing an exchange of news and information between aviation personnel and reserves; in gaining some publicity; in training aircrews, and in allowing congenial get-togethers with old and new-found friends. It was with some anticipation, therefore, that a group flight to Calgary was arranged for the following week-end.

It was decided to strike Calgary with all available force, and 20 planes—12 Avengers and eight Sea Furies—were pushed out of their hangars into the grey Saturday morning air at 20 below

zero. Engines sound different and unusual things happen to oil, grease and moving parts at these temperatures.

After a quick briefing, aircrew manned aircraft and headed west in squadron formations. The Avengers were carrying 25 aircrew and 23 maintenance personnel. An additional 20 men were ferried out in an RCAF Dakota.

The unending expanse of flat, snow-covered country was most impressive to those who hadn't flown across the prairies before; it seemed to be such a waste of good forced-landing area.

The Furies made a rendezvous with the Avengers east of Calgary and escorted them towards the Municipal Airport. We expected to be intercepted by an RCAF Mustang flight, but we must have caught them at lunch. On being cleared, all aircraft carried out a mock attack on the Municipal Airport, flew across the city and struck Currie Airport, the RCAF base. The Avengers landed on the small Currie field and the Furies at the Municipal.

There were five unserviceable aircraft but the crews got to work on them soon after they landed. We quickly



It was bright, it was breezy and it was cold when four RCN Avengers and two Sea Furies visited Regina during March. Strapping on their parachute harness with numbed fingers are three members of HMCS "Queen", AB Richard Wilson, Ord. Sea. Raymond Relke and Acting Sub-Lieut. Wilfred H. Gee, three of the more than 40 reserve personnel taken for flights in the visiting aircraft. (Photo by Heenan, Regina).

took off our well-padded winter flying suits when we stepped out into spring-like weather with the sun bringing temperatures up to 45 above.

We were greeted at both airports by *Tecumseh* personnel and were taken to our hotel, where the usual unravelling of baggage took place. Some Fury pilots were still trying to trace suitcases at supper time.

After lunch we returned to the airports and the Avengers commenced a "scenic tour" schedule over the city with reserve personnel along as passengers. Sixty-two people were given rides.

The weather was clear and the rugged, glinting mountaintops, 60-odd miles away, appeared to be almost underneath. The air was very turbulent and it is to the credit of hardy western stomachs that more of the emergency cardboard containers carried in the aircraft were not used.

Sea Furies and Avengers combined for a few fly-pasts over the city and the Furies put on an aerobatic display at both airports for the benefit of the hundreds of spectators who turned out.

In the evening the group gathered at HMCS *Tecumseh* and were welcomed aboard the very spacious and well



Commander G. P. Manning, commanding officer of "Nonsuch", tries out the cockpit of a Sea Fury fighter, one of four which flew to Edmonton from Rivers, Man., for a week-end visit during the course of the 30th Carrier Air Group's stay at the Canadian Joint Air Training Centre. Commander Manning's "instructor" is Lieut. Hap Gower, USN, American exchange pilot flying with the RCN. Aircraft of the 30th CAG also visited Saskatoon, Calgary and Regina. (Photo courtesy of the Edmonton Journal).

### Sea Furies Best MIGs in Battle

The Sea Fury, at present the first-line fighter aircraft of the RCN, has proven itself in combat in the Korean theatre.

During a 24-hour period last year, Sea Furies from HMS *Ocean* had four encounters with MIG 15s. In the first, four Sea Furies were attacked by eight MIGs at 5,000 feet. One MIG was destroyed, exploding as it hit the ground, and repeated hits with 20mm cannon were obtained on two others, which then broke off the action and, screened by the remaining five, retired to the northward.

On the same day, four Sea Furies were attacked by four MIGs at 6,000 feet. One MIG retreated emitting smoke and flames and the other three broke off the action. One Sea Fury was hit, a drop tank being set on fire. The pilot managed to jettison the tank, put out the fire by side slipping and made a safe deck landing.

An hour later, two Sea Furies and two MIGs clashed at 4,000 feet. One Sea Fury was hit and had to make a forced landing on a friendly island. The pilot was uninjured.

The next day four Sea Furies were attacked by eight MIGs. One MIG broke away smoking and on fire.

The score of the four encounters was: One MIG seen to crash, two "probables" and two damaged; two Sea Furies damaged.

appointed "ship" by the captain, officers and ship's company, including Wrens. An excellent dance was held on the drill floor with orchestra and all necessary trappings to ensure a happy time. (It was probably the first time the *Shearwater* rugby yell had been heard so far west.)

