

The CROWSNEST



Vol. 4 No. 11

September, 1952



The CROWSNEST

Vol. 4 No. 11

THE ROYAL CANADIAN NAVY'S MAGAZINE

SEPTEMBER, 1952

CONTENTS

	Page
RCN News Review	2
Athabaskan's Record	4
Motto Proposed By NOAC	6
Commodore McCallum To Retire	8
'The Corner Brook Navy'	10
Three Careers in One	11
Officers and Men	12
Lower Deck Promotions	14
Navy Days	15
Afloat and Ashore	18
Dinner at Gingle's	24
The Bulletin Board	25
The Navy Plays	26
Sea-Going Choristers	28
Kill the Umpire!	30

Cover Photo — This is what it looked like when the guns at the permanent saluting base on Black Rock at HMC Dockyard, Esquimalt, B.C., let go with a 21-gun salute for the French ambassador, His Excellency Hubert Guerin. What it sounded like was described by Ldg. Sea. Robert Flack, naval photographer who said his ears rang for three days after he took the picture. (E-18989).

LADY OF THE MONTH

Commissioned too late for active service in the Second World War, HMCS Crusader (Lieut.-Cdr. J. H. G. Bovey) has tasted action off the coast of Korea. Pictured on the opposite page, the sister ship of HMCS Crescent sailed from Esquimalt for the Far East on June 14.

The photo was taken from HMCS Ontario during work-ups carried out by the Crusader shortly before her departure for the war theatre. (OT-1113).

★ ★ ★

Negative numbers of RCN photographs reproduced in The Crowsnest are included with the caption for the benefit of persons wishing to obtain prints of the photos.

This they may do by sending an order to the Superintendent of Photography (Navy), National Defence Headquarters, Ottawa, quoting the negative number of the photograph, giving the size and type required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

Size and finishes available, with prices, follow:

4 x 5 glossy finish only	\$.05
5 x 7 glossy or matte finish15
8 x 10 " " " "30
11 x 14 matte finish only50
14 x 17 " " " "80
16 x 20 " " " "	1.20
20 x 24 " " " "	1.50
30 x 40 " " " "	3.00

SUBSCRIPTION RATE

The "Crowsnest" may be subscribed for at the rate of \$1 for 12 issues.

Persons desirous of receiving their own private copies by mail should send their orders, accompanied by cheque or money order made out to the Receiver General of Canada, to:—

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

R.C.N. News Review

Quebec, Magnificent In Big NATO Exercise

A major NATO exercise, Exercise Main Brace, is scheduled to begin in northern European waters on September 13, with HMC Ships Magnificent and Quebec among the more than 150 warships participating.

The 12-day exercise assumes an attack by a theoretical "enemy" on Europe's northern flank to be repelled by NATO naval, air and land forces.

For the Magnificent, this will be the second NATO exercise of the year. She took part in Exercise Castanets in United Kingdom waters in June.

Following the June exercise the Magnificent went to the Mediterranean, where she was based on Malta. In company with units of the Royal Navy's Mediterranean Fleet, the Magnificent paid a four-day visit to Athens, Greece, and called at Istanbul, Turkey.

On leaving the Mediterranean, she was accompanied by HMCS Crescent for five days en route to the United Kingdom. Anti-submarine exercises off Londonderry, Northern Ireland, preceded her participation in Exercise Main Brace.

HMCS Quebec, leaving Halifax August 29 to take part in Main Brace, carried a distinguished passenger for the first stage of her journey — His Excellency, Governor-General Vincent Massey, who left the ship at St. John's, Newfoundland.

His Excellency boarded the Quebec at Halifax and disembarked the following day for his first official visit to Newfoundland.

Plans for the return journey from Main Brace by the Magnificent and the Quebec include participation in an air-sea exercise with U.S. warships. The carrier and cruiser are scheduled to reach Halifax about October 12.

HMCS Ontario to Make South American Cruise

An 18,500-mile training cruise, completely around continental South America, is scheduled for HMCS Ontario between September 8 and December 16.

The training and goodwill aspects of the cruise will involve visits to im-

portant South American cities and British colonies. The ship will pass through waters in which were fought important naval engagements of the First and Second World Wars. For many on board the trip will mean subjection to the traditional ceremony of Crossing the Line.

On August 1, the Ontario was a unit of the largest naval and marine force ever to assemble in the Pacific Northwest in peacetime when 16 ships paraded along Seattle's waterfront. The occasion was the annual Seattle regatta.

On her arrival the previous day the Ontario was greeted by a 21-gun salute. The Canadian consul-general at San Francisco, C. N. Senior, came on board to welcome the commanding officer, Captain E. P. Tisdall.

Second HMCS Skeena Launched at Vancouver

The second destroyer escort in the Royal Canadian Navy's current new construction program slid down the ways of the Burrard Drydock Company, North Vancouver, August 19, bearing the name Her Majesty's Canadian Ship Skeena.

The christening was performed by



Refugees taken on board HMCS Iroquois during a patrol on the west coast of Korea await their turns to be taken ashore at a port in South Korea. (IR-53).

Mrs. Clarence Wallace, wife of the Lieutenant-Governor of British Columbia. Col. Wallace is also president of the shipbuilding company.

The ceremony coincided with the visit of the Royal Navy cruiser HMS Sheffield to Vancouver, and among those present was Vice-Admiral Sir William G. Andrewes, Commander-in-Chief America and West Indies.

Admiral Andrewes is remembered by the ships' companies of Canadian destroyers as Commonwealth fleet commander in the early stages of the Korean war. Now, in addition to being C-in-C AWI, he is deputy Supreme Allied Commander Atlantic.

The Skeena, succeeding to the name originally borne by a Canadian River class destroyer which served through five years of the Battle of the Atlantic, is the second ship of her class to be launched. HMCS St Laurent was christened earlier this year.

C.-in-C. Far East Sees Naval Might

The destroyer HMCS Nootka was in the powerful formation of Commonwealth and U.S. fighting strength which Vice-Admiral the Hon. Sir Guy Russell, Commander-in-Chief of the Far East Station, witnessed steaming off North Korea in July.

The striking force included the carriers HM Ships Ocean and Unicorn, the cruiser HMS Belfast and the destroyers HMAS Bataan, USS Marsh and HMCS Nootka. The British Commander-in-Chief was accompanied by Rear Admiral A. K. Scott Moncrieff, who commands the Commonwealth and Allied ships off the west coast of Korea.

HMCS Crusader took part in a patrol which fired on the island of Smacho Do on July 21.

The Seventh Fleet was particularly active on July 23 when naval guns and planes did heavy damage to warehouses, gun positions, railroad and highway bridges, radar stations and other objectives. HMCS Iroquois helped screen the carrier Ocean on this occasion and, in the northern reaches of the Yellow Sea, the Crusader laid harassing fire on the Red-held islands of the Cholsan Peninsula.

The next day, aircraft from the Ocean spotted for the Iroquois while she hammered troop and artillery positions on Ongjin Peninsula. The attack was tied in with the concentrated offensive of carrier-based aircraft on communist power plants.

The destructive attacks continued on July 25, with the Nootka participating in minor actions in the Yellow Sea.

Four days later the Nootka exchanged fire with Red guns in the Haeju approaches. She was joined in the attack by aircraft, but no assessment of the damage was reported.

All three Canadian destroyers were in action during early August.

The Nootka opened the month by laying 135 rounds on gun positions south of Haeju.

The following day, August 2, the Iroquois joined with HMAS Bataan to pound enemy gun positions.

Skirting the western coast of North Korea on August 14, the Crusader fired on an enemy troop concentration and intercepted an armed junk.

Third Training Cruise for UNTDs

The third and final East Coast cadet training cruise of the summer got underway August 11 when HMCS Crescent and HMCS La Hullose sailed from Halifax for European waters.

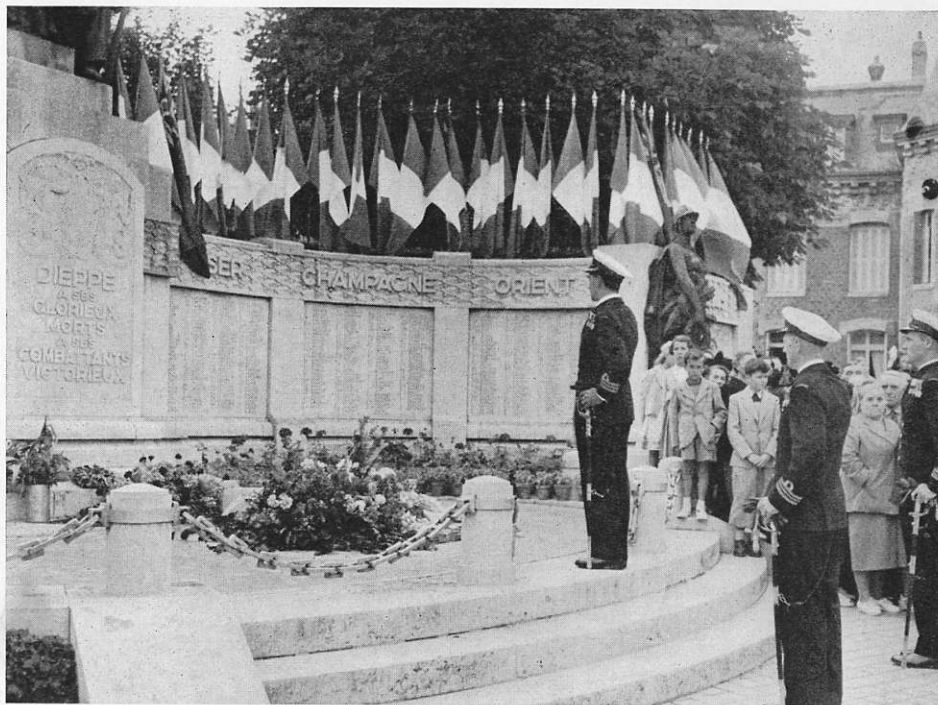
On the fourth day at sea, however, an acute appendix case, Ord. Sea. Daniel Ward of Ottawa, was transferred from the La Hullose to the Crescent for a hurried diversion to St. John's, Nfld. He underwent a successful operation in St. John's General Hospital.

The interruption of the cruise by the visit to St. John's resulted in the Crescent establishing what is believed to be a record for the crossing between Canada and Gibraltar.

The destroyer made the passage from Newfoundland in four days and 22 hours, despite taking time out for a competitive boat race after meeting the La Hullose in mid-ocean. The Crescent won the race by a narrow margin.

The Crescent acted as plane guard for HMCS Magnificent for some five days during the carrier's exercises in European waters and called at Gibraltar before carrying out informal visits to Dover, Flushing and Antwerp, Belgium.

Meanwhile the La Hullose visited Whitby and Chatham before re-joining the destroyer at Flushing, August



Among the many European ports visited this summer by the East Coast Training Group was one particularly close to Canada's heart: Dieppe, where the Canadian Second Division suffered heavy casualties in the historic assault of August 19, 1942. In the above photograph Commander J. C. Littler, commanding officer of HMCS Crescent and senior officer of the group, has just laid a wreath in honor of the Canadian dead on the Dieppe Memorial during French National Day ceremonies. Behind him are Lieut.-Cdr. A. H. McDonald, commanding officer of HMCS La Hullose, and Lieut.-Cdr. J. R. Coulter, commanding officer of HMCS Swansea. (CR-79).

28. The two ships are scheduled to return to Halifax September 13.

Tender Allotted to HMCS Discovery

A minesweeper that saw duty off the shores of Okinawa in the closing months of the war against Japan has become tender to HMCS Discovery. She sailed for Vancouver on August 9 after completion of refit at Esquimalt.

Formerly the U.S. Navy's YMS 240, the 136-foot ship has been renamed HMCS Cordova. She had been sold to a civilian after the Second World War and it was from this source she was purchased by the RCN.

The Cordova replaces ML 124 which has returned to Esquimalt. The roomier Cordova is expected greatly to increase the opportunities for sea training for reservists of the Vancouver area.

Helicopter Helps Forest Fire Battle

Some 400 officers and men from HMCS Cornwallis and a Sikorsky helicopter from HMCS Shearwater joined volunteer fire fighters the end of July in fighting a 100-acre forest blaze which for a time threatened the farming community of Landsdowne, ten miles from Digby, N.S.

The fire started from a lightning bolt and was finally subdued five days later by an unexpected down-pour and the continuing efforts of the more than 1,000 firefighters.

On the first day of the fire Shearwater's helicopter logged 11 hours and ten minutes in the air while flying pumps, food and men into the combat areas.

By the time it was extinguished the fire had burned within a mile of Landsdowne, a community of 40 homes.

Haida to Relieve Nootka in Far East

HMCS Haida sails from Halifax on September 27 for her first tour of duty in the Korean war theatre.

The Haida, under the command of Commander Dunn Lantier, will relieve HMCS Nootka (Commander R. M. Steele), which has been in the war zone since February. Christmas in Canada is in prospect for the ship's company of the Nootka.

The Haida won renown during the Second World War for her exploits in the English Channel. She was then commanded by the present Vice Chief of Naval Staff, Rear-Admiral H. G. DeWolf.

Athabaskan's Record

by P. L. McC.

*In Two Years She Has Steamed
136,046 Miles, Spent
528 Days At Sea*

HMCS ATHABASKAN (Captain Dudley G. King) completed her second tour of operations in the Far East on July 9, steaming home to Esquimalt with the distinction of being the destroyer with the greatest length of service with the United Nations Fleet in the Korean theatre.

Looking back, it seems a long time since the Ops Room tote-board registered "HOME IN 340 DAYS". From that day, August 2, 1951, when the Athabaskan sailed from Esquimalt, until she returned, she steamed 68,445 miles, spent 282 days at sea and used 17,956 tons of oil fuel.

For those of the ship's company completing their second trip it meant a total of 136,046 miles steamed and 528 days at sea in just over two years. On both the first and second trips, those on board spent more than 80 per cent of their time at sea as members of the RCN Special Force. Communist targets in North Korea received 7,323 rounds of 4-inch and 13,211 rounds of Bofors ammunition.

There is bound to be many a tall tale told of the ship's adventures on her second tour of operations, so before any of them become too colorful, here are some of the facts:

The Athabaskan spent about half her time with the Aircraft Carrier Element and half with the Inshore Blockade Element. The carrier patrols, during which the ship had occasion to screen British, American and Australian carriers, were usually uneventful.

The duties were to provide an anti-submarine screen and anti-aircraft defence—and the communists have not yet used submarines, nor have their aircraft attacked ships during the last year and a half. However, the TAS department maintained a high standard of interest and efficiency and never ceased to listen for that one echo that could always be there, while the A/A gunners manned their weapons day and night in all weathers. The latter were more fortunate than the TAS men, however, making a name for

themselves in close range shore bombardments by rendering enemy gun positions and trenches untenable, and by starting even better fires in the coastal villages than the 4-inch.

The duties of the Inshore Blockade Elements — apart from the interdiction of the enemy's coastal sea lines of communication — are to protect friendly islands which lie short distances off the enemy coast, and also to harass the communists where they are attempting to rebuild port installations, harbor defences and coastal gun positions.

All this creates a veritable gunner's paradise, but at the same time a navigator's nightmare. The bays and river estuaries look most attractive to the "goofer" on the upper deck. But the navigating officer knows that just under the surface are many rocks and shifting sandbars. More than once the Athabaskan performed some unusual feats of navigation at night using radar, through places so unpleasant that one might hesitate to attempt it in daytime when the dangers would be so clearly visible. In spite of these risks, may it be said with pride that the Athabaskan never once touched the bottom.

Nor was the ship ever hit by enemy gunfire, although fired on by everything from machine guns to weapons in the 105mm class. On three occasions large calibre type guns opened up on the ship. On two of these a good number of rounds were on for line but were inaccurate for range and the guns were silenced by the Athabaskan's 4-inch before further corrections could be applied.

The third occasion is of interest because it took place at night during the middle watch, while the ship was assisting in the defence of a friendly island actually under attack. The asdic operator, carrying out an all-round sweep for hydrophone effect, reported, "Underwater explosion to port!", followed a few seconds later by, "Underwater explosion to starboard!"

At last the A/S team had justified its existence! These reports were the first indication the ship had that the enemy might have found the range and bearing. As the Athabaskan was



The Athabaskan's medical officer, Surgeon Lieut. Chris West, of Mimico, Ontario, examines a wounded South Korean in a makeshift hospital during one of his frequent trips ashore to friendly islands. With him is the ship's medical assistant, PO Marc Lavoie, of Victoria. (AN-85).

already hotly engaging the guns flashing in the dark on the coast opposite the friendly island, it appears they must have been taking a bead on our "flashless cordite".

Though never hit herself, the Athabee, for her part, can claim an impressive list of tangible structures destroyed. Principle among them were railway trestles, warehouses, troops billets and gun positions.

The Korean campaign was not always so full of blood and thunder. There were often moments of humanity and sympathy for the people whose country is taking the brunt of this war. Our best missionary was the medical officer, Surgeon Lieut. Chris A. West, of Mimico, Ont., who made more landings on Korean soil than any other man in the ship. He can remember treating at least 80 Korean men, women and children for ills varying from shrapnel and bullet wounds to dysentery and toothache. In addition to medical aid, the ship made her other facilities available, particularly those for electrical and engine repair. This involved repairing everything from modern refrigerator units to antiquated motor junk engines. South Korean naval craft were often supplied with diesel and lubricating oil and fresh water, sometimes at the sacrifice of the ship's reserves.

The Supply branch played a generous part in helping our South Korean allies to keep their ships operating efficiently and their crews well fed. They looked after the Athabaskans very well, too. Apart from excellent meals, capably prepared by the galley staff, the supply officer, Lieut. (S) F. R. Fowlow, of Victoria, paid the ship's company over \$200,000 during the last 11 months and exchanged about 16,700,000 yen.

The Athabaskan reckoned herself to be an efficient and a happy ship and, as more than one senior officer remarked, one of the cleanest ships on the Far East Station. Acknowledgment of the ship's achievements was voiced by a senior United Nations naval commander, Rear-Admiral A. K. Scott-Moncrieff, when he despatched the following message to the departing Athabaskan:

"I am very sorry you are leaving us. Your excellent work will long be remembered by me. I was always quite happy when I knew Athabaskan was on the job. Good fortune and my most grateful thanks for all your hard work. A happy homecoming to you all."



