

Elsewhere in this issue of The Crowsnest readers will find an article on the Bureau of Current Affairs — a tri-Service information bureau recently set up in the Department of National Defence on the recommendation of the Canadian Chiefs of Staff Committee.

In order that its purpose might be clear to all who serve afloat, I would like to add a brief foreword:

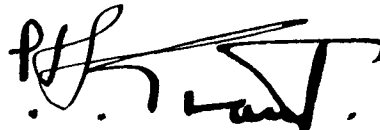
In our way of life a man's home is his castle and what goes on there is no concern of the Navy's. In fact, we take pains to keep our nose out of people's private business. You may be wondering, therefore, whether the Service, through the medium of organized discussion groups, is not reversing its policy by prying into your private ideas and thoughts on the democratic way of life as opposed to the communist's. It may even be suggested that we are taking a leaf from the Russian textbook by issuing a spate of propaganda aimed (in this case) at proving that democracies can do no wrong.

Let me assure you that this is not the case. There is no reversal of our traditional policy.

The idea underlying discussion groups has a fundamental purpose: to familiarize all in the Navy with both sides of the difficult ideological situation facing the divided world today and to let you make up your own minds, after intelligent discussion with your messmates, what the real values of our way of life are.

Remember, also, that all literature in connection with this programme, originating in Ottawa, is meant solely to stimulate thought and discussion and not to dictate it.

The Navy confidently relies on all serving officers and men to give this programme their whole-hearted support.

A stylized, handwritten signature in black ink, appearing to read 'H. T. W. Grant'.

(H. T. W. Grant)
Vice-Admiral RCN
Chief of the Naval Staff

The CROWSNEST

Vol. 3 No. 12

THE ROYAL CANADIAN NAVY'S MAGAZINE

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Cover Photo—

Their Royal Highnesses, the Princess Elizabeth, Duchess of Edinburgh, and the Duke of Edinburgh.

(Photo by Baron, London, provided through courtesy of Miller Services Limited, Toronto.)

On pages 16 and 17 is an artist's conception of what most, but not all, the ships of the RCN would look like if anchored, say, in Bedford Basin. Grouped like this, they form quite an imposing array, particularly if compared with the fleet of 12 summers ago. Then the seagoing RCN consisted of six destroyers, five minesweepers and a handful of auxiliaries.

The drawing shows 49 ships and auxiliaries. Actually, the RCN has 80-odd ships and vessels of various types either in commission, under refit or in reserve, plus an additional 39 new ships under construction or on order in Canadian shipyards.

Operational vessels missing are the oilers Dundalk and Dundurn, the supply ship Eastore, the target towing vessels Lakewood and Wildwood, the ocean tug Riverton, three motor launches and a miscellany of smaller craft. Absent, too, are 13 of the frigates and 20 of the Bangor minesweepers being fitted for service, any one of which could be substituted for the corvette Woodstock (upper left-hand corner), which slipped into the picture by mistake.

The drawing was contributed to the Crowsnest by J. M. Thornton, ex-Able Seaman, RCNVR, who is now an auditor with the Income Tax Department in Vancouver. Mr. Thornton retained an interest in the Navy on his return to civilian life and has expressed it in this fashion. To him we are grateful.

The Editors

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THE KING'S PRINTER,
75 ST. PATRICK STREET,
OTTAWA, ONT.

R.C.N. News Review

Huron Welcomed Home to Halifax

A cruiser yielded the spotlight to a destroyer when on September 21 the Ontario and Huron completed their voyage from west to east and steamed into Halifax harbor.

Both ships received a noisy and spirited welcome, but it was the Huron, returning to her home port from service in Korean waters, who got most of the attention. To the veteran Tribal the city of Halifax accorded the salute it has been giving for nearly 200 years to ships coming back from the wars.

The Ontario, making her first visit to Halifax, was the object of much interest and both she and the Huron drew many favorable remarks on their smart appearance. It was evident that nothing had been overlooked as they prepared for their duties in connection with the Royal Visit.

Magnificent, Micmac Leave Malta, Visit Naples

Their first real break after more than a month of intensive training

exercises came for HMC Ships Magnificent and Micmac when they arrived in Naples, Italy, October 26 for a one-week visit. Previous to that the two ships had been exercising in the Malta area with units of the Royal Navy and had made the most of every week-day to get in a full and progressive program of training.

Following their stay in Naples, the Magnificent and Micmac will proceed to join units of the French and British fleets for exercises off the south of France. During this period they will visit St. Raphael, Golfe Juan and Hyeres, all on the French Mediterranean coast.

On October 17 the Canadian ships will berth at Gibraltar and the following day set sail for Halifax, where they are due to arrive October 26.

The threat of a polio epidemic resulted in the Magnificent, HMS Ocean and attendant destroyers, including the Micmac, being quarantined from August 30 to September 11.

The Magnificent had seven polio cases, all occurring within a short period, a few days after the ship reached Malta. The men were hospita-

lized at Malta and all possible precautions were taken to prevent any spread of the disease. To assist the ship's medical staff, Surgeon Lieut.-Cdr. R. H. Roberts and four medical assistants were flown from Canada, together with equipment.

No epidemic materialized, there were no further cases and, best of all, the seven men who went down with the disease all made good recoveries. Five rejoined the ship September 22 and the other two were expected aboard a week later.

Cayuga's Guns Take Heavy Enemy Toll

The three Canadian destroyers serving in Korean waters — the Cayuga, Athabaskan and Sioux — continued to roll up the sea time in September.

As usual, they had a variety of assignments, some dull, some interesting. In the latter category was a patrol carried out by the Cayuga in the first half of September.

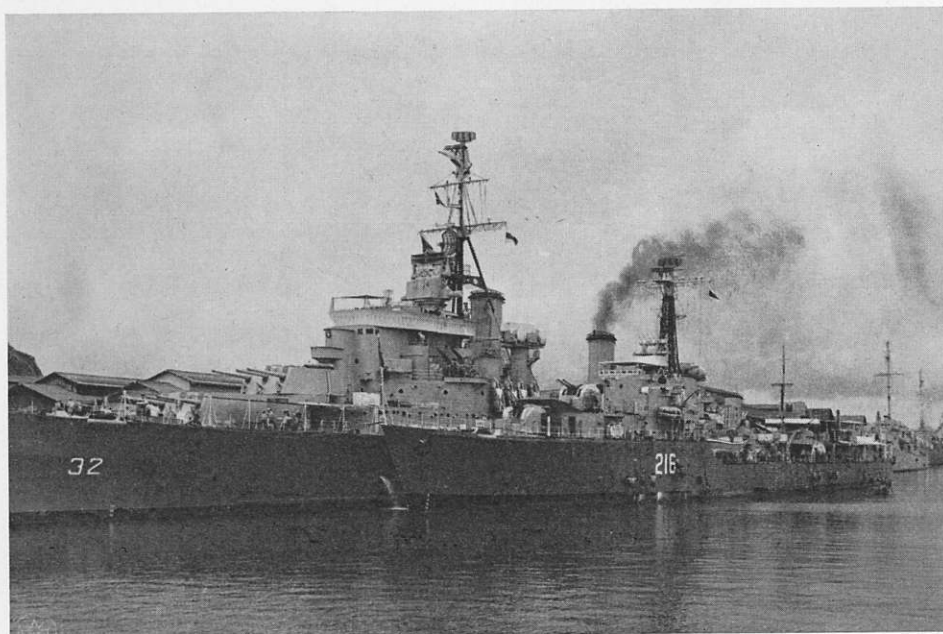
The high spot of the patrol came when the Cayuga provided artillery support for a raid carried out by South Korean marines and other forces behind the enemy lines. A greatly superior enemy force opposed the landing but was roughly dealt with by the Cayuga and the attacking ROK troops.

Spotters with the 200-man raiding party directed the ship's fire by portable radio and the gunnery officer, Lieut. Frederick Little, checked the fall of shot and radioed corrections from a 400-foot hill on a nearby friendly island.

The Cayuga sent a steady stream of four-inch shells crashing among the Red troops, whose total was estimated at about 700. On one occasion the ship caught a concentration of 350 and wiped out nearly half of them.

The South Koreans, on the other hand, had unusually light casualties. This they credited to the effectiveness of the Cayuga's gunfire.

Three seriously wounded South Koreans were brought aboard the destroyer for treatment and were operated on by Surgeon Lieut. J. C.



HMC Ships Ontario and Huron are pictured above at Balboa, Canal Zone, en route from Esquimalt to Halifax. Brief though their stay in Balboa was, the two ships took advantage of the stop to add a few more touches to their make-up in preparation for their Halifax arrival and subsequent Royal Visit duties. They arrived at Halifax September 21, the Huron returning after an eight-month absence which included five months of Korean service. (US Navy Photo).

Cyr, the ship's medical officer. In one of his operations, Surgeon Lieut. Cyr removed a bullet which had lodged a quarter of an inch above a man's heart.

During the rest of the patrol, the Cayuga ranged up and down the coast, firing at gun emplacements, troop concentrations, beached junks, barracks and other targets, and carrying out inshore blockade work.

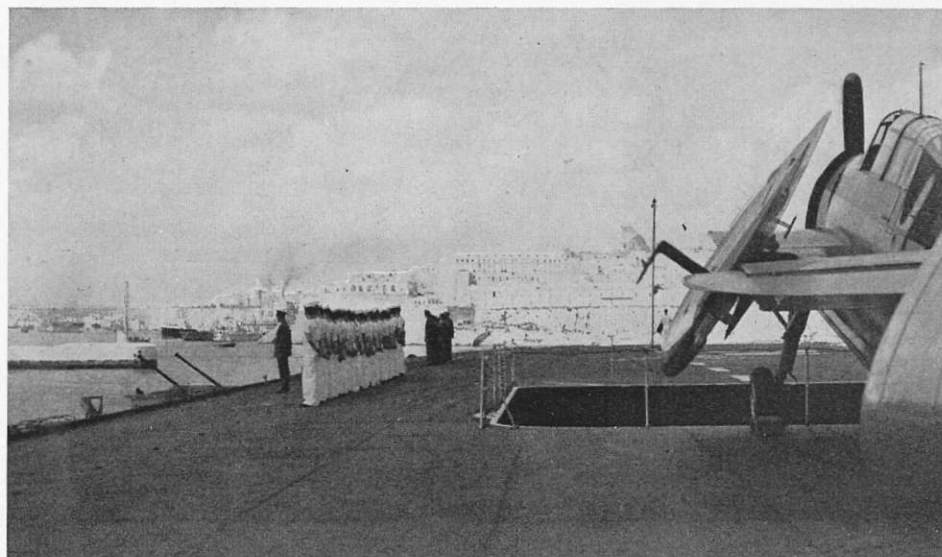
In the latter part of the month the destroyers were visited by Rear-Admiral W. B. Creery, Flag Officer Pacific Coast. Admiral Creery flew to Japan and, besides visiting the ships, conferred with senior officers of the United Nations command.

First Wrens Begin Cornwallis Training

On October 2 the first group of Wrens to serve in the peacetime Royal Canadian Navy arrived at HMCS Cornwallis for a six-week basic training course. The 25 were the first of a total of 150 young women being enrolled in the WRCN(R) for full-time duty in naval radio stations.

Following their Cornwallis course, the Wrens will go to HMC Naval Radio Station Coverdale, near Moncton, N.B., for technical training, on the completion of which they take up regular duties at the station.

The rest of the 150 will report to Cornwallis in groups of 25 at one-



For more than a month, Malta served as the base of operations for the Magnificent and Micmac while they exercised with units of the Royal Navy in the Mediterranean. Here, with the hands fallen in on the flight deck, the Magnificent enters the Grand Harbor at Valetta, Malta's capital city. (MAG-327).

month intervals.

In the meantime, recruiting was well under way for 500 women for reserve training in the 21 naval divisions. The recruiting drive began September 17 and early indications were that the divisions would not have any difficulty in filling their quotas.

The Wren reserves will attend regular parades and will be trained as storeswomen, pay and administrative writers, medical assistants, naval air-

women, harbor craft operators, communicators, general duty Wrens, radio technicians, radio technicians (air), electrical technicians, electrical technicians (air) and for maintenance and inspection duties in the ordnance branch.

Smaller divisions are recruiting up to 15 and the larger divisions up to 35.

Washington Establishment Commissioned as "Niagara"

The naval section of the Canadian Joint Staff at Washington was commissioned September 7 as HMCS Niagara, under the command of Commodore H. N. Lay, Naval Member of the Canadian Joint Staff.

Niagara was commissioned as a separate establishment mainly in order to simplify accounting procedures, this function having previously been carried out from Naval Headquarters in Ottawa.

Present for the commissioning ceremony was Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, who was in Washington to pay his first call on Admiral William Fechteler, newly-appointed Chief of Naval Operations of the United States Navy.

The name "Niagara" perpetuates that of one of the seven ex-American destroyers which were turned over to Canada in the famous destroyers-for-bases deal between Great Britain and the United States in 1940. The Niagara served for nearly four years on North Atlantic escort duty, then finished out the war as a training ship at Halifax.



Admirals of three navies review the ship's company of HMCS Stadacona at ceremonial divisions held on the parade ground at the Halifax barracks. Taking the salute is Vice-Admiral Sir Richard V. Symonds-Taylor, Commander-in-Chief, America and West Indies; at his right is Rear-Admiral C. E. Olsen, USN, Commander Cruiser Division Two, and at his left is Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast. At the right of the reviewing stand is Commodore A. M. Hope, Commodore RCN Barracks, Halifax.

A NEW TRAINING SCHEME

Current Affairs Discussion and Study to be Part of Forces' Training

What does the UN actually amount to?

Why did we send our ships to Korea?

Where does the ban-the-bomb campaign fit into the cold war? — and what is the cold war?

Why is the Canadian 27th Brigade being sent to Europe?

What is democracy?

What is communism?

These are typical of the questions that have been "talked out" in messdeck "bull sessions" and organized RCN discussion groups as the Navy has played its part in writing the history of recent years. At the heart of it all has been the old and all-important question, "What are we fighting for — or prepared to fight for?" Before the year is out, a plan will be under way by which the Canadian Armed Forces as a whole will not only be encouraged to step up such discussion but will be doing it under trained direction and, wherever possible, on Service time.

In mid-September the first group of officers from the three Services attended the opening training session of the Bureau of Current Affairs (BCA) at Camp Borden. The Bureau will have a two-fold objective:

1. To assist commanding officers in keeping Service personnel informed on matters of national and international concern.
2. To ensure that the man in the Services has a basic understanding of that which he has enlisted to support and that which he must be prepared to oppose.

The Director of the Bureau, Mr. Harry Low, is a former Group Captain in the RCAF education branch, and his small staff at NDHQ will confine itself to two main tasks — the production of discussion material and the training of key personnel in discussion group techniques.

A Special Training Committee, chaired by the Director of Naval Training, has been appointed to deal with all details of the development as

it affects the RCN. Each Service will be responsible for its own program and ultimately will be organized in groups of not more than 30. In a word, as far as the Navy is concerned, it is intended that it operate on the divisional system. Selected senior officers in the education branch will administer the program but it will remain the direct responsibility of commanding officers to implement it.

As it is obviously impracticable for every divisional officer to attend the two weeks' course at Camp Borden, this will be confined to key personnel from the commands who, in turn, will instruct their fellow-officers in the methods by which a maximum use of BCA material may be obtained. One hour a week will be assigned for all RCN personnel to participate in what will be a straight training feature. A working plan for naval divisions is in process of development.

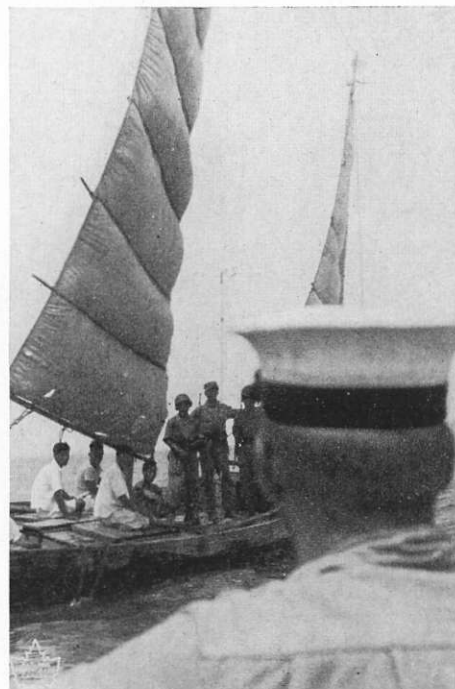
In October will appear the first of a series of twice-monthly pamphlets designed to provide the discussion group leaders with material on various phases of current affairs. These are being written by established authorities and, except where Service issues are being dealt with, will be of non-Service origin.

The authors will include outstanding newspaper and magazine correspondents, historians and other students of day-to-day events who are fitted to translate the world picture into terms the average fighting man will readily grasp. As a preview of what may be expected, Lionel Shapiro, the well-known Canadian war correspondent, has already spoken to a number of Service audiences and will be one of the authors of the written series.

The regular pamphlets will be supplemented by other material. Significant talks over the air will be tape-recorded for future discussion. Posters, films, etc., will be used. A weekly bulletin of world news is being considered. Speakers of unusual ability who are locally available may be introduced as the program takes form. Ideas will be sought among the

men themselves as to the type of presentation that will best suit their requirements.

The whole question has been approached on the basis of its being a type of weapon training, not an intellectual exercise. The striking power of subversive communist propaganda has been demonstrated sharply in countries which, once free, now take their orders from Moscow. The surest defence against such attack is the truth, understood and acted upon by the ordinary man. Training for such a defence automatically equips a man to fight offensively in the War of Ideas. To so fit him will be the task of the BCA.



An unidentified seaman on board HMCS Cayuga watches as a junk carrying South Korean soldiers comes alongside after being picked up by the destroyer's motor cutter. Junks such as this took part in a small-scale attack carried out by ROK troops behind communist lines on the west coast of Korea. Returning to their island base after completing the sortie, the junks were becalmed and came under enemy fire. The Cayuga, which had been operating in a nearby area, proceeded to their rescue, moving in close to shore to silence the Red guns with shellfire and enabling the invaders to escape.

Gone But Not Forgotten

*CPO Leonard Stone Elected
by Former Mates
at Churchill*

THOUGH no longer serving on the station, Chief Petty Officer Leonard Sydney Stone was the unanimous choice of personnel of HMC Naval Radio Station, Churchill, Manitoba, as Man of the Month for October.

