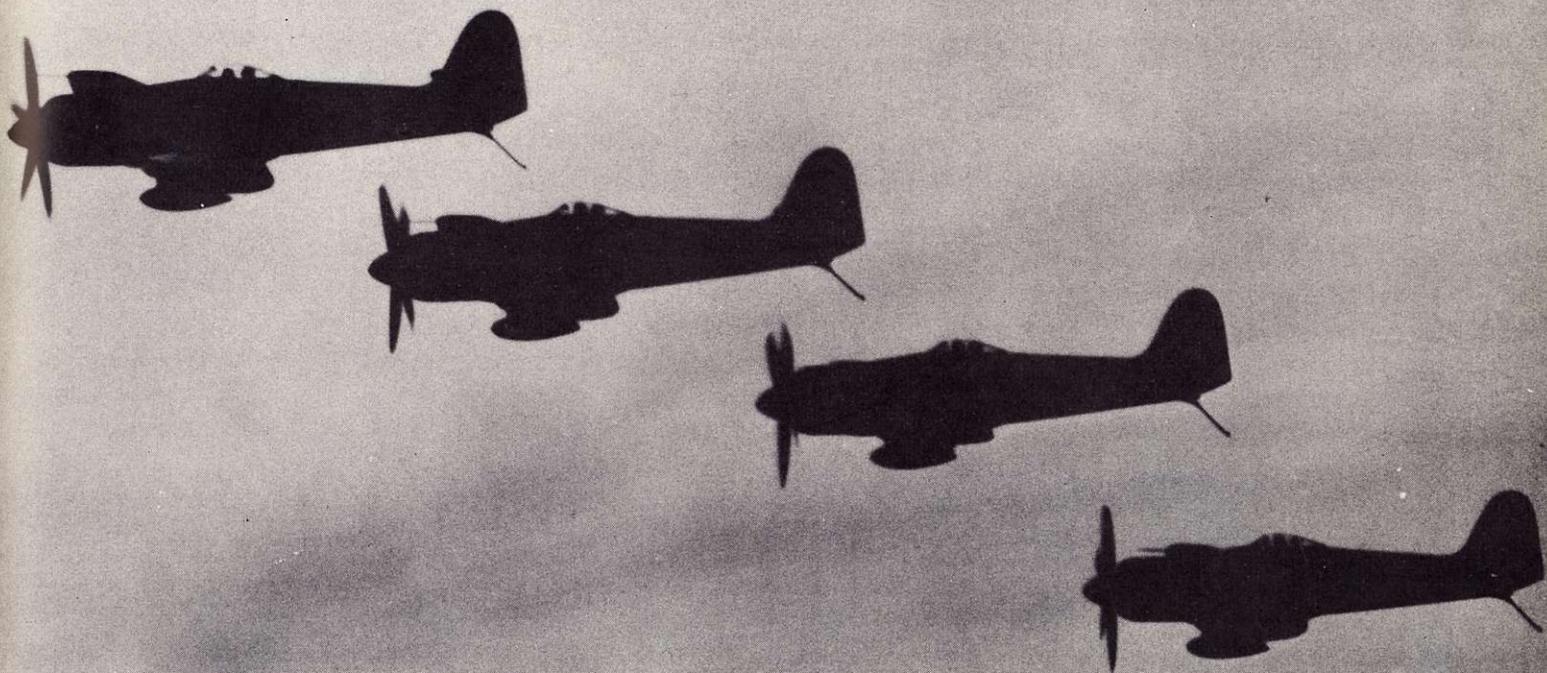


The
CROWSNEST



Vol. 6, No. 2

December, 1953



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THE ROYAL CANADIAN NAVY'S MAGAZINE

DECEMBER, 1953

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Cover Photo—Four Sea Fury fighters wing past HMCS *Magnificent* towards the close of a combat air patrol in Exercise Mariner. Both Sea Furies and Avenger anti-submarine aircraft are in the twilight of their service with the Royal Canadian Navy. They are to be replaced by Banshee jet fighters and Grumman S2F aircraft. (MAG-4957)

SHANNON PARK

The name of a British fighting ship, famous in the early annals of Canada, is perpetuated in Shannon Park, the naval housing development at Tuft's Cove on the Dartmouth side of Halifax harbour.

The victory of HMS *Shannon*, out of Halifax, over the USS *Chesapeake* off Boston in 1813 was one which inspired Canadians of colonial days to new and vigorous resistance in the war then being waged with the United States.

Shannon Park is more than a 521-apartment "married quarters" for naval personnel serving in the Halifax area. The interest and co-operation of its residents have fostered a community spirit that has made the development their "own home town".

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RCN NEWS REVIEW

A crash tender crew at Shearwater demonstrates fire-fighting technique. (DNS-11031)

Ontario Again To Honour Queen

The *Ontario* may well become known in the Fleet as the "Queen's Own".

When Their Royal Highnesses the Princess Elizabeth and the Duke of Edinburgh visited Canada in 1951, the West Coast cruiser conveyed them from Charlottetown, P.E.I., to Sydney, N.S., and from there to St. John's, Newfoundland.

When the Coronation Squadron assembled at Spithead for the Coronation naval review in 1953, the *Ontario* was one of the six Canadian ships taking part.

Now, in 1954, the *Ontario* will have a third opportunity of honouring the Queen, in the course of the three-month training cruise begun January 12.

On the invitation of the Australian government, the *Ontario* (Captain D. L. Raymond) will take part in ceremonies honouring Her Majesty at Hobart, Tasmania, where the cruiser will remain for 12 days, from February 11 to 23.

The arrival of Her Majesty in Hobart is timed to coincide with the 150th anniversary of the city, February 20. *Ontario* personnel will line part of the route along which the Queen and the Duke of Edinburgh will drive through the city and they will also take part in

other ceremonies and events connected with the royal visit and Hobart's anniversary.

During the cruise, the *Ontario's* ports of call will include Suva, Fiji Islands, January 29-31; Melbourne, Australia, February 6-10; Hobart, February 11-23; Milford Sound, New Zealand, February 25; Dunedin, N.Z., February 27-March 1; Wellington, N.Z., March 2-6; Sydney, Australia, March 9-13, and Brisbane, March 15-19. She will sail homeward from the last-named port, visiting Tongatabu in the Friendly or Tonga Islands, March 24-26, and re-visiting Suva, March 27-29.

The *Ontario* is due back in Esquimalt on April 15.

This is the *Ontario's* second cruise to the Antipodes, her first having been a three-and-a-half-month voyage in 1951, which took her to seven ports in Australia and New Zealand as well as to American Samoa, the Fiji Islands and Fanning Islands.

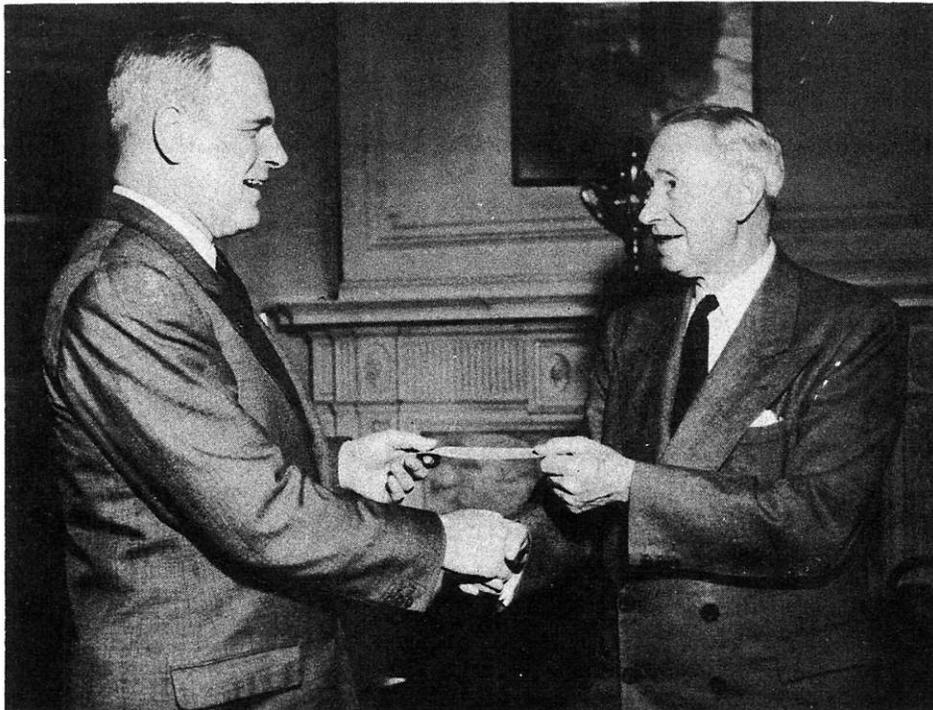
Order Placed for Anti-Sub Aircraft

The anti-submarine squadrons of the Royal Canadian Navy will be re-armed with the Grumman S2F aircraft, a twin-engine high wing monoplane, designed specifically for carrier-borne operations against submarines.

The de Havilland Aircraft of Canada Ltd., Toronto, has been licensed to build the planes by the Grumman Aircraft Engineering Corporation of Beth Page, N.Y. These will be the first naval aircraft for the RCN to be manufactured in Canada.

Delivery of the first S2F's is expected to take place early in 1956, enabling the squadrons to be re-armed prior to the commissioning of Canada's new aircraft carrier, HMCS *Bonaventure*, later in the year.

The S2F was designed and is being built to United States Navy specifica-



Coffers of the Canadian Naval Service Benevolent Trust Fund were recently swelled by \$1,000 following a première showing of "The Cruel Sea" in Montreal, sponsored by the Naval Officers' Association. Here Commander (L) T. R. Durley, RCN(R), presents a cheque for that amount to Engineer Rear-Admiral G. L. Stephens, RCN (Ret'd), president of the CNSBTF. Arrangements for proceeds of the première to go to the benevolent fund were made with the co-operation of Montreal officials of the United Amusement Company.

tions by the Grumman Aircraft Engineering Corporation. In the RCN, it will replace the Avenger, also a Grumman-designed aircraft.

The S2F is the first comparatively small aircraft capable of meeting the modern requirements of aerial anti-submarine warfare. It is highly manoeuvrable, has a short take-off run and low landing speed, and at the same time is able to carry all of the weapons considered necessary for the efficient performance of the anti-submarine search and attack role.

The S2F is a fast, all-weather aircraft and its acquisition will complete the change-over of RCN squadrons to new type aircraft. As was announced earlier, arrangements are being made with the U.S. Navy to purchase F2H3 Banshee all-weather jet fighters for the Navy's carrier-borne fighter squadrons.

New Minesweepers Form Squadron

The First Canadian Minesweeping Squadron came into being in the Atlantic Command in December and now consists of four ships.

Formed initially of the *Gaspe* and *Chignecto*, the squadron has since been joined by the *Cowichan* and *Thunder*. The squadron commander is Lieut.-Cdr. Bruce Carnall, commanding officer of the *Gaspe*.

All ships of the group are brand-new minesweepers of wood and aluminum construction.

Whitethroat Goes On Trip to Boston

Usually pretty much of a stay-at-home, HMCS *Whitethroat* sailed the open sea in December on a voyage that took her from her home port of Halifax to Yarmouth, N.S., and Boston, Mass. Three days were spent in the latter port.

Three Squadrons In Air Reserve

Three Reserve Air Squadrons are now in existence, their function being to bring air training to naval divisions across Canada.

The success of VC 920, attached to HMCS *York* and operating from RCAF Station, Downview, outside of Toronto, throughout most of 1953, assured the formation of additional reserve squadrons.

The two new ones are VC 921, attached to HMCS *Cataraqui* and flying from Norman Rogers Airfield at Kingston, Ont., and VC 922, serving HMCS *Malahat*, the Victoria division, with Patricia Bay Airfield as its base. All three squadrons are equipped with Harvard 2A trainers.



Rear-Admiral James C. Hibbard, Flag Officer Pacific Coast, is shown above in ceremonial head-dress after being elevated to the rank of Honorary Chief of the Six Nations Indians, at Brantford, Ont. Left to right are Chief Black Eagle (Walter Lickers); Chief Split Water (George Buck); Chief Big Boat (Rear-Admiral Hibbard) and Norton Lickers (not a Chief). (Fednews Photo)

Two more squadrons will be established in 1954, at Quebec City and Calgary.

Norway, Portugal Given Ammunition

The last two shipments of naval ammunition in 1953 were made to Norway and Portugal late in December under the Mutual Aid arrangement of the North Atlantic Treaty.

For delivery to Norway were 150,000 rounds of 20mm Oerlikon cartridges and 2,000 rounds of four-inch quick-firing cartridges, to a total weight of 148 tons. Portugal received 900 hedgehog projectiles totalling 40½ tons.

Previous shipments of ammunition from RCN reserve stocks were made last year to Denmark, The Netherlands, France, Norway, Portugal and the United Kingdom.

Ships Exercise Off Korea

Canadian destroyers in the Far East are keeping in fighting trim, although half a year has passed since Korean hostilities ceased.

In December, the *Huron*, *Iroquois* and *Crusader* joined with two other Commonwealth warships, the Australian destroyer *Tobruk* and the British des-

troyer *Comus*, in three days of intensive operational exercises off Korea. In charge of the exercises was Acting Captain Thomas C. Pullen, Commander Canadian Destroyers, Far East, and commanding officer of the *Huron*.

The manoeuvres opened with long- and short-range anti-aircraft shoots in which the *Iroquois* took the top score for accuracy.

The next day, the Royal Fleet Auxiliary *Fort Rosalie* substituted for an aircraft carrier and the destroyers exercised carrier screening duties.

The exercises reached their peak with a dawn torpedo attack by the destroyers on an "enemy cruiser", which was attempting to escape at the reduced speed of 25 knots after having been damaged by aircraft. The destroyers were to make contact with the enemy in darkness, shadow her until dawn and attack with torpedoes. The objectives of the exercises were met and a successful attack was made at daybreak in rough weather.

Night plotting and night formation exercises, plus officer-of-the-watch manoeuvres and a jackstay transfer of documents, were also carried out.

The *Iroquois*, relieved by the *Cayuga*, began the New Year by sailing for her home port of Halifax by way of Hong Kong, Singapore, the Mediterranean and the Azores.

Gateway to the North Atlantic

*HMC Dockyard, Halifax,
Has History Spanning
Two Centuries*

By A. C. R.

In the first half of the 18th century, French colonists in Canada enjoyed a strategic advantage over British settlers because their stronghold at Quebec commanded the St. Lawrence waterway and their huge fortification at Louisbourg, Cape Breton, exerted a similar dominance over the northeastern approaches to the continent. Thus, Louisbourg shut England off from the southern fur trade and westward territorial expansion and, additionally, held a commanding position relative to the great circle route from North America to Great Britain.

Halifax was founded by the British in 1749 as a military and naval base from which Louisbourg could be destroyed and the influence of Quebec nullified, thus gaining for the English the strategic command over Eastern Canada hitherto enjoyed by the French.

The development of a dockyard in Halifax as an operational base for ships of the American Squadron of the Royal Navy was begun in 1758, nine years after the founders had become settled in the port. That was the year in which Louisbourg fell.

That Halifax was destined to become one of the most important naval bases in the world might not have been foreseen by the British Admiralty when it was first started, yet its strategic importance in commanding the western Atlantic was fully recognized. In fact, when the colony failed to thrive in its early days, it was only its importance as an operational base which caused the British government to continue pouring funds into the development of the port.

Until the Second World War, the Dockyard constituted the entire naval holdings in the Halifax-Dartmouth area—save for the plot on which Admiralty House stands overlooking the yard. But the unprecedented demands of a global war, and the fact that it was physically impossible to enlarge the dockyard except for a few acres at the north and south ends, caused the Navy to seek other lands. Today it is expanding still further.

In the course of the Seven Years' War, during which Canada became British, the founding of Halifax was vindicated when its port was host to many British squadrons, including those which wrested Louisbourg and Quebec from

French hands. During this period it felt its first growing pains and was extended in 1769. Five years later it looked as though its strategic importance was just beginning, so it was decided to fortify it.

Although only a quarter-century old, the port again proved its strategic importance when the American colonies revolted in 1775. The harbour bustled with men-of-war and captured ships were brought back constantly as prizes of war. After the loss of the American colonies, Halifax became the principal naval base of continental North America.

As such, its fame as a naval base and convoy port was to grow more brilliant with each succeeding war.

In 1799 the first act of sabotage against the dockyard was recorded when unknown persons attempted to burn



The inscription on this monument on the hillside above HMC Dockyard, Halifax, reads: "Sacred to the memory of the brave seamen who died at this hospital of the wounds received on board HMS Shannon in the glorious action in which she captured the United States' frigate Chesapeake on the first of June 1813." The monument is in the old naval graveyard, now in the grounds of HMCS Stadacona.

down the dockyard structures, as well as Government House and other public buildings. However prompt action by the authorities kept damage to a minimum.

In the next 10 years, during the French Revolutionary War, the port served as a base for ships fitting out for naval operations against the French in the western Atlantic.

A story told and retold in Halifax is that of HMS *Shannon* which sailed from Halifax during the war of 1812-15 to engage the American frigate USS *Chesapeake* in one of the shortest and most brilliant single-ship actions in history.

On the *Shannon's* first patrol off the port of Boston, a challenge was sent to the commanding officer of the American ship to "come out and fight". On June 1, 1813, before the horrified eyes of the Boston townsfolk who had gathered on the beaches expecting an American victory, the *Shannon* brilliantly outmanoeuvred and outfought her enemy. Eleven minutes after the engagement began the British ensign was hoisted above that of the *Chesapeake*.

When the *Shannon* returned to Halifax with her battered prize, the senior unwounded officer was the young second lieutenant. He was Provo William Wallis, born in Halifax and destined to become Admiral of the Fleet in the Royal Navy.

Five of the wounded from the *Shannon* died shortly after her return to Halifax and are honoured by a tablet in the old Naval Cemetery, located immediately to the east of the Electrical School in HMCS *Stadacona*.

In 1819 pigs did what war and arsonists had failed to accomplish, and from then until the Royal Navy withdrew in 1905 Halifax was to be only a summer station for the America Squadron of the British fleet. The story passed down through generations is that one, Admiral Fisher, at that time in charge of the station, kept prize Berkshire boars as a hobby at his newly-constructed residence—now Admiralty House, officers' mess. Violent objections by Fisher's neighbours forced him to dispose of his hobby. This so offended him he brought pressure to bear to have his squadron headquarters moved permanently to Bermuda.