On Sunday afternoon members of the reserve and students from the Calgary Institute of Technology mustered at both airports to hear talks on the roles of the Navy's fighter and anti-submarine aircraft and their maintenance problems. Two Sea Furies gave a short demonstration of speed and manoeuvrability.

Some members of the group were driven to Banff to admire the beauties of the Rockies.

On Monday the Sea Furies took off about noon and managed to get into Rivers in borderline weather. After waiting all morning for the weather to lift, the Avengers took off for Saskatoon. One Avenger remained unserviceable and was left with a working party and finally got to Rivers on Thursday. (There was no lack of volunteers to remain behind.)

The RCAF duty staff met the aircraft at Saskatoon with multilithed routines for our overnight stay and maps of the station—despite having had only two hours' notice of our arrival.

Tuesday was another day of waiting as the bad weather persisted over Rivers but in the afternoon the 11 aircraft set course for base and seven got in under lowering clouds. The last flight of four was forced by deteriorating weather to land at a little airport 80 miles away. They came into Rivers the following day with tales of the rustic amenities of prairie villages and of the kindness of the inhabitants.

Due to bad weather conditions the operation seemed to illustrate the old adage, "Time to spare—go by air", but all in all it was highly successful from the standpoint of training and good will.

One of the petty officers was overheard to remark on his return: "We had a pretty quiet time—usual sort of week-end."

### Officer Slate Named By Vancouver NOAC

The Naval Officer's Association of Vancouver recently elected its executive for the coming year. The new slate for 1953 is: Past president, A. G. Osburn; president, Norm Alexander; vice-president, Croft Brook; secretary, Peter Stanley; treasurer, Ian Howard; and Tom Phillips, Bruce Allan, Jack Hewitt, Pat Lenox, George Greenwood, and Bill Evans, Committee Chairmen.



## WEDDINGS

Able Seaman L. G. Banfield, HMCS Quebec, to Miss Winnie Hiscock, of Newfoundland.

Leading Seaman Robert E. Bishop, Naval Radio Station Newport Corners, to Miss Cora McCann, of Windsor, N.S.

Lieutenant James M. Bond, HMCS Cornwallis, to Miss Evelyn Marie Gilliatt, of Annapolis Royal, N.S.

Leading Seaman Raymond Boschee, HMCS New Waterford, to Miss Lillian Schatz, of Victoria.

Petty Officer Germain Bouchard, HMCS Cayuga, to Miss Elizabeth Naffel, of Victoria.

Able Seaman William Fraser Burr, Naval Radio Station Newport Corners, to Miss Doris May Boomhower, of Saskatoon.

Able Seaman Gerald Cahill, HMCS Cayuga, to Miss Jacqueline Brooman, of Ottawa.

Sub-Lieutenant Donn Carmichael, HMCS Ontario, to Miss Norah Ann Hughes, of Victoria.

Able Seaman Charles David, HMCS Ontario, to Miss Mary Parker, of Victoria.

Ordinary Seaman Keith Dawson, HMCS Naden, to Miss Dorothy Le Blanc, of Yarmouth, N.S.

Able Seaman Fred J. Duffy, HMCS Cornwallis, to Miss Isabel Balcan, of Saskatoon.

Able Seaman Morely Grant Farrell, HMCS Ontario, to Miss Mary Morrison, of Victoria.

Petty Officer Gordon Gregory, HMCS Ontario, to Miss Winnifred Bird, of Victoria.

Lieutenant (E) Charles Frederick Hase, HMCS Magnificent, to Miss Jeanette Langton, of South Sea, Portsmouth.

Leading Seaman Roy Gwynn Hobbs, HMCS Ontario, to Miss Marie MacInnes, of Halifax.

Petty Officer Robert J. Hotchin, HMCS Naden, to Miss Beatrice Naffel, of Victoria.

Lieutenant-Commander Donald William Knox, HMCS Shearwater, to Miss Ann Campbell, of Westmount, Que.

Able Seaman Walter McCue, HMCS Cayuga, to Miss Lily Val Moysuh, of Vernon, B.C.

Leading Seaman William Murray, HMCS New Liskeard, to Miss Dorothy Hogan, of New Waterford, N.S.

Able Seaman Jack E. Pennington, HMCS New Liskeard, to Miss Elizabeth Kindt, of Niagara Falls, Ont.

Able Seaman Robert Pfister, HMCS Naden, to Miss Evelyn Matchett, of Victoria.

Able Seaman Harold Reed, HMCS Naden, to Miss Patricia Ewing, of Victoria.