CPO Stone, now attached to HMCS Bytown, was chosen by his former shipmates in recognition of the time and effort he devoted to making life agreeable for those stationed at the sub-Arctic post.

Officially, CPO Stone was in charge of maintenance and installations at the radio station.

Unofficially, and in addition to his regular duties, he was the station's self-elected welcoming committee and one-man Chamber of Commerce.

He made a point of greeting all naval newcomers to Churchill and seeing that they and their families were well and comfortably settled. Thereafter he introduced them to the station's community life, in which he, hardly by accident, was one of the leading figures. In the two years he was at Churchill, the "Chief" worked hard, happily and successfully at maintaining a high degree of morale, not only among naval personnel and their families, but his Army comrades as well.

His community work embraced sports, the church, the Boy Scouts and Cubs and many other activities. Stone made no distinction between the services and he did much to promote inter-service co-operation, understanding and friendship.

How highly he was regarded by the Army is evident in the fact that he was elected vice-president of the sergeants' mess at Churchill. Indeed, they would have put him up for president had not regulations forbidden it.

A native of Saskatoon, CPO Stone embarked on his naval career in 1926, when he entered the RCN as a boy seaman and went to the West Coast for training. He remembers he was one of ten boys in Naden and every Wednesday they had a kit muster, on the results of which rested whether they would get shore leave that afternoon and on the week-ends. As a boy seaman he was paid a monthly allowance of \$2 and the balance of his pay (\$13) was held

to make up kit deficiencies and for annual leave.

In those days, he recalls, middle watchmen carried the old type storm lanterns on their rounds of the picket fence encircling Naden and the West Coast fleet consisted of the destroyer *Patrician* and minesweepers *Armentieres* and *Thiepval*.

His first ship was the *Patrician*, and from her he went to Halifax for training as an ordinary telegraphist.



CPO LEONARD S. STONE

On completing his course, he returned to the West Coast and was drafted to the *Armentieres*. The ship was then engaged in the seal protective patrol and occasionally was called on to search for rum-runners thought to be in her vicinity.

In 1930 Stone went to Portsmouth for a telegraphist's course, after which he served for a time in HMS *Nelson*. Then he went ashore to stand by the *Saguenay* and *Skeena*, which were being completed for the RCN. These were the first destroyers to be designed and built for Canadian service and as such were the first to

have steam heat.

When the *Skeena* was commissioned, Stone was one of her crew and in her remained for two years, meantime being advanced to leading tel. He next served in HMCS *Vancouver* and in 1934 went back to Portsmouth for a petty officer telegraphist's course.

Stone forsook bachelorhood while in the *Skeena* and when he went to England he took his wife for a delayed honeymoon. They "did London" and then went to Portsmouth, where they resided with Mr. and Mrs. Holmes, Wykesham Road, a home familiar to many Canadians who took their wives to the U.K. whilst on course.

A year in *Stadacona* was followed by a draft to HMCS *Champlain*. CPO Stone recalls that while serving in her he sustained a broken leg playing soccer and had to be hospitalized in Port Arthur, Texas.

In 1938 he joined HMCS *Fraser* and in her made a cruise to the Galapagos Islands. During this cruise he caught a penguin — "Percy" — who quickly became a favourite of the ship's company.

From the *Fraser* he went to the *St. Laurent*, and thence to *Naden*, where he was in charge of the W/T station and signal school from 1940 to 1942. After six months' sea service, equally divided between the *Prince Robert* and *Prince David*, he was drafted to the United Kingdom to stand by HMCS *Huron*.

CPO Stone was on board the *Huron* from her commissioning in July 1943 until she came to Canada for refit in August 1944. During this period he saw service on the North Russian convoy route, off the coast of Norway and in the English Channel and Bay of Biscay.

"For good services in action with a destroyer force" on the eve of D-Day he was awarded the Distinguished Service Medal, becoming the first communications rating in the RCN to receive this award.

On leaving the *Huron*, CPO Stone went to *Stadacona*, then to the dockyard transmitting station, where he remained until 1947. Naval Headquarters was his next stop and while

(Continued on Page 32)



OFFICERS *and* MEN



Commodore A. M. Hope Begins Retirement Leave

Commodore Adrian Mitchell Hope, 52, Commodore of the RCN Barracks, Halifax, proceeded on retirement leave October 3 after 37 years of service in the Royal Canadian Navy.

Born in Montreal June 13, 1899, Commodore Hope was residing in Halifax when he enlisted in the Royal Canadian Navy in August, 1914, as a cadet. He graduated as a midshipman from the original Royal Naval College of Canada in 1917 and served throughout the remainder of the First World War and until 1925 with the Royal Navy.

Following service in Canada he returned to the United Kingdom in 1931 to take command of the destroyer HMCS Saguenay, which was then being built. Commodore Hope served at Naval Headquarters, Ottawa, from 1935 to 1937, after which he went to England in charge of the Coronation Party which represented the RCN at the crowning of His Majesty King George VI and Queen Elizabeth.

At the outbreak of the Second World War Commodore Hope was commanding officer of the destroyer HMCS St. Laurent. Following this appointment he took a course in naval ordnance, on completion of which he was appointed Inspector of Naval Ordnance. In succession he then assumed duties as executive officer of HMCS Naden; commanding officer of HMCS Stadacona III, and commanding officer of the officers' training establishment, HMCS Kings.

Commodore Hope commanded HMCS Prince Robert, which had been converted to an anti-aircraft cruiser, from May 1943 to December 1944. During this period the Prince Robert was employed mainly as an A/A escort for United Kingdom-Gibraltar convoys and on similar duties in the Mediterranean.

Later Commodore Hope took command of HMCS Somers Isles, the Canadian sea training base at Bermuda. In April 1945 he became Chief of Naval Personnel and Third Member of the Naval Board.

In February 1946 Commodore Hope was appointed Senior Canadian Liaison Officer, London, and commanding officer of HMCS Niobe, Canada's naval headquarters in the United Kingdom. A year later he returned to Canada to become Commodore, RCN Barracks, Halifax, the appointment he held until commencing retirement leave this month.

Recognition of Commodore Hope's service during the Second World War was given in The King's Birthday Honors List of June 1946, in which he was awarded the OBE.



COMMODORE A. M. HOPE

Three from Lower Deck Enrolled at Royal Roads

Three ordinary seamen of the Royal Canadian Navy were promoted to cadet and enrolled at the Canadian Services College, Royal Roads, in September.

They were Cadets James D. Buchan and Norman J. T. Haslett, both of Vancouver, and Frederick D. Jardine, of Sydney Mines, N.S.

Having qualified in other respects, Buchan and Haslett attended the RCN Preparatory School at Esqui-

malt and Jardine was enrolled in the Central School at HMCS Stadacona, Halifax, to obtain the senior matriculation standings required for entry into the Canadian Services Colleges. On successful completion of their courses, they were promoted to cadet and appointed to Royal Roads for the fall term.

Stadacona Chiefs, POs Play Hosts to Visitors

August was a busy month for the chief and petty officers of HMCS Stadacona, particularly during the visit of RN and USN ships.

On August 9 a smoker was held in the mess in honor of the chief and petty officers of HMS Superb and drew an attendance of more than 200. Highlight of the evening was a skit by the men from the Superb portraying the life of the famous "Chelsea Pensioners" in their hospital.

On Monday, August 13, another smoker was held, this time in honor of the chief and petty officers from the visiting USN ships.

CPO S. R. (Doc) Wallace was chairman of the committee which organized the smokers and he and his mates were commended on their efforts. The food and extras were prepared and served by CPOs Arthur Isherwood and Garth Blakeney.

Over the weekend of August 18 the mess entertained a large number of men from the US Coast Guard Ships Eagle, Half Moon and Campbell, which were paying a courtesy visit to Halifax.

The mess committee next plunged into plans for two big events, the Chief and Petty Officers' Mess Ball and the Annual Chief and Petty Officers' Atlantic Command Ball. — G.B.

PO is Commissioned for Aircrew Duties

Petty Officer Leslie Hull, 23, of Saskatoon, was promoted recently to the rank of acting sub-lieutenant, RCN.

Sub-Lieut. Hull, entering on a seven-year commission, has begun

a basic flying course at the RCAF Station Centralia, Ont. On graduation, he will receive his pilot's wings and commence advanced training in naval aviation.

Born in Saskatoon, Sub-Lieut. Hull spent three years in the Sea Cadets and a year in the University Naval Training Division before entering the RCN as an Air Radio Mechanic in October 1946. He was promoted to commissioned rank under the scheme whereby men from the "lower deck" may qualify for appointments as pilots or observers in Naval Aviation.

Royal Roads Graduates Begin Service Careers

Sixteen graduates of the Canadian Services College, Royal Roads, have entered the Royal Canadian Navy as midshipmen after completing their second year of training.

This was the last occasion on which Royal Roads cadets graduated as midshipmen. In future, all but some engineering cadets will spend four years in Canadian Services Colleges and, on graduation, will enter the Service as acting sub-lieutenants.

Of the 16, 11 have entered the executive branch and have been appointed to the Ontario for training. The others are midshipmen (E) and have gone to the United Kingdom for professional training and courses.

The executive midshipmen are: John M. Campbell, London, Ont.; Lawrence A. Dzioba, Ridgeville, Man.; Richard T. Hittesman, Winnipeg; John A. Alexander McKenzie, Vancouver; Eric A. Makin, Edmonton; William T. Marchant, Darlingford, Man.; Geoffrey R. Meek, Montreal; John M. Peers, Dartmouth, N.S.; Arthur W. Rowse, New Westminster; Joseph Sosnkowski, Arundel, P.Q., and Peter J. A. Traves, Toronto.

The midshipmen (E) are: Victor G. Ernst, Halifax; Robert A. Gibbons, Victoria; Roderick M. Houston, Enderby, B.C.; Robert C. Orme Chilliwick, B.C., and Jerome M. Vivian, Drumheller, Alberta.

Communicator (V) Class Sets New Course Record

Communicator Visual 40 class completed training at the Communications School, Halifax, on July 26 and, in obtaining a class average of 90.2 per cent, accomplished what was considered almost impossible.

This was two marks better than the former record, set by the preceding class.

Ord. Sea. William E. Moffatt was high man in the class with 94.1 per cent. The standing reflects credit on both the class and the instructor, PO Dick Johnston.

Supply School Staff Sees Many Changes

Many changes have taken place recently in instructor and staff personnel at the Supply School, HMCS Naden. Commander (S) D. R. Dawson has taken over as officer-in-charge from Commander (S) P. H. Sinclair, who has gone to Command Headquarters as secretary to the Flag Officer Pacific Coast.

Lieut. (S) K. H. Doolittle has joined the school's staff as assistant training officer and Lieut. (S) O. E. Bowie has relieved Commissioned Stores Officer H. J. Stuart, who has taken up an appointment in the dockyard. Throughout the reserve training season, Sub Lieutenants (S) W. B. Stoddart and P. J. Plotkins assisted with the training program in the Supply School.

Other instructors who have recently

joined the school's staff include CPO T. G. Williams and PO W. R. Canham. CPO Williams relieved CPO C. F. Dickson, who commenced rehabilitation leave early in August prior to retiring on pension.

Ordinary Seamen Finish Stoker Mechanic Course

Seven new entry ordinary seamen recently completed eight weeks of stoker mechanic training at the Mechanical Training Establishment at HMCS Naden.

The group included Ordinary Seamen Paul Samis, Ronald Collins, Herbert Kingsberry, William Belle-rose, Ralph Lehan, J. C. Chamberlin, William Brown, Richard Pothier, Jeffrey Linsey and Herbert Stevens.

CPO L. W. Smith Promoted To Commissioned Rank

Chief Petty Officer Laurence W. Smith, 34, of Dartmouth, N.S., has been promoted to the rank of acting commissioned radio officer. He will serve in the Electrical School in HMCS Stadacona after leave and an officers' divisional course at Cornwallis.



The traditional lanyard ceremony is performed at the graduation exercises held at Royal Roads early in August. In this ceremony, the senior term cadets slow-march through the ranks of the junior term cadets to have their lanyards ripped off, then counter-march at the quick to emerge as full-fledged midshipmen. (E-16015).



Shown above are members of the 19th Petty Officers' Leadership Course to be held at HMCS Cornwallis. Front row, left to right: POs C. Hainstock, J. Wilson and R. C. Sallis (instructor); Commissioned Bos'n W. H. Myers (course officer), and POs E. Peerless and L. Sims. Centre row: POs E. Black, M. Arthurs, R. Sewell, A. Gobiell and G. Jones. Rear row: POs E. Morley, T. Skurdaskas, T. Robinson, J. Singlehurst and W. Hopkins. On course but absent from the photo is PO D. Murdoch. (DB-1077-1).

New Commanding Officers in Tecumseh, Queen

The commanding officers of two prairie naval divisions, HMCS Tecumseh, Calgary, and HMCS Queen, Regina, have retired and in both cases have been succeeded by their executive officers.

Captain Reginald Jackson has retired as commanding officer of Tecumseh, concluding a 38-year career in the naval reserve. His successor is Lieut.-Cdr. William F. Moreland, formerly XO of the division.

Commander William W. Spicer, commanding officer of Queen for the past four years, has reverted to the retired list of the RCN(R) and has been succeeded by Lieut.-Cdr. Daniel F. Clark.

Lieut.-Cdr. Moreland served in the RCNVR in the early '30's and re-entered the Reserve as an ordinary seaman, officer candidate, in June 1940. He went to the United Kingdom for courses and on completing them was promoted to sub-lieutenant.

He served for two years with the Royal Navy, then spent six months in the destroyer HMCS St. Francis. From her he went to HMCS York, Toronto, where he remained until August 1945, when he was appointed to the destroyer Qu'Appelle. Demobilized in October 1945, Lieut.-Cdr. Moreland entered the Active List of the RCN(R) at Tecumseh in October 1949 and was appointed executive officer of the division the following April.

Lieut.-Cdr. Clark entered the RCNVR at Saskatoon in June 1941 as a probationary sub-lieutenant. After training at Royal Roads, he served in various shore establishments, qualified as an anti-submarine specialist and went to sea in HMC Ships Buctouche, Fredericton, Hamilton, Coppercliff and Loch Morlich.

He entered the Active List of the RCN(R) at Saskatoon in January 1947 and transferred from Unicorn to Queen when his civilian occupation took him to Regina. He became executive officer of Queen in November 1950.

TAS Course Graduates Take up New Duties

Members of a petty officers' torpedo detector class which completed a course at the TAS Training Centre,

Esquimalt, have taken up duties in various ships and establishments in the Pacific Command.

POs Dennis Mann and F. R. Andrews remained on the school's staff while the remainder were drafted as follows: PO Frank Grant to HMCS Athabaskan; PO Richard Eldridge to HMCS Cayuga; PO R. S. Davis to HMCS Sioux and PO C. P. MacQueen to HMCS Discovery.

Two Able Seamen Lost on Japan-Bound Plane

Two members of the communications branch of the RCN became indirect casualties of the Korean war when an aircraft in which they were travelling to the Far East disappeared without trace while flying from McChord Field, Wash., to Anchorage, Alaska, in July.

The men were Able Seamen Robert J. Moore, 21, of Yarmouth, N.S., and Pennfield Ridge, N.B., and Frank R. Laker, 20, of Winnipeg. They had been drafted to the Sioux for visual communications duties and were proceeding via the airlift to join her in the Far East.

AB Moore entered the RCN at Saint John in April 1949 and went to Cornwallis for training. His first ship was the Magnificent and from her he went to Stadacona for a course in the Communications School. AB Laker, who had entered the Navy two months later and had gone from Cornwallis to the Ontario, was enrolled in the same course.

On leaving the school, the two men were drafted to the Ontario in February of this year, just in time to take part in her Australasian cruise. Shortly after the Ontario's return, they came ashore for leave prior to reporting to McChord Field for air passage to Japan. AB Laker was married while on leave in Winnipeg.

Joined at Same Time, Commissioned Together

Two chief petty officers whose careers in the RCN have been almost identical have been promoted to commissioned rank.

They are Acting Commissioned Officers (Special Branch) Lawrence P. Mann, of Victoria, and Donald W. Smith, of Greenwood, B.C., and Ottawa. Both are 30 years of age.

The two men entered the RCN as boy seamen on the same date — April 17, 1939. They took their preliminary training, qualified as telegraphists and served in their first ship, HMCS Prince Robert, together.

They went separate ways for most of the rest of the next five years but otherwise their careers were closely parallel. Since the war they have served in various naval radio stations and, on obtaining the required qualifications, were promoted to commissioned rank at the same time. Following leave, they will go to Cornwallis for an officers' divisional course.