For some time the dockyard went into a decline but in later years jetties were built, more buildings erected and the many necessary facilities provided. Although only a summer station, the Lords of the Admiralty recognized the importance of Halifax as a port in the protection of the main lines of communication between the various parts of the growing Empire.

However, in 1905, with no war clouds dimming the outlook, the RN was withdrawn completely from Halifax. In the next two years the dockyard suffered from neglect until negotiations began between the British and Canadian Governments for the latter to take over the dockyard. That was the birth of the Royal Canadian Navy.

When it was formally taken over in 1910 by the Canadian Government, the dockyard was kept the same as when the British left. There was no immediate need for expansion, since with the formation of the Royal Canadian Navy only two cruisers had been purchased, and only one, HMCS *Niobe*, was based there. In fact two years later the *Niobe* was laid up.

It was for a short time only. War engulfed Europe in 1914 and the dockyard experienced a rapid growth as the fledgling Canadian Navy played an increasingly important role in the anti-submarine war and convoy escort. Not only was it headquarters for the Canadian Navy which had added cruisers, trawlers, drifters, torpedo boats and auxiliary vessels to its strength, but it served also as American headquarters for the Royal Navy.

The great explosion of 1917 demolished many of its buildings, and in their place others were quickly erected as the first big facelifting occurred. However, a year later the Armistice was signed and the government of the time adopted a retrenchment policy which reduced the ranks of the Navy to a point where only a skeleton staff maintained the dockyard.

When it was taken over in 1910 the dockyard contained a Naval hospital, victualling stores, coal stores, workshops, blacksmith shop, three slipways, five jetties, some residences and 75 other buildings. When the destroyers *Champlain* and *Vancouver* were acquired in 1928, the place again began to hum as men and machines were required to maintain the ships.

However, it was not until 1939, as war again spread across Europe, that any great change took place. Almost overnight the original dockyard disappeared as a new, greater yard took its place.

Its boundaries were extended both north and south to their present limits



A garden party at Admiralty House in the "Gay Nineties". United States naval officers were present and it is hoped that this fact may make it possible to establish the date on which the picture was taken and the names of officers present.

and still there wasn't enough room. To cope with the seemingly illimitable demands of the war, the Navy purchased the French Cable Company property in North Dartmouth. In 1942 the Army Ordnance Depot, also in North Dartmouth, was acquired and a huge tract of land on the east side of Bedford basin was made an ammunition storage dump.

Almost every building that stood in the dockyard in 1939 was razed and instead modern brick and concrete buildings sprang up at an amazing rate. The area of the dockyard alone now encompassed some 50 acres. The Ordnance Depot — renamed Naval Armament Depot—added another 15 acres; the French Cable Company brought in another nine acres; biggest acquisition was the property on which the naval magazine was built—1,255 acres.

In 1943 the Navy acquired additional property at Renous in New Brunswick, about 20 miles from Newcastle, where another naval magazine was erected to augment the Halifax depot. The old Army Gun Wharf near downtown Halifax became the Central Victualling Depot; at Albro Lake, northeast of Dartmouth, and at Newport Corners, 37 miles north west of Halifax, property was purchased and two powerful short-wave radio transmitters were erected for communication with the ships at sea.

By 1943 just about every available space had been used for building. Among those erected were the dockyard administration building, to which two wings were later added: "Scotian" building, operated as a barracks during the war, and now housing the offices of the Flag Officer Atlantic Coast and HMCS *Scotian*, naval division in Halifax; a machine shop, stores buildings and a host of others, quite a number of which were temporary and were torn down after the war.

More than 30,000 ships sailed to or from Halifax in convoy during the war years. Scores of warships were to be seen alongside the jetties at any time as they were refitted and repaired for another turn at sea. Altogether hundreds of Canadian, British, American and other allied warships — from the greatest battleships to the smallest minesweepers—operated from this port.

Today the dockyard presents an efficient, business-like appearance, with the modern buildings sprawled back of its almost mile-long water frontage. Half-a-hundred buildings stand within its boundaries. Although the immediate post-war years saw a natural decline in naval activity, the decision to build and maintain a hard-hitting anti-submarine navy has brought its full facilities into use again.

As well as a place to berth warships, the dockyard supplies many repair and

maintenance facilities. There are two large machine shops capable of handling everything from small spindles to the largest propellor shafts. Engines are rebuilt, and, in fact, almost any repair or alteration a ship may need can be handled. At the Naval Armament Depot, shops repair and maintain the Navy's guns.

In conjunction with the dockyard a floating drydock is maintained at Halifax Shipyards, immediately to the north. It is capable of handling ships up to 25,000 tons, and is owned by the RCN.

Other shops include completely and modernly equipped electrical, radar, radio, shipwright, underwater repair and internal combustion engine repair shops. There is a fire department manned on a 24-hour basis by a permanent force with modern firefighting vehicles and equipment. In addition two modern fireboats are held in readiness—one always on immediate notice and the other available within a very short time.

A large fleet of yardcraft operates from the dockyard. It is a "navy within a navy" which includes a fleet ranging from small harbour craft to tankers and supply ships. Tugs of all sizes, including ocean-going vessels, are maintained and operated under the blue ensign.

A Damage Control School, a School of ABCD Warfare, and an Underwater Training Unit under the administrative control of HMCS *Stadacona* operate within the dockyard. As well, the Damage Control School has facilities on

nearby MacNab's Island where realistic aircraft and ships' fires can be re-enacted and fought.

There are cranes at the various jetties. The one on Jetty 4 is capable of lifting 45 tons, and that on Jetty 3 can lift 35 tons. On the Gun Wharf on the opposite side of the harbour, the crane can hoist 50 tons.

Behind the Gun Wharf is the Naval Armament Depot covering 15 acres on which are erected 28 buildings. Included are machine shops and repair shops capable of handling the largest naval guns. A fire department operates from here also.

To the north of it is the French Cable Wharf and property where four buildings stand on nine acres of ground, and where seaward defence equipment—submarine nets, buoys, mines, mine-sweeping equipment, and a host of other gear—is stored and maintained.

Bedford Magazine, covering 1,255 acres with 102 buildings, is the navy's ready use ammunition depot. The main storage is at Renous and the Bedford magazine acts as the feeder to the fleet.

A new seaward defence base is under construction between Pier "B" and the yacht squadron anchorage in the city's south end. The base includes a jetty and various buildings whose details are classified. A new laboratory has been erected on the French Cable site for the Naval Research Establishment. NRE's vessels and floating labs are based here too.

The presence of a photographer has brought to a halt the coaling of HMS *Ariadne*, alongside in HMC Dockyard 40 years or more ago. In the distance is the Halifax Sugar Refinery, destroyed by the explosion of 1917.

The Maritime Museum, which was established in the dockyard in 1948, was moved to Citadel Hill last year and in its place now stands one of the foundations of the Halifax-Dartmouth bridge.

On the infrequent occasions when all ships operating from the base are in port together, it is reminiscent of 1939-45 and, with the ultimate aim a 100-ship navy, the dockyard is destined to be a very busy place for years to come.

THREE FALLACIES ABOUT THE NAVY

(From "The Sphere", London, England)

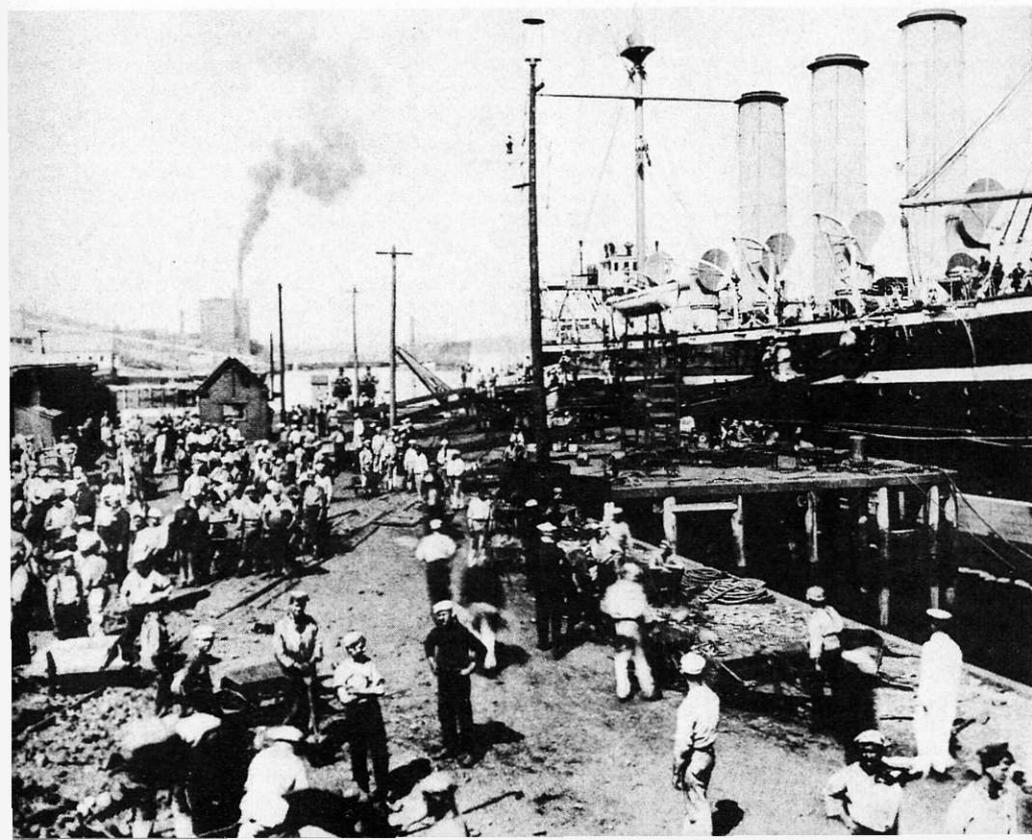
Addressing cadets of the training cruiser HMS *Devonshire*, the Duke of Edinburgh exposed what, in his opinion, were three fallacies about the Royal Navy. "First", he said, "there is no such thing as a career for a naval officer. Service in the Navy is a privilege enjoyed by those who prove themselves capable of satisfactorily discharging the duties imposed upon them. Promotion is not a question of 'jobs for the boys'—it is a competition of service in the interests of the Navy and the country."

The second fallacy was that a good seaman was necessarily a good officer. The foundation of a naval officer's experience must be his seamanship, but the wider his knowledge and the broader his outlook the more easily he would shoulder responsibilities.

"Why is it, do you suppose, that experienced people are chosen for responsible jobs? It is because in making decisions they are able to draw on this experience, which will prevent them making mistakes."

He referred to the third fallacy "with trepidation". "It is contained in the famous preamble to the Naval Discipline Act and reads: 'Whereon under the good providence of God the wealth, safety and strength of the kingdom chiefly depend . . .' That was certainly true at the time it was written. But the safety of this country, Commonwealth and Empire can only be accomplished by action at sea, on land and in the air.

"The division of responsibility for the safety of this country between the three Services is purely technical. The only effective action in defence or offence is the concerted action of the total defensive or war machinery of the country."



A Night Off Train Alley

Events Rob Dutch Ship Of Chance to Smash Korean Train

The friendly co-operation of the ships of many nations in the Korean war theatre was an aspect of the struggle against aggression there which will be long remembered.

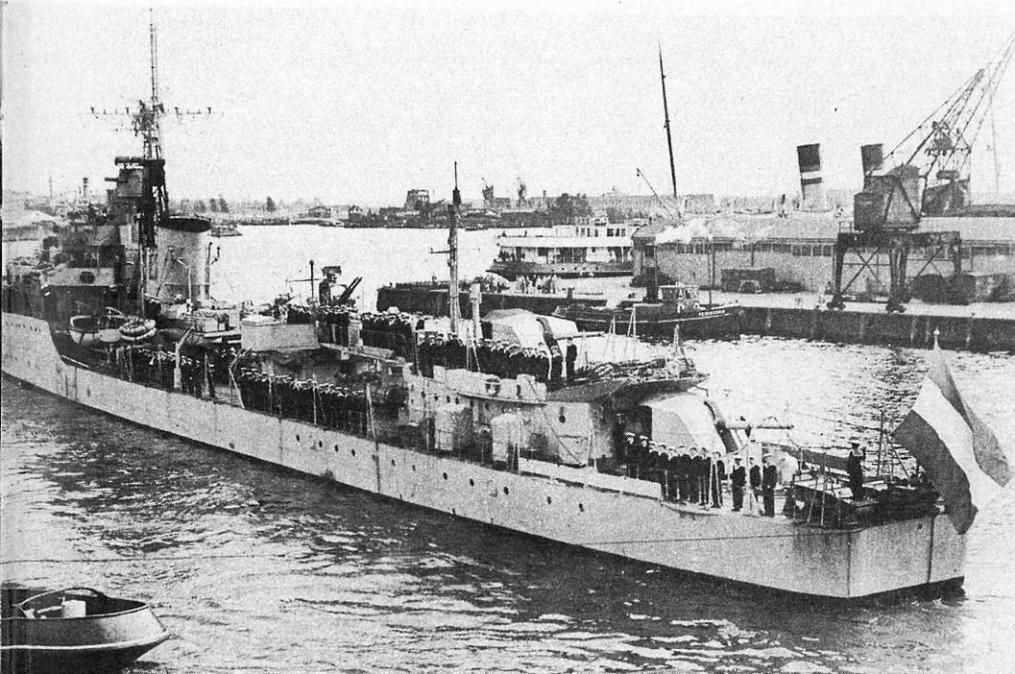
Among the warships with which the Canadian destroyers came into frequent contact (and whose ship's company provided stiff competition in track and field events ashore) was the Royal Netherlands Navy's destroyer *Piet Hein*.

An account of a "train busting" expedition up the east coast of Korea in July, 1952, in which the *Piet Hein* and U.S. warships participated has been prepared by Lieut.-Cdr. C. J. M. Kretschmer de Wilde, of the Royal Netherlands Navy's historical section. Extracts from the article will recall to the officers and men of the Royal Canadian Navy, who served in Korean waters, many similar incidents in which they played a part.

The story begins:

Like grey shadows, the ships of Task Force 95 were moving restlessly along the east coast of Korea, as they blockaded the important cities of Chongjin and Songjin, cutting them off from outside assistance from seaward, or providing harassing and interdiction fire, laying their HE shells on railroad crossings, bridges and tunnels. The *Piet Hein*, early in the evening, left the formation near the Yang-Do islands and steered a southern course, south of Songjin, opposite one of the many railroad tunnels.

The Dutch destroyer *Piet Hein* is shown as she sailed from The Netherlands to serve in the Korean war theatre with other United Nations warships. (Photo courtesy Royal Netherland Navy)



Only the night before, USS *Orleck* had been fortunate enough to catch a train loaded with war supplies, just as it passed a railroad crossing. The destroyer's broadsides had poured into the doomed train, wrecking it thoroughly. Aircraft were called up to finish the job. They did so in grand style, strewing bombs lavishly and laying the target completely in ashes.

As usual, a warship was stationed off the spot to prevent repair parties from clearing the line. That night, USS *Endicott* had been assigned to the job and, from the *Piet Hein*, her star shells could clearly be seen.

The *Piet Hein's* company welcomed the *Orleck's* successful action, but would, of course, rather have been the lucky ones themselves.

The railroad crossing at which the Netherlands ship was going to have a look that night was only seven miles north of the place where the *Endicott* was standing guard. As the *Piet Hein's* first star shells illuminated the area, everyone peered intently, hoping to discover the outlines of another train. Nothing could be seen and the *Piet Hein* shaped course southward, steering in a wide curve around the *Endicott*, whose star shells were casting a macabre light over the devastated area.

At 2130, somewhat more inland, near the village of Tansen, flashes were sighted, which gave the impression of

coming from welding torches. As a railway bridge was known to be in that vicinity, Commander A. H. W. von Freytag Drabbe ordered a brief harassing fire. After ten HE shells had landed neatly on the target, the supposed enemy repair party might be guessed to have had enough. Anyhow, no more flashes were seen and on went the *Piet Hein*, hunting other game.

Half an hour later her star shells illuminated a third railroad crossing, but everything remained quiet and the area seemed to be entirely deserted.

The next morning at 0630, the *Piet Hein* took over from the *Endicott*. Now it was her turn to prevent the enemy from clearing the line. Orders were not to hit the train any more, as this would only help the enemy to clear away the wreckage. However, as so often happens if something is forbidden, one of the first rounds was a full hit on the remnants of the train!

"Right into the first-class compartment!" remarked one of the cooks, who was taking the air on deck. "Am I lucky, always travelling third class."

The following shots were ranged nicely around the train and the tunnel entrance where, it was suspected, repair groups were awaiting their chance to get to work and clear away the wreckage.

Just to make sure they were really there, the commanding officer resorted to a ruse. After some severe firing, the *Piet Hein* set course to the south, as if she were leaving the area. Then, when only a few miles off, she suddenly returned at full speed, firing everything she had.

The captain had guessed right. Quite a few human figures could be seen running frantically along the line, in a desperate attempt to reach the sheltering tunnel. Some of them never reached it. For them the war was over.

The action was heartening for the pompom team, who rarely had a chance to bring their guns into action.

At 1245 cease-fire was ordered. Her Netherlands Majesty's Ship *Piet Hein* shaped course for Yang-Do—and, although the communists may have had their doubts as to whether she had really gone, this time it was no joking!

OFFICERS AND MEN

Three Promoted to Commissioned Rank

Three men from the "lower deck" have been promoted to acting commissioned rank.

All former chief petty officers, they are Acting Commissioned Engineer Thomas Harry Evans, 32, of Coleman, Alta.; A/Commissioned Electrical Officer Bazil Edgar Cooper, 27, of Hubbards, N.S., and A/Commissioned Radio Officer Arthur Edward Sexsmith, 30, of Viscount and Saskatoon, Sask.

On completion of the "Div" course at Cornwallis, which they are now attending, Mr. Sexsmith will be appointed to the Quebec and Mr. Cooper will join the staff of the Electrical School in Stadacona. Mr. Evans will join the Quebec from the succeeding "Div" course.

Radio Players Have Good Year

After a year in existence, the Cornwallis Navy Radio Players are able to look back over months of continuing success.

The group was formed in Cornwallis in January, 1953, and is composed of Communication School officers and their wives. It was formed principally to

provide entertainment and social relaxation for its members, but its short career already has brought pleasure to many others.

A complete study is made by the group of radio broadcasting techniques from the acting, production and script interpretation point of view.

The originator and founder of the club is Commissioned Officer (SB) Harold Hargreaves, who has had 15 year's experience in radio script and play writing and also in the production and direction of radio plays. Many of his plays have been produced on the BBC and CBC networks. Mr. Hargreaves has written several radio scripts solely for the group which he formed.

