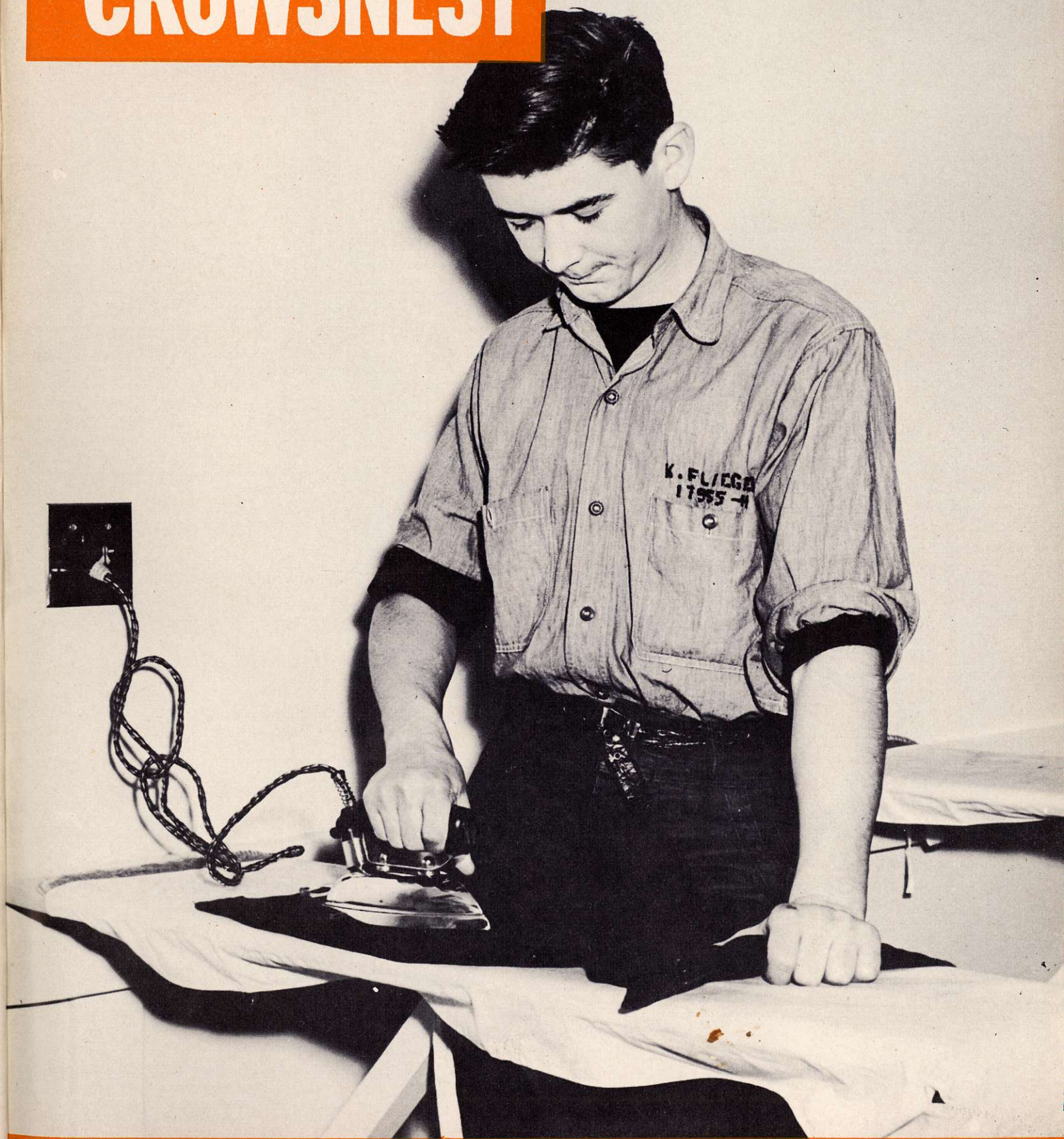


# *The* CROWSNEST







# The CROWSNEST

Vol. 6 No. 4

THE ROYAL CANADIAN NAVY'S MAGAZINE

FEBRUARY, 1954

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*Cover photo* — Home was never like this. At home, as a matter of fact, the burden used to fall mostly on Mom or a tender-hearted sister. This, however, is far from saying that the array of ironing boards in the drying rooms of the new *Naden* barracks block is not appreciated. Ord. Sea. Kenneth Flieger, of Chatham, N.B., is shown ironing a jumper.—(E-25996)

## LADIES OF THE MONTH

To those who were familiar with Jetty No. 5 in wartime, the scene on the opposite page will seem strangely unfamiliar. The old night action room is gone and in its place is a parking space for automobiles and whalers. The parade ground is intact, although the oldtimers' memories of it may well vary in attitude and intensity, according to whether field training was undergone in summer or winter. The dockyard sick-bay has vanished from the hill and certain other old landmarks have gone with it.

But the ships by the jetty provide the most striking change of all. Here arrayed are three modernized frigates, armed with deadly new weapons and fitted with a wealth of electronic gear undreamed of in the old corvettes and frigates. Only the bows remotely resemble those of the wartime frigates from which they were rebuilt.

Nestled astern are four wood and aluminum minesweepers of postwar vintage throughout. Some of them have inherited their names from the old coal-burning minesweepers which patiently swept the approaches of Halifax during the Second World War. That is all they have inherited, except the obligation, should the hour of destiny strike, to keep the shores of Canada and her allies free of the menace of enemy mines.

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## RCN NEWS REVIEW

The annual Jervis Bay memorial service took place in Saint John, N.B. Shown here is the band from HMCS Stadacona, one of the four bands which took part in the parade.

### ***Ships Scattered Across Globe***

The end of February found ships of the RCN in far corners of the globe on training cruises or operational duty.

The destroyer *Huron* was on her way back to Halifax via the Suez and Mediterranean after having been relieved by the *Haida* on February 5. Commander John A. Charles succeeded Commander T. C. Pullen as Commander Canadian Destroyers Far East, with the acting rank of Captain.

The *Haida*, *Cayuga* and *Crusader* were scheduled to visit Tokyo March

8-12 in conjunction with Prime Minister St. Laurent's visit to the Japanese capital.

The cruiser *Ontario*, now well into her current Australasian cruise, took part in late February in ceremonies at Hobart, Tasmania, honouring Her Majesty Queen Elizabeth II and in celebrations marking the 150th anniversary of the founding of that city.

Training activities were intense in the Bermuda area as ships of the First Canadian Escort Squadron took part in Nato exercise "New Broom" February 15-20 followed by three weeks of anti-submarine exercises off Bermuda. Also

exercising in this area were the *Micmac*, the Royal Navy submarine *Tally-Ho* and Avenger aircraft of 881 squadron, based at Kindley Field from mid-February to March 21.

The *New Glasgow* commissioned January 30 at Halifax, followed a month later by the *Stettler*. The two newly-commissioned frigates were scheduled to proceed to Esquimalt, where they will be based.

Four new construction minesweepers, the *Cowichan*, *Thunder*, *Chignecto* and *Fundy*, were being readied for transfer early in April to France, under the Mutual Aid Agreement of the North Atlantic Treaty.

At Esquimalt, the Korean veteran *Athabaskan* commenced 3-inch-50 conversion in mid-February, while at Halifax another Korean warrior, the *Iroquois*, was undergoing refit.

The cruiser *Quebec* was undergoing post-refit trials out of Halifax in March.

### ***Relief Supplies Reach Korea***

Two tons of clothing and other relief supplies—the first of eight tons collected in Halifax for South Korean refugees—have been turned over to the Korean Civil Assistance Command in Pusan, Korea, by the Royal Canadian Navy.

The supplies were collected under the auspices of the Halifax Junior Board of Trade and were taken to Sasebo, Japan, on board Canadian destroyers assigned to UN duty in the Far East.

The relief goods were taken from Sasebo to Pusan by U.S. Navy transport and they were presented there to George A. Stewart, chief welfare officer of the Kyongsang Namdo Team, Korean

The wartime services of HMCS *New Glasgow* have not been forgotten by the frigate's namesake town in Nova Scotia. During the commissioning ceremonies on January 30 in Halifax, Mayor Roy Bennett, of New Glasgow, presented an engraved silver tray on behalf of the citizens to Commander Georges A. LaRue, the commanding officer. At the far left is His Honour the Lieutenant-Governor of Nova Scotia, Alistair Fraser, a native of New Glasgow, and at the far right, Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast.





Civil Assistance Command. The Halifax Junior Board of Trade was represented at the brief ceremony by Lieut. Cdr. (S) Budd E. Smith, of Brighton, Ont., Canadian Naval Liaison Officer, Japan.

Mr. Stewart commented on the timely arrival of the supplies, coming as they did shortly after the fire which devastated a large portion of Pusan, leaving thousands without adequate shelter or clothing.

### Canadian Firms Produce Squid

The first "Squid" anti-submarine mortars have been manufactured in Canada for the Royal Canadian Navy to mark another step toward Canadian self-sufficiency in arms production.

Previous important additions to Canada's naval arms output have included the 3-inch-50 gun and the new anti-submarine torpedo.

The squid mortars have been produced in the Vancouver plant of the Dominion Bridge Company and the necessary electrical gear is being manufactured by the Canadian Westinghouse Company, Hamilton.

### HMS Ocean Establishes Fine Korean Record

After nearly two and a half years' foreign service, HMS *Ocean* (light fleet aircraft carrier) returned to her home port of Devonport shortly before Christmas.

During her commission, the *Ocean* did two tours of duty in the Korean war zone, and in 1952 her air squadrons set up a record of 123 sorties flown against enemy positions in one day. During Korean service, the *Ocean's* aircraft flew 7,964 sorties, attacking gun positions, troop concentrations, communications and transport.

Early last year, two of the squadrons, Nos. 802 and 825, were awarded the Boyd Trophy for the most outstanding feat of aviation in the Navy in 1952.

The official citation said: "During this period the offensive spirit, skill, fine airmanship and courage shown by the pilots of the two squadrons resulted in an outstanding performance and much damage to the enemy. Statistics are quite remarkable. In 79 days of flying they averaged a daily sortie rate of 76.3."

The citation said that 825 Squadron had only four deck incidents, with a deck landing accident rate of one in 496 landings. The highest accident-free sequence was 1,613 landings.

"It is evident that these figures could not have been attained without an extremely and consistently high standard of maintenance by squadron maintenance ratings, and outstanding support from all in HMS *Ocean*."

## Reflections

IN MEMORY I sail my little boat  
That first taught me the wonder of the sea;  
Against the spray-drenched wind once more we tack,  
And fling a foaming furrow down the lee.

The bending canvas draws the breath of heaven;  
The dripping bow intones a chanty song;  
Adventure holds the tiller in its grip,  
While fleecy clouds drift carelessly along.

The wind-ripped waves of tameless tides we counter—  
White horses of the water leaping high;  
My boat and I are dearest of companions,  
And vagabonds of every sea and sky.

Serene within my heart that love will linger  
As beautiful as sea-gulls on the wing;  
A-sail into salt air, it then remembers  
The friendly call of youth's quick beckoning.

by W. R. Shaw,  
CNAV Eastore

The squid is being produced to British design under licence from Admiralty. The RCN, in co-operation with the Department of Mines and Technical Surveys, has developed a method of producing straighter and more accurate barrels.

Instead of being made from tubing, the Canadian squid barrels are being fabricated from steel plate, formed into half-cylinders, welded and machined.

### Avenger Squadrons Train in Bermuda

While the *Magnificent* is giving her flight deck the longest rest it has known in some considerable time, two squadrons of RCN Avenger aircraft will carry out anti-submarine exercises from a distant shore base—Kindley Field in Bermuda.

The "*Maggie*" began her annual refit at Halifax in mid-January and was to sail for Portsmouth, England, March 1 for the installation of up-to-date electrical and electronic gear.

The first aircraft to move to Kindley Field were those of 881 Squadron, 30th Carrier Air Group. The squadron was to spend five weeks, until March 21, in training there, exercising during part of the period with the *Micmac* and HM Submarine *Tally-Ho*.

VS 881 will be followed at Kindley Field by VS 880, normally based at Summerside, P.E.I. The latter squadron will spend from March 29 to May 7 in the Bermuda area. The air field facilities which will be used by the RCN in Bermuda have been made available by the United States Air Force.

While the *Magnificent* is at Portsmouth a party of about 50 officers and men from the carrier will take part in the unveiling of the Naval Memorial at Plymouth. The memorial will be unveiled by Princess Margaret.

### Reserve Squadron Aids in Search

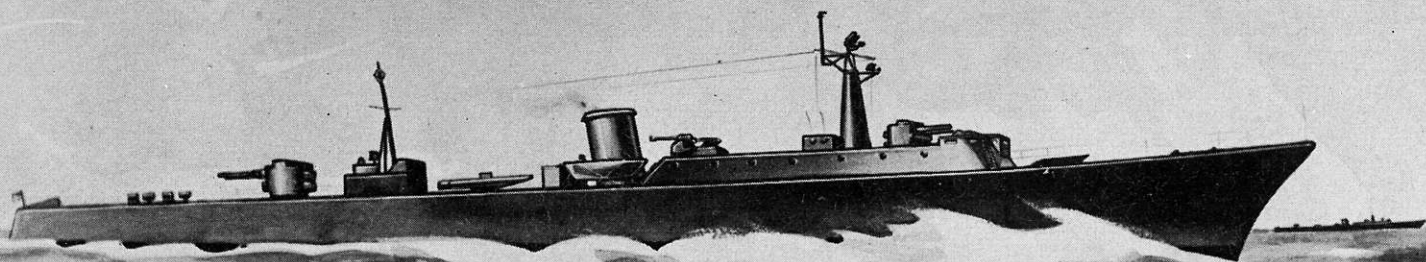
Members of York's reserve training squadron, VC 920, lent a helping hand to their comrades-in-arms, the RCAF auxiliary, late in November.

A Vampire aircraft from 400 Squadron, based at Downsview airport, was reported missing at about 1430, November 29. All available aircraft in the area were at once called out to search.

From that time until darkness fell, both of VC 920's available Harvards were in the air, searching with the RCAF for signs of the missing Vampire.

Unfortunately, the search was unavailing. The missing aircraft was later located in Lake Ontario.





## Canada's Resources and Her Navy

Nearly two years ago Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services, was invited to address the American Society of Naval Engineers in Washington, D.C.

The Society has as its primary aim the advancement of the art, science and practice of naval engineering, which is, as Admiral Knowlton pointed out in his address, a subject of outstanding interest to the shipbuilding industry and, in turn, to those industries supplying the basic materials and the components that make up our ships. He, accordingly, directed his remarks to a review of industrial development in Canada generally, with special emphasis on the development of those industries directly concerned in the production of ships of war and their equipment.

Admiral Knowlton noted the effect of this development on the capacity of Canadian industry to support maritime warfare and reviewed the Royal Canadian Navy's construction program and its objectives. The ensuing words are Admiral Knowlton's:

**F**IRST OF ALL, what have we got to work with? What basic resources and materials are available to us as a supporting background for industrial development and production, a background which is so particularly important in time of war?

There is little doubt that the farther one gets away from Canada, the greater is the conception that Canada is a land consisting largely of forests and streams, of prairies, ice and snow, Indians and Eskimos, and of course the Royal Canadian Mounted Police. Far be it from me to disabuse that conception too much, because I am told that it is a humdinger for the tourist business. Apparently we make a lot of dollars that way.

In any event it is, in many respects, true. Canada has been in the past and still is, one of the major granaries and stock raising centres of the world. In wheat we are the world's third largest producer, being second only to the United States and Soviet Russia—our actual production being a little below half of your actual production, which as far as we know, approximates that of the USSR. Similarly, in forestry and forest products, Canada has a predominant position in the world production picture—both actual and potential. In accessible productive forest areas, and excluding the USSR, Canada is in third

place to the United States and Brazil—our accessible areas being roughly two-thirds of yours and four-fifths of Brazil's. In actual production, Canada is a close second to the United States in pulpwood, with Scandinavia in third place. In newsprint, Canada leads with 60 per cent of world production, followed by the United States and Scandinavia with about 11 per cent each. I would like to interject here, from my personal experience I can vouch that there is no paper shortage, at least in the Ottawa area.

And so we see that the embryo tourist conception is not too far out of line, and that Canada is indeed one of the world's giants in agricultural and forestry production. I forgot to add that, needless to say, we also have a complete corner on the market in the case of the Royal Canadian Mounted Police—and we are very proud of them.

However, the view presented to our embryo tourist is far from complete and ignores a major transformation which has taken place in our national economy from one of agriculture to one of industry.

To illustrate my point—Before the last war, even as late as 1939, more persons earned their living from agriculture than from any other single occupation. In fact, there were approximately

double the numbers employed in agriculture than in manufacturing, and about one agricultural worker for every one in conventional industry as a whole. Today, the numbers employed in manufacturing exceed those engaged in agriculture and the agricultural worker is outnumbered by the industrial worker as a whole by more than two to one. Incidentally, although during this period our agricultural employment has fallen off by some 25 per cent, the actual agricultural output has increased, which I presume reflects the effect of industrialization on agriculture itself.

**N**OW THIS is an astonishing transformation to take place in the relatively short period of 12 years. Undoubtedly, the largest single reason behind it all was the Second World War, which demonstrated so clearly that modern warfare can only be as effective as the strength of the industrial effort behind it. The requirement was there, not only for our own armed forces, but for our allies as well. It simply had to be met.

Let us, therefore, for the moment, forget about Canada as a land of forest and streams, of hunting, fishing, trapping, and of agriculture, important as they may be in our way of life. Let us instead look at the new Canada—industrial Canada—with the respect due to the new leader in our economic life, and one who has proven its fitness for that leadership in no uncertain terms.