LOWER DECK ADVANCEMENTS

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

RCN

ADDERSON, John W. LSSM1
AGNEW, Reynolds A. LSSM1
ALEXANDER, Edward C. P1GA3
ANDERSON, Joseph C. C2ER4
ATTENBOROUGH, John D. LSSM1

BARBER, James R. LSSM1
BENNETT, Myron L. LSSM1
BIGGS, Douglas M. LSSM1
BING, John B. C2TI3
BLAIS, Norman F. P1GA3
BODNARCHUK, Jerry LSSM1
BONNER, Leonard R. P2SM2
BOUCHER, Joseph N. LSSM1
BOURRET, Joseph L. C2GA4
BRIAND, Francis D. P1SM2
BROOKS, Raymond J. P1SM2
BROWN, Cecil S. P1PH2
BRYAN, Charles A. C1PT2
BRULOTTE, Guy A. LSFM1
BUCHANAN, William F. P1SM2
BUCKLEY, Charles. LSSM1
BUGSLAG, John C. C2ER4
BURNS, Arthur. P1GA3
BUTTERWORTH, Charles G. C1SH4

CALDERBANK, Kenneth R. P1SM2
CAMPBELL, Douglas L. P1GA3
CAMPBELL, James J. LSBD1
CHAMBERS, James C. P1SM3
CLARKE, James R. P2SM2
COFFILL, Hollis L. P1BD2
COVERDALE, Francis H. P1SH4
COWARD, Robert G. LSSM1
CRYSTAL, William R. C1SM3
CULBERT, Merton M. LSSM1
CURRIE, William E. LSSM1

DAVIES, Harold L. P1ER4
DEDICK, Walter E. LSSM1
DESNOYERS, Daniel E. LSSM1
DEVENNEY, Thomas G. LSSM1
DEW, Norman A. LSSM1
DUROCHER, Alexander H. LSSM1
DURRANT, Andrew R. LSSM1

EDNEY, Gilbert R. LSSM1
EDWARDS, Murray H. P1GA3
ELLIS, Gordon E. LSPH1
EMKE, Evolt. P2SM2
EVANS, Arthur C. LSSM1

FLEMING, William. LSSM1
FRANKTON, Vernon M. LSSM1
FRIIS, John Alexander C. P2SM2

GALLOWAY, David A. C2ER4
GETHING, Alfred. LSSM1
GILLETTE, Cecil H. P1SM2
GILROY, Charles A. LSSM1
GOODWIN, Willard N. P1SM2
GOOSE, Walter A. LSSM1
GRAHAME, Walter M. C2QM2
GRANT, Edward T. C1ER4
GUSTAFSON, Arnold W. C1ER4

HALL, Allan L. P1TA3
HARDAKER, Harry P. LSSM1
HARGREAVES, William G. LSSM1
HARLING, Arthur R. P1SM2
HARRIS, Joseph F. LSSM1

HATTEN, Gordon D. P2SM2
HAWKINS, James G. LSSM1
HAWKHURST, William R. LSSM1
HAYES, Theodore J. LSSM1
HAZELWOOD, Eric. LSSM1
HILES, Melvin. LSSM1
HILLSDEN, George W. P2SM2
HOCKLEY, Douglas D. C2SM3
HOLTORF, Jesse G. P1SM2
HOWE, John W. P1SM2
HOWE, Wallace A. C1SM3
HOWELL, Donald R. P1GA3
HUDSON, William J. R. P2PW2
HULL, Burton P. LSSM1
HUTCHINGS, William C. C2SM3
HYMERS, Willian J. LSSM1

IRVINE, John. C2ER4

JACKSON, Peter J. C2ER4
JACOBSON, Robert A. P1SM2
JENNS, Gerald S. LSSM1
JOHNSON, Roy E. P2PW2
JONES, Norman K. P1TA3
JONES, William. P1SM2
JUDD, Frank S. P2SM2

KANIS, Peter. P2SM2
KENNEDY, David. P2SM2
KENNEDY, William C. P1SM2
KING, Stanley J. C2GI3
KING, Walter R. LSSM1
KNOWLER, John W. P2SM2

LAST, Ildord A. P1SM2
LAURILA, Victor E. LSSM1
LAWSON, Lloyd G. C1ER4
LEVY, John A. LSSM1
LITTLE, John G. P1SM3
LYNCH, Ronald T. LSSM1
LYNDS, Donald D. LSSM1

McGREGOR, Gordon J. LSSM1
McGUIRE, John F. P1BD2
McILDOON, Robert. P1GA3
MacDONALD, Raymond R. P1SM2
MacKINTOSH, Kenneth W. LSSM1
MAAS, Reinhold. LSBD2
MACAULAY, Ernest H. LSSM1
MACHAN, Alva R. LSSM1
MARR, Horace F. C1SM3
MAYNARD, Arnold H. C2LR2
METCALF, Bruce B. LSSM1
MILLER, Robert C. C2QM2
MITCHELL, Walter R. C2SM3
MOSHER, Charles F. P2SM2
MOULTON, Douglas G. LSSM1
MUNSIE, Douglas G. LSSM1
MURRAY, William. LSSM1

NOBLE, George S. P1SM2
NOBLE, William L. LSSM1

OUEILETTE, Raymond J. LSSM1
OXTOBY, Leslie. P1SM2

PALMER, Leonard W. P1SM2
PAYNE, Russell A. LSSM1
PELCHAT, Joseph W. LSSM1
PETERS, Edward A. C1SM3
PERIGO, George M. C2GI3
PILON, John A. C2SM3
POIRIER, Victor M. LSSM1
POWER, John P. LSSM1
PROSSER, Gilbert W. C2SM3
PURDY, Peter F. P1SM2

RAINER, Vernon H. C2ER4
READ, Alan F. LSSM1
REESOR, William C. LSSM1
REID, Roy W. P2PH2

RIPLEY, Douglas C. C1SM3
ROBERTS, George G. LSSM1
RUSHTON, Lloyd W. LSMA1

SAEDAL, Robert A. P1SM2
SARANIC, William. C2ER4
SCHATZ, Arnold A. LSSM1
SEMENICK, Michael T. C2SH4
SHEWCHUK, Nick. P1SM2
SHIPLEY, Robert H. C2ER4
SHORE, Reginald A. P1GA3
SIMMONS, Sydney J. LSSM1
SIMONS, Albert E. P1TA3
SLUSARENKO, Joseph. P1GA3
SMITH, Albert D. LSSM1
SQUIRES, Murray W. LSSM1
STEPHENS, Richard L. LSSM1
STEPHENSON, Francis J. P2SM2
STEVENSON, Alfred J. LSSM1
STEVENSON, Ronald C. LSSM1

TANNER, Robert W. LSSM1
TAYLOR, Kenneth L. LSSM1
TAYLOR, Kenneth R. C2ER4
TAYLOR, Ronald S. P2SM2
TIVY, Harry L. P1SM2
TONGE, Leslie. C2ER4
TRACEY, Darragh B. P1SM2

VALLIERE, Roy W. LSSM1

WADDELL, David J. C1SM3
WADE, Lawrence. LSSM1
WADLOW, Arthur C. P2SM2
WARDELL, Raymond W. P1SM2
WATTS, Calvin. C2SH4
WESLEY, John R. LSSM1
WILKS, Roy E. LSSM1
WILLIAMS, Harold P. C1PB3
WILLIAMS, Terrance W. P1SM2
WOODS, Edmond J. LSSM1

YARD, Rex A. LSSM1
YOUNG, John A. P1PH3
YOUNG, Paul McK. C1SM3
YOUNG, Robert B. C2SM3

RCN(R)

BIGGAR, R. C1SH4
CLARKE, J. S. C2RT4
EDIE, N. B. LSSM1
GLASS, T. S. C1CC3
GODIN, W. F. P2CK2

HOLLAND, F. C. LSTDS
HOLMES, J. P1CV2

LANGLEY, W. L. P1PW3
LAVERY, G. F. C2QR1
LAVOILETTE, C. P1AA1
LAWSON, C. A. P1VS2

MURRAY, K. A. LSTDS

PENHALE, H. B. C2MR3
POLSON, J. J. C2SH3

RYAN, R. E. LSSW1

SIMPSON, F. G. LSEM1
STRANAN, J. A. LSEM1

VALLIE, C. E. C1MR3

WHITE, F. H. LSBD1

YOUNG, J. S. LSEM1

Hunter Scores Again

*Shooting Teams Help Windsor
Division Repeat 1949
Regatta Victory*

FOR the second time in three years, HMCS Hunter, the Windsor, Ontario, naval division, won the Cock-of-the-Walk trophy in the Great Lakes Naval Regatta. The three-day event was held over the Labor Day weekend at Ottawa, with HMCS Carleton as host.

Hunter's team racked up a winning total of 51 points in the various events. Carleton was second with 42 points and HMCS York, Toronto, finished third, 15 points astern of the winners.

Ten teams of 20 competitors each took part in the regatta and constituted the largest entry since its inception three years ago in Toronto. Every division from Quebec City to Winnipeg was represented.

Coinciding with the regatta was the historic visit to Dow's Lake of five Fairmile patrol craft comprising Task

Group 211.1, under the command of Commander F. R. K. Naftel, commanding officer of HMCS Prevost, London, and Reserve Training Commander, Great Lakes. The craft journeyed to Ottawa via the Rideau canal system, marking the first time warships had navigated this man-linked waterway since its construction some 120 years ago.

The patrol craft were tied up alongside the Federal District Commission Driveway near Carleton, adding greatly to the naval atmosphere of the regatta as well as providing sleeping quarters for the competing teams.

Windsor, London and Port Arthur teams arrived after the first heats of the regatta were under way Saturday morning, due to late trains. In the early stages Carleton, York and Cataraqui made promising showings but on Sunday Hunter's rifle and

pistol teams picked up 18 points at the Hull Armouries and this gave the Windsor squad a comfortable first-place margin which it held throughout the rest of the regatta.

Carleton, on the other hand, excelled in most of the events on the water but her rifle and pistol teams failed to bring in any points.

The limited confines of Dow's Lake kept the sailing courses tight but, from a spectator's point of view, this was all for the good. The weatherman obliged with excellent weather on the first day but followed on Sunday and Monday with occasional showers and cloudiness. Monday afternoon saw the largest attendance of the regatta and, with Carleton making a stubborn bid for a Cock-of-the-Walk finish, enthusiasm ran high to the finish of the last whaler pulling race.

The most exciting race of the entire regatta was the open whaler pulling final. Entering the last quarter of this race, York's boat was well in the lead, but a Hunter crew which had been juggling for second place with Montcalm's boat surged ahead to overtake York and cross the finish line first by less than an oar's length.

York protested, however, that the overtaking boat had touched oars with them, causing them to drop an oar seconds before crossing the finish line. The protest was upheld and Hunter was declared to have finished second. Hunter appealed and the matter was brought before the regatta protest committee, which interviewed both coxswains and finally disqualified Hunter, giving Montcalm a second and moving the Griffon boat up from fourth to third place. Happily, this result did not injure Hunter's chances of winning the Cock-of-the-Walk.

At the conclusion of the regatta events, Captain A. G. Boulton, Director of Naval Reserves, introduced Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, who presented trophies and prizes to the respective winners and congratulated all participants on their enthusiasm and generally fine display.



The Cock-of-the-Walk trophy, premier award at the Great Lakes Naval Regatta, is presented to Ord. Sea. Robert Bondy of HMCS Hunter's winning team by Vice-Admiral H. T. W. Grant, Chief of the Naval Staff. (Photo by Newton, Ottawa).

Regatta Champs Flown Home by RCAF

HMCS Hunter's team narrowly missed being present to receive from Vice-Admiral H. T. W. Grant the Cock-of-the-Walk trophy won by the Windsor sailors at the Great Lakes Naval Regatta. The RCAF, however, saved the day.

Hunter's team was due to leave Ottawa by train at 3:30 Monday afternoon, the last day of the regatta, which meant they would miss the presentation of prizes. But when it looked as though they might win the championship trophy a hurried call was put through to RCAF Station Rockcliffe asking if an aircraft could be laid on to take the team to Windsor later in the day.

The Air Force obliged and the Cock-of-the-Walk winners were able to attend the prize-giving, with plenty of time to spare. They flew out of Ottawa early that evening and were home two hours later.

A dance Saturday night on the drill deck of Carleton highlighted the social side of the regatta. In many cases wives had accompanied members of the teams to Ottawa and for those who were solo, hostesses were provided by Carleton... A continuous flow of loud-speaker commentary by Sub-Lieut. Marcel Joyal kept the spectators abreast of what was taking place and helped to maintain interest at a high level... The regatta was well organized and went off without a hitch, with bouquets in this connection going to Lieut.-Cdr. W. P. Chipman and Lieut. G. F. Clarke.

Commander (S) S. F. Conquer,



Members of HMCS Hunter's team pose with the Cock-of-the-Walk and pistol and rifle shooting trophies they won at the Great Lakes Naval Regatta held on Dow's Lake, Ottawa, over the Labor Day weekend. Front row, left to right, are: PO Keri Lewis, AB William McGuire, Ord. Sea. Robert Bondy, Ldg. Sea. Alfred Gay, AB Bertram Weisz, Ldg. Sea. Fred Farrell and Ldg. Sea. Richard Shelton. Rear row: Lieut.-Cdr. Craig Bishop, Lieut. (SB) R. M. Pearson, Lieut. Eric Neill, Lieut. Maurice Harbroe, Lieut. W. J. Waldron, Lieut. P. J. Ryall, Sub-Lieut. E. G. Lee, Lieut. (S) John Sutherland and Lieut. (E) A. B. Harris. Missing from the photo are Lieut. T. A. Tarleton, team captain; CPOs John Scholes and Arthur Hatchard; PO Alfred Ridgewell, and Leading Seamen William Bear and Charles Bondy. (O-2021-1).

official score-keeper for the regatta, maintained a scoreboard which enabled spectators and competitors to follow the progress of the various teams... Among the rooters for the Windsor team was Mr. Paul Martin, Minister of National Health and Welfare... Miss Charlotte Whitton, acting mayor of Ottawa, attended the prize-giving ceremony and welcomed the regatta teams to the capital city.

Results of the various events, on the basis of final point totals, were as

follows:

Whaler Pulling (officers)—1 Carleton; 2 Hunter.
Whaler Pulling (men)—1 York; 2 Griffon.
Whaler Pulling (open)—1 York; 2 Montcalm.
Whaler sailing (officers)—1 Carleton; 2 Cataraqui.
Whaler sailing (men)—1 Griffon; 2 York.
Whaler sailing (open)—1 Carleton; 2 Hunter.
Dinghy sailing (officers)—1 Donnacona; 2 Carleton.
Dinghy sailing (men)—1 Star; 2 York.
Dinghy sailing (open)—1 Donnacona; 2 Carleton.
Pistol shooting—1 Hunter; 2 Prevost;
.22 Rifle Shooting—1 Hunter; 2 Montcalm.
War Canoe—1 Cataraqui; 2 Donnacona.
Tug-of-War, Griffon. Runner-up, Chippawa.

FINAL STANDING

1. HMCS Hunter, Windsor.....51
2. HMCS Carleton, Ottawa.....42
3. HMCS York, Toronto.....36
4. HMCS Griffon, Port Arthur...32
5. HMCS Donnacona, Montreal..31
6. HMCS Cataraqui, Kingston...24
7. HMCS Star, Hamilton.....22
8. HMCS Chippawa, Winnipeg...20
9. HMCS Montcalm, Quebec.....16
10. HMCS Prevost, London..... 7



From a spectator's point of view, Dow's Lake was an ideal spot on which to hold the regatta, as the events on the water could be watched from any point on the shore. This photo, taken from the east side of the lake, shows the start of one of the war canoe races. (O-2021-9).

A China Incident

by J. C. L.

It was the spring of 1938. The Japanese armies had ravaged Nanking and the outskirts of Shanghai and were swarming up the Yangtze Valley, leaving destruction in their wake. Thousands of Chinese streamed into Shanghai, the only refuge in the area.

The Japanese had clamped a blockade on the Yangtze to cut off supplies to Shanghai. Since they chose to call this war an "incident", they could not legally blockade the ports of China, but by sinking blockships and by the apparent laying of minefields they had endangered supply lines to the third largest city in the world.

The British, however, accustomed to trading in China under difficult circumstances, persevered and continued as best they could with their normal trade. The following is a report of the experiences of the SS Tungwo, a British merchantman, during one of her blockade runs.

THE Tungwo lay alongside Peking Road jetty in Shanghai harbour in the midst of sweating, grunting cargo coolies, and smells that can only be described as of China. Around her were ships which, until recently, had spent their days in the most interesting and romantic trade in the world—working the upper, middle and lower

Yangtze, from Tibet to the Yellow Sea.

She was unmistakably of British ownership, with large Union Jacks painted on her sides and the cross of St. Andrew—house flag of her owners, Jardine, Matheson & Co., Ltd.,—at the maintop. This illustrious company had a tradition dating back to the days of the East India Co. Their holdings in China made up a fair percentage of total British interests in the Far East.

The Tungwo was commanded by Captain J. Schofield, who, together with the Chief Engineer, the Purser and myself as Chief Officer, comprised the sole European representation. The crew of some 200 was all Chinese. Like the officers of other blockade runners, we had volunteered for the job.

The Tungwo, a shallow draft river steamer specifically designed to ply between Hankow and Changsha, was assigned to bring out silk cocoons and cotton to the great mills in Shanghai. To assist our endeavours, two Royal Navy gunboats, HMS Ladybird and HMS Cricket, patrolled the estuary area. We had fitted a short wave receiver and transmitter behind a false bulkhead, off the main W/T office, to enable us to keep continu-

ously in contact with the British Consulate and HM gunboats.

Dawn was breaking as the Tungwo cast off and proceeded down-river toward the Yangtze. This outward leg of the voyage was uneventful except that we were informed that both gunboats were off patrol. The 14 miles from Soochow Creek to the Yangtze was bustling with Japanese war craft of every type from the venerable battleship Idzumo to the smallest type of landing barge.

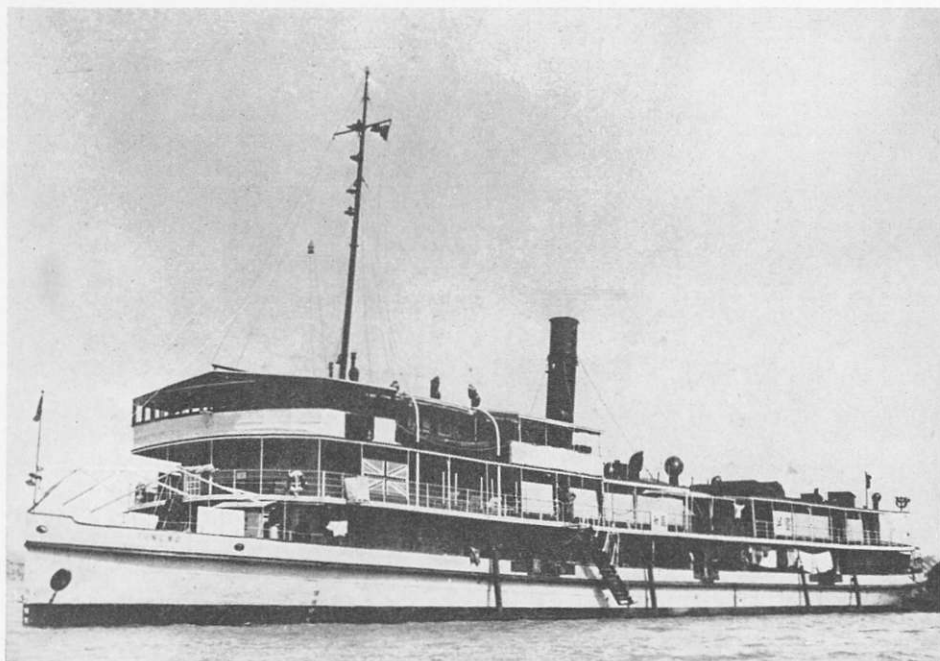
In the course of the forenoon we stopped on the west bank of the Yangtze before crossing the river to the north of Tsungming Island. Here we anchored in four fathoms of water, a cable off shore, in the entrance to a creek named Shitung. Normally the act of anchoring aroused every dog, bird and human in the vicinity, and sampans and lighters would descend on us from concealment up the creek. But this time nothing happened. Only an uncanny silence reigned—a silence that was just a little ominous.