The Athabaskan's final shot, as the ship wound up her second tour of duty, was fired by the gun whose crew is pictured above. Front row: Lieut. R. A. Evans, London, Ont., gunnery officer; AB Jim Beech, Mimico, Ont.; CPO Howard Oliver, Vancouver; "Guns", the gunners' mascot; AB Marvin Robertson, Toronto; PO Harry Stainsby, Victoria; AB Merle Tarrabain, Edmonton, and AB Harry Coote, Biggar, Sask. Rear row: Able Seamen Hubert Whelan, Petries, Nfld.; Charlie Cue, Victoria; Clifford Guy, Corner Brook, Nfld.; Michael Anderson, Winnipeg; Stanley Cook, Wainwright, Alberta; Garnet Gurr, Spruce Lake, Sask., and Abraham Hildebrand, Plum Coulee, Man. (AN-95).



In this photo, AB Beech loads round number 7,322 while AB Robertson stands by with number 7,323 — the last shell to be fired by the "Athabee". (AN-94. All photos by Ldg. Sea. G. J. Brown).

Motto Proposed By NOAC

*H. W. Balfour, Saskatoon,
Elected President at
Annual Meeting*

A MOTTO, *Fiduciam et Fidem*, to accompany the crest of the Royal Canadian Navy, has been recommended by the Dominion Council of the Naval Officers' Associations of Canada.

The motto was submitted by the Windsor branch of the NOAC to the annual meeting of the Council held June 5 to 7 at HMCS Griffon, naval division for the lakehead cities of Fort William and Port Arthur. It was considered the motto, which means "Through Faith and Loyalty", would epitomize the spirit which enabled the RCN to survive its early vicissitudes, establish itself as an efficient fighting unit and advance to its present position in Canada's defence framework.

In the election of officers, Victor G. Brodeur, Vancouver, was re-elected honorary president and H. W. Balfour, Saskatoon, was named president, succeeding F. C. Aggett, Toronto.

Other officers are:

Vice-presidents: G. W. Greathed, Victoria, West Coast; D. W. Clark, Calgary, for the Prairies; J. A. McAvity, Toronto, Ontario; F. A. Price, Quebec City, Quebec, and W. J. McIsaac, Halifax, Maritimes.

Honorary counsel is Z. R. B. Lash, Toronto. Harry McClymont, Ottawa, was re-appointed secretary-treasurer.

The Council was informed that the Toronto branch of the NOAC had created an honorary life membership for Vice-Admiral H. T. W. Grant, RCN, Ret'd, former Chief of the Naval Staff.

As an alternative to a "post exchange" system, such as is operated by the U.S. armed forces, the Council suggested higher allowances for personnel serving in areas where retail prices are above average.

A brief on the training of naval officers, under study by the Council for approximately two years, was adopted and will be presented to the Minister of National Defence and the Naval Board.

The council praised the work of the Navy League of Canada in fostering interest in all matters pertaining to the Royal Canadian Navy.

The meeting was held at HMCS Griffon through the courtesy of the commanding officer, Commander E. O. Ormsby. Social events included the

Dominion Council dinner at the Port Arthur Golf and Country Club and a reception at Griffon for delegates and members of the Lakehead branch, NOAC, and their wives.

Delegates attending the meeting were: H. R. Payson, Quebec City; John Stairs and R. A. Judges, Montreal; R. Payson, Sillery, Que.; D. W. Best, W. Tennent, G. A. Rotherham, T. D. Kelly and F. C. Aggett, Toronto; A. T. Hall, Regina; P. V. Ross, Saskatoon; D. W. Clark, Calgary; F. G. Hart, Victoria; J. R. H. Kirkpatrick, Kitchener; J. Simpson, Port Arthur; R. McKenna, Ottawa; W. J. McIsaac, Halifax; J. G. Farmer, Windsor, Ont.; J. J. Donahue, Saint John, N.B.; Croft Brook, New Westminster; J. C. Beveridge, Hamilton; E. Phipps-Walker, Kingston, and B. D. L. Johnson, Vancouver.

The resolution urging the adoption of a motto for the RCN arose from a memorandum prepared by the Windsor branch outlining the long and often discouraging struggle which finally led to the establishment of the Navy on a firm footing.

The memorandum said, in part:

To any of the naval officers who took part in the early attempts at implementing the unanimously accepted resolution presented to Parliament by Sir Wilfrid Laurier in 1909 to the effect that Canada should take a greater share in the defence of her expanding maritime interests by the creation of a Canadian Navy, the subsequent political wranglings, the press ridicule of the embryo force, and the misfortunes it suffered were, to say the least of it, discouraging in the extreme, however plausible — or reasonable — the shifting government policies might have been.

It is unnecessary to go into details of all the disheartening uncertainties of naval policy for the first decade after the passing of the Naval Service Act in 1910, but from then on a clear picture is needed if the critical situation which arose in 1922-23, and the part played in it by the young Canadian officers of that day, are to be appreciated.

By 1920 demobilization of the naval forces which had maintained Canada's Atlantic Coast patrols during the war was completed, and exactly nothing remained of any

active Canadian navy except the Naval College and some 40 officers, with a few senior in rank to lieutenant, who were then serving with the Royal Navy.

A fresh start was then made to create a new naval force and a comparatively modern light cruiser and two destroyers were accepted from the Royal Navy. These had perforce to be manned by ratings from the Royal Navy to start with but, except for a few senior ranks, the officers were drawn from those Canadians previously mentioned.

With the appropriation then accorded to the Naval Service this small squadron operated efficiently as a training squadron for the moderate number of recruits volunteering for service, and it was hoped that the youths who were receiving an exceptionally fine training of three years at the Royal Naval College of Canada would now be attracted to service in the navy instead of passing out into civil life after graduating, which the previous uncertainties had undoubtedly induced them to do.

It is of importance to note that for two years previous to the period under review only four of the cadets annually passing out of the college had continued in the Canadian Navy, and the college was absorbing \$125,000 a year out of the Naval appropriation.

For just over a year the little navy operated with enthusiasm, but it was not to escape the fate which has practically invariably fallen on military organizations throughout history after a wartime period, however modest they may be.

The blow fell in the spring of 1922 when the example of large scale scrapping set by the Great Powers at Washington enhanced the popular demand for retrenchment after the extraordinary national expenditures entailed by the so-called "war to end war", and all round reductions of Canadian defence appropriations resulted.

Our hardly known and little regarded navy was the chief sufferer and its estimates were slashed by nearly 50 per cent — from 2½ million dollars to 1½ million.

The problem then was — What was the best naval defence value which

the taxpayers could possibly receive for one and a half million dollars?

Before stating the policy eventually recommended, and which was accepted by the Minister, it is as well to indicate the ground for advocating what amounted to a revolutionary change.

First, it was not feasible to maintain the existing naval establishments and services efficiently with the funds allotted.

Second, the lack of interest shown in the navy both in government circles and by the country at large for the preceding ten years made it plain that it would be rash to expect any increase in appropriations for the navy until the interior centres of population realized their dependence on the secure flow of their goods on the high seas and the part which could only be played by a navy in securing this.

This was bound to be a long-term proposition and the visits of one light cruiser and two destroyers to the coastal ports of the country, and the maintenance of the naval college at Esquimalt, could do little, if anything, toward achieving the object desired.

A navy cannot be conjured up by any government just by power of a parliamentary majority. History has always shown that to have a healthy growth and to operate efficiently, a navy must have the interest and support of the people.

The navy had to be brought into the interior.

This could only be done in one way, viz., the raising of a naval volunteer reserve with units in populous cities throughout the Dominion.

With the appropriation granted by parliament a very fair start on such a scheme could be made only if the light cruiser was paid off and the naval college closed.

This, then, was the policy recommended to the Minister of National Defence and approved by him, and it was put into effect early in 1923.

In more detail, the Aurora (light cruiser) was paid off and the naval college closed. The destroyers were retained in commission for training of the reserves, and two trawler minesweepers on each coast were commissioned for the same purpose.

In place of the naval college the British Admiralty were requested to accept suitable cadets for training in England under what was known then as the Special Entry System. This they consented to do provided the youths sent from Canada had the requisite educational qualifications.

Incidentally, young men of very



Delegates to the annual meeting of the Dominion Council of the Naval Officers' Association of Canada are shown here with hosts, guests and visitors who attended the dinner at the Port Arthur Golf and Country Club. From left to right they are:

Front row — H. R. Payson, Quebec; B. D. L. Johnson, Vancouver; Alderman R. Robinson, Port Arthur; Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services, Ottawa; George Wardrope, MLA, Port Arthur; F. C. Aggett, past president, Toronto; Mayor Hubert Badanai, Fort William; F. G. Hart, Victoria; E. Phipps-Walker, Kingston, and Croft Brook, New Westminster.

Second row — D. W. Clark, Calgary; Commander E. O. Ormsby, commanding officer, HMCS Griffon; W. Tennent, Toronto; A. T. Hall, Regina, and W. J. McIsaac, Halifax.

Third row — T. D. Kelly, Toronto; P. V. Ross, Saskatoon; John Stairs, Montreal; G. A. Rotherham, Toronto; Robert McKenna, Ottawa, and Carl Hindle, Port Arthur.

Fourth row — Harry McClymont, secretary-treasurer, Ottawa; J. Farmer, Windsor; J. Simpson, Port Arthur; D. W. Best, Toronto, and J. J. Donahue, Saint John.

Fifth row — R. A. Judges, Montreal, and J. S. Beveridge, Hamilton.

high standard were sent over and have proved first class officers who have served with considerable distinction and are now reaching the senior ranks of the service.

The financial saving to this country in their training was very considerable.

Royal Canadian Naval Volunteer Reserve units were established in 16 cities from coast to coast, where instructors were appointed to give them the prescribed drills, and periods of training were arranged at the naval stations at Halifax and Esquimalt. Besides sea-going training in the ships of the RCN, cruises were taken, with the permission of the Admiralty, on board the ships of the Royal Navy on the North American station.

The RCN was given to understand that its main role was to foster, encourage, and train the RCNVR.

It was realized that many of the young officers in the RCN would feel grievously disappointed at the breaking up of the little squadron in which they took pride and that they would also very much regret the closing of the college where they had all received their initial training.

The new policy would need to have the whole-hearted support of the

officers whose duty it would be to carry it through; consequently, after it had been fully explained, all those officers who wished to leave the service and go into civil life were given permission to do so.

Several took advantage of this and retired, but many conquered their initial disappointment, maintained their faith in the future of the navy, and loyally carried out the new policy which was to bring thousands of Canadians from inland cities to train for service with the navy should the need arise.

Had all the officers, or even a large proportion, given way to feelings of frustration and lack of belief in the new policy, and gone ashore, the whole service would have suffered complete collapse with little chance of revival, at least for many years.

As it was, however, their faith and loyalty resulted in the success of the policy, and they themselves eventually led the officers and men of the volunteer reserve force they had trained, to play a vital part in winning the victory of the hard fought Battle of the Atlantic and in operations covering many other theatres of the war at sea from 1939 to 1945.

COMMODORE McCALLUM TO RETIRE

MDG Closing Career After 35 Years in Regular Force and Reserve

IN the early years of this century a British naval party under Admiral Prince Louis of Battenberg, then Commander-in-Chief, North America and West Indies, visited Ottawa and bivouacked on Cartier Square, present home of Naval Headquarters.

One of the goggled-eyed spectators was 'teen-aged Archie McCallum, whose trophy of the day was a gunner from HMS Drake, whom he took home to supper.

That was the first encounter of Surgeon Commodore Archie McCallum, OBE, VRD, CD, with the Navy. This month he retires from the post of Medical Director General of the Royal Canadian Navy after 35 years of service in the regular force and the reserve.

Commodore McCallum was born on April 17, 1890, in a log cabin at Cartier, in Northern Ontario, where his father, Robert, was employed by the Canadian Pacific Railway. The future MDG was the second white child born in the community.

When he was three years old his parents moved to Ottawa and he lived there until he was 18, attending Waller Street Public School and Lisgar Collegiate. The Waller Street school is gone, but its principal of half a century ago, A. E. Atwood, is still living in Ottawa. As for Lisgar Collegiate, for the past decade Commodore McCallum had only to look from his office window to see students flocking to the same classrooms he once knew well in the grey stone building backing on Cartier Square.

From Ottawa Commodore McCallum went to the University of Toronto to pursue medical studies. He wasn't born with a silver spoon in his mouth and he had to work every available moment and at every available job to finance his college education.

One summer he helped to run the "roller-boller coaster" at Scarborough Beach. Another summer he was a fire ranger in the Nipigon forest reserve.

And then there was a grim period of employment as a coffin trimmer.

He graduated in medicine in 1916. He interned at the Royal Muskoka Hospital at Gravenhurst, Ont., then as now devoted to the treatment of tuberculosis. One of his first patients there was a classmate, Dr. Ernest Stirrett, who had entered the Royal Canadian Navy and served with the Royal Navy on loan. Stirrett died and young Dr. McCallum determined to take his place in the Navy.

In 1917 he joined the Royal Navy in Ottawa as a "straight-striper" on temporary duty as a surgeon-lieutenant. One month later he was on duty in the naval hospital at Portsmouth, England. There all the chest cases in the 2,000-bed institution were turned over to him.

His next appointment was aboard the mine-clearance sloop HMS Daffodil, engaged in convoy duty in the Atlantic and North Sea. Within 10 days he saw two large ships torpedoed. In one case, the torpedoing of the *Eaton*, the sloop stood by in brilliant moonlight to pick up survivors and the Daffodil's crew fully expected their turn had come, but the naval surgeon was too busy below decks caring for the wounded to give much thought to the peril.

A treasured memento of those days is the King's Badge, awarded for mine-clearance duties. Throughout his years at Naval Headquarters it stood mounted on a stand on the Medical Director General's desk.

The Daffodil was equipped later with hydrophone and took up anti-submarine duties. This was the first submarine detection device "and," says Commodore McCallum, "a crude one it was."

With the end of the war, Commodore McCallum volunteered to remain with the minesweepers which were continuing the task of clearing the minefields from the English Channel and British shores. While with the postwar Royal Navy he also served in the battleship *Malaya* and the pioneer aircraft carrier *Argus* and visited the Mediterranean and West Indies.

He was transferred in 1921 to the Royal Canadian Navy as Fleet Medical Officer. With the termination of his three-year appointment in 1924,



Surgeon Commodore Archie McCallum retires this month as Medical Director General after 35 years in the reserve and regular force. His wife, Dr. Arrabelle McCallum, retired at the end of June as head of the Ottawa High School Dental Clinic. The McCallum family became a trio of doctors when daughter Barbara graduated in medicine from the University of Toronto in 1948. The picture was taken at Barbara's graduation. (Photo courtesy of the *Toronto Daily Star*).

Commodore McCallum found himself out of the Navy. He took up private practice in Toronto. A few weeks later he joined the RCNVR division there and during the succeeding years divided his interests between his medical practice and the Navy.

On September 3, 1939, he returned to his office to find a telegram calling him to active service. He wound up his practice, packed his bags and the next morning was aboard the train for Halifax to take up duties as Principal Medical Officer at that base. By then he was wearing the wavy stripes of a surgeon commander, RCNVR.

The RCN was without a regular medical service at that time and any doctors who joined came in via the Royal Canadian Naval Volunteer Reserve. There were six in the active reserve at the outbreak of war.

Commodore McCallum was called to headquarters in February, 1940, as Senior Naval Medical Officer. He transferred to the RCN on October 26, 1944, the date a permanent medical service was established in the Navy.

When VJ-Day came there were 407 doctors, 325 nursing sisters and some 1,500 sick berth attendants in the naval service. Nine doctors, one nursing sister and 16 SBAs lost their lives on active service and two doctors were taken prisoner-of-war.

Silver-haired but youthful, calm but ready to take up a cudgel for any cause he believes is right, describes Commodore McCallum.

During the war he went to bat for the youth of Canada when some writers suggested that military rejection figures showed the young people to be a generation of misfits. He pointed out that a man could be a perfectly normal, useful and healthy citizen despite some physical defect which might make him unfit for service in the Navy, Army or Air Force.

Commodore McCallum's retirement has also meant the retirement of someone with whom he has been closely associated for many years—his wife, Dr. Arrabelle C. M. McCallum, DDS, LDS, DDC. She relinquished her duties as head of the Ottawa High School Dental Clinic at the end of June.

Dr. Arrabelle McCallum, who received her degree from Dalhousie University, Halifax, in 1919, was the first woman dentist to graduate from that institution. She and Commodore McCallum were married in Halifax in 1922. They have a daughter, Barbara,

a graduate in medicine from the University of Toronto in 1948. Two years ago Barbara married Dr. Desmond Blake and both are practicing medicine at Burin, Newfoundland.

Retirement plans of Surgeon Commodore and Mrs. McCallum call for a winter in Florida and spring and summer at their summer home at Shanty Bay on Lake Simcoe before returning in November, 1953, to their former home in Toronto.

NAVAL AIRCRAFT VISIT MANY POINTS

Aircraft of the RCN have been ranging far this summer.

Besides their regular commitments—such as flying from the Magnificent and out of HMCS Shearwater—naval aircraft have taken on additional assignments which have helped to sharpen public interest in the navy's aviation effort.

Eight naval aircraft—six Sea Furies and two Avengers—flew from HMCS Shearwater to Hamilton, Ont., on a cross-country training flight, June 8.

Hamilton was chosen as destination of the flight principally because the Hamilton naval division, HMCS Star, is specializing in naval aviation training. During the two-day visit, the opportunity was taken to acquaint naval air classes from Star with the two types of aircraft in operational use in the RCN.

The planes also were placed on public display, flew a combat air patrol over Hamilton and carried out fly-pasts over Kitchener, Guelph, Galt and Brantford.

The aircraft were drawn from the 31st Support Air Group, based at Shearwater.

Later in the month two Sea Furies and an Avenger took part in the Armed Forces Day program at Rivers, Manitoba, where a crowd of more than 6,000 watched flying, ground strafing and parachute demonstrations. The naval planes were placed on public display and, in the mock warfare demonstrations, provided aerial support for paratroops, strafing and bombing the "defenders".