In the past year, the group has made several public appearance to raise funds for worthy organizations. The first of these was in a variety show in the Cornwallis Recreation Centre to help raise money for the Cornwallis Home and School Association.

More recently, the group appeared as part of another variety show given in Yarmouth to raise funds for the Yarmouth Sea Cadet organization. It is interesting to note that radio publicity and advertising for the Yarmouth show was given in exchange for eight taped

children's broadcasts and one live broadcast by the group and that all plays were written by Mr. Hargreaves.

At a recent meeting of the Provincial Drama Groups in Annapolis Royal, the group was asked to present a program dealing with broadcasting techniques and the whys and wherefores of sound effects. The program was extremely successful and gave rise to the opinion that groups of this nature might spread throughout the Maritimes.

57 Civilians Awarded Medals

Fifty-seven civilians employed in the Royal Canadian Navy's Atlantic Command have been awarded Her Majesty's Coronation Medal. All but 16 of these were presented with their medals at a December ceremony by Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast.

The presentation took place in HMC Dockyard in the presence of several hundred relatives and friends who had been invited to attend the ceremony.

Communicators Aid Would-Be Recruit

A 17-year-old RCN candidate making his first trip south of the Arctic Circle had the rough spots in his initial visit to the "big city" smoothed out, thanks to the spontaneous help of three naval communicators.

Samuel Smith, a Loucheux Indian, flew 1,600 miles south from Aklavik to Edmonton, Alta., to join up in October. Able Seaman G. E. MacNutt, R. G. Turcotte and C. A. Bazinet, fellow passengers in the aircraft, discovered that he had never been any more than a few miles away from his home on the Mackenzie River delta and that he hadn't enough money for his stay.

Without hesitation, they took him under a collective wing, paid his cab fare from the airport to their hotel where they arranged and paid for his room and meals, plus another taxi trip to HMCS *Nonsuch*, Edmonton's naval division, on the following morning.

On draft from Aklavik to Churchill, Man., the sailors went their way with no thought of reimbursement.

Young Samuel's first 24 hours were full of surprises and many "firsts", such as lighted streets, an automobile ride, a

Functions of the Royal Canadian Navy in time of national emergency were discussed at the three-day mid-December annual conference of the Dominion Council of the Naval Officers' Associations of Canada, held at Naval Headquarters. During the conference delegates heard addresses from a number of senior naval officers. Executive members of the NOAC, including president and regional vice-presidents, are pictured here. Front row, left to right: K. C. McRae, Vancouver; Ronald A. Judges, Montreal; H. W. Balfour (president), Saskatoon; and F. C. Aggett, Toronto. Back row: Harry McClymont (secretary), Ottawa; A. H. Ford, Calgary; and J. A. McAvity, Toronto. A general annual convention of the association will be held in Windsor, Ont., next June, with representatives from some 20 branches across the country attending. (O-6209)



modern theatre (his parka was not necessary as a cushion), buses, cement sidewalks, and restaurant prices (in Aklavik, pop is 35 cents a bottle, doughnuts and coffee are 40 cents).

Smith has always wanted to join the Navy. His liking of the sea and the uniform was strengthened when he made friends with other sailors stationed in Aklavik.

His dreams fulfilled, Ord. Sea. Samuel Smith, 27431-E, may have a chance to repay their kindness one day after he graduates from HMCS *Cornwallis*.

Ord. Sea. Magee Tops Cookery Class

Ordinary Seaman Kenneth Magee topped his class in the Cookery School, HMCS *Naden*, when final results were announced in November.

Ord. Sea. Magee, in class Number 82, made the excellent marks of 85.2 per cent. Ord. Sea. Gordon Scott was second with 78.9 per cent and Ord. Sea. Douglas Lloyd a close third with 77.9.

Others in the class were Ord. Seamen Glendon Bruce, Albert Milley, Gordon Hall, Arthur Brook, Marcel Fournier, Gerald Jackson, David Murray, Robert Robinson, Herbert Bowles, and John Guenther.

In class Number 86, which also completed training in the Cookery School in November, Ord. Sea. Burton Tiffin, led his classmates with a percentage of 81.7. He was closely followed by Ord. Sea. Leonard Wilson with 79.6. Ord. Sea. Harold Collins was third with 78.8. Others qualified were Ord. Seamen Vincent O'Brien, Melvyn Eisan, Harry Brennan, Robert Davis, James Rogers, Clare Jeffrey and Noble Gignac.

York Has Gallery Of Former COs

Photographs of past commanding officers of *York*, which have recently been placed on the stairway bulkhead leading to the wardroom flat, have brought nostalgic memories to veteran reservists of the Toronto naval division.

Representing the years 1923 to 1951, the portraits symbolize the growth and proud record of Toronto's "stone frigate", which first commissioned in a King Street basement in downtown Toronto.

Toronto's naval reserve was established in 1923 and was known as "The Toronto Half Company, Royal Canadian Naval Volunteer Reserve".

The first commanding officer was Lieut.-Cdr. Gordon Burgess Jackson, RCNVR. In 1927, Lieut.-Cdr. Andrew D. MacLean, RCNVR, became the commanding officer and in the following year, the unit was renamed "The Toronto Company". Commander William Geoffrey Sheddon, RCNVR, was appointed in command in 1931. Four years later the unit was reclassified to "division."

In 1940, Commander Alfred Charles Turner, RCNVR, headed the Toronto Division with the unit recommissioning in 1941 as HMCS *York*. From 1942 to

(Continued on next page)

HALF-YEARLY PROMOTIONS LIST

The names of 28 officers were contained in the half-yearly promotions list announced December 31.

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

The list of promotions follows:

ROYAL CANADIAN NAVY

To be Captain (2)

Commander (Acting Captain) Alexander B. F. Fraser-Harris, Deputy Chief of Naval Aviation (Plans), Naval Headquarters.

Commander Philip E. Haddon, Director of Personnel (Men), Naval Headquarters.

To be Commander (6)

Lieut.-Cdr. Kenneth Birtwistle, Assistant Staff Officer (Plans and Operations) on staff of Flag Officer Atlantic Coast, Halifax.

Lieut.-Cdr. Francis J. Jones, HMCS *Niobe*, London, on attachment to the Commander-in-Chief Eastern Atlantic.

Lieut.-Cdr. Maurice F. Oliver, Deputy Director of Naval Intelligence, Naval Headquarters.

Lieut.-Cdr. Frederick W. H. Bradley, Staff Officer Air Personnel, Naval Headquarters.

Lieut.-Cdr. Daniel Hanington, on staff of Director of Tactics and Staff Duties, Naval Headquarters.

Lieut.-Cdr. William P. Hayes, Commanding Officer, HMCS *Cayuga*.

To be Captain (E) (2)

Commander (E) Alfred B. Arnison, Principal Naval Overseer, Quebec Area.

Commander (E) Edward N. Clarke, Commanding Officer, HMCS *Cape Breton*, and Officer-in-Charge of Apprentice Training.

To be Commander (E)

Lieut.-Cdr. (E) Robert J. Craig, on staff of Assistant Chief of Naval Technical Services (Ships), Naval Headquarters.

To be Commander (L) (4)

Lieut.-Cdr. (L) B. F. Guttormson, on staff of Controller General of Inspection Services, Ottawa, as Chief Inspector (Electrics and Electronics).

Lieut.-Cdr. (L) Bevis E. E. Miles, Electrical Officer, HMCS *Athabaskan*.

Lieut.-Cdr. Robert M. Battles, Electrical Officer, HMCS *Quebec*.

Lieut.-Cdr. (L) Ralph R. Hind, on staff of Electrical Engineer-in-Chief, Naval Headquarters.

To be Surgeon Commander (2)

Surgeon Lieut.-Cdr. (Acting Commander) M. Harvey Little, HMCS *Stadacona*.

Surgeon Lieut.-Cdr. Robert F. Hand, HMCS *Stadacona*.

To be Acting Surgeon Commander

Surgeon Lieut.-Cdr. John W. Green, Medical Officer, HMCS *Ontario*.

To be Captain (S)

Commander (S) Donald McClure, HMCS *Niobe* as Technical Representative (Supply) at Belfast, Northern Ireland (HMCS *Bonaventure*).

To be Commander (S) (2)

Lieut.-Cdr. (S) Kenneth M. Roy, Staff

Officer Supply Personnel, Naval Headquarters.

Lieut.-Cdr. (S) D. Alan Collins, at Naval Headquarters on Staff of Supply Officer-in-Chief.

To be Ordnance Commander

Ordnance Lieut.-Cdr. (Acting Ordnance Commander) Arthur G. Freeman, on staff of Director General of Naval Ordnance, Ottawa, as Director of Fire Control.

ROYAL CANADIAN NAVY (RESERVE)

To be Constructor Commodore

Constructor Captain (Acting Constr. Commodore) Rowland Baker, Naval Constructor-in-Chief, Naval Headquarters.

To be Constructor Captain

Constructor Commander Horace R. Mason, Deputy Naval Constructor-in-Chief, Naval Headquarters.

To be Acting Captain

Commander George P. Manning, commanding officer, HMCS *Nonsuch*, Edmonton.

To be Commander (2)

Lieut.-Cdr. (Acting Commander) Guy St. A. Mongenais, commanding officer, HMCS *Donnacona*, Montreal.

Lieut.-Cdr. (Acting Commander) Liston Burns McIlhagga, commanding officer, HMCS *Chippawa*, Winnipeg.

To be Commander (E)

Lieut.-Cdr. William D. Brown, HMCS *Donnacona*, Montreal.

1945, York had three commanding officers, in the following order: Commander George Clarence Bernard, RCNVR, Commander Edward T. C. Orde, RCNVR, and Commander John Joseph Connolly, RCNVR.

It was in 1946, under Commander Gordon F. McCrimmon, RCNVR, that the Volunteer Reserve was absorbed into the newly organized reserve force, the Royal Canadian Navy (Reserve).

Captain Ferdinand Ronald Base, RCN(R), was the commanding officer from 1947 to 1951, when York's present commanding officer Captain Robert I. Hendy, RCN(R), took over.

Eight Qualify for Third Class Rates

Eight men recently qualified for their third class rates in the Gunnery Training Centre at Naden.

New AA3s are Able Seamen Ronald Dahl and Ernest Jodoin and Ordinary Seamen Robert Semple and Darryl McArthur.

Able Seamen Francis Bacha and John Waddell and Ordinary Seamen Derrick Jackson and Kenneth Horwood successfully completed the RC3 qualifying course.

Three Sisters Serve as Wrens

Three sisters and a brother-in-law make up an enthusiastic naval family attached to *Discovery*, the Vancouver naval division.

The sisters are Wrens Catherine Whiteside, Beverley Ann Whiteside and Norma Jean Leuchte. The last-named, married since she joined the division, is the wife of Ord. Sea. Nicholas L. Leuchte, last year's winner of the Flavell Trophy and a copy of "The Cruel Sea" as *Discovery's* most outstanding new entry seaman.

Retirement

CHIEF PETTY OFFICER FREDERICK HAMILTON WELLS

Rank: C1QR2
Age: 42
Length of Service: 25 years
Hometowns: Victoria, B.C., and Amherst, N.S.
Joined: November 24, 1928
Served in: HMC Ships *Vancouver*, *Skeena*, *Naden*, *Armen-tieres*, *Ottawa*, *Stadacona*, *Prince Robert*, *Givenchy*, *Cornwallis*, *St. Stephen*, *Uganda*, *Unicorn*, *Cres-cent*.
Awards: Long Service and Good Conduct Medal.
Retired: November 23, 1953.



Shown here are the members of the 1st Shearwater Pack, Wolf Cubs. Left to right, front row are: Tenderpads Barry Cole, David Stensrud, David Morris and John Dally; second row, Bobby Stevenson, Andrew Storrs, Tommy MacKenzie, Stanley Cole, Ricky Scully, Rodger Scully and Teddy Strickland; back row, Yvon Cody, Tommy Malone, David Croft, Robert Cody and Charles Browning.

ALERT CUBS SAVE CABIN

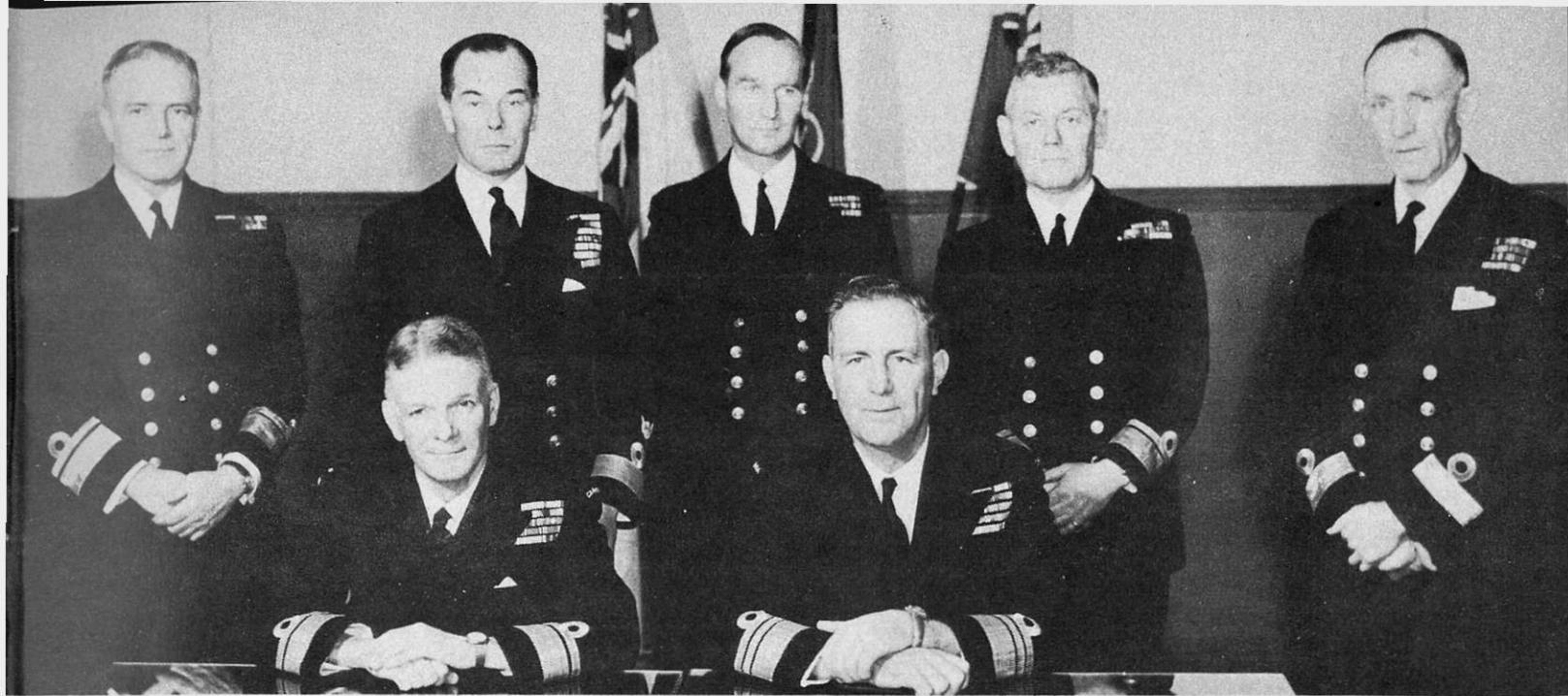
A group of Cubs from the 1st Shearwater Pack lived up to the motto, "Be Prepared", of their big big brothers, the Boy Scouts, and their own, "Do Your Best". As a result they saved a valuable hunting cabin from being destroyed by fire.

The group, numbering 12 boys, were on a woodcraft trip near the naval air station, HMCS *Shearwater*, when a wisp of smoke was seen. Two of the senior members investigated and on their return reported that a camp was on fire. The entire pack was directed

to the scene and organized to fight the blaze.

There was no water in the immediate vicinity but their knowledge of woodcraft was put to good use. Plenty of wet moss was available and, by applying it, the blaze was extinguished before reaching the upper walls of the cabin.

It was believed that a carelessly-tossed cigarette butt had lodged between the floor boards. Had not the group arrived when they did, the camp would have been a total loss.



Members of the Naval Board are shown here in the board room at Naval Headquarters. Seated are Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, and Rear-Admiral Wallace B. Creery, Vice-Chief of the Naval Staff. Behind them (left to right) are: Rear-Admiral (E) John G. Knowlton, Chief of Naval Technical Services; Commodore W. L. M. Brown, Assistant Chief of the Naval Staff (Air); Captain (S) Murray A. Davidson, Naval Secretary and Secretary to the Naval Board; Rear-Admiral H. F. Pullen, Chief of Naval Personnel, and Commodore H. N. Lay, Assistant Chief of the Naval Staff (Warfare). (EF-3175)

The Naval Board of Canada

*Policy and Co-ordination
Plus De-centralization
Are Functions*

The Naval Board was first established by Order-in-Council in January 1942. The original terms of reference specified that its principal duty would be "to advise the Minister of National Defence for Naval Services on all matters relating exclusively to the Naval Service". The Minister of National Defence for Naval Services and his Deputy Minister were, under the original constitution, actually members of the Naval Board and in this respect the Board was broadly analogous to the Board of Admiralty. After the war, however, when the three Armed Services were placed under a single Minister of National Defence, and tri-service co-ordination in the administrative field was introduced, a new "chain of command" was established.

The duties of the Naval Board, as now laid down in QRCN, are "the formulation of naval policy and the co-ordination and integration of all branches of the Navy".

Before describing the present position and functions of the Naval Board, it will be helpful to outline briefly the organization now in effect at National Defence Headquarters. The Department of National Defence has a double function, namely:

- (a) It is the central organ of administration for the three Services.
- (b) It is a civil department of state which, under the direction of the Minister, reflects and contributes to Government policy.

Under the National Defence Act, the Minister has "the control and management of the Canadian Forces, the Defence Research Board and of all matters relating to national defence including preparation for civil defence against enemy action, and is responsible for the construction and maintenance of all defence establishments and works for the defence of Canada."*

He is advised in administrative matters concerning all three Services by a Defence Council, composed of the Minister (as Chairman), the Deputy Minister, the Associate Deputy Ministers, the three Chiefs of Staff and the Chairman of the Defence Research Board. In matters of fighting policy (over-all defence plans and strategy) he is advised by the Chiefs of Staff Committee composed of a Chairman and the three Service Chiefs and the Chair-

* Many of these duties are now the responsibility of the Associate Minister of National Defence.

man of the Defence Research Board. Subjects which are the sole concern of an individual service are referred direct to the Minister by the appropriate Chief of Staff. It is at this point that the Naval Board as at present constituted comes into the picture.