Luncheon was about over when our Second Officer entered the saloon with dramatic news. We raced on deck and saw Chinese Nationalist flags fluttering from trees and bamboos stuck in the high mud banks. Four miles away, but rapidly drawing closer, was a Japanese force consisting of gunboats and landing craft. They were headed for our anchorage and it was evident that they were bent on cleaning out the pocket of Chinese Nationalists ashore. Unless we moved quickly, we would be caught between the two opposing forces.

With the Japanese blocking the regular channel, one escape route remained—a narrow channel a quarter of a cable wide between Shitung Island and the east bank. However, it would not have sufficient water in it for an hour, and then there would be only six inches to spare.

So, for one hour we had to sweat it out. The crew was sent to compartments below the waterline to avoid casualties from stray shells and bullets and we awaited the clash with some trepidation.

Nor did we have long to wait. The gunboats anchored in our lee. The landing craft dashed under our bow



THE SS TUNGWO

and stern and into the creek entrance. As they nosed into the creek, all hell broke loose. Guns opened fire from the high mud banks of the creek and river and the air became alive with unpleasant whines. Landing craft were sinking around us. Gunboats were firing furiously over us and across our bow and stern.

Two hundred yards to starboard was an angry shoreline, 100 yards to port was an extremely unfriendly gunboat. As I peered at this gunboat, her bridge suddenly received a direct hit from something fairly hefty, causing her to cease fire momentarily. Caught between this crossfire, Captain Schofield decided to risk the bar, which theoretically should have our draught of water at this time.

The Tungwo was being hit by machine gun and rifle fire from both sides as we weighed and made for the passage at full speed.

Unfortunately, at this same moment the Japanese, having been defeated in their initial operation, turned their attention upon us. Instead of hitting us accidentally they proceeded to do so deliberately. At the same time they signalled us to stop. When we did not immediately acquiesce, a gunboat gave chase.

Our speed was somewhat less than that of the gunboat and as we crossed the bar she ran alongside, with every gun trained on us at five yards' range. In addition, some 50 soldiers lined the decks with their rifles aimed at the only visible life on board, to wit the Captain and myself.

The Captain was informed by megaphone that since he had fired on the flag of Nippon he was to board the gunboat as a hostage. The Captain, a fine type of British seaman and a Yorkshireman to boot, proceeded to tell the senior Japanese officer a few pertinent facts about the British flag and the property belonging thereto. He added that he had not the slightest intention of leaving his command at the orders of anyone save the owners or the King of England. He made clear, too, that he could not have fired on any flag, since his only armament consisted of the .45 pistols carried by the Chief Officer and himself. Moreover, the Royal Navy was around the corner and would blow them out of the water.

The Japanese, though somewhat subdued, informed the Captain that they had no alternative but to seize the ship. He was ordered to follow them and told that any attempt at escape would result in our destruction. We had no choice.

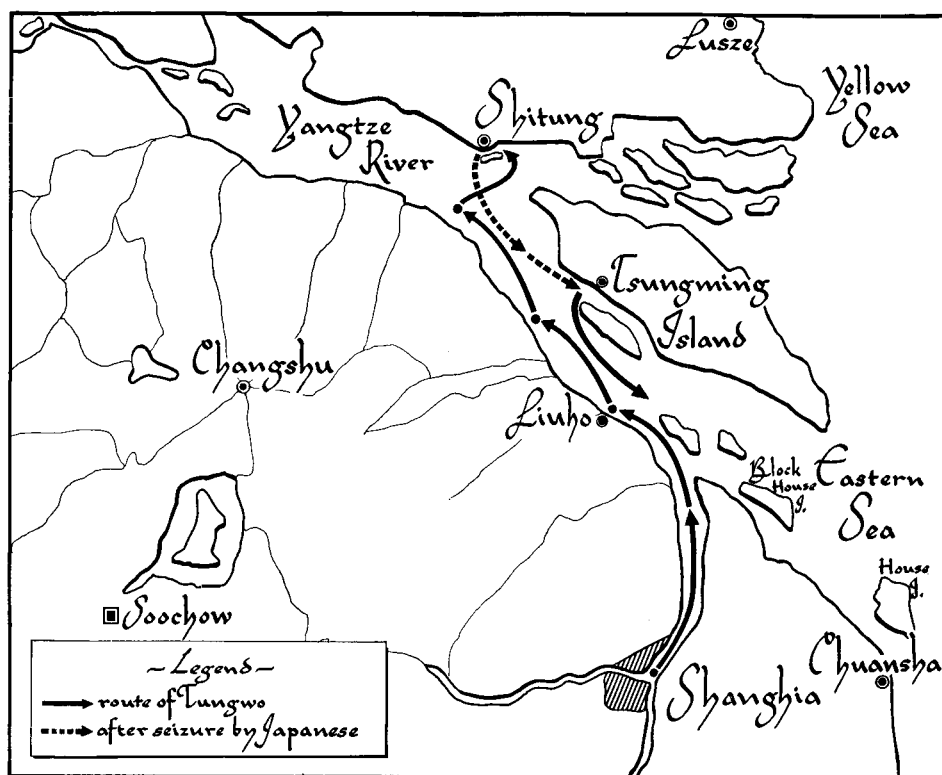
So began a nightmare voyage down

the Yangtze, with one gunboat ahead and another on the beam with her guns trained on us. To add to our difficulties, the course we followed was down the unsurveyed eastern shore, where our latest charts showed large shoals and swiftly changing narrow channels. Somehow we passed all these dangers safely. We gained further comfort from the fact that we were in touch with the British Consulate by short wave and felt that the Ladybird or Cricket would be on the scene before long.

As darkness fell, we were nearing the coast of Tsungming Island, at a point where no harbour or anchorage

damage. We had suffered no casualties. The range of the enemy's rifle and machine gun fire was such that it had not penetrated the steelwork. The wooden structures had not fared so well, however. Although only small holes were visible from the outside, the cabin interiors were somewhat shattered. The ship's sides were pocked with bullet holes from stem to stern.

Throughout the day the wireless operator had kept in touch with the British authorities in Shanghai, so our location was known. (We heard later that the message reporting where we were had been picked up by a ham



was indicated. There was no slackening of speed, however, as we approached this dim shore. Suddenly an entrance opened up and we literally shot into a small harbour that was darker than the depths of a coal mine. A chorus of yells went up from the gunboats, and they let go their anchors at about ten knots. We went full astern and came to anchor in this harbour from which there was no known channel to the main fairway in the west side of the river, some five miles away.

When we finally secured and the leadman had finished intoning the depth of the water, utter silence descended. Apart from our anchor and ship lights, not another light, ashore or afloat, betrayed the presence of a living soul.

We were now able to estimate our

operator in San Francisco and relayed back).

What next? We were not long in suspense. The calm of the night was suddenly shattered by harsh voices, flashes of light, the clumping of many feet on a jetty, the unmistakable noise of armed soldiers, then the whirr of motor launches being started. In the darkness we could not see what was going on, but it was obvious where the Japanese were heading.

The first launch to come alongside was full of senior Japanese army officers wearing field kits and with swords strapped to their flanks. They boarded us and, at my request, followed me to the ship's saloon, where the Captain awaited them.

Captain Schofield opened the meeting by demanding to know why they had dared to seize a British ship. He

addressed his remarks to the particularly ferocious and skull-faced Japanese colonel who led the party. The colonel, replying through an interpreter, requested with many bows and hisses that we all be seated while he conducted an inquiry. As he spoke, a platoon of some 20 soldiers with fixed bayonets entered and made the Captain and myself feel very uncomfortable by aiming their rifles at us.

We sat down at a long table, the Captain at the head, the Japanese colonel at his right. I sat at the Captain's left and the remaining seats were taken by Japanese army officers. The interpreters stood behind the colonel, and the whole party was ringed in the most unpleasant manner by a group of unkempt, fierce-looking soldiers.

The colonel began to frame questions to one of the interpreters. As he spoke he would draw his sword slowly from its scabbard, then drive it back, to the accompaniment of the oddest hissing sounds, as he completed a sentence. The act was somewhat startling at first, but as we got used to it we could not help seeing a startling resemblance to Lawson Wood's chimpanzees. It was difficult to keep a straight face.

An interminable question period followed, the gist being that they believed we had hidden guns aboard and that we had fired on the flag of Nippon. An impasse was reached when I produced a handful of expended machine gun bullets and the Captain asked why the Japanese had fired on the British flag, as witness the Mitsubishi trade mark on the nickel jackets.

A great intake of breath and a long pause followed this question. Finally the Japanese colonel explained that Japan had at times suffered temporary setbacks and the Chinese had captured some of their ammunition. They were Japanese shells, yes, but, he hastened to add, had been fired by the Chinese.

Meanwhile, I once or twice caught an occasional glimpse of our grinning Chinese Second Officer, signalling that our hidden radio set was still in contact and giving the British Consul a running description of the scene.

The questioning proceeded into the night. At some early hour, after countless denials and much clashing of swords, hissing and changing of sentries, a sudden commotion occurred outside. The Boatswain, a six-foot northern Chinese, barged through the soldiery to my side saying, "Japan soldier make die one sailor".

As we were running aft, I realized that the Captain, Boatswain and I had brushed these armed soldiers to one side, that in fact, they had jumped out of our way. They were apparently unaccustomed as yet to dealing with someone who meant business.

In the after accommodation we found a young sailor, perhaps 16, who had been bayoneted by one of a group of soldiers who apparently were under instructions to look for the hidden guns we were supposed to be carrying. The sailor appeared to be in a bad way. We had him carried into the main saloon. At the sight of the ashen pale young Chinese, who was bleeding profusely, the Japanese officers burst out laughing and filed out. They boarded a launch and left for the shore.

I, being the ship's doctor as well as second in command, settled down to examine the wounds. After a closer examination I found that the bayonet had run along a rib, causing a ghastly looking wound which was entirely superficial. Once the sailor was told this, his shocked condition improved considerably. He was packed off to bed with numerous stitches and a hope for the best.

In the meantime, a message was received from the British Consul General informing us that everything was being done to obtain our release diplomatically. However, if we were not released by noon of this day, HMS Ladybird would be despatched to free us, if necessary, by force.

This was heart-warming news. After posting lookouts to warn us of the approach of visitors, friendly or unfriendly, we retired to get as much sleep as possible, since no one knew what the day would bring. If the previous day was any criterion, we would need all our endurance.

We had no sooner retired than we were awakened by the quartermaster saying that, judging from preparations ashore, we were about to be boarded again. It was our unwelcome visitors

of a few hours before. The same denials and questioning continued through the morning. Noon passed and I scanned the harbour entrance, hoping to see HMS Ladybird, but there was nothing.

Suddenly a high speed launch raced alongside from shore and a lieutenant colonel dashed up to the Japanese colonel. His message must have been alarming. As the colonel passed it around and each officer read it, there was a silence, followed by the sound of indrawn breath and Japanese exclamations.

The whole picture then changed. The Japanese colonel agreed that there were no guns aboard and requested the Captain to sign a statement to the effect that he had not captured us, but that we had voluntarily accompanied the gunboats. The Captain signed, because if he had not they were obviously prepared to use force to obtain it. This strange document pleased the Japanese very much. All of them signed the statement and several copies of it, without batting an eyelid. The Captain was told that he was free to go. — "So sorry for the inconvenience".

Carefully we felt our way out of this harbour and across the Yangtze to the main channel and then cranked on full speed to Shanghai. En route we met HMS Ladybird, decks cleared for action and her crew spoiling for a scrap. I can imagine how annoyed they were to see us.

We later learned that the signal which caused our release was an "en clair" message to Ladybird directing him to proceed with utmost despatch to our rescue, and to be prepared to use force to obtain our release.

(This first hand account was written for The Crowsnest by Commander J. C. Littler, Commanding Officer of HMCS Huron. Commander Littler entered the Royal Canadian Naval Reserve from the Merchant Service in 1940 and served almost continuously at sea during the war. He transferred to the RCN in February 1946).

FAIRMILE FOOLED BY FERTILE TURTLE

Consternation ran high aboard PTC 762, HMCS Hunter's Fairmile, when she slipped early in July to rendezvous with the Great Lakes Training Squadron in the Burlington canal.

Shadow, the ship's mascot, had let the side down and forced the 762 to sail with females aboard, an act entirely contrary to regulations.

Shadow is a turtle, fished from the Detroit River by Able Seaman Ron Robertson and adopted by the crew as official mascot. Shadow got a fresh coat of paint on "his" top deck and a tidily

ship's number. "He" was designated ABT(NQ) Shadow.

That was until "he" laid four eggs in the messdeck the day before PTC 762 sailed.

Which goes to show Ogden Nash was right when he said:

*The turtle lives 'tween plated decks
Which practically conceal his sex.
I think it clever of the turtle
In such a fix to be so fertile.*

Permission is now being requested for Shadow to be transferred to the WRCN(R).



Commander Sydney Gratton-Cooper, Commander (Air) in the *Magnificent*, congratulates Lieut.-Cdr. R. E. Bartlett, commanding officer of the 30th Carrier Air Group, on the record score of 1,016 flying hours set by the group during the month of August. At the left is Lieut.-Cdr. J. N. Donaldson, commanding officer of 881 Squadron; on the right is Lieut. J. W. Logan, senior pilot of 871 Squadron. (MAG-3296).

'MAGGIE' SETS FLYING RECORD

ON BOARD HMCS MAGNIFICENT—A new RCN record for flying training in a single month—1,016 hours—was set in August by aircraft flying from this carrier.

The mark was established by the Avengers and Sea Furies of 30 Carrier Air Group, but it belongs to the ship as a whole, for it was through the combined efforts of all departments that the record was achieved.

The hours started to pile up almost as soon as the *Magnificent* left Halifax August 7, but it was while exercising in the Mediterranean during the latter half of the month that the group's two squadrons, 871 and 881, worked up to full tempo.

The bare fact that the Avengers and Sea Furies flew more than 1,000 hours tells only part of the story. Of real significance was the extent of training carried out during those hours in the air.

The emphasis was on anti-submarine operations. The greater part of 881 Squadron's time was devoted to searching for and "attacking" two RN submarines which took part in the exercises. Instrument and cloud

flying and navigation exercises rounded out the Avenger crews' training.

The Sea Furies of 871 Squadron flew on interception exercises, acted as carrier patrol for the protection of the fleet and successfully dealt with "enemy" aircraft attacks.

Flight deck parties and servicing and maintenance crews put in long hours in keeping the aircraft flying, while other departments added their share in making possible the record-breaking performance.

'BEAUTY CONTEST' ABOARD CAYUGA

Every Canadian warship that puts to sea has a number of men who take advantage of time away from home to grow beards, and HMCS Cayuga, now on her second tour of duty in Korean waters, has been no exception. So popular did the practice become that the destroyer decided to hold a beard-growing competition.

Rules for what became known as the Hair-Raising Beauty Contest were laid down at a meeting in the ward-room. Commander James Plomer, the commanding officer; Lieut.-Cdr. A. B. Cosh, the executive officer, and Lieut. Frederick Little, of Victoria, the gunnery officer, discussed the matter with CPO D. H. (Bert) Nelson, CPO Edward Jupp, CPO Harold English and Ldg. Sea. John Radley. The latter three were named judges.

When the great day came, the 32 contestants mustered on the quarter-deck, from where they were escorted forward to the forecandle, under the musical guidance of Lieut. Peter Chance, playing a recorder (an ancient musical wind instrument something along the lines of a clarinet or flute) and dressed in the style of an Eastern potentate. Alice, the ship's canine mascot, became quite agitated and obviously annoyed over Lieut. Chance's contribution to the affair.

Chaperone to the infuriator of Alice was Lieut. Little, bearing up under the strain of trying to look successful as an Oriental attendant. Adding to the musical effect was PO Russell MacMillan with his bagpipes.

Called forth by the master of ceremonies, AB Walter Deakin, the competitors mounted, one by one, upon a platform erected in front of "A" gun, where the judges and a crowd of on-lookers indulged in judicial consideration of the results of their shipmates' efforts in the hirsute line.

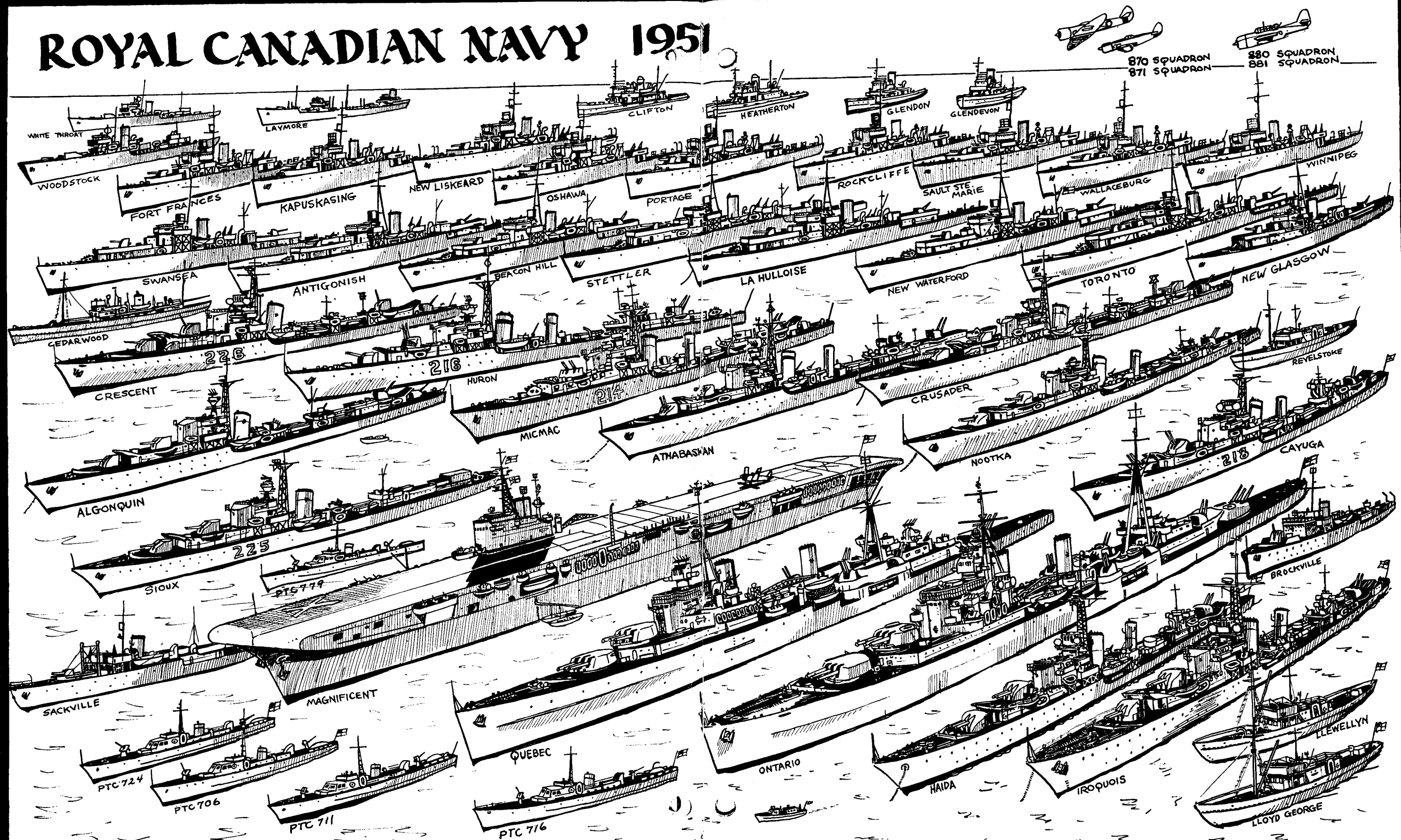
An elimination round reduced prospective winners to eight in number.

