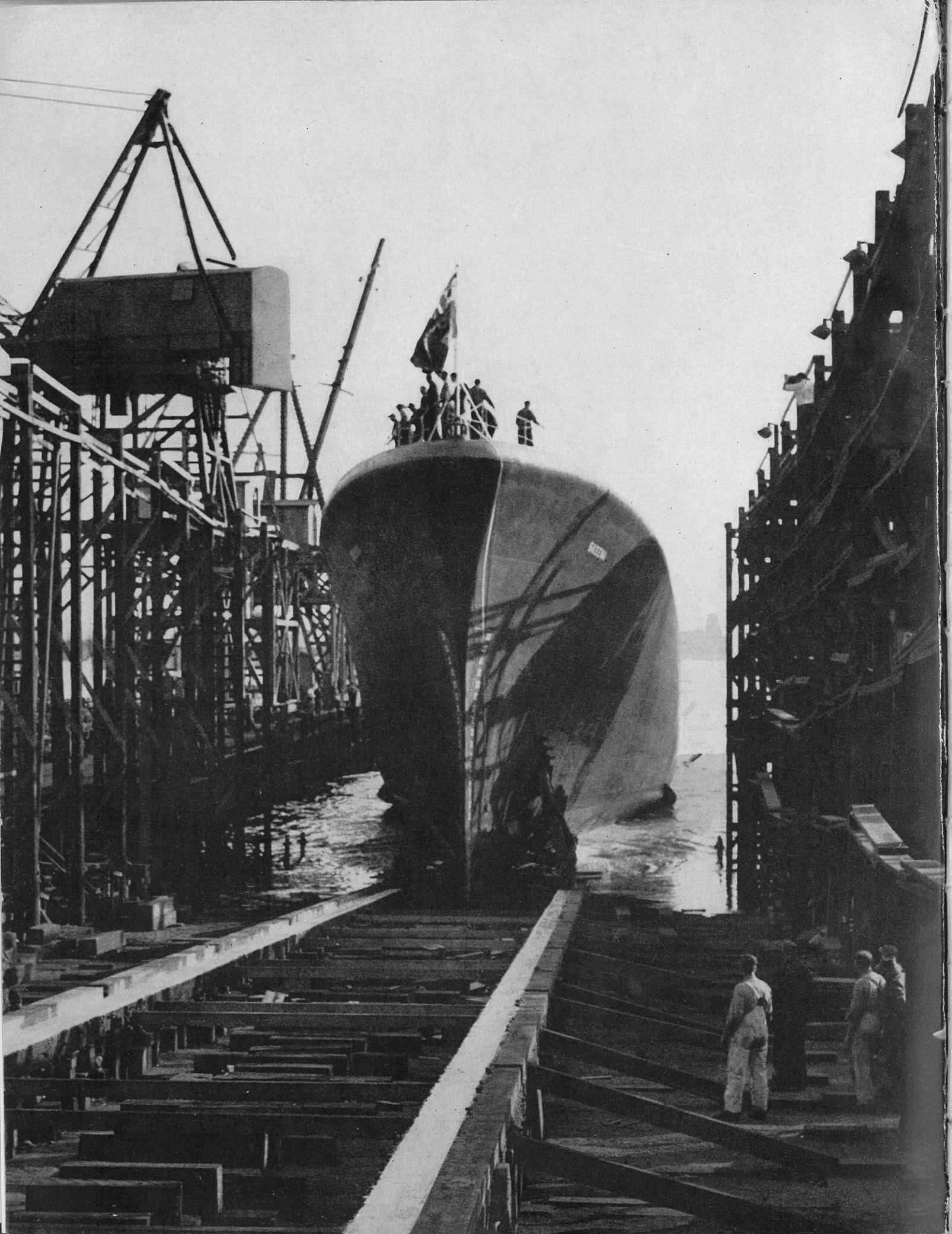


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The CROWSNEST

Vol. 5 No. 1

THE ROYAL CANADIAN NAVY'S MAGAZINE

NOVEMBER, 1952

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LADY OF THE MONTH

Down the ways at the Burrard Drydock Company's North Vancouver yard goes Her Majesty's Canadian Ship SKEENA, the first major warship to be launched on the West Coast of Canada since the end of the Second World War. A destroyer escort, the SKEENA succeeds to a famous name. One of the six destroyers with which Canada entered the war, the first HMCS SKEENA served with distinction on the North Atlantic convoy routes, in the Western Approaches to the British Isles and in sea operations supporting the invasion of Europe.

The second SKEENA was christened by Mrs. Clarence Wallace, wife of the Lieutenant-Governor of British Columbia. As can be seen in the photo below, Mrs. Wallace made a perfect pitch in breaking the traditional bottle of champagne over the vessel's bow. (Photos E-20087, 2-0086).



Cover Photo — The photographer didn't have any trouble coaxing smiles from these sailors. Crew members of HMCS Ontario, they were happily looking forward to shore leave in the popular port of Seattle, Washington, when he snapped the picture. The Ontario visited Seattle during one of her summer training cruises. Now the ship is on an extended voyage around South America. Left to right in the photo are Petty Officer Peter Doyle, Ordinary Seamen George Glazier, William Goyman, Thomas McCauley, and Harvey MacPherson, and Able Seamen Robert Ramsey, Nick Schneider and Orval Coulter. (*Seattle Post-Intelligencer Photo by Ed Watson*).

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R.C.N. News Review

RCN Sustains First Korea Battle Casualties

On Thursday, October 2, the Royal Canadian Navy sustained its first battle casualties of the Korean war.

Killed when an enemy shell struck "B" gun turret of HMCS Iroquois were Lieut.-Cdr. John L. Quinn, Able Seaman Elburne A. Baikie and Able Seaman Wallace M. Burden. They were buried on October 8 with full naval honors in the British Commonwealth cemetery at Yokohama, Japan.

Several men suffered injuries, but only two cases required hospitalization ashore.

On October 2 the Iroquois and USS Marsh (destroyer escort) were bombarding a section of North Korean railway along the east coast shoreline. The exposed trackage had been pounded previously by UN warships and the communists were trying to restore it to service.

The Iroquois and the Marsh fired on the target for an hour. Working parties were scattered and the rail line took a heavy blasting.

The two ships ended their bombardment and turned to head out to sea. At this moment shore batteries opened fire on the Iroquois and almost at once a full salvo bracketed the ship.

The destroyer made smoke and took evasive action, but one enemy shell found its mark. Lieut.-Cdr. Quinn and AB Baikie were killed instantly. AB Burden was critically wounded and died a few hours later in the ship's sick bay. Three other men were wounded by shrapnel and shell splinters and seven received minor cuts.

As the two ships withdrew, the Iroquois poured steady fire from her main armament at the shore battery and silenced it.

Damage to the ship was slight and did not affect her fighting efficiency in any way. The Marsh was not fired upon.

The Canadian destroyers, on duty in the Korean war theatre for more than two years and often working within easy shelling distance off the shore, had previously experienced near misses, but the shell which hit

Iroquois was the first enemy fire to find its mark.

Not many days earlier the Iroquois had directed a sea, land and air raid on a west coast beach which cost the enemy more than 200 killed and wounded and which knocked out a score of gun emplacements, mortars and heavy machine guns.

The main attack on the beach at the southwestern end of Hwang-Hae province was made by a force of two companies of South Korean troops which sailed in junks to their rendezvous point.

A diversionary raid was made by a third company, with HMS Belfast (cruiser) providing covering fire.

The assault began about two o'clock in the morning. The Belfast and the Iroquois pounded gun, mortar and troop positions along the coast as the assault junks moved in.

When the land attack began at four o'clock the warships lifted their fire to blast roads leading to the peninsula and slow down any movement of enemy reinforcements. Fire from the Iroquois had completely

disorganized enemy resistance in the landing sector and South Korean troops accounted for about a third of the communists' more than 200 casualties. The only casualties suffered by the attackers were a handful of wounded.

The withdrawal began about six o'clock and the two warships laid down heavy fire behind the troops. Several companies of Chinese communist reinforcements were caught on the roads among the rice paddies, suffered heavy losses and never joined battle.

Naval aircraft from the carrier USS Sicily arrived over the area in the final stages of the operation and, taking their directions from the Iroquois, wiped up all last attempts at harassing fire on the withdrawing forces. The aircraft topped off their part in the raid by knocking out a dam and destroying several gun bunkers.

Later in the same patrol, the Iroquois captured an enemy junk and turned it over to shore authorities.

Canadian Destroyers Strike Enemy Targets

All three Canadian destroyers serving in the Korean theatre struck blows at the enemy during September and October.

Operating in the Yellow Sea, HMCS Crusader scored a hit on a beached sampan, south of Chinnampo, on September 19.

HMCS Nootka, operating along another section of the coast, engaged enemy guns on September 23 but made no claims. Three days later the Nootka laid 47 rounds on troops and gun positions west of Sogwanni, with undetermined results.

On September 27, the Nootka, continuing her west coast operations, fired seven rounds at a sampan. The next day she captured an armed sampan in the Chodo area.

In a west coast action on October 1, the Nootka and HMS Cossack (destroyer) fired at troops and gun positions near Sogwanni.

The Iroquois, in the meantime, had moved around to the east coast, and it was in an early October action



AB Arthur Wilkinson, of Victoria, communications number of "A" gun on board HMCS Nootka, has his supper at his action station during a brief lull between bombardments of North Korean coastal positions. Behind him is the gunlayer, Ldg. Sea. Joseph Pattenden, of Halifax. The Nootka is scheduled to be relieved early in November and to be back in Halifax before Christmas. (NK-1699).

there that she became the first Canadian destroyer to suffer battle casualties.

The Nootka continued her west coast operations and, on October 12, joined with HMS Mounts Bay (frigate) and PC 703 in firing at shore gun positions.

Defence Minister, Scientists Spend Day In "Maggie"

More than four months from the June day when she sailed for United Kingdom waters to take part in Exercise Castanets, HMCS Magnificent returned to her home port of Halifax.

In those four months, the Magnificent had taken part in three NATO exercises, penetrated the Mediterranean as far as Istanbul, Turkey, experienced some of the roughest weather in her history and stuck some bright new feathers in her hat for the performance of her airmen during the NATO manoeuvres.

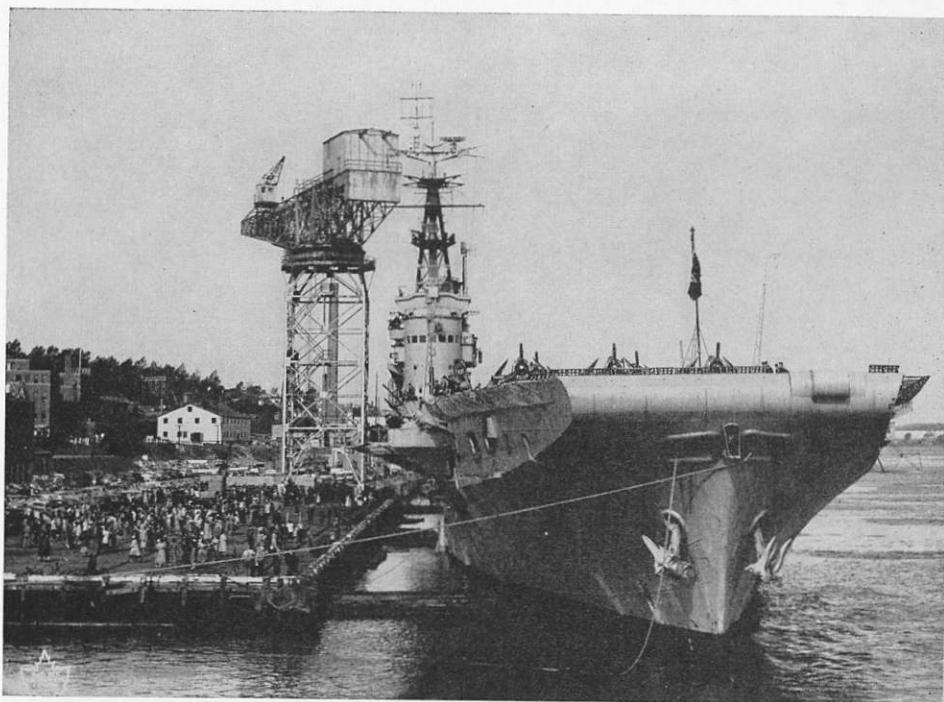
The latter two exercises in which she took part were Mainbrace, off northwest Europe, and Emigrant, on the homeward journey across the Atlantic. HMCS Quebec also played important roles in Mainbrace and Emigrant, returning home at the same time as the "Maggie".

Eight days after her return, the Magnificent put to sea for a one-day air-sea exercise, held especially for Defence Minister Brooke Claxton, members of the Defence Research Board and other distinguished Canadian, British and U.S. scientists. Also on board was a party of about 30 foreign service attaches and Commonwealth service advisers.

Mr. Claxton and the scientists, who included Dr. O. M. Solandt, chairman of the Defence Research Board, had gone to Halifax for the official opening on October 16 of the new laboratory building at Dartmouth to house the Naval Research Establishment.

The new two-storey, U-shaped laboratory building was the scene on the day of the opening ceremonies of a series of displays illustrating the work done in asdic, oceanography and other phases of research related to naval needs. The new establishment includes docking facilities for RCN ships on loan to the scientists to enable them to carry out their researches at sea.

The naval, military and air attaches and advisers who visited the Magnificent were in Halifax in the course of a seven-day tour of Quebec and the



Back from a four-month cruise to European waters and the Mediterranean, HMCS Magnificent berths at jetty four in the dockyard at Halifax. (HS-22352).

Maritimes. During their three-day stay in Nova Scotia they visited HMCS Cornwallis, HMCS Stadacona and HMCS Shearwater.

Ontario Passes Halfway Mark on S.A. Cruise

Halfway mark of HMCS Ontario's South America cruise was reached in the course of her visit to the Argentine capital of Buenos Aires, late in October. It was the first visit of a Canadian warship to South America's largest city.

The Ontario subsequently called at Montevideo, Uruguay, and the latter portion of her training and goodwill cruise was to include stays of varying lengths at Rio de Janeiro, Trinidad, La Guaira, Venezuelan seaport, Cartagena, in Colombia, Balboa, Canal Zone, and Long Beach, California. The cruiser is due at Esquimalt on December 16.

Before her visit to Buenos Aires, the Ontario had called at Valparaiso, Chile, stopped briefly at Punta Arenas in the course of her transit of the Strait of Magellan, and visited the Falkland Islands.

Round-the-World For HMCS Nootka

When HMCS Nootka returns from the Far East to her home port of Halifax in mid-December, she will become the second Canadian warship to have sailed around the world.

On being relieved by the Haida early in November, the Nootka will make her way home via Singapore, the Suez Canal and Gibraltar, the first of the Canadian destroyers serving in the Korean war theatre to have returned by the east-west route.

The only other Canadian warship to have circumnavigated the globe is HMCS Quebec, which was also the first RCN ship to sail completely around the continent of South America and the only one to round The Horn.

The Nootka sailed from Halifax for her second tour of duty in the Far East on December 30, 1951.

RN Observers Begin Training with RCN

Ten midshipmen of the Royal Navy on October 6 began training as naval air observers in the Observer School at HMCS Shearwater as a contribution of the Royal Canadian Navy to the training in Canada of aviators from North Atlantic Treaty nations.

The course for the initial ten midshipmen will last about nine months and a second course, in which trainees of both the RN and RCN will be enrolled, will begin in February. It is hoped to train from 30 to 40 naval observers a year.

Air time, totalling 180 hours for the course, will be spent in Avenger aircraft.

HMCS NIAGARA

Duties and Responsibilities of Washington Staff Steadily Growing

EARLY in the Second World War, well before the United States became involved, it was recognized by the Canadian Government that there was a great need for naval representation in the Canadian Legation in Washington. This requirement was an outgrowth of the phenomenal expansion of the RCN and an accompanying demand for equipment and technical information from the United States Navy and American industry.

Therefore, on September 4, 1940, Commodore 1st Class Victor G. Brodeur, RCN, was appointed as Canadian Naval Attache, Washington, on the staff of the Canadian Minister.

The entry of the United States into the war called for a much closer, and broader, liaison between the armed forces of the two countries and on August 4, 1942, the Canadian Joint Staff was established at 1771 "N" street, N.W., Washington. Commodore Brodeur (by this time a Rear-Admiral) became the first Naval Member, Canadian Joint Staff, Washington, and his assistant, Commander H. G. Nares, RCNVR, became Canadian Naval Attache.

The original terms of reference of the Naval Member, Canadian Joint Staff, covered Operations, Intelligence, Supply, Trade, Reports on U.S. Training Centres, and other matters of joint interest to the Canadian and United States Navies.

The Canadian Naval Attache was, of course, the naval diplomatic representative. His field included routine matters, such as visits and movements by RCN ships and personnel in the United States, and courses of instruction for RCN officers and men at United States naval establishments.

On January 1, 1944, the Canadian Naval Attache, Commander E. C. Sherwood, was promoted to the rank of Acting Captain to coincide with the change in status of the Canadian establishment from that of a Legation to an Embassy.

On July 1, 1945, the then Naval Member, Rear-Admiral H. E. Reid,

had 17 officers on his staff. Following the cessation of hostilities on August 14, 1945, naval representation in Washington was progressively reduced until, in 1949, there were but seven naval officers serving on the Canadian Joint Staff. This condition did not long remain static and the importance of Canadian naval representation in Washington has grown steadily until today 18 officers, five men and 17 civilians are employed on the staff of the Naval Member.

Two factors have contributed more than any others to this growth since the war. First is the increasing use of United States type equipment by the RCN, and second, the establishment of the North Atlantic Treaty Organization.

During the Second World War, RCN experience indicated that it would be expedient, especially in time of war, to build up and maintain a North American source of supply for equipment. The logical outcome of such considerations was, of course, the increasing use of U.S. equipment in Canadian ships, some of which is purchased directly from U.S. manufacturers and some of which is made in Canadian factories to U.S. specifications. In addition, there is also another trend brought about by the closer co-operation in defence matters within the English-speaking world. For some years, tripartite standardization has been progressing between the United States, United Kingdom and Canadian Navies. The fields of standardization cover not only equipment, but tactics and communications as well.

This new equipment policy has resulted in the appointment of specialist officers, whose duties in their various fields require that they maintain contact with USN development, design and testing so that information thus obtained can help to guide Headquarters' decisions. Specialist branches particularly concerned are Ordnance, TAS, Gunnery, Communications, Engineering, Electronics, Navigation-Direction, Air and Air Engineering. The Staff Officer Procurement and the Naval Liaison Officer in the Washington office of the Department of Defence Production conclude the arrangements for such purchases as are made in the United States.

In addition to caring for the matter of actual procurement of equipment, or the designs and specifications for such items as may be chosen for manufacture in Canada, specialist staff officers must also keep in touch with the changes in procedure that may result from the adoption of United States equipment for use in the RCN.

Formation of the North Atlantic Treaty Organization in 1949 had a twofold effect on the staff of the Naval Member. It created a tremendous increase in paper work, mainly on the planning level, and a require-



SHIP'S BADGE—HMCS NIAGARA

Blazon:

Per pale azure and argent, a pale barry wavy of six argent and azure (for Niagara Falls) issuing from which, on the dexter, a demi mullet argent (for the United States of America) and on the sinister, a demi maple leaf gules (for Canada).

Significance:

This design is intended to symbolize the peaceful relations that citizens of the United States of America and Canada have enjoyed, living for many years beside and within the sound of the "thundering waters" of Niagara, as elsewhere in these two countries.

Colors:

White and Scarlet (Red).

ment for naval representation at a large number of NATO meetings. It has also materially increased the volume of work of the specialist staff officers already mentioned.