There is no doubt that the most spectacular of all industrial development has taken place in the mining industry. From the wave of exploration and development which followed the discovery of silver in the Cobalt area of Northern Ontario during the construction of the Temiskaming and Northern Ontario Railway in 1903, and the further major impetus arising from the discovery of gold and base metals in the Noranda area of Western Quebec,



Canada's production has advanced to the state where we are now the world's largest producer of nickel, to the tune of some 95 per cent of world production, of asbestos with 80 per cent, and of the platinum metals. We are second in world production, to the United States, in aluminum (although from the bauxite imported from South America); second to the United States in zinc; second to South Africa in gold; second in cadmium, selenium (the largest plant in the world is at Montreal) and probably second in radium and uranium, and fourth in copper and lead.

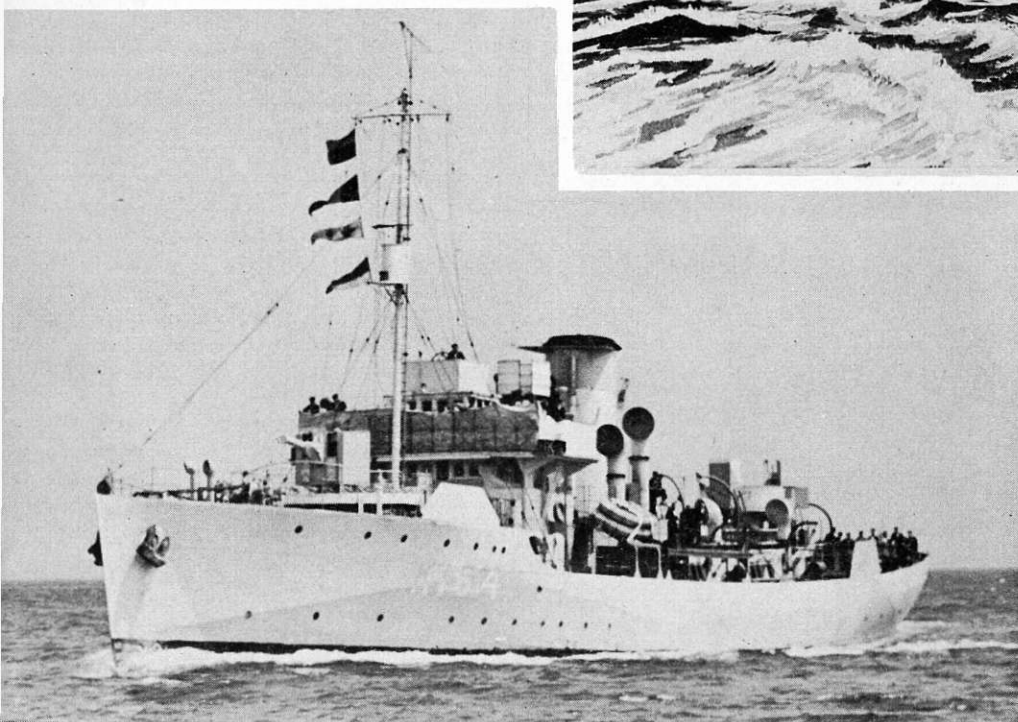
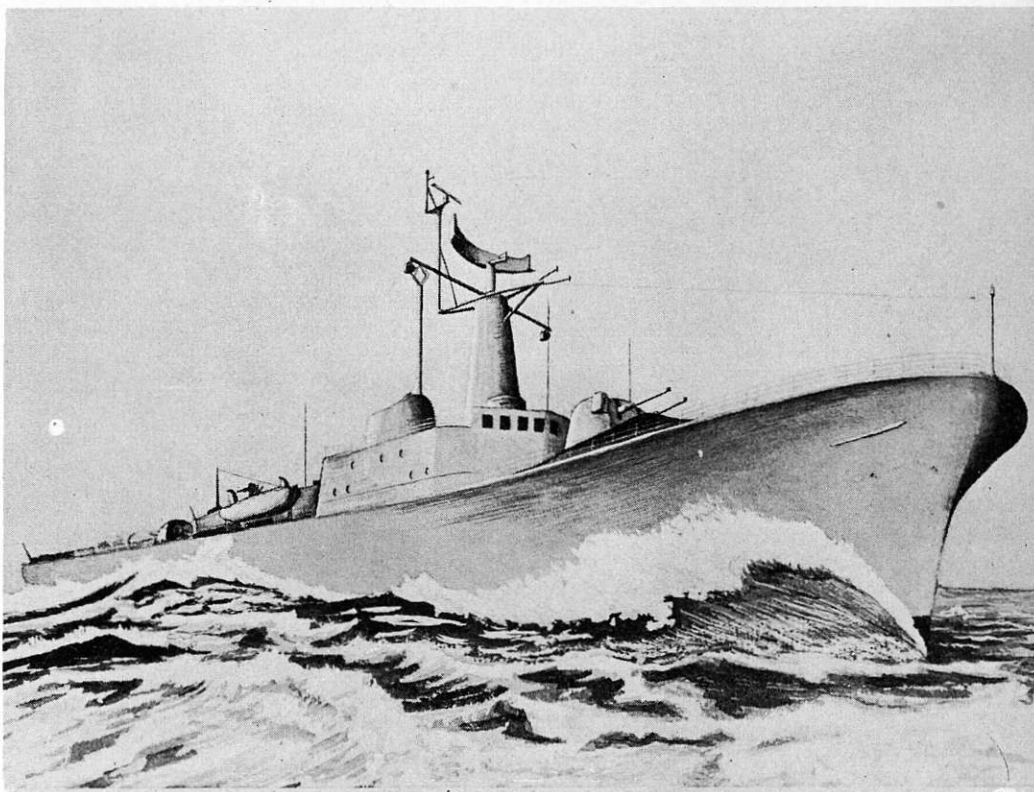
I would like to stress the importance of the non-ferrous metals, not only in relation to the mining industry as a whole, but also to the industries more immediately concerned with the production of defence equipment. Last year (1951) the total value of mineral output in Canada exceeded one billion dollars. Of this, smelters and non-ferrous refineries processed non-ferrous metals worth about half a billion dollars. This production, which was three times the value of the gold mined during the year, placed the non-ferrous smelting and refining industry third among the manufacturing industries, exceeded only by pulp and paper and meat packing. Canada has also been the world's leading exporter of non-ferrous metals for over ten years. The position, therefore, of the industry in the general scene cannot be denied. What is more important, from a North American outlook, is the fact that important discoveries of new ore bodies are still going on and the erection of smelting and refining facilities has not even kept pace with the discovery of new ore bodies, which justify the conclusion that Canadian mining developments in the field of

non-ferrous metals are far from becoming static. In the United States, I am told, the picture is somewhat different, that very few new discoveries have been made since 1910, and that reliance must be placed in an increasing degree upon imports. Let no one, therefore, under-rate the actual and potential significance of the Canadian non-ferrous metal industry.

Now let me turn to iron ore, the essential background for practically all industry and in particular for defence industries. I think that the best way to describe what is happening in the extraction part of the industry, is to state that prior to the Second World War our output never exceeded 500,000 tons a year — a mere drop in the bucket and far short of our requirements. Compare this with our current production of over four million tons and a planned pro-

duction of probably 15 million tons per year in 1956, and 25 million tons per year in 1960.

Also it is probable that in ten years we will be one of the world's leading producers of iron ore; possibly ranking third behind the United States whose annual production rate, I understand, is fairly steady at about 100 million tons, and Soviet Russia with an estimated output of about 40 million tons. Why is this possible? For three main reasons. Firstly, the discovery and productive development of high grade haematite ore at Steep Rock Lake in Ontario at the beginning of the war where, it is becoming increasingly apparent, lies one of the Western Hemisphere's largest remaining deposits of high grade ore. Known reserves have been estimated at 200 million tons, but responsible authorities have estimated that one billion tons



Comparing the new anti-submarine escort with the corvette of the last war is "rather like comparing a high-powered automatic rifle with a bow and arrow", says Admiral Knowlton. At the left is HMCS *Moose Jaw*, in her short-foc'sle days. Above is an artist's conception of the new A/S vessel. (H-2693; O-1607-1)



may ultimately be mined there. Secondly, preparation for the development of fabulous quantities of high grade ore in the Quebec-Labrador boundary area, where known reserves are estimated at 500 million tons. However, as active exploration has only been under way for about four years, only a small proportion of the region's iron-bearing rocks has been investigated and no one can yet assess with any accuracy the ultimate possibilities. Railway construction from Seven Islands on the St. Lawrence to the area is proceeding rapidly and mining of the more accessible ore bodies will be started in 1954. Thirdly, the discovery at Allard Lake, Quebec, and only 27 miles from St. Lawrence, of the world's largest known deposit of ilmenite or titanium-bearing iron ore. Reserves are estimated at 200 million tons and by 1953, production capacity will reach an annual rate of half a million tons. At Sorel, Quebec, some 40 miles east of Montreal, the largest titanium plant in the world is being erected where ilmenite is smelted into its titanium ore and pig iron content.

**WHAT A CHANGE** from the pre-war picture in iron ore! From practically no production and no planned development to the position which I have just described. It is indeed an encouraging outlook for the future and for the production of steel for defence industries.

No reference to Mines and Minerals in Canada is complete without mention-

ing oil. In the short space of five years, the Canadian oil outlook has been completely transformed. For many years Canadian fields supplied less than 10 per cent of the nation's crude oil requirements. Then in February, 1947, a well at Leduc in Alberta, blew in, and the lid was literally off. Developments which have taken place in Canada since that time, have been without parallel in Canadian experience, and millions of acres have been placed under permit or lease. Production has increased three-fold and existing wells are now capable of producing nearly 50 per cent of the nation's petroleum requirements. Even allowing for increasing consumption, it is confidently expected that we shall be selfsufficient by 1960. Proven reserves have risen from 70 million to 1½ billion barrels, and potential reserves have been estimated as exceeding 20 billion barrels.

This, however, is only part of the story. Recent promising developments at the Alberta Government separation plant at Bitumount in the McMurray area of northeastern Alberta, indicate the early commercial feasibility of extracting petroleum products from bituminous sand deposits. These tar sands contain the greatest known oil reserves in the world, being assessed by Canadian geologists at 100 billion barrels and by the U.S. Bureau of Mines at 250 billion barrels. I think you will agree, therefore, that when I used the word "spectacular" in connection with recent developments in our mining industry, it was possibly an understatement.

Now let me get down to earth a bit. It is all very well having at hand these vast quantities of iron ore, non-ferrous metals and oil—but, by themselves, they do not build ships, weapons and material of war. Are we capable of moulding our vast natural resources into actual fighting equipment? Perhaps the best way to tackle that one is to describe briefly what are the future prospects for production in four industrial fields, which, when taken together, cover broadly the essential requirements for the construction and outfitting of a complete war vessel. I refer to shipbuilding, machinery, armament and electronics.

During the half century between 1840 and 1890, Canada owned and operated a vast fleet of merchant ships, with which she captured more than her share of the world's carrying trade. In 1878 for instance, we ranked fourth among the ship owning and building countries of the world, with more than 7,000 ships on the high seas. To interject a personal note, my paternal grandfather owned and sailed his own ships out of Saint John, New Brunswick, all over the world's trade routes. Those were the days of wooden ships and iron men which were a natural outcome of the ready availability of great virgin timber forests on the very shores of our Atlantic harbours. Such timber was particularly suitable for masts and yards, and apart from our own requirements, a large proportion of the masts and yards of the Royal Navy were supplied from the forests of our eastern maritime shores.

**WITH THE COMING** of iron and steel ships, those happy days were over and shipbuilding in Canada suffered almost complete paralysis until the Second World War, with the exception of a brief period of resurgence during the First World War. Shipyards were maintained, therefore, largely for ship repairs and the total number of persons employed was in the neighbourhood of only three or four thousand. How did our shipbuilders respond on the outbreak of the Second World War to the demand for more and more ships—both naval and merchant?

Listen to this: This is what was produced. For our own and allied navies, four fleet destroyers (not quite completed by the end of the war), 122 corvettes, 122 minesweepers, 70 frigates, 16 trawler-type minesweepers, 26 transport ferries, over 3,000 landing craft, 250 tugs, over 4,000 smaller craft, and three armed merchant cruisers by major conversion. For the merchant fleet 320 10,000-ton cargo ships, 13 10,000-ton

The forests which come down to Canada's ocean shores are a reminder of one of the great sources of the country's wealth and of the importance of international trade to our well-being. The little ship in the foreground is the Cordova, training vessel attached to the Vancouver naval division, Discovery. (E-19930)





tankers, 43 4,700-ton cargo ships, six 3,600-ton tankers, and 16 maintenance ships.

Now this could almost be termed a miracle of achievement. Not only did the shipbuilders expand their employment from about 3,500 to 75,000, but in so doing they built, among other things, the ships which allowed our permanent force and reserve Navy to expand from a total of 366 officers and 3,477 men to the war-time strength of almost 100,000, and whose efforts in no small measure contributed to ultimate victory over the enemy submarine in the Battle of the Atlantic. It was a mighty close call, though, and for the second time in 25 years, it was clearly shown—the hard way—that to be unprepared to meet, in the early stages of a modern war, the offensive power of enemy submarines is to court nothing short of complete disaster. It was shown clearly, not only must competent anti-submarine forces be in being at the outbreak of hostilities, but also there must have been developed beforehand the tools and techniques in industry for production of efficient anti-submarine forces in volume with the least possible delay.

What does that mean in the light of the scale of submarine attack which might be expected today? What does it mean when we compare the havoc wrought by the German's submarine force, consisting initially of some 50-60 submarines, with the potential inherent in the existing Soviet fleet now built or building of perhaps some 500 submarines and a possibly even larger target fleet? What does it mean in the light of the development of the modern high speed true submarine? Among other factors it means this—It means the production of an A/S escort which, compared with the corvette of the last War, is rather like comparing a high powered automatic rifle with a bow and arrow; it means that apart from an infinitely improved type of ship, we have to be able to produce more of them—sooner.

It was, therefore, a source of great satisfaction to us in the RCN when our government in 1949 approved the construction of three prototype first class A/S escorts—an order which has since increased to 14. Particularly satisfactory to us, I think, because it was the first post-war order placed by any of the war-time allied governments for ships of this type, which were to embody the results of experience gained in war with our assessment of new characteristics required to compete with latest submarine developments. Particularly satisfactory to us also because of official recognition at all levels that the tooling and training of industry



At Canadian seaport or lakeport, the skyline is almost invariably dominated by the grain elevator, which has been described as Canada's outstanding contribution to industrial architecture. Stored in them are the harvests of the prairies on their way to help to feed the world. (O-81)

for the production of modern, fully-equipped A/S escorts takes time, and that it would not be good enough to wait until hostilities are upon us before undertaking this task. Particularly satisfactory to us also, because we were thus given the opportunity, not only of adding 14 of the most modern A/S escorts to our peace-time force, but also of possibly even greater importance, of intelligent and orderly planning for the production of these ships rapidly and in volume, if and when the necessity arises.

**WE ARE**, I like to feel, making the best of our opportunities on both of these counts. While any detailed description of the characteristics of our A/S escort is obviously out of place on this particular occasion, I can best describe her generally as being the smallest vessel which, in our opinion, is capable of maintaining fighting efficiency against the most modern and immediately foreseeable submarine, under the weather conditions which prevail in the North Atlantic. This means, essentially, that we have concentrated on good sea-keeping qualities at high speeds in tough weather. Particular attention has been given to anti-ice formation characteristics, and any seaman will be impressed by the absence of redundant equipment on the weather decks. The propulsion machinery is basically of British design, and although the first set of main ma-

chinery will be supplied from England, subsequent sets will be of Canadian manufacture and to North American Industrial Engineering standards and practices. The conversion from British to North American standards and production techniques has been, in many ways, quite a headache—but that particular problem is now pretty well licked. Incidentally, our main machinery manufacturers have done an exceptionally fine job, and we expect that the first all-Canadian set will be delivered only about two months after the initial English one, which takes place in a few weeks time. At one time, we were subject to a certain amount of criticism for selecting an English design because of the difficulties involved in manufacturing to North American standards. The answer to such criticism was that this particular design was evolved specifically for the function which these ships will be expected to fulfil. Furthermore, the design was immediately available. As no other design of comparable characteristics and performance was even on the drawing boards elsewhere, I am sure that by our selection we saved at least two years in overall production time.

In the case of armament, fire control and electronic equipment, the general trend has been, depending on the lead time for Canadian tooling and production, to purchase initial supplies outside Canada, in order to get the first ship



completed within a reasonable time limit—concurrently, however, with the establishing of our own production facilities in practically all cases. I would like to dwell, for a moment, on the latter angle.

Always with the object in mind of ensuring capacity for volume production in war, many steps have been taken which would not have been taken if our object had been restricted to production requirements only of the present program. We have established a specific target production rate for Canadian war-time requirements, and we have made great headway towards attaining it—not, of course, without appreciable additional costs to the current program.

For example, the shipbuilding contracts were awarded to all shipbuilders who are earmarked for that particular job in time of war, in order that snags may be ironed out by all concerned now, rather than later. A system of prefabricated unit construction has also been evolved which undoubtedly has added to the current initial production time and costs, but helps assure production, if and when it is required. I am satisfied that we will have little difficulty in attaining our target production rate of hulls. Probably the greatest strides are being taken in the establishment of the target machinery production rate.

