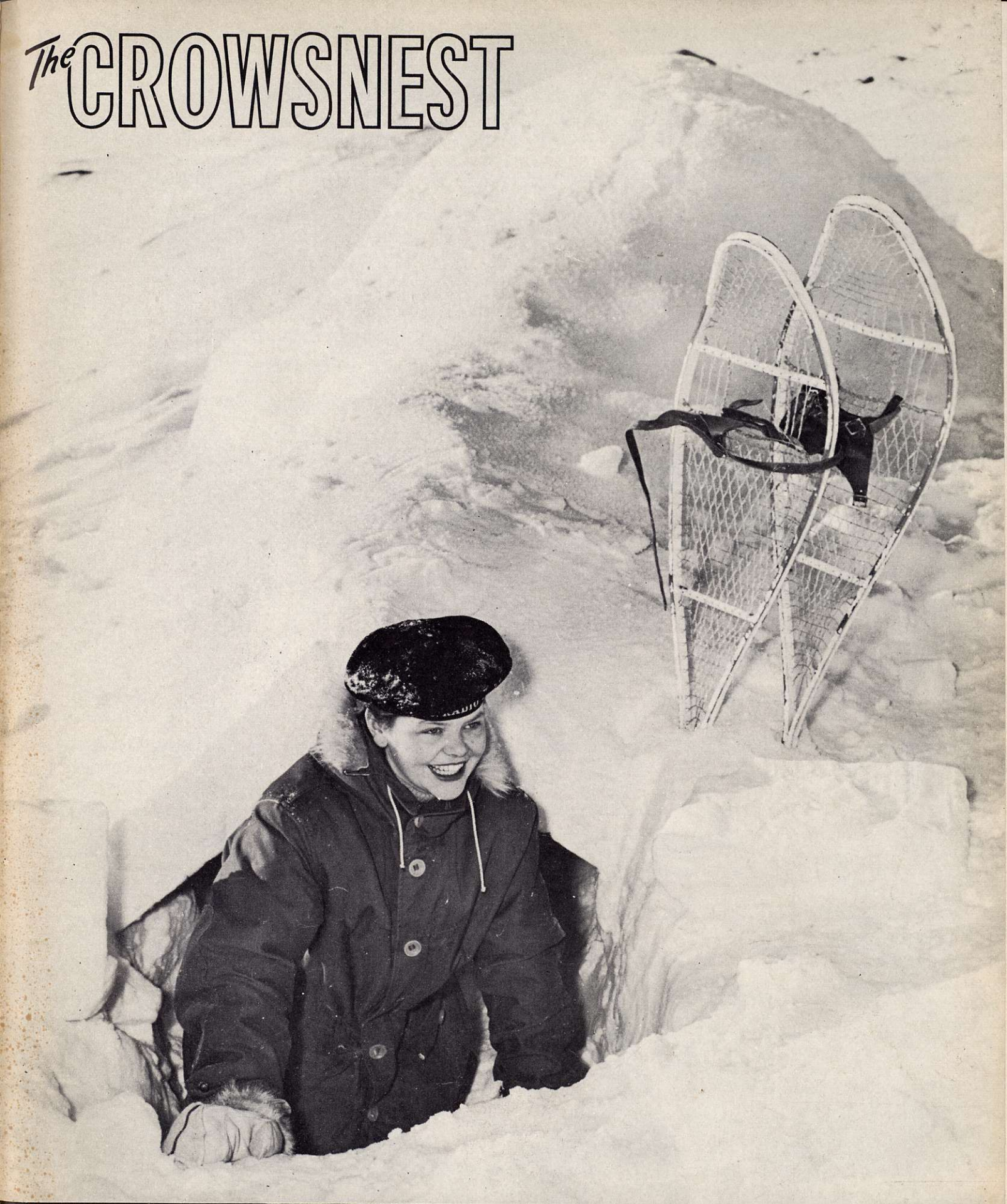


# *The* CROWSNEST







# The CROWSNEST

Vol. 6 No. 6

THE ROYAL CANADIAN NAVY'S MAGAZINE

APRIL, 1954

## CONTENTS

	Page
<i>RCN News Review</i> .....	2
<i>Four Ships for NATO</i> .....	4
<i>Officers and Men</i> .....	7
<i>The Prime Minister's Visit</i> .....	9
<i>A Bit About Radar</i> .....	11
<i>A Tragedy that Didn't Happen</i> .....	14
<i>Stripey</i> .....	16
<i>Entertainment Centre</i> .....	17
<i>Afloat and Ashore</i> .....	18
<i>The Bulletin Board</i> .....	22
<i>The Navy Plays</i> .....	23
<i>Under the Red Duster (Book Review)</i> .....	26
<i>Lower Deck Promotions</i> .....	27

*Cover Photo* — No sensible ground hog would undertake his kind's annual stint of weather forecasting on February 2 at Churchill. A month later, however, winter had moderated sufficiently for Wren Elizabeth Mary Rivers, of Edmonton, to emerge from her igloo and "sub" for the furry weatherman. Lower Slobovians please note that residence in igloos is not compulsory at northern RCN radio stations. (O-6458)

## LADIES OF THE MONTH

Four new-construction, Canadian-built minesweepers of the Royal Canadian Navy now fly the French Tricolour, following their presentation to the French Navy at Halifax on April 7 under the NATO Mutual Aid agreement. The names under which they sailed as units of the First Canadian Minesweeping Squadron will not be forgotten, however, as each ship's bell bears the original Canadian name as well as the new one allotted by the French.