Leading Seaman J. B. Reynolds, HMCS Gloucester, to Miss Patricia Kennedy, of Guelph, Ont.

Leading Seaman John E. Rogers, HMCS Cornwallis, to Miss Margaret A. Troop, of Cornwallis, N.S.

Leading Seaman Norman J. Seeley, HMCS New Liskeard, to Miss Eileen Hargrave, of Kirkfield, Ont.

Able Seaman Wilfred S. Sherwood, HMCS Cornwallis, to Miss Marie Edith LeBlanc, of Saulnierville, N.S.

Ordinary Seaman Paul Siwicki, HMCS Ontario, to Miss Elizabeth Killips, of Edmonton.

Able Seaman John L. Smith, HMCS Naden, to Miss Yvonne Hunt, of Victoria.

Sub-Lieutenant Erling B. Stolee, HMCS Ontario, to Miss Gionilda Long, of Victoria.

Leading Seaman Cecil Weldon Tabor, HMCS Cornwallis, to Miss Elaine Leona Pierce, of Cornwallis, N.S.

Able Seaman Stanley Bruce Wood, HMCS Stadacona, to Miss Joyce Marilyn Hire, of Halifax.

Able Seaman Barry W. Taylor, HMCS New Liskeard, to Miss Marie Spackman, of Montreal.

Ordinary Seaman Donat F. Therriault, HMCS Cornwallis, to Miss Georgette Labelle, of Cornwall, Ont.

## MAN OF THE MONTH

(Continued from page 7)

Since the war he has served in the Gunnery School at Stadacona, at Cornwallis and on board the Nootka and Magnificent. He was back at the "Chief" level by May 1, 1949.

He came to D'Iberville, via HMCS Montcalm, on October 21, 1952.

Their first child, a son, was born to CPO and Mrs. Darveau last November 26.

Two of CPO Darveau's hobbies are radio and fishing. He is taking a correspondence course in radio and TV servicing and his success as an angler improves with the telling.

New entries gaze with admiration on the ribbons so well displayed on his rugged chest. But not for long. "The Voice" has a way of keeping them on their toes and intent on their immediate business of learning to be sailors.

## BOOK REVIEW

CANADIAN REGIONS—A Geography of Canada, edited by Donald F. Putnam; J. M. Dent and Sons (Canada) Ltd., 224 Bloor St. West, Toronto; 601 pages \$9.

Any officer or man, nearing the end of his service career and planning a future in civilian life, can find in "Canadian Regions" the information he is likely to need about climate, soil productivity or industrial and business prospects of any part of Canada.

This is probably the most comprehensive geography of Canada ever published and, if a favorite corner of our land seems to be treated rather sketchily, it just goes to show what a big country this is.

There are maps and charts by the dozen, showing population centres, forest distribution, mineral resources, rainfall and temperatures and so on—all illustrative of the factors which make up the physical and economic background of Canada.

This book would undoubtedly be a valuable reference work on the shelves of any ship's library. Parts of it read, however, as if they were written by geographers for geographers.

What would the frustrated Mr. Average Reader make of the caption accompanying the picture on page 31: "A Chernozem developed on silty lacustrine sediments, South-Central Manitoba"?

And what are podzolic soils?

Perhaps in the next edition, the editor will lower his sights and draw a bead on the ignorant multitude—even if it is only to the extent of adding a glossary which will explain some of the technical terms.—H.M.C.

## BIRTHS

To Petty Officer Robert Breen, HMCS Cornwallis, and Mrs. Breen, a daughter.

To Petty Officer Munro C. Brookes, HMCS New Liskeard, and Mrs. Brookes, a son.

To Petty Officer Robert Brown, HMCS Portage, and Mrs. Brown, a son.

To Leading Seaman Bernard P. Byerley, HMCS Cornwallis, and Mrs. Byerley, a son.

To Lieutenant D. A. Cameron, HMCS Stadacona, and Mrs. Cameron, a daughter.

To Able Seaman Frederick G. Clair, HMCS New Liskeard, and Mrs. Clair, a son.

To Lieutenant-Commander S. S. Claremont, HMCS Cornwallis, and Mrs. Claremont, a daughter.

To Petty Officer W. H. Clark, HMCS Cayuga, and Mrs. Clark, a daughter.

To Petty Officer F. L. Dobbin, HMCS Gloucester, and Mrs. Dobbin, a daughter.

To Chief Petty Officer H. H. Heppel, HMCS Cornwallis, and Mrs. Heppel, a daughter.