The Naval Board is composed of six members, namely: the Chief of the Naval Staff, the Vice-Chief of the Naval Staff, Chief of Naval Personnel, Chief of Naval Technical Services, Assistant Chief of the Naval Staff (Warfare) and Assistant Chief of the Naval Staff (Air). The Naval Secretary is ex-officio Secretary to the Naval Board.

Each directorate at Naval Headquarters is responsible to a particular Board member who represents it at the highest naval level. The Chief of the Naval Staff in his relationship to Naval Board occupies a special position in that he, personally, is the authority responsible for the decisions made in the name of Naval Board. For this reason the Board, in fact, constitutes a body of high level advisers to the Chief of the Naval Staff.

Matters which come to the Board for consideration fall roughly into two categories. First, those policy matters in which the Chief of the Naval Staff has the authority to make a final decision

and secondly, those which must ultimately be referred to the Minister, or through the Minister to the Government.

Matters falling in the first category are invariably those which concern the Navy only and decisions are issued as directives in the form of Naval Board minutes. Individual Board members then initiate any action appropriate to their particular department and these decisions are passed to the Fleet in the form of amendments to QRCN., Naval General Orders or special directives of Naval Headquarters.

When Naval Board approval has been obtained for any matter which requires the authority of the Minister of the Government, it is taken to the next level by the Chief of the Naval Staff, usually to Defence Council, the Chiefs of Staff Committee, or directly to the Minister.

Many of the items which appear on the Naval Board agenda will have been referred to it by Naval Staff, from which body springs the initial formulation of naval policy. The VCNS is Chairman of Naval Staff and, when appropriate, approves those items not requiring the consideration of the Naval Board. Other matters must be referred to Naval Board or CNS for approval before further implementing action can be initiated.

The Naval Board generally is an organ which at the highest level provides for de-centralization in the Service. Although the principle of de-centralization was not given full recognition until early in the present century, it is evident that its implication was recognized by some of the great leaders in history. Thus, we learn that "Drake took council of many and then did what he thought was right". Today de-centralization in any large organization is essential if any progress is to be made at all. The British Admiralty, for example, were not always in this happy position and the first secretary of the Admiralty, John Wilson Crocker (1809-1830) once remarked that Their Lordships "were worn down by the flow of detail". A later secretary complained, in 1855, that "talent and energy must alike be swamped by the increasing stream of daily routine still flowing in the old contracted channels". Even today his complaint has an uncomfortably familiar ring!

Naval Board represents the first point at which de-centralization occurs in the Royal Canadian Navy and the object of our organization is to maintain this from the top down, while at the same time retaining the co-ordination essential to an efficient team.—F.L.H.



A day filled with softball, volleyball, swimming, tennis and badminton was broken by a gratifying interlude at the barbecue pits, when half the ship's company of the Athabaskan were guests at the luxurious Manila Polo Club during the destroyer's visit to the Philippines. (Photo courtesy Sun Life of Canada)

Canadian Sailors Relax At Swank Manila Club

The following article was written by Mr. J. R. Paton, Sun Life Assurance Company representative in Manila, Philippine Islands. The destroyer Athabaskan arrived back in Esquimalt on December 11.

On Wednesday, October 21, 1953, for the first time in history, a Canadian warship dropped anchor in Manila Bay and the ship's crew descended on the city. The small Canadian community in Manila rallied round Consul General Palmer to give the boys of HMCS Athabaskan a good time, and so did the larger British one.

According to those sailors lucky enough to be included in the party, the day at the Manila Polo Club as guests of the Sun Life of Canada was not only the highlight of their Manila visit, but the best day they had had since leaving Canada.

Promptly at ten o'clock on the morning of October 26, fully half the ship's complement climbed aboard buses and drove off, leaving their companions hard at work getting the ship ready for departure the next morning.

A city ordinance in force at the time forbade buses to pass along the famous Dewey Boulevard, which runs along Manila Bay, but the mayor of the city

gave special permission for the Canadian boys to go that way.

Out at the Polo Club, which lies about ten miles from the city, they found the whole resources of that most luxurious club placed at their disposal.

There was a rush for the swimming pool. The ship's softball team got into their uniforms and took on the "rest". Pin boys in the bowling alleys were soon working as they had never worked before. Volleyball teams got down to serious exercise and the tennis courts and badminton courts soon drew their enthusiasts.

When the ship's ball team had safely beaten the rest (but not before they had some anxious moments) the stokers took on all comers and so the day went on with the diamond never empty.

While all this was going on, refreshments were continuously available and at noon a vast supply of mammoth hot dogs and hamburgers appeared to give the club boys a busy time at the barbecue pits trying to keep up with Canadian appetites.

The Canadian sailors impressed everyone they met by their courtesy and cheerfulness. There were no officers at the Sun Life party but discipline was perfect.

A Busy Ship - - But She Never Goes to Sea

*"Ships may come and ships may go,
But we stay here forever."*

Life aboard the Navy's first apprenticeship training ship offers a variety of oddities and peculiarities not found in the ordinary "run-of-the-mill" ships.

For one thing, the sick bay tiffie has very few cases of seasickness (thanks to Jetty "O") but is always on hand for Captain's and Executive Officer's requestment and defaulters "just in case".

The reason for this predicament is that Sick Bay seems to be the space most readily available (perhaps the most logical) for this time-honoured ceremony.

To enter the unique 10,000-ton structure that is the *Cape Breton*, you make your way painfully up 29 (not the famous 39) steps under a canopied scaffolding. Then if the rip-roaring downdraft does not get you, the quartermaster surely will, as you emerge from the conventional gangway (level at high tides).

Once this hazardous feat has been accomplished, you find yourself in friendly, spacious surroundings on the quarter-deck which is well forward in this ship. From this point you can continue in a straight line to our sister ship, the *Cape Scott*, or you can turn sharp left and go aft in the *Cape Breton*.

The aroma of fish and chips will probably detain you at the quartermaster's lobby long enough for you to get a scuttle view of the wardroom and ante-room.

Past the cabin flats, and you really get an idea of the immensity of the *Cape Breton*. You could, of course, pop into the galley right about here and go down on the dumb waiter with the soup, but if your patience holds out you will find ample hatchways and ladders to reach the heart of the ship. If you choose the ladder on the after deck between sick bay and the shipwright's shop, an ominous roar greets you at the bottom. Don't let that worry you, however, it's only the four diesels and generators sounding off in the next deck below. Let the schoolmaster and draughting instructor outshout them in their classrooms above.

Let's go further aft, past the Chief and POs' mess and sleeping quarters,

and you will find the array of administrative offices where the supply officer will be glad to see you.

Now retrace your steps. If you turn right, the MAA or the chief stoker will get you, or the dumb waiter will offer an irresistible temptation to your palate. If you turn left, your journey will take you past the maintenance mess and washrooms. In either case you will emerge into the vast cafeteria where the waiting line-up at the canteen can't help but see summaries of world affairs and the progress report of BCA pasted to the noticeboard on the bulkhead.

By this time, you will appreciate the comfortable chairs of the apprentices' mess-deck, or, by veering over to the right, perhaps you will be lucky enough to take in one of the showings at the theatre. Mind you, it may be "The Red-head from Wyoming" or "Handsaws and Their Uses", but you are welcome.

If you are still in the walking mood, the apprentices' recreation space up forward will not let you by for right next door you can select the book of your choice from the small but rapidly-growing reference and recreational library. If you can get by Zane Grey just look on the left and there you will find treatises all the way from "Jane's Fighting Ships" to "the Incredible Canadian".

Go back to the SRE and projection room portion of the theatre. Clang! Bang! Slam! That's the machine shop right below. As you reach this hive of industry, the first thing you will hear is "Thank heavens, I've finished that block at last!" "What's wrong, son, don't you like filing?" "Oh, it's all right, but there's a limit to everything!"

Right, lad. What do you suppose those machines are for? Now you can really see what this apprenticeship scheme is about. What a machine shop! Just look at that heap of brass shavings over there! Someone has been doing some turning. What are you going to do with that stuff? Well, let's go down into the real bowels of the ship and see.

At this point you wish you had not turned in your respirator for some fool has started up the foundry, or is that some future smithy I see over there laying on to that white-hot casting? It may get over the ordeal but will never look the same. Speak up, I can't hear you. Well, no wonder, the sheet metal

Warm Praise For Canadian Ships

Commanding officers of the *Magnificent* and the *Quebec*, largest ships of the RCN contribution to NATO Exercise Mariner last fall, received warm messages of congratulation for their work while with the forces of the Commander of the Blue Striking Fleet.

Vice-Admiral Thomas S. Combs, USN, at the close of the 19-day North Atlantic manoeuvres, sent the following message to Commodore Rayner of the *Magnificent*. "The contribution of (your) task group to Mariner has been outstanding. The *Magnificent* has consistently done more than her share throughout the exercise. My warmest congratulations on a job well done. It has been a pleasure to work with you. Good luck and smooth sailing."

To Captain E. W. Finch-Noyes, making his first cruise as the commanding officer of the *Quebec*, he sent: "It has been a pleasure to have had you with us. Your dependable performance has been outstanding. My warmest congratulations on a job well done. Good luck and smooth sailing."

Rear-Admiral H. H. Goodwin, USN, commander of the fast carrier striking force to which the *Quebec* was attached, had a message too:

"Upon your departure it pleases me to say that your daily performance during Mariner has been a source of constant satisfaction. Your excellent station-keeping, your smart seamanship, plus your alert grasp of tactical situations all have pointed out to a high state of readiness. Best wishes for a pleasant return trip. Please convey my best regards to my friends in Halifax."

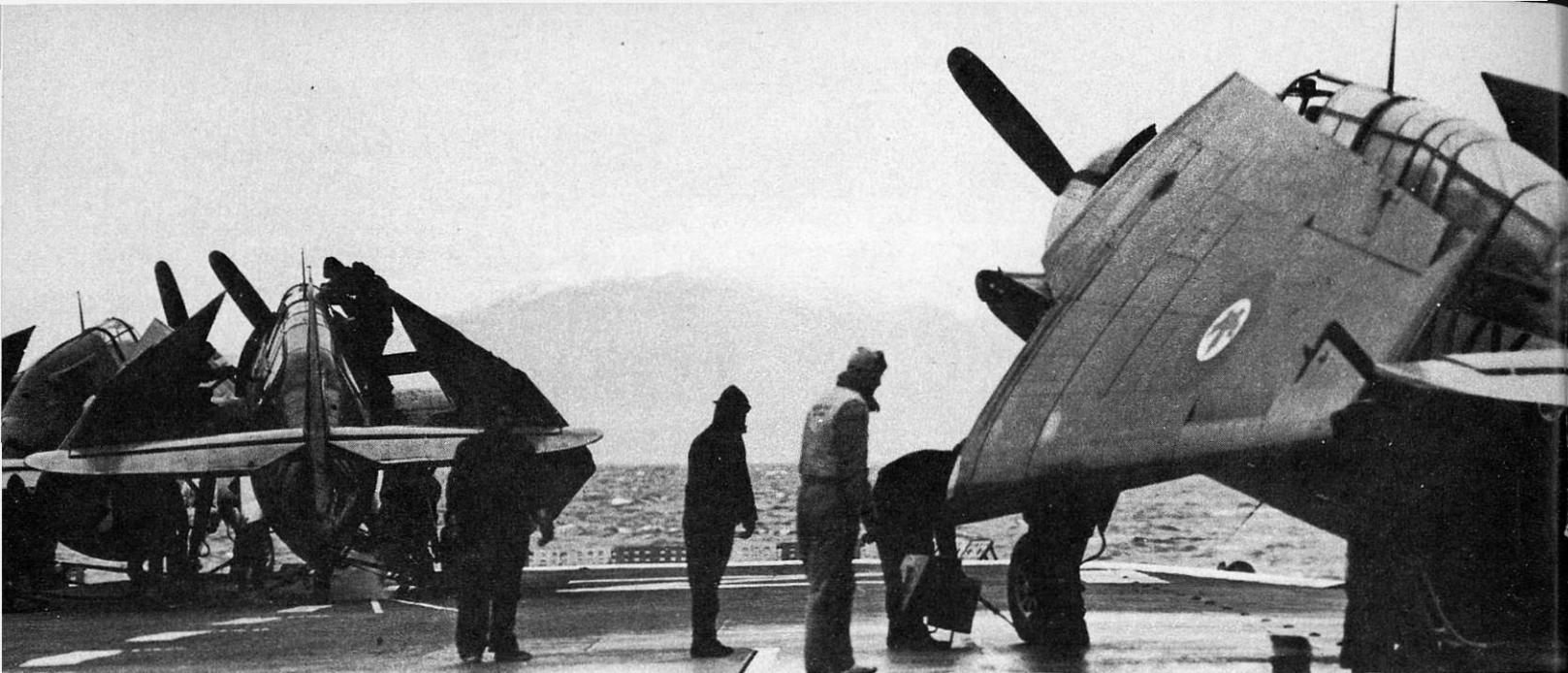
(Rear-Admiral Goodwin's reference was to his visit to Halifax with his carrier task force in August 1953.)

class is at work this morning; we'll soon have enough ashtrays to go round, that is, if the coffee cans hold out. If only that welding instructor would arrive, perhaps we could get somewhere.

Well that's just about it. No, by heaven, this is Wednesday, and the officers are assembling in the wardroom for lunch.

Even before the introductions are completed that confounded PA system breaks in: "Orders for fish and chips are now being taken in the quartermaster's lobby." The gunnery officer (also an engineer officer) juts out his protruding chin just a bit further than normal, bangs his pugilist's knuckles on the spotless bar and bellows, "It's not Navy!"

Good old *Cape Breton* just rolls ever so lightly and settles down for sports afternoon.—L.B.S.



The snow-clad crest of Ondverdharnes Mountain, near Reykjavik, forms a backdrop to hunter-killer operations off Iceland. Avengers are being readied for more anti-submarine patrols in weather that was wet and cold. (MAG-4938)

EXERCISE MARINER

*History's Greatest Maritime
Manœuvres Blanketed
North Atlantic*

Five Canadian warships logged almost 20,000 miles during Exercise Mariner last fall in routes along North American and European seaboard and as far north as Iceland. Not so easy to measure was the experience they gained in the largest maritime exercise in world history.

Nine of the 14 North Atlantic Treaty Organization nations contributed a total of 300 ships, 1,000 aircraft and half a million men to the 19-day war games. Participating were Canada, the United States, United Kingdom, France, Denmark, Norway, The Netherlands, Belgium and Portugal. Canada's share was made up of the *Magnificent*, *Quebec*, *Algonquin*, *Swansea* and *La Hullose*, along with three RCAF Maritime squadrons of Lancasters.

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, and Air Commodore A. D. Ross, Air Officer Commanding, Maritime Air Command, controlled part of the exercise in Western Atlantic waters from Halifax as sub-area commanders of SACLANT (Supreme Allied Commander Atlantic).

Canadians were part of the Blue Force, representing NATO powers and varying in size from battleship to a fleet tug, plus shore-based aircraft, merchant ships and "paper" convoys. The opposing Orange Force had mainly

First Sea Rescue By Helicopter

The first rescue at sea performed by a helicopter of the RCN took place on October 21 during NATO Exercise Mariner. Lieut. David H. Tate, of VF-871, noticed his Sea Fury was losing power after two hours of combat air patrol, so he signalled the *Magnificent* to stand by for an emergency landing.

All was made ready, but the aircraft's engine conked out and Tate force-landed on the sea during the approach. The Sikorsky helicopter was at plane guard to anticipate such a mishap and covered the half-mile in about 32 seconds and lowered its rescue cable to the pilot.

AB Bob Cass hoisted Lieut. Tate on board the helicopter which, within moments, deposited him safe and sound on the flight deck. Lieuts. Ian Webster and Frank Harley piloted the helicopter. The rescue took place to the east of Newfoundland.

This was Lieut. Webster's third rescue with an "egg-beater". In 1952, while flying from a U.S. Navy carrier, he fished an officer from the sea after he had been washed over the side of a destroyer. Last summer he operated the windlass which lifted two RCN pilots from Bedford Basin following the ditching of their Avenger while rehearsing for Navy Day.

submarines, land-based bombers and surface raiders. No winner was declared and exhaustive post mortems were held on individual successes to reveal flaws in the NATO maritime structure.

The *Magnificent* (Commodore H. S. Rayner), first Canadian unit in the war game, was on hand for the opening gun on September 16. Squadrons embarked were VF-871 (Sea Furies) and VS-881 (Avengers). She sailed as CTG 203.6 from Norfolk, Va., and with four U.S. destroyers provided anti-submarine and air defence for ten logistic ships forming an Iceland convoy. The battleship *Iowa*, carriers *Bennington* and *Wasp*, cruisers *Macon* and *DesMoines*, and 17 destroyers left various eastern U.S. ports to form a powerful striking fleet which operated in the convoy's general vicinity.

Zigzagging ships, darkened by night and carrying out action stations and various evolutions, were reminiscent of Second World War convoys on the same route.

After the *Magnificent* had passed through minefields off the Virginia Capes, one of her Avengers made the group's first contact with an Orange submarine. More were encountered by the aircraft and destroyers forming the screen. Sea Furies busily contended

with "snooper" planes from ashore. The action zenith was reached three days later in the Sable Island area where the *Magnificent* herself was attacked by a submarine and her convoy harassed by the "enemy" cruiser USS *Worcester*. Three of the Canadian carrier's screening destroyers were detached as interceptors and drove away the cruiser with a torpedo attack.

The *Quebec* (Captain E. W. Finch-Noyes) sailed from Halifax the same day to join the striking fleet off Newfoundland. A sub made an indifferent attack on her next morning in roughly the same area as that through which the *Magnificent* had passed. Six of the carrier's Avengers made a twilight rocket strike on the *Worcester*.

Off Cape Race the first phase ended. The logistics vessels then replenished the striking fleet on September 21 and 22, after which the *Magnificent* integrated with a fast carrier force headed by the *Bennington* and including the *Quebec*. The force began flying operations en route to Iceland, but the weather went sour.