The period immediately preceding the transfer brought Canadian crews into close contact with their French successors as they explained the operation of unfamiliar equipment to the new ships' companies.

The presentation was made by Defence Minister Brooke Claxton and the four ships were accepted by His Excellency Hubert Guérin, French Ambassador to Canada.

On the opposite page, from foreground to rear, are *La Dunkerquoise* (formerly *Fundy*), *La Paimpolaise* (formerly *Thunder*), *La Bayonnaise* (formerly *Chignecto*) and *La Malouine* (formerly *Cowichan*). (DNS-11978)

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HMCS Huron returns from the Far East.

### Helicopter Brings Patients Ashore

Landing on a space on board ship not much bigger than her landing gear, an RCN helicopter on March 24 brought three men from the United States Military Sea Transportation Service Ship, *General H. F. Hodges*, 65 miles off Halifax, to the RCN hospital at Stadacona for medical treatment. Of the three men, one was described as being in "critical condition".

The *General Hodges* was en route to Casablanca when the three men were stricken and the ship diverted to Halifax to land them. It was decided, however, that it would be faster to fly the men off by helicopter and a Sikorsky, piloted by Lt.-Cdr. Jack H. Beeman, of Montreal and Dartmouth, N.S., took off. Also on board were a doctor, Surgeon Lieut. Robert E. Stewart, of Toronto; the navigator, CPO William Shorten, of Calgary and Dartmouth, and crew-

man AB Sydney Seymour, of Hamilton and Dartmouth.

With barely room for her whirling blades, the helicopter was set down on the forward gun platform of the *General Hodges* 50 minutes after take-off and 15 minutes later she was airborne carrying the patients. Within 50 minutes Lt.-Cdr. Beeman set his "whirlybird" down on the parade ground at Stadacona, not five feet away from the waiting ambulances. Ten minutes later the patients were being examined at the RCN Hospital.

The total elapsed time of the mercy flight from take-off at *Shearwater* to arrival with the patients at Stadacona was two hours and five minutes.



Four members of 881 Squadron are shown just before taking off from *Shearwater* in an Avenger aircraft for Patricia Bay, near Victoria, to take part in Exercise Orange Blossom. The four are (left to right) AB William Hamilton, PO Harvey Mills, Ldg. Sea. Harry Sully and AB Carl Laming. (DNS-11914)

### Far East Ships In A/S Exercises

The Canadian destroyers *Cayuga* (Cdr. W. P. Hayes) and *Crusader* (Lt.-Cdr. W. H. Willson) joined the U.S. aircraft carrier *Rendova* and seven American destroyers in a series of large-scale anti-submarine exercises in Far East waters.

Sweeping southward from Japan's Honshu Island to Okinawa, the fast "hunter-killer" unit carried out a sustained five-day attack on "enemy" submarines operating in the area.

The Canadian destroyers did well. The *Crusader* carried out nearly 40 attacks on the undersea craft, and the *Cayuga* was a submariner's nightmare—she was credited with holding her submarine contacts longer than any other destroyer in the unit.

The main "hunter-killer" operation followed three days of primary anti-submarine exercises off a United



Nations naval base in Japan, in which the crews of destroyers, submarines and aircraft "worked up" to top fighting form.

During the main exercise, anti-submarine aircraft and helicopters from the *Rendova* teamed up with the destroyers to search out and attack the enemy subs that attempted to torpedo the carrier and nullify the unit's effectiveness.

The *Cayuga* and *Crusader* formed part of the destroyer screen protecting the carrier, took their turns operating in various positions on the screen and acted as plane guard for the carrier during several of the *Rendova's* day and night flying operations. They were also members of numerous surface attack units detached to "destroy" submarines located by the carrier's aircraft, and on several occasions commanded the attacking force.

The destroyers and aircraft carried out continuous day and night attacks on the submarines and, simulating war-time conditions, all ships were darkened during night operations. Midway through the exercises the destroyers fuelled from the carrier.

It was the largest, but not the first, anti-submarine exercise for both the *Cayuga* and *Crusader* since they began their current tours of duty in the Far East. Between regular patrols to Korean waters, Canadian destroyers have been carrying out almost continuous exercises with other units of the United Nations fleet.

### **Fundy's RCN Career Brief**

A brief commission was in store for HMCS *Fundy* when she was commissioned on March 19 under the command of Lt.-Cdr. A. H. Slater at the Saint John Drydock Company yards in Saint John, N.B.

She joined the First Canadian Minesweeping Squadron at Halifax on March 24 and, on April 7, was turned over to the French Navy, along with three sister ships, under the NATO Mutual Aid Agreement.