The original organization formed by the community of North Atlantic nations consisted of a Council (the Defence Minister of each member nation), the Council of Deputies (representatives of the Council in permanent session in London), the Military Committee (representatives of the Chiefs of Staff of each member nation), the Standing Group (representatives of the Chiefs of Staff of France, the United Kingdom and the United States), and five Regional Planning Groups. The Regional Planning Groups were originally established to draw up plans for the defence of the particular area for which each Planning Group was responsible. The three European Planning Groups have now become one Command Area under the Supreme Allied Commander Europe. The North Atlantic Ocean Regional Planning Group has been dissolved in favor of the Supreme Allied Commander Atlantic, who has his headquarters in Norfolk, Virginia. Only the Canada-United States Regional Planning Group remains, there being no combined command organization to take its place.

The Planning Group in which the RCN had the greatest interest was, quite naturally, the North Atlantic Ocean Region. This group had its own Chiefs of Staff Committee, the Canadian representative to which was the Chief of the Naval Staff. In permanent session in Washington to deal with all current planning matters was the Co-ordinating Committee, and the Naval Member, Canadian Joint Staff, served as the Canadian representative on this committee. Functioning under the Co-ordinating Committee were a Working Group, seven sub-groups, and five sub-committees. An additional officer was appointed to the Naval Member's staff for NATO planning duties and several others of his staff officers were involved on a part-time basis. In addition, in 1950, a permanent Canada-United States Planning Team was established in Washington.

Since its inception, the NATO has undergone some important changes. The Council is now in permanent session in Paris, and the Council of Deputies has been dissolved. Greece and Turkey have joined the pact, and a Military Representatives Committee now sits in permanent session

in Washington to provide high level military guidance to the Standing Group and advice to the Council. This streamlining of the organization, and the formation of the two Supreme Commands, has somewhat altered the nature of the work of the Naval Member and his staff, but it has not decreased its volume. The planning activities of the Standing Group have increased very materially, and the Staff Officers Communications, Intelligence and Air, as well as the Staff Officer (Plans), are called upon to attend working level meetings from time to time. The planning activity of the Canada-United States Region is now on an ad hoc basis and naval representation, when required, is provided from the Washington staff.

Liaison between the Supreme Allied Commander Atlantic and the Canadian Minister of National Defence is the responsibility of the Chairman of the Canadian Joint Staff, and a natural result of this is the involvement of the naval staff in day to day liaison with that of SACLANT, which is largely naval in character.

Since Canadian military representation in Washington has expanded, contracted and expanded again, accommodation has been a serious problem. The Canadian Joint Staff

moved from 1771 "N" Street to its present location at 1700 Massachusetts Avenue on December 20, 1948. It was not long, however, before the new building proved inadequate and the premises next door at 1708 Massachusetts Avenue were occupied in August 1951. Unfortunately, there is an air of impermanence about the place, for 1700 Massachusetts Avenue does not belong to Canada but to Australia, who wishes to re-occupy it in 1953. The Canadian Joint Staff must find new quarters and the search is on at present.

Many other officers and men, who are not directly connected with the Washington staff, are borne on the books of Niagara while they are taking courses or filling appointments as exchange or liaison officers. Courses being taken include familiarization with new types of aircraft, 3" 50 calibre guns, ordnance disposal, diving, electronics, TAS, communications and fleet accounting.

The growth of the Canadian naval strength in the United States, with its consequent increase in pay problems, was recognized, and on September 7, 1951, the establishment of the Naval Member, Canadian Joint Staff, was commissioned as HMCS Niagara, carrying its own books. Niagara's very close association with



An aerial view of the famous Pentagon. Staff officers at Niagara are said to claim there should be a special distinction for those who become fully conversant with the intricacies of this building, and its approaches, in the course of a normal appointment in Washington. (U.S. Army photo).

Well-Known Cruiser Completes Korean Tour

An old friend of the Canadian destroyers in the Korean war theatre has gone home.

HMS Belfast, a cruiser whose "fast firing" and "on the target gunnery" earned her the congratulations of at least two American admirals, has completed her second commission in the Korean war, during which she steamed over 80,000 miles and fired more than 8,000 six-inch shells at the enemy.

She spent 404 days at sea and was flagship of the Flag Officer Second-in-Command Far East Station.

the United States forces is aptly recognized in its badge (see cut).

Organization of staff recreation is extremely difficult, as Washington is not only a great city in population, but it is large in area, and the staff lives in widely scattered districts. Some members have joined the Canadian Club, which provides facilities for tennis in the summer and badminton in the winter. Many private and public golf courses exist in the District or in nearby Maryland and Virginia, and the devotee of the royal and ancient can find plenty of places in which to exercise his talents.

Even more than in Halifax and Esquimalt, or even Ottawa, the weather is the subject of continuous conversation and often derogatory remarks. Canadians, who have become accustomed to operating automobiles in the winter, should witness the effects of a minor snowfall upon Washington traffic, which is bad enough at the best of times. If one happens to be foolish enough to drive his own car to work when snow is in the offing, he may expect to take as much as three hours to make a journey that would normally require a scant 15 or 20 minutes.

Eternal vigilance may not exactly be the price of peace in Washington, but it is certainly the price of an unbent fender. Parking, which is becoming difficult in some Canadian cities, is a major problem in Washington. There is a most convenient alley behind the Staff building, which has proved to be a police trap for the unwary. There have been those who considered they had the routine of the gendarmes well taped, but about three parking tickets finally convinced them that something was wrong with their system.

All staff officers, sooner or later, must learn the intricacies of the Pentagon, which is reputed to be the

largest office building in the world. It is reached by a road system, which, to the uninitiated, appears to have been designed for the sole purpose of preventing anyone reaching the building. Staff officers have been missing for days and have finally been discovered within sight of the Pentagon, unable to move, having expended their entire gasoline supply trying to escape from this labyrinth.

However, not all the frightening stories about the Pentagon are true. The man who was found without soles to his shoes, after two weeks of unavailing effort to discover a certain office, must be a figment of the imagination for he could quite easily have had his shoes repaired in the building. He could also have obtained a haircut and dined sumptuously at one of the numerous cafeterias. He could even have borrowed money since banking facilities are provided.

Washington is not known as a seaport, but Alexandria, Virginia, about four miles down the Potomac River, is a port of call for cargo vessels of moderate size, some of which carry newsprint and paper products from Canada. Last December, HMCS Swansea became the first Canadian warship to visit Washington, and Royal Navy ships of her class have made occasional calls.

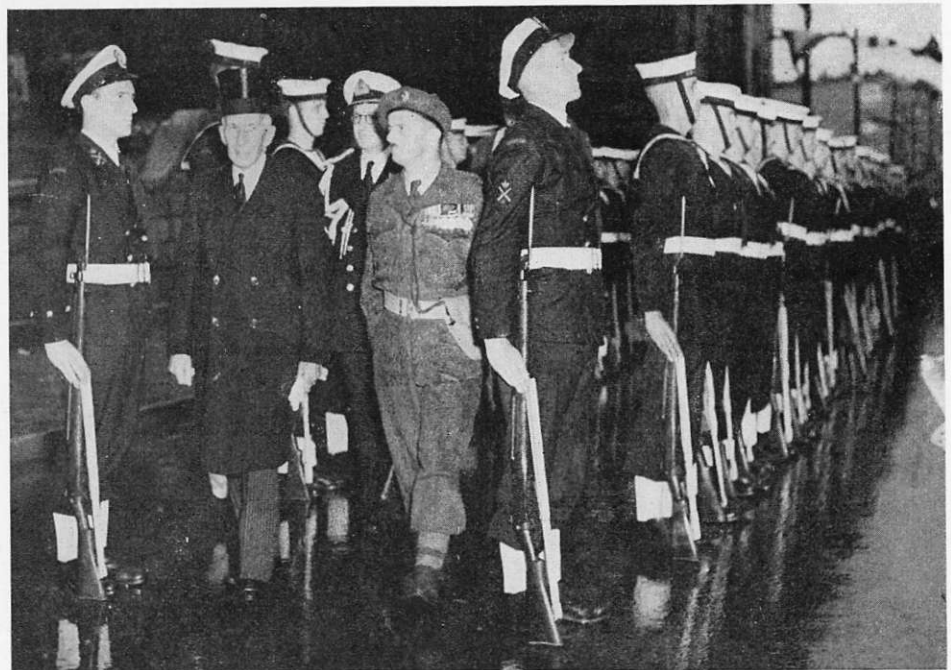
Altogether, an appointment in the Capital of the United States is one

that is filled with interesting and valuable experience, but there are few complaints when it is time to go home.

Rear-Admiral Brodeur, the first Naval Member, was succeeded by Captain Valentine S. Godfrey on August 10, 1943. Rear-Admiral Howard E. Reid held the appointment from December 1943 to March 1946. He was followed by Commodore Ronald I. Agnew, then Commodore Godfrey returned for a second term of office.

Commodore H. N. Lay became Naval Member on July 7, 1949, and held the appointment for more than three years, being succeeded by the present incumbent, Acting Commodore M. A. Medland, on September 6, 1952.

Shortly, the senior Canadian service post at Washington—that of Chairman of the Canadian Joint Staff—will be occupied for the first time by a naval officer. Rear-Admiral H. G. DeWolf succeeds Air Vice-Marshal H. L. Campbell as Chairman and assumes the additional appointments of Representative in Washington of the Chiefs of Staff; Canadian Representative on the Military Representatives Committee of the North Atlantic Treaty Organization, Canadian Liaison Representative to SAC-LANT and Principal Military Adviser to the Canadian Ambassador.



In a pelting rain, the Governor-General, the Rt. Hon. Vincent Massey, inspects a composite Navy-Army guard of honor at St. John's, Nfld. With His Excellency are Commander Harold Garrett, his Newfoundland aide-de-camp, and Major T. A. MacPherson, officer of the guard.

A Handy Man

*Crusader's 'Lanky' Inouye Is
Gun Captain, Interpreter,
Jeep Driver, Judoist*

ON BOARD HMCS CRUSADER—One of the most valuable men in the Crusader during her current commission with UN forces in the Far East is a gunnery branch man, Ldg. Sea. Yeiji Inouye, of New Westminster, B.C. Ldg. Sea. Inouye is the man who unsnarls language problems both ashore in Japan and at sea in the operational area off Korea.

The solidly-built Inouye, a judo expert in his spare time, is captain of "A" gun mounting at action stations, and does his interpreting job as a member of the ship's boarding party at sea and as jeep driver in harbor.

Before he joined the Navy in November 1948 at HMCS Star, the Hamilton naval division, Inouye had seen a large part of Canada, had worked at different times as a garage mechanic, machinist and head waiter in a Chinese restaurant and had played baseball in Ontario junior and senior leagues.

During the war his family was moved from Vancouver along with other West Coast Canadian Japanese to the Greenwood, B.C., camp under the B.C. Security Commission. While his father remained there, Ldg. Sea. Inouye, his mother, sister and brother moved east. Eventually the father joined them and they settled in Guelph, Ont.

After unsuccessfully applying for entry into the RCMP in 1948, Inouye joined the Navy with a friend "almost on the spur of the moment."

On completing his basic training at Naden and his sea training in the Ontario, he served for a couple of years in Stadacona. During his time there he became one of the best all-round athletes in the barracks. He played baseball, football, rugger, basketball and squash, and swam on teams Stadacona entered in various city and provincial competitions. On the side, he conducted judo classes for his shipmates in the barracks.

The burly 175-pound sailor is the RCN's top exponent of judo. Although his training has been interrupted for some time, he needs only a few months' study to win the black belt, emblem of instructor status in Canada and seventh up in the scale denoting proficiency in the

scientific unarmed defensive combat. His size (he's about five-foot-ten and creates quite a stir ashore in Japan) gives him a great advantage in the game. He plans to attend a few sessions at the Sasebo Police Station to brush up while the Crusader is in the UN naval base.

He has been in the Crusader since June 1951 and is a favorite among his messmates, who call him "Lanky". They claim his first name is too difficult to pronounce.

Ldg. Sea. Inouye says he is as confused by Japan as just about anyone else in the RCN who has been there. Although he talks the language fluently, he, as a native Canadian, is seeing the country for the first time.

When the Crusader arrived in Yokosuka after crossing the Pacific, he took a day off to visit the family of a great-uncle residing in Yokohama, a few miles away.

He says, "I was really embarrassed. The ladies of the family bowed and fussed as if I were the Emperor. I

asked them not to, but that's the way they live. For instance, they're not allowed to eat with the men of the family, or take part in a conversation unless they're spoken to. It's certainly hard to get used to their customs."

Ldg. Sea. Inouye married the former Miss Jessica Ito of Victoria last September. Their first child, Jeffery Stevens, was born when the Crusader was halfway between Midway and Yokosuka, on her way to join the Canadian destroyers serving with the UN fleet.

He has served as interpreter on many occasions since the ship arrived in the Far East in June. The Crusader captured four North Korean junks on various patrols and he assisted at the interrogations.

Ashore in Japan he is the ship's company's unofficial guide and is much in demand for his shipmates' shopping tours. He says he can generally get good prices, haggling with the merchants in their own language.—J.L.W.



Ldg. Sea. Yeiji (Lanky) Inouye, right, acts as interpreter as Lieut.-Cdr. John Bovey, commanding officer of the Crusader, questions a captive from a North Korean junk. (CU-150).



OFFICERS *and* MEN



Senior Appointment Changes Announced

The first naval officer to hold the appointment, Rear-Admiral H. G. DeWolf has been named Chairman of the Canadian Joint Staff at Washington, D.C., and will assume his new duties there in December.

Admiral DeWolf, at present Vice-Chief of the Naval Staff, will succeed Air Vice-Marshal Hugh Campbell, RCAF, at Washington.

Added duties to be assumed by Admiral DeWolf are those of Representative in Washington of the Chiefs of Staff, Canadian Representative on the Military Representatives Committee of the North Atlantic Treaty Organization, Canadian Liaison Representative to SACLANT and principal military adviser to the Canadian Ambassador in Washington.

Admiral DeWolf's appointment is one of ten announced by the Navy for early 1953.

Other officers named in the appointment list are:

Rear-Admiral Wallace B. Creery, Flag Officer Pacific Coast, to be Vice-Chief of the Naval Staff;

Acting Rear-Admiral James C. Hibbard, Chief of Naval Personnel, to be Flag Officer Pacific Coast;

Commodore Kenneth F. Adams, Commodore RCN Barracks, Esquimalt, and Officer-in-Charge of the RCN Depot, to be Commanding Officer Naval Divisions;

Commodore Hugh F. Pullen, Commodore RCN Barracks, Halifax, and Officer-in-Charge of the RCN Depot, to be Chief of Naval Personnel;

Commodore H. S. Rayner, Secretary to the Chiefs of Staff Committee, to command HMCS Magnificent;

Captain E. P. Tisdall, commanding officer, HMCS Ontario, to be Commodore RCN Barracks, Halifax, and Officer-in-Charge RCN Depot;

Captain Kenneth L. Dyer, commanding officer, HMCS Magnificent, to be Commodore RCN Barracks, Esquimalt, and Officer-in-Charge RCN Depot;

Captain A. H. G. Storrs, Director

of Naval Plans and Operations, to command HMCS Shearwater;

Captain D. L. Raymond, commanding officer, HMCS Shearwater, to command HMCS Ontario.

Seven Receive Awards For Korean Service

The Canada Gazette of September 27 announced that Her Majesty the Queen had been pleased to approve awards to seven officers and men of the Royal Canadian Navy for their services in Canadian destroyers in the Korean war theatre.

The awards were as follows:

ORDER OF THE BRITISH EMPIRE (MILITARY DIVISION)

Captain James Plomer, DSC and Bar, CD.

DISTINGUISHED SERVICE CROSS

Captain Dudley G. King, CD, and Captain Paul D. Taylor.



The Chief of the Naval Staff, Vice-Admiral E. R. Mainguy, chats with PO Pierre Gibeau, of Montreal, a member of the guard of honor paraded at HMCS Shearwater when Admiral Mainguy visited the air station in the course of his East Coast inspection in September. Also shown are Lieut. H. G. Holmes, officer of the guard, and Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast. (DNS-9433).

MENTION IN DESPATCHES

Surgeon Lieut. Chris Alfred West; Lieut. (L) Nelson Ralph Banfield; CPO Ralph Evans Davies, and PO Samuel Henry Shaw.

Captain (then Commander) Plomer was in command of HMCS Cayuga during her 1951-52 tour of operations in Korean waters and was senior officer of the Canadian destroyers serving there. He now commands HMCS Cornwallis. The citation to his OBE spoke of his great devotion to duty during long hours on patrol in Korean waters, on the carrier screen and under fire of coastal batteries and praised him for his great determination, dash and leadership.

Captain (then Commander) King, now at Naval Headquarters as Deputy Director of Naval Plans and Operations, was in command of HMCS Athabaskan during her 1951-52 tour of operations. With the award of his DSC was a citation which, in particular, spoke of his excellent work during the evacuation of the island of Taewha-do in the Yalu Gulf.

Captain (then Commander) Taylor served two tours of Korean duty in command of HMCS Sioux. He is now Assistant Canadian Naval Attache, Washington. The citation to his DSC spoke of his long service in the Korean war and said "he has proved himself a fearless leader among the islands and harbors of the west coast of Korea". He previously was mentioned in despatches.

Surgeon Lieut. West, former medical officer in HMCS Athabaskan, was mentioned in despatches for his "firm decisions and promptitude of action in dealing with critically wounded Koreans", factors which were credited with saving the lives of a number of casualties. He is now serving in the RCN Hospital at Esquimalt.

Lieut. Banfield, who completed two tours of duty as electrical officer in the Sioux, was mentioned in despatches for his hard work, cheerfulness, resourcefulness and ingenuity,

which combined to keep the electrical and electronic equipment in the Sioux in a high state of efficiency. He is now serving at Naval Headquarters.

CPO Davies, who was with the Cayuga during her 1951-52 tour of operations in Korea, is now on the staff of Aldergrove naval radio station. He was mentioned in despatches for his "particularly fine aptitude toward handling the complicated communications required of a destroyer on the west coast of Korea".

PO Shaw made two tours of duty in the Athabaskan in Korean waters. "His continued cheerfulness, loyalty and devotion to duty have been an inspiration to men working with him," said the citation with his mention in despatches. PO Shaw is serving now in HMCS Naden.

CPO E. L. Hall Named Queen Mess President

The Chief and Petty Officers' Mess of HMCS Queen has elected CPO Edward L. Hall mess president for the coming year.

Other officers include: CPO James A. Brown, first vice-president; CPO Duncan Allen, second vice-president; PO Leslie G. Hibbs, secretary; PO Alford Morrison, PO Reg Beale and PO Edward G. Booth, entertainment committee; CPO Alfred Finner and CPO Albert Olander, house committee. Orville Herron is representative of the honorary members.

Seaman Commended For Quick Action

Ord. Sea. James Miller of Pembroke, Ont., was commended in the Stadacona Daily Memorandum, October 1, for his quick action in preventing a damaged motor cutter from sinking in Halifax harbor. He is a stoker attached to the barracks manual party.

The memorandum said, in part: "Ordinary Seaman Miller was working in the boatshed with a party trying to hoist a motor cutter which was sinking rapidly owing to damage to the propeller shaft.

"Just before the slings could be hooked on, the cutter sank beneath the surface, going down slowly. Miller immediately jumped into the water, and diving down got the slings hooked on under water before the cutter could go deep.