Fog pounced swiftly on September 23 and 50-odd aircraft, including nine RCN Avengers, had difficulty in regaining a flight deck safely. Later in the week, southwesterly gales struck, resulting in a general battening down in the fleet. The *Magnificent* and her group were luckier than most for their course coincided with the advance of the "eye" of the storm where winds were less severe. Just the same she rolled heavily and aircraft on deck or in her hangars

HMS *Vanguard* refuels at sea during *Mariner* while a helicopter from the carrier HMS *Eagle* prepares to land on her deck. The battleship was flagship of Admiral Sir George Creasy, Commander-in-Chief Eastern Atlantic during the NATO manoeuvres. (Photo courtesy United Kingdom Information Office)



Two men who seldom left the *Magnificent's* bridge during Exercise *Mariner* were CPO George McCue, left, the Chief Yeoman, and Commodore H. S. Rayner, commanding officer, who was commander of a carrier support group for most of the 19-day exercise. AB Jack Rochon mans the bridge voice circuit in the rear, ready to relay the completed message to the carrier screen. (MAG-4913)

were spider-webbed with securing wires. A boat worked loose from its fastenings and there was the inevitable toll of crockery, spilled food and belongings.

The *Quebec* fared worse, for she was in seas as rough as any encountered during her current commission. Despite two attempts, she was unable to refuel from a tanker and just before a third try she was ordered away. Before she

reached station, a smashing wave wrote off her starboard whaler as a total loss. The adverse conditions caused an alteration in a rendezvous with United Kingdom "joiners" to a point 200 miles further south of Iceland. U.S. and Canadian ships on September 26 managed only partial replenishment.

The next day dawned on an awesome sight as an armada of more than 50 warships ploughed through great waves. The battleship *Vanguard*, carrier *Eagle*, cruiser *Sheffield*, three Darings and three destroyers had taken up station. Three British tankers joined the logistics support force. This combined striking fleet headed for the south Denmark Straits while the convoy and support group proceeded to Reykjavik where the oilers and other vessels could replenish. Submarine activity was brisk as they "fought" their way to port after which the *Magnificent* and screen turned on their assailants as a hunter-killer group until the supply vessels came out again two days later.

In the straits, the *Vanguard* prevented HMS *Swiftsure* from sneaking down to harass Blue shipping, but Orange U-boats pressed home several telling attacks on heavies of the fleet. Poor visibility cancelled the scheduled strikes and bombardment of the Icelandic coastline, so only a simulated shelling took place. A mishap at this time was the collision of the *Swiftsure* and the *Diamond* with injuries to 32 of the cruiser's crew. The damaged ships were eventually detached for the Clyde.



U-boats again penetrated the defences of the fleet.

Next day, September 30, was unusually fine and the *Magnificent's* support group covered the replenishment of major Blue warships from the logistics force 120 miles south of Iceland. An official Mariner communiqué stated that "a great deal had been learned in meeting North Atlantic seas and weather conditions" and that "some minor change in design will come in the future as a result of experiences in current Mariner and Mainbrace Exercise of 1952, particularly as concerns United States vessels."

Orange aircraft found the fleet and attacked it with theoretical bombs, including an atomic type, just before dawn on October 1 as the ships advanced towards the United Kingdom. The aircraft were met with a simulated barrage of such intensity that low level attack was ruled out. Stormy seas prevented the force from sending fighters aloft although there had been an hour's advance warning by radar of the impending strike. The heavies, particularly the carriers, were making heavy weather. The *Worcester* had her upper deck structure damaged and the *Iowa* had to reduce speed to secure gear. The British elements left in the afternoon for the Clyde, while the Americans continued southwards to meet the replenishment group, which had taken a different route from Iceland to the west of Ireland.

Pounding seas, like these encountered on her return trip to Canada, plagued the *Quebec* during a part of Exercise Mariner. Old hands reported some of the storms equalled anything she had experienced in her current commission. (QB-1109)

Orange aircraft of various types harassed the fleet, still without fighter opposition, and struck again in force just before dawn on October 2. Their flares turned darkness to daylight over the violently manoeuvring ships, which would have sent fighters aloft, regardless of weather, had it been real war.

The *Bennington* and *Wasp* took advantage of moderating seas to launch air strikes at Kirkbridge and Scampton air bases in England during the forenoon. The *Iowa*, however, was decisively attacked by a submarine next day and high level bombers had the ships under constant attack during replenishment. That night the final strike of the exercise took place. Orange bombers dropped three more make-believe atom bombs over the fleet. They detonated with a brilliant flash, followed by a sharp explosion, which lent a note of realism to the situation.

Mariner ended at noon on October 4 and the ships scattered for the Mediterranean, the United Kingdom and Iceland.

Meanwhile, the three other Canadian ships had entered the fray from the United Kingdom on September 25. The *Algonquin* (Commander P. F. X. Russell) was escort commander of a Mediterranean convoy from Milford Haven.

Air and submarine strikes were made against them soon after sailing but the *Algonquin* and HMS *Contest* (destroyer), along with friendly aircraft,

Rough Weather Injures Seaman

An eleventh-hour accident marred a year otherwise free of serious injuries in the *Quebec* as the cruiser neared Halifax after NATO Exercise Mariner.

Ord. Sea. Kenneth Bruce Batson, an armourer's mate, had his thigh broken when a big wave slapped a heavy steel weather door home, pinning him against torpedo tubes on which he was working.

He was taken from the ship at Chebucto Head, rushed to hospital at *Stadacona* by high speed launch and was operated on the same evening.

Surgeon Lieut.-Cdr. Ralph Plumer, ship's medical officer, said it was remarkable that there were not more serious accidents throughout Mariner, during which the cruiser had experienced weather as rough as any in her post-war commission.

made several good attacks on Orange underseaboats and had no losses from air strikes.

The convoy included HM Ships *Indefatigable* (carrier) and *Maidstone* (submarine depot ship), acting as ships in convoy plus several "paper" merchantmen who were joined en route by a French tanker and additional "paper" vessels from Brest. They proceeded into the Bay of Biscay, turning about near Cape Finisterre and heading back as a convoy from Trinidad, with the French element detaching for Brest again on the way back.

The *Swansea* (Lieut.-Cdr. William D. F. Johnston) and the *La Hullose* (Lieut.-Cdr. H. A. Porter) joined RN frigates in guarding the western Channel approaches and covering the passage of convoys up-Channel. They were supported by land-based aircraft on their A/S sweeps. They experienced plenty of enemy air activity, mostly by single aircraft. The *Swansea* teamed with the frigate *Loch Veyatie* against an enemy sub the first afternoon and several days later the *La Hullose* and *Loch Ruthaven* shared another which earned a "well done" for the Canadian ship from C-in-C Western Approaches.

The *Algonquin*, which by this time had made a name for herself as an effective A/S escort, joined her convoy with other vessels in the Channel and combined with the *Swansea* in two separate attacks on U-boats during October 1.

The three Canadians wound up the exercise under French control, the frigates on patrol off that coastline and the *Algonquin*, after a brief evening in Cherbourg on October 3, on guard outside the port. They then headed for recreational visits to United Kingdom



ports, followed by exercises off Londonderry with the *Magnificent*. The *Quebec* meanwhile sailed from Scotland for home. She was the first of the five to arrive back in Halifax, on October 19, and the *Algonquin* was last to reach home port, on November 15.

During Mariner, the *Magnificent's* aircraft flew 15 of the 19 days. Avengers and Sea Furies flew 357 sorties and the helicopter was airborne 88 times. The ship's mileage was 6,500 in the exercise and 14,975 for the whole cruise. Mariner mileage and cruise mileage for the other ships were: *Quebec*, 4,725 and 7,075; *Algonquin*, 2,600 and 11,500 and the frigates, about 2,800 miles each and more than 9,500 miles each.

Canadian commanders were pleased with experience gained during Mariner which, in the words of Commodore Rayner, paid a "handsome dividend for the heavy investment of forces". A secondary Mariner aim had been the maximum operational training of commanders of units, which applied especially to their exercise roles. Morale in the "*Maggie*" was "the highest ever" and all hands gave an "extremely good account of themselves". "Essential experience of the greatest value" resulting from working with many other ships and aircraft was coupled with invaluable training" gained from the prolonged period at sea. Captain Finch-Noyes regarded the *Quebec's* part as "extremely successful and beneficial to all concerned. In two weeks of continuous steaming, often under heavy weather conditions, all departments were tested and stood up remarkably well."

Royal Navy's Korean Role Summarized

Statistics on the role of the Royal Navy in the Korean war were issued by the Admiralty in November, covering the three years fighting was in progress there.

The summary says that during Korean operations, ships of the Commonwealth navies fired 23,000 six-inch shells and 148,000 rounds of 4.7-inch or four-inch ammunition in action.

Aircraft of the Fleet Air Arm dropped 15,200 bombs of various sizes and fired 57,600 three-inch rockets and 3,300,000 rounds of 20mm ammunition.

The Admiralty estimated that 17,000 officers and men of the Royal Navy, Royal Marines and Royal Fleet Auxiliary Service served afloat in Korean waters during hostilities and a further 4,300 were on duty ashore in Japan. Decorations were awarded to 16, and 289 were mentioned in despatches. Casualties totalled 182.

The 33 British warships on Korean duty steamed a total of 2,100,500 miles on operations.



Ensign James M. Elster, USN, receives a replica of the *Magnificent's* badge from Cdr. Arthur Abrams, Commander (Air), before returning in his Skyraider to the USS Bennington. The U.S. naval aviator was a sudden visitor on board the "*Maggie*" when his aircraft was caught in a heavy fog during Mariner and he had to land on the first flight deck he could find. His overnight stay merited the ship's brand—a maple leaf and the word "*Maggie*"—being stencilled on his aircraft. (MAG-4892)

Singing in the Rain ... Coronation Version

Canadian sailors made a completely unscheduled and informal contribution to the Coronation Day proceedings—and in so doing made for themselves and their service a good many admirers.

It was at the Buckingham Palace end of The Mall, in the early afternoon, that this took place. It was raining hard, nothing was happening or was due to happen for quite a while and it was quite evident that spirits of many on the crowded sidewalks and in the stands were beginning to droop.

Then a block of Canadian sailors in one of the stands, began to sing "Alouette". "The Old Gray Mare" — most of the old stand-bys. Soon others were joining in and in short order there was a noticeable uplift in the spirits of the crowd.

The rain ceased for a spell and the Coldstream Guards band began to play further up The Mall. It was too far away for those in this particular section to hear very well, however, and the sailors, thinking this unfair, began to chant, "We want music! We want music!"

Results came almost at once, from the pipe band of the Scots Guards who were lining the street across from the Canadians' stand. The stirring music of the

pipes and drums warmed the crowd still more, and the Scots received a rousing hand.

Then the rain came again, the Scots retired and the sing-song was resumed. The sailors finished by shouting, "Are we downhearted? No!"

The sturdy Scots took this as a challenge, uncovered their instruments and began to play once more, even though it was raining about as hard as it had rained all day.

By the time they had finished and the sailors had sung a few more songs, the head of the procession was not far away. An afternoon that had threatened to drag uncomfortably had passed quickly, after all.

Collaboration Produces Slogan

Collaboration by Ldg. Sea. William R. Geroux and AB George W. Dietsch has produced a slogan for "A" Block, *Stadacona*.

"The ship by her boats, the barracks by its men" was judged best entry in a recent contest to obtain a slogan for the building, which is capable of accommodating 800 leading seamen and below and was first occupied in December 1951.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Micmac*

The *Micmac* has her trials and work-up program behind her and she is now ready to carry out the demands of the Atlantic Command in the capacity of a training destroyer.

In October she proceeded to Bermuda and rendezvoused with the *Prestonian* two days later. Following exercises the ship headed for Old Dockyard for a long weekend. The next week was spent in exercises, training and painting ship both at sea and at anchor in Grassy Bay. It was all work for everyone aboard, but it was enjoyed in the excellent weather.

The last weekend at Bermuda was spent alongside at Hamilton. Here the ship was well received and a good time was had by all.

Early in November the *Micmac* left for Brooklyn, still carrying out training procedures. Three glorious days were spent at that port and everyone had an opportunity to buy Christmas presents and see the sights.

Returning to Halifax, the *Micmac* has now settled into her new role and the ship's company has hung out its sign "Open for Business".

HMCS *Algonquin*

The *Algonquin*, following her return from Londonderry, North Ireland, spent a very busy week in Montreal during the latter part of October. On two occasions while there she flew the flag of the Naval Board and later, while underway, flew the Naval Board flag to signify the presence of the Minister of

National Defence, who was embarked along with representatives of the Canadian Shipbuilding Industry.

Steaming downriver the ship carried out gunnery and anti-submarine demonstrations for the benefit of the guests. While alongside at Montreal a large number of Montrealers inspected the ship.

After a brief replenishment period in her home port of Halifax, the *Algonquin*, wearing the flag of Flag Officer Atlantic Coast, set her course for Bermuda. The *Algonquin* also had a new set of funnel markings. One broad black band at the top of the funnel and the numeral "One" underneath signify that this newly modernized destroyer escort is the senior ship of the recently organized First Canadian Escort Squadron. Later in the day she was joined by the *Prestonian* and the two ships sailed for work-ups and evaluation trials.

On November 18 the Admiral's flag was struck and several days later the *Algonquin* and *Prestonian* sailed to take up station on the flight path of Her Majesty's plane from Newfoundland to Bermuda. After completing this mission, and, following a brief fuelling stop at Bermuda, the two ships sailed for home and a well-earned leave and maintenance period at Halifax.

HMCS *La Hulloise*

During September and October HMCS *La Hulloise* took part in exercises in the United Kingdom. In late September she operated out of Plymouth, England, in company with HMCS *Swansea*. In Exercise Mariner. Activities for the

La Hulloise were confined mostly to the western approaches of the English Channel but the "Fighting Lady" managed to claim one confirmed submarine.

Early in October the *La Hulloise* joined other units of the RCN, HMC Ships *Magnificent*, *Algonquin* and *Swansea*, at Londonderry, Northern Ireland, and participated in anti-submarine exercises with the Royal Navy.

Returning to Canada the *La Hulloise* spent a somewhat rough crossing during which a few miserable days were experienced by all concerned. The passage, however, was climaxed by a regal entry into Halifax harbour flying a "paying off" pendant 520 feet long. Her commission lasted just a month short of four years and she spent the last two years on cadet training cruises during which time she steamed 75,000 miles in 22 months.

With the retirement of the "Lady" for her well deserved rest, the majority of the ship's company have since commissioned the *Lauzon* at Sorel, Quebec.

Those who have served in the *La Hulloise* will remember her as an efficient, hard-working and happy ship.

HMCS *Wallaceburg*

During the 1952 training season, which commenced in April, the *Wallaceburg* was employed primarily in the training of classes of officers and men from the TAS School at *Stadacona*.

The *Wallaceburg* operated with ships and submarines of both the Royal Navy and the United States Navy.

The heavy schedule of training in the Bermuda area left little time at Halifax, but one unscheduled break,

Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, takes the salute during divisions at Shearwater. (DNS-1179).



caused by a faulty refrigerator, permitted a leave period to be squeezed in.

In the second week of September the *Wallaceburg* took part in Exercise Cordex II before sailing once again for Bermuda.

The *Wallaceburg* entered HM Dockyard, Ireland Island, on the morning of September 17 to wait out the reported 65-mile-an-hour gales which accompanied hurricane Edna on her wild, witch-like flight through the Bermuda area.

By 1800 the watches had been doubled and the ship prepared with every means of line and fender available for the onslaught. Shortly before 2230, gales reached 85 with gusts to 130 miles an hour. Constant attention was paid to the fenders as the ship was buffeted against the jetty.

The wind, which had been on the beam throughout the evening, began veering by 2300, resulting in considerable strain on the lines. The wind shift was a relief, as the ship was fast losing her fenders. At the height of the gale it was barely possible to keep one's footing and more than once dark human shapes were seen clinging to bollards on the jetty. By 0100 the gale had subsided sufficiently to revert to single watches. The following morning, Bermuda papers declared that "Edna" was no lady.

On her return to Halifax, the *Wallaceburg* proceeded to St. Margaret's Bay to paint ship, prior to embarking

Ed. Farey, program director of Radio Station CKDA, Victoria, discusses with Lieut.-Cdr. Norman Donaldson, of the *Cayuga*, plans for recording Christmas greetings of the ship's company to relatives and friends ashore. Mr. Farey was embarked in the Korea-bound Tribal class destroyer for the trip to Pearl Harbour. While on board he made a series of recordings for broadcast from various points in Western Canada during the holiday season. Mr. Farey returned to Esquimalt in the *Athabaskan*. (E-25561)



the Flag Officer Atlantic Coast, Rear-Admiral R. E. S. Bidwell.

In October, wearing the flag of Can-flagrant, the ship sailed for St. John's, Newfoundland, and thence for Sydney, N.S., to disembark the Admiral before proceeding to Cornerbrook to fulfil commitments there.

During the training season 86 TD3s, 20 TD2s, 16 TD1s, 10 TAS Is and 32 officers completed their TAS training aboard the *Wallaceburg*.

HMCS Portage

After operating for over a month in the Bermuda area, the *Portage* returned to Halifax in late November and stored ship immediately for a cruise to the West Indies.

While at Bermuda, a three-day informal visit was paid to Hamilton. For the remainder of the time the ship was employed in anti-submarine training for TDs and a JOTLC class. Trials were also conducted by Naval Research.

Reviewing the ship's training since last June, it is observed that 41 officers (11 Reserve) and 109 men (32 Reserve) were borne for training.

In the sports field, three ball games were played against the *Wallaceburg* and swimming was participated in three or four times daily when the ship was alongside.

Portage had the distinction of winning a sailing race against HMS *Sheffield*, HMS *Burghhead Bay*, the *Prestonian* and the *Algonquin*. The ship's whaler was coxswained by Lieut. (S) A. P. Stewart and the crew consisted of PO Gerald Soucy, PO Roy Robertson, AB Maurice Regimbald and AB Russell Collier.

Albro Lake Radio Station

Many of Albro Lake radio station's complement caught the hunting bug last fall, and a few deer were bagged.

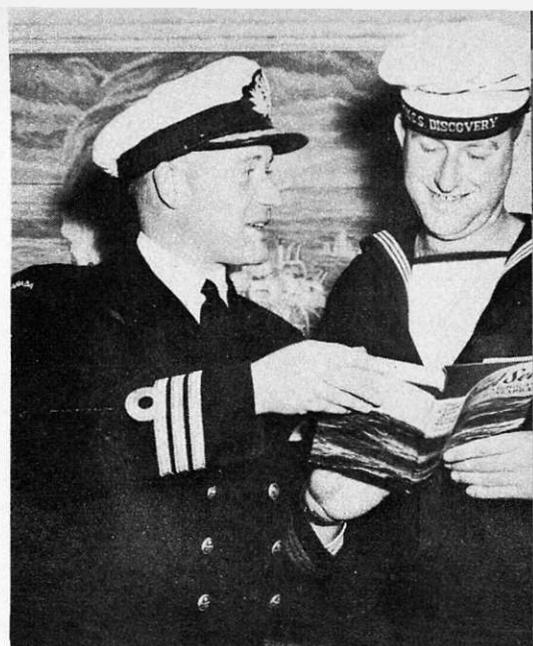
The station now has a mast rigged across from the main entrance, from which the White Ensign is flown.