### **Avengers Fly To "Pat" Bay**

Twelve Avenger aircraft of 881 Squadron winged their way across Canada in early April from *Shearwater* to join in three weeks of exercises with West Coast ships.

The Avengers were to operate from Patricia Bay airport for the duration of Exercise Orange Blossom, as the operation was designated. Participating war-

ships were to include the *Ontario*, the *Sioux* and the recent West Coast arrivals, the anti-submarine frigates *New Glasgow* and *Stettler*.

Two purposes of the exercise were to familiarize Esquimalt-based ships in operating with RCN aircraft and to practice 881 Squadron in operating away from its home base.

The movement of the air squadron to the Pacific coast involved the transfer of nearly 140 men, plus maintenance equipment. Fourteen officers and 22 men made the trip in the Avengers; 14 men, with tool kits and spares, travelled in an RCAF Dakota "mother ship", and another 68 officers and men journeyed via TCA.

### **Prime Minister Thanks Services**

Gratitude for the assistance rendered by members of the Canadian armed forces during his flight around the world was the subject of a letter written by Prime Minister Louis St. Laurent to Defence Minister Brooke Claxton.

Mr. St. Laurent wrote:

"On the completion of my recent trip around the world, I wish to convey my sincere thanks and appreciation to all those concerned in the Department of National Defence for their efforts in making the tour a success.

"The service rendered myself and my party by the officers and crew of the RCAF C-5 was magnificent in every sense of the word and fully in keeping with the highest traditions of the Royal Canadian Air Force.

"No less outstanding were the arrangements for the visits to the brigades in Germany and Korea, the air bases in Europe, and the destroyer squadron in Tokyo. On each occasion, the careful planning and smooth carrying out of the program ensured that these visits were of particular value and interest. Without the able assistance of all three services and, in particular, the outstanding contribution of the officers and men of Air Transport Command, the tour could not have achieved what it has in developing Canada's relations with the countries visited.

"I should be grateful if you would pass on to those concerned my appreciation and thanks for a job well done."

### **Chief of Naval Staff Visits West Coast**

The annual inspection of ships and establishments of the Pacific Command was carried out by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, from March 16 to 24 inclusive.

His itinerary included visits to HMC Dockyard, Esquimalt, the naval air fa-

cility at Patricia Bay, ships in harbour, *Naden*, Royal Roads and shipyards.

Admiral Mainguy attended drill nights at *Malahat*, the Victoria naval division, and *Discovery*, the Vancouver division.

During his return trip to Ottawa, he visited Winnipeg where he presented three Sea Cadet corps with new colours at a parade at *Chippawa*, the Winnipeg naval division. The following day he observed the polio hydrotherapy program which is being carried out in *Chippawa's* pool for victims of last year's polio epidemic in Manitoba.

### **Huron Bucks Heavy Seas**

HMCS *Huron* returned home on St. Patrick's Day, after nearly eight months in Korean waters and 11 months away from Halifax, to be greeted by hundreds of relatives, friends and well-wishers.

Rough seas dominated most of the return trip, which was by way of the Suez Canal and Gibraltar, and delayed the veteran destroyer by more than 12 hours. From the Azores the ship bucked gales almost continually.

"In fact," said the commanding officer, Commander T. C. Pullen, of Oakville, Ontario, "the weather was so bad that one day when we passed close astern of the world's largest ship, RMS *Queen Elizabeth*, we noticed that she was taking green water aboard at times."

The *Huron* is under refit and during this time the officers and men have proceeded on leave or are undergoing courses.

### **Reservists to Attend Jubilee**

Captain R. I. Hendy, RCN(R), commanding officer of *York*, the Toronto naval division, will be senior RCN(R) representative at the Jubilee Review by Her Majesty Queen Elizabeth II of the Royal Navy Volunteer Reserve in London on June 12.

The RCN(R) will be represented in the parade by 29 members of the Reserve under the command of Lieut. Frederick Wallis White, RCN(R), of *Carleton*, the Ottawa naval division.

The two Wren officers and three Wrens in the contingent will travel to and from the United Kingdom by RCAF transport flights. The remainder will sail from Halifax in HMCS *Micmac* on May 31, arriving at Portsmouth on June 9.

The RNVr was 50 years old in June 1953, but observance of the jubilee was postponed for a year in order not to conflict with Coronation ceremonies.



# Four Ships for NATO

*Canadian 'Sweepers  
Turned Over to  
France*

ALLIED in pact and united in friendship, with common bonds of language and purpose, Canada and France, two of the nations in the North Atlantic Treaty Organization, gave further evidence of the strength of the alliance when Canada's Minister of National Defence, the Hon. Brooke Claxton, presented four new-construction, Canadian-built, 152-foot minesweepers to His Excellency Hubert Guérin, French Ambassador to Canada.

The presentation ceremony took place in HMC Dockyard at Halifax on April 7 with a guard, a massed band from HMC Ships *Stadacona* and *Cornwallis* and the retiring and relieving crews of the two navies parading before the reviewing stand. Hundreds of spectators crowded into the area to watch the presentation and listen to the stirring music of the 66-piece band.