**YOU WILL RECALL** that the construction of only four destroyers was undertaken during the war and that these were in fact not completed by the end of the war. This was a major task in so far as the manufacture of propulsion machinery was concerned, but it was accomplished and accomplished successfully, and the experience gained has been of immeasurable value to our new program. However, in the case of the four wartime destroyers, a good many components of auxiliary machinery were obtained from England, and the crucial gearing component of the main propulsion units from the United States. This time in the case of our escorts, we have decided that everything should be produced in Canada, and a potential production rate established to meet our target figure. This has meant, in the case of gearing alone, the erection of what may be probably the finest hardened and ground gearing plants, not only in North America, but in the world, as an addition to the plant of one Canadian engineering company. It means the extension of the main machinery manufacturer's plant to the required production rate capacity. This is well in hand. It means the addition of a 7,000-ton forging press at the plant

undertaking the forging of our highly stressed rotor forgings. It means many other detailed features on the same pattern, all of which add up to a noteworthy addition to the Canadian industrial production capacity, and all to a target plan as far as the Navy is concerned.

Turning to electrics and electronics, we find that here we have the fastest growing manufacturing industry in Canada, and one which has grown no less than ten-fold since 1939. Prior to the Second World War the industry concentrated its efforts almost solely on the production of broadcast receivers—apart from a small volume of communications equipment, the total production being valued at approximately \$10 million annually. By 1944 the industry was producing electronics equipment valued at nearly \$200 million annually and has



REAR-ADMIRAL (E) J. G. KNOWLTON

been responsible for the implementation of mass production techniques on many types of radar equipment. By 1950, the industry had developed its manufacturing facilities to the extent that all major or large volume items embodied in electronic or radio apparatus were made in Canada with a varying degree of imported content. Many new firms, both from the United Kingdom and the United States, have established facilities in Canada during the past six years, to supplement even further our wartime facilities and know-how. This factor, together with the still expanding activities of our established industries, means that we are producing more highly developed equipment and sub-assemblies than ever before.

A typical and interesting example is the field of television where Canadian manufacturers are actually selling production parts to the United States. This

year, in all, about 40 per cent of the industry's capacity will be allocated to the production of defence equipment.

That it has been possible thus to expand in this field, is, I am certain, due in no small degree to the extremely close link which prevails between the large Canadian companies and their parent organizations in the United States. I think I might say, therefore, that we have every confidence in our electronics industry. They have proven not only their willingness, but their ability to tackle successfully everything that we can throw at them.

**NOW, A WORD** about armament and ammunition. During the last war, Canada produced vast quantities of matériel in these categories—the majority destined for our Allies, rather than for the requirements of our own services, several key production facilities being established for the purpose, in addition to the facilities which were made available by conversion of normal industrial capacity.

At the end of the war, and with the cutoff in demand of such highly specialized material, the problem arose—what to do with these plants and their equipment. The decision was made by our government, not to dispose of them, but to place them under the custodianship of a Crown company, that is to say, a government-owned company, to be called Canadian Arsenals Limited. In addition to maintaining an ammunition field, Canadian Arsenals was charged with the responsibility of keeping abreast of new production techniques and procedures, and of acting as a nucleus from which expansion and production of new weapons and equipment could be activated with the least possible delay. It was also allowed to get on with any production orders which came its way, not as a competitor of industry, but rather as the filler of a breach in industry's willingness or ability to fulfil a requirement. Therefore, we have maintained really significant facilities in the field of guns, electronics, instruments, shells, ammunition filling, explosives and small arms. As a matter of fact, not only have we maintained them but, also, operations, particularly recently, have been extremely active, and our turnover has been in the order of many millions of dollars annually. I use the word "we", in a personal sense, because along with certain well-known industrialists, the three chiefs of the technical branches of the Navy, Army and Air Force are members of the board of directors.

I have tried to give you a broad picture of our Canadian industrial capacity



and potentiality, a potential which, if the pattern of the last war is followed in another period of hostilities, will supply \$7 of its production of defence material to our allies for every \$3 applied to Canada's own armed forces. It is extremely important to remember that fact—that Canada's war production will probably be serving the requirements of our allies more than the requirements of our own services, by a ratio of more than two to one. In theory, therefore, and for maximum efficiency for the overall effort we, in Canada, should be tooling for our largest customers rather than for ourselves who are a lesser customer, and it will be clear that the industrial mobilization problem in Canada is a complex one and relatively of much greater import from this aspect than that of the major powers, who mobilize primarily for their own requirement. However, in the case of naval A/S escorts, we would appear to have nailed our colours to the masthead and have proceeded to tool up for our own class of ship, confident that as a type it is militarily acceptable right across the board. If any major changes, particularly with regard to propulsion, are required before our ship is acceptable to any other nation I hesitate to estimate what might be the effect—not only on our own program—but also to the delivery dates which might be stipulated for outside orders.

I am compelled also to observe that quantitatively our target production rate at the moment covers only Canadian requirements, and that tooling takes time these days.

Be that as it may, I think you will agree that we are making progress, and that our approach is a sound one.

Now a word about our Navy today.

During the last war, as I have already mentioned, we, in the RCN, expanded from a personnel of about 4,000 to almost 100,000, and a fleet of some 400 operational ships. As you probably know, we were, above all, primarily an anti-submarine navy, although our ships in one way or another were seen on all the oceans of the world except, I believe, the Antarctic. At the end of the war, demobilization—in common with many others—was rapid and for a short period we were back practically to insignificance. However, we are now on the march again and are expanding to a reasonably effective fighting force for a country of our size. The war-time pattern is definitely again being followed in that our role is shaping towards specialization in A/S warfare. This, of course, in my humble opinion, makes sense, and there is everything to be said

for a relatively small navy such as ours avoiding a diversified effort and concentrating instead on attaining the maximum possible efficiency in one specialized field. Well—we are doing precisely that and it is difficult to think of any current activity in the RCN which is not directly or indirectly concerned with the development of A/S warfare capacity.

**A**LL OF OUR existing destroyers are in the process of undergoing conversion, consecutively, and the modernization of submarine detection equipment and A/S weapons is No. 1 item on each list—although of course we are not neglecting other items such as A/A armament, communications, etc. We have also reacquired a number of war-time frigates, and are carrying out an extensive modernization program on them—again primarily A/S. Our schools and tactical trainers are being modernized, are re-equipped, and although this program is not fully complete—we think some features of our training devices will be unique in the training field. We intend to leave no stone unturned in achieving our objective of being on a par with the best A/S warfare. We shall insist and continue to stress the need of ever-increasing the effectiveness of A/S matériel, and we shall train and continue to train until we are as near perfect as possible. We believe that nothing but the best will be good enough.

And now, in summing up, may I say that I have tried to give you a picture—a picture of a navy, youthful in years but full of the enthusiasms associated with youth, a navy which is small but conscious of the fact the smallness is only an incentive to greater efficiency.

I have tried to give you a picture of our shipbuilding—of shipbuilders of Halifax, that old garrison city, sometimes known as the “Warden of the honour of the North”—of Saint John, at one time one of the great shipbuilding ports of the world—of Quebec, centre of our treasured French culture in Canada, and custodian of so much that is close to the hearts of all Canadians—of Montreal, the greatest metropolis of them all—of Toronto and other centres in the great inland seas of the mighty St. Lawrence Basin—of Vancouver, whose majestic harbour is Canada's gateway to the Orient and to North East Asia—and of Victoria, the old Hudson Bay post—an origin so typically Canadian.

I have tried to give you a picture of our Navy, our shipbuilding and our other industries—all of them on the march in the common cause.

Our objective is to build ships—good ships—worthy of the men who will man them, worthy of the cause which they may be called upon to defend—so that when the time comes and wherever we, in the RCN, may be called upon to serve in any or all of the seven seas, we may acquit ourselves only with great glory and honour to Canada.

## RCN Officer Flies Jet Over 'Med'

One Canadian naval officer who is thoroughly familiar with the operation of the all-weather Banshee jet fighter—the kind ordered for the RCN—is Lieut.-Cdr. John C. Sloan.

Lieut.-Cdr. Sloan returned to Atlantic City, N.J., in December after a seven-month cruise in the Mediterranean as assistant officer-in-charge of Composite Squadron Four's night and all-weather fighter detachment No. 7. Lieut.-Cdr. Sloan was based on board the aircraft carrier USS *Franklin D. Roosevelt* and flew a Banshee from her deck, making 48 day and 17 night landings.

While the carrier was in port at Athens, Greece, in early August, Lieut. Sloan welcomed word that he had received his half-stripe. The occasion coincided with the Canadian embassy's entertaining of units of the Indian Navy, on their way home to India from the Coronation, and the fiery curry served on board the Indian fleet units added a memorable touch to the celebration

of the promotion.

Later when the *F. D. Roosevelt* stopped in the port of Barcelona, Spain, Lieut.-Cdr. Sloan went on leave from the ship and went to the annual Farnborough Air Show. A graduate of the December 1950 class of the Empire Test Pilot School at Farnborough, England, he met again with his old ETP classmates.

Exchange duty wasn't new to Lieut.-Cdr. Sloan. He spent most of 1952 attached to the fighter section of the Tactical Test Division at the Naval Air Test Centre, Patuxent Naval Air Station, Maryland, as RCN liaison officer.

This January rounded out ten years as a qualified pilot for Lieut.-Cdr. Sloan. He received his commission and RCAF pilot's wings in January 1944 at Uplands Air Station, Ottawa. He later transferred to the RNVR, then the RCN(R) and, finally, the RCN. He is the son of Mr. and Mrs. Joseph C. Sloan, of Ormstown, Que.



# A Brigantine of Their Own

## *Citizens of Kingston Back Sea Cadet Project*

Training in sail can still enlist a strong body of support in the Navy as the ideal method of producing skilled seamen. If such training has fallen into decline, it is largely because of the demands of the technical training needed to handle the complex equipment crammed into the warships of today.

Manual dexterity, prompt obedience to orders, a toughened physique and an intimate knowledge of the ways of the sea are the benefits ascribed to serving before the mast. And it is to draw on these benefits that an enterprising Sea Cadets Corps is acquiring its own sailing vessel.

In a brief ceremony at Kingston Shipyards last fall, Captain D. W. Piers, naval member of the directing staff, National Defence College, Kingston, laid the keel of the 60-foot brigantine *St. Lawrence II*, the future training ship of the *St. Lawrence* Sea Cadet Corps, Kingston.

The keel of the brigantine *St. Lawrence II*, future training ship of RCSCC *St. Lawrence*, Kingston, touches the waves of Lake Ontario following the launching ceremony. It is hoped she will be fitted and ready for the 1954 summer training program of the Kingston Sea Cadets. (Photo by George Lilley)

Twenty days later the welded steel hull was launched, with Mrs. Piers as the sponsor, and a dream which had involved a lot of planning, hard work and financial outlay was well on its way toward realization.

The idea of building the brigantine began to germinate more than a year ago when the commanding officer and executive officer of the Sea Cadet Corps made an unavailing search for a schooner, suitable for use as a training vessel.

When officers and Sea Cadets got down to selecting a design, their choice was a brigantine—not for ease of handling, but for the contrary fact that more cadets would have to participate in sailing the ship. The brigantine (a quick look in Volume I of the old "Manual of Seamanship" will show) is a two-masted vessel, square-rigged forward, but otherwise resembling a schooner.

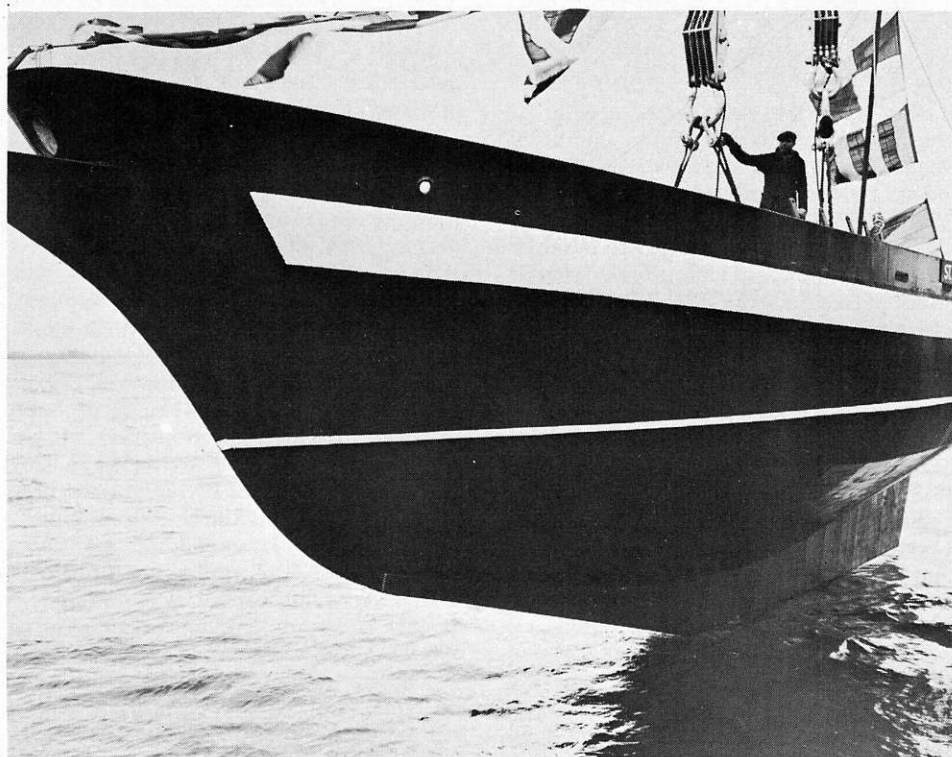
There was just one important obstacle to the undertaking. The Sea Cadets had no funds for such a project—and the cost was estimated at \$40,000. They quickly found, however, a wealth of support among the citizens of Kingston.

A non-profit company was formed under A. G. MacLachlan and, under his energetic leadership, it went ahead with a fund-raising campaign. The building trades volunteered labour and material. Individuals and companies donated equipment or offered it at greatly reduced prices. A group of interested citizens backed a bank loan to permit a start on construction. The continued co-operation of friends of the Corps and the Sea Cadet Parents' Auxiliary has kept the work progressing.

"There is still a long way to go," one of the officers said at the time of the keel-laying. "Even with the assistance which has been given or promised, funds have to be raised to repay the loan and to purchase a great deal of equipment. The progress made to date has only been possible because of the wonderful response of individuals in the community."

When the vessel is completed, Kingston Sea Cadets will sail Lake Ontario in a 60-foot brigantine, carrying 2,000 square feet of sail. She will have a beam of 15 feet two inches, and a draft of seven feet six inches. She will have a 100-horsepower auxiliary diesel, electricity, ample fresh water capacity and the necessary facilities for cooking and sleeping. She will accommodate 22 officers and cadets on overnight cruises and will have room for a crew of 40 on day journeys. The builders are the Canadian Shipbuilding and Engineering Company of Kingston. Robert Sutton, manager of the company, said that, although he has been building ships for many years, this was the first opportunity he had had of building a sailing ship.

The interest in the final outcome of the project extends far beyond the Sea Cadet Corps. When (if the present rate of progress is maintained) the *St. Lawrence II* spreads her sails on Lake Ontario this summer, the good wishes of hundreds of Kingston citizens will follow her in her career as a Sea Cadet training vessel.





# Chippawa on Front Line of Battle Against Polio

If necessity is the mother of invention, disaster is the mother of co-operation—something that was vividly demonstrated during the great poliomyelitis epidemic which swept the Province of Manitoba last year.

The grave situation brought with it a challenge to HMCS *Chippawa*, the Winnipeg naval division, and the response of the officers and men was just as enthusiastic and sincere as the one they made during the Red River flood in 1950.

At that time, it will be recalled, the prairie sailors manned boats and pumps, piled sandbags on threatened dikes, brought hundreds of men, women and children to safety and even provided temporary shelter in divisional headquarters for flood refugees.

The contribution *Chippawa* made in the polio epidemic last year (and the work of aiding the victims is continuing) was not quite as strenuous as that made during the flood, but it has filled a vital spot in the program of assisting polio patients back to health.

On a per capita basis, the Manitoba polio epidemic of last year was said to be the world's worst.

There were 2,345 cases and 86 deaths. Most of the survivors suffer from paralysis in some form—some very slightly; others to a degree that they are still, in great numbers, in iron lungs.

The response to the challenge of this tragic situation was magnificent. Doctors and nurses strove unceasingly to care for the victims. Citizens and organizations responded spontaneously with donations of money and supplies. Children worked voluntarily and enthusiastically manned lemonade stands, gave impromptu concerts—anything and everything to fight polio.

One of the great disabilities under which the campaign laboured was the shortage of nurses. Along with the other services, the Navy responded to the challenge by sending teams of medical nurses from both coasts. Over a period of four months these nurses played a most important part, working long hours and often with the most difficult cases. They left behind them a wealth of appreciation for their untiring services. *Chippawa* was proud to have them as part of the Navy's team in the fight against polio.

In recent years great steps forward have been made in methods used in the

rehabilitation of post-polio patients. At Princess Elizabeth Convalescent Hospital in Winnipeg (which adjoins King George Isolation Hospital) trained workers from as far away as London and Edinburgh are using advanced methods of treatment. But it was felt that water therapy was also necessary, as the previous use of this method on a limited scale in other centres had proved most beneficial. The combination of the effect of the heated water with the loss of weight experienced by the patient when he enters the water contribute greatly to the freer movement of the affected limbs. The regular practice of certain exercises often assists in restoring the limbs to a complete or partial normalcy.

A large-scale pool needed for this treatment was not available at the hospital, but Commander F. H. Pinfold then commanding officer of *Chippawa*, generously offered the use of the Navy pool.