On the Dominion Day week-end, 16 aircraft flew to Saint John, N.B., from Shearwater to participate in a July 1 air show opening the city's new municipal airport. The Navy's contribution was made up of four

Sea Furies, eight Avengers and four Harvard trainers.

The planes put on a show that included demonstrations of carrier take-offs and landings, formation flying, mock aerial attacks and aerobatics. The aircraft were under the command of Lieut.-Cdr. John Wright, while Lieut.-Cdr. J. N. Donaldson gave a running commentary on the show over the public address system.

Late in July a naval flying unit was set up at Patricia Bay airport, near Victoria, to provide air training for western Canadian UNTD cadets specializing in naval aviation.

The unit, known as the No. 1 Cadet Flying Unit, is equipped with two Harvard trainers and is commanded by Lieut. (P) A. M. Davidson. The Harvards were flown to Victoria from Shearwater, while two Avengers air-lifted supplies and additional personnel for the unit to "Pat Bay."

The cadet flying unit will remain on Vancouver Island until the end of September.

The Avengers flew back to the East Coast on completion of their mission. En route they stopped at a number of cities in which naval divisions are located, giving RCN(R) personnel at those points an opportunity to inspect the type of aircraft the RCN has adopted for anti-submarine duties.

In August the 31st Support Air Group, under the command of Lieut.-Cdr. J. B. Fotheringham, flew from Shearwater to Malton airport for a three-week stand at the Canadian National Exhibition. The daily naval air demonstration was brief but spectacular. It consisted of Sea Furies and Avengers carrying out rocket attacks on a dummy submarine in Lake Ontario some 600 yards off the breakwater. Record crowds of spectators thronged the waterfront each evening to witness the submarine attacks, and invariably they saw the target demolished in swift order.

In addition, one Avenger, loaded with bombs, rockets and depth charges, flew within close view of the exhibition area daily in order to demonstrate her armament carrying capacity.

The recently acquired Sikorsky helicopter, piloted by Lieut.-Cdr. J. D. Lowe and Lieut. G. H. Marlow, also performed at the CNE. The helicopter each day carried out a rescue display and frequently provided officials and the press with services which well illustrated the aircraft's usefulness and versatility.

'The Corner Brook Navy'

Newfoundland Town Had Its Own Little Force for a Year of the War

THE announcement by Defence Minister Brooke Claxton that a naval division, to be known as HMCS Caribou, is to be established at Corner Brook, Newfoundland, in the near future recalls the period during the Second World War when Corner Brook had its own private navy.

The Bay of Islands Patrol Force (that was its official title, although it was more generally known on the East Coast as the Corner Brook Navy) was formed in 1942 on the initiative of H. M. Spencer Lewin, vice-president and general manager of Bowater's Newfoundland Pulp and Paper Mills Limited.

The plan met with the approval of the Newfoundland Minister of Defence, the Flag Officer Newfoundland Force and Naval Headquarters at Ottawa. The company was to bear all expenses other than armament and munitions.

As a result, there came into being a force of eight officers, serving as honorary unpaid members of the RCNVR, and 24 men, drawn from active service personnel. The company provided three patrol craft, one of them a speedboat capable of 45 knots.

There was one little hitch. After the tiny fleet was formed it was discovered that, although it flew the White Ensign, it was, under International Law, a pirate force. The Navy got around the technicality by chartering the vessels at \$1 a year.

The patrol craft—re-christened HMCS Gertrude, HMCS Blarney II and HMCS Hornet—had as their armament a deck gun, rifles, revolvers, snowflake rockets and depth charges. The Hornet, rated at 45 knots against $8\frac{1}{2}$ and ten knots for the others, did not carry depth charges, but had them stowed near her berth so they could be loaded quickly in an emergency.

The arrangements gave the patrol force two ships for continuous patrol and a speedy light craft for prompt attack.

The senior naval officer at Corner Brook was Commander V. L. A. Campbell, a retired Royal Navy officer on wartime duty with the RCN. The volunteer officers attached to the patrol were: Lieut.-Cdr. H. M. S. Lewin, commanding officer; Lieut. E. Geary, Lieut. C. A. Crosbie,

Lieut. L. L. Reid, Lieut. H. Batten, Lieut. L. Lang, Lieut. F. P. Silver and Sub-Lieut. A. R. Stansfield.

Arrangements were made through the Flag Officer Newfoundland Force for all officers of the patrol to take passage for experience in Canadian warships escorting North Atlantic convoys.

Mr. Lewin recalled recently that he had sailed in the frigate Nene and that the return voyage from Londonderry to Argentia required 21 days, during eight of which the ship was in action with a wolf pack composed of a dozen or more German U-boats.



The Corner Brook patrol was regarded as an urgent necessity in 1942, when German submarines were active in the St. Lawrence River and Belle Isle and Cabot straits. By the following year, however, submarine activity had tapered off and the Bowater company totted up its accounts to find the patrol had cost it about \$40,000. The Newfoundland government was asked to accept financial responsibility for operation of the force but it declined.

It was therefore decided to disband the courageous little force, retaining only the services of Commander Campbell as NOIC, Corner Brook, and the signal station which had been set up at Frenchman's Cove, 12 miles from Corner Brook at the entrance to the Humber Arm.

Mr. Lewin was awarded the CBE (Civil Division) for services to Western Newfoundland and all officers were given the Canadian Volunteer Service Medal.

A memento of the brief history of the Bay of Islands Patrol Force is a crest presented to it by a Canadian destroyer. Veterans of the patrol hope the crest will find an honored place in the wardroom of HMCS Caribou or the training ship attached to the division.

HMCS Caribou will be the 22nd naval division in Canada and the second in Newfoundland, the other being HMCS Cabot in St. John's.

The name Caribou was chosen because of its close association with Newfoundland. The caribou is the provincial emblem and the name also recalls that of the Newfoundland Government vessel SS Caribou, torpedoed and sunk with heavy loss of life in Cabot Strait in October 1942.

Quarters have been made available for the new division in a portion of a warehouse belonging to Bowaters. As with the old Corner Brook Patrol, Mr. Lewin has been one of the main driving forces in forming and providing quarters for the new naval establishment.

Naval Officer Author's Book To Be Published

A novel by Lieut.-Cdr. (S) Jean Paul Jordan, who is serving on the staff of the Flag Officer Atlantic Coast at Halifax, has been accepted for publication by Pageant Press of New York.

Entitled "The Younger Ones", it is a first novel and will be published simultaneously in early October in Canada and the United States and will be distributed in Canada by McLelland and Stewart, Toronto.

The story is set in the Eastern Townships of Quebec and deals with the French-English question. The hero, a young French-Canadian, rebels against the isolationism of his stern father and seeks to find greater understanding of national and world issues.

The author was born in Grand-Mere, Que., and was educated at Three Rivers. He entered the Navy in April 1942 and has served in ships and establishments on both coasts.

THREE CAREERS IN ONE

by W. J. H.

Now a Storesman, PO Bernard Silver, Has Also Served as Steward, Stoker

STEWARD, stoker, storesman — Petty Officer Bernard Lloyd Silver, late of HMCS Discovery and now of HMCS Naden, has been all three in the course of a sea-going career he began 15 years ago.

Silver first went to sea — in the hydrographic survey ship William J. Stewart — as a steward; in 1939 he entered the navy as a stoker; ten years later he transferred to the supply branch as a storesman.

Thirty-four-year-old Silver was born and educated in Victoria. He recalls that when he was a boy a retired Royal Navy Regulating PO used to visit his home and spin him tall tales of the sea. He decided then he was going to be a sailor, and this youthful ambition was sharpened when, from the heights of Beacon Hill Park, he watched ships on their way to and from the far corners of the world.

At 16 he decided to join the navy, but his parents decreed otherwise and Silver continued his schooling at St. Louis College in Victoria. That only put off the inevitable and from the college Silver went to his first sea job — steward aboard the William J. Stewart. After his initiation, he moved on to a Canadian Pacific steamer plying the coastal run from Victoria to Skagway, Alaska.

In July 1939 Silver acquired a new employer and a new trade, entering the RCN as a stoker second class. He remembers being one of the "commissioning" crew that opened the red brick dockyard building known as the "Stone Frigate" and working in the boiler rooms of HMS Caradoc when the cruiser put into Esquimalt for refit in the early days of the war.

Stoker Silver did not stay on the West Coast for long. In December 1939 he was drafted to Halifax and, after four months in Stadacona, he joined his first naval ship, HMCS Ottawa.

The destroyer was employed on convoy duty out of Halifax, then proceeded overseas in the summer of 1940 to assist in the protection of shipping in the approaches to the British Isles.

The U-boats were taking a serious toll and Silver recalls several occasions

when the Ottawa picked up survivors of torpedoed ships. One of these furnished a human interest story of the first magnitude.

A mother, father and infant child, separated when their ship was torpedoed, were rescued by the Ottawa from different lifeboats, without any of the three knowing the others had survived. The baby was placed under the care of one of the ship's officers, the mother sat dejectedly in the



PO BERNARD L. SILVER

torpedo flat and the father, with head in hands, huddled in a quiet corner up forward.

When the makeshift baby-sitter learned there was a woman on board, he turned to her for help. On seeing the child, the woman burst into tears. The baby was hers.

The story of this dramatic reunion spread to the messdecks and reached the ears of the father.

"He shot out of there like he'd been fired from a torpedo tube," Silver recalls. "Sure enough, they were the wife and baby he thought he had lost. They had quite a reunion."

After two years in the Ottawa, Silver left her in May 1942 for a course in Cornwallis, then at Halifax. Four months later, just after he had been drafted to Stadacona for duty ashore, he learned of the sinking of his old ship.

As a stoker petty officer, Silver returned to sea in HMCS St. Laurent in February 1943. Four months later he shifted to the Kootenay, then went back to Stadacona for two months before joining the Shediac (corvette). A year in the Shediac was culminated in a voyage to the West Coast via the Panama Canal.

The anti-aircraft cruiser Prince Robert was being fitted out at Vancouver for service in the Pacific campaign and Silver became one of her crew.

The Robert sailed for Sydney, Australia, by way of San Francisco. The war's sudden end came before she saw action but the ship was pressed into service as part of a British task force dispatched to accept the surrender of the Japanese at Hong Kong and keep order on the island.

Silver, to his surprise, was named platoon leader of a landing party that became the second to go ashore. Their job was to patrol the restless waterfront section in the immediate dockyard area at Kowloon. While doing so, Petty Officer Silver accepted personally the surrender of several ranking Japanese officers.

"If you don't believe me, look in the newsreels," comments Silver, when skeptics question this story.

Back ashore in December 1945, PO Silver became personal chauffeur to Rear-Admiral V. G. Brodeur, Flag Officer Pacific Coast, and his successor, Rear-Admiral E. R. Main- guy.

Silver's next draft took him back to sea in the Uganda (now Quebec), and when she went into reserve he transferred to the Ontario.

For some time Silver had been taking an interest in and studying the workings of the naval stores department. In fact, he had become so adept in this trade that for a time he was loaned to the supply department in the Ontario.

(Continued on Page 32)



OFFICERS *and* MEN



Communications Classes Graduate from School

One class of communicators visual and one of communicators radio graduated from the Communications School in July.

AB John W. Budris, high man in CV48 class with an average of 92.5 per cent, was drafted to Naden for disposal. The other five members of the class went to the East Coast — Ordinary Seamen William S. Stockman and John W. Carnahan being drafted to the Haida, and Ordinary Seamen Leonard G. Sculthorp, Ronald J. Tate and Harold Walsh to Stadacona for disposal.

Graduating members of CR47 class proceeded on leave, after which Ordinary Seamen Gordon D. Evans and Raymond A. Dean went to the

Quebec, James R. Knox to the Haida, Lloyd C. Johnston to the La Hulloise and Edward C. Fetter and James E. Burchell to Naden for disposal.

Quick Action Saves Seaman from Injury

An official commendation from Naval Headquarters has been given CPO L. Rutherford of HMCS York for his action in forestalling a serious accident to Ord. Sea. M. Murray during "gun run" training for the Canadian National Exhibition grandstand show.

The commendation was announced at evening quarters by Captain R. I. Hendy, commanding officer of York.

During the "Retiring with Disabled Gun" drill, the 800-pound gun barrel

slipped from the bottom of the limber, where it was being carried, causing the pole and crossbar to pin Murray's foot to the ground. The 700-pound trail and wheels on the limber took charge and slid toward Murray, who would have been badly crushed had CPO Rutherford not thrown himself bodily against the seaman and pushed him clear.

Murray escaped with only a slight injury to his ankle.

York Recruiting Officer Signs 1,000th man

When Ord. Sea. R. W. Edmeads was attested in the RCN at HMCS York this summer, he became the 1,000th new entry enrolled by the Toronto division's recruiting officer, Lieut. (E). W. H. Lang, during his present appointment. Re-entries, officers and reserve enrolments probably bring Lieut. Lang's grand total to around 1,500, or an average of about 45 a month, all ranks. He has been assisted in his duties, which have involved the processing of more than 4,000 inquiries, by PO Ralph Eades, CPO Grenville Sutcliffe, CPO John E. F. Parke, PO Alfred Edwards and Miss L. D. Worsley, who is a reserve Wren.

French-Speaking Cadets Mark St.-Jean Baptiste Day

In Canada's navy, "the heart knows no geography and the language holds no prejudice." So said Cadet Marc de Goumois, who was in charge of St. Jean-Baptiste Day celebrations observed by French-speaking UNTD cadets under training at HMCS Stadacona.

The celebration, consisting of a reception and social evening in the Stadacona gunroom, was attended by Robert Picard, French consul in Halifax, Instructor-Commander C. H. Little and Lieut.-Cdr. John B. Bugden, Reserve Training Commander, East Coast.

French-speaking cadets comprise one-third of the UNTD Cadets under training at Stadacona this summer.



"The Black Gang" — seven of HMCS Nootka's stokers photographed when they came up for air during a boiler cleaning. In front, left to right, are AB Robert Styles, Toronto; AB John Hillier, Eureka, Ont., and PO Alan Morash, Chester, N.S. Rear row: Able Seamen William Pentney, Sudbury; AB Herbert Morton, Galt, Ont.; AB Gordon McHug, Hespeler, Ont., and AB Fernando Bouchard, Quebec City. (NK-1353).

Branch Officers Complete Educational Course

Members of the fifth Branch Officers' Educational Course completed their studies July 25 at HMCS Stadacona. Those graduating included Lieut. (E) I. C. Martin, Lieut. (E) H. F. Hindle, Lieut. (E) J. F. Millen, Lieut. (MAD) E. C. Harbord, Ordnance Lieut. G. W. Clarke, Ordnance Lieut. G. Y. Moyes, Commissioned Gunners J. C. H. Evans and L. J. Parry, Commissioned Ordnance Officer L. G. Copley, Commissioned Stores Officer M. B. Young, Commissioned Officer (MT) S. P. Ford, Commissioned Engineer Officers F. E. Shea, M. M. Locke and M. M. Woodward, Commissioned Communications Officer D. R. White, Commissioned Gunner (TAS) L. Gibson and Commissioned Writer Officer D. E. Wigmore.

Recent Staff Changes in Communications School

A number of changes have taken place recently in the staff of the Communications School at Cornwallis.

CPO Geoffrey Bate left the school to join HMCS Haida via leave. He will be in charge of the visual department on board the ship, while PO Robert Walker will head the radio section.



Lieut.-Cdr. At-Arms Wilfred Pember became, with his promotion on July 1, the first officer to hold that rank in the Royal Canadian Navy. Lieut.-Cdr. Pember has 34 years' service to his credit, having entered the Royal Navy in October 1918 and transferred to the RCN in 1931. (E-19374).



Pictured above are members of the 31st leadership course to be held at HMCS Cornwallis for chief and petty officers of the RCN. Front row, left to right: POs Claude Graves, Roger Masse and John Finlayson; Lieut. Keith Lewis, course officer; CPO Raymond Barringer, instructor, and POs Victor Whitmore, Stanley Escott and Arthur Buss.

Centre row: POs Donald Bath, Garnet Wales, Jack King, William Baxter, Goldie Trumbull, Albert Rowe, Alfred Calder, Cleo Call and Keith Sawyer.

Rear row: POs Kenneth Moyes, Kenneth Guthrie, Austin Green, Gerald McGinnis, James Murray, Lucien Morin, John Feather and Pierre Pelletier. (DB-1554).

Ldg. Sea. Edward Pritchard has been drafted back to his home port division on the West Coast and Ldg. Sea. R. MacPherson went to HMCS Brockville for three weeks of temporary duty.

A new arrival at the school is PO Cyril Kent, who recently transferred to the RCN after 16 years of service in the Royal Navy.

Six Men Finish TAS Course at Esquimalt

Six men recently completed a TD2 qualifying course at the Torpedo and Anti-Submarine Training Centre, Esquimalt. Members of the class included Petty Officers Frank Pramberg and Roger Twiss, Leading Seamen David Brooks and Robert Spragge, and Able Seamen William Krieger and Engelbert Kuffner.

TAS Course Held for RCN(R) Officers

Five RCN(R) officers recently attended a course conducted at the Torpedo and Anti-Submarine Training Centre at HMCS Naden. They were Lieut.-Cdr. Joseph Roberts, Lieut. William Kinlock, Lieut. Ernest Higgs, Lieut. J. M. Powell and Acting Sub-Lieut. D. S. Johnston.

Halifax Sea Cadet Commander Retires

Lieut.-Cdr. George V. Guy, RCSC, for three years commanding officer of Nelson Sea Cadet Corps in Halifax, retired this summer after ten years

in the Sea Cadet movement. He was succeeded by Lieut. J. E. Monaghan, RCSC, formerly executive officer and a member of the Corps for nine years.

Lieut.-Cdr. Guy was honored at a ceremony in the Sea Gull Club by the Sea Cadet Committee of the Navy League of Canada in token of his Sea Cadet work.



A visit to Hong Kong by HMCS Nootka enabled one of the ship's officers, Lieut. (P) J. M. Burns, to practice his specialty, the commanding officer of RAF Station Kai-Tak providing him with an opportunity to log some flying time. Here Lieut. Burns is shown, left, after completing a flight with Flt. Lieut. Henry Horth, RAF. (NK-1402).