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, addressed the assembly, from a specially built stand filled with civilian and military dignitaries, including His Honour the Honourable Alistair Fraser, Lieutenant Governor of Nova Scotia. In his address Admiral Bidwell introduced Mr. Claxton, and remarked that, in spite of the

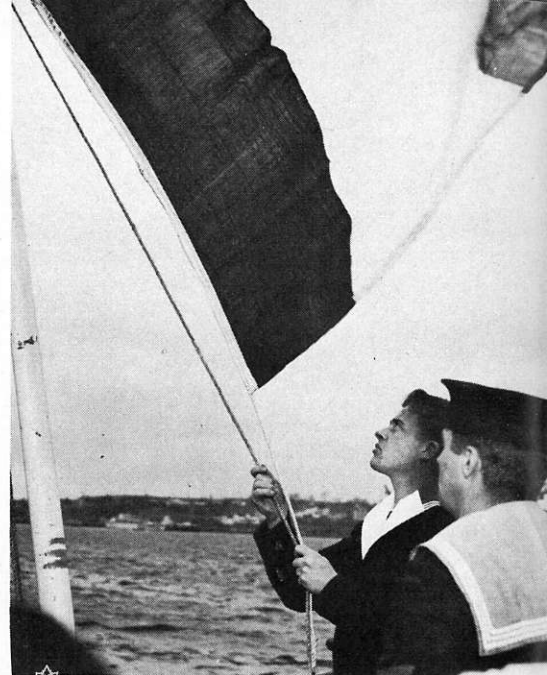
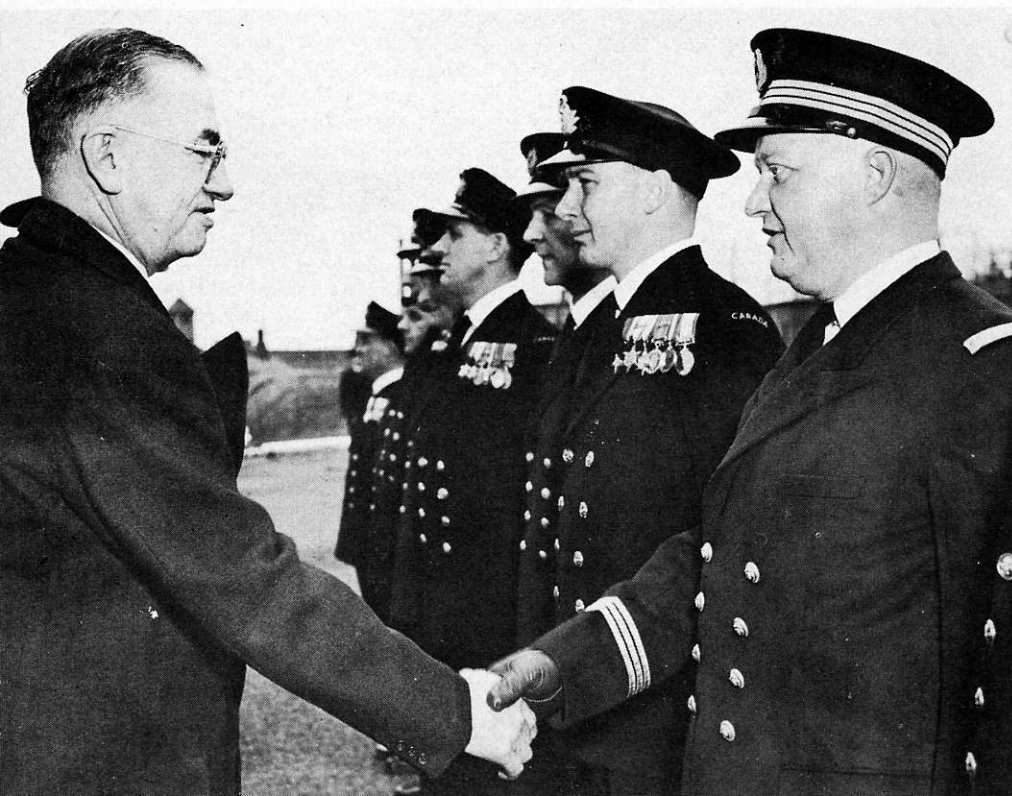
fact that the Minister had once served in the army, he seemed to have a great deal of feeling for the Navy and a great deal of understanding of naval affairs.

In his opening remarks, Mr. Claxton said that his experience in the army as a sergeant-major had given him enough appreciation of the effort made by the men taking part to realize what a wonderful turn-out they had made. It was, he said, the finest naval parade he had seen "in this or any other country". As a gesture of thanks he requested that the men of the two navies involved in the turn-over be given a "make-and-mend".

He went on to enlarge on the purpose of NATO, and to express gratitude to the French nation for their part in the alliance. He also stressed Canada's determination to make the organization a successful one. In closing, Mr. Claxton turned and, indicating the four ships nestled against the jetty, presented them to Mr. Guérin.

Mr. Guérin made a short speech of acceptance, in which he thanked the Canadian nation for its part in the past in affairs affecting France, and accepted the ships on the part of the Government of France.