A committee, composed of members of *Chippawa* staff, the Manitoba Red Cross, the Society for Crippled Children of Manitoba, and representatives from interested firms and individuals, was set up and soon the project was in operation.

The Manitoba Red Cross was asked to supervise the project and its volunteers responded enthusiastically to the request for aid. The Society for Crippled Children supplied the transportation to and from the pool.

At present the number of patients ranges from 70 to 75, attending in classes of about 35 four mornings each week. As improved patients are discharged new ones take their place.

The pool is kept at an even temperature of 95 degrees. Red Cross volunteers prepare the patients for swimming and dress them afterwards. Others, all strong swimmers, instruct the patients in the water, under the supervision of W. A. LeBlanc, Director of Swimming and Water Safety, Manitoba division of the Red Cross. Special exercise bars, constructed by the ships' staff, are placed in the pool to aid in the treatment. Following classes, coffee is served in the canteen.

To see the volunteer helpers from *Chippawa* assisting in this work is a joy and tonic to everyone. Lifting helpless persons weighing as much as 175 pounds is no easy task, but the Navy personnel do it with a smile and a joke. No one



Lieut. John Pegg, in a "Lord Nelson" costume, cut an imposing figure as the entertainment party at the Christmas party for polio patients cruised about the Chippawa pool. Also in the motorboat are PO William Glover, AB Donald Earle, AB J. Ferris and Mr. A. E. Bradshaw (clown).

could object to singling out CPO Charles Coakes in this regard, for by now he is affectionately known as "Uncle Charlie" to all the patients.

The spirit of the whole project is one of happiness and hope, and has a great effect on the steady improvement of the patients.

The Christmas party arranged for the patients, and in which many of them participated, was a great success. The original theme "From the South Seas to the North Pole" was carried out effectively and everyone had an enjoyable time. The "Wheel Chair Follies of 1953", a skit by a group of patients, was an hilarious burlesque, poking good-natured fun at members of the committees and staffs.

The "South Seas" portion of the party was carried out, by request of the patients, in the swimming pool, which is the scene of their day-to-day treatment. For the occasion the Hudson's Bay Company decorated the pool with a tropical motif. Leis were worn, grass-skirted entertainers performed, waitresses in uniform pushed floating tables around the pool distributing cigarettes and refreshments, and a motor boat, manned by *Chippawa* sailors and captained by Lieut. John Pegg, dressed in his traditional Nelson costume, moved around the pool carrying clowns to amuse the guests.

(Continued on page 27)



# DEAR MOM - Here I am in Churchill . . .

*HMC Naval Radio Station,  
Churchill, Manitoba.  
November, 1953.*

Dear Mom:

History was made last week with the arrival of the Wrens at Churchill, one of the Navy's northern radio stations, north of the fifty-eighth parallel. There are ten of us here consisting of our divisional officer, Sub.-Lieut. (W) Barbara Schmidt, Kingman, Alta., and Wrens Lorraine Brown, Swan River, Man., June Buchanan, Napanee, Ont., Phyllis Chandler, Pinewood, Ont., Noni Haig, Vancouver, Betty Jean Layton, Medicine Hat, Alta., Doreen Patterson, Vancouver, Betty Rivers, Edmonton, Billie Totten, Windsor, and myself (Wren Lily Arnold, Willowdale, Ont.—Ed.).

It's really a new and exciting experience, Mom. At first glance all we could see was flat, barren land covered with a sprinkling of snow. Then we saw the town of Churchill. It's just a few wooden buildings that look as though they've been dropped in the middle of nowhere. There's a Hudson's Bay Store, a theatre, two hotels, and a few small clothing stores.

We soon found out, though, that the centre of activities for the armed forces is Fort Churchill proper, several miles from town.

It's a large base, similar to Cornwallis—big white buildings, with one differ-

The sub-Arctic version of a harbour craft is a source of amusement to Wrens Lorraine Brown (centre) and Doreen Patterson, who have to take CPO G. F. Roe's word for it that front wheels aren't a necessity.



ence in that many of the blocks are joined together by a central hallway. This enables you to walk from one place to another without having to brave the wintry gales.

We live in the single girls' block (there are about 60 of them here working as school teachers or for the civil service). Our quarters are lovely, with two in each cabin. We each have a dresser and one big closet, so there is lots of room to stow our gear. The decorating is all done in pastel shades (no bulkhead blue).

On the lower deck there are two lounges in which we can entertain our gentlemen friends and a small kitchen complete with cooking facilities. This is put to good use for midnight snacks or coffee after the show.

When we're not at the naval base, we eat in one of the messes in camp. Most of our meals we have with the Navy, though, and the food is out of this world.

The naval base is midway between town and camp. It's a large modern building and is quite unique in that its colour scheme does not include the traditional blue and grey.

The seamen have a beautiful lounge in which we are welcome at all times. It's a large place and for the ship's company dances the sliding doors between it and the Chief and Petty Officers' Mess are opened, providing a huge dance floor.

It is the Far North, too! The temperature so far has always been below zero



What the well-dressed Wren will wear when travelling by dog-team at Churchill is exemplified by Wren Noni Haig, of Vancouver, to whom life in the Far North is a study in contrasts with her previous existence.

and quite often goes as low as 30 or 40 below. Every day we listen to the local radio station to hear how high the wind chill is. The wind chill is the cooling effect of air movement and, when it gets as high as 1800, it is dangerous to be outside.

Of course, on our first day we were issued with northern clothing. We were each given a parka, shearlings, mitts, caps and "zoot suits". Last-named are blue one-piece suits with an excess of padding. We look like inflated balloons, but they say we'll be glad to have them for hockey games when it's cold and stormy.

As for entertainment, there's lots of that. The camp theatre provides a different movie every night and the seamen's lounge has a movie every Thursday. Then, for the athletically minded, there's skating, curling, bowling and shooting. The Navy has two teams in the hockey league, good ones too. We provide the cheering section.

I never thought I'd see the day, Mom, when I'd step out the door all bundled up in a zoot suit and shearlings and look out over Hudson Bay. But that's what we're doing, and it certainly is fun.

Must close for now. By the way, letters come in by plane Tuesday and Thursday and parcels Wednesday and Sunday—not as often as down south—and we really look forward to the mail.

Tell Dad I'll investigate the possibility of getting him a polar bear rug.

'Bye for now,  
Love,  
Lil

# OFFICERS AND MEN

## Appointments of Officers Listed

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

Captain William Landymore, to course at Imperial Defence College. Formerly HMCS *Iroquois* in command.

Commander M. F. Oliver, to HMCS *Iroquois* in command. Formerly at Naval Headquarters as Deputy Director of Naval Intelligence.

Captain J. C. Reed, to SACLANT as Assistant Director of Sea and Air Lines of Communication. Formerly in HMCS *Athabaskan* in command.

A/Captain F. W. T. Lucas, to Headquarters as Deputy Director of Naval Plans and Operations. Formerly attached to SACLANT.

Commander (SB) H. A. Stowell, to Headquarters as Deputy Director of Naval Intelligence. Formerly Deputy Director of Naval Plans and Operations.

Commander H. E. Makovski, to Headquarters as Director of Naval Standardization. Formerly Staff Officer (Plans), Canadian Joint Staff, Washington.

Commander T. S. R. Peacock, to course at NATO Defence College. Formerly at *Stadacona* as Reserve Training Commander.

Commander J. C. Smyth, to *Stadacona* as Reserve Training Commander. Formerly at Headquarters on Joint Planning Staff.

Lieut.-Cdr. P. J. Pratley, to Headquarters as Naval Member, Joint Planning Staff. Formerly at Joint Services Staff course.

Commander G. C. Edwards, to HMCS *Stettler* in command. Formerly at *Shearwater* as Commander (Air).

Commander F. W. Bradley, to *Shearwater* as Commander (Air). Formerly at Headquarters as Staff Officer Air Personnel.

Commander C. P. Nixon, to Headquarters as Director of Tactics and Staff Duties. Formerly in *Magnificent* as Executive Officer.

Commander J. C. O'Brien, to HMCS *Magnificent* as Executive Officer. Formerly at *Stadacona* as Executive Officer.

Commander F. C. Frewer, to *Stadacona* as Executive Officer. Formerly at

Headquarters as Director of Tactics and Staff duties.

Commander M. J. A. T. Jette, to HMCS *Lauzon* in command. Formerly at *D'Iberville* in command.

Commander Dunn Lantier, to *D'Iberville* in command. Formerly in HMCS *Haida* in command.

Commander G. A. LaRue, to HMCS *New Glasgow* in command. Formerly in HMCS *Beacon Hill* in command.

Lieut.-Cdr. I. A. McPhee, to RN Staff Course. Formerly in HMCS *Wallaceburg* in command.

Lieut.-Cdr. W. A. Manfield, to HMCS *Wallaceburg* in command. Formerly at *Stadacona*.

Lieut.-Cdr. E. J. Semmens, to HMCS *Chignecto* in command. Formerly at Communication School as officer-in-charge.

Lieut.-Cdr. H. A. Porter, to Communication School as officer-in-charge. Formerly in HMCS *Lauzon* in command.

Lieut.-Cdr. H. B. Carnall, to HMCS *Gaspé* in command and as Commander 1st Canadian Minesweeping Squadron. Formerly at Headquarters as Staff Officer Mine Warfare.



It was a happy day for these officers of the Royal Navy and Royal Canadian Navy when they were presented with their Observers Wings at the end of their course at HMCS *Shearwater's* Observer School. Left to right are: Sub-Lieut. Ian T. Bouch, West Vancouver; Sub-Lieut. Raymond J. Greer, RN; Sub-Lieut. John N. Holthusen, RN, Sub-Lieut. James D. Holden, Minnedosa, Man.; Midshipman Keith R. M. Jones, RNVR; Lieut. Leslie C. Rosenthal, Victoria, Class Officer; Sub-Lieut. Peter B. Glass, RN; Midshipman Eric F. Smethurst, RN; Sub-Lieut. Robert H. Jones, Regina; and Sub-Lieut. Albert C. Williamson, Sarnia, Ont. The wings parade at HMCS *Shearwater* was the first at which officers of the Royal Canadian Navy have graduated. Presenting the wings during the ceremony was Rear-Admiral G. Barnard, Deputy Chief of the Naval Staff, Admiralty. (DNS-11229)



Lieut.-Cdr. Harry Shorten, to Churchill Radio Station in command. Formerly in HMCS *Athabaskan* as Executive Officer.

Lieut.-Cdr. C. R. Martin, to headquarters on Staff of Director of Naval Intelligence. Formerly at Navradsta Churchill in command.

Lieut.-Cdr. D. J. Sheppard, to *Shearwater* as Lieutenant-Commander (Flying). Formerly at Canadian Joint Air Training Centre, Rivers.

Lieut.-Cdr. E. M. Davis, to USN Squadron VX-1, Key West, Fla. Formerly in VS-880 in command.

Lieut.-Cdr. F. G. Townsend, to VS-880 in command. Formerly at *Stadacona* in JOTLC.

Lieut.-Cdr. V. J. Murphy, to VU-32 in command. Formerly at *Shearwater*.

Lieut.-Cdr. H. J. Bird, to USN Squadron VS-22, Norfolk, Va. Formerly at Headquarters as Staff Officer (Fighters).

Lieut.-Cdr. R. D. Feagan, to VS-22, Norfolk, Va. Formerly at Headquarters as Assistant Staff Officer Air Personnel.

Lieut. Ian A. MacPherson, to Headquarters as Naval aide-de-camp to the Governor-General. Formerly at *Stadacona*.

Commander (L) J. A. M. Lynch, to *Magnificent* as Electrical Officer. Formerly at Headquarters as Assistant Electrical Engineer-in-Chief (L).

Commander (L) F. J. Kelly, to be Manager Electrical Engineering, HMC Dockyard, Halifax. Formerly in *Magnificent* as Electrical Officer.

Members of the Chief Petty Officers and Petty Officers First Class who recently completed No. 45 Leadership Course at HMCS Cornwallis are shown here. Front row, left to right: PO J. D'Amico, PO John E. Campsall, CPO Dennis L. Berry, Lieut. (S) L. Davis (course officer), CPO Robert M. Heath (course CPO), PO John G. McGown, PO Robert Anderson, and CPO Robert Watson; second row: PO Robert A. Fenlon, CPO John H. Bryon, PO Norman Hunt, PO William Plant, Wren Vivian Wright, PO William Stewart, PO John D. Boyle, and PO Michael Gallo. Third row: PO John Fairhurst, PO James E. Crawford, CPO Frank Aves, CPO C. A. Phillips, CPO Leslie Edwards, PO John M. Davies, CPO Gerald Dawes, and CPO Harry Sherman; back row: CPO Reg. Kay, PO L. McKenzie, CPO G. C. McElroy, PO John D. Hall, PO Martin Caine, PO Stanley Knowles, CPO Boyd Nicholls, and PO Ronald Thom. (DB-3586)



Petty Officers' Leadership Course No. 46 began in Cornwallis on October 26 and completed on December 7. Taking the course were (left to right): Front row, Petty Officers David Binger, Leonard Jardine, Desmond Shelley, (Lieut. (P) Victor Johnston, course officer, PO William Fluskey, course petty officer), Michael Mosley, Frank Kennings and Harold Fisher; middle row, Petty Officers Albert Zimmerman, William Paly, Donald Cambridge, Roy Bannerman, Lloyd Milton, James Forbès, Rex Hannaford, Gordon Roberts and Hjalmar Davidson; rear row, Petty Officers Robert McDormand, Donald Coulter, Lorne Storey, James Regan, David Purvis and Reggie Beale. (DB-3605)

Commander (L) E. J. Apps, to Canadian Joint Staff, London, as Staff Officer (L). Formerly at *Shearwater* as Electrical Officer.

Commander (L) B. E. Miles, to *Shearwater* as Electrical Officer. Formerly in HMCS *Athabaskan* as Electrical Officer.

Captain (S) Donald McClure, to Headquarters as Assistant Supply Officer-in-Chief (Stores). Formerly on staff of Principal RCN Technical Representative, Belfast.

Commander (S) C. V. Laws, to HMCS *Magnificent* as Supply Officer. Formerly at Headquarters as Assistant Supply Officer-in-Chief (Stores).

Commander (S) B. F. Gourlay, to *Naden* as Supply Officer. Formerly at *Cornwallis* as Supply Officer.

Lieut.-Cdr. (S) B. E. Smith, to Sasebo as Canadian Naval Liaison Officer. Formerly at *Naden*.

## First World War Veteran Dead

Frank D. Hickman, a former member of the Royal Navy and the Royal Naval Canadian Volunteer Reserve, First World War reserve force, and an employee of HMC Dockyard, died January 1 at St. Joseph's Hospital in Victoria.

Funeral services were conducted on board HMCS *Porte Quebec* by Archdeacon A. E. de L. Nunns. Burial took place at sea.

Mr. Hickman joined the Royal Navy as a cadet at the turn of the century and attended the Royal Naval College, Dartmouth. He later served in HM Ships *Isis* and *Bulwark*.

Discharged from HMS *Bulwark* at Vancouver in 1909 he joined the RNCVR the day after the outbreak of the First World War, subsequently serving in HMS *Shearwater*. He requested and received his discharge from the RNCVR to join the Royal Engineers, with which he served until the end of the war in 1918. He returned to Vancouver Island the following year and had made his home in Victoria since 1927.

## High Mark in Cooking Scored

Ord. Sea. William Emberly came first in a class of 13 ordinary seamen enrolled in a cooking course in the Cookery School at Naden. Ord. Sea. Emberly received a total of 84.6 per cent in his final examinations.

Ord. Sea. Raymond Lloyd came a close second with a total of 84.2, and Ord. Sea. John Durfy was third with 82.0. Others in the class were Ordinary Seaman Ward Lamont, Garry Grove, Graeme Wright, Robert Kipp, Alfred Woodsford, Edward Johnston, Robert English, Lawrence Gwillim, Ronald Lapierre and Kenneth Carter.

## Soldier Old Hand At Seafaring

A soldier with more sea time than many sailors in the Royal Canadian Navy is Sergeant Michael Redwood, of the Royal Canadian Dental Corps. Sgt. Redwood is a well-known Haligonian.

When the aircraft carrier *Magnificent* docked after Exercise Mariner, it marked the end of another cruise for Sgt. Redwood, and possibly the end of his seafaring days, with the Royal Canadian Navy. From the *Magnificent*, the soldier went to *Shearwater*.

Sgt. Redwood first came into contact with the Navy in 1929 when he joined the old Royal Canadian Naval Volunteer Reserve. He remained with the RCNVR until 1932 when he entered the



Even a soldier has a chance to become a seafarer, if he belongs to the Royal Canadian Dental Corps. Ashore at last, after most of three years at sea, Sergeant Michael Redwood is greeted left to right by Sandra, Mrs. Redwood, Ruth, Bud and Gordon, and, in front, Carol and Dorothy. (HS-28041)

militia as a private in the Princess Louise Fusiliers.

The sea, however, was apparently in his blood and he shipped for the next five years in Canadian National Steamships, Imperial Oil tankers and cable ships. In 1939 he swallowed the anchor when he went on active service with the army and served in the United

Kingdom, the Italian campaign and in the push through France.

In August, 1945, he transferred to the Dental Corps as a private, but it wasn't until July 1946 that he renewed his association with the navy, when he was sent to the Dental Clinic at *Stadacona*. He remained at *Stadacona* until 1951.

In March 1951, Sgt. Redwood began a series of cruises that have taken him over a large part of the world. He has visited Gibraltar, Malta, United Kingdom, Greece, Turkey and the British West Indies. In the spring of 1953 he attended the Coronation with the Canadian Coronation Squadron. In 1952 he was with the *Magnificent* on the spring cruise to Bermuda and in the fall of that year was on Exercise Mainbrace.