"This prompt action undoubtedly saved a great deal of hard work that would have been involved in salvaging the cutter from the bottom, and in



The first six members of the University Naval Training Divisions to qualify as naval air observers received their wings during ceremonial divisions at HMCS Shearwater September 13. Commodore Hugh F. Pullen, Commodore of the RCN Barracks, inspects the newly qualified observers at the wings parade. Left to right in the photo are Cadets R. B. Evans, Montreal; R. W. Winter, Fredericton, and J. C. Dawson, Vancouver; Sub-Lieut. Roger King, St. Lambert, Que., Commodore Pullen, Cadet R. D. Reid, Shubenacadie, N.S.; Lieut. R. E. Quirt, divisional officer, and Commander A. F. Pickard, executive officer of Shearwater. (DNS-9349).

addition undoubtedly saved the cutter's engine from corrosion damage which would have been extensive in the event of prolonged immersion.

"Prompt action and initiative of this nature are the hallmark of a good seaman".

Six Members of UNTD Receive Observer Wings

Observer wings were pinned on six members of the UNTD by Commodore Hugh F. Pullen at HMCS Shearwater on September 13. Five of the six were UNTD cadets—the first to qualify for wings in the Navy. The wings parade took place during ceremonial divisions at the naval air station.

The recipients qualified as naval air observers after two summers of training in the Observer School at Shearwater. Their course included 160 hours flying time.

Cadet William J. O'Brien, of Westmount, Que., was awarded, in addition to wings, a bronze plaque as the best all-round cadet on the course. The others who received their wings were Acting Sub-Lt. Roger King, of St. Lambert, Que., and Cadets Rufus D. Reid, Shubenacadie, N.S.; Rhodes B. Evans, Montreal; Richard W.

Winter, Fredericton, N.B., and John C. Dawson, Vancouver.

The cadets, now that they have qualified, have been promoted to acting Sub-Lieutenant (O), RCN(R). Sub-Lt. King was promoted earlier this year.

Friends and relatives were present for the wings ceremony and hear Commodore Pullen speak of the rapidly-growing importance of naval aviation as one of the Navy's prime weapons against the submarine menace.

Two Torpedo Detector Classes Finish Training

Two torpedo detector 3rd class courses were recently completed at the TAS School at HMCS Stadacona. The following men have qualified:

"A" Class—Able Seamen Maurice Catherwood, Robert B. Clarke, Harry R. Findlay, R. H. Guichard, John King, George Lalonde, Michael J. O'Brien, Robert E. Priske, Deneen J. Rankin and Joseph E. Whitby.

"B" Class—Able Seamen Andrew J. Cairns, Fred J. Costello, Irwin L. Ferris, James B. McCulloch, Sherwood McQueen and Alter E. Nickerson.



Pictured above are members of the 34th leadership course to be held at Cornwallis for chief and petty officers. Front row: PO Alexander Mitchell, PO Jack Turner, PO Harold McLay, Lieut. (S) Colin White, course officer; CPO Edward Rigby, instructor; PO John Winstanley, PO Jack Hesby and PO Basil Heath. Second row: PO James Young, PO Robert Walters, CPO Willard Carruthers, CPO Herbert Percy, PO Adam Christie, PO Gaston Cournoyer, PO Thomas Storer and PO Gordon Gooding. Rear row: PO John Riley, CPO James Dean, CPO Frederick Quin, PO Ernest Spiers, PO James Chambers, CPO Herbert Cunliff, PO John Norris and PO George Brown. (DB-1911).

New Commanding Officers In Three Naval Divisions

HMCS Prevost

An engraved ceremonial sword was presented to Commander F. R. K. Naftel, retiring commanding officer of HMCS Prevost, by officers and their wives at a recent wardroom gathering.

Chiefs', petty officers' and men's messes also honored Commander Naftel, who has received a short service appointment in the RCN and has taken up duties on the staff of the Flag Officer Atlantic Coast.

He has been succeeded in command of the London division by Lieut.-Cdr. E. Gordon Gilbride, former executive officer of Prevost.

Commander Naftel was skipper of the London division for the past two years and, for the past two summer training seasons, was Reserve Training Commander, Great Lakes.

The new commanding officer, Lieut.-Cdr. Gilbride, was born in Westmount, Que., on October 22, 1919. He joined the RCNVR at Prevost in October 1941 and underwent officer's training at Halifax the following summer.

He was appointed to the Bangor minesweeper HMCS Ungava in November 1942 and became executive officer of the ship in April 1943.

He took a command course at Stadacona in the summer of 1944 and subsequently commanded the

Bangor 'sweeper Noranda from November 1944 until after the end of hostilities.

Demobilized at Prevost in October 1945, he rejoined the RCN(R) active list in 1949. Promoted to the rank of



HMCS Sioux fired the Navy's opening gun in the Victoria Community Chest drive, officers and men of the destroyer donating \$502.50 to open the campaign. Here Commander P. E. Haddon, the ship's commanding officer, presents a cheque for that amount to A. C. Wurtele, Reeve of Esquimalt Municipality and chairman of the Esquimalt division of the Community Chest. Left to right are Ldg. Sea. Reginald Hertslet, representing the ship's company; Ralph Matthews, co-chairman of the Red Feather campaign; Commander Haddon, Mr. Wurtele, Jack Craig, co-chairman of the drive, and Lieut.-Cdr. (S) Vincent Pinhorn, Community Chest organizer for the Pacific Command. (E-20611).

lieutenant-commander on January 1, 1951, he became executive officer of the London division in November of that year.

HMCS Malahat

Commander G. A. Victor Thomson, executive officer of the division for more than two years, assumed command of HMCS Malahat on September 1, succeeding Captain Ronald Jackson, commanding officer of the Victoria naval division since April 1947.

Commander Thomson was born at Victoria on June 3, 1915, and taught school before joining the RCNVR in December 1940 as a probationary sub-lieutenant.

Following training at Royal Roads he was appointed to Saint John, N.B., then joined the HMCS Rimouski (corvette) on December 29, 1941.

In June 1942 he went to HMCS Sorel (corvette) as executive officer and served in her for a year. A command course at Halifax was followed by his appointment in October 1943 to command HMCS Lindsay (corvette), nearing completion at Midland, Ont.

He commanded the Lindsay until after the end of the war in Europe, much of the ship's service being in the English Channel during the invasion. He was mentioned in des-

patches and was also awarded the Croix de Guerre by the French government.

Following his demobilization in December 1945, Commander Thomson was on the retired list until September 1949, when he was attached to Malahat on the active list, becoming executive officer on April 3, 1950.

HMCS Cabot

The commanding officer who two years ago commissioned HMCS Cabot, Commander Harold Garrett, has reverted to the retired list and his place has been taken by Lieut.-Cdr. Fabian A. O'Dea, previously executive officer of Cabot and commanding officer of Memorial University UNTD in St. John's, Nfld.

Commander Garrett was for 20 years an officer of the Royal Naval Volunteer Reserve and served with the RN throughout the Second World War. He became commanding officer of Cabot when the division was commissioned on September 20, 1949.

A native of St. John's, where he was born on January 20, 1918, Lieut.-Cdr. O'Dea joined the RCNVR at Halifax in September 1940 as an acting sub-lieutenant.

On completion of courses, he was appointed to HMCS Restigouche (destroyer) in August 1941 and served in her for nearly two years.

In June 1943 he entered HMS Vernon for a long torpedo course and later served in HMS Berwick (cruiser) and HMS Formidable (aircraft carrier).

He returned to Canada at the end of 1944 and early in the following year was appointed to the Torpedo School in Stadacona. He was demobilized in September 1945.



Three naval officers graduated recently from No. 1 Flying Training School, RCAF Station Centralia, with one of their number, Lieut. K. M. Meikle, carrying off the Sidley Trophy, awarded the graduate with the highest flying marks on the course. Left to right are Lieut.-Cdr. H. J. Hunter, Staff Officer Air Training, Naval Headquarters; Lieut. E. A. Myers, Naval Liaison Officer at Centralia; Lieut. R. C. O'Neil, Lieut. Meikle, Lieut. G. W. Noble and Lieut.-Cdr. F. W. H. Bradley, Staff Officer Air Personnel, Naval Headquarters. (RCAF Photo).

A university student when he entered the Navy, Lieut.-Cdr. O'Dea continued his studies after the war and is now a practising lawyer in St. John's.

High Marks Scored In Comschool Exams

Some new highs in examination results were set for the Communications School at HMCS Cornwallis with the graduation of Communications Radio Class 49.

Two members of the class averaged over 99 per cent in morse, receiving at 25 words a minute. Top man in

the class was Ord. Sea. Ronald K. Watts, with a percentage of 93.1. Class instructor was PO Gerald J. Dufour.

The class, with two exceptions, was drafted as a body to HMCS Magnificent.

Medical Officer Studying At Post-Graduate School

Until recently in charge of the Medical Branch School at Esquimalt and Principal Medical Officer in the RCN Hospital there, Surgeon Commander J. C. Gray has gone to the Post-Graduate Medical School in London, England, for post-graduate studies in internal medicine.

His duties at Esquimalt have been assumed by Surgeon Commander J. W. Rogers, formerly Principal Medical Officer in HMCS Ontario.

AB Ted Roach Elected Discovery Mess President

The annual meeting of the seamen's mess at HMCS Discovery elected AB Ted Roach as president, AB Bob Schroth as vice-president and AB Joe Woods as secretary.

Ord. Sea. Vic Stewart is ship's fund representative, while the new executive includes Ldg. Sea. Fred Holland, Ldg. Sea. Ken Murray, AB Charles Nichols, AB Richard McBride and Ldg. Sea. Charles Russell.



Members of the town council at Shannon Park naval married quarters, Halifax, are pictured above. Left to right are PO Gerald E. Guile, CPO Charles Emmerson, CPO John Rafter, deputy mayor; CPO Horace Swonnell, mayor; CPO Frank Rushton, secretary; Arthur G. Brown, housing administrator, and CPO Elmer Dauncey. (HS-20488).

Adds CD and Clasp To Long Service Medal

Thruppence a day must have looked like slim encouragement for a long naval career when John Pegg joined the Royal Navy as a Boy Second Class in 1913.

The other day, when Lieut. John Pegg added the Canadian Forces Decoration with Clasp, for 22 years service, to the Long Service and Good Conduct Medal given to him by the Royal Navy in 1929, he took a second look.

"I'll stay in the service as long as possible," said Lieut. Pegg. "... to die with my boots on, so to speak."

At a youthful 56, Lieut. Pegg is Staff Officer (Training) at HMCS Chippawa and it was at the Winnipeg naval division the CD and Clasp were presented to him.

He joined the RCN in 1937 after retiring from the Royal Navy as a chief petty officer. He has been training Winnipeg's naval personnel since he came to Canada.

Naval Athlete-Painter Killed in Accident

Murals which he painted for the entrance of the Gunnery School at HMCS Stadacona have become a memorial to PO Ronald F. Darby.

The small arms familiarization instructor and outstanding navy athlete was killed August 31 in a car accident while he was on his way with a naval track and field team to the Maritime Labor Day meet in Charlottetown, P.E.I.

His death came just after he had



Lieut. John Pegg receives the CD with Clasp — his second long service award — from his commanding officer, Commander F. H. Pinfold, at HMCS Chippawa.

placed the final brush strokes on paintings of a 1752 gun's crew in action and of a modern crew closed up at a 3-inch-50 mounting.

PO Darby was born October 31, 1919, in Toronto. He served in the RCNVR during the war and rose to the rate of Acting Chief Petty Officer in the Gunnery Branch.

He was demobilized at the end of the war and attended the Ontario College of Art in Toronto, where he was an honor diploma student. He re-entered the Navy as a Leading Seaman on April 28, 1949, at HMCS York.

He served in Naden, Stadacona, the Crescent, the La Hullose and

the Iroquois before being drafted again to the Gunnery School in January 1952. At the time of his death he was a Petty Officer First Class.

He leaves his parents, Mr. and Mrs. Frederick Darby, of Toronto; his wife, the former Lillian Hartlen; two sons, Thomas, six, and Michael, four months, and a daughter, Susan, two. A brother, Robert, lives in Toronto.

Advanced Course for Supply Officers

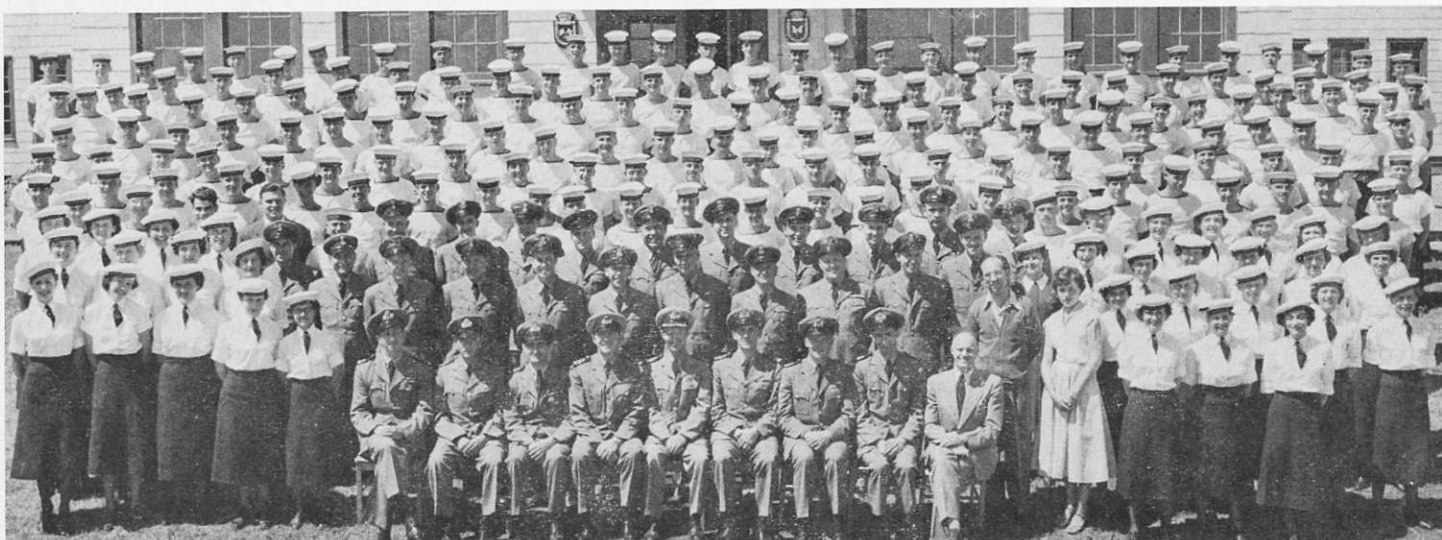
A Supply Officers' advanced course will be instituted in 1953 to afford training to supply officers in the fields of organization and management, intermediate accounting and auditing, logistics, national defence organization and personnel management.

Officers will normally be appointed to undergo the course from between the seniorities of six years as lieutenant (S) and two years as lieutenant-commander (S).

The syllabus for this course will be promulgated shortly in BRCN 3001(A).

Ordinary Seamen Finish MTE Course

Twelve ordinary seamen recently completed a stoker mechanic's course at the Mechanical Training Establishment in HMCS Naden. Members of the class were: Ordinary Seamen Raymond Goetz, M. J. LaFreniere, R. A. Hodge, D. B. Nickel, L. K. Buchanan, R. W. Harrison, A. M. Dahl, P. K. McArthur, D. F. Smith, N. G. Newbold, L. J. Trudeau and A. J. Trudeau.



To prove their claim that the Communications School is one of the Navy's biggest, staff and trainees of the Comschool formed up for this photo outside the school's portals. (DB-1740).

FATHER SETS A GOOD EXAMPLE

*Two Sons, Daughter Follow
Footsteps of CPO
'Pat' Pattison*

THE spirit which prompted him to throw in his lot with the Reserves, after completing a quarter of a century with the Royal Canadian Navy, more than justifies the choice of Chief Petty Officer Ralph Reginald Pattison as HMCS Scotian's Man of the Month.

As a further indication of his enthusiasm, his persuasiveness—and perhaps power of command—it may be cited that two of his sons, who also joined the Reserve, have now transferred to the RCN, while a daughter is serving on continuous naval duty as a Wren in HMC Naval Radio Station Coverdale.

"Pat's" interest in the Navy goes back a long way. Many of his relatives served in the Royal Navy during the First World War, and as a boy in Ancaster, Ontario, he took more than a casual interest in things naval. This, plus a naturally itchy foot, plus rather a skilful appeal that boys were required to man HMS Aurora, the cruiser newly acquired for the young Royal Canadian Navy, led "Pat" to volunteer for the Naval Service. On September 13, 1920, at 16½, he signed on through the Sea Cadet office in Toronto.

He was one of a draft which went to Quebec City and boarded the liner Empress of Britain for passage to Liverpool under the careful eye of Lieut. Pressy, who, according to "Pat", characterized it as the worst draft ever to cross the ocean up to that time. "Pat" and his messmates learned naval facts of life at the Youth Training Establishment in Devonport, where life was more than somewhat on the "pusser" side. He joined the Aurora on her commissioning and returned to Halifax in time for Christmas leave.

"Pat" was one of the mooring party on arrival, and remembers they had anything but a warm welcome. It was a cold, wintry day with a half-gale blowing, and the whalers, in which the berthing party worked, offered no shelter and less comfort. Guelph, then tender to the barracks, had to assist and by the time the whole thing was over the crew was thoroughly frozen.

Following an inspection by the Governor General, the Duke of

Devonshire, the Aurora sailed for the West Coast, via the Panama Canal, and "Pat" went with her. In 1922, after a return cruise to Montreal, the Aurora went to Halifax and paid off. "Pat" then found himself one of a "guard rail draft" to the "Patriot" (Lieut. Charles Taschereau Beard).

"Pat" was a boy telegraphist in 1921, an ordinary telegraphist in 1922 and for the next 18 years, he says, he never looked back — "well ... hardly ever!"



CHIEF PETTY OFFICER RALPH R.
(PAT) PATTISON

For some time the routine was fairly regular, a stretch at sea followed by a stretch in barracks, then back to sea in the Patriot and Festubert, with breaks for communications training and a special break for cruiser training in HMS Cape-town.

In 1927 "Pat" was one of the commissioning party for HMCS Champlain at Portsmouth and returned to Canada after a rough passage in which her sister ship, the Vancouver, was dismayed. In the same year he was promoted to leading telegraphist.

In 1933, he passed his provisional petty officer telegraphist's examination, after which he did a year in HMS Nelson and returned to the Signal School and qualified as Petty Officer Telegraphist.

The Saguenay and St. Laurent came next and "Pat" was in the latter when she had the distinction of being among the first Canadian warships to Cross the Line. The certificate marking that occasion is still proudly displayed in his home at 20 Compton Avenue, Halifax. The ceremonies were conducted in unusual cold, the ship being in the Humboldt Current and, instead of bathing suits, fur coats and ear muffs would have been more suitable.

"Pat" was in barracks at Stadacona when war broke out, but in December 1939 he joined the newly commissioned Assiniboine, then under the command of the present Chief of the Naval Staff.

During the war years, "Pat" saw many ships, many establishments, and many ports ... Jamaica and the Caribbean, St. Hyacinthe, Niobe, Iroquois and so on. He mentions in passing the time when the Iroquois was in the close escort of the convoy which served as a decoy in the successful action of the Home Fleet against the battle cruiser Scharnhorst.

He was in the Iroquois, too, when the troopships California and Duchess of York were torpedoed in a combined U-boat and aircraft attack. The Iroquois still proudly wears the plaque given her by Canadian Pacific Steamships for her fine effort in rescuing 633 survivors of the Duchess of York, who were later landed at Casablanca.

With the war behind him, "Pat" began his rehabilitation leave in November 1945 and was discharged on February 28, 1946.

But complete divorcement from naval circles was more than he could stand and in October 1948 the Halifax naval division, HMCS Scotian, acquired the assistance of this experienced chief petty officer. The change from chief telegraphist to the new rate of Communications Radio caused some consternation, he admits, but only at first. And

since 1948 he has been a tower of strength in the division, both in regular training and ship's company recreational and social activities. In fact, the arrival of "Pat" and family, accompanied by their entourage of in-laws and friends, ensures a bumper attendance at a picnic or Christmas party. He is one of a close-knit family; the Pattisons do not travel alone.