Officiating at the ceremony for the transfer to France of four Canadian-built new-construction minesweepers at Halifax April 7, Defence Minister Brooke Claxton met captains of the four ships, both RCN retiring and French relieving. Here, Mr. Claxton shakes hands with Lieutenant de vaisseau André Perrin, Paris, France, commanding officer of *La Malouine*, formerly HMCS *Cowichan*.



The speeches over, the ships' companies, Canadian and French, marched to the jetty and formed up abreast their ships. To the playing of an orchestrated arrangement of "Sunset", the Navy's evening hymn, the Canadian colours were hauled down, and the strains of "La Marseillaise" marked the raising of the French colours.

With the French Tricolours hoisted, the massed band played "God Save the Queen" and "O Canada", in a stirring final tribute to the ships. The guard, band, and the Canadian ships' companies marched off, marking the end of the ceremony.

As a final act on his part, Mr. Claxton boarded *La Dunkerquoise*, senior ship of the group, to visit Capitaine de corvette Pierre G. F. Top, Toulons, France, in charge of the French contingent. *La Dunkerquoise*, formerly the *Fundy*, is named after the famous withdrawal of the British army from Dunkirk.

However, the minesweepers will never lose their Canadian identity entirely, since every time the man on the watch strikes the ship's bell in one of them, he will strike the bell that carries the former Canadian name on the reverse side.

In his address, Mr. Claxton said:

Sunday, April 4, marked the fifth anniversary of the North Atlantic Treaty. In the fourteen NATO nations the day was marked by suitable ceremonies and speeches . . .

Six years ago, in February, 1948, that gallant and tragic country, Czechoslovakia, was the latest of a large number of nations to be taken behind the Iron Curtain by Communist aggression. By one means or another Russia was steadily expanding Communist territory and



Communist power. A good many people feared we were only one step away from a cold war becoming a hot war.

Western union was then formed as a bulwark of freedom for the West.

The idea of expanding this in a North Atlantic Alliance was first suggested in September, 1947, in a speech at the Assembly of the United Nations in New York by our own Prime Minister, Right Honourable Louis St. Laurent.

The free democracies of the Western world saw that if they did not stand together they might fall separately. They declared in the preamble of the North Atlantic Treaty:

*"They are determined to safeguard the freedom, common heritage and civilization of their peoples, founded on the principles of democracy, individual liberty, and the rule of law; they seek to promote stability and well-being in the North Atlantic area; they are resolved to unite their efforts for collective defence and for the preservation of peace and security."*

Those were the words that were spoken and written down five years ago. Those words have been translated into action and today the North Atlantic Treaty Organization is a reality.

What each country does to build up its strength is not only a contribution to the collective strength of NATO, but also contributes to its own defence. Canada has made notable contributions to the strength of NATO and those contributions have been supported by virtually all Canadians, irrespective of political party, racial origin or geographical location. We all recognize that not only is this being done for the defence of Canada but also it is being done for the preservation of peace itself.

The development of new weapons of gigantic destructive power makes it our paramount task and duty to do whatever must be done to preserve peace.

That is the object of the North Atlantic Treaty Organization.

Building up the strength of NATO has beyond question or doubt been one of the factors that has purchased for us five years without a major war. The policy has succeeded. In another field, the United Nations standing together in Korea stopped aggression there and prevented its spreading elsewhere. In building up the strength of the North Atlantic Treaty Organization we have provided a deterrent to aggression. The great expenditures that have had to be borne have been the price of ensuring peace. A prudent man insures his home and the fact that he has no fire for five years does not lead him to stop

paying the premium or cancel the insurance.

It is the same with NATO and at the meeting of the North Atlantic Council at Paris in December, the fourteen nations reaffirmed their determination to proceed with the policy and the program to which they had set their hands.

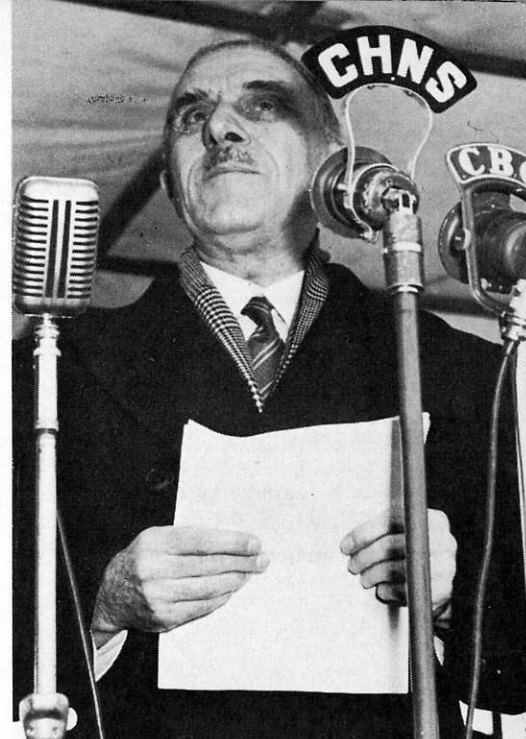
At Paris the Council

*"reaffirmed its conviction that peace and security must be the paramount aim of the North Atlantic Treaty Organization. It recognized that the increasing strength and unity of the North Atlantic powers, which must be steadily reinforced, had proved to be decisive factors in maintaining peace and preventing aggression. Nevertheless, the threat to the Western world remains and member countries must be ready to face a continuance of this threat over a long period. The Atlantic community must therefore be prepared to keep in being over a period of years forces and weapons which will be a major factor in deterring aggression and in contributing to the effective security of the NATO area."*

Canada has taken a proper share in the work of NATO and in contributing to its strength.