The Admiral's inspection of the station was held on November 16. During his visit to the station, Rear-Admiral R. E. S. Bidwell presented three of the station's personnel with Coronation medals. They were CPO Charles W. Bourgeois, CPO Ronald E. Fenwick and PO Garfield Charles.

HMCS D'Iberville

The supplying of guards on important ceremonial occasions played a large part in the fall program of *D'Iberville*.

The new entry training establishment provided a naval guard for the Quebec City première of "The Cruel Sea", sponsored by the Naval Officers' Association.



Ord. Sea. Nicholas F. Leuchte, of HMCS *Discovery*, headed his class at the Great Lakes Training Centre last summer. He thereby qualified for an autographed copy of Nicholas Monsarrat's "The Cruel Sea". Commander Glen McDonald, then commanding officer of *Discovery*, made the presentation as shown here. Ord. Sea. Leuchte also received *Discovery's* Flavelle cup, awarded annually to the most outstanding new entry.

The guard was commanded by Lieut. (SB) D. S. Bender. Sea Cadets were sentries inside the Cartier Theatre and Wrens acted as ushers.

A naval guard of honour, under the command of Lieut.-Cdr. R. D. Campbell, was inspected by His Excellency the Governor-General of Canada on the occasion of his departure from Quebec City in October.

A naval guard from *D'Iberville* was present at the laying of the corner stone of the new Naval Supply Depot at Ville LaSalle and was inspected by Defence Minister Brooke Claxton.

On Trafalgar Day, a wreath was laid at the cenotaph in Quebec City by Commander M. J. A. T. Jette. The guard on this occasion was under the command of Lieut. D. J. Hamilton.

Chief Petty Officer J. M. Vanasse was presented with the Canadian Forces Decoration by Commander Jette at ceremonial divisions on October 23.

TAS School

The TAS School is now in the midst of the winter training schedule. With a large number of normal daily classes under way, the nights are utilized for training reserve personnel. One night each week is used to train officers, men and Wrens from HMCS *Scotian*. It is very encouraging to see this division taking full advantage of the facilities provided by the school.

TAS School personnel join in congratulations to the Long TAS Officers-

qualifying upon successful completion of their course. These officers have now taken up their new appointments.

Lieut.-Cdr. Charles A. Hamer was temporarily with TAS School staff until taking up his appointment to HMCS *Star* as Staff Officer (TAS), to the Commanding Officer Naval Divisions. Lieut.-Cdr. Kenneth D. Clark, Lieut.-Cdr. Arthur P. Murray and Lieut. William G. Kinsman remain in the TAS School on the instructional staff.

A number of classes completed their training in November. Included were the Junior Officers Technical and Leadership classes "I" and "J"; Torpedo Detector 2, "O" class and Torpedo Detector 3, "P" class. Near the end of each of the courses the classes took a two-week sea-training period in the Bermuda area.

Changes in the staff at the TAS School saw Lieut. G. R. MacFarlane assuming the duties of Staff Officer at HMCS *Chippawa* while Lieut.-Cdr. Donald R. Saxon, late of the *Sioux*, has taken over as the Senior Instructional Officer.

Coverdale Radio Station

The Wrens have at last invaded the Northland—traditional haven of strong, silent men. The six Wrens drafted from Coverdale recently for a year's duty at the naval radio station at Churchill, Manitoba, were reportedly delighted at the prospect of service in Canada's sub-Arctic.

Before their departure, the Wrens' mess held its first social evening of the season, which served as the occasion for farewells to those going to Churchill and of welcome to four newcomers.

Coronation medals were recently presented to Chief Petty Officer Leslie Matthews and Wren Lorraine Brown.

CNAV Eastore

Yet another Christmas has come and gone with the usual celebrations at the dockyard carried out in the usual successful manner.

Among the more hearty and fully attended parties were those held on board the *Eastore* and the *Sackville*. For the *Eastore* this was the third annual ship's party for the wives, children and friends of the ship's personnel. Upwards of 50 guests were present and Santa was on hand to distribute gifts to the children.

A pleasing feature of the Yuletide season was the informal get-together of the yard craft unlicensed personnel who were guests of the Yard Craft supervising officer, "Uncle George" Stephens.

An honoured guest at this gathering was the Queen's Harbourmaster, Com-

mander B. P. Young, while Captain Reg. Boyce, Yard Craft Officer, ably presided behind the refreshment table.

Both Captain Stephens and Commander Young were warmly applauded for their brief but friendly remarks. Seaman W. R. Shaw, on behalf of the 200-odd guests present, expressed the group's appreciation and extended to the host the compliments of the season.

PACIFIC COMMAND

HMCS Ontario

The two months which the *Ontario* spent in the hands of the Dockyard and Yarrows Limited, undergoing her annual refit, gave many members of the ship's company the opportunity of qualifying for non-sub rates and for further advancement.

Sixteen ordinary seamen have been marked trained and seven petty officers have appeared before the Chief Petty Officers Second Class Squadron Board.

On Monday, December 7, His Honour the Lieutenant-Governor of British Columbia, Clarence E. Wallace, presented Coronation medals to members of the ship's company. Those honoured were: Captain D. L. Raymond, commanding officer; Commissioned Bos'n P. S. Cox, Chief Petty Officers A. C. Ross, D. H. Nelson, H. J. Ward, W. Hibbert, J. E. Wickes, S. G. Briggs, W. S. James and

D. W. Ross, Petty Officers O. E. Mauro, L. W. Larsen and D. H. B. L. Cutler, and Ldg. Sea. H. H. Glover.

Ten officers completed their training in the *Ontario* and went on leave before proceeding to the United Kingdom for courses with the Royal Navy. Twelve others were appointed to the RCAF Station at Centralia, Ont., for flying training.

Masset Naval Radio Station

The Masset radio station was honoured in August with an informal inspection by the Chief of the Naval Staff, Vice-Admiral E. R. Mainguy. Admiral Mainguy later wrote from Naval Headquarters that he envied all members of the station the hunting and fishing paradise in which they live.

An established entertainment routine has been developed for the station. Movies are held each Friday evening and a dance once a month. A Halloween costume dance was a most successful affair. Prizes for the best costumes went to a station guest, Mrs. F. Steele, and to Ldg. Sea. N. R. Lamorie. Special mention for a job well done is in order for PO C. H. Walker, the organizer, AB W. T. Jackson, the master of ceremonies, AB T. E. Chapman, the canteen manager, AB G. R. Ward, for decorative posters, and Ldg. Sea. Lamorie, for refreshments.



Bumper stickers are being used to promote York's current drive for RCN(R) recruits. Lending a helping hand to the Toronto naval division in the drive are the Pre-War RCNVR Club, the Naval Officers' Association, the Wrens' Association and the Naval Veterans' Club. Andrew Allen, president of the RCNVR group, and Sub-Lieut. Gordon Macpherson are shown affixing a sticker to York's staff car.

The weather in Masset is frequently "wet" and this factor has frequently prevented many outdoor activities from taking place. Hunters and fishermen can enjoy themselves at times. Several nimrods on the station staff took advantage of the "no limit" deer bag allowed in the Queen Charlotte Islands.

On Sunday, November 8, a Remembrance Day church parade was held. A special service was conducted by Rev. Montague S. Young in St. Paul's Church. All naval personnel and members of Canadian Legion Branch No. 244 attended the service. At the conclusion of the service and in the presence of the congregation, CPO G. W. Pinard was formally presented with a Coronation Medal by Commissioned Officer (SB) D. W. Smith, Officer-in-Charge, Naval Radio Station, Masset.

Members of the Masset branch of the Canadian Legion were invited to a smoker held in the station during November. Movies, singing and refreshments made this event a pleasant get-together that was enjoyed by all. The station cook, AB W. T. Jackson, made up a well-prepared repast for the smoker.

Ordnance School

The Third Modified Ordnance Technicians Qualifying Course completed at the Ordnance School on October 20. This was the last modified course and was made up of Chief Petty Officers John Anslow, Thomas Angus, Robert Langont, David Clarke, Cecil Moore, John Underdown, Leslie Eyland, Richard Tyler, Ernest Edmonds and Alex Schimp.

With this course completed, the organizing of the Second Ordnance Technicians Qualifying Course to start was undertaken. The first 11 C2s to join the class were Chief Petty Officers Ronald Street, John Grahame, John Pinkney, Russel Knight, Chester Padget, Elwood MacDonald, James Guise, Eldon Controy, William Currie, Leonard Lambert and Denis Berry.

The fourth Armourer's Mate Qualifying Course got under way November 16 with seven men in the class. With one exception, all came straight from Cornwallis. The class consists of Ordinary Seamen Robert Czop, Clifford Nearing, Dale Lyngard, Kendall Sparkes, Harold Hopkinson, Edward Brophy and Jean Marcoux.

The fifth Ordnance Officers Qualifying Course has also started and consists of Lieut.-Cdr. W. J. Reynolds and Lieut. Walter Bulani.

CPO Arnold Parkinson left the school and was drafted to the discharge centre. This completed 25 years service for

"Parky" and he was missed by all, and especially by the children at Christmas time, who knew him for his portrayal of Santa Claus.

A lot of changes are taking place in the school personnel. PO Norman Town has joined the *Sault Ste. Marie*. Chief Petty Officers Munro Brookes and Donald Ross, and Petty Officers Lawrence Orton and Norman Jones have gone to the *Ontario*. CPO Chester Padget, and Petty Officers Charles Wheatey, Glen Kvamme, and William Hood have come from the *Ontario* to *Naden*.

PO John Osmond and Ldg. Sea. Clifford Sackfield have arrived in the school from Halifax to qualify as Gunnery Armourers.

Aldergrove Radio Station

Christmas activities began for Aldergrove personnel on Sunday, December 20, with a special Christmas service at the Aldergrove United Church. The Command Chaplain (P), Rev. Harry Ploughman, officiated and was assisted by the station's officiating clergyman, Rev. H. I. Hare. There was a good attendance of naval personnel, with their families and friends.

The children's Christmas party was held on board on December 22. More than 56 children were presented with gifts by Santa Claus and there was an abundance of good things to eat and drink.

Excavation and general preparations for the construction of this station's new recreational building are under way, and personnel are looking forward eagerly to its completion.

Recent arrivals at the station have included PO Boyd Hutchinson and AB Robert Purgavie, from *Naden*, and AB Thomas Earl, from the *Beacon Hill*.

Departures have included CPO Ernest Sargeant, to the *Sioux*, CPO Donald Waring, to *Naden*, and AB George Ross, to the *New Glasgow*.

NAVAL DIVISIONS

HMCS Queen Charlotte

A large group of naval personnel, headed by Commander Breen Young, representing Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, attended the recent rededication of the altar in the chapel of St. Dunstan's University at Charlottetown, P.E.I.

The altar, rededicated by Bishop James Boyle of Charlottetown, has been embellished by a bas-relief of Da Vinci's "Last Supper". The plaque, executed in oak, carries a brass plate enscribed: "Dedicated by Rev. Louis Dougan as a testament to the men of the Royal Canadian Navy and in memory of those who met death in service".



This altar, in the chapel of St. Dunstan's University, Charlottetown, P.E.I., is dedicated as a memorial to those who served and died in the Royal Canadian Navy.

Chaplain Joseph Whelly, Atlantic Command Chaplain (RC), preached the sermon, from the text, "It is a holy and wholesome thing to pray for the dead".

Chaplain James MacLean, of HMCS *Magnificent*, was deacon of the mass and Chaplain Owen Sharley, of HMCS *Queen Charlotte*, was sub-deacon.

Naval personnel from the division attended the service as a body under Lieut.-Cdr. J. N. Kenny, of *Queen Charlotte*. Other officers present included Lieut. J. W. Carroll and Lieut. J. M. MacDonald. Three Wrens and 20 men completed the party on parade.

Following the church service the visiting naval personnel and those on parade were guests at an informal supper in the dining hall of the University.

HMCS Discovery

Christmas season observances extended well beyond the confines of divisional headquarters at *Discovery* this year.

Twenty-five Wrens formed a Christmas choir under the direction of Wren Georgia Allerton and performed at the Children's Hospital December 20, Shaughnessy Military Hospital December 21, Hycroft Veterans' Hospital December 22 and the Canadian Institute for the Blind on December 29.

Christmas fun for little patients at Vancouver General Hospital was provided by 20 chief and petty officers, who were conducted through the children's ward by Surgeon Commander Maurice

D. Young. Music was provided by a five-piece band in cowboy outfits and funny antics by three clowns. Toys and novelties were distributed throughout the ward.

Santa Claus arrived at *Discovery* on December 20 with Christmas toys for nearly 300 children of naval personnel and 100 young guests from the School for the Deaf. Santa (PO Peter Turner) arrived by way of a specially-built chimney on the drill deck. The entertainment program was followed by refreshments and candy.

HMCS Cabot

An interesting event of the closing weeks of the year at *Cabot* was the presentation of Coronation medals to three members of the division by His Honour the Lieutenant-Governor of Newfoundland, Sir Leonard C. Outerbridge.

The recipients were Commander F. A. O'Dea, commanding officer, CPO J. H. Brown and AB A. G. Rose. After the parade, receptions were held in the wardroom and messes of *Cabot*, attended by both RCAF and RCN personnel, their wives and friends. Sir Leonard paid an informal call to the seamen's mess and chatted with many of the men.

By the end of the summer training season, 35 officers, men and Wrens from *Cabot* had spent time training at the Great Lakes Training Centre, *Stadacona*, *Cornwallis*, or *Shearwater*. Three men were on the Coronation cruise.

This was in addition to the training provided by HMCS *Revelstoke*, the 105-foot minesweeper, which has served as tender to *Cabot* for the past three years.

Last summer, under the temporary command of Lieut.-Cdr. C. A. Binmore, the *Revelstoke* covered several hundred miles, visiting coastal points of interest, including places where newly-established Sea Cadet corps are flourishing. These short daytime, overnight or weekend cruises provided practical sea training for reserve and regular force personnel alike.

The *Revelstoke* even touched on "foreign shores", paying a brief call to Newfoundland's friendly French neighbours on the islands of St. Pierre and Miquelon.

In all, some 30 officers, men and Wrens spent a total of 230 days on board the *Revelstoke* during the summer.

Commander F. A. O'Dea, commanding officer, put in two weeks on board the *Portage* during the summer, as aide-de-camp to the Lieutenant-Governor of Newfoundland. Lieut.-Cdr. F. C. Anderson, executive officer, took a five-day course in Ottawa.

Lieut. (S) E. M. West, supply officer, spent two weeks at *Stadacona* for an on-the-job training period, along with Lieut. C. S. Knight, who went for refresher training. Sub-Lieut. A. C. Curtis took over as staff officer administration for the summer.

Ord. Wren L. A. Hall successfully completed an MA1's course at *Stadacona*. Wrens T. M. Brett, J. M. T. Foley, M. E. Markey and J. R. Newhook completed a Communications (Group 1) course at *Cornwallis*, and Wrens M. R. Cross, D. M. Evans, P. T. Evans and D. J. Stevenson all completed new entry Wrens' training at that establishment.

AB E. Hodder completed his quartermaster's course at *Stadacona* and Ordinary Seamen D. Chafe, C. M. Joy, E. J. Fitzgerald and N. E. Kelland all took training at the Great Lakes Training Centre.

Courses have not been confined to the reserve personnel, by any means, as Leading Seaman J. Stewart and W. E. Guscott both deserted *Cabot* for a Group II course at the Supply School in *Naden*, and both were successful. Ldg. Sea. Guscott has since been drafted to *Stadacona* and replaced by Ldg. Sea. A. McIntyre.

HMCS Montcalm

A formal inspection of *Montcalm* was made in December by Captain P. D. Budge, Chief of Staff to the Commanding Officer Naval Divisions.

Captain Budge's visit attracted considerable attention in the press and among the populace of Quebec City, who recalled the memorable visits of HMCS *Quebec* to the city under his command.

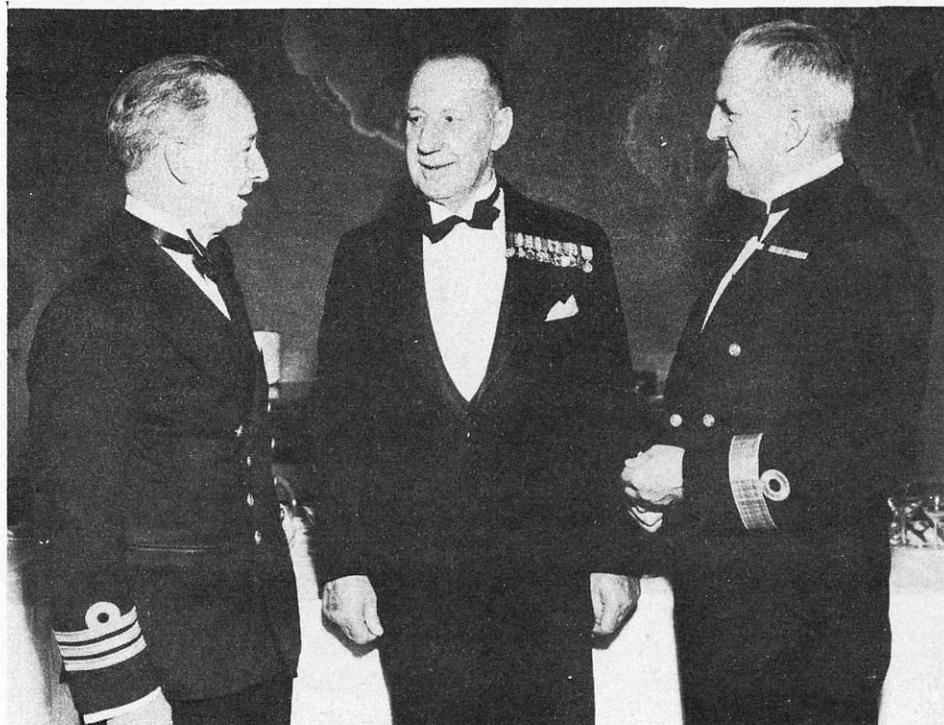
Comments of the press on Captain Budge's unique career were underlined by a pleasant surprise which awaited him. While inspecting the ranks he met five of the men (all chief petty officers now) he had served with and known well during his square-rig days. The five were CPOs J. C. R. Rae, J. M. G. P. Lavertue, F. P. Pelletier, J. H. Darveau and E. A. Levesque.