It was on September 5, 1926, that "Pat" successfully made the necessary signals—in plain language—and introduced Doris Outen to naval routine. Their household has had a consistent naval atmosphere ever since. Sharing in the enthusiasm are five young Pattisons—Catherine, now a WOCS2 at Coverdale; Colin, a P1SH4 on board HMCS Magnificent; Robert, a LSEMI in Stadacona; Nora, a nurse in training at the Grace Hospital, Halifax, and David, at home.

"Pat" was born in Blyth, Northumberland, England, but came to Canada at the age of eight. The family settled in Ancaster, hard by the golf course, where young "Pat" earned his first dollars as a caddy. He went to school in Ancaster, then worked as a messenger and office boy there until joining the Navy.

Despite a busy naval life, he has had time to acquire hobbies, including amateur radio, oil painting (marine scenes, naturally) and reading.

"Pat" finds time, also, to take an active part in fraternal organizations, as Past Master of Athole Lodge, AF and AM, and Associate Patron, Eastern Star. He is a Warden of St. Mark's Church, president of the Chief and Petty Officers' Mess, HMCS Scotian, and president of the Amateur Radio Club—or how many nights can you be out in one week?

Such a routine leaves little time for memories, but "Pat" has a few: There was the time he served as corporal of the gangway when his draft was "permitted" to coal HMS Marlborough in Devonport. Did he draw a shovel or a coal sack? No. One of the Corporal's duties was to shake the boy seamen every hour on the hour during the middle watch; the other was to check everyone coming on board. The latter he did with great care, particularly when a plus-foured individual attempted to board the ship. The embarrassment resulting from his discovery that the individual was the captain has been tempered with the passing of time.

Book Review

THE NAVY'S STORY

*Official History Relates
Background, Growth
Of Canada's Navy*

*"The Naval Service of Canada"—
Volumes I and II—Gilbert Norman
Tucker, Ph.D., Queen's Printer, 1952,
\$5.00.*

In the minds of thinking people, the real worth of any social organization or institution is dependent upon several factors, some of which are: The solidity of its foundations and structure; the achievement of worth-while things well done; and the promise of further good service to mankind. A natural and proper pride in being a contributing member of such a body or service gradually comes into being as the knowledge of its past achievements and future goals is acquired. Officers and men of the Royal Canadian Navy, and indeed the public at large, may well take pride in the service record of Canada's young fleet as portrayed by Dr. Gilbert Tucker.

The two volumes of the official history of the RCN have recently been published. The first of these tells the story of the events leading up to the formation of the Naval Service just prior to the First World War and of the growth of the service to the year 1939. The second volume describes how the Canadian people built and manned a magnificent fleet to do its part in the titanic struggle that was the Second World War.

Naval history as written in the past often seems to have a strange quality of discord or even of sheer irrelevance with the general trend of affairs of the time. In our British and French naval heritages, great fleets seem to loom up out of the mist with grand good fortune to do wondrous works only to disappear again when the crisis is past. Daring admirals and a host of first-class seamen rise to a sudden occasion to do duty for God and the King.

Today, naval history must be written to fit into the broad pattern of world events, and this Dr. Tucker has managed to do in a masterly way. He has shown that the real history of the RCN is concerned neither with legends nor unmeaning technicalities. It is rather the plain but fascinating story of how the Canadian people came into existence in the first place;

how Canada grew from a little colony to a nation of importance in world affairs; how with increased stature came important responsibilities; how her defences were managed in colonial times; how her government struggled with the problems of naval defence; and finally, how Canada built a navy to guard her shores and to protect her trade routes, and those of her allies, across the broad oceans.

To build a fleet of hundreds of fighting ships and to maintain that fleet at sea requires a tremendous effort and organization ashore. Industry must be geared to high production and new industries must be created. Thousands of men must be trained to build and to fight. Constant research must be conducted in the interests of improved weapons, techniques and tactics. The broad ramifications of strategy must be planned and implemented. The story of this huge enterprise is told in the second volume. This required a great deal of laborious research. Dr. Tucker and his staff in the war-time Naval Historical Section are to be commended for the way in which they painstakingly searched out the voluminous mass of files, messages, log-books and reports at Naval Headquarters that formed the source material.

Excellent and unusual photographs illustrate the books. One attractive feature of this work is the reproduction in color of canvases painted by Canadian naval war artists.

With the publication of the "Naval Service of Canada", a goodly portion of the history of the Canadian navy has been made available in a form that is authentic and academic, and at the same time, is written in a most readable and interesting fashion.—
E.C.R.

(Editor's Note:—As Dr. Tucker points out in his preface, the original intention was that the official history of the Naval Service consist of three volumes, one of which was to be devoted to Second World War Operations. However, it was decided, instead, to produce a popular account of the Operations. Written by Mr. Joseph Schull and entitled "The Far Distant Ships," it was published in 1950. It is now in its second printing and the new issue is expected to be in bookstores within a few weeks.)

'MAGGIE' HOLDS A PARTY

350 Belfast Orphans
Guests on Board
Carrier

HMCS Magnificent returned in late August to the land where she was born, and for 350 of the "Maggie's" contemporaries it was a happy occasion indeed.

In between exercises, the Canadian carrier spent five days at Belfast, Northern Ireland, in whose famous Harland and Wolff yards she was built and where, in 1948, she was commissioned. On one of those five days—August 30, to be exact—the Magnificent put on a party for 350 boys and girls from 13 orphanages and welfare homes in the Belfast area.

The day's unofficial slogan was, "A Sailor for Every Child", and as each youngster came on board there was a matelot to meet him or her and act as personal host.

For entertainment there were musical rides, clowns, Indians complete with teepees and bow and arrows, singing cowboys and circus animals. And there was, of course, plenty to eat. Then, as each visitor

left the ship at the end of the afternoon, he received a special gift from the men of the Magnificent—a toy purchased from a fund of more than \$550 which the sailors themselves had donated for the party.

The scheme had its beginnings while the ship was on her way to Belfast after a month in the Mediterranean. Lieut.-Cdr. Harry Taylor, the physical and recreational training officer, made the suggestion at a meeting of mess representatives.

As originally planned, it was only to be a modest venture, but the organizers failed to take into account the enthusiasm of the ship's company for the idea. The chief stokers started the trend when they came forward with \$11, one from each member of the mess, to be spent on presents for 11 visitors.

The idea caught on and at the next meeting of mess representatives everyone decided to follow the chief



It's not the "lone prairie" but the equally flat flight deck of HMCS Magnificent where three young Belfast lads have foregathered with braves from the Canadian wilds in front of a teepee erected for the children's party arranged by the ship's company. The redskins are AB Leroy Vaughan, PO James Donaldson and AB Hugh McConnell. (MAG-4154).

stokers' lead. The final total was just over \$550.

The children, from orphanages and homes within a 15-mile radius of Belfast, arrived in specially chartered buses. Each one was taken in hand by a sailor and escorted to the flight deck, where a true carnival atmosphere prevailed. Among the many amusements was a sideshow whose star performer was a magician especially hired for the occasion. The ship's band played throughout the afternoon and was another popular attraction.

Thirty of the children were crippled but that did not stop them from getting around. The broad shoulders of willing sailors saw to that.

At the end of the afternoon, as the tired young visitors went reluctantly over the brow to embark in their buses, members of the toy committee handed each of them a gaily wrapped package. And just to add a final touch, another group handed out bags of "eats".

As he watched them go, one sailor expressed the sentiment of all when he said, "I don't know who had the more fun, we or the kids, but it was a magnificent party, if you'll pardon the pun."

The orphans said the same, and more, in letters which were awaiting the Magnificent when she arrived at Rosyth, Scotland, two weeks later.



The children's party on board HMCS Magnificent in her birthplace of Belfast would have been practically perfect without it—but not quite—so there was ice cream for all the young visitors. The party had all the trimmings of a circus, music, magic and a present for each tot to take home. Lieut.-Cdr. Harry Taylor, the Maggie's physical and recreational training officer, shown centre, came up with the idea for the party while the Magnificent was cruising back from the Mediterranean from the United Kingdom. (MAG-4161).

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.

ALDRICH, Arthur E.....P1EA4
ANDERSON, William T.....LSQRS
ANDREWS, George W.....LSRP1
ANDREWS, Michael V.....P1EA4
ANSLOW, Clifford G.....P1BD3
ASH, Eldon J.....LSRPS
AUBREY, Edward H.....P1LR1
AUNGER, Raoul L.....P2TD1

BAILEY, Harold F.....P2RP1
BAKER, Henry O.....C1RT4
BAKER, Walter A.....P1SM2
BANNERMAN, Roy D.....P2AA1
BANNING, Percy T.....C2MR3
BARLOW, Edgar.....LSQM1
BEAUMONT, William R.....LSTD5
BECIGNEUL, Adrian J. P.....LSEM2
BECK, Oakland E.....LSTD1
BECKETT, William G.....P1RA4
BELL, Sheldon H.....P2LR1
BERNARD, Gerard J.....LSEM1
BOHNERT, Gordon A.....LSTD5
BOUCHER, Adrien J.....P2AA1
BONSOR, Edward J.....C1TI3
BOURQUIN, Stanley E.....P2RS3
BOUTHOT, Georges H.....LSAAS
BOWHEY, Everett T.....LSRPS
BOYLE, Paul E.....P1RP2
BRAY, Edward A.....P1TD1
BROWN, Donald G.....LSEM2
BROWN, Gordon J.....P2RC1
BROWN, Jean F.....C1ET4
BROWN, Leslie W.....LSQR1
BROWNE, Jack E.....LSNS1
BROWNE, Thomas S.....LSAAS
BRYNILDSEN, Sidney W.....P2ED3
BURNETT, Kenneth G.....P2RT3

CAMPBELL, Albert E.....LSAA1
CAMPBELL, Benjamin.....LSRPS
CAMPBELL, David S.....LSTD5
CANN, Charles A.....P1EA4
CANNON, Charles T.....LSEM1
CAUDLE, Douglas A.....P1EA4
CHADWICK, Edward H.....P2EG3
CHALMERS, Robert B.....LSTD1
CHUBB, Elwood K.....C2QM2
CLARK, Lennox.....C1ET4
CLARKE, James.....LSAAS
CLAYTON, William G.....P2QR1
CLEMENS, Robert J.....C1ET4
CLEMENT, Andrew B.....P2EG3
CONNOLLY, Russell.....LSAAS
CONRAD, Earl L.....P2RC1
COOKE, Douglas W.....C1EA4
CORMACK, Lloyd A.....LSLRS
COTE, Maurice L.....P2RT3
COULSON, George A.....LSLR1
COULTER, Elmer I.....LSRP1
CRAFT, Daryl L.....LSRPS
CRISPIN, Ross W.....LSLRS
CROCKETT, Henry J.....LSRPS
CUBITT, William E.....C2SM3
CUE, Charles P.....LSLRS
CURTIS, Roger R.....C1RT4
CUTTING, William A.....LSRPS

DALE, Percy H.....P2SM2
DAVIES, Kenneth O.....LSEM2
DAVIES, Trebor E.....P1SM2
DAVIS, Melvin F.....C1RT4
DEAN, James W.....LSRPS
DERRICK, John H.....P1QR1
DICKIE, Gordon W.....LSBD1
DICKSON, Jack E.....P2ED3

DOCKSTADER, James T.....LSTD1
DONNACHIE, Alexander M.....LSTD1
DORION, Guy J.....LSRPS
DORVAL, Robert R.....LSTD5
DOUCETTE, Joseph W.....LSAAS
DOYLE, Richard.....P1AA1
DUBE, Henry J.....LSRPS
DUECK, Clarence H.....LSRPS
DUPRE, Harvey C.....LSRPS
DUVAL, Roger J.....LSAAS

EASTON, William R.....LSED3
EDMUNDS, Leonard J.....LSEM1
ENGLISH, Malcolm R.....LSRPS
ENGLISH, Roy C.....LSSM1
ENWRIGHT, John D.....LSAA1
ERVEN, Keith B.....P1SM2
FERN, Earl S.....LSRPS
FISHER, George B.....LSSM1
FITZSIMONDS, Patrick T.....P2QR1
FLACK, Robert A.....P2PH2
FLANAGAN, Leonard G.....P2RC1
FORGET, Jean P.....P2TD1
FOSTER, John H.....P1AA2
FOX, Joseph C.....C1RT4
FRANK, James C.....P2EG3
FRASER, Roy W.....LSAAS
FROST, James F.....LSEM1

GALLANT, Francis J.....LSAA1
GEDDES, Leslie W.....P2AA1
GENEAU, Paul R.....LSAAS
GEORGE, Donald K.....LSRP1
GILLIS, James V.....P2QM1
GLOVER, William D.....P2QR1
GOLD, Andrew A.....P2AA1
GOODMAN, James H.....C2SL2
GRAHAM, Kenneth R.....LSRPS
GREER, Allison N.....LSEM2
GUINDON, Keir G.....LSMO1
GURNEY, Strang L.....C1PI3

HALL, Dennis E.....P1QM1
HALLADAY, George H.....C1ET4



This silvered Sabre model, mounted on a matched teak base, has been presented by the Chief of the Air Staff, Air Marshal W. A. Curtis, on behalf of the RCAF's 410 Fighter Squadron, for annual award to the naval air squadron judged to be the most efficient on board HMCS Magnificent. In November 1951 the Magnificent transported 410 Squadron to the United Kingdom. (HS-19858).

HARRIS, George B.....P2RN3
HAYCOCK, Reginald J.....P2RW3
HEARD, Huntley A.....LSEM1
HENDERSON, Clayr W.....C1ET4
HESK, William D.....LSRPS
HILL, Herbert.....C2QR2
HOGG, George G.....C2QM2
HOOPER, Frederick R.....P2RP1
HOWE, Norman L.....LSRCS
HUNEAULT, Maurice J.....LSAAS
HUNNIFORD, Norman.....C2SM3
HYATT, Herman G.....LSMO1

JAMIESON, William C.....LSRPS
JENNINGS, Samuel A.....P1ER4
JOHNSON, Gerald S.....LSRPS
JOHNSON, Keith W.....LSAA1
JOHNSTON, Michael R.....P2AA1
JONES, Roy A.....LSQRS
JONES, Thomas J.....LSEM2

KAY, Lloyd D.....P2AA1
KEATING, Robert V.....LSAAS
KEAST, Sidney E.....C2QM2
KEYS, Harold R.....LSAAS
KEDDY, Arthur R.....P2QM1
KEERY, George Mc.....P1QR1
KEKEWICH, Glenn A.....P2RP1
KENNY, James L.....P2RS3
KILKENNY, Patrick L.....LSRPS
KING, Lorne D.....C1RT4
KRIEGER, Willie M.....LSTD1

LAATSCH, Howard D.....P2LR1
LAND, Robert W.....P1AA1
LAMONTAGNE, Joseph G.....LSRPS
LANG, John W.....C1RT4
LARTER, Dewar C.....LSRPS
LATTA, Ernest B.....LSEM1
LECLAIR, Richard J.....P2SM2
LEGGETT, William.....C2MR3
LETOURNEAU, Jacques J.....LSEM2
LEWIS, Norman K.....LSRPS
LIPSCOMBE, George J.....LSEM2
LLEWELLYN, Charles S.....P1TD1
LONG, Murray A.....LSTD1
LONNEE, Donald R.....P2AA1
LONVICK, Gordon E.....P2AA1
LOUSSIER, Donald J.....LSSM1
LOVEKIN, Trevor F.....C2QM2
LUNDY, Jack W.....LSQMS
LUSH, William F.....LSMO1
LUTHER, Laverne M.....LSTD5

McALPINE, Roy E.....P1AA2
McCABE, Thomas G.....P2TD1
McCARTHY, Paul A.....C2MR3
McCORMICK, Michael M.....LSAAS
McDOUGALL, Daniel P.....P2AO2
McGREGOR, John H.....P2LR1
McGUIGAN, Basil F.....LSQRS
McINNIS, Bernard L.....C1ET4
McINTYRE, James L.....C1QI3
McKEARNEY, Lyle V.....P2RP1
McKENZIE, Charles R.....C1GI3
McLEOD, Frank T.....P2TD1
McMILLAN, Ronald A.....P2AA1
McNUTT, Ernest W.....P1RP2
McQUESTION, Robert J.....LSRPS
MacARTHUR, Francis.....LSDV1
MacDOUGALL, Oscar E.....LSAAS
MacNEIL, Stephen F.....LSAA1
MacPHEE, Arnold J.....LSQMS
MAHDUIK, John.....P2RW3
MAITLAND, James A.....LSRPS
MALLORY, Victor R.....LSAAS
MANDY, Lawrence B.....P1RP2
MANN, Charles R.....C1QI3
MARSH, George L.....LSEM2
MARKS, James R.....LSEM1
MARSHALL, Raymond W.....P1QR1
MARTIN, Joseph E.....LSQMS
MARTIN, Kenneth E.....P2PH2

MASON, Stanley L.	LSAAS
MEIKLE, Bruce D.	LSEM2
MELANSON, Paul J.	P2RC1
MERCHANT, Edward L.	LSRPS
MICHIEL, John S.	LSAAS
MISIURAK, William	P1EA4
MITCHELL, Earl C.	LSEM1
MOFFATT, Herbert C.	P2AA1
MOIR, John H.	LSAAS
MORO, Louie J.	P2PT1
MOSKVEN, Peter	P1AA1
MUNRO, Gordon W.	LSRPS
MUNRO, Ronald A.	C1T13
MURPHY, Avard C.	P2RW3
MURRAY, Wallace N.	LSTD5

NANTAU, Roy F.	LSAAS
NELSON, David H.	C1RT4
NEWHOOK, Delmer E.	LSEM2
NEWMAN, Donald H.	C1ET4
NICHOLSON, Peter J.	P1QR1
NIEMAN, Arthur E.	C1Q13
NORMAN, William S.	C1ET4

OAKES, James H.	LSPH1
OLIVER, Howard M.	C1G13
OUELLET, Guy	P2RP1
O'BRIEN, Michael	LSTD1
O'NEIL, Patrick J.	P2DV2

PAGET, Leonard J.	P1RP2
PATERSON, William H.	LSAAS
PATTISON, Robert O.	LSEM1
PATTON, Lawrence A.	P2ET3
PEARSON, Clifford	LSEM1
LENNINGTON, Ralph K.	LSAAS
PERCY, Harvey S.	LSQM1
PETERS, Eugene	C2RG3
PETERS, Joseph H.	LSQMS
PETRY, David G.	LSAAS
PLANT, William A.	P1RP2
POLLOCK, Reginald A.	LSEM2
POTTS, Frederick W.	C1PT2
PRINGLE, John L.	LSRCS

RAMSAY, William	P2RC1
RAMSDALE, William A.	C2MR3
REID, Eric R.	LSQRS
RENAUD, Lloyd G.	LSAAS
RHYMES, Reginald H.	P2TD1
RICHARDSON, Kenneth T.	P2QM1
RICHEY, Robert J.	LSQMS
RIGBY, Kenneth J.	P2MO2
RILEY, John M.	LSQRS
ROBERT'S, Hugh P.	P2EA3
ROBERTSON, Robert	P2AA1
ROBICHAUD, Joseph G.	LSMO1
RISWOLD, Bernard M.	LSTD5
ROSS, Laurier J.	LSRPS

SAINSBURY, Edward S.	C1ET4
SANDERSON, Donald E.	LSEM2
SANDFORD, John W.	LSEM1
SAUNDERS, Hayward M.	LSTD5
SAVAGE, David A.	LSEM2
SEARS, Gordon A.	C1Q13
SEEBOLD, Leslie J.	LSRCS
SHEPARD, Edgar S.	P1BD3
SHILLINGTON, Clifford T.	P2AA1
SHORE, Hugo M.	P2TD1
SIMPSON, Charles M.	LSAAS
SIROIS, Robert J.	LSTD5
SKIBA, Stanley A.	P2TD1
SKINNER, Arthur J.	LSRPS
SKINNER, Launcelot R.	LSEM2
SMITH, Keir D.	LSRCS
SMITH, Vernon M.	LSEM1
SNOW, Douglas S.	LSEM2
SNOW, Henry S.	C2ET4
SORRELL, William G.	P2ED3
SOULIERE, Ronald P.	LSAA3
SOUTHERN, Roy F.	P2QR1
SPEED, Ronald D.	P1RP2
STANDLEY, Neil A.	LSQRS
STEPHENS, Samuel B.	P1RP2
STORY, Douglas A.	LSTD5



Alice, the famous foundling who served through two tours of Korean duty as mascot of HMCS Cayuga, was granted her Canadian papers in September, enabling her to take up a well-earned draft ashore. Alice now makes her residence with PO James Tyre, her former master in the Cayuga, who also moved ashore, and she is shown here with PO and Mrs. Tyre at her new home. The dog was a four-week-old waif when she joined the Korea-bound Cayuga at Guam during a fuelling stop there in July 1950. She remained as ship's mascot until May of this year, when the destroyer returned from her second tour. After spending three months in quarantine, Alice was released in September — a full-fledged Canadian. (E-20506).