What part of the world Sgt. Redwood hadn't seen from the decks of RCN ships he saw during his time with the merchant marine. While with it he called at South American ports, Panama, west coast ports and New Zealand ports.

Sgt. Redwood is married and has six children. The eldest, Gordon, 18, is following his father's footsteps. He is a corporal in the Princess Louise Fusiliers.

## Ship's Bell Font For Ten Children

The ship's bell served as a baptismal font at HMCS *Nonsuch* on a Sunday in



During a recent visit to Cornwallis Vice-Admiral S. V. Storheill, Commander-in-Chief of the Royal Norwegian Navy, presented awards to outstanding men at passing out ceremonies. Here Admiral Storheill presents Ord. Sea. Clarence Christie, of Dauphin, Man., with the prize for the best-kept kit in his division. Looking on is Commander E. T. G. Madgwick, executive officer at Cornwallis. (DB-3602)



November, when ten children of naval families were christened.

Approximately 100 persons were present for the ceremony conducted by Chaplain (P) Ian J. Kemlo. Following the christening, a reception was held for parents, relatives and other guests in the *Nonsuch* wardroom, where Captain George P. Manning, commanding officer, proposed a toast to the children.

The candidates for baptism, who ranged in age from six months to ten years, were Douglas Alan Colter, son of Petty Officer and Mrs. William Colter; Donald Duncan Barrie, son of Lieut.-Cdr. and Mrs. E. W. Barrie; Shelagh Nogira, Kathleen Margaret, Mary Jane and Harold Rodney Pike, children of Commander and Mrs. Rodney Pike; Barbara Jean McRorie, daughter of Lieut. (SB) and Mrs. Peter McRorie; John Renwick Lavack, son of Lieut.-Cdr. and Mrs. R. F. Lavack, and Zella Elizabeth Burt, daughter of Lieut. and Mrs. H. McNaughton Burt.

## Victoria NOA

### Elects Officers

Officers for 1954 were elected at the annual meeting of the Victoria branch of the Naval Officers' Associations of Canada in HMCS *Naden* in January.

R. A. H. Lort was named president of the branch to succeed E. A. Brock, who reported on last year's activities.

Other officers are: R. M. Burns, vice-president; P. A. Fecteau, treasurer, and P. L. Sampson, secretary.

Members of the executive committee include J. H. Todd, H. P. R. Brown, G. C. Dixon, A. J. Temple and K. A. Jones.

## More than 100 Receive Medals

His Honour the Lieutenant Governor of British Columbia, Clarence Wallace, presented more than 100 Coronation medals to officers, men and civilian workers of the Pacific Command, in impressive ceremonies held in the Dockyard, in HMCS *Naden*, and in ships in harbour on December 7.

These awards are in addition to those made to officers and men of the RCN who took part in Coronation Ceremonies in London in June.

## Officers Visit Naval Academy

Teaching techniques at the U.S. Naval Academy, Annapolis, Maryland, were studied by a group of four officers from the Royal Military College, Kingston, in December.

The four were Lieut.-Cdr. J. B. Fotheringham, Lieut. D. S. Bethune, Lieut. (S) H. T. Cocks, all RCN officers, and Major R. A. Gartke, Canadian Army.



The Hon. J. W. Pickup, Chief Justice of Ontario, presented Coronation medals to members of the ship's company at HMCS York on December 19. He is shown pinning a medal on Acting Commissioned Gunner Lennox Rutherford, who recently received his commission after many years of active and reserve service.

## Advanced Cookery Course Completed

Ldg. Sea. John Hamann took top marks in a petty officer cooks' course in the Cookery School at *Naden* with a total of 80.6 per cent. Ldg. Sea. John Comeau came second with 78.8, and Ldg. Sea. Earl Eisan ran a close third with 78.2.

The other leading seamen in the class were: Edward Clarke, Donald Craig, Ronald Wallis, Richard Henley, Beverly Banks, Ronald Tessier and Donald Bourque.

## Retirement

### CHIEF PETTY OFFICER FREDERICK WILLIAM WENDEN

Rank: C1G13  
Age: 45  
Length of Service: 25 years  
Hometown: Victoria, B.C.  
Joined: November 14, 1928  
Served in: HMC Ships *Naden*, *Vancouver*, *Fraser*, *Restigouche*, *Assiniboine*, *Stadacona*, *Columbia*, *Calgary*, *Venture*, *Athabaskan*, *Cornwallis*, *Brunswick*, *Givenchy*, *Malahat*.

Awards: Long Service and Good Conduct Medal  
Retired: December 1, 1953.



The General Efficiency trophy for Canada's most efficient Sea Cadet corps with more than 100 members has been awarded to RCSCC Nelson in Halifax. Commodore E. P. Tisdall, Commodore RCN Barracks, is shown as he presented the trophy to Lieut.-Cdr. J. E. Monaghan, RCSC, commanding officer of the corps, who also received the officer's sword which accompanies the trophy.

# AWARDS APPROVED FOR KOREAN SERVICE

## Eleven Officers and Men Honoured in Latest List

Awards, approved by Her Majesty the Queen, to 11 officers and men of the Royal Canadian Navy, bring to 53 the number of awards made to RCN personnel who have served in the Korean war theatre.

The awards were as follows:

### OFFICER OF THE ORDER OF THE BRITISH EMPIRE (Military Division):

*Captain William Moss Landymore*, of Brantford, Ont., who made two tours of duty in the Far East in command of the *Iroquois* and who held the additional appointment of Commander Canadian Destroyers Far East throughout both tours. The citation to his OBE says that he "set a fine example of leadership and courage . . . has on several occasions engaged enemy shore batteries, and maintained an efficient blockade in enemy waters. His devotion to duty has been most marked."

*Commander (Acting Captain) John Curwen Reed, DSC*, of Toronto, for "leading his force with outstanding ability . . . devotion . . . and untiring energy" during his command of the *Athabaskan* during her third tour in the Far East, October 1952 to December 1953. For most of this time he also served as senior officer of the Canadian destroyers in the Far East.

### DISTINGUISHED SERVICE CROSS:

*Commander Dunn Lantier*, of Quebec City and Montreal, who was cited for his "outstanding leadership and daring . . . in command of HMCS *Haida*" and for inflicting "considerable damage on the enemy during operations on the west and east coast of Korea". The *Haida* was credited with destroying three enemy trains with gunfire.

### BRITISH EMPIRE MEDAL:

*Chief Petty Officer George Charles Vander-Haegen, DSM*, of Dunleath, Sask., who was coxswain of the *Athabaskan* and, during an action at Chop-To in March 1953 "was at the helm of the ship while traversing dangerous waters under enemy fire. His coolness and promptness in handling helm and engine room orders contributed greatly to the success of the operation". The citation further noted that on "two occasions when HMCS *Athabaskan* destroyed enemy trains (on June 24 and 30, 1953), CPO Vander-Haegen, by his steadiness and efficiency, was an in-

spiration to the ship's company and contributed greatly to these successes".

### MENTION IN DESPATCHES:

*Lieutenant-Commander (C) Harry Shorten*, of Calgary, who was the principal lookout and control officer on two occasions in June 1953 when the *Athabaskan* destroyed two enemy trains. "As executive officer of the ship he has at all times set an example in keenness and efficiency and coolness under fire that has been an inspiration to his shipmates and in the highest traditions of the Royal Canadian Navy".

*Ordnance Lieutenant Gerald Joseph Giroux*, of Ottawa and White Fox, Sask., whose "constant devotion to duty and unrelenting hard work" was credited with setting inspiring personal example to his department during a period when the *Athabaskan* was plagued with fire control maintenance difficulties. "Specifically, HMCS *Athabaskan* sailed for an East Coast patrol in June 1953 with defective fire control equipment which was considered unrepairable without Dockyard assistance. Lieut. Giroux and his department worked for 72 hours without rest and successfully overcame the defects in time for HMCS *Athabaskan* to destroy two enemy trains carrying important supplies to the North Korean army front line".

*Chief Petty Officer Lennox Clark*, of Victoria, whose example of devotion to

duty while serving in the *Athabaskan* "has been an inspiration to all who served with him. His work in connection with the maintenance of electrical fire control equipment has been of an exceptionally high calibre and has necessitated many hours of extra work, both at sea and in port".

*Chief Petty Officer John Thornton Shea*, of Winnipeg. In the *Athabaskan's* action at Chop-To on March 31, 1953, CPO Shea, at his action station in the engine room "demonstrated remarkable qualities of leadership, quick thinking, resourcefulness and initiative, which materially helped the engine room department to respond promptly to the many urgent demands on it. These qualities, which he has shown at all times in this ship, were again noticeable during the all-night inshore actions of June 24 and 30, which resulted in the destruction of two trains".

*Chief Petty Officer Alfred Gold*, of Vancouver, whose "outstanding attention to duty and his initiative as director layer during long periods of action stations contributed greatly to the record number of trains stopped on April 15, 1953, and the damage inflicted by HMCS *Crusader* while operating on the Korean east coast".

*Chief Petty Officer John Leonard Meads*, of Victoria, whose "devotion to duty under long and trying conditions, his cheerfulness and his high standard of efficiency have been an outstanding example to the men working under him. Due to the untiring efforts of CPO Meads, the efficiency of the communications department of HMCS *Crusader* has been complimented by all Task Force and Unit Commanders in whose company the ship operated".

*Petty Officer William Ralph Smith*, of St. Boniface, Man., for services in HMCS *Haida*. "During the ship's tour on the east coast of Korea this petty officer was closed up as director layer in an exposed position on some 15 occasions in all weather for periods up to six hours without relief. He suffered discomforts due to funnel smoke, cold and rain without losing his cheerfulness and efficiency. It is in a great part because of his efficient devotion to duty that this ship had some measure of success in destroying and damaging enemy supply trains".

### Canadian Warship "Treasure Galleon"

A Canadian warship once did duty as a "treasure ship". The ship was HMCS *Rainbow* (First World War cruiser) and the circumstances are related in Dr. G. N. Tucker's "The Naval Service of Canada" as follows:

"On several occasions in the middle period of the war the *Rainbow* performed an unusual service. During 1916 and 1917 the financial operations of the Russian Government included the transfer to Canada of large amounts of gold, which came across the Pacific in Japanese warships.

"In February and August 1916, and again in February 1917, very large consignments of Russian bullion were transhipped to the *Rainbow* at Esquimalt or Barkley Sound and taken by her to Vancouver. The value of all the gold transported by the cruiser in this way amounted to about \$140 million."



# The Invasion of Padloping Island

## Canadian Sailors Gather Weather Data Above Arctic Circle

Up beyond the Arctic Circle, on a little island off the coast of Baffin Island, the Royal Canadian Navy has taken over the task of gathering weather information and transmitting it to aircraft and ships traversing the North Atlantic.

The meteorological station was established on Padloping Island during the Second World War by the U.S. Air Force, which relinquished its duties there last fall.

How the RCN personnel who now man the station got there and something of the life they lead in this ice-bound corner of the world are described by PO W. K. Carson, petty officer in charge, in the following article:

The movement of the draft of naval personnel to Padloping Island was quite a complex affair. From the RCAF airfield at Rockcliffe, just outside of Ottawa, the navymen were flown by RCAF aircraft to Goose Bay, Labrador. Upon arrival they were met by a USN Commander, who turned them over to the USAF, who in turn flew them to Argentia, Newfoundland, where they were turned over to the USN for onward transportation by USS *Oberon*, a supply ship en route to Padloping and a few other stations in the north.

The trip in the *Oberon* was uneventful, fair living quarters and good food being supplied. The relationship between the two services was good and the trip was enjoyed by all.

We arrived at Padloping on the morning of September 8, and the next two weeks were spent at the back-breaking task of moving hundreds of drums of oil and 20 tons of supplies from the beach up a muddy road to the fuel storage dump and warehouses. On September 10 the station was officially taken over by the RCN personnel. Following this, a general cleanup was inaugurated, the barracks and operations buildings both being painted throughout.

The recreational facilities are limited—a billiard table and playing cards, plus a goodly supply of reading material. As there was a definite shortage of lockers, many of the men became carpenters and a good deal of time was spent making lockers and desks for their rooms.

The function of the station is to provide weather information. This data is relayed through a network of stations to the central Department of Transport

weather office in Montreal and is used in forming the overall weather picture.

A fire on October 25 temporarily disrupted the serenity of the stations. Supplies which are normally taken on a yearly basis were destroyed. However, an airdrop by the RCAF restored the morale of the men to an even higher standard than before.

Once a month the station personnel hold a dance for the local Eskimo population in an unused quonset hut. The station supplies refreshments. Music is provided by one of the Eskimo women, who plays a concertina. Each dance lasts about 20 minutes and is accompanied by a great deal of hand-clapping, the music being much the same regardless of the type of dance.

The Communicators are employed as watchkeepers. All but one of these work in three eight-hour shifts for a period of seven days, while the remaining man works in the barracks building as dayman. At the end of each seven days the watches rotate, the dayman taking over a watch and the man he relieves taking the job of dayman. In this way all men have a change each week.

The work is interesting but has a few drawbacks, including the taking of "pibals", which is a system for finding the wind's speed and direction at various heights. A balloon filled with helium is released and a man on a tower outside the building uses an instrument known as a theodolite to obtain the angle of sight and bearing from the observation point. These readings used in conjunction with tables and a plotting board give the windspeed and direction up to the height the balloon attains whilst in sight. This job, when the temperature is about 20 below zero, is far from a comfortable one.

An amateur radio station is maintained and so far this has been our only daily means of communication with the outside world as far as news is concerned. It also serves as our means of obtaining medical advice from a doctor located in Pangnirtung, approximately 160 miles from Padloping.

The engine room branch might be termed the hub in the wheel at this station, as they run the diesel generators which supply all the power for the lights, maintain the vehicles and supply the oil. The job of obtaining water is

the most undesirable of all, as fresh water is drawn from a lake a considerable distance from this station. A large diesel tractor hauling a 500-gallon tank is used. Water is required about every three days and is looked after much the same as in a ship, it being a very valuable asset which must be used sparingly due to the hardships involved in obtaining it.

Ldg. Sea. James W. Dixon has the job of keeping track of all the stores and provisions on the station. This involves two warehouses and requires a knowledge of the innumerable spare parts for the running of all gear required for the operation of the station. He is also in charge of the canteen.

Ldg. Sea. William J. Martell has without a doubt the most important job on the station, supplying a variety of good meals to the staff. He has long hours and quite a task figuring out a welcome assortment of foods, as mealtime in the north is one of the most important happenings of the day. The quality of his cooking is quite apparent when one looks at the swelling waistlines which are beginning to appear.

PO Gordon H. Winges is in charge of the maintenance of radio equipment. The checking of transmitter to ensure they are constantly on frequency and alignment of receivers has been the major job of the radio technician to date.

AB Donald R. Burgess is in charge of the electrical end of the station. His jobs are various, from fixing motors in oil stoves to the climbing of steel towers to replace warning lights when they burn out. The ascent of these towers is in itself a disagreeable job and quite a task, but when the temperature is well below zero it is doubly so.

To date there has been no medical assistant at Padloping and the duties have been carried out by the petty officer in charge, POW W. K. Carson, assisted by the cook. A few cuts and bruises have been the only ailments so far.

Christmas and New Year's were spent according to true naval tradition. Petty officers served Christmas dinner and the youngest man present assumed command for the day, in place of PO Carson.

*Editor's Note:*— Since the foregoing was written, a medical assistant, PO Kenneth D. Powell, has arrived at Padloping by air.

# AFLOAT AND ASHORE

## PACIFIC COMMAND

### HMCS *Crusader*

Christmas was celebrated in the tradition of the Royal Canadian Navy aboard the *Crusader*, now on her second tour of duty with the United Nations in the Far East. Included in the day's program was the promotion of the youngest man aboard to "Junior Captain", having him don the captain's uniform and carry out rounds of the messdecks during dinner. AB Barry A. Vollett, of Regina, had the honour of acting as captain for the day, and discharged his duties most efficiently. The executive officer thought him too efficient, for he had his leave stopped for appearing on the upper deck negative jacket. The sentence, however, was suspended.

A competition for the best decorated mess was held, with the captain as judge. The competition produced excellent results, as several of the messes put considerable time and thought into

the job. The cooks provided a large decorated cake, which was presented to the winning mess by the junior captain.

### HMC Ordnance School

Members of Second Armourer's Mate class completed their course just in time to be drafted to HMCS *Ontario* for the spring cruise to Australia. They are Able Seamen Herman L. Redlin, Dale E. Johansen, Thomas G. Thurber and Ronald G. Rosell.

The First Ordnance Technicians have also completed their course.

Ordnance Commander J. F. Cosgrove, officer-in-charge of the school, has been appointed to Naval Headquarters. The position was taken over by Ord. Lieut.-Cdr. W. A. Tangye pending the arrival of Ord. Cdr. M. T. Beardmore from HMCS *Quebec*.

CPO R. E. Lower and PO A. M. Porter have left this warm climate for Halifax, to join the modernized frigates, *Stettler* and *New Glasgow*, respectively.

## ATLANTIC COMMAND

### HMCS *Micmac*

HMCS *Micmac*, the east coast training destroyer, left Halifax on November 20 to take up station five, northeast of Newfoundland, for the Royal flight.

A special "Royal Seaboat's Crew" with CPO Lafreniere, the Chief Bosun's Mate, as coxswain, had been organized and was a smooth working team.

During the next few days typical North Atlantic weather gave all the new hands a chance to develop sea-legs and a great deal of speculation arose as to the possibility of the flight being postponed. However, about midnight on the 23rd a number of aircraft radar contacts were made, and from 0130 on the 24th the "ops" room reported the Royal aircraft Gander bound, coming in from the northeast, passing almost overhead, and disappearing to the southwest.