On December 14, *Montcalm* welcomed on board Commander Achille Pettigrew, RCN(R) (Ret'd), who was the first commanding officer of the Quebec division of the RCNVR on its formation in 1924. He held the appointment until he was called to the Bench in 1938.

Mr. Justice Pettigrew has never relaxed his interest in the division he helped to found and was elected the first president of the Naval Officers' Association, Quebec branch. During his inspection, he recognized as old shipmates the same five chief petty officers whom Captain Budge had met. All had served under Commander Pettigrew.

Officers of *Montcalm* shared in the reception given Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, during his inspection of HMCS *D'Iberville*, the new entry training school in Quebec City.

There were many things to talk about when these three navy oldtimers met for the first time in many years at a recent mess dinner at HMCS Donnacona. Pictured here in a reminiscent chat, left to right: Commander T. H. Beament, RCN(R) (Ret'd); Commissioned Bos'n J. C. (Bunker) Hill, RCN, (Ret'd); and Commodore Paul Earl, RCN(R), Naval Officer in Charge, Montreal. (ML-325)





The Navy Plays



Stadacona Easy Football Victor

Much to nobody's surprise, *Stadacona* Sailors won the Nova Scotia Senior Canadian Football title last fall after going through the formality of drubbing Dalhousie University Tigers 39 - 0. Thus the Purdy Trophy rests again in a showcase at Stad gym after an absence of two seasons.

The Sailors sailed through the schedule undefeated, with the phenomenal scoring record of 279 points to 41 in eight games—four of which were shut-outs for the barracks.

AB Robert Hayes, flashy Stadback, was awarded the Duffus Trophy (league's most valuable player) and the Milovick Memorial Trophy (league high scorer). Ldg. Sea. Ed. McLeod (team captain) was presented with the Purdy hardware in presentations after the game, which had drawn a record crowd of about 3,000.

Stadacona's only loss in 1953 was in a pre-season exhibition tilt with the *Shearwater* Flyers, when the squads were still weeding their line-ups. *Shearwater* proved the better then by a score of 20 - 15.

Ldg. Sea. Ed McLeod, centre, and AB Bob Hayes are laden with hardware following *Stadacona's* 39 - 0 win over Dalhousie University Tigers in the sudden death final for the Nova Scotia Senior Canadian Football League Championship. Carson Purdy, left, presented McLeod, as captain and assistant coach, with the Purdy Championship Trophy, while Hayes won the Mike Milovick Memorial Trophy as league high scorer and the Duffus award for being most valuable player. (HS-28370)

With some sound coaching by Ordnance Lieut. Don Loney, the *Stadacona* machine rolled merrily on from the starting gun of the league. The sailors beat Cornwallis Cougars 27-0 and 53-0, *Shearwater* Flyers 30 - 12 and 49 - 8 and Dalhousie Tigers 18 - 6, 43 - 0 and, finally, 39 - 0.

Team Struggles To Avoid Cellar

The *York* entry in a six-team Toronto hockey league went down to defeat in its first two games. Thor Washing Machine put the Navy through the ringer 4-2 and Dominion Bridge fell on the beleaguered tars in another 5-0 defeat. Thor squad led the league.

York officers lost to a hard-hitting service corps team 16-7 in their third game of the indoor baseball season at the University Avenue Armouries. Navy couldn't recover from Army's big lead of 11 runs in the first inning. Cadet (S) Ron Gray and Lieut. (L) Derek Bate batted a singleton and double apiece for the Navy and Lieut. (S) D'Arcy Quinn pitched fine relief ball.

York fared better against Toronto-Scottish with a 13-7 victory. "Padre"

Bill Fennel made a fine first start with the team by pitching an excellent game, with good defensive support from Sub-Lieut. Don Cockburn, Lieut. Jake Howard and Cadet Ron Gray. Lieut. (E) Bruce Gilbert finally found his batting eye and proceeded to knock out three doubles, with Gray close astern, with a pair of doubles and a single.

The "Birdie Watchers" of *York*, i.e. the Badminton Club, started off in November. It is made up of the permanent staff and officers.

Supply Parts with Barracks Trophy

The TAS School has wrested the Cock of the Barracks trophy for inter-departmental summer sports at *Stadacona* from the Supply Department by a margin of 20½ points. Supply had held it since its introduction in 1952.

It was a neck-and-neck race for the finish, TAS earlier overcoming a seven-point deficit with a grand burst of energy which carried them through the final events, resulting in a new roost for the Cock.

Lieut. Frederick G. Henshaw gained second place in the cross-country race for the TAS School and a third place was won in the shuttle relay. These and later points in the program sparked the march to victory.

Stadacona Nets Water Polo Win

Stadacona defeated the *Algonquin* 5 - 1 in a water polo match during December in the Stad pool. *Stadacona* gained a one-point lead in the first quarter, the second frame was scoreless, and the barracks men forged ahead in the third with two more tallies.

Algonquins rallied at the outset of the fourth quarter with a marker but *Stadacona* countered with another two which sewed up the game.

Micmacs Promise Stiff Competition

The *Micmac* commissioned too late last year to get really mobile in summer sports competition. *Micmacs* dropped a softball game 3-2 to a Lunenburg team during the Fisheries Exhibition there, but were unbeaten when the ship was



at Bermuda for a work-up program. The latter wins were not "scalps", for the nine will be after bigger game this year.

The hockey team, coached by CPO James Hann, hopes to be one of the sharper entries in the inter-ship league. At the first team workout in November, some oldsters were showing surprising bursts of speed and several promising young forwards materialized from the hodge-podge on the ice.

New basetball uniforms have been obtained, to add another sport. In fact, it's a case of "you name it and we'll play it", for Micmacs are prepared to repel all challengers during any sports season.

Unicorn Splits Basketball Series

Hoopsters from HMCS *Unicorn* in Saskatoon split a recent week-end inter-city exhibition basketball series with Regina teams in the "Queen City of the Plains".

On December 5, the sailors overwhelmed Blondins, who had only six men dressed, by 72 - 48. The tables were turned next day in a Sunday matinee when Regina Rifles outgunned the Navy visitors 51 - 33 in one of their best displays of the season.

Quebec Loses in Softball Finals

The *Quebec* reached the finals of the Atlantic Command softball tournament in September, but was defeated by *Stadacona* 8-7 after a grand game that went into extra innings. The *Quebec* nine defeated *Cape Breton* 6-1 in the semi-final.

The ship also gained the finals of the Command soccer championships, but again was stopped by *Stadacona*. The team's first soccer match of the season was the semi-final against *Cape Breton* which they won handily by 3-0.

New Players Tackle Squash

The squash team from *Naden* opened the season with a "team match" against the Victoria Squash Club which ended in a tie. The final tally showed each team with six wins.

Many new faces are around the court this season, and, when the three courts are available in the new gymnasium, it is expected that squash will enjoy a large following in the West Coast base.

Royal Roads League Winner

The Navy entry in the Victoria Junior Canadian Football League, after an undefeated season in regular play, lost out

to the Canadian Services College, Royal Roads, in the final playoff game of the year by a score of 12-6.

Royal Roads Cadet Steve Oaks, pint-sized halfback, accepted the Tommy Douglas Trophy, awarded annually to the winning team, from Seth Halton, president of the league, after the game.

Coached by CPO Bert Nelson, the Navy team finished the regular league play without a loss. In the final game of the season they handed Oak Bay Whitneys a 24-0 beating, only to have the same team come back in the first of the sudden-death playoff games to force the sailors to go all out to salvage a 6-5 victory.

Gunnery School Victor of Medley

Three hundred spectators at *Stadacona* this fall saw the Gunnery School's team win the medley marathon for the second consecutive year.



Lieut.-Cdr. T. J. C. Thomas, president of the Atlantic Command's RCN Curling Club, throws the first rock of the club's second season at Halifax. The club, the only one in the Navy, is open to all naval personnel and civil servants employed by the RCN. Instructor Lieut. Terry Hicks is vice-president and Lieut. C. H. Court, secretary-treasurer.

Events and winning participants were:

First—Passing relay: Able Seamen George Marlatt, James McGregor, Ronald Miller, Kenneth Robbins, and Russell Smith.

Second—Swim four lengths of pool, starting at south door:—CPO Frederick Stiner.

Third—Run from pool, bowl a strike and run to .22 range in North Drill Shed: CPO Richard Aldhelm-White.

Fourth—Shoot a bullseye and proceed

to Seamanship School: Commissioned Gunner John Abraham.

Fifth—Make eye splice and back splice and run to track in gymnasium: Lieut.-Cdr. Joseph M. Paul.

Sixth—Run four laps of the track: AB Yvon Frenette.

Seventh—Swing down from upper "gym" on rope and through obstacle course: AB Lionel Theriault.

Eighth—Score five baskets from throw line on either basket on east side of gymnasium: AB Gordon Willard.

Ninth—Walk length of gymnasium on stilts: AB Earl Hooper.

Tenth—Proceed to upper "gym" and throw heaving line through tire (25 feet): Lieut.-Cdr. William Manfield.

Eleventh—Proceed to shallow end of the pool and climb inclined rope over pool to mark, drop off and report to recorder at south end of pool: Ldg. Sea. James McKinnon.

Hoopsters Make Strong Comeback

The Navy entry in the Victoria Senior "B" suburban Basketball League showed up fairly well in pre-season exhibitions. Although losing two games to the up-Island Duncan team they came back strongly in their third game to defeat the strong local St. Louis College squad 70-58.

Midshipman I. D. McLennan, of the *Ontario*, helped the Navy's cause considerably in this encounter, accounting for 34 of his team's 70 points.

Weather Delays Hockey Season

Mild weather has meant a belated start for hockey at HMCS *Cabot*, whose team went through the season last year without a defeat.

Table tennis players have already attained a high degree of skill, which they hope will bring them the championship they lost last year to the St. John's City Aces.

Plans to form a badminton club were under way at the end of the year.

Officers Capture Softball Trophy

Officers of *D'Iberville* received the Marc Bender trophy for winning the intramural softball league in a final series that went the limit against a zealous Supply team.

Albarni division totalled 84 points to win a tabloid of sports on September 29. Runner-up was Levis "A" class with 65 points. A cake and a case of soft drinks went to the winners of the meet.

The ship's softball team played 27 games during its season, winning 23, losing two and tying the others.

The Ships of Tomorrow

*Vast Changes in Design
Construction, Tactics
Forecast*

Vast changes in warship design and construction and in the tactical operations of naval fleets are forecast in the foreword to the 1953-54 issue of *Jane's Fighting Ships*, published recently in Canada by McGraw-Hill Company of Canada Limited, Toronto.

"This issue", says *Jane's* "marks the introduction of three new developments which may ultimately have far-reaching effects on the composition of navies and their operations. These developments are atomic propulsion, ship specialization, and guided missiles."

The application of nuclear energy "will make sea power more formidable than ever before by giving every vessel so equipped the capacity for travelling vast distances without refuelling. The construction of the first atomic powered vessels, namely the large United States submarines *Nautilus* and *Sea Wolf*, marks the beginning of a new era of propulsion which can have far-reaching effects not only in the field of naval architecture but also on military strategy in general and naval tactics in particular."

Jane's notes an increasing trend toward the design of specialized war-

ships, as opposed to general purpose ships. Great Britain, for example, is building four different types of frigates and in the U.S. Navy there are four distinct sub-classes of aircraft carrier—attack, support, hunter-killer and escort types. A further example is the anti-submarine destroyer escort under construction for the RCN.

The development of guided missiles has reached the stage where the U.S. Navy is now ready to operate them from aircraft carriers, battleships, cruisers, submarines and seaplane tenders. *Jane's* foresees the time when such missiles will be fitted with atomic warheads.

The 1953-54 issue contains a quantity of new photographs and more complete descriptions of a number of ships and ship classes. Among the more interesting of these are Britain's "Daring Class Ships" and gas turbine torpedo/gunboats, and the U.S. Navy's super-carriers, tactical command ship *Northampton* and destroyer leader *Norfolk*.

The Russian section is somewhat more reserved than in past issues. It reports that some 370 submarines are in service or reserve, with another 100 under

construction in Soviet dockyards. The latter include versions of the German Type XXI and Type XXIII.

For the first time since the war there is a German section, divided into two parts—West and East. German ships listed include patrol vessels, minesweepers and auxiliary craft.

-- And the Ships of Yesterday

Warships which served in the Royal Canadian Navy during the Second World War keep turning up in odd corners of the world, an inspection of the pages of the latest edition of "*Jane's Fighting Ships*" discloses.

The fate of none has been stranger than that of the former HMCS *Bowmanville* (Castle class corvette), reported to be flying the red flag of Communist China.

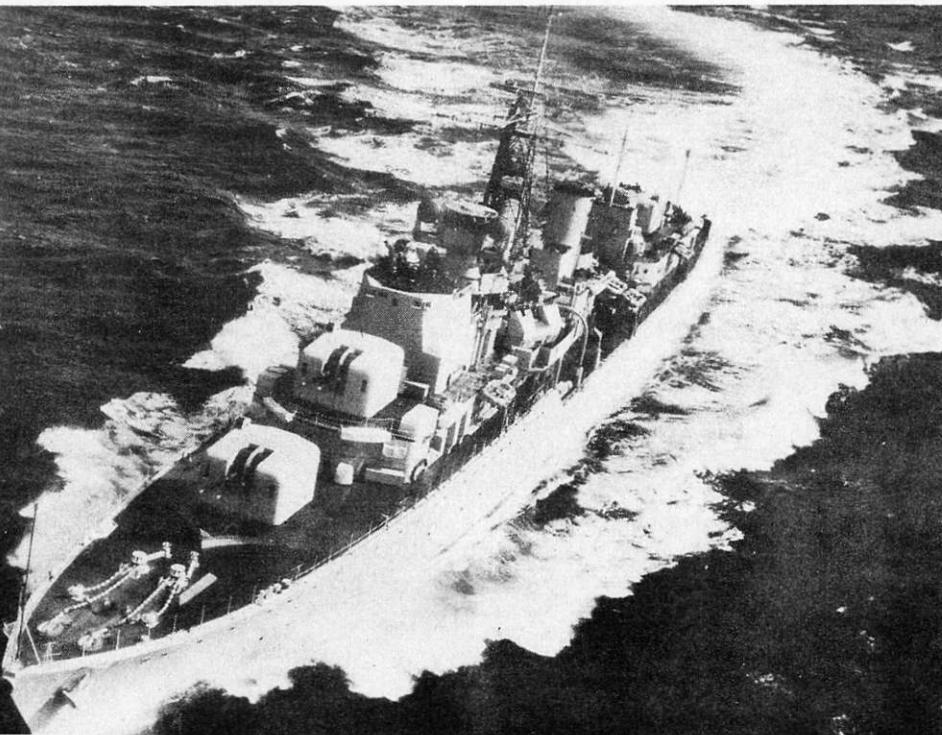
She was one of the five ships of her class, disarmed and sold to Nationalist China after the war. Converted to a merchant vessel by the Nationalists, the *Bowmanville* fell into the hands of the Communists when Chiang's forces evacuated the mainland. "*Jane's*" reports that she has since been rearmed as a warship serving on the other side of the "bamboo curtain".

Two sister ships, the *Tillsonburg* and *Orangeville*, are still in Nationalist hands, but the fate of the other two, the *Humberstone* and *Coppercliffe*, is not indicated.

In recent months another Castle class corvette, the former HMCS *Arnprior*, joined the navy of Uruguay as a training frigate. On the other side of South America, the former *Glace Bay* (frigate) and the corvettes which once bore the names *Stellarton*, *Strathroy* and *Thorlock* have been incorporated into Chile's navy.

Venezuela bought seven corvettes from Canada after the war, but only four are reported still in service. These are ex-HMC Ships *Algoma*, *Battleford*, *Oakville* and *Wetaskiwin*. The *Amherst* was lost en route, the *Kamsack* ran aground in 1949 and was discarded, and the *Dunvegan* was stricken from the list in 1953.

Shown turning at speed during manoeuvres off Malta, HMS *Daring* has given her name to a whole class of warships, officially known as "Daring" class ships or simply Darings. The Darings can be used tactically as light cruisers, destroyers, anti-submarine frigates or anti-aircraft ships. They displace more than 3,500 tons, full load, and have power-driven main armament. (Admiralty photograph from U.K. Information Office)



A Bangor minesweeper, the former *Caraquet*, is in the service of the Portuguese navy.

A number of Royal Navy frigates, which were loaned to and commissioned by the Royal Canadian Navy, have journeyed far. Two, the *Loch Achanalt* and *Loch Morlich*, are in New Zealand; two others, the *Annan* and *Monnow*, have gone to Denmark. The *Nene* and the *Ribble* are still with the RN.

Forming the backbone of the little Israeli navy are three former Canadian ships, the frigate *Strathadam* and the corvettes *Norsyd* and *Beauharnois*.

The Dominican Republic, in the West Indies, is well-provided with one-time Canadian warships, including the former *Carplace* (frigate) and the corvettes once known as the *Lachute*, *Peterborough*, *Louisburg*, *Belleville* and *Rivière du Loup*. A sixth corvette, the *Asbestos*, was purchased but was lost en route.

How discarded warships get around is also demonstrated by another entry in "Jane's". On February 17, 1945, while serving on the Murmansk run, the British frigate, HMS *Lark*, was torpedoed and written off as beyond repair. It has now been reported that she was salvaged and refitted by the Russians and is at sea again as a component of the Soviet navy.

COLLEGE MILITAIRE ANNUAL REVIEW

An interesting variety of articles and illustration fills the 128-page 1952-53 Annual Review of the College Militaire Royal de Saint Jean. Its high-gloss pages present detailed accounts of college activities throughout the 1952-53 term; and include a full-page congratulatory message from Hon. Brooke Claxton, Minister of National Defence.

Responsible for the production of the fine review were: Major Leopold Lamontagne, editor; Prof. Eugene Roy, assistant editor; Capt. Gaston Ouimet, managing editor; and secretaries Lieut. Marcel Belanger, RCN, and Capt. Gontran Lebel. Other editorial staff members included: Prof. Gilles Cantin (photography); Cadet Claude Maltais (caricatures); and Cadets Louis Couillard, Hugh MacNeil, William Lynn and Roger Nantel.—R.W.

Ottawa NOAC Head Re-elected

The election of officers of the Ottawa Naval Officers' Association in Bytown mess on December 7 saw the re-election of Harold H. Durham to the presidency.