STRONG, Clyde M.	LSEM2
STYMEST, Leslie H.	LSQRS
SULLIVAN, Robert J.	LSMO1
SUTTON, Anthony P.	LSTD5

TATTON, George E.	P1GA3
TAYLOR, Walter E.	P2RP1
THACKERAY, Bruce A.	P2RP1
THIBEDAU, Francis J.	LSRPS
THOMASSET, Gaston M.	C1ET4
TOBIAS, James J.	P1PT1
TOOHEY, James E.	LSLRS
TORY, George S.	P2RW3
TOWNSON, Douglas E.	P1AA2
TREPANIER, Albert J.	C2PT2
TUCKER, Thomas I.	C2BD3
TURNER, Louis F.	LSMO1
TYRE, James A.	P2AA1

UDLE, Eric B.	LSRPS
VERVILLE, Jean P.	LSSW1

WALSH, Edwin J.	P2RP1
WATKINS, Charles F.	LSQR1
WEAGLE, Earle R.	LSRPS
WHITE, Lemuel E.	LSQRS
WHITE, Robert W.	C1RT4
WHITTY, Charles M.	LSEM2
WIBBERLEY, Robert B.	LSEM2
WILE, Philip O.	P2AA1
WILKINS, Ronald H.	P2AA1
WILLIAMS, Lionel C.	LSTD5
WILLIAMSON, Clifford	LSRPS
WOOD, Pearl E.	LSAA1
WOOD, Ronald A.	LSTD5
WOOD, William J.	P2RS3
WYLIE, Leonard B.	LSRPS

YOOL, Curtis R.	P2PH2
YOUNG, Alfred	P2PH2
YOUNG, Gordon A.	P2ED3
YOUNG, Lawrence J.	LSQR1
YOUNGER, Peter M.	P1AA1

Spectacular Show

*Armed Forces Display at CNE
Seen by Thousands and
Termed 'Best Yet'*



FOR five successive years the Armed Forces of Canada have gone on display at the Canadian National Exhibition at Toronto. By means of exhibits, films and demonstrations the Navy, Army and Air Force have acquainted many thousands of Canadians, in graphic fashion, with their achievements and objectives.

This year's participation by the Armed Forces was, in the words of Defence Minister Brooke Claxton, "the best yet". Many persons termed it one of the top single attractions of the CNE.

The whole chain of exhibits was closely co-ordinated and gave a comprehensive picture of defence requirements and activities. Huge crowds visited the central display area which was at times so closely packed that movement through the crowds was difficult. It is estimated that even more visited the display during the two weeks of the CNE than in the previous year, when about 500,000 visitors attended.

The recruiting staffs did a rush business answering inquiries from interested young men and women.

There is a little question that the most spectacular event of the exhibition was the air display given by aircraft of the RCN and the RCAF. Each evening, F86 Sabre jets gave a demonstration of formation flying and machine-gunned a waterfront target, and a T-33 jet training aircraft put on a display of aerobatics.

Then Sea Furies and Avengers of the RCN took over. They attacked a floating target (representing a surfaced submarine) with rockets, cannon and machine guns and, much to the delight of the spectators (and pilots), demolished it 11 times in 14 tries. In addition, the Furies gave displays of high-speed flying and the Avengers demonstrated deck landing procedure (hook down, flaps down) and their armament carrying capacity.

A popular favorite was the Sikorsky helicopter, recently acquired by the RCN, which closed out the daily naval air show with a water rescue. The large egg-beater caused many a sore neck among the throngs at the CNE as it hovered and circled over the crowds many times each day.

The Canadian Army, not to be outdone in the air, carried out two spectacular paratroops into the lake, each time with a "stick" of 24 paratroops supplied by the 1st Light Battery, Royal Canadian Artillery. The troops were then picked out of the water by RCAF crash boats and Toronto harbor craft, with HMCS York's PTC 716 standing by as "Headquarters Ship", receiving the

"rescued" men from the smaller craft.

On the ground there were still more aircraft and air personnel. In the main Armed Forces exhibit was an F86, and the RCAF also had a cutaway, chromium plated, jet engine and a Link Trainer. The RCN parked its helicopter machine a short distance away, alongside a static display consisting of an Avenger and naval air equipment. Between these aircraft and the main display area the Army had a mock jumping tower from which it showed the visitors how paratroopers are trained.

The army also had teams from the Royal Canadian Electrical and Mechanical Engineers putting on a fascinating display of speed and precision in the assembly of a dismembered jeep, and driving away from the confusion of tools with horn blowing in less than two minutes. Another group from the Royal Canadian Artillery did a similar job in putting together a pack howitzer and firing it in less than one minute.

Of the static displays, one of the other big eye-catchers was a 40-foot waterline model of HMCS Iroquois complete to practically every detail.



One of the outstanding single exhibits in the Armed Forces display at the Canadian National Exhibition was a 40-foot model of HMCS Iroquois. This photo was taken during a morning lull; usually the model was surrounded by interested spectators. (O-2985).

The model was mounted with an elevated catwalk around it, enabling two men to reach any part of the model while explaining its various features to the encircling crowds.

The Royal Canadian Dragoons had a Centurion tank on display between the destroyer model and the RCAF jet. It also proved a great crowd-getter with a steady stream of inquisitive civilians passing by.

The Armed Forces Theatre, constructed for last year's CNE, was again operating with capacity crowds. Some eight different films depicting Navy, Army, Air Force and Canserv-col activities were shown in rotation.

The perimeter building around the main display area was divided into various sections showing the Canadian contribution to the United Nations in Korea, the work of the Bureau of Current Affairs, the individual roles of the three services and the benefits of service life. Each service used its own portions of the building to tell the story of its part in the defence structure of Canada and in NATO. The RCN chose to emphasize its role in protecting convoys and the vital part this plays in the grand strategy of defence.

Not an actual part of the Armed Forces exhibit but certainly a credit to the service was the "gun-run" staged by men of HMCS York in the grandstand show before a packed audience of 27,000 every night. It was a display of precision, teamwork



Twice during the exhibition, paradrops were carried out by 24 members of the 1st Light Battery, Royal Canadian Artillery, just off the CNE lakefront. Here a paratrooper is about to be picked up after the jump. (Canadian Army photo CC-5231A).

speed and ingenuity that never failed to win warm applause from the crowded stand.

For the first time, Wrens, CWACs and airwomen served this year as members of the Armed Forces exhibit staff and there is no doubt their presence played a part in popularising the service show.

The Naval Sea Fury and Avenger aircraft came from the 31st Support Air Group, under the command of Lt.-Cdr. J. B. Fotheringham. Lieut. D. D. Peacocke commanded the flight of Sea Furies and Lieut. E. M. Davis the Avengers. Lt.-Cdr. J. D.

(Continued on page 32)

On an official visit to the Armed Forces display, Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, meets S/L George Moir, officer-in-charge of the exhibit. Others in the photo are Commander (SB) William Strange, Director of Naval Information and chairman of the Armed Forces CNE committee which organized and produced the display, and Major Ralph Young, in charge of Army units attached to the display. (O-3027).



Defence Minister Brooke Claxton, shown here, second from right, inspecting a Centurion tank in the central exhibit area, was an interested visitor to the Armed Forces display. With him, left to right, are Major-General H. D. Graham, General Officer Commanding Central Command; Robert Saunders, chairman of the Ontario Hydro Commission, and Hiram McCallum, then assistant manager and now general manager of the CNE. (Canadian Army photo CC-5254).



Afloat and Ashore

PACIFIC COAST

Ordnance School

A call to dispose of a contact mine found by fishermen on an island near Prince Rupert was answered on September 11 by Lieut. Benjamin Ackerman and PO Colin Drew.

Taken north by RCAF aircraft and RCMP boat, the two made short work of the mine, then returned to their respective jobs in the Explosive Disposal Unit of the Ordnance School.

CPO Alf Lee has returned from a visit to Chicago, with many tales to tell of the "Windy City".

Sub-Lt. G. T. Mainer has been welcomed back to the school. Now that he has graduated from the University of British Columbia with honors, he is preparing to take an ordnance officer's qualifying course in the school.

CPO James Vincent is on his way to Stadacona, while Petty Officers Arthur Burns, Ernest Partridge, Ronald Caught, George Tatton,

Albert Simons, Reginald Finchfield and Jack Bell have also caught outgoing drafts. Incoming men include Petty Officers P. Town, John Page and William Steadman.

Once again, sparked by the able pitching of CPO Chester Padget, the Ordnance School men were victors in the Naden inter-part softball league. CPO Padget has since joined HMCS Ontario for her around-South-America cruise.

Aldergrove Radio Station

Top honors in a horseshoe tournament held recently went to PO Graham McKay, with second place being taken held by Ldg. Sea. Lloyd Milton.

Plans are under way for a turkey shoot in December. Arrangements are also being made for the annual Christmas Party for the children of station personnel.

Keen competition is being shown between the daymen, the watchkeepers and the civilian personnel of the station in the current sale of

Canada Savings Bonds. To date \$4,600 worth have been sold, with the daymen holding the lead.

On September 24 a blood donor clinic was held at nearby Langley, B.C. A total of 17 men gave blood at this clinic during the afternoon and evening. The wife of one man also accompanied the evening group and made a contribution.

During recent weeks there have been a number of changes in the station staff. New arrivals include Leading Seamen Alvin Nelles, William Hogg and Ralph McDonald, and Able Seamen Ivan Anderson, Wesley Garvin, James Moore, Robert Koons and Leslie Hughes.

Departures include Leading Seamen Lloyd Milton and Lloyd Glassford to Cornwallis for a P2 course. PO Kenneth Potter is leaving shortly to take up new duties at Cornwallis.

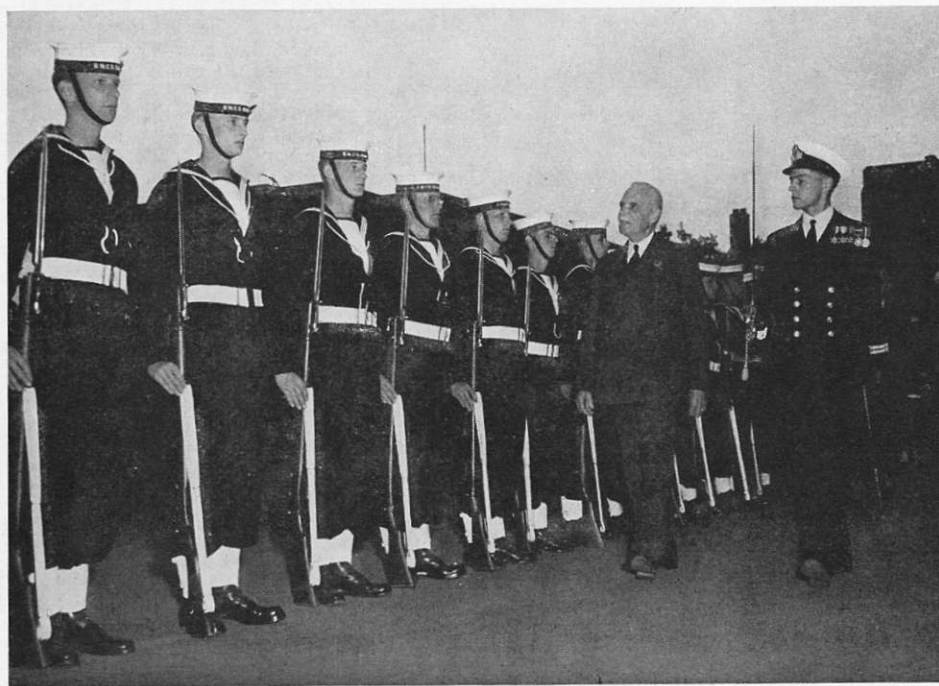
The appearance of the naval married quarters is being greatly improved by landscaping. This work is being carried out by the civilian employees, in some cases assisted by the station staff.

Communications Training Centre

July and August were busy months for the CTC. Under the supervision of the Chief Instructor, CPO Walter Clements, classes for reserve officers and men were successfully completed. The CTC staff is now busy preparing a series of two-week lectures in communication subjects in an effort to bring all hands up to date.

Recent arrivals in the school have been CPO Tom MacIntyre, POs Roy Wheeler and John Radley, and Able Seamen Tony Veenpel and Dennis Pierson, all from the Cayuga via leave. From the Athabaskan have come Ldg. Sea. Bill Penny and Able Seamen Nick Malyish, Cecil Drummond, John Molnar and Barry Montgomery.

Recently returned to "Paradise" from the land of the Bluenoses, CPO Bob Wilson is rapidly regaining his health. PO "Shakey" Clark, drafted from the Athabaskan to the Ontario, dropped in to say hello. PO George Mannix also joined the Ontario and PO George Worrall has been drafted to Cornwallis for a leadership course.



Prime Minister Louis St. Laurent inspects a guard of honor paraded when he visited HMCS Naden during his western tour. Accompanying him is the officer of the guard, Lieut. J. S. Hertzberg. Mr. St. Laurent spoke to the ship's company of Naden, toured the dockyard and visited HMCS Ontario. (E-20280).

HMCS Crusader

Thus far in her still young life as a member of the United Nations force in Korea, the Crusader has steamed more than 12,000 miles and fired half a thousand bricks in anger at enemy troop installations, supply dumps, A/A positions and, recently, MIGs in an early morning encounter off the Korean west coast.

In support of an amphibious operation involving Korean guerillas, the Crusader threw indirect fire on an enemy-held village on the west coast, with the New Zealand frigate Rotoiti acting as spotter. This bombardment was the most successful one the ship has carried out thus far, her shells demolishing half the village and setting the remainder afire, thus completing the destruction of an enemy stronghold.

On the forecastle, CPOs George Dyson and Ernest ("I'm just a shell") Clarke, of Victoria, are considering the erection of a lean-to and the claiming of squatters' rights. They are averaging three jobs a day on the cable and are awaiting the arrival of winter weather when they can really show the boys how rugged they are.

When the Crusader first arrived in Japan, Ldg. Sea. Tom Weir, of East Braintree, Man., was landed for duty with the standing shore patrol in Sasebo. He carried out his duties with this patrol for three



Some of the many activities carried out at Cornwallis were portrayed on a float entered by the training establishment in a parade held at Annapolis on the occasion of the town's Natal Day. (DB-1843).

months and, recently, when he returned to the ship, the following message from the Flag Officer ashore preceded him:

T. D. Weir, LSM 7531-E.

The conduct and bearing of this rating during his stay with the Sasebo Standing Patrol has been exemplary. He is a credit to the RCN.

210043Z August.

In sports, the Crusader has kept her end up in a most surprising and

pleasing manner. In softball she has taken on all comers and has come out on top on each occasion with the exception of a heart-breaking 2-1 loss to the American team from Fleet Activities. Then she scored a victory in an RN-sponsored pentathlon which was an upset of major proportions (see Navy Plays).

Last month the Salvation Army appeal for funds was answered in grand style at the pay table when the ship's company showered their dollars into a common barrel and added over \$200 to the "Sally Ann's" coffers.

The ship's newspaper, whose birth was appropriately reported in last month's Crowsnest, now has a name. —"The 228 Gait".—F.L.P.R.

Mechanical Training Establishments

The MTE proved to be an outstanding asset in the sports meets held during the visit of HMS Sheffield to Esquimalt.

When the Naden water polo team won the cup by defeating the Sheffield 7-4, Ord. Sea. Dale Lawrence and Ord. Sea. Ronald Foyle, both from the MTE, scored two goals and one goal respectively.

The Naval Veterans Soccer Trophy was won by the RCN team by a 1-0 score as the RN team went down to one of its few defeats. The lone goal was scored by CPO Eddie DeCosta of the MTE, which was also represented on the RCN team by AB Terrance Cowan.

The MTE entry, captained by AB Stanley Fish, won first place in the 10-man medley race.



The George Banfield trophies, presented to the Scout and Cub of the First Belmont Scout Troop and Cub Pack making the most progress during the year, was awarded to two brothers, Gerald and Gordon Plastow. Gordon, 9, left, and Gerald, 12, are pictured with their trophies, and behind them are their parents, Petty Officer and Mrs. James E. Plastow, and, centre, the donor of the trophies, George Banfield. (E-20619).

The Mechanical Training Establishment is hoping to garner new laurels through the recent arrival of Ord. Sea. Dale Lawrence, who is the 50-yard free-style swimming champion of Alberta.

ATLANTIC COAST

HMCS Haida

Ring...ring...ring... Action Stations!

For four days just before the Haida sailed for Korean waters to relieve the Iroquois, concentrated work-ups off the coast of Nova Scotia brought home to her crew that peacetime cruising was over.

In the four days, the Haida fired 800 rounds of 4-inch, carried out night encounters and bombardments, sent away landing parties, destroyed mines, fired torpedoes and practiced general drills and action messing.

Assisting with the work-ups were the Training Commander, Commander R. P. Welland; the Command Gunnery Officer, Commander G. M. Wadds, and Lieutenant (G) H. H. Smith.

Following this short but intensive program, the ship's company were granted a well-earned week-end leave... their last at home for the next year.

HMCS Brockville

The Brockville closed the summer training season by taking part in the Nova Scotia Fisheries Exhibition at Lunenburg. The six-day stand was made most pleasant by the efforts of the entertainment committee. A smart

platoon from the ship represented the RCN in the colorful parade highlighting the week's activities.

Two days of ship-handling by JOTLC classes at Bedford Basin also afforded the engine room department a chance to get additional training at the main throttles.

The Brockville had the distinction of taking Parliamentary Representatives of the Commonwealth Countries on an afternoon cruise around Halifax Harbor and approaches.

HMCS Iroquois

The Iroquois spent most of September at sea on a 24-day patrol. There wasn't much respite, either, for after a four-day turn-round she left Sasebo again for a run up the east coast of Korea.

For the first two weeks of the September patrol the ship was group commander in one of the inshore areas on the west coast of Korea. It was a real shooting run, topped off by a very successful raid on the enemy mainland by UN troops. The raid was directed from the Iroquois and covered by her guns.

The men at the guns came in for some high praise. Shore spotting teams in the area said the Iroquois' shooting was "the best we've seen in this area in six months." British fliers from HMS Ocean, who have spotted for the Iroquois' bombardments on a couple of occasions, said it was the best destroyer gunnery they'd seen here or in the Mediterranean. This gave a lot of joy to the gunnery officer, Lieut. Doug. Tutte,

Men From Stadacona Fight Forest Fire

More than 200 volunteers from HMCS Stadacona helped hem in a 1,000-acre forest fire in the Goodwood, N.S., area, near Halifax, early in September.