LOWER DECK PROMOTIONS

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

RCN

ALEXANDER, Stanley G. P1ER4
ANDERSON, Malcolm R. P2BD3

BACON, Robert V. C2GA4
BALDWIN, Robert G. P1SM2
BANNISTER, Frank A. LSQRS
BARTER, Derek R. LSSM1
BEDELL, Russell B. LSSM1
BYERLEY, Bernard P. LSPW1
BIRCHAM, Philip K. LSVS1
BOOTSMAN, Herbert A. LSB2
BROUSSEAU, William A. LSB2
BROWN, John T. J. LSC2
BROWN, Roy J. LSB2
BURRELL, James W. LSB2

CALFAT, Louis J. LSB2
CALLEBERT, Bernard P. LSVS1
CAMERON, Donald H. P2BD3
CAMPBELL, James J. P2BD3
CAMPBELL, Robert H. LSSM1
CAMPBELL, William J. LSSM1
CANNON, Harry J. C2ER4
CARROLL, George P. P2BD3
CASSIVI, Louis A. C1ER4
CATO, Robert A. P2SM2
CHARTRAND, Dennis J. LSSM1
CHOUINARD, Paul. LSSM1
COFFIN, George W. LSVS1
COLE, Clifford D. P1NS2
COOKE, Harvey B. P1SM2
COOPER, Douglas A. LSSM1
COVEY, Fred D. P2BD3
CRUMMELL, Walter. LSSM1
CUNNINGHAM, Frederick G. C2ER4
CURRIE, Robert R. LSN1

DANYLYSHYN, Ernest. LSMA1
DAUNHAUER, Joseph A. LSSWS
DEKKEO, Floyd T. P1SM2
DIBNAH, Cyril R. P2BD3
DUBUC, Paul A. LSB2
DUFF, Lloyd D. LSB2
DUGGAN, John J. LSB2
DYER, Victor J. P1ER4
DYSON, George F. C2SH4

FEATHERBY, David F. C2ER4
FISHER, Roger E. P2BD3
FLAHERTY, Stanley F. LSC1
FORSYTH, James W. LSRN3
FREES, William K. C1SM3

GAFFNEY, Leonard M. LSSM1
GALPEAU, Richard L. LSSM1
GORDON, William E. LSC1

HALDANE, Frederick E. LSSM1
HASLAM, Clifford. LSB2
HASTIE, Joseph A. LSSM1
HAWBOLDT, Charlie N. LSVS1
HEIBEIN, William C. LSN1
HENRY, Boyd F. LSSM1
HEWITT, Gordon. C1ER4
HILLIS, David S. LSSM1
HOLMES, William H. LSSM1
HOWARD, James J. LSEM2
HOWE, Gordon R. C2SM3

HUPPE, Edmond N. P1QR1
JOHNSON, Maynard V. P2SM2
JOHNSON, Robert A. LSN1
JETKO, Rudolph R. LSPW1

KEREIFF, Mike. P1SM2
KERR, Ronald H. P2SM2
KINSMAN, Donald G. LSSM1
KNIGHT, Richard C. LSB2
KUNITZ, John. LSSM1

LANGLOIS, Lucien E. P2SM2
LA CROIX, Rheal G. P2SM2
LA VALLEE, Rodrigue J. P2SM2
LINCOLN, George F. C1SH4
LORTIE, Aurele J. LSC1

MacISAAC, Angus J. LSSWS
MacKENZIE, Ian D. C1ER4
MacLELLAN, Allan F. LSVS1
MacRAE, Stewart E. P1SM2
McBRIDE, Richard T. LSSM1
McCARTHY, Percy W. P2BD3
McCULLOCH, Bruce L. P2SM2
McCULLOCH, David J. LSSM1
McDONALD, Donald R. P1SM2
McGILVER, John J. LSC1
McINTYRE, Alan F. LSN1
McKEARNEY, Gerald M. LSN2
McLAREN, James I. LSSM1
McPHADEN, Gordon H. LSSM1
McPHERSON, Glenn A. LSC1
MILLER, Douglas O. C2G13
MONCUR, Barrington I. LSB2

NORTH, Lawrence W. C2SM3

OAKLEY, Gordon R. LSSM1
OSBOURN, Harry W. P2BD3

PELLETIER, Adjutor J. LSB2
PEMWARM, Bertram G. P1ER4
PROVINCE, Kenneth J. C1CA4

RENAUD, Edmond G. LSEM1
ROSCOE, William A. LSSM1

SEGUIN, Lyle P. LSC1
SHEA, John W. LSSM1
SHERIDAN, Charles E. LSSM1
SILVERSON, John R. P2SM2
SKINNER, Harold J. LSC1
SMITH, Walter P. LSSM1
STEIN, Edward A. P2SM2
STEVENS, David S. LSRN3
STEWART, Hugh R. LSAW1

TAYLOR, Arthur J. C1SW2
TESSIER, Joseph H. LSSM1

WALLS, Bertram. C2SM3
WEATHERBEE, Jack L. LSSWS
WHITNEY, Frank B. LSSM1
WHITTAKER, Allen B. P1SM2
WILLIAMS, Howard L. C2SH4
WOOD, Archibald C. P2NS2
WOOD, Lewis A. C2SM3

RCN(RESERVE)

ANKROM, D. J. LSRPS

CORDY, A. C1QR1
CRAGG, R. T. ABSMS

DUNNISON, E. A. P2(NQ)

EMBERLEY, D. C. C1MA3

FAULKNER, D. W. P1MA2
FISHER, I. H. C2NS3

GAMELIN, D. E. LSAF1(NQ)
GOURLEY, G. J. LSRP3

HANSON, J. A. LSAF1(NQ)
HARKNESS, D. C1PB3
HARRIS, J. D. LSRPS
HERON, P. B. P1QR1
HILL, K. A. LSLAS
HILTON, J. E. LSSM1

JARRETT, J. W. LSPCS
JARRETT, R. H. LSLRS

LEVESQUE, A. J. P1AAS

MANSON, T. W. P2RPS
McGILLIURAY, A. A. P1ER4
MERCIER, G. W. P1MM2

NICHOLS, C. M. LSTDS

PENSTON, R. P1QR1
POLSON, J. L. C2SH4
PORTER, J. H. P2SM2
POWELL, A. H. LSEM1

SANDHAM, W. C1MR3
SEELEY, V. E. LSC1
SIDMONS, J. N. C2CR3
SHEANE, H. B. LSSM1
SHIELDS, A. P2MM2
SPILLET, J. LS(NQ)
STEWART, V. V. ABCRS
STILL, D. C. LSAF1(NQ)

WOOLCOCK, J. A. C1QR1
WOOLWOCK, J. A. CLQR1

SHANNON PARK FAMILIES HOLD MAMMOTH PICNIC

More than 800 parents and children attended an all-day picnic held June 21 at Silver Sands on the Eastern Shore of Halifax County. The outing was sponsored by the Shannon Park Home and School Association.

Five buses were busy all day providing transport for families from the naval married quarters. Ice cream, soft drinks and other picnic fare were served the children, whose appetites were sharpened by races, swimming and other sports. The adults got in on the fun, too.

Money for the picnic came from the Stadacona ship's fund and chief and petty officers' mess and from parents whose children attended. CPO John F. Lipton, president of the Shannon Park Home and School Association, was assisted in the organization of the 9:15 a.m. to 5 p.m. holiday by his executive and by block representatives of the Shannon Park married quarters.

NAVY DAYS

At Halifax

More than 15,000 persons entered the gates of the naval dockyard in Halifax, August 2, to witness Navy Day celebrations involving units and personnel of three navies. Ships and aircraft of the Royal Canadian Navy and ships of the United States Navy and the Royal Navy took part in the action-packed program.

In addition to those in the dockyard, many more spectators watched from cars parked along Barrington Street, and others gathered on Citadel Hill for a long-range view of the activities.

The Navy Day program began Saturday morning with a float, depicting the old and new in naval gunnery, going through the streets of the city. The guns, of 1750 and 1952 vintage, were manned by sailors dressed in the uniforms of the 18th century and the present day. At 12:30 eight Avenger, four Sea Fury and four Harvard trainer aircraft carried out a fly-past over the city to launch the afternoon program.

At 1:30 ships and establishments were opened to visitors, and an hour later the demonstrations got under way with a spectacular anti-submarine display involving HM Submarine Alderney, HMCS Crescent and 12 aircraft from Shearwater.

While the sound and the fury of the mock battle were going on, a Sikorsky helicopter from Shearwater was picking up a man adrift on a Carley float, simulating a rescue at sea.

The action shifted at 3:00 p.m. to the parade square, where 100 men from HMCS Cornwallis provided the crowd with an applause-provoking demonstration of mass physical training. They wound up their 15-minute performance by spelling out the letters RCN and NAVY.

A field gun display by UNTD Cadets from Stadacona followed. Then a Bell helicopter from the RCN Air Station demonstrated its manoeuvrability as it landed and took off in confined quarters and hovered over the water.

Diving demonstrations by the members of the Explosive Disposal Unit drew crowds all afternoon; the RCN band held forth on Jetty Five; a six-piece combo from the USS Columbus provided popular music on Jetty Four, and an Avenger and a Sea Fury aircraft were displayed in the dockyard together with a 3-inch 50 gun.

Many people took the opportunity to visit the American warships in port on a four-day call. The cruiser USS Columbus reported that nearly 6,000 persons had come aboard during the afternoon.

In the evening, the navies attracted more attention as more than 400 Canadian and American sailors and sea cadets carried out mass physical training, a field gun display and ceremonials at the Garrison Grounds. The parade arrived at the grounds at 8:00 p.m. and Rear-Admiral Roger E. S. Bidwell, Flag Officer Atlantic Coast, took the salute at the march past, with Captain Gordon Campbell Jr., senior officer of the USN group, also on the dais.

Men from Cornwallis repeated their gymnastic display, and the UNTD Cadets their field gun drill. At sunset a field gun roared and the USN sailors and marines under arms presented arms while the band played the national anthems of Canada and the United States to bring to a close the colorful Navy Day celebrations.

Newspaperman Lauds Halifax Navy Display

The successful and spectacular Navy Day program in Halifax prompted a well known Haligonian to write a letter of appreciation. The writer, Frank Power, is racing correspondent and Broadway feature man of the Halifax Chronicle-Herald and an official of the Halifax branch of the Canadian Author's Association.

Rear-Admiral R. E. S. Bidwell,
Flag Officer, Atlantic Coast.
Dear Sir:

I shall always remember the recent Navy Day show.

I have seen many colorful and thrilling spectacles — sports, theatrical and marine — but last Saturday's performance, at and near the Dockyard, I feel, topped them all.

This is only the humble opinion of a landsman, a civilian, but I have told others that if they had witnessed such a thrilling sight elsewhere, they would have hastened to tell the folks back home about it. It will always be a vivid picture in my memories.

You and all others who were responsible for the show can feel proud of your efforts. You gave us something memorable to see, something that thrilled us and will often be recalled by the fortunate ones, like myself, who witnessed it.

Yours sincerely,
FRANK POWER

At Esquimalt

Thousands of Victoria citizens and visitors turned out Saturday, July 26, to witness the Navy Day program of the Pacific Command of the Royal Canadian Navy.

The all-day show was opened officially with the reading of a proclamation, signed by Colonel the Hon. Clarence B. Wallace, Lieutenant Governor of British Columbia, declaring July 26, 1952, as Navy Day in Victoria.

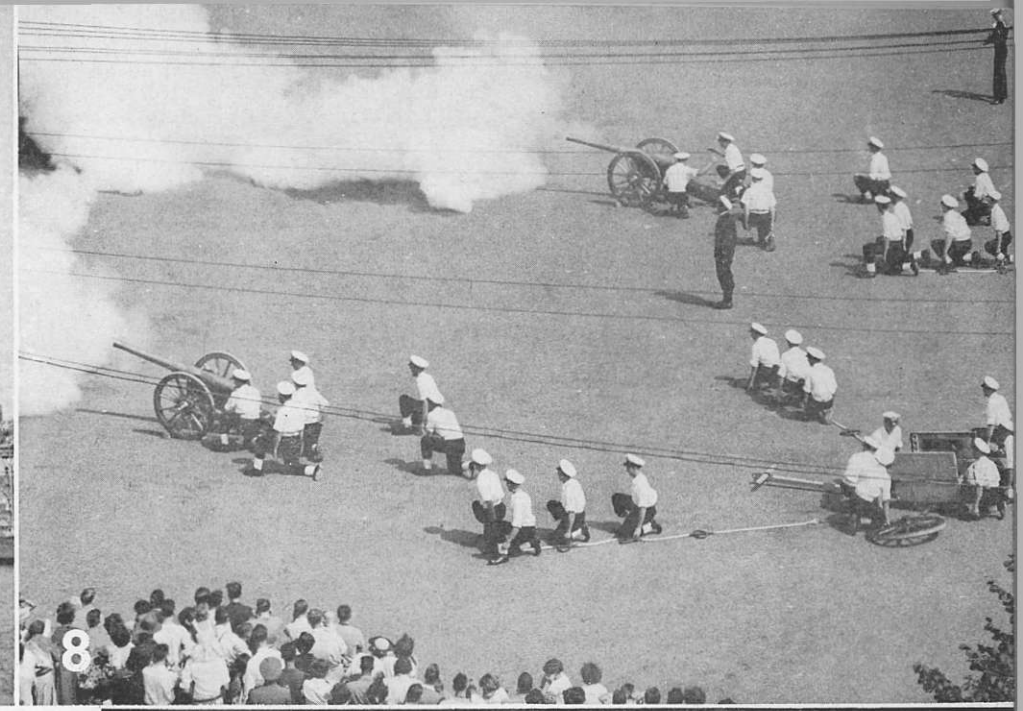
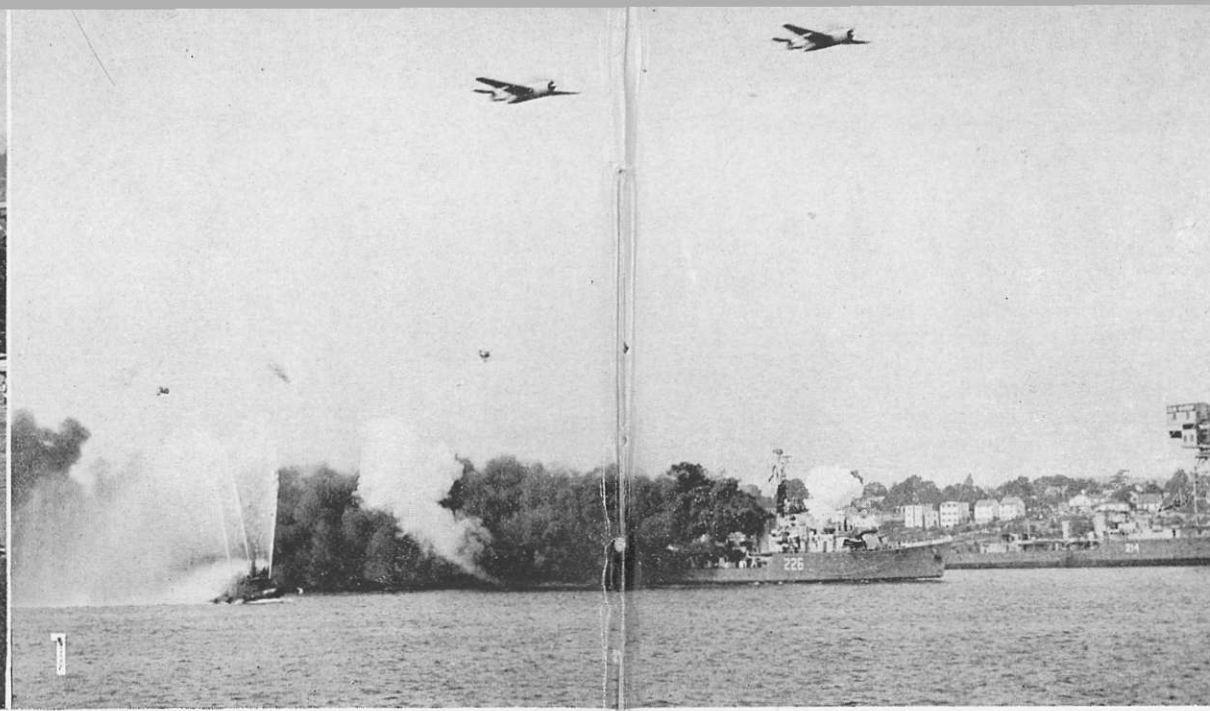
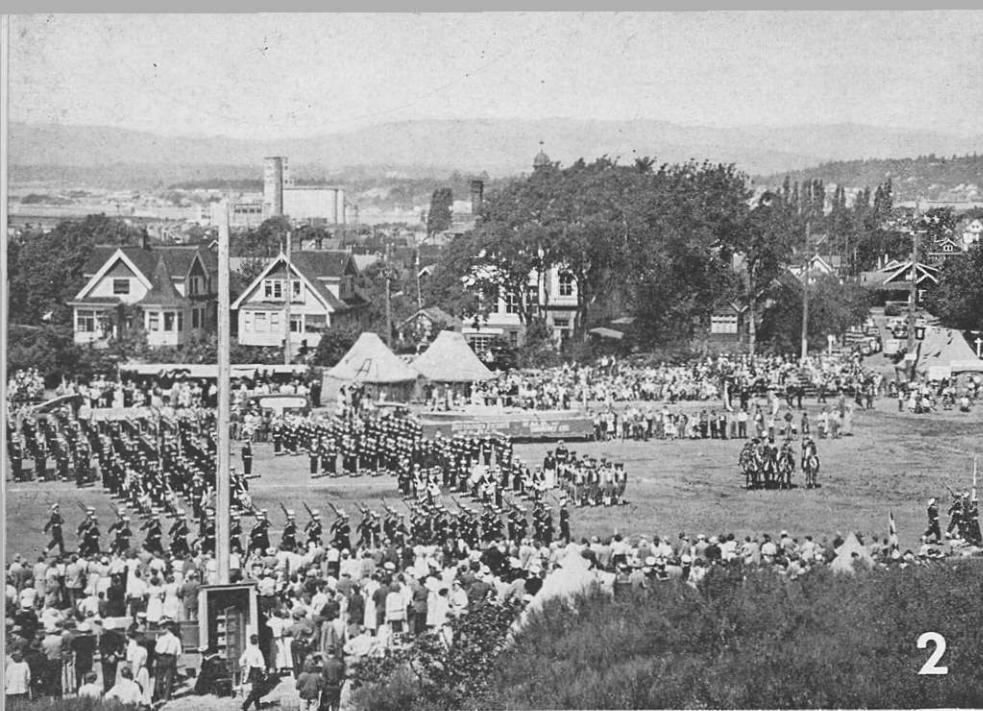
After the reading of the proclamation, four bands — those from Naden, the Ontario, Naval Cadets and Rainbow Sea Cadets, contingents of men from ships and shore establishments and numerous floats depicting many aspects of naval life paraded through streets of the city.