To keep the proceedings lively, several bogus entrants made their appearance during the judging. Hairless Joe and Lonesome Polecat, later revealed to be CPO Nelson and AB Charles Wyatt, were the first. Next came a self-styled U-drive rickshaw created by AB Reuben McGinnis and AB Roy Fraser. Topping off the appearance of the unscheduled arrivals was a villainous looking creature, who, when de-bearded and otherwise humanized, turned out to be the supply officer, Lieut. (S) William Davis.

At last the judges made up their minds. The winner was adjudged to be AB Desmond Davison, whose flaming red beard was too much to be ignored. Second was PO Robert Churcher, while winner of the booby prize was Ord. Sea. Allan Dobson.

To the winners went prizes which included bottles of shampoo for the upkeep of their successful beards. To Ord. Sea. Dobson went shaving soap and a package of razor blades.

ROYAL CANADIAN NAVY 1951



J.M. THORNTON

The Royal Canadian Navy

A Brief Outline of Its Past, Its Present, and Its Future

On the preceding two pages is a pictorial concept of the Royal Canadian Navy, 1951. It was felt, however, that the picture would not be complete without a verbal summary of our Navy's history, achievements and purpose.

Exactly what was needed came to hand in the form of an address given by Commodore H. F. Pullen over the Australian Broadcasting Commission's national network program, "Guest of Honour," during HMCS Ontario's visit to the island continent last spring.

Though it was directed to an Australian audience, we think it possible that Commodore Pullen's address will freshen, if not broaden, the knowledge of many of his fellow-countrymen of Canadian naval affairs. — The Editors.

LADIES AND GENTLEMEN, I would like to say "Thank You" to the Government of the Commonwealth of Australia for the invitation to visit our sister Dominion during her Jubilee Year, and also to express my own deep appreciation, and that

of my ship's company, for the extraordinarily kind welcome we have received . . .

Since we have been alongside, we have listened to some very interesting discussions about this ship of ours. The other day, an argument developed on the jetty as to what the "C" stood for in HMCS. We are His Majesty's Canadian Ship "Ontario" and I thought you might like to know a little bit about this Canadian Navy, how it started, what it has done, and what it is trying to do.

We like to think of our beginning as going back to the early history of Canada, when a force known as the Provincial Marine was formed on the Great Lakes and took part in the war against the United States in 1812. The first steps toward the establishment of our present service were taken in 1905, when the Canadian Government took over the dockyards of Esquimalt and Halifax when the Imperial Forces were withdrawn. In 1910, an Act of Parliament was passed

which provided for a Naval Service and a Naval College.

During the First World War, Canada's effort was chiefly on land, but a modest naval effort was made in which Canadian officers and men served in the Royal Navy and in our own Canadian ships. After the war, the Navy was reorganized and during the next few years suffered considerably from lack of funds. Finally, by 1922, we had almost ceased to exist.

However, in the years between the wars, there was a continuous struggle to maintain and expand the Service and it was a maximum effort achieved with limited resources. We started the Royal Canadian Naval Reserve, which was manned by those people who go to sea for a living. The Royal Canadian Naval Volunteer Reserve was also established in most of the principal cities across Canada. In 1939, when Their Majesties the King and Queen visited Canada, the Royal Canadian Navy consisted of six relatively modern destroyers and four minesweepers. When war broke out, the naval forces were, of course, mobilized. The total personnel available amounted to something less than 3,400 officers and men, of which the Royal Canadian Navy, that is, the permanent force, mustered 131 officers and 1,643 men. And with that force we went to war.

Now, in the Service, all His Majesty's Ships, except if they are in dockyard hands, are at four hours' notice. As we say, four hours' notice for anything, and it is with some pride I tell you that when two of our destroyers were ordered from Vancouver on the west coast of Canada to Halifax on the east coast at the end of August 1939, they left harbour just two hours and 48 minutes after receiving their instructions. They made their passage by way of the Panama Canal, a distance of about 6,300 miles, in just under 15 days, and we believe that to be something of a record.

While we started the war with little more than a "Corporal's Guard," by 1944 the Service had expanded to a force nearly 100,000 strong, including



A Sea Fury of 871 Squadron catches an arrester wire in landing on the flight deck of the Magnificent during flying exercises in which the aircraft of 30 Carrier Air group spent 1,016 hours in the air in the month of August — a new record in the RCN. (MAG-3256).

about 6,000 Wrens. And there were more than 400 fighting ships.

Our sphere of activity lay mainly in the North Atlantic and it can be said that we knew every seagull by its first name and every milestone on the long road from Newfoundland to Londonderry and back again. After being well and truly sunburned during our recent exercises off the east coast of Australia, it is hard to realize that in the North Atlantic we lived, or served, in a region inhabited by howling gales, fog and ice and, of course, during the war, by hostile submarines, surface ships and aircraft.

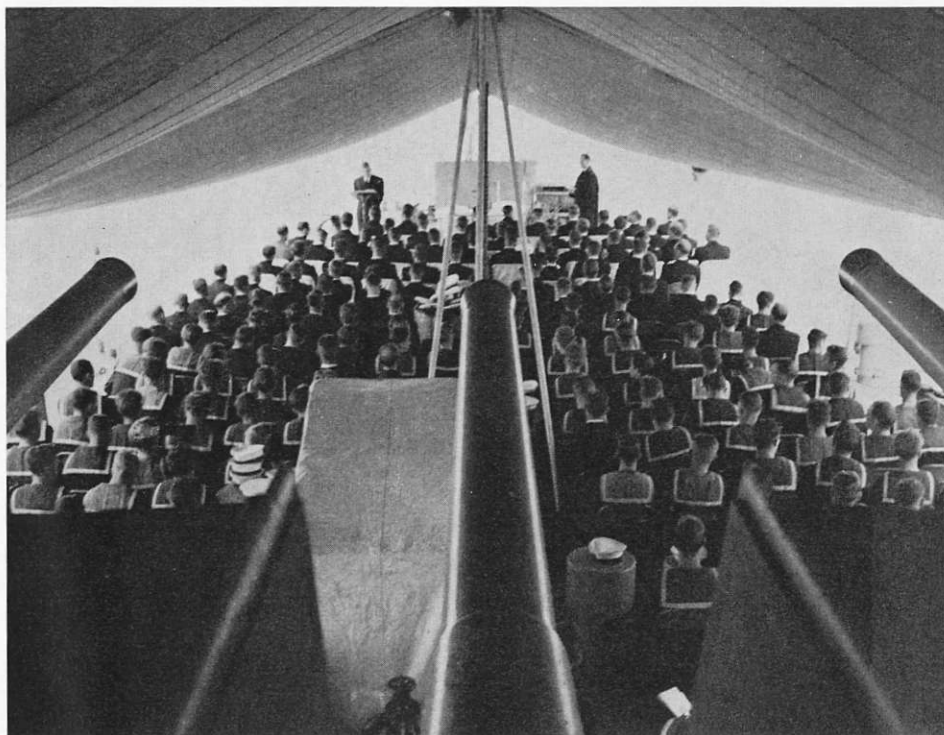
By the middle of 1944, the Canadian Navy was responsible for the close escort of all convoys sailing between North America and the United Kingdom and, in addition, we provided more than 100 ships for the invasion of Normandy.

Since the end of the war and the demobilization of the wartime force, the Canadian Service has been reconstituted on what we believe to be a sound peacetime basis. Recently, in the Canadian House of Commons, the Minister of National Defence announced that the Navy would recruit to a strength of about 20,000 officers and men, manning approximately 100 ships.

Now, as you have done in Australia, we have built in Canada our own destroyers, and we are now embarked on a ship building programme that includes the construction of some 14 Canadian-designed anti-submarine escort vessels. These anti-submarine escort vessels are intended to deal with the modern fast submarine. Amongst our ships in commission we have one light fleet carrier, a sister ship to HMAS Sydney.

Recruiting is satisfactory. All recruits are now being trained in HMCS Cornwallis, which is shore-based and which, during the war, was the largest establishment of its kind in the Empire.

We have come a long way to see you. We have come down a broad highway which is the sea. We have taken part in some very interesting exercises with units of the Royal Navy, the Royal Australian Navy and the Royal Pakistan Navy. Some people think there are differences between us. There are no differences. We wear the same uniform; we owe allegiance to the same King; our ships are similar. There may be some differences in accent, but we all have the same objective, and that is very well expressed in our common Naval



Divine Service is held on the quarterdeck of HMCS Ontario during one of her summer training cruises. Reading the lesson is Commodore H. F. Pullen, whose radio talk on the Royal Canadian Navy is reprinted here. (OC-860).

prayer, "That we may be a safeguard unto our Most Gracious Sovereign Lord King George and his Dominions, and a security for such as pass on the seas on their lawful occasion, and that the Navies of our Empire may in peace and quietness, serve Thee our God."

I wish that you could have been with us in Jervis Bay the other day. My chief and petty officers asked their opposite numbers from the other ships aboard to a "smoker" and they sat down, Australians, Englishmen, Scotsmen, Welshmen, Pakistanis and Canadians, all together, and they talked of many things. It was, in fact, a drawing together of the four corners of the Commonwealth. I would like to witness the same scene again and again, not only in Australia, but in all the countries of the Empire...

It is quite a long way from Canada to Australia and sometimes it may be difficult for people at one end of the Pacific to know and understand what those at the other end are doing. In case there is any doubt, I would like to make it very clear that Canada is a member of the British Commonwealth of Nations. Canada was in at the beginning and will be in forever. I like to think of the Commonwealth as a team. In Australia we might call it a cricket team, in Canada, an ice hockey team. I can assure you that we will be on the field, or on

the ice, when the first whistle blows and we will be there when the last whistle blows.

And finally, Ladies and Gentlemen, in our Service we believe that it is upon the Navies of the Commonwealth, under the good providence of God, that the wealth, safety and strength of the Commonwealth depend.

CPO's Wife Lays Keel of New Minesweeper

The keel of a 140-foot minesweeper was laid August 16 at Yarrow's Limited, Victoria, by Mrs. Thelma Ingham, wife of Chief Petty Officer John G. Ingham, of Victoria. Now serving on board HMCS Ontario, CPO Ingham was attached to HMCS Naden at the time.

Mrs. Ingham was chosen to perform the ceremony because of her husband's excellent record in the RCN. CPO Ingham, an engine room artificer, has served in a number of HMC ships and wears the oak leaf denoting a mention in despatches, awarded him "for faithful and zealous service" during the more than three years he spent at sea during the war.

On the platform with Mrs. Ingham were H. A. Wallace, vice-president of Yarrow's, and Mrs. Wallace; Rear-Admiral W. B. Creery, Flag Officer Pacific Coast; E. W. Izard, general manager of Yarrow's, and Mrs. Izard; Captain (E) B. R. Spencer, Captain (E) C. I. Hinchcliffe, Commander R. P. Welland, CPO Ingham and five-year-old John Ingham.

Afloat and Ashore

PACIFIC COAST

More than 1,500 children of naval personnel in the Esquimalt area had the time of their young lives on August 24 when the Pacific Command held its annual Children's Picnic and Fun Fair.

Staged along the lines of a circus, the affair featured games, races, pony rides, a miniature railroad, a magician and the usual assortment of ice cream, soft drinks, hot dogs and other treats.

Chairman of the picnic committee was Instr. Lieut.-Cdr. G. L. (Joe) Connor.

Supply School

There has been a steady increase in the number of men undergoing new entry training in various phases of the Supply branch. At the end of August approximately 200 men were borne in the Supply School, exclusive of RCN (R) and UNTD classes. Courses range from eight weeks in the case of stewards to 20 weeks in the case of writers.

At the present time, there are approximately 14 different classes under instruction. It is considered that the number of classes will increase with the expanding Navy, with emphasis upon refresher courses and advanced technical courses for senior writers, storemen, cooks and stewards in the fall.

Aldergrove Radio Station

A new branch has made its appearance at Naval Radio Station Aldergrove and has begun to make its presence felt, PO William Ramsdale, of the Regulating Branch, having brought with him a little of HMCS Cornwallis when he arrived to take charge of the regulating duties at Aldergrove.

Other recent arrivals include CPOs John Dykes and Charles Moser, and ABs Gerald Gallaher, Peter Oslie, James Yakabuski and Edward Bellefontaine.

Departures from the station were CPO John Lang, PO William Kitchen and Ldg. Sea. James Kirk, all to Stadacona.

While the officer-in-charge, Lieut. William H. Waters, took his annual leave, Commissioned Communications Officer G. R. Milne assumed duties of O-I-C. Lieut. Waters failed to produce pictures to prove his tale of a catch of 15 while fishing on leave.

Ordnance School

The first armourers' qualifying class has successfully completed training and the graduates are enjoying some well earned leave prior to going to various ships to carry out their new jobs.

CPO Arnold Parkinson is back in the fold of the Ordnance School after an extended trip in HMCS Sault Ste. Marie to San Francisco. Due to

condenser trouble, the "Soo" was forced to stay in Frisco longer than anticipated. Lieut. Richard Donni-thorne and CPOs Chester Padgett and Richard Polly are taking a course in Washington, D.C. Ordnance Lieut. Cdr. E. L. Borradaile has returned to the school from Ottawa and Halifax. While in Halifax he took and passed a special diving course.

Members of the ordnance staff were hosts to ordnance personnel in HMCS Nootka when the destroyer called at Esquimalt en route to Halifax from the Far East. The occasion provided an excellent opportunity to talk over old times.

The school's newly formed water polo team is all set to prove its worth in the current race for the Cock-of-the-Barracks Trophy.

HMCS Ontario

Hospitality was the keynote of the Ontario's August visit to Monterey, California.

The USO arranged two tours which covered the 17-mile drive along the seashore past the famous Pebble Beach and Cypress Grove Golf Clubs. Carmel-by-the-Sea, an artists' and writers' colony, provided an interesting touch.

Two dances, at which hostesses were provided, were held for the ship's company, and three stage shows were given in the ship's honour.

At Fort Ord, one of the US Army's largest induction centres on the West Coast, the Ann Blythe show entertained more than 3,000 wildly cheering soldiers and sailors. After the show, several of the boys were able to get backstage and were introduced to the beautiful Miss Blythe. For them it was the big moment of the cruise.

On another occasion, the Alan Mowbray show played to a full house which included many of the ship's company.

In addition, the Army Show, a troupe from Fort Ord, came aboard and entertained the ship's company with a well-paced and talented stage show.

Individual hospitality was warmly extended by private citizens, as well, and many new friends were made on both sides. — D.D.McC.



The "Kiddies Special" was a popular feature of the annual Pacific Command children's picnic. Each trip found the miniature express loaded to capacity. (E-16237).



AB Norman Fraser, of Edmonton, left, and Ord. Sea. Edwin Parsons, of Vancouver, vie with an American soldier for Ann Blythe's approval of their headgear on meeting the star of the show which entertained the Ontario's crew during a visit to Monterey, California. (OC-869).

HMCS Crusader

Since the close of the summer training schedule, the ship has been busily preparing for her role in connection with the Royal Visit. The Crusader will convey Their Royal Highnesses to and from Vancouver Island, and is making sure that her selection for that honored role was no mistake.

On her final training cruise, the Crusader, instead of travelling with the other ships of the training force, sailed for Pearl Harbor in company with the Athabaskan. The object was to assist the Korea-bound Tribal in her work-ups and was achieved by means of an extensive program of inter-ship training.

There were, for example, 17 com-

petitive boat races, mostly between Crusader cadets and Athabaskan new entries. The final tally was 14 for the Crusader and three for the "Athabee," with one of the former's victories being contributed by the ship's officers, who defeated the Athabaskan's in a challenge race. True to tradition, the Christians overcame the savages.

In addition, such evolutions as towing, sea transfers, night encounters and plotting exercises were carried out and provided useful training both for the crew of the Athabaskan and the cadets in the Crusader. While in Pearl Harbor, the USN placed aircraft and submarines at the disposal of the two ships and these assisted considerably in rounding out the exercise schedule.

Matsqui Radio Station

"On a tangent between Mission and Abbotsford, in the lush Fraser Valley, lies Matsqui Naval Radio Station. It nestles beneath the frowning brow of Sumas Mountain and . . ."

That is how a travelogue probably would introduce one of the Navy's smaller and lesser-known shore establishments. Matsqui is not recommended, however, as a place in which to seek rest and relaxation.

The station at the moment is as busy as a beehive. It is in the process of conversion and, to make room for more powerful transmitters, those at present installed are being moved around like pawns on a chessboard.

Matsqui is the Navy's principal West Coast radio transmitting station, beaming out over the Pacific the messages dispatched by the operators at Radio Station Aldergrove.