A call was made in St. John's for fuel on November 25 and the ship arrived back in Halifax just before midnight on November 26. At 1000 on November 27 Rear-Admiral R. E. S. Bidwell inspected the ship's company and carried out the annual Flag Officer's inspection. In the afternoon the ship proceeded to the compass buoy in a cold downpour of Halifax brand "aqua pura", and evolutions were carried out.

The following two weeks were spent in Gunnery, TAS, ND and QM training, with one visit to Bedford Basin, three to St. Margarets Bay, and two calls at Grand Manan Island. Though not employed in the long trips which rolled up such a mileage record during her last commission, the *Micmac* averaged 24 days at sea a month for her first two working months of the new commission.

### HMCS *Cape Breton*

For ships, as for ladies in general, any notable event is a valid excuse for the acquisition of new clothes or new finery. HMCS *Cape Breton*, being not beautiful but a lady no less, celebrated the anniversary of her rebirth with a new coat of paint.

Inevitably, on these occasions, it is the men around the place who pay. In this instance they paid by being subjected day after day to the maddening beat of pneumatic chippers on the ship's side. The ship's company went about



Commodore (E) B. R. Spencer, (right) Superintendent of HMC Dockyard, Esquimalt, presents two old boarding pikes to the new Naval Maritime Museum at Esquimalt. Receiving the gift on behalf of the museum is Commander W. S. T. McCully, Chairman of the Museum Committee. The pikes originally were part of the fighting equipment of HMS *Ganges*, a Royal Navy vessel which carried out surveys in B.C. waters in the 1860s. (E-25709)



wild-eyed, and grew lean on a diet of aspirin. The instructors volleyed and thundered, but none heard—save in the brief incredible intervals of silence, when their suddenly audible shouts rang out full and clear and brought the parade prematurely to attention in *Stadacona*, a mile away. The apprentices grew feeble from lack of sleep in class. Even the physics instructor was somewhat less than grateful for this unrehearsed demonstration of the difference between forced and free resonance.

But the mellowing perspective of long leave and, for the apprentices, of promotion recollected in tranquillity, makes it clear that the lady had, after all, just cause for celebration. In the year since changing her name by marriage to a new cause, she has mothered a brood of 50 budding technicians, and is now in travail with 50 more.

Failures there have been, and frustrations. Bricks have been made without straw. Horses have been led to the waters of knowledge and refused to drink. Efforts have been made to put quarts into pint pots. But no mixture of metaphor can obscure the fact that the predominant note is one of success. The first 50 Able Seamen Apprentices have emerged from the shell, marvelling that 50 small heads can carry all they know, and perhaps a little bewildered at the thought of all they must yet come to know.

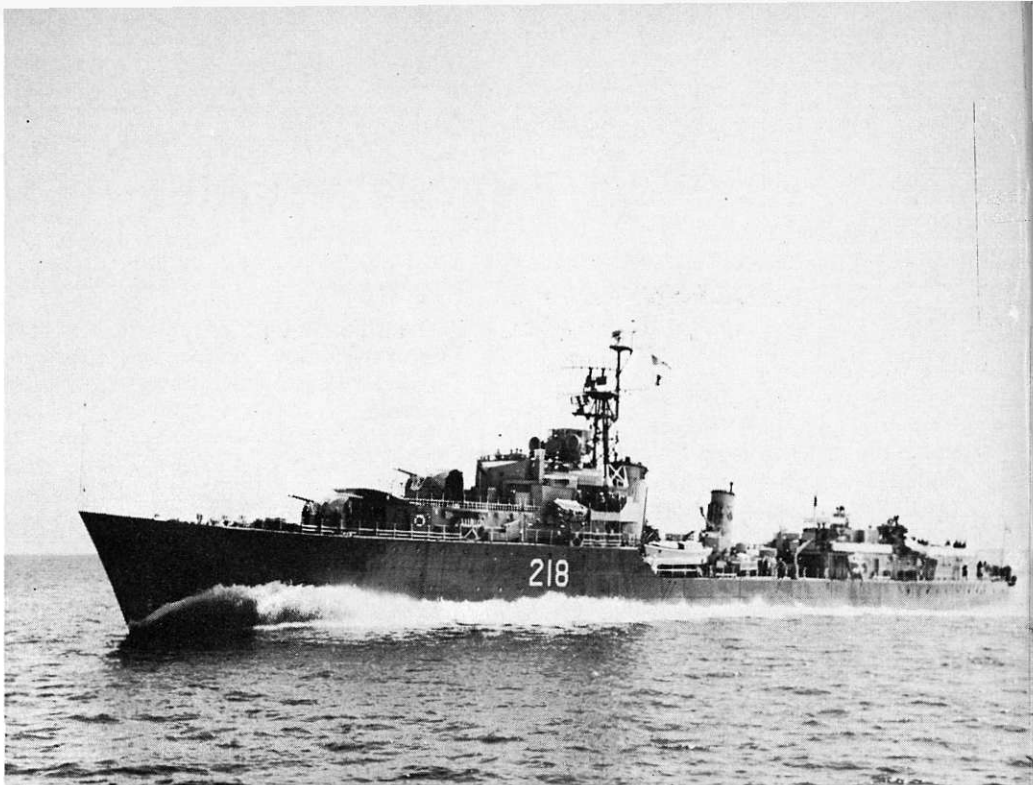
It has been a year of learning for all, training staff and apprentices alike.

### Cayuga Scribes Sharpen Quills

The urge for journalism that usually strikes Canadian sailors on a Far Eastern tour hit the *Cayuga* even before the destroyer got to Japan to begin her third tour of duty. The first sprightly edition hit the messdecks in time for Christmas just as the ship reached Guam—final stop before reaching the other side of the Pacific.

It has been entitled the "Cayuga Weekly Blank" until such time as a more suitable title comes from the crew. The paper runs available world news, departmental gossip, sports, cartoons, advertisement (shoe repair, tailor etc.) and thumbnail sketches of leading lights in the floating community. The first issue made much of celebrating Christmas in an area where temperatures of 100 degrees just didn't seem compatible with a Canadian-style Yuletide.

The staff includes Lieut. W. L. D. Hayward, manager; Ldg. Sea. Cal Longmuire, editor; PO John Ireland and Ldg. Sea. Sam Murray, assistant editors, and Ldg. Sea. John Gillott, publication, aided by a staff of artists and reporters.



How HMCS Crusader came to be labelled "Cayuga" in the picture accompanying the Christmas issue's news review section is a mystery that all kinds of research and recrimination have failed to solve. To keep the record as straight as possible, the Crusader has one funnel, the Cayuga two and —oh, yes— the pendant numbers are different. The one shown here during a speed trial off Esquimalt is the Cayuga. (E-23647)

Equipped with the hard-won knowledge and experience of the year past, they now turn their backs on that year's satisfactions and regrets, and prepare to face the two-fold labour of the year to come.—H.P.

### HMCS Lauzon

Commissioned at Sorel, Que., December 12, HMCS *Lauzon* sailed from the Quebec shipyard December 16 just ahead of the freeze-up in the St. Lawrence River. She arrived in Halifax two days later and the same day became a part of the First Canadian Escort Squadron.

Much of the ship's company came from the frigate *La Hullose*, which paid off November 23. Until January 25 they had leave period while the ship underwent boiler cleaning and completion of defects and deficiencies. Sea trials occupied the first week of February.

As she sailed to join other ships of the Atlantic Command, a tribute to the ship's company came from the Principal Naval Overseer at Sorel. He signalled:

"Thank you for your kind message and for not asking the impossible. The behaviour of your ship's company while standing by has left a very favourable impression of the RCN. All of us wish all of you good sailing and a happy Christmas."

On behalf of the ship's company, the commanding officer, Lieut.-Cdr. H. A. Porter, sent the following message in French to Marine Industries Ltd., which was responsible for conversion of the ship into a modern anti-submarine vessel:

"Tous les membres du *Lauzon* s'unissent à moi pour vous remercier, vous les surveillants et tous vos employés pour l'excellent navire que vous nous avez construit. Nous en sommes très fiers. Nous vous souhaitons tous, un très joyeux Noël et une bonne année."

Missing from the ship's officers of HMCS *La Hullose* who joined the new ship are Lieut. (S) B. A. Campbell, who now is serving in Ottawa; Lieut. J. K. Kennedy, who had gone to the RCAF station at Centralia, Ont., for his initial flying course; Lieut. (P) T. E. J. Boyle and Cadet Doug Wright, who have gone to *Stadacona*, and Lieut.-Cdr. J. M. Richards, who has returned to civilian life. In their places are Lieut. (S) B. N. Stotesbury from *Bytown*, Sub-Lieut. Ian McKee and Lieut. H. C. Mecredy. Lieut. Mecredy joined the ship early in January from the JOTLC.

The ship also lost her commanding officer at the beginning of the new year when Lieut.-Cdr. Porter took command of the Communications School at HMCS *Cornwallis*. The new commanding officer is Commander Marcel Jette.

Promotions came to two ship's officers, with Sub-Lieut. John W. Hall being promoted from midshipman, and Sub-Lieut. G. J. Kilbride being promoted from cadet..

#### HMCS Toronto

The recommissioning of HMCS Toronto, anti-submarine frigate, revived the wartime association between the ship and the city whose name she bears.

Commander L. D. Stupart, executive officer of York, accompanied Toronto's Mayor Allan Lamport to Lauzon, Que., for the ceremonies on November 26. York sent the following message to the Toronto:

"Best wishes for a happy commission and may fair weather and friendly harbours be yours. You carry a name which looms largely in our lives. We know you will be a credit to it".

The Toronto replied:

"Your message is greatly appreciated. We shall do our best."

### NAVAL DIVISIONS

#### HMCS Caribou

A weekly column is appearing regularly in the Corner Brook newspaper, The Western Star, describing the happenings at the division and giving odd items of interest about the RCN in general. The column, "Navy News", is written by AB J. S. Forbrigger and has been a highly successful project.

A prize was given to the best turned-out sailor for the last quarter of 1953. Ord. Sea. Hedley Smith was the winner.

"Light up and Learn" is a new training aid built by Lieut. Lawrence Chaney, Staff Officer. It consists of a board on which are numerous pictures and questions with a choice of answers. The contestant, by plugging in to the proper answer, makes a lamp burn. The board has proved a stimulus to learning and is a centre of interest.

Santa was a visitor at Caribou on December 16 when a Christmas party was held for the children of the ship's company. Santa (the commanding officer, Lieut.-Cdr. Fred Rowsell) distributed gifts to the children and the wives served refreshments.

#### HMCS Queen

Since the last mention of the Regina division in these columns many events of interest have taken place.

Among the highlights was the visit of Rear-Admiral H. F. Pullen, Chief of Naval Personnel, to inspect the RCN recruiting staff attached to Queen. On the night of his visit, Rear-Admiral Pullen was the guest of honour at a square dance in the wardroom.

The transfer of PO Reggie Beale to the regular force was the occasion of a farewell gathering in the chief and petty officers' mess. Another such get-together honoured CPO E. L. Hall on his retirement to pension. CPO Hall has given up 20 years of "rifles at the slope" for a new career of "trolley poles at the slope" as a coach operator of the Saskatoon Transit System.

Santa visited the drill hall at Queen on December 20. Families of permanent reserve personnel met to sing carols and otherwise observe the traditions of the Christmas season.

Recent arrivals at Queen include PO P. G. (Dolly) Doyle from the Ontario, PO N. E. Richardson from Naden and AB K. F. List from the Antigonish. Departures included PO Robert Johnson and AB W. I. Bird.

PO N. E. Richardson and PO Stanley Morrison were the recipients of congratulations on their promotions.

#### HMCS Chippawa

When the Odeon Theatre of Winnipeg held the première of the picture, "The Cruel Sea", HMCS Chippawa had a navy display and information booth inside the theatre.

The display consisted of White Ensigns at the sides of the stage, and in the lobby was a show case with model ships in the foreground and pictures in the background. At the back of the show case was a large ensign, with more action pictures displayed.

The information booth was just inside the front door of the theatre. It was a large decorated table with "The Crowsnest" and other naval publications on display. In the background of the booth was a large picture of a frigate at sea. Each evening a sailor and Wren were on duty to give out information and pamphlets.

The front of the theatre was decorated with large ensigns plus two Kisbie buoys with "HMCS Chippawa" painted on them. Across the front of the theatre, at a height of 30 feet, were strung signal flags and pendants spelling "The Cruel Sea".

The work of designing and erecting the display was done by the area recruiting staff with the aid of the chief shipwright.

#### HMCS Unicorn

When talk is heard these days of the Saskatoon naval division "blowing its top", there's no mutinous significance.

## WARSHIP RECOGNITION QUIZ NO.3

CAN YOU IDENTIFY THESE SHIPS?

(NOT DRAWN TO SCALE)

1.



2.



3.



J.M. THORNTON

(ANSWERS ON NEXT PAGE)



It's merely that "Let's Blow Our Top" is the slogan of *Unicorn's* current recruiting drive for reserve personnel.

The RCN recruiting team has offered its services in interviewing and processing applicants, while members of the ship's company, both men and Wrens, scour the area for prospects. Prizes have been offered for members of the division bringing in the most recruits.

An accelerated new entry training program has been prepared by Lieut. Alexander Rowney, staff officer (training), with a view to enabling new entries to complete their preliminary training in time to apply for specialist courses this summer or in the fall.

After Rear-Admiral H. F. Pullen, Chief of Naval Personnel, paid his recent visit to *Unicorn*, he commented to Captain O. K. McClocklin, commanding officer, that the division was at "its usual very neat and efficient state of operation" and described it as "a credit to the Navy".

Saskatoon's Sea Cadet Corps, *Jervis Bay*, has grown to the strength of more than 100 through the addition of cadets from St. Paul's High School. Lieut.-Cdr. G. D. Bartlett, RCSC, has been succeeded as commanding officer by Lieut. E. A. Adamson, Sea Cadet training officer for a number of years.

### HMCS Griffon

Another milestone in the "Order of the Good Time" was passed in January when chief and petty officers of *Griffon* and their good ladies staged their fifth annual banquet at the Flamingo Club in Fort William. Army and Air Force were well represented and six USN and USCG couples from Duluth who journeyed to the lakehead for the very special occasion. All expenses of the American visitors were shouldered by the Chief and Petty Officers' Mess.

CPO Harry Gold proposed the toast to the Queen. CPO Robert Jaeger proposed the toast to the U.S. personnel present, with CPO H. Reno, of the delegation from across the border, responding. CPO S. K. Smith rounded out the toasts with flattering remarks to the ladies, to which Mrs. V. Krulicki replied.

A telegram was received from the captain, Commander E. O. Ormsby, who was on naval training in Hawaiian waters at the time, extending best wishes.

CPO W. R. Morton, mess president, thanked all concerned for making the banquet its usual success. Following the dinner, the party shifted to the Chief and Petty Officers' Mess aboard *Griffon* and there was dancing way on into the night.

## TWO LOOKS AT THE FUTURE

### At Headquarters . . .

If you had been in Ottawa on December 11, 1953, and had been a member of the United Services Institute you would have seen a team of officers from Headquarters stage a show entitled "Operation Neptune". The 300 members of the United Services Institute in attendance alternately cowered before swashbuckling sailors and blood-thirsty soldiers or guffawed at the antics of men of the past and future.

Rear-Admiral H. F. Pullen as master of ceremonies, and no novice to the stage, set about in a seamanlike manner to demonstrate the problems involved in landing the army on a hostile shore.

The admiral called upon Julius Caesar (Cdr. (E) W. C. Patterson), 55 B.C., a French admiral (Lieut.-Cdr. L. B. Jensen), 1545, and General Hamilton (Cdr. J. H. G. Bovey) of Gallipoli fame, 1915, to explain why their amphibious and ambitious operations failed.

Then the naval side of the 1944 cross-Channel invasion of France, Operation Neptune, was presented in detail. Highlights of the operation were realistically described, with eye-witness accounts. Admiral Ramsay (Lieut. Cdr. F. B. Barclay) explained Allied strategy. Then Vice-Admiral Ruge, (Lieut.-Cdr. E. M. Chadwick), a naval adviser to General Rommel, told of the Nazi plans and defences. A mine-sweeping officer (Lieut.-Cdr. B. C. Hamilton), a destroyer commander (Lieut.-Cdr. Peter Chance), an air force pilot (Cdr. D. L. Hannington), an LCT Officer (Lieut.-Cdr. J. W. McDowall) and an army major (Lieut. (S) J. D. Agnew) described their parts in the vast attack from the sea and air.

Each character as he gave his account contributed to the developing picture of Neptune by adding symbols to large wall charts as the play progressed. Three short documentary films were interjected to demonstrate to the audience "what it felt like" and to review memories of that great day—for many of the audience had played a front line role in the real thing.

The final act produced a character from the future (1993): the truly tri-service Genamad Smith, commander of the single armed force of the future, the Airarmnav. Genamad Smith (Cdr. (E) W. C. Patterson) confronted the audience with the problems of future amphibious operations in the era of atomic, push-button warfare. He also led the cast (and audience) in song—

a tri-service ditty—with apologies to Gilbert and Sullivan.

Captain R. P. Welland wrote the script. Lieut. A. B. Roger acted as stage hand for each player, turning up suitably dressed for each character at remarkably short notice.

Commissioner L. H. Nicholson of the RCMP, who introduced and thanked Admiral Pullen and his "Naval Players", said to the tri-service audience: "I am pleased to see the Navy still knows how to amuse and educate itself and its brothers-in-arms".