An appeal to the Navy came September 9 when the fire reached such proportions that it threatened the Goodwood community. Lower deck was cleared and volunteers were called for in Stadacona's "A" Block. Practically all of the 740 men stepped forward and from them 200 were chosen.

For six days teams from Stadacona fought the blaze. One of the officers, Lieut.-Cdr. Les Crout, worked 24 hours at one stretch. A party of 30 university cadets from the Reserve Training Establishment in Stadacona won special praise from Lands and Forest Rangers. During the first night, the naval men fought the blaze in thick woods using only back tanks. They were credited with preventing a further outbreak later in the week.

of Victoria. His life wouldn't be worth living if the gunnery wasn't good, for the captain is a gunnery specialist himself.

After the two weeks inshore, the Iroquois was relieved by a British frigate and moved seaward to join the carrier screen with HMS Ocean. On one of her night sallies along the coast during this period, she captured an enemy junk, which became the first command for Lieut.-Cdr. Kai Boggild, the ship's executive officer.

Best news of the month was one concrete sign that the homecoming is near. The ship expects to go home via Esquimalt, and applications for leave from there were processed recently. The first lieutenant devised a sort of point system, taking into account the size of a man's family, whether he had leave at home last Christmas, whether he had successfully avoided the captain's table this trip and so on.

HMCS Portage

The Portage was very active during August and September. On August 11 she sailed for Bermuda in company with HMCS Wallaceburg and USS Runner for anti-submarine training. Arriving back in Halifax on the 23rd, she sailed again on the 25th with HMS Alderney for A/S training.

The next commitment was a trip to St. John's, Nfld., from September 8 to 14. On the return voyage, the ship had the honor of flying the flag of Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast. The



The number of Canadian destroyers to be assigned to Special Force duty with the UN fleet in Korean waters was increased to eight when HMCS Haida sailed from Halifax for the Far East on September 27. More than 1,000 persons gathered to wish the Haida bon voyage as the veteran of Second World War combat set out for her first tour of operations in the Korean theatre. (HS-22150).

Admiral's birthday occurred while he was on board and a cake was presented to him by the ship's company.

During this voyage, "Operation Haystack" was carried out with the Wallaceburg. The latter represented an enemy supply ship (with a maximum speed of 10 knots) attempting to make Halifax, having slipped out of the neutral port of St. John's during fog. The Portage's job was to capture her before 1500 Sunday, September 14. The Wallaceburg had a five-and-a-half-hour start but was apprehended at 1315 on Sunday.

The Portage and Wallaceburg sailed again for exercises September 22, this time for Boston, Mass., via Saint John, N.B. They returned October 1 to Halifax.

TAS School

New classes which are in session at the Torpedo Anti-Submarine School in Halifax are a long course for TAS officers, a TAS instructors' class, a TD1 class, a TD3 class and a class of TAS writers.

Several staff changes have occurred at the school recently. Welcomed from the West Coast was CPO Charles Scott, who has commenced his TAS instructor's qualifying course, while CPOs Brian J. Brown and Duncan Wallace have gone to Esquimalt. CPO Brown has passed his Fleet Selection Board and has entered the Preparatory School at HMCS Naden.

CPO Gordon Board has joined the staff from HMCS Quebec and is with the equipment and trials section. CPO John Lipton and CPO Gordon White have received sea drafts.

The TAS School has also said farewell to one of the older chiefs, CPO Dalbert Dorrington, who has joined the training staff of HMCS Cornwallis after a considerable period as stores chief in the school.

Navigation Direction School

The Navigation Direction School at Stadacona is a hive of activity these days. Among the classes at the school are a radar familiarization course of four officers, an RP2 class of 11 men, three RP3 classes with 38 men enrolled, and a QM2 class of 14 men.

Meanwhile, an RP2 class of six men, along with their instructor, PO George Jones, went on board HMCS Quebec for practical training during Exercise Mainbrace.



Wren Ann Watson, of Toronto, chosen by her shipmates to represent Cornwallis as a Princess in Natal Day ceremonies at nearby Annapolis, is pictured in the float in which she rode in the parade. Her chauffeur is CPO Brian Inglis, of Salt Spring Island, B.C. (DB-1835).

On the drafting side of the ledger, two staffers, Petty Officers Ernest McNutt and Leonard Paget, left for England on October 1 to qualify for their instructor rate.

HMCS La Hullose

Canadian naval history was made on the last of the three UNTD summer training cruises from Halifax when HMCS La Hullose was chosen to visit Whitby, England.

It all started during the war, when the people of Whitby, England, presented a plaque representing the town's coat-of-arms to the corvette HMCS Whitby. The Whitby never visited her namesake, but the plaque, which has been in the Beausejour Museum in New Brunswick since the corvette paid off, was taken to England by the La Hullose on her third and final cadet training cruise.

During the ship's visit to the town of Whitby the plaque was officially presented to the Royal Canadian Navy and was accepted on the Navy's behalf by Lieut.-Cdr. A. H. McDonald, commanding officer of the La Hullose. Lieut.-Cdr. McDonald, at an official reception, presented to the town of Whitby a

framed photograph of the ship and a plaque with the ship's crest.

During the three-day stay the people of the Yorkshire village did their utmost to make the visit a pleasant and memorable one.

Whitby, Ontario, which also sponsored its corvette namesake, was put into the picture after the La Hullose reached Halifax to end the cruise.

Lieut.-Cdr. McDonald mailed off a greeting from Councillor John T. Stoney of Whitby, England, to Mayor H. W. Jermyn of the Ontario town, along with press clippings about the visit.

Communications School

PO Norman Marsaw is back on familiar ground. On completing instruction of Wren Class "A" he was drafted back to Coverdale naval radio station. He was joined there later by Ldg. Sea. Charles Lamb, who completed his instruction of Wren Class "B" at the end of September.

Commissioned Officer (SB) Harry Hargreaves has joined the school staff from Stadacona, where he instructed UNTD Cadets at the Communications Training Centre.

NAVAL DIVISIONS

HMCS Donnacona

(Montreal)

Montreal's football season opened with a bang—and the Navy provided the bang.

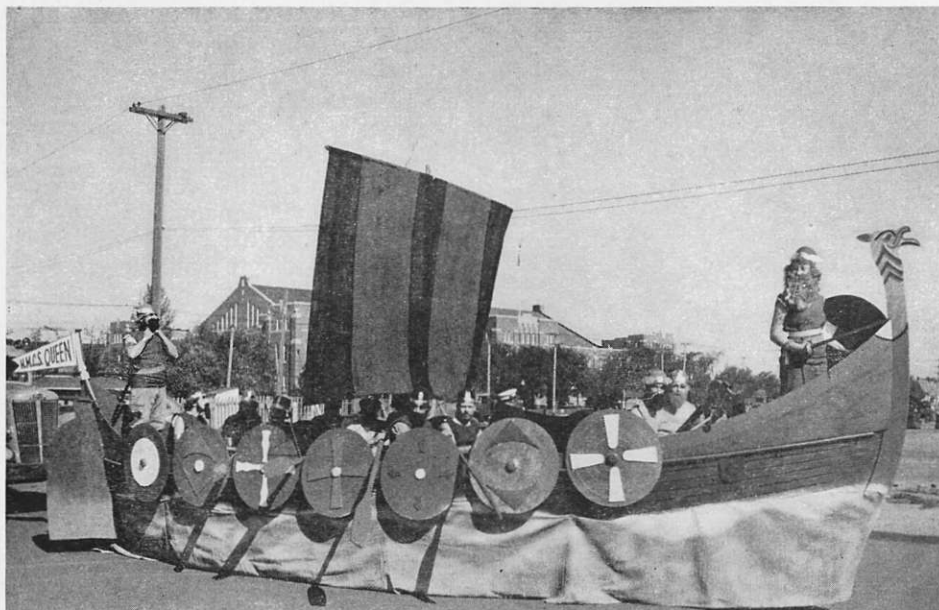
The opening game, between Montreal Alouettes and the Ottawa Rough Riders, was marked by an inter-service military display in the course of which naval gun crews from HMCS Montcalm fired 12-pounder field guns.

A tri-service guard was present under the command of Sub-Lt. F. W. N. Ross, and two members of each service took part in a jeep assembly display at half time.

Throughout the game music was provided by the Donnacona band under Lieut. (SB) Norman G. Moulard.

The following day the guard and band of Donnacona presented a naval display for the neighboring city of Verdun. The display, which attracted a large number of onlookers, included the ceremony of "Beating the Retreat".

The Ladies' Auxiliary held its first meeting of the season on September 16. Miss F. Brais, president, outlined plans to continue and improve the



Stokers and Wrens of HMCS Queen, under the direction of Commissioned Engineer F. G. Budd, created this float for the Travellers Day Parade held in Regina. The float won honorable mention. (Photo by Heenan, Regina).

hospital visiting program. The groundwork for the Christmas party was laid and the members brought forward plans for a season of increased activity.

The division's drill night has been changed to Monday instead of Wednesday. The staff has drawn up a program of training and recreation which it is hoped will make the coming season one of the most profitable in Donnacona's history.—*R.F.D.S.*

HMCS Queen (Regina)

A rigorous training program was planned for various branches in Queen as the training season opened for another year. Emphasis has been placed on specialist courses but a large class of new entry personnel is expected.

On the social side, a court whist was held by the ladies' auxiliary of the chief and petty officers' mess while a square dance was staged by the ladies' auxiliary of the wardroom. Both events were well attended.

Honoring CPO Vincent Horth, leaving Regina after 22 months service in Queen, and Mrs. Horth, a farewell party was staged by the chief and petty officers' mess.

His Excellency, the Rt. Hon. Vincent Massey, Governor General of Canada, was entertained by officers of HMCS Queen when he and his party visited the wardroom during his Regina visit.

Annual dinner was held by the

chief and petty officers' mess with Lt.-Cdr. W. Haggett as guest speaker. Lieut.-Cdr. Haggett is executive officer of Queen.

A mess dinner was held by the officers and was voted an outstanding success.



Wrens from HMCS Prevost learned practical seamanship aboard the London division's Fairmile during the summer. Quartermaster here is Ord. Wren Margery Hall, steering the vessel under the watchful eyes of Sub-Lieut. Arthur Collin and PO Barbara Ernst. Awaiting their turns at the wheel are Ord. Wrens Margaret Ferguson and Kaye Shaw. (Photo courtesy The London Free Press).

HMCS Prevost (London)

HMCS Prevost, at the bottom of the heap in the 1951 Great Lakes Naval Regatta, was heartened this year by gathering a few extra points for the division's best regatta record to date.

The division was particularly proud of the Wren crew. Smartly turned out in bell-bottomed trousers, the Wrens showed seamanlike qualities in sailing and boat pulling to match their nautical appearance.

Their seamanship again shone after the regatta when the Wrens thoroughly enjoyed a trip by Fairmile over rough seas from Port Colborne to Port Stanley that kept some of the old hands at the rail. Ord. Wren Margery Hall was one of the few new entries who could hold the rolling ship to a true course.

With the return of Prevost's Fairmile to its berth at Port Stanley, a full schedule of training cruises was laid on for the closing weeks of the summer. Sunday cruises for Wrens and week-end and mid-week cruises for officers and men were arranged.

The cruises included a visit by the Chiefs and POs to HMCS Hunter at Windsor.



The flag of a British admiral was flown in a Canadian minesweeper when, on August 28, Vice-Admiral Sir William Andrewes, Commander-in-Chief America and West Indies, embarked in HMCS Cordova, tender to HMCS Discovery, to exchange farewell salutes with his flagship, HMS Sheffield, off Vancouver. On leaving the Cordova, Admiral Andrewes presented his flag to Commander Glen MacDonald, commanding officer of Discovery, above, to be retained by the division as a memento of the occasion.

Prevost recently received a model of her historic namesake, the sailing fighting ship HMS Lady Prevost, made by Lieut.-Cdr. T. F. Owen, former commanding officer, now of Quebec City. The model will be on display in a glass case in the wardroom.—N.C.

HMCS Brunswick (Saint John, N.B.)

Two 40-minute programs were extended, by popular demand, into a total of three hours when the pipe and drum band of HMCS Brunswick participated in the "Maine Event" at Portland, Maine, in September.

The "Maine Event" is a form of state fair sponsored jointly by the State of Maine and the Portland Chamber of Commerce. The band was originally asked to contribute a 40-minute program on "French-Canadian Day" and on "Armed Forces Day", but stayed over for an extra day on the invitation of the program committee.

Notable guests at the "Maine Event" included the Lieutenant-Governors of Quebec and Nova Scotia.

On the occasion of the official visit of His Excellency the Governor-General to Saint John on August 26, Commander J. A. MacKinnon, commanding officer of Brunswick, was

in attendance as aide de camp. The guard of honor from HMCS Cornwallis was given an enthusiastic reception by the people of Saint John.

HMCS York (Toronto)

When the tumult and the shouting of the Canadian National Exhibition died away, personnel of HMCS York, the Toronto naval division, summed up their part in the show this way:

"Lots of work — lots of headaches — lots of fun."

York's prime offering was the Gun Run Team, which slugged its cannon over the soft cinder course every night for the two weeks of the "Ex" and was received with enthusiasm by the grandstand crowds.

Lieut.-Cdr. T. A. Welch and CPO Lennox Rutherford promised the team something special if they completed the run in less than four minutes. However, the best time was four minutes and seven seconds.

Tri-service personnel were frequent visitors at York during the CNE, as were naval aircrew, in Toronto for the RCN flying displays presented daily.

Celebrities from the grandstand show, including Tony Martin of the "million-dollar tonsils," visited York on Friday, September 5.—A.C.T.

HMCS Chippawa (Winnipeg)

No sooner had headquarters announced an increase in the authorized strength of Wren complements than HMCS Chippawa went to work.

A brief flurry of publicity was sufficient to start recruits coming in. Lieut. Joan Brackenridge, in charge of Wrens, announced that 15 new entries had started training by early October.

One of Chippawa's Wrens, Ord. Wren Christine MacKay, made local headlines by becoming the only Wren to undertake a petty officer's qualifying course with a class of male reservists.

What caught the public fancy is that Ord. Wren MacKay is studying to become a quartermaster — a salty rate.

"I want to learn seamanship," was her terse explanation,—R.L.P.

HMCS Montcalm (Quebec City)

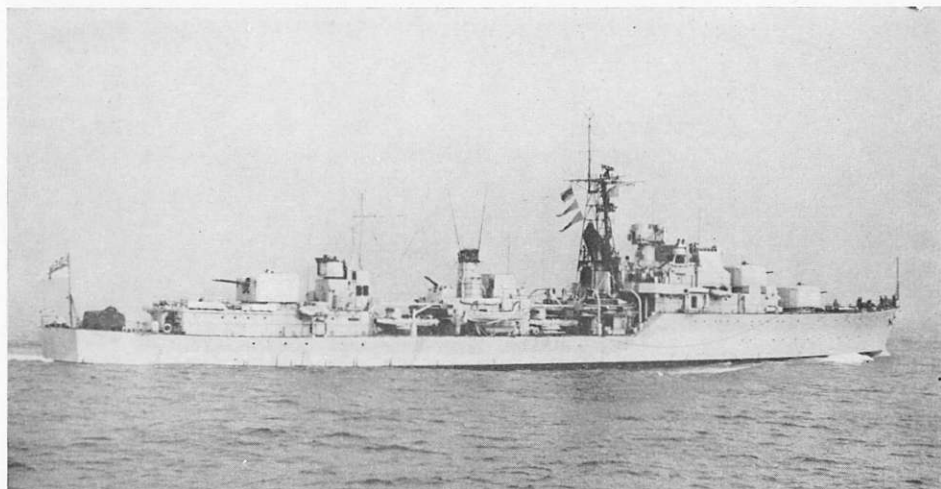
A 100-man guard was paraded on September 23 in honor of the visit to HMCS Montcalm of the Rt. Hon. Vincent Massey, Governor General of Canada.

The guard was commanded by Instr. Lieut.-Cdr. R. D. Campbell and Lieut. W. J. Mock.

Two days earlier the French frigate l'Aventure arrived in port and her officers were entertained at a reception in the Montcalm wardroom.

The division has recently joined the RCN Film Society and the first film to be shown proved a popular one.

CPO Joseph Darveau has taken over the duties of chief gunnery instructor. He succeeds CPO Roland Leduc, recently drafted to the East Coast.



Pictured above is HMS Daring, first of a new destroyer class being built for the Royal Navy. More like miniature cruisers, the Daring class destroyers are the largest ever ordered by the RN, having a fully laden displacement of 3,500 tons. Main armament consists of six 4.5-inch guns mounted in twin turrets, backed up by six 40 mm. anti-aircraft guns and ten torpedo tubes. Complement of the Daring is 22 officers and 286 men. (Photo courtesy the U.K. Information Office, Ottawa).



The Navy Plays



Stad Edges Shearwater In Memorial Contest

Stadacona defeated Shearwater 12-11 in the Mike Milovick Memorial football game played at Dartmouth Arrows Ball Park September 13. It was the first football game under lights east of Montreal and drew a gate of more than \$2,000.

Shearwater built up an 11-0 lead in the first half but Stadacona came back with an unconverted touch-down and, in the last quarter, AB Ed MacLeod snatched victory from Shearwater when he kicked two field goals, one with less than three minutes to go.

The game was held as a benefit for the widow of Lieut. (L) Michael Milovick, star quarterback of the Shearwater team in 1951, who was killed in the crash of an Avenger aircraft near Halifax last summer.

The Flag Officer Atlantic Coast, Rear-Admiral R. E. S. Bidwell, kicked off to start the game.

At half-time a memorial service was held. After observance of one minute's silence, the Stadacona band marched down the field in "M" formation and played "Abide With

Me". League President ~ Marshall Wilson turned over a cheque covering game proceeds to Commander A. F. Picard, executive officer of Shearwater, for onward transmission to Mrs. Milovick, who is now living in Hamilton, Ont.

Dartmouth Arrows contributed the field and lights free of charge. HMCS Cornwallis provided the officials as its part in staging the game.

Communicators Corner Cornwallis Softball Title

The Communications School crowned its first year at HMCS Cornwallis with the inter-part softball championship, after having previously captured the titles in soccer, hockey and bowling.

The third and deciding game for the softball honors was strictly "big league". Communications "B" came from behind in the fifth inning to defeat the Staff Chiefs and Petty Officers and wind up the most hotly played series seen at Cornwallis.

The winning team was made up of: Ord. Sea. John M. Brown, pitcher; Ldg. Sea. John W. Sandford, catcher; AB Donald C. Reisenburg, AB Jack

Grosvenor, Ord. Sea. George A. Friis and Ord. Sea. George W. Freeman, infield; Ord. Sea. James E. Simpson, Ord. Sea. Alvin E. Church and Ord. Sea. Kenneth J. Whitney, outfield, and Ord. Sea. Clive S. G. Sutcliffe and Ord. Sea. Gerald W. Avis, spares.

West Coast Gridders Drop Opening Contest

The RCN entry in the Victoria Canadian Football League went down to a 5-0 defeat at the hands of Victoria Vampires in the opening game of the season. Archie McKinnon, coach of the Canadian Olympic swimming team, kicked off the ball to get the season officially under way.

The Navy team is managed by Commander (S) D. T. R. Dawson, who managed Shearwater's football squads in 1949 and '50. His assistant is Lieut. (SB) William Northey, a former Vancouver Meraloma.

Head coach is 225-pound CPO "Bert" Nelson, an ex-Regina Roughrider and Winnipeg Blue Bomber. However, a broken leg has put him on the sidelines and the more active training has been conducted by CPO Eric Crone, former Los Angeles professional. CPO Vic Smith and AB N. Gamble are the trainers.