To Able Seaman William J. Keen, HMCS Iroquois, and Mrs. Keen, a daughter.

To Able Seaman Timothy Kennealy, Naval Radio Station Coverdale, and Mrs. Kennealy, a son.

To Leading Seaman Joseph C. Martelle, HMCS New Liskeard, and Mrs. Martelle, a daughter.

To Able Seaman Harry Nippard, Naval Radio Station Coverdale, and Mrs. Nippard, a son.

To Petty Officer William R. O'Hearon, HMCS New Liskeard, and Mrs. O'Hearon, a son.

To Chief Petty Officer Kenneth Perry, HMCS Malahat, and Mrs. Perry, a daughter.

To Petty Officer Harold E. Price, Naval Radio Station Newport Corners, and Mrs. Price, a daughter.

To Leading Seaman Robert J. Prizeman, HMCS Unicorn, and Mrs. Prizeman, a daughter.

To Petty Officer H. A. Rands, Naval Radio Station Aldergrove, and Mrs. Rands, a son.

To Petty Officer William Reed, Naval Radio Station Coverdale, and Mrs. Reed, a daughter.

To Leading Seaman Thomas J. Stubinski, Naval Radio Station Newport Corners (now of HMCS Naden), and Mrs. Stubinski, a daughter.

To Petty Officer D. W. Trim, HMCS Naden, and Mrs. Trim, a daughter.

To Petty Officer James A. Tyre, HMCS Cayuga, and Mrs. Tyre, a son.

To Leading Seaman L. C. Williams, HMCS Quebec, and Mrs. Williams, a daughter.

To Able Seaman P. J. Wylie, HMCS Cayuga, and Mrs. Wylie, a daughter.

## Golf Course Serves As Landing Field

Good early season use was made of the golf course at Chester, N.S., by Lieut. James Burns, of VS-880 Squadron of 31 Support Air Group.

Flying at 10,000 feet, Lieut. Burns' Avenger aircraft had a complete power failure and the golf course turned up just in time for the pilot to make a skilful wheels-up landing.

Lieut. Burns was accompanied by AB Llewellyn Kennedy. Neither was hurt and they returned to Halifax by road. The aircraft, its underside slightly damaged, was taken to Halifax on board CNAV Eastore.

# CORONATION CONTINGENT

RCN and RCN(R)