This participation has taken many forms:

1. From the Prime Minister's first suggestion in September, 1947, until the present date, Canada has taken an active and constructive part in working out the terms of the Treaty and in setting up the organization.
2. We have worked with others to bring about the standardization of procedures, communications, charts, maps, weather reporting and weapons.
3. We have met every commitment by making available the forces we have agreed to provide at or before the planned target date. These forces now include 36 ships of the Royal Canadian Navy committed to NATO for the defence of our coastal waters and the protection of convoys across the North Atlantic; the First Canadian Infantry Brigade equipped, trained and ready in Germany and an Air Division of twelve squadrons of Sabre fighters which are I believe second to none in the air defences of Western Europe.
4. We have established a great plan of air training which has provided nine different North Atlantic countries with a total of 2,700 trained aircrew with another 900 undergoing training today.



His Excellency Hubert Guérin, French Ambassador to Canada, expresses the thanks of the French people for Canada's NATO gift of four minesweepers. (HS-30095)

5. We have also provided mutual aid in the last four years for a total of more than \$850 million (including the cost of aircrew training).

The latest additional contributions of Mutual Aid is the reason for our meeting here today.

Some four years ago we decided to design an entirely new type of minesweeper and when the designs were sufficiently advanced, we placed orders for fourteen of these in various Canadian yards.

Six minesweepers have now been completed and four of these you see before you.

They are:

HMCS *Chignecto*, built by Marine Industries Limited, Sorel, P.Q.;

HMCS *Cowichan*, built by Davie Shipbuilding and Repair Co., Lauzon, P.Q.;

HMCS *Fundy*, built by Saint John Drydock Co. Ltd., Saint John, N.B.;

HMCS *Thunder*, built by Canadian Vickers Ltd., Montreal, P.Q.

We decided to make these available as part of the Mutual Aid Program in order to meet a shortage in other NATO countries of this important type of craft. Following this decision six more minesweepers of an even newer design were ordered from Canadian shipyards.

Shipbuilding is an important and historic industry in the Province of Nova Scotia and in the City of Halifax. Defence is one of the biggest operations carried on in Nova Scotia. Throughout its existence as a great maritime city Halifax has been identified with the



sea and with the armed forces. In the Halifax area today the total number of service personnel and civilians engaged directly on defence matters totals over 13,000, and with their wives and children make up a total of about 30,000.

These minesweepers are of entirely new design, with the major design and engineering effort being done in Canada. Since the end of the Second World War the RCN has done an extraordinary job to design five new warships and many new types of smaller vessels, all of which are now under construction in Canadian shipyards. It has been a great credit to the Royal Canadian Navy and to the shipbuilding industry and supporting industries.

Altogether contracts have been placed for the construction of 87 ships and auxiliary craft and for the complete modernization of forty-two other ships. That is a big program involving an expenditure of something like \$300 million.

So far 18 new ships have been delivered while the modernization of 24 ships has now been completed. With the ships now in commission, together with those in reserve and otherwise available to the Royal Canadian Navy in the event of war, the Navy can now make ready for war service, within a short time after mobilization, over 100 ships, not including civilian-manned auxiliary vessels.

We offered these four minesweepers to NATO and the Standing Group recommended that they should be allocated to France.

For us it was a particularly happy choice. Canada has always had an especially close relation with France as the country of origin of those hardy pioneers who crossed the seas 300 years ago to push back the wilderness and bring their culture and civilization to this new land and where first settlement in the new world was in this province.

To do this the French had to be great sailors and we think still of Jacques Cartier and Pierre LeMoyne D'Iberville.

I am particularly happy that participating in this ceremony today is a dis-

tinguished representative of his great country, His Excellency Hubert Guerin, who in addition to being a representative of a friendly country is himself a great friend of Canada and if I may say so, someone whom I regard with great affection and respect.

It happens that we have a personal interest in one of these ships, HMCS *Chignecto*, in that my wife had the honour of sponsoring this ship when she was launched at Sorel, P.Q. in June 1952.

There she used the time-honoured formula "I christen thee HMCS *Chignecto*. God bless this ship and all who sail in her."

Little did she know that she would be here today passing this ship on to a great friend.

A Canadian and a French sailor are seen below decks in *La Paimpolaise*, formerly HMCS *Thunder*, one of four new-construction, Canadian-built minesweepers officially turned over to France at Halifax April 7. Ldg. Sea. James Wannop, Galt, Ontario, right, discusses the panel board in the generator room with QM Jean Guizou, Finistère, France. (HS-29991)



The four Canadian minesweepers turned over to the French Navy under the NATO Mutual Aid Agreement still bear their RCN names on the reverse side of their ships' bells. Herbert Lowe, machinist and engraver at the Naval Armament Depot, Dartmouth, inscribes the name *La Dunkerquoise* on the bell from HMCS *Fundy*. The interested onlooker is Enseigne Raymond Lequel Lennec, French naval officer from Le Havre, France. (HS-29936)

I must say she does not take kindly to this idea of our passing on what she regards as her own special ship but, if it has to be passed on, she does not know any better person or place for it to go than to her friend the French Ambassador and his beautiful country.