Spaced throughout the afternoon and evening in Victoria's Beacon Hill Park was a variety of naval displays. One of these was a demonstration in which the navy's smoke-eaters snuffed out blazing oil fires in a minimum of time. A 54-man precision squad carried out its drill to perfection and fired two volleys, one of them ripple fire, without a word of command. The traditional "Crossing-the-Line Ceremony" was enacted by crew members of the Ontario.

At 4 p.m. HMC Ships Ontario, Sioux, Beacon Hill, Antigonish and Sault Ste. Marie and two American destroyer escorts, the USS Charles E. Brannon and the USS Romback, sailed in line ahead past Beacon Hill and took part in anti-aircraft firings. At the same time, the navy's famed "frogmen" made a landing on the beach and showed the thousands of watchers a brief part of their hazardous work.

The last item of the day was the Sunset ceremony, performed by the combined bands of HMCS Naden, HMCS Ontario and Naval Cadets, a guard and colour party from Naden and field gun crews from Naden and Royal Roads.

The purpose of Navy Day was to afford an opportunity for the people of Victoria and surrounding districts to see at close hand how the Royal Canadian Navy is manned and equipped, and to provide an occasion whereby relations between officers and men of the Navy and the citizens of Victoria could be further cemented.



The Royal Canadian Navy on Display

Thousands of Canadians and summer visitors to Canada were onlookers at spectacular, entertaining and instructive displays put on at Halifax and Victoria as Navy Day was observed at Canada's east and west coast naval bases.

1. HMCS Crescent lays down a smoke screen in Halifax harbor as two Avenger aircraft simulate a bombing attack and a naval fire tug sends up a fountain of spray. (HS-20957).

2. A general view of the grounds at Beacon Hill Park, Victoria, where sailors in the garb of the Elizabethan Era mingled with those in modern uniform to give a broad picture of naval life. (E-19637).

3. Commissioned Gunner E. A. MacFayden does his best to make friends with the horse he was to ride in the Navy Day parade at Victoria in his role of an Elizabethan herald. (E-19522).

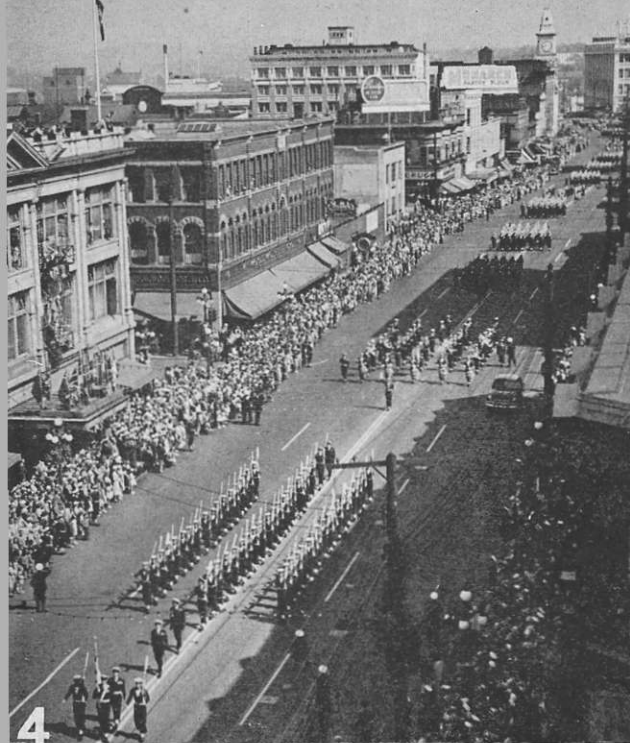
4. The West Coast Navy Day opened with this parade down Douglas Street through the heart of Victoria. (E-19636).

5. Thousands of Victorians gathered on Beacon Hill to watch as ships of the Pacific Command and two visiting U.S. destroyer escorts steamed past in formation. (E-19639).

6. Nearly 6,000 persons streamed on board the visiting cruiser USS Columbus on the afternoon of Navy Day in Halifax. (HS-20919).

7. Frogman Sub-Lieut. John Sweeney emerges from Halifax harbor after a plunge. Shallow water diving was one of the navy displays staged on both coasts. (HS-20976).

8. Two field gun crews formed by UNTD cadets from HMCS Stadacona carried out simultaneous gun runs on the Halifax Dockyard parade square. They are shown at the moment the guns were fired. (HS-20962).



Afloat and Ashore

PACIFIC COAST

Mechanical Training Establishment

One of the floats entered in the Navy Day parade, July 26, displayed a large crown originally conceived by CPO Peter Toll of the MTE and brought to completion by the painters and shipwrights of HMCS Naden. It was a replica of the crown to be used at the coronation of Her Majesty, Queen Elizabeth II. The design was of such proportion that every detail regarding jewels, etc., could be seen by the thousands of spectators and gave them an insight into the pageantry to which the people of our Commonwealth will be looking forward in Coronation Year.

The static display staged by the MTE at Beacon Hill Park showed clearly that naval personnel are not lacking a sense of humor. "The Machine that Forges Men for the RCN", completed by the chiefs and petty officers of the MTE, created much interest and provoked many laughs. It consisted mainly of a large "steam operated" hammer and

belched white smoke and escaping "steam" at appropriate intervals. Three huge wheels were set in operation, with accompanying rattles, explosions, etc., as a "volunteer" was "compressed" by the hammer, and later emerged as a fully-dressed Ordinary Seaman Stoker Mechanic.

The machine did not guarantee 100 per cent results; consequently, the odd "reject", appropriately tagged, was returned to add to the amusement of the spectators.

CPOs Stan Ratcliffe and Jack Peakman were responsible for the operation of the MTE's entry.

Ordnance School

The staff was very pleased to see PO Don Ross come in the other day, even if it was on crutches. Don had been recovering in Prince Rupert hospital from injuries received in the accident which claimed the life of Ordnance Lieut.-Cdr. E. L. Borradaile. Unfortunately, he has had a slight setback which has put him back in RCNH but we hope it will not be for long. Don's smiling face

and ready wit have been missed around the school and we all wish him a speedy recovery and the best of leaves when he finally convalesces. Our thanks go to the chief and petty officers of HMCS Chatham for their kindness to our colleague during his stay in Prince Rupert.

On the incoming side of the ledger we had Ordnance Lieut. Don Loney, who joined the staff temporarily in place of the late Lieut.-Cdr. Borradaile. Lieut. Loney is one of the Ottawa Rough Riders and his athletic talents helped stack up points for the Ordnance School in the inter-departmental sports.

A popular cog in the ordnance machinery, in the person of CPO Jack Anslow, has left to join HMCS Athabaskan. Jack was one of those responsible for building the Ordnance School to its present efficient status from its original state of three empty buildings and a dearth of instructional equipment. In addition, he always found time to help organize any extra-curricular activities of the department.

An enjoyable picnic was held by the Ordnance Department at Beaver Lake on July 17. It was attended by ordnance personnel from the school, ships in port, and in the armament depot, together with their families, and the wives and children of personnel in ships away from home. Soft drinks and ice cream were provided and races and sports were held for the kiddies. Arrangements for the picnic were handled by CPOs Arnold Parkinson, Jack Anslow and Norman Langton. Ordnance Sub-Lieut. John Russell organized the sports.

The Ordnance Department provided gunnery, fire control and underwater weapon exhibits for Navy Day, but the highlight of the day was provided by the Explosive Disposal Unit Section, whose "frogmen" gave various displays of underwater warfare technique.

Naden Petty Officers' Mess

PO William Herbert has taken over the position of mess manager, the former manager, PO Ken Wilson,



On the return of HMCS Cayuga from almost a year of service in Korean waters the ship's company held a gay homecoming dance in the Crystal Gardens, Victoria. Here PO John E. Radley, who made the arrangements for the dance, is shown introducing Mrs. Plomer, the wife of the Cayuga's commanding officer, Captain James Plomer, left. (SO-368).

having been drafted aboard HMCS Athabaskan.

PO Peter Meek has left the mess and is now on the staff of HMCS Cornwallis. PO John Fairhurst has arrived back on the West Coast, after having completed a first class radar plot course at Stadacona.

The Sunday evening movies in the mess have caught on in fine style, due to the efforts of PO W. John, who has been instrumental in procuring first-class pictures.

TAS Training Centre

Lieut. Ian Sunderland and CPO John Bing recently returned from a four-week course with the USN at Key West, Florida. Lieut. J. R. Addison, CPO George Bowditch and CPO John Cariou have joined the staff, while CPO George Freeman and PO Frank Andrews have both been drafted, the former to HMCS Antigonish and the latter to the Ontario.

ATLANTIC COAST

Communications School

During the serious forest fire in Digby County in July, the Communications school undertook responsibility for communications between Cornwallis and the scene of the fire.

In the initial stages, the radio equipment was located in a fixed position in the vicinity of the fire, about ten miles from Cornwallis. It was manned by PO Granville B. Nickerson and four men.

As the fire spread it was found necessary to make the equipment mobile, so a half-ton truck, manned by Lieut. D. O. Campfield, Commissioned Communications Officer C. J. Scott, PO William Kitchin and four men, was sent to the area to relieve PO Nickerson and his crew.

For the ensuing 17 hours this mobile radio unit moved over rough country roads from one fire party to another, handling communications traffic and making situation reports. As a side-line, it also provided the hard-working crews of fire-fighters with much-needed sustenance in the form of sandwiches, coffee, milk, soft drinks and cigarettes.

The truck's employment and a combination of names resulted in the unit being dubbed "Camp Kitchen Radio".

The Cornwallis end of the radio circuit was ably manned by CPO R. W. Thompson, PO A. D. Ireland and Leading Seamen E. G. Pritchard and Charles E. Lamb.



Well soaked but otherwise none the worse for his experience, Vice-Admiral E. R. Mainguy climbs aboard HMCS Wallaceburg at Pushtrough, Nfld., following the crack-up of amphibious aircraft in which he was a passenger. The plane crashed on take-off but the CNS and the seven crew members were able to make their escape. The lower photo shows the aircraft just before it sank. (HS-20719 and 20718.)

HMCS Portage

On June 24 "C" class of the Basic Training Course was embarked for navigation and seamanship training during the Portage's shake-down cruise to Bermuda.

Due to bad weather, opportunities for celestial observations were few and far between on the run south,

so the accent was on seamanship. However, on the return voyage the weather co-operated perfectly and the trainees were kept busy shooting sun, moon and stars.

On the northward trip the Portage also acted as watchdog for the contesting yachts in the Bermuda-Halifax race.



Seen from the air is the Shannon Park housing development at Tufts Cove, across the harbor from Halifax. Landscaping of the 521-apartment project has begun and some of the curbing has been completed. Shannon School can be seen at the extreme upper left of the picture. (DNS-9130).

After a week in port, the ship embarked eight officers of JOTLC "G" class and six men qualifying for TD2 and proceeded on anti-submarine exercises with HMCS Haida and the United States submarine Angler.

The Portage softball team has been working under a handicap, sea time and shipboard duties having cut deeply into the available hours for practice and contests. However, on July 8 the Portage nine succeeded in handing a strong Haida team a 17-10 defeat.

HMCS Cornwallis

As in past years, Cornwallis was busy this summer with ceremonial guards. The Sunset guard, training under CPO J. G. Ross, was drawn from Haida division. Commander of the guard was Lieut. (SB) J. M. Bond, and second officer of the guard was Instructor Lieut. Alexander Sharrow.

Haida set something of a record this year, performing before the critical eye of the Flag Officer Atlantic Coast in the division's eighth week of training. The ceremony was fully up to the standards of former years.

A guard composed of Kootenay and Haida divisions had the honor of parading the Queen's Colour in Halifax on the occasion of the Queen's Birthday celebration. The officers of the guard again were Lieut. Bond and Lieut. Sharrow. In the evening of the same day, Cornwallis formed

an escort company, under the command of Lieut.-Cdr. E. P. Earnshaw, to attend the Sunset ceremony carried out by the guard and band of HMCS Stadacona.

The band and a guard of 30 men from Haida division represented the Navy July 6 at a memorial service at the Riverside Cemetery in Bridge-

town, N.S. Officer of the guard was Lieut. (E) J. F. Mackintosh.

Units from the Canadian Army and the RCAF, as well as cadets, were in attendance. Chaplain L. W. Mould of the RCAF gave the memorial service address, following which graves of war veterans were decorated.

Later in the day a band concert was given at Bridgetown by the Cornwallis band, under the direction of CPO Michael H. Nold.

On the evening of June 19, personnel of Cornwallis were delightfully entertained by Max Ferguson—"Rawhide" of radio fame—and by the Acadian Male Quartet.

Reserve Wrens from all across Canada have added a touch of glamour to Cornwallis this summer. The two weeks of intensive training for the part-time sailor girls hits hardest at the feet and hair, say the Wrens.

Wren Ann Watson was selected by ballot to represent Cornwallis at the Annapolis Natal Day celebration. —J.M.B.

HMCS Revelstoke

HMCS Revelstoke underwent a few hours of anxiety on June 23. The wooden minesweeper was en route to St. John's, Nfld., for her second summer as tender to HMCS Cabot, when she experienced a series of mechanical difficulties.

These were dealt with but real



The ice cream and soft drink counters were busy places at the first annual picnic sponsored by the Shannon Park Home and School Association. More than 600 parents and children from the naval married quarters project attended the affair. (HS-20461).

Aerobatics Without Wings

Ordinary Seamen Ted Weeks, a naval reservist attached to HMCS York, Toronto, had a narrow escape from fatal injury June 6.

A steeplejack by trade, Ord. Sea. Weeks fell 40 feet from the spire of a church when a rope slipped as he began lowering himself to the ground.

He suffered a broken heel and fractures of the collarbone, left wrist and left shoulder blade, but felt his injuries might have been much worse had he not managed to make a complete turn in the air which enabled him to land on his side.

Weeks has been a steeplejack for four years. The accident was his first.

trouble began when the engine room reported serious flooding was taking place. Pumps were in operation but were unable to keep up with the flooding and it appeared that the ship would have to be abandoned. Course was set for Branch Cove, Nfld., with the intention of beaching her, if necessary. An SOS was sent out and the naval tug Riverton was despatched to aid the ship. Meanwhile, the Swedish vessel SS Ella-Seln, 25 miles to eastward, acknowledged the signal and said she would stand by.

Half an hour later the flooding stopped and the Revelstoke dropped



Different types of uniforms worn in the Navy were shown at a recruiting booth set up by a unit from HMCS Chippawa at the Red River Exhibition in Winnipeg. Left to right in the photo are Ldg. Sea. A. Watts, Ldg. Sea. M. Salter, Ldg. Wren M. Sproule, Lieut.-Cdr. W. E. Mason, CPO G. Sewell, Ord. Wren P. Hay, PO R. Millian and PO T. Bennett.

anchor in the cove to investigate the cause. At 2100 she weighed anchor and set sail for St. John's. The flooding recurred twice during the remainder of the trip but both times the pumps held the upper hand. The ship finally made port and secured alongside at 0833 on June 24. There

it was discovered that a valve of the main engine bilge pump was loose. This was soon tightened and there has been no flooding since.

In reporting the incident, Lieut.-Cdr. C. A. Binmore, commanding officer of the ship, made special mention of CPO Richard Power for his efforts to keep the engines operating throughout the eventful voyage.

NAVAL DIVISIONS

HMCS York

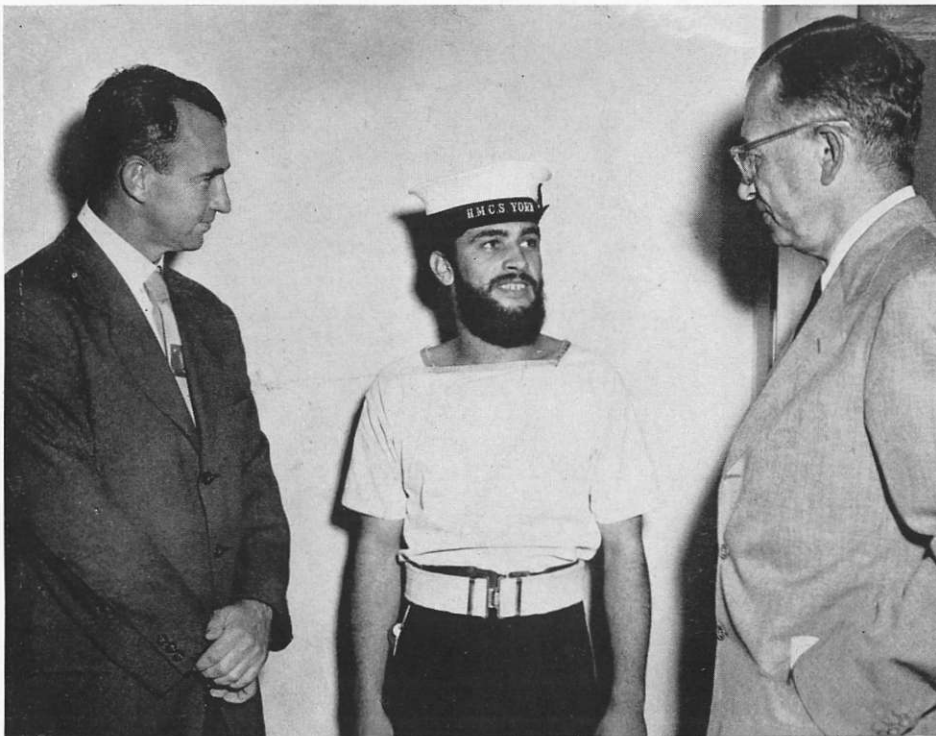
(Toronto)

Older hands were told of the importance of leading new recruits in the right direction when Captain E. W. Finch-Noyes, Deputy Chief of Naval Personnel, paid a recent visit to York.