He made no comment on the singing.

### At Stadacona . . .

"Those colourful years between 1906 and 2022 AD" found the background for "Sleepin' Beauty" or "The Half-Nelson Touch", the Christmas farce staged at *Stadacona* in December. Based somewhat loosely on the fable of "The Sleeping Beauty," who fell asleep for 100 years, until awakened by Prince Charming's kiss, the plot dealt with the imaginary Dinghy family.

Commodore Dinghy (author of the famous Dinghy Report) was the first Canadian to command *Stadacona* (in the play) but vanished from sight with all his family in 1922 when Gooseflesh, the Bad Fairy, threw them into a death-like sleep on the very afternoon that the RCN was "paid off".

Aroused a century later by AB Charming, who had spent 100 years in cells on the Commodore's orders, the characters find the new Navy a baffling mixture of science and tradition. Space ships carry such names as "*Haida*" and "*Magnificent*", and collars, silks and lanyards are still worn with space suits.

"Sleepin' Beauty", from the opening moments, poked fun at almost everybody and everything in the RCN—and at a local soft drink company and a dry cleaning firm, as well.

The play was the production of Cdr. J. C. O'Brien and Cdr. T. S. R. Peacock. Others involved in the production included Lieut.-Cdr. K. E. Grant, script; Cdr. C. A. Law, scenery, and PO T. W. Milner and the *Stadacona* band.

### ANSWERS TO QUIZ

Following are the answers to *Warship Recognition Quiz No. 3*:

1. British "Relentless" class anti-submarine frigate.
2. U.S. "Alaska" class battle cruiser (large tactical command ship).
3. Russian cruiser *Krasni Kavkaz*.

# The Old Order Changes

—But the spirit remains the same, even if Santa Claus prefers to arrive at *Shearwater* via helicopter rather than in reindeer-drawn sleigh. If there has been an important change in Christmas observance in recent years, it lies in the increasing circle of goodwill spreading out from naval establishments and ships to the communities with which they are associated. Navy children are not forgotten, of course, and two pensive little girls at *Discovery* wonder what Santa has in that parcel. At the Halifax Infants' Home, Robert and Linda assure PO G. E. Mason, president of the *Shearwater* Chief and POs' mess, that the gifts are just dandy. In the picture at middle left, the youngest man on board the ship (Ord. Sea. David Knox) embellishes naval tradition by wearing his rank of the day on his necktie, to the admiration of Captain A. H. G. Storrs, commanding officer of *Shearwater*. Chiefs and POs from *Discovery*, accompanied by Surgeon Cdr. Maurice D. Young, cheered patients in the children's ward at Vancouver General Hospital. At the bottom are scenes from two children's parties, at *Caribou* (left) and *York*.







# The Navy Plays



## Crusader Tops in Softball, Soccer

During the *Crusader's* first two months in the Far East on her present tour of duty, her softball and soccer teams brought a great deal of credit to the destroyer.

The soccer squad suffered its only defeat at Pearl Harbour at the hands of USS *Sproston* 3-1, but the softball nine was undefeated.

The latter won its first game at Pearl Harbour 7-3 against USS *Bataan*; two more encounters in Sasebo with the *Iroquois*, 9-5 and 5-2; another against the crack Army 25th Canadian Replacement Group's team in Kure, 22-7; next, the U.S. Marine Corps at Yang Pyong-Do, 12-0, and finally, the *Huron*, 17-3. The team was paced by Petty Officers Bob Sears and Russell (Dad) McKay, who were big hitters, and hurlers Commissioned Officer Fred A. Jones and AB John Brown.

The soccer team tied HMS *Comus* in Sasebo one-all, with PO James Spencer tying it up with five minutes to play. Ldg. Sea. Neil Standley and AB Russ Willson were stand-out players.

A trophy has been donated for inter-part contests, with the wardroom first holder after a softball fixture with the petty officers. The seamen's trophy pistol team defeated the officers, however, so the trophy then rested in the forward seamen's mess.

More recent soccer matches saw the *Crusader* squad beating the Marines at Yang Pyong-Do, 3-1, and the *Huron*, 12-1.

## Edmonton Boxer Gets Double Nod

AB William Koch, of Edmonton, a member of Naden's boxing team, made an impressive debut in Victoria ringdom by pounding out a unanimous decision over Bert Wilkinson of the Victoria Fire Department club. Koch handed Wilkinson his first beating since the latter took part in the Pacific Northwest Diamond Belt of 1953. Wilkinson is the present Vancouver Island Golden Gloves middleweight champion.

A rematch was arranged promptly, with Koch again winning the nod of the judges.



Lieut.-Cdr. Gordon S. Clark, of HMCS *Stadacona*, who was recently elected commodore of the Royal Canadian Navy Sailing Association at Halifax.

Ord. Sea. Howard Abercombe, junior welterweight Golden Gloves titleholder of '53 lost a decision to Fred Curtis of the Victoria Club. AB Bill Watts and Ldg. Sea. Fred Thurmier, both 160 pounds, tangled in the semi-final with the latter gaining the split decision.

A recent addition to the RCN Boxing Club is AB Trent W. Ketcheson, Dominion senior middleweight champion. He is working out with the club and will bolster RCN efforts at future tournaments this year.

## Caribou Sailors Win Rifle Shot

Rifle shooting highlighted December sports at *Caribou*. The sailors won a shoot against the Corner Brook Air Cadet squadron. Trophies for the best marksmen from *Caribou's* team went to Ord. Sea. Fred Hawkins, with a score of 82, and Ord. Sea. Ben Rowsell, second with a card of 73.

## Sailing Group Names Officers

Newly elected officers of the Royal Canadian Navy Sailing Association at Halifax are as follows: Commodore, Lieut.-Cdr. Gordon S. Clark, *Stadacona*; vice-admiral, CPO Charles Church,

HMCS *Quebec*; rear-admiral, Instructor Lieut. A. Q. Keasbey, *Shearwater*; fleet captain, Lieut.-Cdr. Walter Blandy, *Stadacona*. Unchanged is the secretary-treasurer, Lieut.-Cdr. (S) Edward Pendlebury, *Stadacona*.

Last year's officers were: Commodore, Lieut. (E) (AE) Peter Poole-Warren, *Shearwater*; vice-admiral, Chaplain (P) G. L. Gillard, *Stadacona*; rear-admiral, Lieut. M. A. Carey, *Stadacona*, and fleet captain, Lieut. W. S. Lover, *Stadacona*.

## West Coast Plays Roarin' Game

Each Sunday more than 100 officers and men of the Pacific Command invade the Victoria Curling Club as the Navy's answer to the growing popularity of the game in the Greater Victoria area.

The RCN Curling Club on the West Coast boasts close to 200 members, with 32 organized rinks busy with rock and broom during two periods each Sunday.

Two main instigators of the club are CPO Peter P. Lovric and PO William C. Brown of the Supply School at Naden. They began their campaign back in July 1953 and by December the idea was taken up enthusiastically by other naval personnel.

The group was made into a formal club on January 13 with the election of PO Brown as president, CPO Albert Bowbyes, vice-president and PO Ray Johnson, secretary-treasurer. Also elected was a draw committee consisting of Petty Officers Robert Gray and John Craig and Ldg. Sea. M. Salter. CPO Lovric acts in an advisory capacity to the executive committee.

The Navy curlers have put up six teams to meet a challenge from the Victoria Commercial Curling League and have also entered several rinks in the Second Annual City Bonspiel.

The Atlantic Command claims unofficially to have the first Navy curling club, now in its second season at the Mayflower rink in Halifax.

## Hockey Team In Two Leagues

*Cataraqui's* sports program for the 1953-54 season has been very busy, with two basketball teams and a hockey team

operating—the junior loop team playing in the Kingston Garrison League and the seniors in the Kingston Senior City League.

The hockey team is having a rugged season in two leagues, Addington and Kingston Garrison. The navy pucksters suffered only one loss in six games.

Garrison hoopsters with two wins and five losses were fighting for a position in the playoffs, while the senior team had one loss and three wins.

### **Bytown Ices Hockey Team**

The Navy made its bow in Ottawa hockey circles by launching a team from HMCS Bytown in the National Defence Hockey League this year.

Captain (S) M. A. Davidson, Naval Secretary, dropped the puck in the initial face-off of the league on January 13, in which Army outgunned the Navy 4-1. The RCAF and RCMP are the other teams.

Bytown finished the league schedule on February 8 in second place having lost 4-1 and 8-2 to the Army, beaten RCMP 5-3, tied RCAF three-all and lost the final league game to them 7-5. Army was therefore in first place, and although the other teams were tied with five points each in the standings, Navy won more games to take second place.

The team is coached by Lieut.-Cdr. (S) Archie Grant and managed by Cdr. (S) Ken Graham. Ldg. Sea. Bernard Perrier is team captain. The league is rated at the intermediate level.

### **Unicorn Maintains High Reputation**

Sailors from Unicorn in Saskatoon kept their reputation in winter sports circles around the Hub City.

A high-scoring quintet from the ship led the city basketball league and was rated a strong contender to take the provincial crown which they narrowly missed last season.

Unicorn's hockey team held its own against strong opposition in Saskatoon's commercial league.

### **Crusader Launches New Ship's Paper**

A mouth-watering Christmas menu was featured in the Crusader's new magazine, which appeared after the ship's arrival in Far Eastern waters for her second tour of duty there.

The first issue (a name had yet to be chosen for the paper) carried a comprehensive round-up of gossip current in the ship's messes, plus reports on the trip out, the sports program and the first patrol off the Korean coast.



Just in case they didn't get within shouting distance, Linda, 5, and Dale, 4, daughters of PO James Fee were well prepared to greet their daddy when the Athabaskan nosed through pouring rain in December to tie up at Esquimalt at the end of her third tour of duty in Korean waters. (E-24837)

Completion of the long-awaited rifle range resulted in a marked increase of interest in competitive shooting aboard the ship this fall.

A Navy Rifle Association, affiliated with the Saskatoon Services Rifle Association, was formed by Lieut. Alex Rowney, staff officer (training). Enthusiastic marksmen spent Sunday mornings for several months sharpening up for the annual inter-services competitive shoot, which got underway in mid-January.

Members of the Navy Rifle Association include Wrens, who have been demonstrating that women have as sharp an eye for a bullseye as they have for a bargain.

Arrangements are now being made to expand the sports program at Unicorn to include inter-ship competition with reserve personnel from Queen in Regina. Plans call for hockey, basketball, curling and marksmanship matches between reserve sailors from the two centres.

### **Dutch Eleven Drubs Cayuga**

The Cayugas fared badly in their first stab at Far East sports competition when soccer players from the Netherlands destroyer escort Dubois drubbed them 10-1.

After the Canadians got the first goal of the game the Dutchmen showed the

Canadians how soccer should be played.

However, Cayugas had the pleasure of clobbering their old rivals, the Crusaders 10-3 on the softball diamond. In the first inning, Cayugas led 2-1, but Crusaders took the lead in the third 4-2.

The Crusader whaler crew avenged their ship with a victory over the Cayuga boat in a race held shortly after.

### **Late Rally Imperils UNTD Hoopsters**

UNTDs edged COTC 65-62 in a basketball thriller at Memorial University, St. John's Newfoundland, on January 19. The Navy-Army cadet competition is part of an athletic series for a trophy donated by Sir Leonard Outerbridge, Lieut.-Governor of Newfoundland.

Navy led by the slim margin of 13-12 at the end of the first quarter, but widened it to 32-26 by half time. At the end of the third frame they were well ahead, 52-40. But the Army made a last quarter rally that brought them within three points of the Navy lead.

Cadet (E) Don McNeill hooped 28 of the naval points. The UNTDs got reckless in the final quarter so that three of their players were benched for personal fouls. Officer Cadet Jim Gushue of the COTC sank his 35th point as the clock ran out. Navy had only one substitute available throughout.



### **Early Start Made In Shell Racing**

A determined attempt to put Navy crews in Halifax-Dartmouth shell racing is being made at *Shearwater* where the sports officer, Lieut. Jack Dean, began initial training for 30 of the air base personnel in February.

He hopes to have two crews ready for competition by early summer to fit in with an extensive revival of the sport in rowing circles there.

Lieut. Dean feels the newly-formed *Shearwater* club may spark other naval establishments of the district. There have been minor attempts to include shell racing in naval aquatic sports before, but each time the effort has fizzled out.

### **RMC Retains Rifle Trophy**

Royal Military College cadets retained the tri-service cup in the annual inter-

university rifle shoot at Kingston, Ont., late in January. Their top team posted 380 of a possible 400 points, and another RMC team placed second with 378 points. University of Toronto Naval Training Division was third with 372, and a second Toronto team was in fourth place.

Teams from McMaster University, Hamilton, and the University of Western Ontario, London, were tied at fifth. The other teams taking part were from Queen's University, Kingston; McGill University, Montreal; the University of Ottawa and Carleton College, Ottawa.

### **Chippawa off To Good Start**

Chippawa pucksters drew first blood in the opener of the Winnipeg Inter-Services schedule on January 20 by a 5-3 decision over RCMP.

Navy led 1-0 after the first period, settled for a two-all sawoff in the second

but outscored the Mounties in the final heat.

Chippawa won the second game of the schedule on February 3 edging RCAF 3-2. The sailors got two markers in the first period, hit the twine once more in the second and then beat off wave after wave of RCAF attackers in the final stanza when the latter made their two goals of the game.

Navy collected five of the seven penalties in the rugged session. One RCAF player was injured in the second period and removed to hospital.

### **Cornwallis Pools Make Big Splash**

The three tile-lined swimming pools in Cornwallis—all that survived the 1945 fire—have been put to good use since the re-opening of the new gymnasium on the same site in December 1952.

A report of activities in the Cornwallis pools for the year 1953 shows attend-



## **John Paul Jones was a Russian Admiral**

The famous naval hero of the American Revolution, John Paul Jones, is best known for his reply to Captain Pearson of HMS *Serapis*, whose question, "Have you struck?" brought the retort: "I have just begun to fight!" But Jones' whole life was a series of adventures upon which many novelists, including Cooper, Dumas and Melville, based stories.

The American Navy was discontinued at the close of the Revolution and in February, 1784, Jones was sent to Paris as an agent to solicit the payment of prize money to America for ships taken in European waters. This mission accomplished, Jones returned to America in 1787.

In October of that year Congress delivered to him a letter requesting that the King of France grant him permission to embark in French ships to "perfect himself in his profession". After he reached Paris, however, he received an offer from the Empress Catherine to enter the Russian Navy and take part in the war against the Turks. He accepted under the condition he enter the Navy as a Rear-Admiral. This was readily granted.

After being received by the Empress, he proceeded to the Black Sea and on May 26th, 1788, raised his flag in the *Vladimir* and took command of a squadron of sailing ships. He played an extremely important part in several successful engagements with the Turkish fleet, but credit was officially given to others.

His efforts were constantly undermined by the intrigues of jealous subordinates and in October he was deprived of his command. His only reward was the decoration of the Cross of the Order of St. Anne.

After this disappointing experience he returned to Paris, where he spent the last two years of his life, no longer a popular hero, with a few faithful friends.—P.C.N.

ance figure for instructional swimming of 65,651 and recreational 29,440, to make a grand total for the year of 95,091.

Out of 1,554 examined in their provisional swimming tests, 1,234 passed.

Nine new-entry swimming meets were held, with an average of ten divisions taking part in each meet. Twelve new-entry water polo tournaments were organized, again the average of ten divisions taking part in each. The *Cornwallis* swimming and water polo teams competed twice during the year, once at home and once away.

A successful naval children's swimming meet was held at *Cornwallis*, involving about 90 youngsters ranging from seven to 16 years of age.

### **Prevost Opens Puck Season with Win**

Prevost started off play in the London Tri-Service Hockey League with an 11-5 win over RCAF Centralia in the opener. The reservists arranged exhibitions with London Briggs, Senior "B", OHA, and the Lucan Irish Six of the Intermediate "A", OHA, to whet the Navy sharpshooters for further victories in the tri-service schedule.

### **York Puck Losses Heart-Breakers**

York hockey players lost three heart-breakers in a six-team Toronto league in January, but showed better form than earlier in the schedule.

They played their best game on January 8 with Dominion Bridge but were edged out 3-2 after three hard-hitting periods. The Army beat them four days

later 1-0. The Army goal was scored seven minutes after the game started with no further scores by either side despite close-checking and strenuous play by the sailors.

The first hint of a possible break in the unlucky performances to date came on January 15 when York tied RCMP two-all in a seesaw fixture.

### **Stadacona Shares Out-of-Town Games**

Sackville Eagles whipped Stadacona 13-5 in an exhibition game at the New Brunswick town on January 15. Navy was ahead 3-2 in the first period, but Sackville went wild in the second, pumping home 11 shots. The third frame was slack, neither side scoring.

That Saturday night, however, the sailors tangled with the All Stars at Springhill, N.S. and won 11-7. Tempers flared during the second period but there were few penalties. Stadacona wound up the frame 9-7 and tallied two more in the final session.

### **CMR Cadets Drop Ottawa Encounter**

Hoopsters of College Militaire Royal de Saint-Jean lost a St. Lawrence Conference cage tourney January 29 to Carleton College Ravens 86-23.

Cadet Peter Harrison led the military attack with 13 points before hurting his ankle in latter stages of the game, played in Ottawa. Only one other CMR player got a basket, the remainder of their score coming on free throws.

### **Outgoing Drafts Weaken Hoop Team**

At the halfway mark in the Victoria Suburban Basketball League schedule in January, the RCN senior team had recorded three wins and six losses.

The squad, depleted by outgoing drafts, was forced to recruit new blood and it is hoped a better showing will be made in the latter half of the schedule. The RCN is entered in the tri-service league which began play in February.