Other officers are: R. L. McKenna, vice-president; R. F. Wood, secretary, and G. F. Pinhey, treasurer.

THE NEW A/S TORPEDO

Canada has produced its first anti-submarine torpedo—another landmark in achievement in Canadian armament history. The occasion of the acceptance of this first Canadian-manufactured torpedo was observed in a ceremony last fall at one of the Canadian Westinghouse plants, Hamilton, Ontario. Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, and Ordnance Commodore W. G. Ross, Director General of Naval Ordnance, were present and received the first of these modern weapons on behalf of the RCN from Mr. Eric Coles, vice-president of the Canadian Westinghouse Company Limited.

The torpedoes used in the navies of the world during the last war were of the conventional semi-diesel internal combustion engine type or turbine-driven variety. Certain special developments occurred, such as the Japanese long range, high speed reciprocating engine, driven by pure oxygen and petrol, and the German "Gnat" electric-acoustic torpedo, which came into prominence during the latter part of the war. The latter were indications of revolutionary changes—impending new developments—and the "new look" which was being demanded of these potent weapons in the navies of the future where radical changes in speed, equip-



Production of Canada's first torpedo was marked by a ceremony in Hamilton attended by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff. Shown with him are E. M. Coles, vice-president of Canadian Westinghouse Co. Ltd., and Ordnance Commodore W. G. Ross, Director General of Naval Ordnance. (Photo by Joseph Bochsler)

ment and tactics are developing in submarines and modern ships of war.

Canada's new Navy, particularly the destroyer escorts now under construction in Canadian shipyards, will include some of the world's finest and most modern warships specifically designed and armed to cope with the modern submarine. The new torpedoes are an important part of our up-to-date fleet.

The \$40 million torpedo program, the largest ordnance contract ever placed by the RCN, was inaugurated two years ago and actual manufacture by and procurement of parts from selected firms was begun in November 1952 and has continued apace since that time. Numerous problems inherent in a new program were met, contended with and solved vigorously and with the co-operation of all concerned. Ten months from commencement of manufacture, the first torpedoes were ready for acceptance at Canadian Westinghouse Limited in Hamilton. With the numerous technical and engineering problems to be met and solved, Canadian industry concerned has proved itself equal to the challenge.

The story does not end with the manufacture and production of a weapon. Acceptance and performance tests must be carried out. Plans have already been made for tests and trials of these new torpedoes. They will be extensively ranged and tested in Canadian waters under the supervision of RCN personnel and expert civilian engineering consultants. The purpose of the tests will be to ensure that Canadian built torpedoes are mechanically rugged, reliable and accurate for use in the Fleet.

The introduction of the new torpedo requires that personnel must be trained in both maintenance and use of a weapon which is radically different from that to which the Service has been accustomed. Service and civilian personnel must learn to maintain these weapons to assure maximum efficiency of performance. Officers and men in HMC ships must learn how most effectively to use this new, expensive and deadly toy with maximum results.

To this end, provision is being made for necessary training programs and instruction in use and maintenance to cover all foreseeable requirements. These plans will be implemented at a suitable time and stage in the introduction of the new weapons to the Fleet. (Contrib.)

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 opposite his name.

ADAMSON, William J.....LSMO1
AYRES, John W.....P1SH4

BAUDAIS, Victor J.....P1EA4
BAYLEY, Terence.....LSAR1
BEDARD, Hubert S.....LSRPS
BERNARD, Paul A.....P2TD1
BLACK, Edward J.....P1AO2
BOLTON, Keith W.....LSLM1
BOOTH, James J.....LSEM1
BUTTS, Thomas H.....LSAF1

CARLSON, John M.....P2EG3
CLARK, James M.....LSAO1
COCKRILL, Donald V.....P2EM2(NQ)
COX, William J.....LSAC1
CRAIG, John E.....LSTDS
CROOKSTON, Kenneth M...CIAT4
CULLEN, Francis R.....LSRPS

DEWAR, Robert D.....LSRPS
DORMUTH, John.....LSAF1
DOWNING, Hibbert M.....C2EM3(NQ)
DRAIBYE, Mark J.....LSQMS
DUNHAM, Douglas A.....LSAO1

EADE, Ralph R.....C1GI3
EAKIN, Martin N.....LSAR1
ELVIDGE, Robert E.....LSTDS

FLOOD, Joseph A.....C1RT4

GASKELL, Kenneth P.....P2BD3
GRODDE, John H.....LSQMS

HARDING, James E.....P2BD3
HARNELL, William A.....LSOM1
HARTLEY, Roland J.....LSAR1
HARTMAN, Lloyd C.....LSAAS
HUNTER, Donald F.....P1EA4
HUNTER, Hector R.....LSAO1
HUNTER, Stewart H.....P2TD1

INGRAM, Wilfred G.....LSRPS

JAMIESON, Robert W.....LSEM1
JEPSON, Lewis E.....LSAC1
JOYCEY, Gordon R.....LSAF1

KOSTEK, Michael.....LSAA1
KURTS, David A.....P1RP2

LAMPERT, Donald G.....LSAA1
LAVERY, Thomas D.....P1ET4
LECLAIR, David J.....LSAR1
LEGARE, Martin J.....LSAF1
LESSARD, Alain J.....LSAR1
LITTLE, John T.....P1ER4
LYONS, Edward H.....LSAO1

McEWAN, Samuel.....C2QR2
McGERRIGLE, James E.....LSAF1
McLEAN, Cecil G.....P2SW2
MASON, David E.....LSLM1
MAZAR, Albert T.....LSLM1
MILLER, Frederick T.....LSAF1
MURPHY, Patrick J.....LSAC1

NEAR, Ronald G.....LSAO1

O'BRIEN, Joseph M.....P2RC1

PETERSEN, Eric G.....P2RN3
PETTER, John C.....P1EA4
PILOT, David G.....LSAA1
PURSE, David C.....P2EG3

REAGE, Allan R.....P2FA2
REDSHAW, John H.....LSAO1
REMNAANT, William G.....LSSE1
RENAUD, Lloyd J.....LSLM1

SERIGHT, Harry.....P1RT4
SHERWOOD, Roy C.....LSAR1
SMITH, William R.....P1LR2
SNOOKS, Frederick E.....LSAF1
SOUBLIERE, George H.....P2EM3(NQ)
STONE, James H.....LSAF1
SUTHERLAND, Frank.....P2QM1

TRAINOR, Michael G.....LSAR1

WHITE, John E.....P1RA4
WRAITH, George W.....P1EA4
WRATTEN, John G.....LSEM1

YOUNG, Wesley H.....P2RW3

BURMUDA RESCUE BRINGS PRAISE

The Commanding Officer, U.S. Naval Station, Bermuda, has written a letter commending the alertness of personnel of HMCS *Prestonian* in going to the rescue of survivors of a U.S. Navy flying boat which crashed October 19 in St. George's Harbour, Bermuda.

The letter, received by the Flag Officer Atlantic Coast, makes special mention of Lieut. Vernon A. Murison and Ldg. Sea. Bruce S. McDonald.

Its starboard engine on fire, the plane overshot Kindley Field and crashed tail first into the water less than 50 yards from the *Prestonian*. The letter follows:

"It is the desire of this command to express its sincere gratitude and appreciation for the outstanding help rendered by officers and men of HMCS *Prestonian*, following a U.S. Navy plane crash in St. George's Harbour. They were the first at the scene of the disaster, due to the alertness of the officer of the deck, Lieut. Vernon A. Murison, RCN, who noted the plane's difficulty and realized it would inevitably crash. Consequently, before the plane hit the water, a liberty boat standing by was given orders to speed to the scene of the impending crash. As a result of this alert and timely action and through the particularly well-exercised judgment of Leading Seaman Bruce S. McDonald, coxswain of the boat which effected the rescue, four survivors were at once taken from the water.

"Such action on the part of all personnel who participated in this rescue reflected a high degree of proficiency in their calling. Each one involved is to be highly commended for his able and efficient services and they have earned the gratitude of this command and that of the families and friends of those involved in the tragedy."



His face beaming with fatherly encouragement, CPO Bill Ackerman accepts a taste of the first stew prepared by his proud student, Ord. Sea. Graeme White, during the latter's course at the Naden Cookery School. (E-25005)

WEDDINGS

Able Seaman A. Acheson, HMCS *Ontario*, to Miss Mary Curran, Kamloops, B.C.

Wren Mavis Alexander, Coverdale Radio Station, to Mr. George McGinnis, of Moncton, N.B.

Sub-Lieutenant (S) George H. Archer, HMCS *Shearwater*, to Miss Helen Marguerite Tingley, of London, Ont.

Leading Seaman Maurice Ash, Albro Lake Radio Station, to Miss Barbara Icton, Sheet Harbour, N.S.

Able Seaman Leslie Gordon Ashmore, Churchill Radio Station, to Miss Lillian Joan Wallace, Cloverdale, B.C.

Ordinary Seaman Philip Joseph Asselin, HMCS *Ontario*, to Miss Jean Mae Ernst, of Halifax.

Able Seaman Douglas Baldwin, Gander Radio Station, to Miss Alberta O'Driscoll, Bay Bulls, Newfoundland.

Able Seaman R. A. Barnier, HMCS *Stadcona*, to Miss Edith Mary Dempsey, Herring Cove, N.S.

Leading Seaman Edward Bartlett, Albro Radio Station, to Miss Sally Lawrence, Halifax.

Able Seaman Joseph Robert Bonneau, HMCS *Naden*, to Miss Gladys Sarah Eileen Whitelaw, Vancouver.

Leading Seaman Robert J. Collin, Coverdale Radio Station, to Wren Patricia Samuel, Coverdale Radio Station.

Sub-Lieutenant P. J. Collins, HMCS *Ontario*, to Miss Rene Patrillo, Victoria.

Leading Seaman Donald Dent, HMCS *Beacon Hill*, to Miss Miriam Large, Vancouver.

Able Seaman D. W. Earley, HMCS *Ontario*, to Miss Elizabeth Arkell, Delisle, Sask.

Able Seaman G. A. Frost, HMCS *Ontario*, to Miss Edna Young, Victoria.

Able Seaman M. E. Gamble, HMCS *Ontario*, to Miss Iris LaMont, Victoria.

Lieutenant (S) G. P. Johnson, HMCS *Tecumseh*, to Miss Irene Elizabeth Elliott, of London, Ont.

Ordinary Seaman M. D. Kenney, HMCS *Lauzon*, to Miss Jean Mundell, Barrington, N.S.

Lieutenant Douglas R. Learoyd, HMCS *Malahat*, to Miss Mary Joyce Roberts, Victoria.

Able Seaman Robert McCullough, HMCS *Quebec*, to Wren Patricia Rhatigan, Coverdale Radio Station.

Able Seaman M. T. Meier, HMCS *Ontario*, to Miss Maureen Innes, Victoria.

Able Seaman R. L. Melvin, HMCS *Portage*, to Miss Mary G. Crowell, Hortonville, N.S.

Able Seaman Lloyd Orman, Albro Lake Radio Station, to Miss Susan Hines, Fortune Bay, Newfoundland.

Leading Seaman William Pitul, Albro Lake Radio Station, to Miss Vivian Lois Anderson, Halifax.

Able Seaman R. F. Pollard, HMCS *Ontario*, to Miss Georgina Kerr, Hamilton, Ont.

Able Seaman David Porter, HMCS *Quebec*, to Wren Lise Denis, Coverdale Radio Station.

Leading Seaman A. M. Smith, Aldergrove Radio Station, to Miss Myrtle Gertrude Seager, Victoria.

Wren Joanne Helen Taylor, HMCS *Donncona*, to Mr. George Morgan, of Montreal.

Ordinary Seaman Walter Wainman, HMCS *Antigonish*, to Miss Norma Jackson, Englehart, Ont.

BIRTHS

To Leading Seaman C. H. Alderson, HMCS *Lauzon*, and Mrs. Alderson, a daughter.

To Ordnance Commander Joseph A. M. Arcand, HMCS *Ontario*, and Mrs. Arcand, a son.

To Able Seaman Robert Austin, Coverdale Radio Station, and Mrs. Austin, a son.

To Petty Officer W. S. Backewich, HMCS *Lauzon*, and Mrs. Backewich, a daughter.



Incredible as it may seem, these smiling officers are the survivors of the 24th Officers' "Div" course at Cornwallis, described in the last issue. They are, left to right, front row: Commissioned Commissary Officer Jack Keating, Lieut.-Cdr. Jack Panabaker, course officer, and Commissioned Officer (SB) Donovan Filewod; centre row, Commissioned Writer Officer George Harvey, Commissioned Officer (SB) Lloyd Turner, Commissioned Writer Officer A. L. G. Hayley and Commissioned Gunner (TAS) Charles N. Stroud; back row, Commissioned Radio Officer William Smith, Lieut.-Cdr. G. A. Penney, Sub-Lieut. William Driega, Commissioned Gunner (TAS) E. L. Anderson and Commissioned Gunner William A. Byatt.

To Chief Petty Officer Charles W. Bourgeois, Albro Lake Radio Station, and Mrs. Bourgeois, a son.

To Able Seaman F. J. Brewer, Masset Radio Station, and Mrs. Brewer, a daughter.

To Leading Seaman Donald Bruce, Albro Lake Radio Station, and Mrs. Bruce, a son.

To Leading Seaman Gordon Campbell, Albro Lake Radio Station, and Mrs. Campbell, a son.

To Petty Officer R. A. Cato, HMCS *Naden*, and Mrs. Cato, a daughter.

To Petty Officer Gordon Courneya, HMCS *Micmac*, and Mrs. Courneya, a daughter.

To Leading Seaman Walter Crummell, HMCS *Cabot*, and Mrs. Crummell, a daughter.

To Lieutenant (E) Eric J. Dawson, HMCS *Ontario*, and Mrs. Dawson, a daughter.

To Leading Seaman Donald Deveau, Albro Lake Radio Station, and Mrs. Deveau, a son.

To Able Seaman A. G. Dobson, HMCS *Ontario*, and Mrs. Dobson, a daughter.

To Leading Seaman Ronald W. Estes, Coverdale Radio Station, and Mrs. Estes, a daughter.

To Petty Officer A. W. Hansen, HMCS *Ontario*, and Mrs. Hansen, a son.

To Leading Seaman John Harris, HMCS *York*, and Mrs. Harris, a son.

To Petty Officer W. J. Hart, HMCS *Ontario*, and Mrs. Hart, a son.

To Leading Seaman Arthur Hill, Albro Lake Radio Station, and Mrs. Hill, a daughter.

To Able Seaman J. E. Hill, HMCS *Ontario*, and Mrs. Hill, a daughter.

To Able Seaman W. W. Hunter, HMCS *Cabot*, and Mrs. Hunter, a daughter.

To Petty Officer Warren Huff, Albro Lake Radio Station and Mrs. Huff, a daughter.

To Lieutenant-Commander M. O. Jones, HMCS *Ontario*, and Mrs. Jones, a son.

To Lieutenant-Commander H. P. Leidl, Naval Headquarters, and Mrs. Leidl, a son.

To Able Seaman Norman MacIntyre, HMCS *Portage*, and Mrs. MacIntyre, a son.

To Commander L. B. McIlhagga, HMCS *Chippawa*, and Mrs. McIlhagga, a son.

To Petty Officer Jesse McMullen, Aldergrove Radio Station, and Mrs. McMullen, a son.

To Petty Officer Thomas Manson, HMCS *York*, and Mrs. Manson, a daughter.

To Able Seaman Ralph Meier, Aldergrove Radio Station, and Mrs. Meier, a daughter.

To Commander (L) Stuart E. Paddon, HMCS *Ontario*, and Mrs. Paddon, a son.

To Leading Seaman William Panteluk, Albro Lake Radio Station, and Mrs. Panteluk, a daughter.

To Sub-Lieutenant William R. Poulton, HMCS *Ontario*, and Mrs. Poulton, a son.

To Petty Officer G. D. Randle, HMCS *Lauzon*, and Mrs. Randle, a son.

To Able Seaman H. E. Reed, HMCS *Ontario*, and Mrs. Reed, a daughter.

To Leading Seaman A. C. Remphrey, HMCS *Ontario*, and Mrs. Remphrey, a son.

To Lieutenant Peter E. Robinson, HMCS *Lauzon*, and Mrs. Robinson, a daughter.

To Leading Seaman W. C. Stratton, HMCS *Lauzon*, and Mrs. Stratton, a daughter.

To Leading Seaman Roscoe Toffemire, Albro Lake Radio Station, and Mrs. Toffemire, a daughter.

To Chief Petty Officer W. Thyne, HMCS *Ontario*, and Mrs. Thyne, a son.

To Lieutenant (SB) Howard C. Wallace, Naval Headquarters, and Mrs. Wallace, a daughter.

To Able Seaman W. I. Walter, Gander Radio Station, and Mrs. Walter, a daughter.

To Petty Officer B. C. Wheatley, HMCS *Ontario*, and Mrs. Wheatley, a son.

To Able Seaman G. R. S. Wilton, Gander Radio Station, and Mrs. Wilton, a son.

NAVAL LORE CORNER

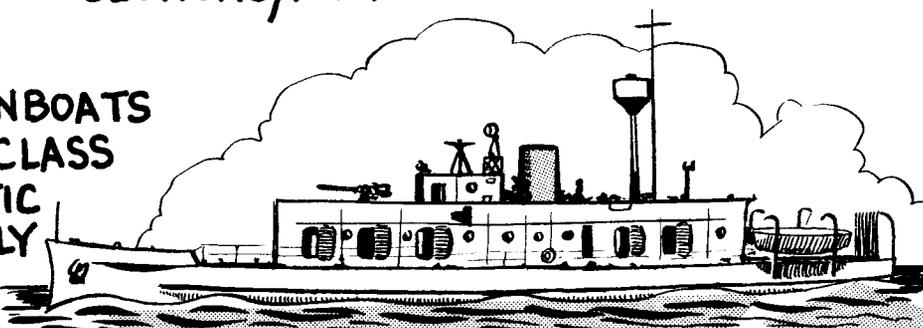
NO. 16

RIVER GUNBOATS



HMS 'WOODLARK', A SMALL RIVER GUNBOAT, WAS BUILT IN BRITAIN AND TRANSPORTED TO CHINA IN SECTIONS, WHERE SHE WAS ASSEMBLED...

ALL 3 COLOMBIAN GUNBOATS OF THE 'CARTAGENA' CLASS CROSSED THE ATLANTIC THOUGH DRAWING ONLY 2¾ FEET OF WATER!



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