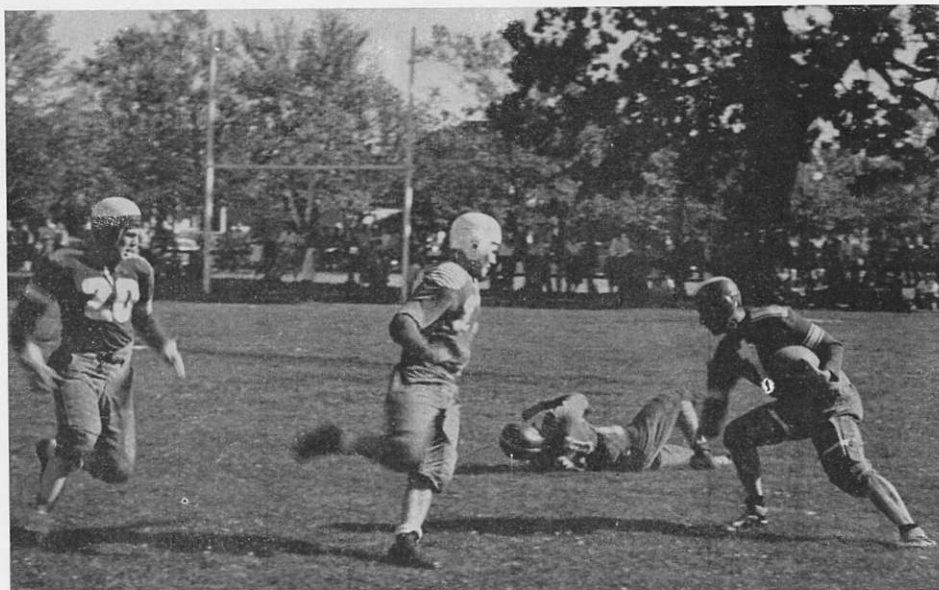
Approximately 45 candidates turned out for the team. Among them were CPO Leslie Charlton, who was with Regina Roughriders from 1945 to 1947; Archie Lanston, who played with Victoria Cougars in 1948, and Instructor Lieut. Dave McKenzie, well-known Navy track star.

Supply Department Wins Halifax Barracks Trophy

Supply Department scored a total of 359 points to win the newly put-up Cock-of-the-Barracks trophy for summer sports at HMCS Stadacona.

Supply topped 15 other entries, with Electrical School coming second, 15¾ points astern. Events included softball, sailing, soccer, shuttle relay, a medley marathon, tabloid of sports, track and field and boat pulling.

Supply teams also came through with inter-departmental champion-



Instructor Lieut. Dave McKenzie runs back a punt in the opening game of the Victoria Canadian Football League which Navy dropped to Victoria Vampires 5-0. Number 20 is AB Jack Maunder. (E-20447).



Supply Department, above, won the 1952 Stadacona inter-part softball championship by downing the Miscellaneous team four games to one. Supply won three straight games 16-10, 15-9 and 9-7, dropped the fourth 6-3 and won the final 8-7. Supply went on to win the newly instituted Cock-of-the-Barracks trophy for point supremacy in the summer sports schedule. Front row, left to right: AB Richard Penwarn, Halifax; AB Armand Robert, Montreal, and Cadet (S) D. W. Butcher, Montreal. Rear row: Commander (S) Ray Bowditch, Supply Officer of Stadacona; AB Bruce Davis, Hamilton; AB Robert Stevenson, Farnham, Que.; PO Douglas Newton, Stoney Mountain, Man.; AB Roger Parent, Thurso, Que.; PO Fred Farrell, Shawville, Que.; Ldg. Sea. Earl Whalen, Halifax; Sub-Lieut. (S) Joseph Duffy, Charlottetown, coach, and Sub-Lieut. Allan Shaw, Halifax, manager. (HS-21941).

ships this year in hockey, softball, boat pulling and bowling. Competition for the hockey and softball awards was particularly keen, for the Supply athletes were underdogs in each series.

With the summer program over, the sports department has completed its plans for the winter schedule commencing November 1. Consisting of volley ball, hockey, water polo, rifle shooting, basketball, bowling and possibly deck hockey, the major events will be run off on the first Friday of each month. There will also be aquatic meets, medley marathons and tabloids of sport.

This programming has raised enthusiasm for inter-departmental sports in the Halifax barracks to an all-time high.

Stad Swimmers Score Water Polo Victories

HMCS Stadacona's water polo team scored one-goal victories over swimmers from HMS Snipe in two games played when the RN sloop called at Halifax for repairs in September. Stadacona won the first game 4-3 and the second 2-1.

Captain M. A. Davidson HQ Golf Champion

Captain (S) M. A. Davidson won the Naval Headquarters golf championship for 1952, defeating Vice-Admiral E. R. Mainguy in the Class "A" final. Last year's champion,

Rear-Admiral H. G. DeWolf, was eliminated by Captain Davidson in the semi-finals.

The Class "B" title went to

Commander (S) A. O. Solomon, who defeated Mr. A. R. Dudley in the final.

The annual inter-branch competition was won by the Technical Branch team composed of Commander (L) G. H. Dawson, Lieut.-Cdr. (L) F. L. Clairmonte, Lieut.-Cdr. (E) J. P. Genge and Mr. J. K. Kelso. Special Branch was runner-up.

The competitions were organized by Commander Dawson, golf convener of the Naval Headquarters Sports Association, and Mr. Kelso.

Regina Sailors Triumph In Softball Playoff

HMCS Queen won the Regina Independent Softball League after a hard-fought campaign which saw the navy tied for first place and then emerge victorious from a sudden death game with Palm Dairies. Last year the Regina Navy team lost out in the semi-finals.

An inter-divisional baseball fixture with HMCS Unicorn ended with the Regina team victorious.

It was decided at a meeting of Queen's Welfare Committee that the usual Navy hockey team would be entered in the inter-service hockey league if sufficient equipment could



Rowing is a popular sport among personnel serving at Joint Service Headquarters, St. John's, Nfld., and the St. John's naval division, HMCS Cabot. This is the Navy crew that finished a close second to the Army in a race held during the annual Newfoundland Regatta. Left to right are AB Eric Morris, Ldg. Sea. Jacob Newell, AB Fred Hammond, AB Howard Haynes, PO Walter Murphy, Ldg. Sea. Hubert Hibbs and Mr. Mark Marshall, coxswain.

be obtained. Also planned was a rifle team which would compete for the Les Paige trophy donated by the Regina branch of the NOAC.

Gunnery School Scores In Medley Marathon

The medley marathon, a popular feature at Naden, was introduced at Stadacona recently under the direction of Commissioned Bos'n J. L. (Scoop) Blades and CPO Tommy Mottershead, both of the P & RT School. Their efforts put the show over in a big way.

Winner of the event was the Gunnery School, with Supply taking the runner-up slot and ND School placing third. Nine teams participated.

Twelve events were lined up for the afternoon and the highlight proved to be "crossing the greasy pole". The more than 300 spectators seemed to get a kick, too, out of seeing CPO Erland Grant, captain of the winning team, being tossed into the water fully clothed.

Points for the medley went toward the award of the Cock-o'-the-Barracks Trophy. Standings were: 1 Gunnery; 2 Supply; 3 ND; 4 Cadets; 5 Electrical "B"; 6 JOTLC; 7 MTE; 8 Electrical "B", and 9 TAS.

Pacific Command Hockey Team Starts Practices

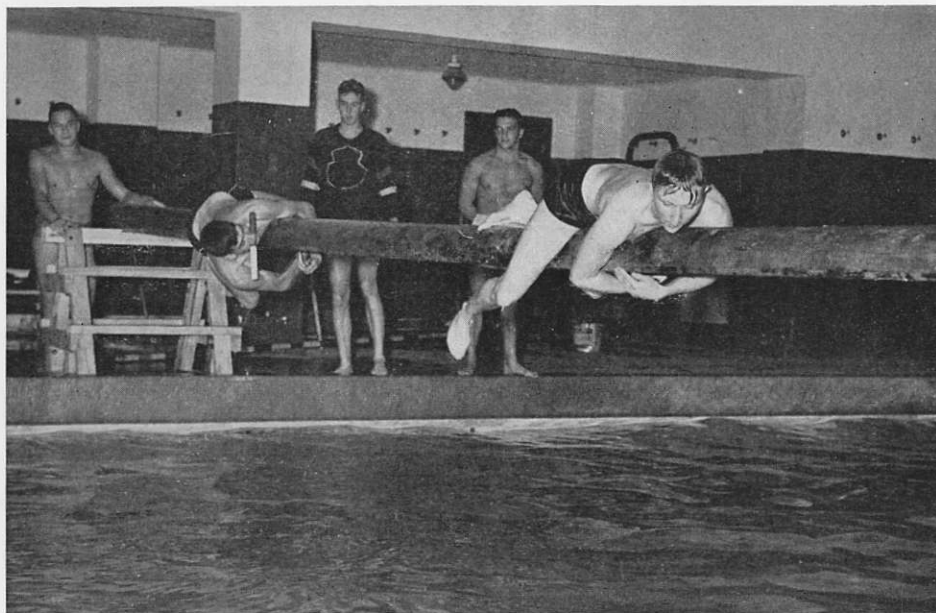
The first call has gone out for recruits for the Pacific Command hockey team and the initial response indicates there will be keen competition for places on the squad. Lieut.-Cdr. W. C. Spicer is managing the team and PO Norman Jones is doing the coaching.

The Victoria Commercial League has been cut from six to four teams and prospects are for a higher calibre of play this season.

Navy Athletes Place Third in Track Meet

The RCN entry in the Maritime Labor Day Track and Field meet at Charlottetown tied for third place with 15 points with the Charlottetown Abegweits. Wanderers Athletic Club of Halifax was first with 61 points and the 1951 champions, the Antigonish, N.S., Highlands, were second with 48 points.

The Navy team, drawn from Stadacona, Shearwater and Cornwallis, carried on despite the loss of one of its star members, PO Ronald F.



Crossing the greasy pole was one of the trickier tests in the medley marathon held at Stadacona. Gunnery School won this event and went on to take top honors in the marathon. (HS-21805).



The first medley marathon to be held in Stadacona was won by the Gunnery School team pictured above. Front row, left to right: Ldg. Sea. Edward Ginley, CPO Fred Stiner, AB Jack Walsh, AB James Gill, Commander G. M. Wadds, officer in charge of the Gunnery School; CPO Erland Grant, team captain; Ldg. Sea. Ron Anderson, PO Floyd Davies and AB George Day. Rear row: Ldg. Sea. John Clignan, Ldg. Sea. Leonard Cook, AB Leonard Cronin, Ldg. Sea. Harry Dunning, Ldg. Sea. Harold Donnelly, AB Josh Lamond, AB Ronald Tratt and AB Ronald McLeod. (HS-21841).

Darby of Stadacona, who was killed the night before in an auto accident on the way to the Island capital.

CPO Mel Lumley and CPO Albert Trepanier were the Navy's best performers. CPO Lumley was second in the running high jump and CPO Trepanier was second in the discuss throw.

Soccer Will Decide Barracks Sports Champ

With only the soccer championship to be decided, two teams — Medical, Communications & ND and TAS & Electrical — appeared to be destined to fight it out for the summer

Cock of the Barracks at HMCS Naden.

On completion of the softball, medley marathon, relay and tabloid track and field meets, Supply Naden topped the standings with 28 points. The supplymen racked up 21 of those points by taking the softball title without a loss and acquired the rest by placing fourth in the track and field and marathons. However, they were ousted in the first round of the soccer series and thereby lost their chance for the barracks trophy.

TAS & Electrical entered the soccer series with 25 points and Medical, Comm. & ND with 24½.—C.J.S.



The Atlantic Command golf championship went to Lieut.-Cdr. F. C. Pettit, when he posted a low gross of 76 at the Ashburn links in Halifax. He is shown receiving his trophy from Captain J. C. Littler, Chief of Staff to the Flag Officer Atlantic Coast. (HS-21984).

Lieut. F. C. Pettit Wins Atlantic Command Golf

Lieut.-Cdr. F. C. Pettit, officer in charge of the Physical and Recreational Training School in HMCS Stadacona, won the Oland Rose Bowl, emblematic of the annual Atlantic Command golf championship, with a low gross of 76 for 18 holes at the Ashburn links September 17. His net was 69.

About 55 officers and men from Stadacona, Shearwater and Cornwallis competed in the event. CPO Leonard R. Ferris of Stadacona was runner-up with a gross of 82.

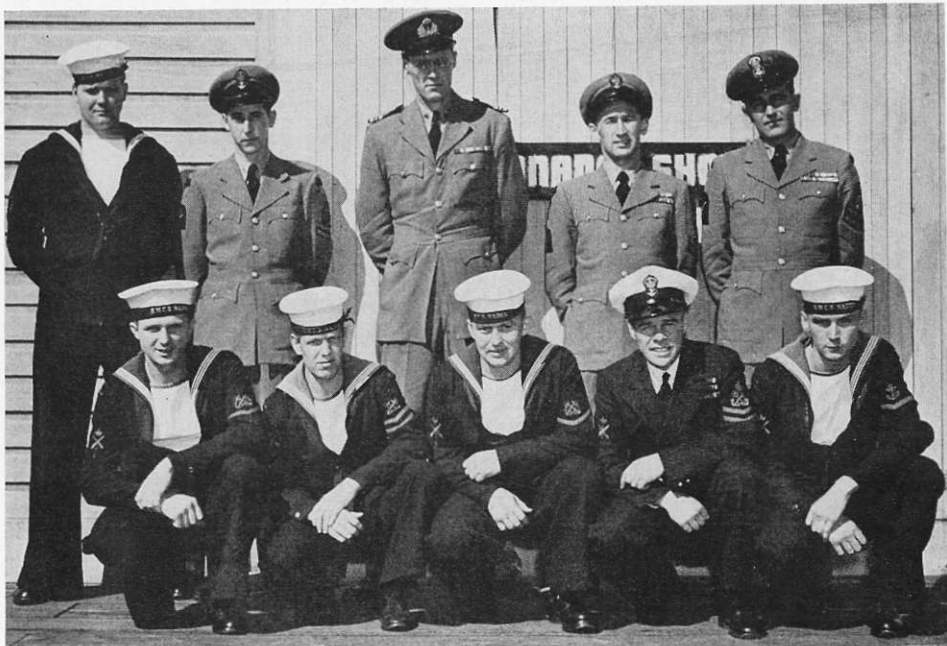
Lieut.-Cdr. (S) Evan Lloyd, also of Stadacona, won low net prize with a 58. His gross was 82.

In the second division, Lieut. R. J. McClymont, of Shearwater, had the low gross and Lieut. F. M. Skinner, Stadacona, low net.

Surgeon Lieut. G. R. Holmes, Cornwallis, won the low gross prize in the third division and Chaplain (RC) Joseph Whelly, Stadacona, had the low net. In the fourth division, Lieut. Charles Rhodes, Cornwallis, and Lieut. Don Bethune, Stadacona, won low gross and net, respectively.

Lieut.-Cdr. (MN) Fay Rutledge, matron of the RCN Hospital, won the ladies' low gross, and the hidden hole (high) went to Lieut.-Cdr. (MN) Mary Nesbitt. Commissioned Bos'n. J. L. Blades won the hidden hole prize.

Ashburn Pro Kas Zabowski was referee and AB John Carruthers was starter. Various Halifax businessmen provided the prizes, which were presented by Captain J. C. Littler, Chief of Staff to the Flag Officer Atlantic Coast.



This is the Ordnance School team that won the inter-part softball championship of HMCS Naden. Front row, left to right: PO William Robinson, PO Lawrence Orton, PO Glen Singer, PO John Martinsen and Ldg. Sea. James Cavanagh. Rear row: PO Gilbert Shaw, PO Vernon Little, Ordnance Lieut. Walter Tangye, PO John Hornosty and PO Norman Jones. Missing from the picture are CPO "Bert" Nelson, CPO Chester Padget and PO John Derrick. (E-20472).

Service Softball Tourney Won by Navy Nine

The Navy was victorious in an inter-service softball tournament held at RCSME, Vedder Crossing, B.C., September 5 to 8.

There were five entries — two Army, two Air Force and one Navy. The Navy scored four straight wins, defeating Work Point Army 13-3, Sea Island Air Force 12-3 and Comox Air Force 13-9 and 12-1.

PO George Kinch starred on the mound for the sailors and was well supported by his teammates, both at bat and in the field. They included CPOs Stan James, Tom Raftery, Jimmy Charlton, Claire Henderson, Tom Fraser and Les Noon and POs Fred Kelly, Ray Irwin, Wally Yaeger, "Rosie" McIntyre and John Radley.

Coverdale Organizes Lively Sports Program

From the midst of the football season, personnel of HMC Naval Radio Station, Coverdale, N.B., can look back on an active program of summer sports.

The Wrens' team reached the semi-finals of the Moncton Women's Softball League before bowing out to the Moncton Shamrocks.

In exhibition games, the Wrens defeated Cornwallis Wrens on two occasions, the Summerside, P.E.I., All-Stars and Chatham RCAF, while losing to the Peticodiac Varsity team.

The men's baseball team had a successful year and, although not entered in an organized league, chalked up wins over Gunningsville, Peticodiac and the Moncton Terrors.

The fun-laden annual softball game between officers, chiefs and petty officers, on one side, and leading seamen and below on the other, was won by the seniors after a hectic struggle.

The men's softball team played two games against HMCS Brunswick, at Saint John and at Moncton, and came up with a win on each occasion.

Swimming parties, outdoor rifle shooting, tennis and golf rounded out the summer sports program.

Coverdale is well represented on the tri-service entry in the New Brunswick Canadian Football Union.

Shearwater Captures Service Baseball Honors

HMCS Shearwater defeated RCAF Greenwood in a best of three series to win the Nova Scotia armed forces baseball championship. The naval airmen won the first game 14-10, lost the second 3-5, then took the third 14-4.

In the semi-finals, Shearwater disposed of Cornwallis in two straight games, 12-0 and 5-3.

Shearwater's softball teams did not fare so well. In the Armed Forces League playoff the air station entry was eliminated by Stadacona and in the Dartmouth Suburban League playoffs Shearwater bowed to Notting Park in two straight games.

Navy Eleven Enters Service Soccer League

The Navy entry in the Inter-Service Soccer League on the West Coast will compete this year with service teams from Victoria, Esquimalt, Royal Roads, Vancouver and Chilliwack.

Under the management of PO Dave Sadler, the sailors tuned up for the regular season with exhibition games with Victoria United and other local elevens.

"Old-timers" on this year's team include Commissioned Communications Officer Albert Shirley, CPOs Bob Murray, Tom Fraser, George Buckingham and Trevor Reading, POs Ron Sallis and Roger McLuskie and Able Seamen Jack Scullion and Norm Haskell.

Among the newcomers to West Coast soccer are PO John O'Halloran, Ldg. Sea. Bob White and Able Seamen Thomas Rees and D. Hunt.



W. J. Montgomery, representative of Corby-Wiser Distilleries Ltd., presents the company trophy and statuettes to Surgeon Commander William Chapman, chairman of the RCN Golf Association (Pacific Command), in preparation for the annual 54-hole competition. (E-19455).

Crusader Scores Sports Surprise

HMCS Crusader, junior ship and the only Canadian west coast destroyer serving in Korea, made the commonwealth fleet sit up and take notice when her team cleaned up in a pentathlon sports meet held in Sasebo, Japan, in late August.

With only 24 hours' notice, the Crusader raised a six-man team which beat HMS Unicorn, aircraft carrier, HMS Mounts Bay, frigate, and HMS Ladybird, headquarters ship for the staff of the Flag Officer Second in Command, Far East Station.