Mr. Ambassador, in the name of Canada and of the Royal Canadian Navy, I now hand over to you, as the representative of France, these four ships confident in the knowledge that they will be well manned and well used for the defence of France, for the defence of Canada, for the maintenance of our grand alliance and for peace itself.



# OFFICERS AND MEN

## Appointments of Officers Listed

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

Cdr. J. V. Steele, to HMCS *Comox* in command and as Senior Officer Minesweepers Pacific. Formerly at Headquarters as Director of Naval Standardization.

Cdr. Breen P. Young, to *Penetang* on commissioning, in command. Formerly at HMC Dockyard, Halifax, as Queen's Harbour Master and Master Attendant.

Lt.-Cdr. K. A. Stone, to HMC Dockyard, Halifax, as Queen's Harbour Master and Master Attendant. Formerly at Headquarters on staff of Director of Naval Intelligence.

Acting Cdr. G. A. C. Scarth, as Naval Attaché to Sweden and Finland. Formerly at Headquarters as Naval Member, Joint Intelligence Staff.

Lt.-Cdr. E. C. St. J. Green, to staff of Flag Officer Atlantic Coast as Staff Officer (Intelligence). Formerly Naval Attaché to Sweden and Finland.

On those days when it's mild enough to venture out-of-doors, the Wrens serving at Churchill radio station find themselves in a genuine winter wonderland. Left to right are Wrens Betty Jean Kelly, Betty Rivers, Norma McCallum and Juanita June Totten; Sub-Lt. Barbara Schmidt, and Wrens June Patricia Buchanan, Doreen Patterson, Lily Arnold, Phyllis Chandler and Ruth Lorraine Brown. (O-6457)

Cdr. A. H. Abrams returned to RN. Formerly in *Magnificent* as Commander (Air).

Acting Cdr. (P) V. J. Wilgress, to *Magnificent* as Commander (Air). Formerly Staff Officer (Air) at *Niagara*.

Lt.-Cdr. (P) Michael Wasteneys, to *Niagara* as Staff Officer (Air). Formerly in VF 871 in command.

Lt.-Cdr. (P) J. W. Logan, to VF 871 in command. Formerly in *Micmac*.

Lt.-Cdr. (P) J. W. Roberts, to *Buckingham* on commissioning, in command. Formerly 30 CAG in command.

Lt.-Cdr. G. R. Smith, to *James Bay* in command. Formerly on staff of Reserve Training Commander, West Coast.

Lt.-Cdr. R. H. Leir, to *Fortune* in command. Formerly in *Sioux* as executive officer.

Lt.-Cdr. Roderick D. Hayes, RCN(R), to Brockville in command. Formerly at *Star*.

Capt. (E) A. B. Arnison to staff of Commodore Superintendent Atlantic Coast as Base Superintendent, Sydney, N.S. Formerly Principal Naval Overseer, Quebec Area.

Lt.-Cdr. (P) J. J. Harvie, to Empire Test Pilot Course, South Farnborough. Formerly at *Shearwater*.

Shpt. Cdr. E. J. Gilhen, as Principal Naval Overseer, Quebec Area. Formerly Officer-in-Charge, Reserve Fleet Group, Sydney, N.S.

Captain (E) E. N. Clark, to staff of Flag Officer Atlantic Coast as Command Technical Officer. Formerly in *Cape Breton* in command and as Officer-in-Charge, Apprenticeship Training.

Cdr. (E) D. H. Fairney, to *Cape Breton* in command and as Officer-in-Charge of Apprenticeship Training. Formerly on staff of the Flag Officer Atlantic Coast as Assistant Command Technical Officer and Command Engineer Officer.

Cdr. (E) D. T. Forster, to *Quebec* as Engineer Officer. Formerly on staff of Engineer-in-Chief.

Cdr. (E) H. B. Bolus, to *Naden* as Engineer Officer and Officer-in-Charge of Mechanical Training Establishment. Formerly in *Quebec* as Engineer Officer.

Capt. (S) T. F. T. Morland to staff of Commodore Superintendent Atlantic Coast as Manager Supply, Atlantic Coast, and as Officer-in-Charge Naval Supply Department, Halifax. Formerly at Headquarters as Deputy Supply Officer-in-Chief.

Lt.-Cdr. A. H. M. Slater, to *Trinity* on commissioning in command. Formerly *Fundy* in command.

Lt.-Cdr. E. J. Semmens, to *Ungava* on commissioning in command. Formerly *Chignecto* in command.

Lt.-Cdr. J. L. Panabaker, to *Resolute* on commissioning in command. Formerly *Thunder* in command.