The centre of activity at Matsqui is a long, compact two-storey brick and concrete building. On its main floor are the office, canteen, galley, emer-



While HMCS Sioux was in Hong Kong for mechanical repairs, special arrangements were made for mail for the ship to be flown by Canadian Pacific Airlines from Canada and from Japan. Here the first shipment is turned over to Sub-Lieut. J. C. T. Belcher, AB D. R. Gillespie and PO R. E. Cooke at Hong Kong. On the left are Mr. G. D. Scramstad, CPAL representative in Hong Kong, and Captain R. N. Goldie, captain of the Empress of Hong Kong. (CP Airlines Photo).

gency quarters, stowage and diesel rooms, stores and workshop. The whole of the second floor is occupied by the transmitting room, which, with its maze of wiring, flashing lights and weird sounds, looks for all the world like Frankenstein's laboratory.

Behind the main building is the antenna tuning house, closely flanked by two 300-foot towers. A 200-foot microwave tower and a cluster of small huts containing stores and fire fighting equipment complete the layout.

The staff of 15, all members of the electrical branch, are quartered in the nearby communities. Officer-in-charge of the stations is Lieut. (L) R. M. Riddell. The electronics section is represented by Chief Petty Officers H. W. Swonnell, G. J. Scougal, E. D. Court, G. C. Jones and E. Brooke, Petty Officers J. C. Wilks, A. B. Weber and J. Tkachuk, and Ldg. Sea. C. F. Marklinger.

On the electrical side are CPO R. D. Ferguson, Ldg. Sea. S. R. Tarves, and Able Seamen R. A. Chrzanecki, J. H. Banks, and J. R. Hinde. Ord. Sea. D. Ramsey is expected to relieve Ldg. Sea. Tarves while the latter is on course in Halifax. — S.R.T.

SAILORS 'GO WEST' WITH SERVICE OKAY

Four men from HMCS Crusader "went west" in Hawaii this summer — and with the full blessing of the Service.

The truth of the matter was that the four went a good deal further west than the Hawaiian Islands. At their own request, they transferred at Pearl Harbor to the Korea-bound HMCS Athabaskan and sailed in the latter for the war zone. They had applied for Korean service and, when compassionate drafts created vacancies in the "Athabee", they wasted no time in shifting their bags and hammocks into her messdecks.

What really made their action noteworthy was the fact that they left one of the two ships that would be embarking Princess Elizabeth and the Duke of Edinburgh during the Royal Visit to Canada — and did so in the full knowledge of what they would be missing. Having been chosen to convey Their Royal Highnesses to and from Vancouver Island, the Crusader even then was beginning to make preliminary preparations for this enviable assignment.

The four men were Able Seamen Ronald Lanham, of Toronto, William Godfrey, of Port Arthur, and Rodney Ritchie, of Winnipeg, and Ord. Sea. John Sigalet, of Kimberley, B.C.

ATLANTIC COAST

HMCS Nootka

The first East Coast ship to serve in Korean waters, the Nootka is now back in her home port of Halifax and her crew is enjoying a well-earned leave while the ship is being refitted.

During her six months in the Far East, the Nootka carried out a variety of duties. On her initial patrol, she joined with the Cayuga in a bombardment of enemy shore batteries in Inchon harbour, destroyed a floating mine and rescued a pilot who had crash-landed in the sea.

In the months that followed the ship operated chiefly in the Yellow Sea. After a period of carrier screening duty, she engaged in inshore patrols, on one of which she captured seven junks attempting to run the blockade.

Later the Nootka was transferred to the east coast of Korea, where her principal occupation was the bombardment of railways, bridges, gun emplacements and troops concentrations. Other tasks performed by the destroyer included the convoying of troopships, escort of cruisers, liaison work with guerilla forces and air-sea rescue.

The Nootka was at sea for 160 of the 212 days spent in the Korean theatre — an average of better than 75 per cent. She completed 23 fuelling operations and 57 transfers of per-

sonnel at sea and steamed a total of 41,500 miles. Her mileage from the time she left Halifax until she returned was better than 60,000. — J.S.K.

Coverdale Radio Station

The station is preparing for the first group of Wrens to enter the service since the war. Plans call for them to take their basic training at Cornwallis, from where they will come to Coverdale for Communicator (Shore) training.

Seven leading seamen returned from NRS Gloucester last month after successfully completing a qualifying course for petty officer second class. They were POs Bill Amos, Bryce Eckstein, Ernie Hayward, Ray Kergoat, Roy Marsaw, Mike Ruymar and Lloyd Wyman. — C.H.W.

HMCS Revelstoke

During the last two weeks of August, the Revelstoke carried out a training cruise to Labrador and northern Newfoundland, with most of the ship's company made up of members of the St. John's naval division, HMCS Cabot.

At Domino Run, Labrador, the ship once again had an opportunity to assume a rescue role, saving a disabled fishing vessel from destruction on the rocks. The boat, carrying a crew of two, was towed to Domino Harbour.

Albro Lake Radio Station

During the annual leave period, station personnel took turns in enjoying a spell of freedom from crackling headphones and clattering teletype machines. This left the station temporarily short-handed but those on the job pitched in with enthusiasm and handled the extra work without a hitch.

The station's softball team continued to set the pace in the Halifax North End Softball League and had high hopes of taking the league title.

Among those leaving Albro Lake recently were CPO Robert McCaul, POs Fred Kennett, William Thompson and Gordon Roach, and Leading Seamen Clem Wilson and Rene Deschesnes.

New arrivals included POs Leonard Murray, Gordon Carr, Robert Howell and Douglas Palmerston, Leading Seamen Peter Craft and Franklin Emmett, and AB Stewart Hall.

Navigation Direction School

From May to August the ND School provided instruction for 448 officers and men.

Included in this total were 59 RCN(R) officers and Department of Transport personnel, 61 radar rates and 328 cadets of the University Naval Training Divisions.

Courses included those in radar, plotting, celestial navigation, pilotage, radio aids to navigation and meteorology.

Communications School

Two old-timers at the Communications School have left the fold. PO Len Murray has been drafted across the harbour to Albro Lake Naval Radio Station and CPO George McCue is in the Mediterranean in HMCS Micmac.

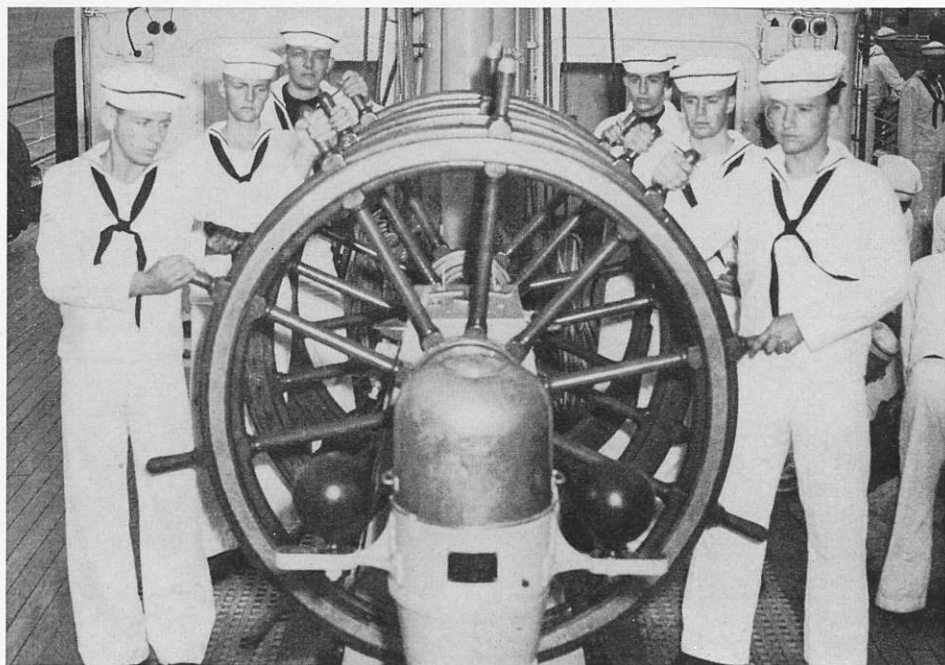
When CPO Frank Fenn became ill, Chief McCue made a "pierhead jump" to the Micmac the day before she sailed.

Electrical School

August was a busy month in the "L" School, with five classes graduating and four others getting under way.

On course, but not in the school, are CPOs William G. Smyth and Fred W. Bignell, who are at the Great Lakes Naval Training Station, near Chicago.

CPO Kelly J. Nementh, PO J. Dube and PO Jack H. Strachan have returned from a course at Yorktown, Virginia. — H.L.



It's a six-man job to con the US Coast Guard training ship Eagle which visited Halifax in August during a midshipmen training cruise. The Eagle, a former German cadet training vessel, is a square-rigged three-master now based at New London, Conn. Shown above are the six helmsmen who were on duty when the Eagle docked in Halifax.

HMCS Llewellyn

The Llewellyn, HMCS Brunswick's training tender, climaxed a busy summer with a 10-day cruise to Boston and a timely sea rescue in the Bay of Fundy. The vessel sailed for Boston early on the morning of August 6 and half an hour later came upon the 20-foot sailing vessel Dutchy, drifting helplessly off Mahogany Island.

Aboard the sailing craft were two crewmen, tired and hungry after two days without food. The Dutchy had been at the mercy of Bay of Fundy currents, without wind for her sails or gasoline for her engine. The two men were taken aboard the Llewellyn and given a hearty meal, while the minesweeper took their boat in tow to Saint John.

The Llewellyn set out again for Boston, arriving August 10 for a four-day visit. Aboard were many reserve personnel from Brunswick and Sea Cadet PO Ronald Stevens, of Rodney Corps, RCSC.

On her return, the Llewellyn's executive officer, Lieut. L. C. Janke, left the vessel to take up a new appointment at Cornwallis.

Earlier in the summer the Llewellyn made a two-week cruise to Nova Scotia and Prince Edward Island waters, calling at Halifax, Sydney and Charlottetown. During the cruise an intensive training program was carried out.

Over the Labor Day holiday, the Llewellyn visited Lockeport, N.S., and participated in celebrations there. A twin-brother dory team from the 'sweeper, Leading Seamen L. F. and C. S. R. Henderson, captured the dory event in competition with Lockeport fishermen. — R.S.M.

HMCS Cornwallis

Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, carried out his annual inspection of Cornwallis August 21 and 22. On the first evening of the two-day official visit Admiral Grant witnessed the ceremonial sunset performed by the Cornwallis guard and band. The following morning he inspected divisions and took the salute from the dais during the march past.

HMCS Wallaceburg

The daughter of Lieut. (E) and Mrs. J. A. Ratcliffe was christened Nancy Lee by Chaplain (P) Gower Stone in the wardroom of the Wallaceburg recently. Lieut. Ratcliffe is on the staff of the Inspector General



The Chief of the Naval Staff, Vice-Admiral H. T. W. Grant, took the salute as the five PTCs of the Great Lakes Training Flotilla sailed from Ottawa after attending the annual Great Lakes Naval Regatta in the capital city over the Labor Day weekend. In the upper photo, Admiral Grant returns the salute from PTC 716, of HMCS York, from the shore of the Rideau Canal, in the heart of Ottawa. With him are Captain A. G. Boulton, Director of Naval Reserves, and the Admiral's secretary, Commander (S) F. D. Elcock. (O-2023-15).

Other Fairmiles in the flotilla were PTCs 779 (London), 706 (Hamilton), 711 (Port Arthur) and 762 (Windsor). The group sailed to Ottawa by way of the Rideau canal system, then down the Ottawa river to the St. Lawrence, after which the vessels dispersed and returned to their respective division. (See also page 32).

In the photo on the right, one of the Fairmiles noses through a narrow, tree-fringed channel, near Jones Falls, on the way from Kingston to Ottawa. (O-2022-2).



and is serving in HMCS York. True to tradition, the ship's bell was pressed into use as the christening font.

Lieut. (S) Colin White, supply officer of the Wallaceburg, leaves shortly for Cornwallis. Replacing him is Lieut. (S) J. C. Wright.

NAVAL DIVISIONS

HMCS Prevost

Fall training at Prevost has started with renewed vigour. Chief and petty officers have begun an eight-week refresher disciplinary course, a new gunnery class has opened and a year round rifle and pistol team is being organized.

The rifle and pistol team has arranged for regular shoots against the Canadian Fusiliers (City of London Regiment) during the winter to sharpen up their marksmanship.

PTC 779 is back at her berth at

Port Stanley after spending more than three months with the Great Lakes Training Flotilla, under Commander F. R. K. Naftel.

All hands at Prevost are preparing to welcome the first "Wrens" reserves. Lieut. Elizabeth MacKenzie will be in charge of the WRCN(R) Division. — N.C.

HMCS Donnacona

(Montreal)

Following her "refit," Donnacona is now equipped and organized to carry out a more complete training program than ever before. Lieut.-Cdr. M. E. Smith has rejoined the division as training commander and has wasted no time in getting the fall schedule under way.

The band was engaged in giving concerts in the local parks throughout the summer months and in doing so created many friends for the division and for the Service.

The medical department also put in an active summer dealing with the many applicants for naval training and voluntary service, new entries for the permanent and reserve forces and applicants for the WRCN(R). — *R.F.D.S.*

HMCS York

(Toronto)

A farewell presentation was made to Captain F. R. Base, who recently retired as commanding officer of York, at a ceremony held on the drill deck of the division. The ship's company presented Captain Base with a water jug and ice container set and accorded him three rousing cheers.

Captain Base was also honored at a party in the wardroom, at which he was presented with a pewter mug. As a final mark of respect, Captain Base was rowed away from the division in a whaler manned by the officers of York.

During the latter part of August the Toronto division was host to members of the Imperial Defence College during their tour of military

establishments in Canada. A cocktail party and buffet supper was given in their honor at York and was also attended by many leading Toronto industrialists.

A party of 30 foreign naval attaches also visited York in August, as well as viewing army installations at Camp Borden and the armed forces display at the Canadian National Exhibition. — *H.G.E.*

HMCS Brunswick

(Saint John)

Vice-Admiral Sir Richard Symonds-Taylor, Commander-in-Chief, America and West Indies Station, and officers and men of HMS Superb paid a four-day visit to Saint John in August and were welcomed not only by personnel of HMCS Brunswick but by citizens at large.

Official calls, luncheons and other functions were followed on the second night of the visit by a grand ball at the Armory at which Brunswick was host to officers and men of the Superb.

A civic luncheon in honor of the officers of the Superb was held on the

third day of the cruiser's visit, and later Sir Richard; Captain E. W. J. Banks, the commanding officer, and the wardroom officers were hosts at a reception aboard the Superb.

During her stay in port, the Superb's Royal Marine band gave a public concert and on two occasions a Royal Marine guard and the band "Beat the Retreat." The ship was opened for inspection on the last full day of her visit and an estimated 3,500 persons went aboard during the three-hour "open house." — *R.S.M.*

HMCS Chippawa

(Winnipeg)

One of the most successful summer training seasons in years concluded for HMCS Chippawa early in September. Under the direction of the boats officer, Sub-Lieut. W. H. Wilson, both old hands and new entries had ample opportunity over the weekends to practice whaler and dinghy sailing and boat pulling.

The program had its base in the government harbour at Winnipeg Beach and proved highly beneficial.

The fall training season got under way on September 10 with the first parade of re-entry personnel. An indication of the stepped up tempo of training is evident in the fact that on practically every week night during the winter the parade deck will be occupied.

One of the interesting events of August was the highly useful conference in Chippawa of engineer officers from the western divisions. This meeting was attended by senior officers from headquarters and afforded a valuable forum for all problems concerned with engineroom training in the RCN (R). — *L.B.McI.*

HMCS Scotian

(Halifax)

Training at the Halifax division was curtailed during the summer, due to the absence of a large number of officers and men on naval training or summer vacations. Classes were continued, however, with officers receiving lectures in various phases of naval activities and men of all branches getting instruction and practice in boatwork and in sailing.

Lieut.-Cdr. W. E. Harrison, a veteran of North Atlantic convoy escort work, has taken over as executive officer of Scotian. He succeeds Commander W. Graham Allen, who was appointed commanding offi-



"Monk", mascot of PTC 716, poses with his master, CPO W. J. Franklin, on board HMCS York's Fairmile during the Great Lakes Training Flotilla's stay in Ottawa. "Monk" entertained the many children who came to view the Fairmiles and made a distinct hit. (Photo by Newton, Ottawa).

Naval Divers Perform on Prairies

The Navy came in mighty handy this summer in, of all places, what was once the "dust bowl" of Saskatchewan.

An underwater job was required on an irrigation dam at Govenlock, Sask., 300 miles southwest of Regina. The provincial department of agriculture could not find any divers in the midst of the prairies. So they appealed to the Navy through HMCS Queen, the Regina naval division.

Lieut. C. S. Smedley and PO J. B. Rickard, of the diving school at Esquimalt, were sent to Govenlock in answer to the request. They were joined by PO Bruce Graham and ABs Arthur Duggan, Hector Hudon and Robert Dowling, from Queen, whose job it was to man the pumps. Working in three fathoms of water, the divers removed an underwater fitting on the dam and replaced it after it had been repaired.

While they were working there, they got a further request for their services, this time from the highways department. An underwater abutment on a bridge over the South Saskatchewan river at Outlook, 77 miles southwest of Saskatoon, required inspection.

When they finished the job for the agriculture department, the two divers packed their gear and headed for Outlook. There they worked in about seven fathoms of water in a fairly stiff current. This time HMCS Unicorn, the Saskatoon naval division, supplied the hands to man the pumps.

cer on the retirement of Captain W. E. S. Briggs.

Early in August, officers and their ladies gathered at an informal reception in the wardroom to honour Captain Briggs. During the evening he was presented with a desk set while Mrs. Briggs received a large MacAskill portrait of a sailing ship. —A.C.R.

HMCS Queen (Regina)

A fully-manned 27-foot naval whaler made its appearance in a parade held in conjunction with the Saskatchewan Provincial Exhibition at Regina. The whaler was constructed by CPO A. V. Horth and Commissioned Engineer F. G. Budd. Motive power was supplied by a small tractor driven by Mr. Budd and the boat was manned by men from Queen.

A fully rigged whaler, models of Canadian warships and two motion picture films of navy life were shown by Queen at the exhibition. The display was staffed by RCN and RCN(R) officers and men from the division. Attendance at the exhibit was good. —C.E.B.