Captain Finch-Noyes complimented the ship's company on the excellent turnout on a summer drill night and spoke of the important role reservists played in the naval organization.

Captain Finch-Noyes was in Toronto as chairman of an examining board for the Canadian Services Colleges.

Naval fare was presented to 50 members of the ship's company of York when they were guests at a promenade concert of the Toronto Philharmonic Orchestra. Featured were Alan and Blanche Lund, ballroom dancers who starred with the wartime Navy Show, and the Commodores, vocal quartet, who sang several sea chanties.



At ease with distinguished visitors is the bearded quartermaster on duty outside the wardroom of HMCS York. Discussing naval life ashore with Leading Seaman Frank J. Micallef are Frank Pace, Jr., U.S. Secretary of the Army, left, and Defence Minister Brooke Claxton.

Participation of York's band in Dominion Day celebrations in Riverdale Park brought, via letter, the comment:

"The Navy always presents a proud appearance and their contribution to the success of this event was noteworthy."

More than 100,000 persons are estimated to have seen the program, which included displays by the Artillery and Queen's York Rangers, low-flying RCAF planes and Army and Navy bands.—A.C.T.

HMCS Hunter

(Windsor, Ont.)

Training for the Great Lakes Naval Regatta, to be held at HMCS Star on the Labor Day week-end, was begun July 20 at Hunter. Lieut. T. A. Tarleton was again appointed team captain and an aggregation composed of about 50 per cent "regatta veterans" and 50 per cent "green hands" was being whipped into shape.

Lieut. P. J. Ryall was named sub-captain for tug-o'-war and officers' whaler sailing and pulling; Petty Officer William Bear trained the men's whaler pulling crew; Sub-Lieut. Ed Lee coached the officers dinghy crew and AB. R. G. Bondy was at the helm of the men's dinghy.



A forerunner of the modern machine gun, this four-barreled small-bore rapid fire gun, developed by the Royal Swedish Navy, comes under the scrutiny of three RCN(R) cadets and their host, Midshipman Second Class William H. Nicholls Jr., of Louisville, Ky. The three Canadians were among a group of 24 who toured the U.S. Naval Academy at Annapolis while on their way back to Canada after participating in amphibious training exercises held by the U.S. Naval and Military Academies off Little Creek, Va. Left to right, are; Cadet Ronald C. Hurly of Blissfield, N.B.; Midshipman Nicholls, Cadet Nicola Fantacci, Montreal, and Cadet William M. Sutland, Halifax. (Official U. S. Navy Photo).

Lieut. (SB) R. M. Pearson captained the rifle and revolver teams.

On the July 4 week-end Hunter

entertained 100 officers and men from the U.S. navy training vessel PCE 880, which was on a cruise of the Great Lakes from her home port in Cheboygan, Mich. The ship docked in Windsor Friday, July 4, and stayed over the week-end.

The American sailors were entertained Friday evening at a ship's company dance on board Hunter, with the music provided by the division's band. Members of the girls' clubs of several Windsor industrial firms acted as hostesses. The officers were entertained at a reception in the wardroom.

On Saturday the U.S. visitors attended the Detroit Tigers - St. Louis Browns ball game at Briggs stadium in Detroit and the stock car races at Dayus stadium in Windsor. On Sunday many took a Detroit River cruise. On Sunday afternoon there was a reception for officers at the home of Robert J. Cavanaugh, U.S. Consul in Windsor.

HMCS Prevost

(London, Ont.)

HMCS Prevost's Fairmile, PTC 799, joined the Great Lakes Training Flotilla after undergoing a six-month refit at Erieau. The refit included the installation of new "luxury" plumbing complete with showers and hot and cold running water.



PO David Martin, of HMCS Hunter, explains the various ranks and badges of the RCN to Engineman First Class Gilles Kaat, of the U.S. Navy training vessel PCE 880, which visited Windsor during a cruise from Cheboygan, Mich.



During HMCS Nootka's trip to Hong Kong for a rest period, a bathing tank rigged on the forecstake gave the crew a chance to get relief from the heat, which was a hot and humid 90 degrees. (NK-1355).

Prevost's former staff officer, Lieut.-Cdr. N. J. Russell, has gone to Stadacona for the JOTL course. His successor is Lieut.-Cdr. Gordon J. Brighton.

Prevost Wrens formed a rifle team to compete with other Wrens from the Great Lakes area during the regatta at HMCS Star on the Labor Day week-end.—N.L.C.

HMCS Queen Charlotte (Charlottetown)

Ninety-five per cent of the permanent staff at HMCS Queen Char-

lotte donated blood to the Red Cross when a clinic was held at the local

Red Cross headquarters.

CPO S. G. Bowles, the top marksman at Queen Charlotte, has re-engaged for another two-and-a-half years to complete 25 years service.

The men's mess held its annual smoker on June 5 with the mess president, Ldg. Sea. Malcolm Judson, in charge of the affair.

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

A rowing team from Cabot took part in the St. John's Annual Regatta on August 6. Members of the team included PO W. Murphy, Leading Seamen H. Hibbs and J. Newell, and Able Seamen H. Haynes, F. Hammond and E. Morris.

Two members of Cabot's permanent staff — Petty Officers Jacques Bond and J. F. Stevens — were recently promoted, as were two reserve men on naval training and special duty — Able Seamen Charles Bursey and Frederick Hammond.

During HMCS Brockville's visit to St. John's in July a football game was arranged with a team from Cabot, and ended in a tie.

PO H. M. Anderson left the division recently on draft to HMCS Haida. He will be going to Korea for the second time, having served in the Far East in HMCS Huron.

Navy, RCAF Combine In Mercy Mission

The Navy and Air Force combined July 7 to rush a seriously ill infant from her home in Dartmouth to Toronto for an emergency operation in the Sick Children's Hospital.

Nine-months-old Beverley McGilvery and her parents, Ldg. Sea. John J. McGilvery and Mrs. McGilvery, were flown in a RCN helicopter from Dartmouth to Greenwood, N.S. There they were transferred to an Air Force plane which took off for Rockcliffe airport, Ottawa, whence another aircraft flew them to Toronto.

Also accompanying the child on the flight was CPO Tim Snow, a medical assistant from the RCN Hospital at Stadacona.

Ldg. Sea. McGilvery is a cook in the naval hospital at Halifax.



Ldg. Sea. John J. McGilvery, a cook at the RCN Hospital in HMCS Stadacona, and his wife are shown with their nine-month-old daughter Beverley just prior to the RCN-RCAF mercy flight which took Beverley to Toronto for an emergency operation. An RCN Sikorsky helicopter lifted the family to Greenwood, N.S., and from there the RCAF flew them to Toronto. (DNS-9088).



In Hong Kong the place to eat is "Pop" Gingle's restaurant. "Pop" likes Canadians and when HMCS Nootka was in Hong Kong he played host to 12 of her crew. Reading clockwise from the left are: PO Arnold Renslaw, PO James Dyson, PO John Schumacher, PO Walter Fall, PO Rene Rollins, Pop Gingle the host, Ldg. Sea. Don McCoy, PO Don Slatter, AB James Scrimgeour, AB Arthur Griffith, PO James Jamieson and AB Donald Ayers. On the operating end of the camera is PO Don Stitt.

DINNER AT GINGLE'S

*12 Nootka Men are Guests
of Famed 'Fat Man'
in Hong Kong*

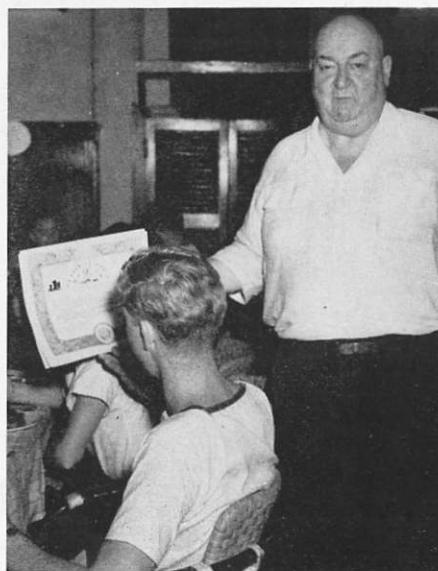
One of Hong Kong's best known characters is Edward (Pop) Gingle, a 350-pound retired CPO of the U.S. Navy who runs a chain of restaurants in Hong Kong and Kowloon. During HMCS Nootka's visit to the city, 12 of her men met "Pop" and discovered, to their great pleasure, what hospitality really means.

Nobody quite knows how it came about, but a few of the men had drifted into Gingle's in Hong Kong and struck up an acquaintance with the famous fat man. It turned out that he had been interned with the Canadian prisoners after the fall of Hong Kong and had developed a great affection for Canucks in general.

Eventually, Pop invited a round dozen of the Nootka's men to his place for a "quiet evening". The lads arrived with healthy appetites and were treated to a truly lavish feast. They had soup and fish, T-bone steak with mushrooms, three vegetables, salad, a chocolate sundae and all the right trimmings to go with each course.

The lucky dozen were Petty Officers Arnold Renshaw of Toronto, James

Dyson of Edmonton, John Schumacher of Victoria, Walter Fall of Hamilton, Rene Rollins of Verdun, Don Stitt of Montreal, James Jamie-



"Pop" Gingle presents AB Donald Ayers with the "Seafarer's License" he awards all good customers. (NK-1414).

Naval Personnel Perform Water Rescues

Two seamen from HMCS Queen Charlotte, the Charlottetown naval division, were credited with saving the life of a seven-year-old boy June 3. The child had been playing on a wharf with a group his own age when he tumbled into the water. AB Donald Crandall and Ldg. Sea. Winston Judson, pulling away from a nearby wharf in a harbor craft, saw the boy fall and AB Crandall dived in after him. Ldg. Sea. Judson followed close behind and they soon had the boy safely back on the dock.

PO Edwin Ablett and AB Peter Buchan, both of HMCS York, recently completed a rescue begun by a civilian. The civilian had gone to the aid of a 39-year-old woman in difficulties in Lake Ontario and was able to hold her up until Ablett and Buchan rowed a dinghy the 200 yards from shore and picked up the woman and her rescuer.

Officers and men at York learned only the other day of an act of heroism performed last March by PO Fred Holmes, mate of the Toronto Transportation Commission tug Ned Hanlan.

PO Holmes was collecting tickets March 3 from passengers boarding the tug when three-year-old Susan O'Donnell slipped past her father and fell into the water between the ship and the jetty. Risking being crushed, PO Holmes leaped into the icy water and rescued the child.

Two leading seamen serving in the minesweeper HMCS Revelstoke rescued a drowning man from the waters of St. John's harbor in the early hours of July 30. It was the third time in less than two years that crew members of the Revelstoke had figured in a rescue of this kind at St. John's.

Leading Seamen Hubert Hibbs, of Portugal Cove, Nfld., and Gus Windsor, of St. John's, were awakened at 4 a.m. by someone shouting for help. They went on deck and saw a man frantically clinging to oil slicked pillars. The two seamen threw a rope to the distressed man, who was nearly exhausted by the time they pulled him to safety. An ambulance transferred the man to the General Hospital in St. John's.

son of Dartmouth and Don Slatter of Arden, Delaware; Ldg. Sea. Don McCoy, of Saint John, and Able Seamen Donald Ayers of St. Williams, Ont., Arthur Griffith of Toronto and James Scrimgeour of Montreal.

PO Stitt, the Nootka's photographer, shot a few pictures for Pop's hall of fame collection and the Nootkas promised him one thing.

Pop asked them to put his name on the next 4-inch brick they threw at the enemy in Korea. The Canadian sailors assured their generous and genial host that this indeed would be done.

The Bulletin Board

The Korea Medal

Approval was given by His late Majesty King George VI for the institution of The Korea Medal in general recognition of service by Commonwealth Forces on behalf of the United Nations in repelling aggression in Korea.

The commencing date for qualifying service insofar as the Canadian Armed Forces are concerned is July 2, 1950. While present conditions exist, service will continue to be a qualification to a date to be fixed in due course. The qualifying conditions for the navy are:

(a) *Naval Service Afloat* — The qualifying service will be 28 days since July 2, 1950, inclusive, in ships or craft engaged in operations off the Korean coast.

(b) *Naval Service Ashore* — The qualifying period will be service of one day or more on duty ashore in Korea, since July 2, 1950.

(c) *Visits and Inspections* — Official visits, inspections, etc., on duty in Korea or in ships or craft engaged in operations off the Korean coast will be a qualification provided that they amount to 30 days either continuous or aggregated.

It is not known when the medal will be available and no applications will be submitted until further instructions in this regard are promulgated.

United Nations Service Medal

The United Nations Service Medal is established pursuant to resolution 483 (V) of the General Assembly adopted on December 12, 1950.

The qualifying date shall be for periods between June 27, 1950, and a terminal date to be announced by the Secretary-General of the United Nations.

The medal will be granted to officers and men of the Canadian Forces whose units are published as eligible in General Orders issued by the United Nations Commander-in-Chief.

The qualifying conditions will be:

(a) *Canadian Forces* — Members of sea, land and air forces despatched to Korea or adjacent areas for service

on behalf of the United Nations. The qualifying period is one day.

(b) *Visits and Inspections* — Service on duty of 30 days, either continuous or aggregated, while inspecting or visiting units designated in (a) of this paragraph.

It is not known when the medal will be available and applications will not be submitted until further instructions in this regard are promulgated.

Language Training Grants to Reserves

Officers and men of the Reserves who successfully pass an annual proficiency examination in a foreign language are entitled to receive grants as follows:

(1) Upon successful completion of 1st year of study — \$150.00

(2) Upon successful completion of 2nd year of study — \$200.00

(3) Upon successful completion of 3rd year of study — \$250.00

(4) Upon annual re-qualification thereafter — \$100.00

Civilian Clothing Allowance

The Governor in Council has approved a civilian clothing allowance of \$100 for officers and men who have performed not less than 183 days

service in a theatre of operations on the strength of the Special Force. The effective date of the order is January 1951.

Members of the Reserves will receive this allowance on termination of employment with the Regular Force.

Members of the Regular Force will receive the allowance only if released on medical grounds as a result of service in a theatre of operations.

The allowance will not be paid to an officer and man whose engagement is terminated as a result of a sentence that includes punishment for two years or more, or for the purpose of immediate enrolment in the Regular Force.

CHET Credits in Music for Bandmen

The educational requirements for promotion of bandmen to the rank of commissioned bandmaster are any three CHET subjects.

A CHET standard in music is now established which will be applicable to bandmen only.

Diplomas or certificates in respect of certain courses offered by recognized schools of music will be accepted in lieu of a naval test. These diplomas or certificates in music will be assessed by Naval Headquarters.

Sunk By Navy At Halifax, Munitions Ship To Be Salvaged

A munitions ship which was sent to the bottom of Halifax harbor by naval gunfire more than 10 years ago is going to be salvaged by the Margaree Shipping Company of Sydney, N.S.

The vessel is the SS Trongate, which caught fire in April 1942, while carrying 600 tons of toluol and small arms ammunition in her holds. Now she lies in 11 fathoms of water off the Dartmouth side of the harbor.

HMCS Chedabucto, Bangor minesweeper, had just returned from a patrol which had included a skirmish with a U-boat. It was night and half her crew had gone ashore when word came that an ammunition ship was on fire and adrift. The Chedabucto was ordered to sink her.

The minesweeper slipped her lines and, steaming close to the burning ship, trained her four-inch gun on the engine room and fired point-blank at the water line with non-explosive shells.

The ship was quickly sunk and Halifax, still haunted by memories of the disastrous munitions ship explosion of 1917, was spared another serious blast.

Preliminary examination of the sunken ship began in July and headquarters for salvage operations have been set up in the tug Grenadier from Sydney. Three divers have been engaged by the firm and it is expected the ship will be cut into sections rather than lifted from the bottom in one piece.

A year and half after the Halifax harbor episode, the Chedabucto was sunk in a collision with the cable ship Lord Kelvin, which the minesweeper was screening. The Chedabucto's engineer officer was killed.



The Navy Plays

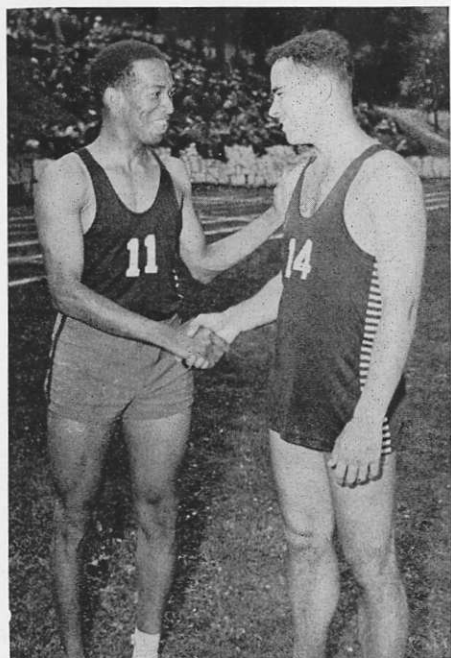


Stadacona Captures Command Track Title

Two UNTD cadets sparked the Stadacona team to victory in the Annual Atlantic Command Track and Field Meet held on the Stadacona playing field July 25. Stadacona compiled 91 points to take the East Coast Sports Day Aggregate Trophy by a wide margin. Cornwallis and Shearwater trailed with 25 and nine points, respectively.

Cadet Clifford Taylor, of Stadacona, won the 220-yard dash and the broad jump, came second in the 100-yard dash and ran as anchor man in the relay race. Cadet J. E. McSweeney, also of Stadacona, came first in both the 880-yard run and the mile.

AB Fred Eggleton, physical training instructor from Cornwallis, won the high jump, came second in the broad jump and the 880, then placed third in the javelin throw, to account for most of his team's points.



Cadet Clifford Taylor, left, of Jamaica and Mount Allison University, was captain and star performer of the Stadacona team which won the Atlantic Command Track and Field Meet. Cadet Taylor won two events, placed second in a third and was anchor man of the victorious Stadacona relay team. Here he receives congratulations from teammate Cadet A. Selby, of Toronto and U. of T.

Page twenty-six

Rear-Admiral R. E. S. Bidwell presented the team trophy and the individual awards after the meet.

Winners and their marks were at follows:

100 yards — AB Boyd B. Bishop, Stadacona, 10.4 seconds.