Rank and Name	Ship or Establishment	Rank and Name	Ship or Establishment
Commander R. P. Welland	Stadacona	LSPR1 E. I. Coulter	Shearwater
Lieut.-Cdr. J. E. Korning	Naden	LSSE1 D. L. Dine	Shearwater
Lieut.-Cdr. (E) L. H. Clark	Stadacona	LSAR1 J. W. Gibson	Shearwater
Lieut.-Cdr. (MN) F. L. Rutledge	Stadacona	LSFM2 H. H. Krys	Shearwater
Lieut.-Cdr. M. E. Smith	Donnacona	LSAR1 G. H. Holt	Shearwater
Lieut. M. J. Waymouth	Stadacona	LSTD1 E. C. Mason	Wallaceburg
Lieut. F. W. Costin	Antigonish	LSQM1 G. Wright	Athabaskan
Lieut. (L) W. B. Wilson	Quebec	LSCK1 D. T. Horner	Haida
Lieut. (S) R. B. A. Stenning	Atlantic Reserve Fleet, Sydney	LSCS2 F. M. Watts	DSRA
		LSCS2 N. A. Gould	DSRA
Lieut. W. S. T. Jackson	Nonsuch	LSSW1 R. Parent	Stadacona
Lieut. (E) H. S. Jackson	Unicorn	LSTD1 D. McCoy	Stadacona
A/Lieut M. J. Letellier	Montcalm	LSSW1 J. Neve	Cornwallis
Lieut. (W) M. K. Chapman	Tecumseh	LSAW3 R. Donaldson	Cornwallis
Sub-Lieut. E. B. Stolee	Ontario	LSEM2 J. Landsburg	Stadacona
C1GI3 D. Abbott	Ontario	LSMM1 S. Podgornik	Cordova
C1GI3 F. Stiner	Stadacona	LSLRS K. A. Hills	Carleton
C1MA3 G. Black	Stadacona	LSQRS C. R. Cooke	Chippawa
C1GA4 C. R. Moore	Shearwater	LSQMS K. C. Karn	Prevost
C1VS3 J. A. R. Beaulieu	Shearwater	LSNS1 J. C. McLeod	Queen Charlotte
C1AC3 E. W. Ratcliffe	Shearwater	LSTDS J. W. Cuell	Tecumseh
C1QM2 H. Keeler	Cornwallis	LSSM1 C. W. Knighton	York
C1MR3 F. S. Kitchen	Unicorn	LSNF2 J. A. Hanson	York
C1CK3 F. Barnes	Carleton	LSAA1 J. F. Simpson	Donnacona
C2SM3 A. Brown	Naden	LSAW1 J. H. Cookson	Hunter
C2CK3 A. Myatt	Cape Breton	LSTDS J. F. Marr	Star
C2CV3 A. Bonner	Cornwallis	LSLR1 J. L. Bryant	Griffon
C2SH4 E. V. Dawtrey	Prevost	LSNSI H. J. Weinstein	Star
C2ER4 A. J. Jaeger	Griffon	LSAAS R. Hayward	York
C2CV3 W. H. Clews	York	ABBD1 H. Alexander	Naden
P1TA3 N. Jones	Naden	ABSN1 T. Earle	Cedarwood
P1RG3 R. Eldridge	Naden	ABEM1 F. Hermiston	Cayuga
P1ER4 W. E. Brownridge	Stadacona	ABMA1 L. Beaton	Naden
PIAT4 T. D. Boyd	Shearwater	ABCR1 J. Crowther	Antigonish
P1AA2 F. Boddy	Crusader	ABPH1 E. Charles	Naden
P1CS3 J. Dunbar	DSRA	ABSM1 E. Fedorowich	Naden
P1AW2 L. Turgeon	Montcalm	ABVS1 J. W. Hall	Sault Ste. Marie
P1AA1 J. B. Borthwick	Chippawa	ABEM1 G. Goosens	Beacon Hill
P2SH4 W. Curry	Ontario	ABAA1 A. O. Pinnell	Stadacona
P2RT3 F. G. Simpson	Brunswick	ABSM1 J. W. Hilton	Stadacona
P2LRS R. H. Farrell	Cataraqui	ABEM2 J. D'Aoust	Stadacona
LSQR1 W. Gemmell	Naden	ABAR1 C. D. Snelgrove	Shearwater
LSQR1 W. Lawley	Naden	ABAF1 J. A. Turner	Shearwater
LSAAS M. Mitchell	Sault Ste. Marie	ABAF1 J. F. R. Pageau	Shearwater
LSCK2 G. Joynson	Beacon Hill	ABAO1 K. P. Briard	Shearwater
LSCV1 D. Lory	Naden	ABAAS K. Gilbert	Donnacona
LSSM1 L. Lakey	Royal Roads	ABSMS D. S. Wakeford	Malahat
LSRP1 C. Williamson	Antigonish	ABCRS D. S. MacLean	Chippawa
LSRPS T. Finnigan	Cedarwood	ABAAS G. Cappelli	Donnacona
LSCR1 W. R. Gaudet	Albro Lake	ABQRS T. G. Sweeney	Unicorn
LSQR1 L. W. R. Brown	Stadacona	AB(NQ) R. M. Smith	Discovery
LSTDS C. R. Nickerson	Stadacona	AB(NQ) K. V. Bradley	Scotian
LSPR1 T. J. Cullen	Stadacona	ABCR1 V. V. Stewart	Discovery
LSSM1 W. Easterbrooks	Stadacona	ABSMS A. G. Rose	Cabot
LSSM1 W. S. Morton	Stadacona	ABSMS W. J. Masson	Tecumseh
LSET2NQ T. Sawyer	Stadacona	ABVS1 G. W. Guthrie	Queen
LSMA2 E. T. Price	Stadacona	ABAW1 R. Gagnon	Montcalm
LSAW1 W. Farmer	Stadacona	AB(NQ) E. A. L. Dawes	Chatham
LSPW2 J. Joly	Stadacona	AB(NQ) M. B. Crawford	Hunter
LSAW2 W. J. Walsh	Cancomnew	ABSMS R. W. Beatty	Cataraqui
LSAA1 D. Flynn	Cornwallis	WOVS1 B. D. Neill	Coverdale
LSAA1 W. Barlow	Cornwallis	WOAWS D. Moar	Chippawa
LSCR1 G. Sutherland	Cornwallis	OSSMS R. Roth	Cayuga
LSNS1 C. Ross	Portage	OSEMS E. P. Figol	Nonsuch
LSTD1 G. Ainsworth	New Liskeard	OSSMS R. G. Levey	Carleton

This is the list of names of those originally selected. Circumstances such as illness may cause some alteration before the naval contingent is assembled and sails for the United Kingdom.