### **Free Throws Decide Game**

Cataraqui took command of RCEME in a Kingston Garrison Basketball league contest by 44-36 on February 5. The Navy hoopsters assumed control after the first couple of minutes of play and at half-time had mustered 21 points to Army's 16. In the final quarter the sailors built their lead to as high as ten points before an Army break whittled the margin a bit. The free-throw line proved best for Cataraqui's

players, for they scored a dozen from there.

Cataraqui defeated Alcans 60-45 in a City Basketball League fixture at Kingston on February 11. The sailors led the first quarter 19-4, and at half-time were away by 35-12. Alcans outscored the naval types 19-9 in the third, but Navy edged the civilian team 16-4 to close the final frame.

### **Puerto Ricans Trim Wallaceburg**

A hastily-organized soccer team from the Wallaceburg succumbed to the San Juan Club 6-4 in a strenuously-fought game under lights in the Puerto Rican capital during the ship's visit there in December.

The San Juan club, keen to find capable opponents, had made all arrangement and advance publicity long before the arrival of the Canadian warship on December 1, the contest being played the following night.

## **THE POLIO BATTLE** (Continued from page 11)

The swimming pool Christmas party rightly gained wide publicity through TV, radio, the press, and, even overseas, through the CBC's International Service.

The value of the water therapy project is manifold. First and most important, of course, is the wonderful improvement in both the patients' physical and mental conditions. But also extremely important is the good will engendered by this effort. Press, radio, TV, and newsreels have carried the story to all parts of the world. Nothing but good can come from such a heart-warming presentation of a most worthy cause.

The effort on the part of Chippawa personnel to carry through their part in this program is considerable. It is a tribute to the hard work of all concerned that it is being carried through without disruption to the training schedule and a minimum of conflict with normal ship's routine. Some compromises must be made, of course, but these are accepted in the Winnipeg naval division as part of a contribution to the fund of goodwill which accrues to the Navy as a whole through the unique program.

As the commanding officer, Commander L. B. McIlhagga, says:

"This is a job for which this division is perhaps uniquely equipped. We accept the challenge of this fact and, as long as the Navy in Winnipeg is required to play this special role in the life of the community, we will fulfil it to the utmost."

### **Youngest Division Hard to Beat**

The youngest division of new entries at *Cornwallis* last fall acquired an outstanding reputation for keenness.

Champlain Division, whose members were engineering apprentices ranging from 16 to 19 years of age, has drawn the praise of Captain James Plomer, commanding officer of *Cornwallis*, for the high standard maintained during training and for the fine appearance the men presented on passing out from *Cornwallis*.

For three months in a row, the division won the efficiency trophy. In two successive months, it won the "cleanest block" trophy.

The engineering apprentices were runners-up for the "Cock of Blocks" in sports, missing the title by a single point, and they won the November volley ball and water polo tournaments. During the same month they came third in the cross-country run, sixth in the boxing tournament and eighth in the swimming meet.



# LOWER DECK PROMOTIONS

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

ALANKO, Keyo.....P1SH4  
ANDERSON, Hugh M.....P1AA1  
ANTLE, William G.....P1AC2  
ARCHER, John S.....P1SH4  
ARCHER, Ross D.....P1FM3

BEAKLEY, George E.....P1AR2  
BELLEFONTAINE, William P.....C2GI3  
BELLIVEAU, Raymond J.....P1PC3  
BENT, Rhodes D.....P2AF2  
BOOTH, Robert.....LSAR1  
BOUFFARD, Rene J.....LSEM1  
BRIGHT, Hugh S.....LSAF1  
BROUGHM, Harley G.....P1SH4  
BROWN, Allan G.....LSAR1  
BRUCE, Douglas A.....P2AF2  
BULLOCK, Kenneth.....LSOM1

CAMPBELL, Bruce N.....LSAF1  
CAREY, William J.....LSAC1  
CARLSON, James D.....LSOM1  
CARLSON, Richard A.....P2QM1  
CARROLL, Ernest H.....P1ER4  
CASS, Robert M.....LSAF1  
CATTRALL, Earl W.....P2AR2  
CHAMBERS, William.....P1SH4  
CLEARY, Ernest W.....LSAR1  
CLITHEROE, Robert E.....P1AF3  
CONNACHIE, James D.....LSAC1  
COOLEN, Douglas C.....LSAR1  
COOPER, Douglas R.....LSAR1  
COPELAND, Thomas H.....LSOM1  
COX, Douglas L.....LSCS2  
CRAIK, Hubert J.....LSAR1

DINE, Donald L.....P2SE2

ESTABROOKS, Keith M.....LSRPS  
EDGAR, William G.....LSLM1  
EWART, Harry F.....LSMO1  
EWER, Alfred.....LSAO1

GIBEAU, Pierre J.....C2AO3  
GILLIS, Earle C.....P1AC2  
GREENWOOD, William J.....P1SH4

HANCHARD, Charles R.....LSAF1  
HARDING, Frank, E.....P1ER4  
HART, John E.....C1PC2  
HASPECK, Roger R.....CIAC3  
HAWTHORNE, Alan.....LSOM1  
HEATH, John M.....LSCS2  
HOGG, Robert W.....CIOM3  
HOUNSELL, Raymond F.....LSAR1  
HUGHES, John F.....P2AF2  
HYSLOP, John D.....P1CS3

JANUSAS, Edmund A.....P2AR2  
JEFFREY, Charles H.....LSLM1  
JONES, Stephen A.....C2AF3

KILEY, Edward M.....LSAAS  
KNATCHELL, William T.....LSAR1

LANGDON, Owen G.....LSEA3  
LaPLANT, William E.....P2AF2  
LAUGHLIN, Frank J.....LSAF1  
LeBLANC, Denis J.....LSAF1  
LEGAULT, Edgar O.....P1GA3  
LENNOX, Norris W.....P1ER4  
LINDE, William G.....P2AA1

McCALLUM, Burret C.....C2AO3  
McEWEN, Keith H.....P2AF2  
McLAUGHLIN, John B.....P1AO2

MacDONALD, John L.....LSAC1  
MacDONALD, Stephen J.....P2AF2  
MAWHINNEY, John B.....LSAC1  
MELNYK, William.....P2AF2  
MILNER, Thomas W.....P1BD3  
MITCHELL, Denis S.....LSAF1  
MORIN, Lucien M.....P1AO2  
MORRISSEY, David H.....LSAA2  
MURISON, John B.....LSCS2  
MURPHY, Edward A.....LSCK2  
MURRAY, William D.....P2VS2  
NEWLAND, Leonard C.....P1SH4

O'CONNOR, Michael J.....P2AR2  
PARFETT, William J.....P1AR2  
PHILIPPE, Fernand J.....LSSE1  
PORTER, Elmo F.....LSAF1  
PORTER, Harry M.....P1SH4

RIOUX, Joseph A. Y.....LSAC1  
ROBERTS, Darrell E.....LSAF1  
ROY, Leon F.....P2AF2

SARGENT, William C.....LSAR1  
SARKANY, Frank.....LSAF1  
SAWYER, Thomas A.....P2EF3

## WEDDINGS

Able Seaman Delmar Charles Brooks, HMCS *Shearwater*, to Miss Marie Rosanne Bedard, of Selkirk, Man.

Leading Seaman Donley J. Corkery, HMCS *Prestonian*, to Miss Joyce Elizabeth Milmore, of Maniwaki, Que.

Sub-Lieutenant (MN) Sylvia C. Humble, HMCS *Naden*, to Commissioned Engineer A. T. Satchwell, *Naden*.

Sub-Lieutenant Daniel Nicholas Mainguy, HMCS *Algonquin*, to Miss Susan E. Wainwright, Chipstead, Surrey, England.

Petty Officer Reginald Vincent McLuskie, HMCS *Athabaskan*, to Miss Katherine Elich, of Vancouver.

Able Seaman John Carmen Miller, HMCS *Micmac*, to Miss Carol Morton, of Halifax.

Sub-Lieutenant (MN) Marion E. Pierce, HMCS *Hunter*, to Lieutenant-Commander G. C. Brain, *Hunter*.

Able Seaman Wendall Vaughan Rutledge, HMCS *Wallaceburg*, to Miss Gloria Louise Hilchey, of Spry Harbour, N.S.

Leading Seaman Hugh Alexander Sangret, HMCS *Cornwallis*, to Miss Constance Grace Munro, of Ottawa.

Petty Officer Ronald M. Waugh, HMCS *Stadacona*, to Miss Edna Galant, of Halifax.

## BIRTHS

To Petty Officer Clifford Alderson, HMCS *Lauzon*, and Mrs. Alderson, a daughter.

To Petty Officer S. H. Bell, HMCS *Lauzon*, and Mrs. Bell, a daughter.

To Instructor Lieutenant D. J. Hamilton, HMCS *D'Iberville*, and Mrs. Hamilton, a daughter.

To Ordnance Lieutenant James C. W. Heseltine, HMCS *Naden*, and Mrs. Heseltine, a son.

To Petty Officer Maurice Lacroix, HMCS *Micmac*, and Mrs. Lacroix, a son.

To Lieutenant R. L. McKay, Naval Headquarters, and Mrs. McKay, a son.

To Lieutenant-Commander (SB) W. L. Patton, HMCS *Naden*, and Mrs. Patton, a son.

To Leading Seaman R. C. Paulson, Aklavik Radio Station, and Mrs. Paulson, a son.

To Chief Petty Officer R. L. Street, HMCS *Naden*, and Mrs. Street, a son.

To Able Seaman Frederick Stride, HMCS *Hunter*, and Mrs. Stride, a son.

To Leading Seaman C. W. Tabor, HMCS *Hunter*, and Mrs. Tabor, a son.

To Leading Seaman Wilfred West, Aldergrove Radio Station, and Mrs. West, a son.

SCHUNK, Harold M.....P1SH4  
STEIN, Edward A.....P2EM2(NQ)  
STEVENS, Lowell D.....LSAF1  
STILL, Wilfred E.....P1CA3

TAYLOR, Douglas C.....LS(NQ)  
THOMPSON, Andrew S.....P1SH4  
TROUGHTON, Gordon A.....P1AF2  
TURNER, John A.....LSAF1

WARNE, Robert S.....C2GI3  
WEST, Roland G.....LSAR1  
WILLIAMS, William E.....LSAR1  
WILSON, Frederick N.....C1ER4  
WINDROSS, Patrick B.....P2AC2  
WOODER, Frank K.....LSOM1  
WOODS, George J.....LSAR1

## R CN (R)

ASHTON, Gudon.....P2AO2

BARTLOW, Marjorie.....WLPW1  
BOYD, Ethel.....WLPW1  
BRACKEN, Robert.....C1GA4

CALDWELL, Richard.....C1EG4  
CHARBONNEAU, Maurice.....C1VS3  
CONMACKIE, James.....LSQMS  
COX, Earl.....P2AAS  
CRISP, Robert.....C1MR3

EATON, Russell.....LSEM1

FINN, Abelia.....WLQMS

GRAY, Robert.....P1TD1

HANSON, John.....P2NF2  
HARRIS, Alfred.....P1QMS  
HELFERTY, William.....C1RT4  
HESKETH, Florence.....WLAW1  
HINEMAN, Charles.....P2MA2  
HODDER, Eric.....LSQMS  
HOOK, Walter.....LSEM1

KENYON, Lorne.....P2RP3  
KING, Eleanor.....WLNS1

LACHANCE, Joseph.....P1QRS  
LANE, John.....P1SW1  
LEE, Giles.....LSMA1  
LIGHTBOUND, Frank.....LSAAS

MORRISON, Stanley.....P1CK2  
MUNCEY, Claude.....P2CV2

NEILSON, Gail.....WLAW1  
NORMAND, Marcel.....P1QRS

PARKER, Robert.....P1SH4  
PODGORNIK, Stephen.....P2MM2  
PRUDHOMME, Warren.....P2CV2

RILEY, Allan.....C2CR3

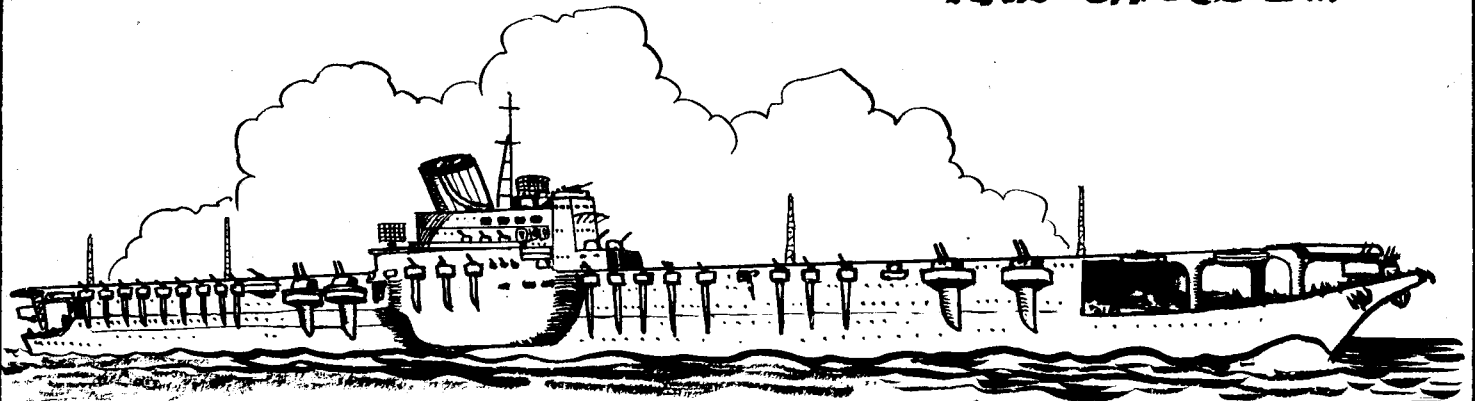
SLADE, Douglas.....LSVS1  
SPEED, Harry.....P1CR2  
SPENCER, William.....LSQMS  
STANNERS, Alex.....P1MA2  
STEVENS, Leslie.....LSEM1  
SWEENEY, Thomas.....LSQRS

THOMPSON, Alice.....WP1RG2

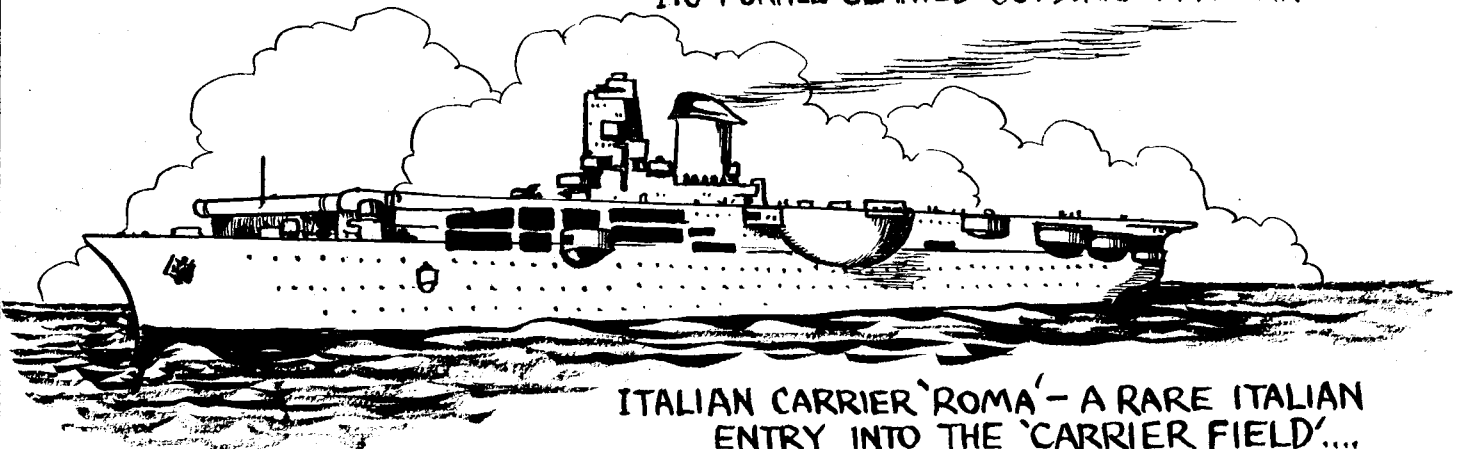
WARRINGTON, Kenneth.....P1EG3  
WEIR, James.....C2ED4  
WHITE, George.....C1AW3  
WICKENS, Alfred.....P2MA2  
WILLIAMS, Leslie.....LSTDS  
WILLIAMS, Norman.....LSQRS  
WILSON, Murray.....LSRPS

# NAVAL LORE CORNER

NO. 18  
AXIS CARRIERS...



THE JAPANESE CARRIER 'SHINANO'—THE LARGEST EVER BUILT (62,000 TONS DIS.), ORIGINALLY DESIGNED AS A BATTLESHIP, WAS SUNK BY A U.S. SUBMARINE IN 1944 WITHIN 24 HOURS OF FIRST PUTTING TO SEA, —JAPAN'S MOST HUMILIATING NAVAL DISASTER. ITS FUNNEL SLANTED OUTBOARD AT AN ANGLE...



ITALIAN CARRIER 'ROMA'—A RARE ITALIAN ENTRY INTO THE 'CARRIER FIELD'...



GERMAN CARRIER 'GRAF ZEPPELIN', LAUNCHED BUT NEVER COMMISSIONED, IT WAS TOWED TO RUSSIA AFTER THE WAR, & HAS PRESUMABLY BEEN SCRAPPED...

J.M. THORNTON