220 yards — Cadet Clifford Taylor, Stadacona, 26 seconds.

High jump — AB Fred Eggleton, Cornwallis, 5 feet 2 inches.

Mile run — Cadet J. E. McSweeney, Stadacona, 5 min., 11 sec.

Shot put — PO Ronald Darby, Stadacona, 36 feet, 11 in.

Broad jump — Cadet Taylor, Stadacona, 19 ft., 4½ in.

880-yard run — Cadet McSweeney, Stadacona, 31.8 sec.

Discus — PO Dick Evans, Stadacona, 108 feet.

Hop, step and jump — PO Walter Warner, Stadacona, 37 ft., 5½ in.

Javelin — AB William Cheetham, Stadacona.

440-Yard Run — Cadet C. A. Lynch, Stadacona.

880-Yard Relay — Stadacona.

Veterans' race — CPO Cyril Preece, Shearwater.

Pole vault — AB Gil Lundihn, Stadacona.

Medley relay — Stadacona.

Officials included Rear Admiral R. E. S. Bidwell as honorary referee and Lieut.-Cdr. F. C. Pettit as referee. Judges were Lieutenants Ian McPherson and George H. Emerson, Instr. Lieut. C. W. Montgomery, Lieut. John Charters, Instr. Lieut.-Cdr. A. B. Young, Lieut. (L) J. Fawley, Lieut. Harry Rusk and Commissioned Bos'n G. A. Carroll.

Other officers were: Meet Director, CPO Jim Wardell; starter, Lieut. Andrew L. Collier; timekeepers, Lieut. (MT) Margaret Ball, Sub-Lieut. (MN) Joy Eckford and Sub-Lieut. (MN) Betty Ballantyne; clerk of course, CPO Reg Pitt; chief steward, CPO Bob Coe; assistant stewards, PO Jim Fraser and Ldg. Sea. Rowan Carroll; announcer, CPO Tom Mottershead; recorder, Lieut. (W) Nan McPhee.

Navy Team Captures Service Track Trophy

The Royal Canadian Navy track and field team scored a decisive victory in the Pacific Command tri-service meet held July 23 at the Victoria High School Gyro Track.

The sailors racked up a total of 76 points. The Canadian Army, with entries from Chilliwack and Work Point Barracks, came second with 35 points, and the RCAF from the Sea Island base was third with 22.

Rear-Admiral W. B. Creery, Flag Officer Pacific Coast, presented the Pacific Command championship cup to Instr. Lieut. D. D. MacKenzie, captain of the navy team, and also presented awards to the individual winners.

Softball, Soccer Tournaments Held at Cornwallis

Algonquin division was setting the pace on the completion of the first part of a round-robin tournament held by the inter-division softball league at Cornwallis. Iroquois, Sa-



Commodore H. F. Pullen, Commodore of the RCN Barracks, presents the winners' trophies to Lieut. (L) Dennis Pratt, coxswain of the Electrical School crews which triumphed in the war canoe and all-comers' races during a four-day boat-pulling regatta held at Halifax. (HS-20547).



When touring TCA officials visited the RCN Air Station at Dartmouth, June 26, they were guests of Captain D. L. Raymond, commanding officer of HMCS Shearwater, at a luncheon, then were challenged by Shearwater officers to a softball game. The visitors won 26-20. The competitors are shown above, TCA seated and Navy standing. Front row, left to right: T. F. K. Edmison, Ernest R. McFarland, President of Flying Clubs of Canada; A. J. Sutherland, G. W. Thoms, W. F. English, vice-president, TCA operations Montreal, T. A. McMann, Charles Gibson, Austin Candy, Flight Officer R. McDonald and E. E. Jokinen. Rear row: Robert Swanburg, officer in charge Shearwater Meteorological Section; Leo J. MacDonald, resident engineer; Lieut.-Cdr. Donald Knox, Lieut. (S) Francis Wade, Captain Raymond, Commander G. C. Edwards, Lieut.-Cdr. (L) R. J. Legeer, Commander A. F. Pickard, Lieut.-Cdr. (S) Hugh McGregor and Commander (E) C. G. H. Daniel. (DNS-9063).

guenay and Huron divisions were close astern, with the other eight teams strung out further behind.

In the 12-team inter-part softball league at the training establishment, the Chief and Petty Officers, Midshipmen and Communications "B" were leading the field.

Another round-robin tournament was also under way at Cornwallis, this one in the 12-team inter-division soccer league. Front-runners were Huron, Sioux, Haida and Niagara divisions.

Navy Team Places Third in Antigonish Games

Though they didn't get a chance to train for the event, naval athletes from Stadacona and Cornwallis managed to place third in the annual Highland Games in Antigonish, N.S., July 16.

Halifax Wanderers Amateur Athletic Club and the Antigonish Highland Society won the senior and junior sections with 55 and 43 points, respectively.

AB Arthur Duerksen, a physical training instructor from Cornwallis, took the caber throw honors away from Antigonish for the first time with a heave of 37 feet 7 inches.

AB Gil Lundihn from Stadacona battled with Gerald MacDonald of Antigonish in the pole vault for over an hour and a quarter. They both failed to clear the bar at 11 feet 2 inches. Finally Lundihn, who had the least number of jumps, won at 10 feet 11½ inches.

Cadet Jud E. McSweeney, of Stadacona, won the junior 880-yard race and placed second in the senior 880. Midshipman Ned Hutt, of Stadacona, placed second in the senior high jump. Naval runners showed in other races and their relay team placed second to Wanderers in the mile run.

Wren Lillian Ross, a communicator



Two navy athletes are pictured at opposite ends of two large sticks, in the manipulation of which they earned top marks in sports meets this summer. AB Gilbert Lundihn, left, of HMCS Stadacona, won the pole vault at the Antigonish, N.S., Highland Games and also in the Atlantic Command Track and Field Meet at Halifax. Competing in the event for the first time, AB Art Duerksen,

Tyro Caber Tosser Astounds Scots

Scotsmen in Nova Scotia are still scratching their heads in bewilderment over the feat of a husky young sailor from HMCS Cornwallis who won the caber toss and thereby took one of the most coveted prizes at the Highland Games held at Antigonish in July.

AB Arthur Duerksen, a physical training instructor at Cornwallis, decided to have a go at "throwing that telephone pole." He had never tossed the caber before and on his first two tries he fouled out. However, on his third effort he tossed the caber 37 feet seven inches to beat the best heaves of the seasoned Highland Games competitors.

AB Duerksen was a member of the RCN team which placed third in the senior competitions.

from Coverdale naval radio station, won the senior Highland Fling Competition at the Games.

Wren Softball Team Shows Winning Record

A softball team formed by Wrens under training at HMCS Cornwallis has been making quite a name for itself, having lost only one out of eleven games played up to the end of July. The sole defeat was at the hands of the strong Halifax Ladies' Arcade team.



of HMCS Cornwallis, created a sensation when he won the caber toss at the Antigonish games. (Photos by Maurice Slaunwhite, Halifax Chronicle-Herald).

Queen Charlotte Sweeps Rifle Meet

HMCS Queen Charlotte, the naval division in Charlottetown, made a clean sweep of the island capital's Festive Week rifle meet June 30.

The winning team was the Navy "A" squad, consisting of CPO S. G. Bowles (88), CPO A. Costello (86), Captain J. J. Connolly (73) and CPO E. V. Pineau (56), to make a total aggregate of 303.

Navy "C" team was second with 280 and Navy "B" fifth with 215.

The Navy took all the individual prizes, too, as follows: High aggregate, CPO Bowles with 88; high score 200 yard range, CPO L. Llewellyn, 31; high scores 300 and 500 yard ranges, CPO Costello with 31 and 35 points. The shoot was under the supervision of CPO Bowles.

Cornwallis Ball Teams have Successful Season

The Cornwallis senior baseball team has been enjoying a successful season, the naval nine having led the Tri-Service league for much of the schedule and held the runner-up spot in the Western Valley League. The team is coached by CPO Michael Semenick and PO Joseph LePage.

The senior softball team, under the guidance of CPO "Stormy" Ross, has been taking on all comers and up to August 1 had gone down to defeat only three times.

Cornwallis recently was host to the baseball team from the USS Midway and the softball team from the USS Roan. The visitors did not fare too well, the baseball team losing a well-played game, 1-0, and the softball nine bowing by a 15-0 score.

Pins Awarded Successful Trainees

New entries at HMCS York are now receiving lapel pins for wear with civilian clothes in recognition of their having successfully completed their initial training. The pin is a miniature silver and enamel replica of the Toronto division's badge.

The pins serve a two-fold purpose: They make an attractive reward for successful application to training and serve as a means of recognition for reserve personnel while in civilian clothing.

Those who have received the new pins so far are Ordinary Seamen M. R. O'Leary, William Squires and P. F. Spofford and Ord. Wrens Beverley Morrison and D. Bell.

SEA-GOING CHORISTERS

*HMCS Quebec is Only
Ship in RCN to
Have Choir*

AN idea born at Cornwallis has gone to sea, with the result that HMCS Quebec is the first warship in the RCN with a regularly organized choir.

The songsters range in rank from ordinary seamen under training to the commanding officer, Captain Patrick D. Budge, who founded the choir and is an active participant. He directs both the Protestant group and the choir as a whole, and shows up for practice sessions of the Roman Catholic choristers "just because I like to sing." The leader of the Catholic group is Commander (S) Martin Doyle, supply commander of the Quebec.

Captain Budge started the choir shortly after the Quebec was commissioned at Esquimalt in January 1952. The idea grew logically from the success of the choir he had established earlier when he was executive officer of Cornwallis.

The Cornwallis choir became well known throughout the province, singing in numerous Nova Scotia churches and taking part in civic and naval programs.

When he came aboard the Quebec, Captain Budge acquired an organ and

found in the ship's company an organist who plays for both Roman Catholic and Protestant practices. The repertoire consists largely of sacred music, with the Catholic group able to undertake a full Mass in three-part harmony.

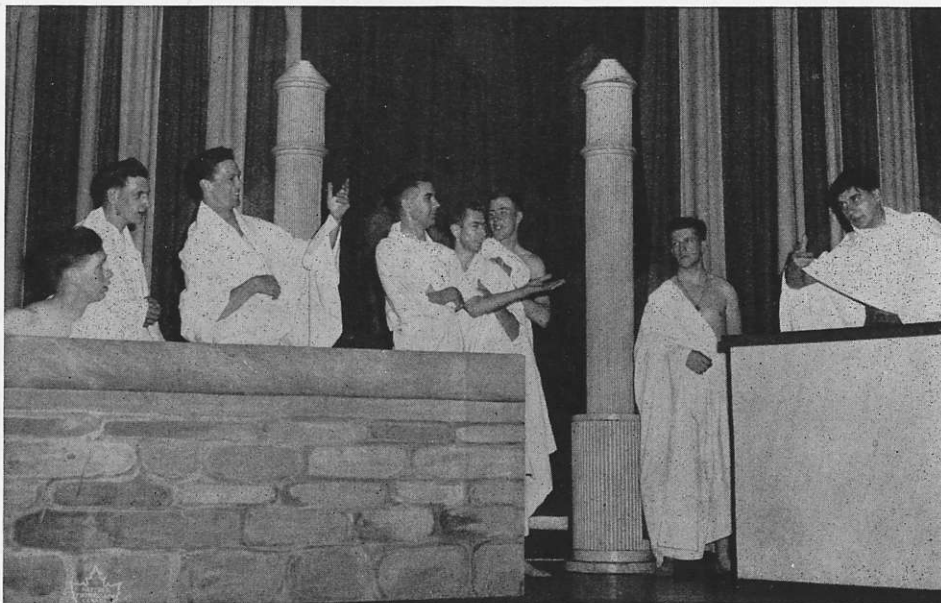
Lately Captain Budge has set them to singing sea chanties. He doffs his gold-braided hat and his coat with the four gold rings and gets down to work in his shirt sleeves. He can't read music, but he has a good ear for it and he carries the choir along with him by pantomiming the chanties.

Practices are held once a week, if circumstances permit. It's a real chore at sea to get everybody together, as many of the men are on watch. Commander Doyle says he has about 30 voices in his section but has never seen more than 20 gathered at one time. Captain Budge has the same trouble with his 40-voice group.

In the face of these difficulties, the leaders aren't too critical of vocal quality. Anyone standing around listening to the practices may have a hymn book shoved into his hands, as two visiting newspapermen learned when they suddenly found themselves bolstering the baritone section.



Commander (S) Martin Doyle leads a portion of his Roman Catholic choir in a practice session on the Quebec's quarterdeck. Though the Catholic choir has a strength of 30 voices and the Protestant has 40, neither ever has a full turnout, shipboard duties invariably causing some members to be absent. (DB-352).



An amusing take-off of Shakespeare's Julius Caesar highlighted a variety show presented by cadets at HMCS Stadacona. Here Julius (Cadet Blandford Kay, seated extreme left) watches with some consternation a verbal exchange between Mark Antony (Cadet Dino Narizano, extreme right) and the mob. Mobsters, left to right, are Cadets Malcolm Drover, Tom Cahill, Jens Gotthardt, Andre Potvin, John Wilkie and Tony Duggan. (HS-20571).

EAST COAST CADETS STAGE VARIETY SHOW

Cadets at HMCS Stadacona forgot about navigation, gunnery and other naval subjects on the week-end of July 28 as they took a fling at show business and staged the "Cadet Revue of '52".

Not to be outdone by their counterparts on the West Coast, who had staged variety shows during the past two summers, the Stadacona cadets got started on their first show when Lieut.-Cdr. H. A. Crilly, cadet term officer, organized a glee club in early June. Later, third-year Supply Cadets Tom Cahill and Blandford Kay got their hands on the script of a skit of Shakespeare's Julius Caesar. Several solo acts, easily found among the talented residents of "F" and "G" Blocks, helped to complete the program.

The show was in rehearsal for two weeks, with the cadets practicing after training classes were over. When the curtain went up on Sunday, July 29, the Stadacona auditorium was filled to capacity.

The Glee Club presented several selections under the direction of Cadet Marc Degoumois, while Cadets Murray Cain and Ted Cleland sang solos. Cadet Art Pennington performed a skit on Mozart's 24th Concerto for Flute, accompanied by Cadet Degoumois at the piano. The highlight of the show, however, was

"Julius Caesar," which received a warm reception from the audience. Mark Antony, played by Cadet Dino Narizano, wept freely (with the aid of soaked sponges) over the body of an extremely active Caesar (Blandford Kay) to ring down the curtain on the amusing show.

Other members of the cast included Cadets Andre Potvin, Tom Cahill, Malcolm Drover, Jens Gotthardt, Leo Sands, John Wilkie, John Cope-man, Ted Langstroth, Bob Godson and Tony Duggan.

Lieut.-Cdr. John Bugden, Reserve Training Commander at Stadacona, complimented the cadets on the show and said he would like to see the Cadet Revue become an annual event.

LETTER TO THE EDITOR

In Defence of the Cap

Dear Sir:

After reading an article in my local newspaper (June 19) regarding headgear, written by Bill Boss and accompanied by a portrait of AB Charlie Cue, I could not help but pick up my pen and write you a few lines to express my own feelings.

Because I no longer wear this type of cap, many may think I am not in a position to be critical. However, I wore this cap for four years, during which time I travelled to many foreign countries. At no time was I anything but proud of my cap and what it represented.

I would like to point out that the present cap is one of the smartest worn by any of the services and, when properly taken care of, is very neat.

This cap is meant to be worn flat on the head and not on the back of the head like many want to wear it. For a while it may cause slight discomfort; however, when one gets used to it, it is like anything else — one hardly knows that it is on.

As far as becoming "bald" is concerned, well, any headgear will do this, including none at all.

As far as distinction goes, the cap tally should suffice except for those people who are misinformed. Then a little explanation can be added for clarification. In any case, surely the "Canada" badges we wear on our shoulders are sufficient to distinguish us as Canadians.

I am not one of the "die-hard" squad, but I do think that if we must have something new, one of the last things we should consider changing is our cap. Least of all should we copy other services or other countries.

In closing, may I point out that those who don't like our service, or its uniform, can always apply for transfer to another.

Yours truly,
Ernest B. Young, C2ET4,
HMC Electrical School,
Halifax.

(Editor's Note: The article in question, written by Bill Boss, Canadian Press staff writer, quoted members of HMCS Athabaskan's ship's company as objecting to the discomfort of the sailor's cap and complaining that it was not distinctively Canadian.)

Cornwallis Soil Yields Old Coin

A penny dated 1826 and bearing the profile of King George IV was found at HMCS Cornwallis recently by Ord. Sea. Claude Herties, a communicator under training in the Communications School. The penny turned up in a pile of topsoil that had been moved to the vicinity of the Comschool from near the Main (Kentville to Yarmouth) Highway. It is thought the coin may have been lost on the old Post Road more than 100 years ago.

KILL THE UMPIRE!

by L. W. T.

ABLE Seaman Mickey McGuire leaned back against the lockers, aboard the destroyer HMCS Hursioutkayugaskan, and basked in the flowery praises being heaped on him by his messmates for his latest culinary efforts. That is, he basked in the glowing tributes until the quartermaster stepped in to mention casually that McGuire was urgently required topside by the First Lieutenant.

Arriving in the after-canopy, Mickey perceived that the "Jimmy" was dangerously calm and decided he had better be extremely cautious in his choice of words.

"Yes, sir", McGuire saluted smartly, "You wished to see me, sir?"

"Able Seaman McGuire, the thing I least desire in this world is to see your face," bit out the Executive Officer. "If it weren't for the fact that the crew seems to think your cooking is probably the best in the Fleet, I would not have to look at your face because you wouldn't be here. I can tell you that without hesitancy, because your insufferable ego could not possibly become more inflated."

Mickey McGuire glowed with unconcealed pride. "Yes, sir," he conceded modestly, "I am extremely proficient in the culinary arts. But really, sir, you should taste my French pastries. The wardroom was indeed unfortunate in being unable to obtain my services."

The First Lieutenant's face reddened, then became tinged with purple. His fists clenched and unclenched at his sides as he struggled to retain his composure.