SHANNON'S BELL FOR SHANNON SCHOOL

A relic of one of the shortest and sharpest naval battles in history returned to its one-time home port of Halifax in mid-August when the shot-scarred bell of the frigate Shannon was presented to the Royal Canadian Navy by the Royal Navy.

The presentation ceremony, which took place on the quarterdeck of the visiting cruiser HMS Superb, was, like the battle it commemorated, short and to the point. It took just four minutes for Vice-Admiral Sir Richard Symonds-Tayler, Commander in Chief, America and West Indies Station, to turn the historic bell over to Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast. This was just seven minutes less than the time the Shannon required to defeat the American frigate Chesapeake off Boston Harbor in 1813. (See Crowsnest, April 1951).

The bell will find an honored spot in Shannon School, the name given to the school under construction at the Tufts Cove naval housing development overlooking Halifax Harbor. In accepting the bell, Rear-Admiral Mainguy said he hoped it would become to the students of the school a special symbol of the traditions of a fighting Navy.

The idea of getting the bell for Shannon School came from Petty Officer Henry Blair, an engine room artificer serving in HMCS Crescent. Blair, whose hobby is studying naval history, saw the figurehead of the famed Shannon in HMS Malabar, the Royal Naval dockyard in Bermuda, during a cruise the Crescent made there with the Magnificent in March.

"The Dockyard was being closed and I thought it would be a good idea to try to get the figurehead for the school. I forwarded the suggestion through my commanding officer to Ottawa, and they took it from there."

Naval Headquarters asked the Admiralty and Admiralty agreed, but thought the bell, which was also one of Malabar's famous relics, was more fitting. Plans were made to ship the bell to Canada and when the Superb sailed for a visit to Halifax, the bell was on board the cruiser.

PO Blair, who has an application inked out for an apartment in the Tufts Cove development, hopes that his four-year-old son will some day be one of the students attending the school in which hangs the famous bell he had a hand in procuring.



Vice-Admiral R. V. Symonds-Tayler, Commander-in-Chief, America and West Indies, presents the bell of HMS Shannon to Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, in a ceremony on the quarterdeck of HMS Superb during the cruiser's visit to Halifax. At the left is Marine L. F. Scott, of London, England, whose grandfather served in the Shannon. The bell will be hung in Shannon School, now under construction at the new naval housing development at Tufts Cove. (HS-15343).



The Navy Plays



Crusader Captures Cock-of-the-Walk

The Pacific Coast Training Force's Cock-of-the-Walk changed hands this summer when the latest addition to the flotilla, HMCS Crusader, captured the honors and held them against all challenges.

On the force's first training cruise, the Crusader scored the highest number of points in evolutions, softball and regattas to wrest the Cock-of-the-Walk from the Beacon Hill, after some fierce competition. The outcome was decided only after the Crusader's war canoe had won the last race of the last regatta on the last day of competition.

The second cruise was practically a repetition of the first, with the Crusader and Beacon Hill battling down to the wire. The former retained her title by virtue of placing first and second in the last race.

Annapolis Division Tops Cornwallis Meet

Annapolis "Y" was winner August 10 of the first inter-divisional track and field meet to be held at HMCS Cornwallis, racking up 19 points to outscore the 15 other divisions

taking part. Runner-up was Restigouche division with 10 points.

Ord. Sea. S. R. Moore was the high man for the day, personally accounting for 15 points for the winning division.

Sioux Division won the tug-of-war, defeating Algonquin in two straight pulls in the final.

Prizes were presented to the winners by the executive officer, Commander P. D. Budge.

Besides its track and field laurels, Annapolis "Y" was also victorious in a knockout baseball tournament.

Electrical School Beats Battleship in Softball

The softball team from the Electrical School, in Stadacona, defeated a team from the USS Wisconsin by an 8-1 score during the battleship's visit to Halifax.

In the inter-staff challenge series, the "L" School staff officers have dropped two straight to the staff chiefs and petty officers.

The school's "B" team wound up in second place in the inter-part softball league with five wins and two losses. The "A" Team finished last in its section.

Inter-Service Trophy Goes to Army Golfers

The Army is first possessor of a golf trophy presented this year by Walter McElroy, of Vancouver, Canadian amateur champion, for inter-service competition on the West Coast.

The competition was a three-match affair, with each service sponsoring one match. The first was played in Vancouver, with the RCAF as host; the Navy sponsored the second, played over the Gorge Vale course at Victoria, and the Army organized the third, played over the Silverdale course at Chilliwack.

The Air Force had a lead of three points over the Navy and six over the Army at the end of the second match but the soldiers came through in the stretch to win by a comfortable margin. Navy was second and Air Force third.

Canadian Cadets Win Conway Pulling Race

During the second UNTD cruise to the United Kingdom, Canadian cadets won the famous Conway challenge gig pulling race. While HMCS Crescent was visiting the merchant officers' training school, near Carnarvon Castle, in Wales, the Canadian cadets accepted a challenge to pull against the Conway cadets. The one mile and one cable course was laid out in Menai Strait on which the old school is situated. Conway's crew got away to a flying start and maintained a sizeable lead over half the course. The Canadian crew, however, gradually narrowed the distance between the gigs and finally pulled into the lead to win by a boat's length.

Not only did their win give the UNTDs the championship but they also set a new record for the distance, even though unfamiliar with the six-oared gigs used in the race.

Lieut.-Cdr. G. H. Hayes, commanding officer of the Crescent, is a graduate of Conway, while Lieut. B. C. Thillaye, who coxswained the cadets' gig, served in HMS Wimbrel (1943-44) under the command of Captain E. D. Hewitt, now commanding Conway.



Sioux Division digs in during the championship tug-of-war pull with Algonquin Division in the inter-divisional track and field meet held at Cornwallis. Sioux Division won ten straight pulls in the course of the afternoon. (DB-1090-2).

Members of the winning Canadian crew were Cadets Harry Palmer, Vancouver (UBC); John Deacon, Vancouver (Queens); Bob Corbett, Toronto (UNB); Cadet Capt. Gordon Mills, Toronto (Queen); Cadets Tony Dunn, Ottawa (Ottawa U), and Jean Guyon, Montreal (McGill).

Cornwallis Eliminated in Valley Ball Playoff

HMCS Cornwallis' baseball team was eliminated from the Western Valley baseball league playoffs, losing to a strong Middleton club in two straight games in the semi-finals. Despite this setback, the season was a highly successful one and Commissioned Bos'n R. J. A. MacIntyre was accorded a vote of thanks for his efficient management and coaching.

The Cornwallis softball team, coached by CPO John G. (Stormy) Ross, scored a 24-3 win over a visiting USN ship on Navy Day at Halifax. At the time of writing, the team was also doing well in the Tri-Service League.

The Cornwallis soccer team contributed five players to the Atlantic Command team which tied HMS Superb 4-4 on Navy Day in Halifax. The Cornwallis team also defeated the Superb's second squad 6-2 at Cornwallis August 11.

Wallaceburg's Whaler Cops Regatta Race

The whaler crew from HMCS Wallaceburg, coxswained by Lieut.-Cdr. J. H. Maxner, won the Georgic trophy for placing first in the service whaler class at the annual Shearwater Yacht Club races. Members of the crew were Lieutenants J. L. MacLean and R. A. F. Montgomery and Able Seamen Robert M. LeClerc and Frederick J. Power.

The Wallaceburg beat the New Liskeard in three straight games of baseball but lost to a team from the USS Greene during the visit of USN ships to Halifax during Navy week. The Wallaceburg later defeated the team from the US Submarine Cobia.

Rear-Admiral De Wolf HQ Golf Champion

Rear-Admiral H. G. DeWolf won the class "A" handicap match play championship of the Naval Headquarters Golf Association, defeating Captain D. W. Piers in the final match.

In the class "B" event, Captain (E) John McGillivray defeated Mr. Hudson on the 18th green to win the final.

Cdr. Doyle Leads Field in New Golf Tourney

The first annual competition for the Corby and Wiser Trophy over 54 holes of handicap play was played by the RCN Golf Association (West Coast) on July 27, 28 and 29 over the Royal Colwood, Uplands and Gorge Vale courses.

There was a total of 29 entries and results were decided on the basis of three-quarters of the official RCNGA handicaps. The winner was Commander (S) Martin Doyle, who had a net

Low Net, 2nd 18 holes — Lieut. (E) Ian Martin.

Low Net, 3rd 18 holes — Captain (E) C. I. Hinchcliffe.

Special Branch Scores in Headquarters Golf

The Special Branch was victorious in an inter-branch competition held by the Naval Headquarters Golf Association at its final field day at the Chaudiere Golf Club.

The members of the winning team, Captain J. B. Roper, Captain P. R. Hurcomb, Commander C. H. Little



Commander (S) Martin Doyle, winner of the RCN Golf Association's three-day handicap tournament on the West Coast, receives the Corby's and Wiser's Trophy from Mr. W. J. Montgomery. (E-15936).

of 228 for the 54 holes of play. He was closely followed by the team captain, Commissioned Constructor "Ced" Holland. Going into the final round there were eight players who were possibles, but it was Commander Doyle who picked up the strokes necessary to put him on top.

At the conclusion of the tournament a small get-together was held in the lower East Lounge of the Wardroom of Naden and the prizes were presented by Mr. W. J. Montgomery, Island representative of Corby's and Wiser's Distilleries. Mr. Montgomery also presented the George Cole Sporting Goods Trophy to Cd. Constr. Holland, captain of the Naden team which won the trophy for the third consecutive month.

Other prize winners were as follows:

Low Net, 1st 18 holes — Commissioned Engineer E. Woodward.

and Lieut.-Cdr. G. E. Fenwick, compiled a total of 344 strokes, six better than the second-place Executive Branch. Lieut.-Cdr. Fenwick's 71 — par for the course — was an important factor in the SBs' victory.

Members of the runner-up team were Rear-Admiral H. G. DeWolf, Commodore J. C. Hibbard, Lieut. J. J. Harvie and Mr. G. M. Luther.

Shearwater Nine Wins Twice from Cornwallis

August was a successful month for the softball team of HMCS Shearwater. The air station team defeated Chester All-Stars 14-1 in an exhibition game and, a few days later, won both games of a double-header played at Cornwallis. The airmen took the first contest 14-8 and the second 12-1.

Ordnance School Tops Track and Field Meet

Ordnance School picked up 50 points to count toward the Naden Cock-of-the-Barracks trophy when its athletes took first place in a recent tabloid track and field meet.

"A" and "B" teams from the Supply School placed second and third with 45 and 40 points, respectively. Other entries finished as follows: MTE "A"; Supply Naden; Medical, Communications and ND; MTE "B", and TAS and Electrical.



For the first time, HMCS Cornwallis this season has entered a team in the Halifax Canadian Football League, dominated in recent years by HMCS Stadacona. Here a group of Cornwallis hopefuls gets some pointers from CPO Andy Chartren, the team's coach. In the foreground is Ord. Sea. J. A. (Sonny) MacNeil, while the others, left to right, are Ord. Sea. William (Bud) Keen, Ord. Sea. Ralph Villeneuve, PO John Schumaker, Ord. Sea. Otto Gusella and PO Lloyd Davies. (DB-1091-31).

Host Ports Provide Sports for Crew of Cruiser

The ship's company of HMCS Ontario enjoyed an active program of sport during the ship's summer cruises in B.C. waters and to Monterey, California.

At Ocean Falls the crew was given free use of the town's bowling alleys and took advantage of this opportunity to defeat two local teams in competition.

The ship's water polo team, inactive since the Australasian cruise, was less successful, losing to a local team by a 7-6 score.

In a softball fixture with an all-star team, the Ontarios found themselves trailing 8-0 at the end of the fourth stanza. A shuffle in the infield and a

change of chuckers brought an about-face, however, and the ship's team produced a series of tight plays that tied the score. Final result: 8-8.

Another tie was registered in a softball match between the training staff and officers' classes, with the final tally 7-7.

Soccer and softball also were enjoyed by the ship's teams at both Powell River and Alert Bay.

At Monterey, the Ontario nine played an all-star coloured team from the US Naval Line School. It

dian Rugby Football Union League.

The Coverdale baseball team was unbeaten in two starts and had some promising exhibition tilts lined up.

Every year during the summer months the officers and chiefs and petty officers play a softball game with the leading seamen and below. In the past, the latter aggregation has had little trouble disposing of the older men, and this year was no exception. The "old-timers" were defeated 27-16 despite a seven-run rally in the seventh inning.

Coverdale had a team entered in the Moncton Challenge Trophy rifle shoot which was run off September 2. It was the first time the station had entered a rifle team in an event of this kind. — C.H.W.

Barracks Supply Team Paces Naden Softball

The Supply branch cornered the top three places in the west coast inter-part softball league this season. Under the guidance of AB Norm Richardson, Naden's Supply Department team headed the league with seven wins in nine scheduled games. The "A" and "B" teams from the Supply School tied for second place, each with six wins, one tie and two losses.

The other entries finished in the following order: TAS and Electrical; Medical, Communications and Ordnance; MTE "A"; P and RT and Regulating; Band and Manual, and MTE "B".

The first five teams were scheduled to play off for the Naden championship.

Big Sports Program for Visiting Ships

Sports events of all kinds bulked large on the program for visiting RN and USN ships at Halifax in mid-August. During the ships' seven-day stay, a total of 28 sports events was run off and included softball, water polo, soccer, rifle shoots, cricket, tennis, squash, baseball, fencing, basketball and golf.

Royal Navy shotsmiths from HMS Superb triumphed over USN and RCN entries in a team golf match.

In water polo, the Stadacona team maintained its supremacy over the visiting RN players by winning two straight matches in a best-of-three competition. Stadacona won the previous series, played two years ago.

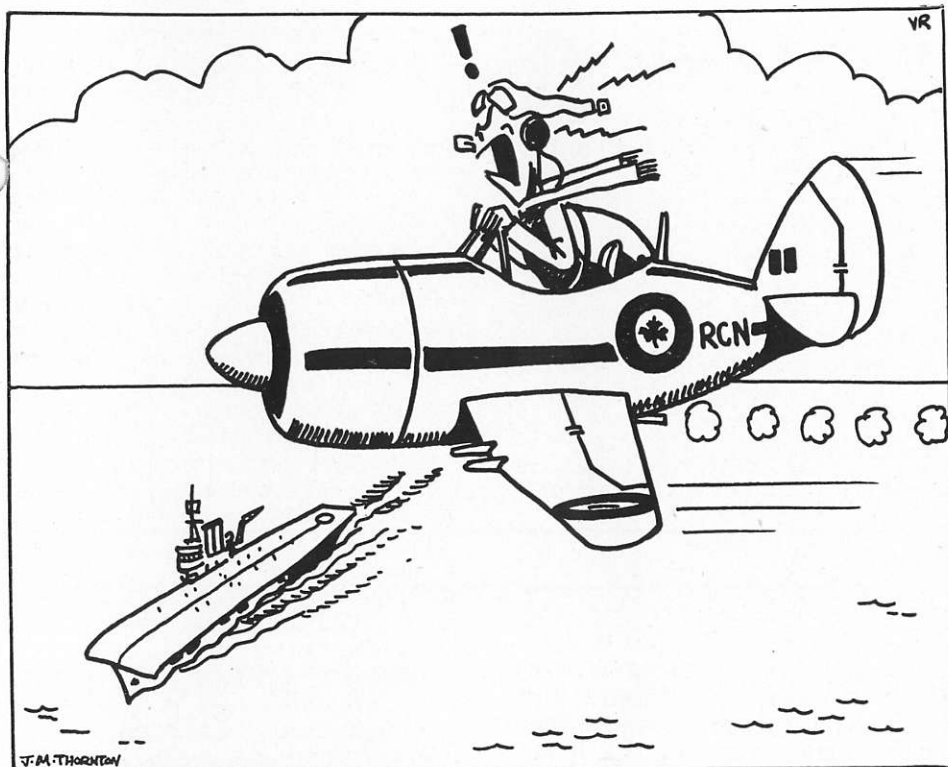
In cricket, the Superb team took the honors with a 57-39 win over a Stadacona team captained by Instr.-Lieut. William Edge. The match,

proved to be a fast and exciting game with the Ontarios coming out on top by a 15-7 score.

Athletes Active at Coverdale Station

Sports activities took an upswing at HMC Naval Radio Station Coverdale during the latter part of the summer. Five teams from the various naval branches and civilian employees at the station were competing in an inter-part volleyball league, while the Coverdale volleyball team played exhibition games with Air Force units in the area.

Football practises began early in August and the station will be well represented on a tri-service team entered in the New Brunswick Cana-



"Maggie to Charlie, Maggie to Charlie — Secure went 10 minutes ago . . . You are too late . . . We are now playing deck hockey. Over."

played in intermittent rain, was an all-day affair.

In tennis, the USN team defeated HMS Superb, who previously had outscored the RCN. In softball, it was a Canadian victory over the Americans, with the RCN teams copping four games and the USN two.

Boat Combs Pacific, Recovers Lost Wallet

The Pacific is a generous and kindly ocean, thinks Petty Officer Rupert Padgett, of HMCS Crusader.

Petty Officer Padgett was a member of the war canoe crew which clinched the cock-of-the-walk for the Crusader in competition with the other two ships of the Pacific Training Force, the Beacon Hill and Antigonish, during a cruise to Pearl Harbor this summer.

At the conclusion the race and in the midst of the cheering, PO Padgett discovered that his wallet was missing from his back pocket. It wasn't in the boat, and the only conclusion was that it had fallen in the sea.

The boat's crew disdained an offer of a motor cutter tow to the ship, voting instead to row back over the course in search of the wallet, slim though the chances were of finding it. But it was sighted just before they reached the starting line and the coxswain of the boat, Lieut. G. M. deRosneroll, dived in and recovered it.

It was a victorious day for the Crusader and a fortunate one for Padgett.

In soccer the RN and RCN each won two games and tied one.

The entire sports program was organized by Lieut. F. C. Pettit, officer-in-charge of the P and RT School at Stadacona, and his staff of instructors.

Brunswicker Takes City Soccer Title

HMCS Brunswicker's soccer team has had an active season in competition with city and provincial squads and with teams from ships visiting Saint John. While not always on the winning end, the Navy eleven has played consistently well.

In the provincial playdowns, Brunswicker bowed out in the semi-finals to an experienced Moncton team but not before making a close battle of it. The team then engaged in a series with the Saint John Dry Dock squad for the city and district title, and after playing to a draw in three consecutive games, finally squeezed out a 3-2 win. Captain of the team is PO Sid Smith. — R.S.M.