Members of the team were Sub-Lieut. Fred Copas, of Victoria, the ship's sports officer; PO Ron Dawson, of Regina and Victoria, the ship's physical training instructor, and Able Seamen John Parent, of Ottawa; Lawrence Liesch, of Carman, Man.; John Thurmeier, of Regina, and David Hill, of Kelowna, B.C.

Out of the five events — in which all members of each team were required to compete — the Crusaders lost only the running race. They walked off with the shooting, swimming, fencing and obstacle race.

The fencing was really pulled out of the hat. PO Dawson was the only member of the team who had ever held a foil in his hand before. So during a five-minute pause between events, he gave the members of his team some fast instruction in a few basic attacks. It must have been a combination of first-class instruction and very sharp students, for the Crusaders won three of their matches to place first.

(Continued on Page 32)

Soldiers Almost Outsail Sailors—But Not Quite

The first Navy vs Army whaler sailing regatta to be held in Halifax was won by the Navy, September 17, by a margin of 2900 to 2600 points.

Both the services sent five whalers to the starting line. Army's enthusiasm knew no bounds when one of the Army whalers came in first with a full five minute lead over the nearest Navy competitor. However, Navy boats came in second and third to build up the edge in points.

Major General E. C. Plow, General Officer Commanding, Eastern Army Command, presented to Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, a trophy put up by the officers' mess, Headquarters Eastern Command, for annual competition.

Said relieved naval officers: "We would never hear the last of it if we had lost."

Down— But Not Downhearted

The team from HMCS Carleton, the Ottawa naval division, finished well down in the Great Lakes Naval Regatta's final scoring (9th out of 11), but in spirit and sportsmanship it placed second to none. The Carletons' spirit was well expressed in verse composed by one of the team's members and sung with gusto on the train taking them back to Ottawa from Hamilton.

"OWED" TO CARLETON

*They say in the Navy a man is OKAY
If he's warm and can walk and can still draw his pay!
But in the Reserves you may say things are "Grim",
For standards are high and the prospects are thin!*

*(Chorus) Look alive! While you serve!
For at last you're in CARLETON
—The Navy's Reserve!!*

*When it comes to Regattas our spirits are high,
Our attitude is that we "do" or we "die",
And when we're away in some far distant ports
We always are noted for being good sports.*

(Chorus)

*Now in '52 we went down to old "Star"
But for some queer reason we didn't get far—
The seas that were running were at such a pitch
They were a far cry from our little "Dow's ditch".*

(Chorus)

*The officers sailed a fast whaler race,
But after a "protest" they hadn't a "place"
And when they were pulling, the going was tough—
The oars were too soft and the waves were too rough.*

(Chorus)

*The men raised our hopes when they gained a place
In sailing and pulling a stiff whaler race,
But despite all our power in the long "Tug-of-War"*



Lieut.-Cdr. William Chipman, executive officer of Carleton, congratulates Ldg. Sea. J. W. Jarrett and his crew, CPO Gaston St. Laurent and Ord. Sea. H. J. Leclair, after they finished second in the men's whaler sailing at the Great Lakes Naval Regatta. Three Carleton Wrens also welcome the boat which saved the Ottawa division from a last-place finish. (DL-123).

'Gainst the Kingston Reserve we could not make a score.

(Chorus)

*Now as for our Wrens—the Pick of the Fleet,
To watch them in action was surely a treat.
They sailed out in style for two legs or more,
And then were becalmed on the faraway shore.*

(Chorus)

*So here we return to our Ottawa home,
And if for our losses we cannot atone,
At least we can say without shade of a lie,
That all did their best—and it was a good try.*

*Look alive! While you serve!
For at last you're in CARLETON
—The Navy's Reserve.*

NAVAL M.T. DRIVER WINS ROADEO TITLE

Gordon V. Smith, civilian driver at HMC Dockyard, Esquimalt, won the semi-trailer championship in the third annual British Columbia Truck Rodeo held at Vancouver September 12-13 under the auspices of the Automotive Transport Association of B.C.

Besides a handsome trophy, Smith walked off with a wrist watch, cigarette lighter and expenses paid trip to Toronto to compete in the National Rodeo November 10.

Another naval MT driver, Spencer B. Rowse, competed in the truck event at the B.C. meet but was eliminated in the semi-finals.

The two drivers qualified for the provincial event in an elimination Rodeo held at HMCS Naden under the supervision of P. D. Allen, Superintendent of RCN Motor Transport in B.C. It was preceded by a series of quarterly competitions on the parade square at Naden.

To qualify for the final event, a competitor had to win one of the quarterly Rodeos. These were open to all naval motor transport drivers in the Victoria area, the only provision being that a contestant must not have had a chargeable motor vehicle accident for one year prior to the date of entry.

The Rodeos had to be self-supporting and an entry fee of 75 cents was charged for each event. From the

fees, an annual trophy for the straight truck division and six cups were purchased. To supplement these, Mr. T. Copeland donated a cup for the highest aggregate score in the four semi-finals and Mr. Brock Whitney, local jeweler, presented a trophy and miniature for the semi-trailer section.

The following is a list of the scores and awards in the semi-finals (possible score, 265 points):

Straight Truck—Trophy, Peter D. Allen, 236; 1st cup, James Massie, 229; 2nd cup, George Myren; 3rd cup, Spence Rowse, 202.

Semi-Trailer—Trophy and 1st cup, Gordon Smith, 232; 2nd cup, Jack Feeley, 203; 3rd cup, Peter D. Allen, 191.

CRUSADER SCORES (Continued from Page 30)

In the shooting, AB Thurmeier, an ex-RCMP man, led the field with a score of 28. Smooth teamwork won the obstacle race, with AB Parent serving as boost man to get his wingers over the 12-foot wall, first obstacle on the course. In the swimming, the Crusaders scored three firsts, two seconds and a third.

The Crusader is the first Canadian ship to have won the pentathlon and received the "Avago Trophy". The meet has been held about seven times since June 1951 and is open to all Commonwealth and Netherlands ships in the area.

CNE DISPLAY (Continued from Page 19)

Lowe was pilot of the helicopter with Lieut. (P) George Marlow as co-pilot. Lt.-Cdr. J. N. Donaldson provided the commentary over the public address system for the naval part of the air show.

The entire services participation was planned and operated by a committee consisting of Commander (SB) William Strange, RCN, (chairman); Major F. K. Reesor, RCIC, and Squadron Leader George Moir, RCAF. Assisting officers were Lieut.-Cdr. (SB) C. T. McNair, RCN; Flt. Lt. D. Mackay, RCAF, and Lieut. George Acland, RCIC.

Retirements

CHIEF PETTY OFFICER CHARLES RUSSELL MCKENZIE

Rank: C1G13
Age: 40
Length of Service: 23 years, seven days.
Hometown: Vancouver.
Joined: September 23, 1929, as a Boy Seaman.
Served in: HMC Ships Naden, Vancouver, Armentieres, Skeena, Fraser, Windflower, Stadacona, Cornflower, Niobe, Kootenay, Givenchy, Somers Isles, Peregrine, Haida, Crescent and Discovery.
Awards: Long Service and Good Conduct Medal, May 23, 1952.
Retired: September 30, 1952.

CHIEF PETTY OFFICER ERNEST RACINE

Rank: C1SM3
Age: 41
Length of Service: 20 years.
Hometowns: Radisson, Sask., and Cornwall, Ont.
Joined: September 3, 1930, as a Stoker 2nd Class.
Served in: HMS Victory; HMC Ships Stadacona, Ypres, Saguenay, Venture, Cornwallis, Hamilton, Peregrine, Magnificent and New Liskeard.
Awards: Long Service and Good Conduct Medal, September 24, 1945.
Retired: September 3, 1952.

Weddings

Able Seaman J. A. F. Boisvert, HMCS Montcalm, to Miss Doris Laliberte, of Cap-de-la-Madeleine, P.Q.

Wren D. M. Burgess, Coverdale Radio Station, to Pilot Officer D. O. Abrahamson, of RCAF Station, MacDonald, Man.

Chief Petty Officer Alexander Burns, HMCS Stadacona, to Miss Alice Mitchell, of Halifax.

Able Seaman Phillip Campbell, HMCS Cornwallis, to Wren Pat Woon, Cornwallis.

Sub-Lieutenant William C. Chaster, HMCS Niobe, to Miss Jennifer Ann Roberts, of Leicester, England.

Ordinary Seaman A. Church, HMCS Cornwallis, to Wren Helen Rollett, Cornwallis.

Lieutenant H. V. Clark, HMCS Naden, to Miss Daphne V. Yarrow, of Victoria.

Leading Seaman John F. Connors, HMCS Stadacona, to Miss Martha Sampson, of Halifax.

Lieutenant Michael Considine, HMCS Cornwallis, to Miss Joan Pope, of Victoria.

Able Seaman J. A. D'Anjou, HMCS Montcalm, to Miss Pierrette Lavoie, of Montreal.

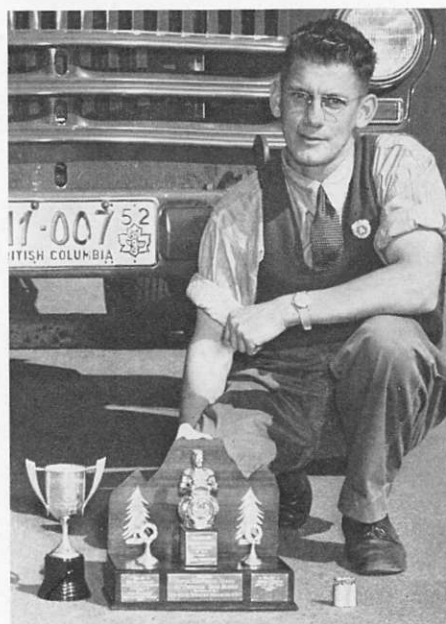
Leading Seaman Thomas W. Douglas, HMCS Portage, to Miss Florence Greene, of Cornerbrook, Nfld.

Able Seaman G. Fournier, HMCS Montcalm, to Miss Emillien Simard, of Quebec City.

Leading Seaman R. P. Grant, HMCS Montcalm, to Miss Joy Black, of Stittsville, Ont.

Ordinary Seaman Armand W. Gudgel, HMCS Stadacona, to Miss Lillian Vroow, of Deep Brook, N.S.

Chief Petty Officer Kenneth C. Joudrey, HMCS Montcalm, to Miss Peggy Dorey, of Upper Tantallon, N.S.



Pictured here with the trophies and prizes he won at the British Columbia Truck Rodeo is Naval Motor Transport Driver Gordon Smith. The large trophy in the centre is awarded annually to the winning driver in the semi-trailer division. (V-20538).

Able Seaman G. Lalonde, HMCS Montcalm, to Miss Therese Cotton, of Gaspe, P.Q.

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

Lieutenant Commander D. M. MacDonald, Naval Headquarters, to Lieutenant (W) M. E. Beck, of Port Whitby, Ont.

Able Seaman W. H. Nippard, Coverdale Radio Station, to Miss Mildred Faulkner, of Truro, N.S.

Leading Seaman Rene Parent, Aldergrove Radio Station, to Miss Doreen Marie Harcourt, of Vancouver.

Lieutenant (S) Peter Shirley, HMCS Cornwallis, to Miss Sally Pitt, of Halifax.

Lieutenant Commander Harry Shorten, HMCS Athabaskan, to Miss Doris I. MacKay of New Waterford, N.S.

Able Seaman Allan Smith, HMCS Portage, to Miss Iva Beck of Canaan, B.C.

Wren P. Waller, Coverdale Radio Station, to Private R. Richards, Moncton, N.B.

Leading Seaman Charles Walls, HMCS Queen, to Miss Mary De La Ronde, of Meadow Lake, Sask.

Births

To Petty Officer W. Bennett, Coverdale Radio Station, and Mrs. Bennett, a son.

To Petty Officer A. J. Boucher, HMCS Montvalm, and Mrs. Boucher, a son.

To Lieut. W. G. Brown, HMCS Portage, and Mrs. Brown, a son.

To Petty Officer T. Clarkson, Coverdale Radio Station, and Mrs. Clarkson, a daughter.

To Commissioned Gunner (TAS) Richard Dorken, HMCS Crusader, and Mrs. Dorken, a son.

To Petty Officer Richard Evans, HMCS Stadacona, and Mrs. Evans, a son.

To Able Seaman Alexander Lazaruk, Aldergrove Radio Station, and Mrs. Lazaruk, a daughter.

To Petty Officer Norris Lennox, HMCS Iroquois, and Mrs. Lennox, a daughter.

To Chief Petty Officer Allan Loucks, HMCS Iroquois, and Mrs. Loucks, a daughter.

To Petty Officer John MacDonald, HMCS Stadacona, and Mrs. MacDonald, a daughter.

To Petty Officer Brian Moss, HMCS Stadacona, and Mrs. Moss, a son.

To Commander R. W. Murdoch, HMCS Cornwallis, and Mrs. Murdoch, a daughter.

To Lieutenant (S) D. B. Payne, HMCS Stadacona, and Mrs. Payne, a daughter.

To Petty Officer Kenneth Potter, Aldergrove Radio Station, and Mrs. Potter, a daughter.

To Chief Petty Officer John Reid, HMCS Cornwallis, and Mrs. Reid, a son.

To Lieutenant P. E. Robinson, HMCS LaHulloise, and Mrs. Robinson, a son.

To Lieutenant R. Sellick, HMCS Queen, and Mrs. Sellick, a son.

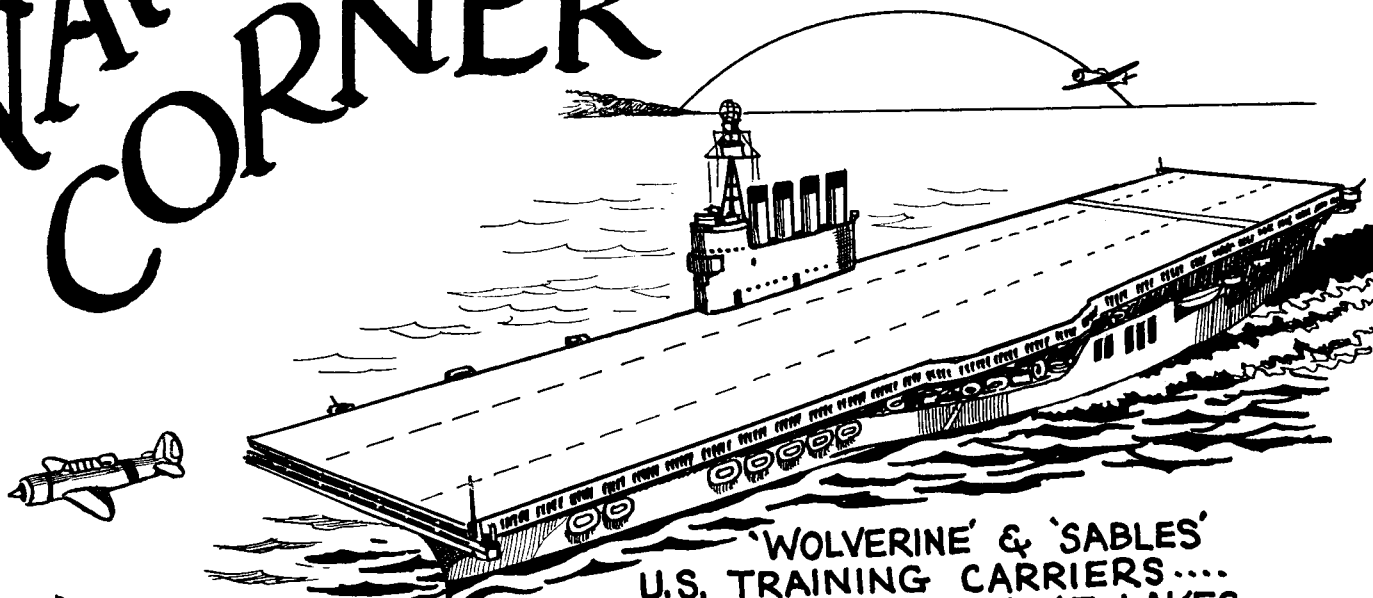
To Able Seaman R. R. Taylor, HMCS Haida, and Mrs. Taylor, a daughter.

To Petty Officer Leroy Vliet, Aldergrove Radio Station, and Mrs. Vliet, a son.

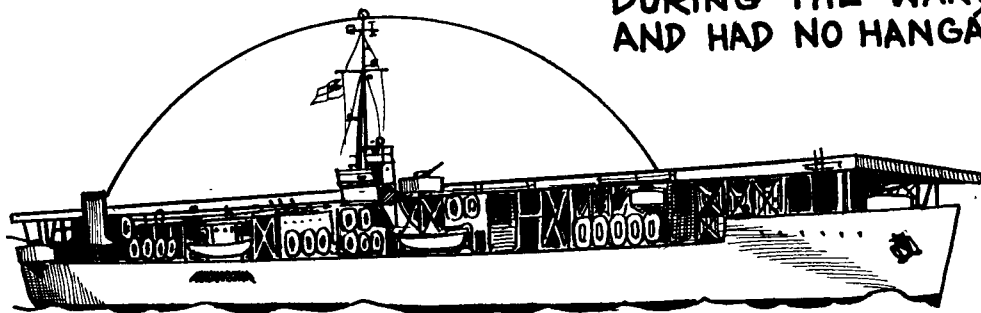
To Leading Seaman R. G. Winter, HMCS Sioux, and Mrs. Winter, twin daughters.

NAVAL LORE CORNER

NO. 8 UNUSUAL AIRCRAFT CARRIERS

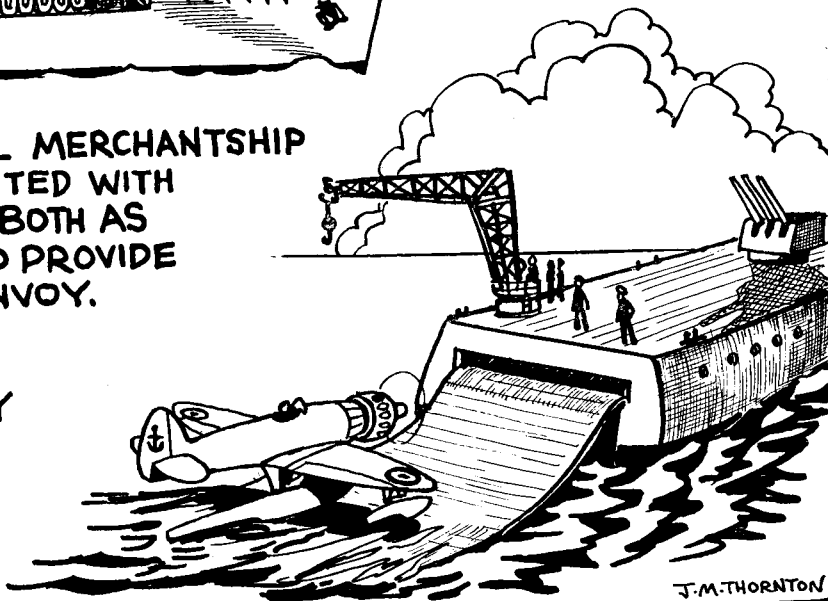


'WOLVERINE' & 'SABLES'
U.S. TRAINING CARRIERS....
EMPLOYED ON THE GREAT LAKES
DURING THE WAR, WERE SIDEWHEELERS
AND HAD NO HANGARS....



↑ DURING THE WAR SEVERAL MERCHANTSHIP
GRAIN CARRIERS WERE FITTED WITH
FLIGHTDECKS TO SERVE BOTH AS
CARGO CARRIERS AND TO PROVIDE
AIR COVER FOR THE CONVOY.

SEAPLANES WERE RETRIEVED BY
THE FRENCH CRUISERS OF THE
'GLOIRE' CLASS, BY RUNNING
ONTO A TOWED MAT. ➔



J.M. THORNTON