"Able Seaman McGuire," he hissed, "you will accompany the baseball team ashore to the island and participate in the game. Understand. Participate in the game, not loaf or sleep under the trees. I have never seen a lazier man, when it comes to anything but cooking, than you. **NOW GET OUT OF MY SIGHT.**"

"Thank you, sir. I am sure your confidence in my ability as a baseball player is not misplaced." Saluting smartly again, McGuire quit the after-canopy and the near-erupting XO.

On the shoreline of the small island the baseball team drew the whalers up on the beach, set up the field and commenced the game. McGuire was playing second base for one of the teams.

For all his laziness, Mickey soon proved to be the best player on the field and with an outstanding triple play retired the opposition and brought his team to bat. During that half of the inning, Mickey espied a shaded foxhole beside a tree and crawled in for a few minutes' sleep while awaiting his turn at the plate.

He never had his turn.

Unexpectedly the walkie-talkie, their contact with the ship, sputtered.

"Return to the ship at once," it crackled. "Return to the ship at once. Enemy position being established on the island."

Gathering up their materials, the men raced for the boats. In the rush the walkie-talkie was knocked out of the communicator's hand and ended up behind a fallen log, while its erstwhile bearer was swept along by the crush. The portable transceiver rolled down into the fox-hole and came to rest beside Able Seaman McGuire.

The whalers slid into position beneath the falls, were hooked on and hoisted and the men sped away to their action stations. Only then did someone cry out, "Where's McGuire, the cook?"

On the island, the enemy, creeping through the trees, gained positions near the erstwhile ball field just as the Hursioutkayugaskan opened up with her first salvo. There was no way to judge the fall-of-shot accurately from the destroyer and the Captain decided to blanket the island and hope for the best.

Mickey McGuire, in his fox-hole, opened his eyes and raised his head for a look-around. The sound of gunfire impinged on his eardrums and strange men with field pieces flitted past his line of vision. "Strange", he muttered to himself. And then came the light. His hand encountered the walkie-talkie fate had placed beside him. Grasping it, he slithered out of the fox-hole and, by alternately crawling and creeping, managed to obtain a position from where he could see but remain unobserved. Then he set about acquainting himself with the intricacies of the radio-transmitter he held.

Aboard the destroyer, the Captain was about to give up the bombardment and write McGuire off as a loss when suddenly the bridge extension

of the operation room radio came alive.

"Batter up, Corby. Lambaste it into left field, Corby."

The astounded party on the bridge gaped helplessly at the radio blaring forth baseball during action stations. Abruptly one of the look-outs shouted, "Sir, Captain, sir. Corby is the captain of 'A' gun and I'm sure that's McGuire's voice on the radio."

The Captain didn't hesitate. "Quarters firing, Guns."

"Bridge to 'A' gun," roared the gunnery officer, "bridge to TS and all guns. Quarters Firing. 'A' gun, left 50, up 200, shoot."

"A" gun boomed forth a salvo and seconds later the radio blared out, "Base hit. One on, one out, two to go. Batter up, Jamieson. Low grounder along the third base line. The infield is playing up close. Play ball."

"'B' gun," directed the bridge, "down 100, left 10, shoot." Another salvo rolled across the stretch of water and cheers from spotters indicated something had been hit.

"Home run. Score two to nothing. Two hits, no errors, no one left on. Batter up, MacDonald, put the pill right out in centre field, but not over the wall. On deck, Wallace."

"'Y' gun, right 20, up 400, shoot," from the bridge. "X gun stand by."

"Their outfield is strong, Wallace, at centre field, so knock the cover off and put it right into the stands," came the radio again.

A salvo roared out from "Y" gun, closely followed by two from "X" gun. A loud roar was heard over the radio and then a few minutes of silence while the bridge waited tensely. Suddenly, "Kill the umpire, the blind old bat! Where are your eyes, in the back of your head? That was a bean-ball! Kill the umpire!"

The commanding officer's face suffused with colour and he appeared on the verge of apoplexy. He even considered, for a moment, breaking radio silence to tell the young whelp just who was in command of the ship.

He was spared the decision by the crackle of the radio.

"Corby to bat, Macdonald on deck, Wallace and Jamieson coach at first and third. Score ten for Ashcans, nothing for Goons, first of the ninth.

Strong outfield has moved up. Pitcher is winding up . . . here's the pitch . . . the batter connects and the ball goes sailing . . . **RIGHT INTO THE MIDDLE OF THE OUTFIELD.**"

The destroyer reeled as her guns echoed in unison. Then word from the radio announced that the game was over and the last hit had been a home run, bringing in all players but McGuire. "The opposing team," intoned the radio, "is thoroughly defeated and may now be picked up."

Boats were despatched with all haste to the island. At the beach they found, to their utter amazement, Able Seaman McGuire sadly swinging a baseball bat at two figures on the ground. Whenever one attempted to arise he was persuaded to desist. At the same time Mickey appeared to be carrying on a conversation with the ship over his talk-box.

"Sir," Mickey addressed himself to the Executive Officer, who had come ashore with the boats, "all the enemy have either expired or retired, except these two skinny specimens. One is a General and the other a Colonel."

"Get in the boat, Able Seaman McGuire. You will be dealt with later."

"Not without my prisoners," pleaded McGuire with a hurt look.

Realizing the futility of argument, the "Jimmy" allowed Mickey to shepherd his charges into one of the whalers. After mopping up operations were completed, the party returned to the destroyer to be greeted by thunderous cheers from the entire crew. "Yea, McGuire!" was heard over and over.

With an honest attempt at modesty, the chef herded his prisoners up

the accommodation ladder, following closely with the bat and still talking over his radio.

When the elated crew had settled down, McGuire found himself before the commanding officer. Also present was the XO.

"Able Seaman McGuire," said the Captain quietly, "yours is a familiar face to me. I am also well aware of the colour of your hair. What you have just done, McGuire, is deserving of recognition and higher reward. It was carried out in the best traditions of the Royal Canadian Navy, in such a manner that the enemy, although tuned to you, never tumbled to the trick. For this I am going to recommend you for the Distinguished Service Medal." The CO paused for a moment, then continued, "Able Seaman McGuire, what you have done was magnificent, but, **McGUIRE, WHAT WERE YOU DOING ON THAT ISLAND IN THE FIRST PLACE?**"

"Why, sir, I thought you knew. I was ordered ashore by the First Lieutenant to play baseball. After making my triple play, I came in from the infield and heard the recall over the radio. I knew, sir, that you would require a spotter of the highest calibre ashore, and that yourself or the First Lieutenant would be unable to undertake such a task because of your important duties aboard the ship. Therefore, sir, since I was the only man available to carry out the duty I remained at the island. With this in mind, I grabbed the walkie-talkie and hid in a fox-hole, knowing I wouldn't be missed in the confusion, sir."

Small explosions seemed to be taking place within the two officers, but nothing but sputters came out.

"Many times, sir, while I was, in

my own small way, trying to contribute something useful to the bombardment, I wished for the vastly superior knowledge of yourself or the First Lieutenant. Then I would say to myself, 'McGuire, those men are depending on you for direction to quell this band of despicable characters. I found strength, too, sir, in thinking about our democratic way of life in the Service, and about how we are innocent until proven guilty . . . And, sir, I knew I couldn't fail yourself or the First Lieutenant.' " McGuire's voice had fallen to an awed whisper and he stood stiffly at attention with a hint of tears in his eyes.

The commanding officer shuddered slightly and cast a baffled glance at No. 1. "Case dismissed," he growled and left the quarterdeck.

"Able Seaman McGuire," rasped the First Lieutenant, "you may go to your mess and take the rest of today and all tomorrow off!"

"Thank you, sir," said McGuire, softly, and padded away in his bedroom slippers. At the edge of the quarterdeck his hands went to his pockets as he sauntered, whistling, along the iron deck. Then he turned and entered the galley.

The First Lieutenant slowly followed the cook to the galley door.

"McGuire," he called over the half-door of the galley, "I said you could take the day off. What are you doing here?"

"Well, gee, sir," replied Mickey apologetically, "I've got to turn in my prisoners when we get in, and, well, holy cow, unless I fatten them up a little I don't think they'll last the trip."

Then sadly he turned to whipping up one of his more delectable culinary treats.



MAN OF THE MONTH

(Continued from Page 11)

"I decided that here was a job I really liked," says Silver. So he applied for a transfer, was accepted and took a formal course for naval storesman.

He went back to the Ontario for a few months, then was drafted to Discovery in May 1950. He stayed in the Vancouver division until July of this year, when he was transferred to Naden.

PO Silver's hobby is gardening. While in Vancouver, he devoted most of his spare time to a flower garden he had cultivated at a home he rented there. But when his turn came for weekend leave, he went across to Victoria, where he owns a home, and worked on his permanent vegetable and flower garden.

Back to Vancouver he would go with a load of home-grown vegetables to ease the family budgeting—a fair-sized item when there are three healthy youngsters to be fed. The three are Anne, nine, Roy, seven, and Wayne, five. Mrs. Silver is the former Hazel Holding, of Victoria.

Weddings

Able Seaman David Farrington, HMCS Catarqui, to Miss Norma Davy of Kingston.

Lieut. William G. Hunt, HMCS Niobe, to Miss Louise Miles, of Westmount, P.Q.

Lieut. John C. Lamontagne, HMCS Stadacona, to Miss Jean Cunningham, of Victoria.

Lieut. (SB) A. J. MacAdam, HMCS Queen Charlotte, to Miss Ethel L. Kelly, of Charlottetown.

Lieut. (E) K. M. Meikle, Naval Headquarters, to Miss Margaret R. Martin, of Ottawa.

Lieut. R. C. O'Neil, Naval Headquarters, to Miss Joyce Gladish, of Ottawa.

Able Seaman J. V. Skoropada, HMCS Crescent, to Miss Dorothy McConnachie, of Aberdeen, Scotland.

Births

To Lieut. Walter S. Blandy, HMCS Stadacona, and Mrs. Blandy, a son.

To Able Seaman Michael J. Connolly, HMCS Queen Charlotte, and Mrs. Connolly, a son.

To Petty Officer Ronald F. Darby, HMCS Stadacona, and Mrs. Darby, a son.

To Ordinary Seaman Gordon Godfrey, HMCS Queen Charlotte, and Mrs. Godfrey, a daughter.

To Lieut.-Cdr. (S) S. R. Hanright, HMCS Quebec, and Mrs. Hanright, a son.

To Lieut. G. S. Hilliard, HMCS Magnificent, and Mrs. Hilliard, a son.

To Captain (SB) P. R. Hurcomb, Naval Headquarters, and Mrs. Hurcomb, a son.

To Petty Officer Lucien LeBlanc, HMCS Stadacona, and Mrs. LeBlanc, a son.



The Wanderer IX, a 64-foot staysail schooner from the Royal Canadian Sailing Association, Halifax Squadron, won the inaugural of the 750-mile Bermuda to Halifax ocean race in early July. The race was sponsored by the RCNSA. Skipper of the craft was Commander John C. Reed (in blazer behind wheel). Other members of the crew were, reading clockwise: Lieut. (L) J. G. R. Hutcheson, PO John Ayres, Lieut. (P) Robert L. MacKay, AB Ronald Booth, Lieut. A. C. Prosser, Lieut. (E) G. H. F. Poole-Warren, and Ord. Sea. Ron Woodhill. Missing from the photograph are Lieut. Derek O. Campfield and PO Peter Quinlan.

In the photo at the right, Commander Reed receives the RCN Sailing Association Trophy from Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, at a presentation of prizes at the Royal Nova Scotia Yacht Squadron. (HS-20253, HS-20638).



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

To Lieut. J. D. McRuer, HMCS Cornwallis, and Mrs. McRuer, a son.

To Lieut. (S) Stanley F. Mitchell, HMCS Magnificent, and Mrs. Mitchell, a son.

To Surgeon Commander L. E. Prowse, HMCS Queen Charlotte, and Mrs. Prowse, a son.

To Lieut.-Cdr. R. H. Sylvester, Naval Headquarters, and Mrs. Sylvester, a son.

To Ordinary Seaman Kenneth Taylor, HMCS Griffon, and Mrs. Taylor, a son.

Retirement

CHIEF PETTY OFFICER
HARRY FURNESS LEGGETT

Rate: C1TA4
Age: 39.
Length of Service: 21 years, 9 months.

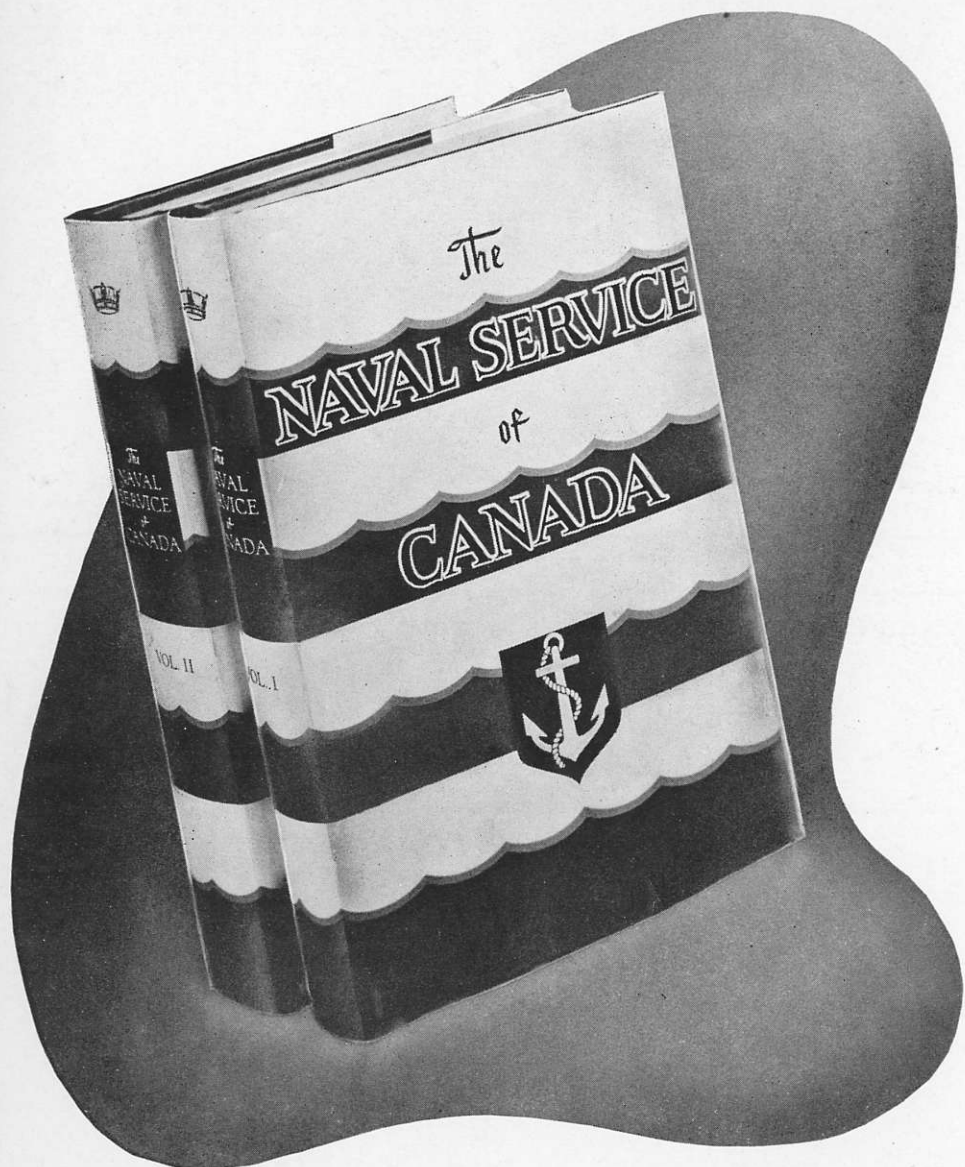
Hometowns: Regina and Victoria.

Joined: September 4, 1930, as a Boy Seaman.

Served in: HM Ships Vernon, Neptune, Victory, Drake, Defiance; HMC Ships Naden, Skeena, Armentieres, Vancouver, Fraser, Margaree, Stadacona, Prince Henry, Cornwallis, Givenchy, Chatham, Gatineau, Sioux, Ontario, Athabaskan and Crusader.

Awards: Mention in Despatches, October 18, 1940; Long Service and Good Conduct Medal June 7, 1946.

Retired: June 16, 1952.



THE OFFICIAL HISTORY OF THE NAVY

IN TWO VOLUMES

\$5⁰⁰

PER SET

Postage Free

The Book . . .

The story of the growth of the Canadian Navy from its early origins to the present day is told in detail for the first time. Volume One of this work recounts the history of the Navy in its origins and early years. Although the naval defence of Canada was for a long time primarily carried out by the Royal Navy, its forces, particularly on the Great Lakes, included many Canadians. The Royal Navy provided an example and historical background which became part of the tradition of the Canadian Navy when the latter was formed in 1910. In writing this narrative the author has succeeded in capturing the flavour of events as they happened. He has made his material alive and exciting.

Volume Two tells of the operations on shore during the Second World War. The many problems of policy, training, supply, etc., are well documented and lucidly explained. Dr. Tucker has taken great pains to make this history accurate and complete. His careful sifting of departmental records, upon which much of the book is based, has resulted in a highly authentic account. His wide knowledge of modern history has enabled him, not only to present accurate facts, but also to interpret the international significance of historical events.

Without compromising his responsibility to produce a reliable history, the author has written in a clear forceful style. Full colour reproductions of dramatic paintings by Canadian War Artists appear throughout the book.

The Author . . .

Dr. Gilbert Norman Tucker, noted scholar and historian, was born in Vancouver and has lived many years at various points in the East. At present Dr. Tucker is a professor in the Department of History of the University of British Columbia. He received his undergraduate training at the University of Western Ontario and earned his Ph.D. in History at Cambridge. He has taught at the Universities of Western Ontario, Minnesota and Yale. During the First World War he served as a Lieutenant with the Army.

In May 1941 Dr. Tucker was appointed Director of the Historical Section of the Royal Canadian Navy, and undertook the collection and preparation of the material incorporated in this book. All pertinent records were made available to him, and very little censorship was necessary. While serving with the Navy, he made several trips to sea.

Dr. Tucker is at present engaged in fostering the study of French Canadian culture on the West Coast, and in writing a book about French Canadian historians.

For prompt delivery please use Order Blank on the insert in this magazine.