Navy Softball Team Ousted in Playoffs

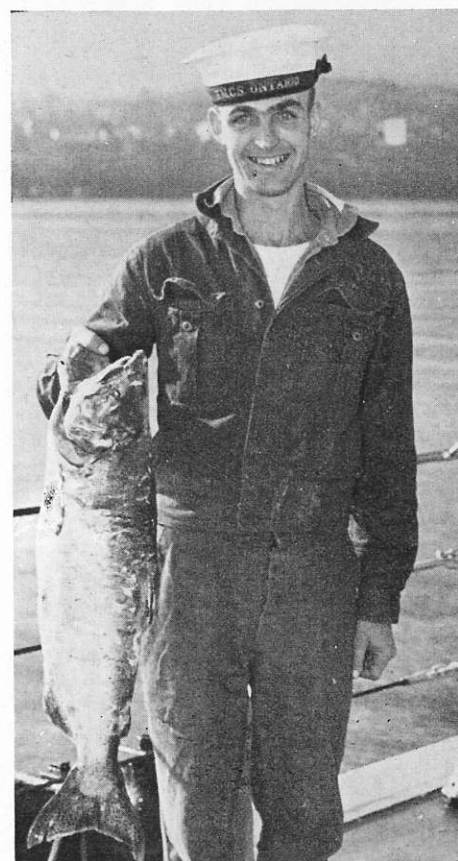
After leading the Victoria City League most of the season the Navy's senior "B" softball team was hit hard in July by drafting requirements and fell back to second place in the final standings.

The Navy started the season with a powerful aggregation but wound up with a scratch squad that was knocked out of the playoffs in two straight games by B.C. Forest Products. In spite of this reverse, special mention is due CPO Frank Elston, manager, and CPO Vic Dovey, coach, for fielding a team for every game, even though they had to dig deep into the barrel.

Supply School Squads Well up in Sports

The Supply School's "A" and "B" teams completed the Naden inter-part softball schedule with a record of six wins, one tie and two losses apiece.

The school's teams also made a good showing in the inter-part tabloid track and field meet, the "A" and "B" squads placing second and third, respectively. Ord. Sea. R. A. Butler captained "A" team while Ord. Sea. J. H. Jacob was skipper of "B" team. Points gathered in the track and field meet and the softball count toward the Cock-of-the-Barracks Trophy.



Ldg. Sea. Norman McClelland, of Victoria, displays a 16-pound salmon he hooked at Mayne Bay, B.C., during HMCS Ontario's visit there in the course of a training cruise. (OC-791).

Regattas — West and East

Keen competition and close finishes featured the annual two-day regatta of the RCN Yacht Club (West Coast). The program, consisting of races from Cadboro Bay to Esquimalt Harbour and series races in Esquimalt Harbour and approaches, attracted an entry of 32 boats.

One race ended in a tie and was decided on the toss of a coin; in another there was a deadlock for second place, while the finish of a third saw three boats cross the line within one second.

The Navy retained the Naden Wardroom and Naden Ship's Company trophies when Lieut. (E) Roy Smith piloted the Blue Goose to first place in the auxiliary cruiser race from Cadboro Bay to Esquimalt, and Lieut. W. S. Blandy's Domo won the Snipe class race over the same course.

Another naval victory was scored by Chaplain G. L. Gillard, whose White Swan triumphed in the auxiliary cruiser race to Albert Head and return.

At the conclusion of the races, a buffet luncheon was held in the Naden wardroom and prizes were presented by Rear-Admiral W. B. Creery, Flag Officer Pacific Coast.

Regatta chairman was Lieut. Blandy, while Chaplain Gillard and Lieut. F. H. Moist served as committee members.

Results of the races were as follows:

Cadboro Bay to Esquimalt

"A" Class — Buccaneer 3 (H. A. Wallace).
Auxiliary Cruisers — Blue Goose (Lieut. (E) Roy Smith).
Stars — Ona (Dave Turnbull).
Lightnings — Ariel (Eric Dowell).
Snipes — Domo (Lieut. W. S. Blandy).

Series Races

"A" Class — Buccaneer.
Auxiliary Cruisers — White Swan (Chaplain G. L. Gillard).
Stars — Aquilla (P. Townsend). Won on toss of coin after tie with Ona.
Lightnings — Ariel.
Snipes — Wee Jo (Miss Joyce Roberts).

East Coast Regatta Proves Great Success

The Royal Canadian Navy Yacht Club (East Coast) staged its first full-scale regatta in August and the enthusiasm that accompanied the turnout of more than 60 boats made it one of the most successful ever held on Halifax waters.

HMCS Shearwater played host for the occasion. A fresh wind made

for good sailing and a light fog tested the ability of the skippers to the limit. The yachts competed in nine classes, from the large handicap boats down to service dinghies.

The Grilse, skippered by Commander John C. Reed, added another victory to her already sizable record by taking the Tuna's Cup. In so doing she added to her list of triumphs over the host club's Tuna and two privately-owned yachts.

In a smaller handicap class, Lieut.-Cdr. John Scott brought the sloop Tumlarén in ahead of five other boats to take the Rear-Admiral E. R. Mainguy trophy.

The Georgic trophy for service whalers was won by Lieut.-Cdr. John Maxner's crew from HMCS Wallaceburg and the service dinghy class by HMCS Scotian, with Lieut. Wyn Rhydwén as coxswain. The John Leckie trophy went to the latter.

Privately owned yachts competed in the five other classes raced.

RN Sailors Score in Halifax Event

The Royal Navy led the field in a sailing regatta held in Halifax in mid-August. Crews from the RN, the United States Navy, the RCN and local yacht clubs competed.

Through the generosity and co-operation of local yachtmen, Snipe and Bluenose class boats were placed at the disposal of those taking part.

RN sailors took first and second in the larger Bluenose class and a third and ninth in the Snipe class to top the second place Armdale Yacht Club by eight points. In third place was the RCN, with the USN and the Royal Nova Scotia Yacht Squadron following.

The races were part of week-long celebrations in the old port to mark Navy Day and the 202nd birthday of the city, during which 8,000 sailors from the USS Wisconsin, HMS Superb, USS Newport News and four United States destroyers took part in a huge sports program.

Scotian Dinghy Shows Good Racing Form

HMCS Scotian, the Halifax naval division, was well represented in east coast sailing events this summer by a service dinghy, skippered by Lieut. Wyn Rhydwén, which took a first, second and third in three successive regattas.

LETTER TO THE EDITOR

Reunion of Clayoquot Survivors Suggested

Dear Sir:

For some time now, chance meetings of former members of the ship's company of HMCS Clayoquot have brought out a wish for a get-together of those who were survivors of the Clayoquot's torpedoing.

These meetings have brought forth enthusiastic suggestions that something along this line should be done, but so far nothing has materialized. I, for one, would like to renew old friendships; and I feel that many others would, too.

No doubt many ex-naval personnel get The Crowsnest in civilian life, while many of my former shipmates may be back in the Service. Therefore a notice in this regard in The Crowsnest might bring some action.

Would you have any former members of the ship's company of the Clayoquot communicate directly with me, in care of HMCS York?

Yours truly,

H. G. Elliott

Lieut. (SB) RCN(R)
HMCS York
Toronto.

(Editor's Note:— HMCS Clayoquot, a Bangor minesweeper, was torpedoed and sunk off Halifax on Christmas Eve, 1944, with the loss of eight lives).

STORESMEN COMPLETE SUPPLY SCHOOL COURSES

Two courses, one for victualling storemen and the other for naval storemen, were completed at the Supply School, HMCS Naden, in August, with the graduates going to various fleet establishments and ships for duty.

Those completing the course for naval storemen were: AB E. W. Gray and Ordinary Seamen A. M. Slaats, J. L. McIntyre, G. A. Felotick, R. A. Butler, R. G. Butler, W. P. Robinson, R. N. Rasmussen, Harold Murdoch, M. J. G. Desrochers, B. A. Rigg, John Logan, A. J. J. Berube and W. W. Bellamy.

Members of the victualling storemen's class were: PO G. J. Clark, AB C. H. Alderson and Ordinary Seamen A. G. Adam, D. L. Thomas, G. A. Bessey, J. H. Jacob, G. C. Murphy, W. J. Carragher, R. E. Green, D. N. Parson, W. K. Hamilton, J. W. Cockrill, H. F. West, and B. W. Davis.



Four Sea Cadets from Alberta cities and Cubs from Alert Bay, B.C., are shown around the cruiser Ontario by PO H. Hill while the ship was at Alert Bay in the course of a training cruise. (OC-834).

WINNIPEG CORPS WINS SEA CADET TROPHY

The Navy League of Canada's General Proficiency Trophy for 1951 has been awarded to the Winnipeg Sea Cadet Corps, RCSCC John Travers Cornwell, VC. Runners up for the trophy were corps at Bridgewater, N.S. (Niobe) and Weston, Ontario (Illustrious), who tied for second place.

In recognition of the fact that the corps under his command won the proficiency trophy, Lieut.-Cdr. George Kuhn, RCSC, commanding officer of RCSCC John Travers Cornwell, VC, was awarded the National Council's Officer's Sword Trophy.

EIGHT SEA CADETS RECEIVE SCHOLARSHIPS

The scholarship committee of the Navy League of Canada announced August 24 the names of eight sea cadets who have been awarded scholarships for entry to the Canadian Services Colleges as naval cadets for the year 1951.

They include: Walter Suttie of RCSCC Chebogue, Yarmouth, N.S.; Peter Baker, RCSCC Renown, St. Catharines, Ont.; Robert D. Detwiler, RCSCC Courageous, London, Ont.; Peter Kouri, RCSCC Quinte, Belleville, Ont.; John Harwood, RCSCC Lion, Hamilton, Ont.; Gordon F. Smith, RCSCC Royal Oak, Stratford, Ont., and Douglas J. Bowie and Robert Yanow, both of RCSCC Jervis Bay, Saskatoon.

Cadets Suttie and Kouri have entered Royal Military College and

the others have enrolled at Royal Roads.

Awarded by the Navy League of Canada for several years, the scholarships cover the first year's tuition fees and uniforms and are valued at approximately \$600. Candidates are reported to the scholarship committee by the various sea cadet divisions or branches of the Navy League and the awards are based on the information received.

In addition to scholarships to the Canadian Services Colleges, the Navy League awards UNTD scholarships annually to sea cadets and ex-sea cadets.

Alice, Cayuga's Mascot, Has Canine Companion

Alice, canine mascot of HMCS Cayuga, veteran of the Korean war and holder of the rating of petty officer, second class, RCN, has a companion, albeit a very small one.

The new arrival goes by the name of "Stokes", in honor of the engine room department. Of uncertain ancestry but full of the joys of puppyhood, young Stokes has endeared himself both to Alice and to the rest of the ship's company.

He has no rate, for he has not as yet seen six months in the world, let alone in the Service.

Stokes joined the ship at a U.S. naval base in Japan, under sponsorship of AB J. S. Duff, of Winnipeg, who, along with Alice, took the newcomer in hand for his new entry training. Now he takes well to such things as the roll of the ship or the crashing of the guns.

Incidentally, popular though young Stokes is, the powers that be have decreed that no more pets shall be added to the ship's complement.

INSPIRATION

(Written on reading the July issue of the Crowsnest)

What maketh the Navy man to fight?
What cheereth his soul in the dead
o' night?

What saved the cruiser's mascot,
drowning?

A verse, misquoted, from Robert
Browning?

No. Lordly; Alliston and Moss;
Brander; Commander Oake, and Ross,
Whose stirring verse and jaunty
rhyme

Were found in The Crowsnest (price:
one dime.)

For Surgeon Oake's inspired pen,
Out-scalpeled his scalpeled sailor
men.

And I know Ross (the precocious
stripling)

HE cribs his metre from Rudyard
Kipling.

All these (and others we have noted)
Have left Will Shakespeare quite
unquoted.

When our foe in the future meets
reverses,

Credit Action Stations—and
sprightly verses.

* * * * *

But July's poems were left unread,
I had stopped at page twenty-one
instead.

Oh! Balmoral bonnet and crowning
curl!

And bewitching smile of a pretty girl.

"THE COLONEL"

NAVAL PLANES ASSIST IN CELEBRATIONS

Navy fliers from HMCS Shearwater put on an impressive air display for the Dartmouth Natal Day celebrations this summer. In the morning, Sea Furies and Avengers flew close formation aerobatics over the town and in the evening they returned to attack a mock submarine in Lake Eannok, near Dartmouth.

During the morning show, the planes dropped leaflets wishing Dartmouth "A Happy 201st Birthday". In the evening they dropped sandbags on their target while the dummy sub sent up flares and smoke to heighten the realism of the demonstration.

MAN OF THE MONTH

(Continued from Page 5)

there he "signed on" for an additional five years' service.

From October 1948 to August 1949 he was at Coverdale Radio Station, then went to Churchill for his two-year term of duty in the north country.

In his earlier years, CPO Stone was an all-round athlete, excelling at football and track and field and turning out, as well, for soccer, basketball and water polo. In 1935, while in Stadacona, he won the RCN aggregate track and field trophy.

The place "Stoney" occupied at Churchill will be hard to fill, but the community spirit and good-will to which he contributed so much have become an accepted part of life on the station and should continue to flourish for a long, long while.

Weddings

CPO William Blathwayt, HMCS Niobe, to Miss Noreen Rodgers of Belfast, Northern Ireland.

PO John Colbert, HMCS Bytown, to Miss Diane Vuckson, of Ottawa.

AB Edward W. Gray, HMCS Naden, to Miss Celine Poty, of Vancouver.

Ord. Sea. J. M. Cotter, HMCS Stadacona, to Miss Jeanne Gordon, Westville, N.S.

Ord. Sea. Alan Goodwin, HMCS Stadacona, to Miss Kathryn Wry of Sackville, N.B.

Ord. Sea. Clifford Picton, HMCS Stadacona, to Miss Jean Miller of Bridgetown, N.S.

Births

To Lieut. E. V. P. Sunderland, HMCS Naden, and Mrs. Sunderland, a daughter.

To Lieut. A. O. Grav, HMCS Cornwallis, and Mrs. Grav, a son.

To Ordnance Lieut. T. E. Coffin, HMCS Naden, and Mrs. Coffin, a son.

To Lieut. (S) T. C. Treherne, Naval Headquarters, and Mrs. Treherne, a daughter.

To A/Lieut. (SB) Harold G. Elliott, HMCS York, and Mrs. Elliott, a daughter.

To Sub-Lieut. John W. Russell, HMCS Ontario, and Mrs. Russell, a son.

To Sub-Lieut. L. T. Blair, HMCS Ontario, and Mrs. Blair, a son.

To Commissioned Radio Officer N. G. Ford, HMCS Stadacona, and Mrs. Ford, a son.

To Commissioned Cookery Officer H. S. Paterson, HMCS Naden, and Mrs. Paterson, a son.

To CPO E. J. Bonsor, HMCS Naden, and Mrs. Bonsor, a son.

To CPO D. R. White, HMCS Stadacona, and Mrs. White, a daughter.

To CPO Herbert Thomas, HMCS Naden, and Mrs. Thomas, a son.

To PO Robert Jacobsen, HMCS Ontario, and Mrs. Jacobsen, a son.

To PO F. W. Curson, HMCS Ontario, and Mrs. Curson, a daughter.

To PO Ronald Caught, HMCS Naden, and Mrs. Caught, a daughter.

To Ldg. Sea. Harold Haines, Albro Lake Radio Station, and Mrs. Haines, a daughter.

To Ldg. Sea. Graydon Giberson, Coverdale Radio Station, and Mrs. Giberson, a daughter.

To Ldg. Sea. Raymond Kergoat, Coverdale Radio Station, and Mrs. Kergoat, a daughter.

To AB Edward Allan, Albro Lake Radio Station, and Mrs. Allan, a son.

To AB Andrew Eburne, HMCS Stadacona, and Mrs. Eburne, a son.

To AB Hugh Roberts, HMCS Stadacona, and Mrs. Roberts, a son.

HOW IT STARTED



IDLERS

"Idlers" was once the official term used to describe those in a ship's company who did not normally stand a night watch. They later became more familiarly known as "Daymen" and were painters, blacksmiths and other artisans. The term "Idlers" was dropped as it was deemed an inappropriate name for skilled craftsmen. An old marine dictionary gives "Idlers" as a general term for "those on board a ship of war who, being liable to constant day duty, are not subjected to keep night watch, but nevertheless must go upon deck if all hands are called during the night."

Sioux Scores

HMCS Sioux was carrying out a bombardment behind communist lines in North Korea, with an aircraft on hand to serve as spotter.

The plane reported that the destroyer's first salvo nicked a storehouse, sending people scurrying out of the building.—*Foul ball.*

The second salvo was a near miss and, according to the aircraft, the people ran back inside.—*Strike two, swinging.*

The third salvo was a hit. There was no further movement.—*Scored a home run.*

FAIRMILES MAKE HISTORIC VOYAGE

Fairmile patrol craft from five Great Lakes naval divisions made an historic voyage this summer when they sailed via the Rideau canal system from Kingston, Ontario, to the Ottawa river, thence down the Ottawa to the St. Lawrence. It was the first time naval vessels had made a complete passage of the Rideau system, even though it was originally constructed for military use more than 100 years ago.

The Fairmiles' course took them through pleasant farmlands and past towns, villages and summer resorts whose residents turned out in strength to greet them and to eye with friendly curiosity the first craft wearing the White Ensign that many had ever seen.

It was an interesting trip for the crews, most of whom were reserves, but it also involved a lot of hard work. Between Kingston and Ottawa they had to negotiate 47 locks, as well as frequent narrow, twisting channels. The captains, helmsmen, engine room staffs and men handling lines had a busy time.

The flotilla stayed over in Ottawa for the Great Lakes Naval Regatta, on the Labor Day weekend, and proved to be a popular attraction. Many a young Ottawan saw, went aboard and was thrilled by his first naval ship.

Leaving Ottawa, the Fairmiles passed through the last set of locks leading to the Ottawa river and then set sail for St. Anne de Bellevue, from where they proceeded up the St. Lawrence to the Great Lakes, thus completing their "triangle tour."

In the photo on the facing page, PTC 711, from HMCS Griffon, is shown on her way through the set of eight locks descending between the Chateau Laurier and Parliament Hill to the Ottawa river. (O-2023-2).