## Dozen Promoted From Lower Deck

Twelve chief petty officers and one petty officer serving in the regular force were promoted to acting commissioned rank in recent promulgations.

The total included five men at *Naden* who were promoted to the rank of acting commissioned ordnance officer. They included former control armourers, Chief Petty Officers R. V. Courtney, K. J. Province and A. R. Lee, and former gunnery armourers Chief Petty Officers W. E. Bell and W. M. Pitts.



Promoted to acting commissioner gunner (TAS) were three TAS instructors on courses in the United Kingdom, Chief Petty Officers Edward J. Bonsor, Brian J. Brown and Douglas R. Ingram.

Promoted to acting commissioned boatswain (PR) were two plot instructors, Chief Petty Officers Edward C. Percival and Dallas B. Rogers, who are also on course in the UK.

Three earlier promotions included CPO Lindsay Hew Pollock, to the rank of commissioned master-in-arms; CPO J. R. MacKenzie, to acting commissioned engineer (AE), and PO George A. Stone, to acting commissioned stores officer.

### **Cookery Class Results Listed**

Ord. Sea. Morris P. Cassibo led the 87th "CK1" class when final examination results were announced at *Naden* at the end of the month. Runner-up in the final assessments was Ord. Sea. Bernard R. Laporte. The former earned the creditable average of 85.4 per cent, while the latter's mark was only one per cent lower.

Others who passed the course, held in HMC Supply School, Esquimalt, were Ordinary Seamen Francis R. McPhee, Robert C. Ramsay, Kenneth R. Mitchell, Kevin P. Bryne, Roger M. Godin, Gordon T. Hodgetts, Donat J. Parent, Herbert H. Ewart, George E. Hearn and Eugene R. Witt.

### **Navy League Honours Rear-Admiral Bidwell**

The Navy League of Canada paid Rear Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, its highest honour when it presented him with the "Award for Service" on March 13.

The award is given for a record of meritorious and outstanding contributions (a) on behalf of those who serve the Queen and country at sea, (b) for the training of Canadian youth in good citizenship through the medium of the Royal Canadian Sea Cadets and (c) for helping to interest, educate and inform the people of Canada of the vital role of seapower in the development of the country.

C. K. McLeod, Montreal, National President of the Navy League, made the presentation to Admiral Bidwell at a luncheon in the Halifax headquarters of the Royal Nova Scotia Yacht Squadron. In his address, he commended Admiral Bidwell highly for his interest in the Sea Cadet movement, and for the valuable contributions he has made to their work.

Admiral Bidwell, in replying to Mr. McLeod's remarks, said, "It's not often

you get an award like this for doing what you like doing."

"As a naval officer," he continued, "I would like to thank the Navy League for the fine work they are doing, because we receive into the Navy some very fine material.

"Also as a citizen, I would like to add that I think a grand job is being done for these boys in teaching them discipline, particularly through their sea training, for it is at sea that the best applications of discipline are to be found.

"On retirement, I hope that I will be able to associate myself in some way with Sea Cadet work, for I believe the Sea Cadet Movement to be a step in the right direction toward the betterment of this country."

During the course of the luncheon it was announced that arrangements have been finalized by the Navy and the Navy League for the participation of 22 Sea Cadets from all across the Dominion in overseas cruises this summer.

### **Retirements**

#### **CHIEF PETTY OFFICER EDWARD LLOYD HALL**

Rank: C1LR2  
Age: 37  
Length of Service: 20 years  
Hometown: Victoria, B.C.  
Joined: March 12, 1934  
Served in: HMC Ships *Naden*, *Vancouver*, *Fraser*, *Comox*, *Pembroke*, *Armentieres*, *Prince Robert*, *Stadacona*, *Cornwallis*, *Restigouche*, *Avalon*, *Niobe*, *Peregrine*, *Crescent*, *Unicorn*, *Ontario*, *Queen*, *Chippawa*.

Awards: Long Service and Good Conduct Medal  
Retired: March 11, 1954.

#### **CHIEF PETTY OFFICER JOHN EDWARD FITZGERALD PARKER**

Rank: C1EM3 (NQ)  
Age: 43  
Length of Service: 21 years  
Hometown: Calgary, Alta.  
Joined: January 3, 1933  
Served in: HMC Ships *Naden*, *Vancouver*, *Skeena*, *Armentieres*, *Fraser*, *Stadacona*, *Avalon II*, *Restigouche*, *St. Catharines*, *Givenchy*, *Cayuga*, *Iroquois*, *Nootka*, *La Hullose*, *Haida*, *York*, *Shearwater*, *Magnificent*.

Awards: Mention - in - Despatches, Long Service and Good Conduct Medal.  
Retired: March 2, 1954.

### **Knitting Club Founder Dies**

The founder of a knitting club which made warm garments for men of the Royal Canadian Navy during the Second World War, Miss Eleanore Kinniburgh Anderson, of 51 Alhambra Avenue, Toronto, died recently at the age of 75.

The organization which she founded was known as the Alhambra Knitting Club. It met regularly at her home, with members knitting for men of the RCN during the war and subsequently for deep sea fishermen.

Born at Reading, England, she was the daughter of the late Rev. William Anderson, a Baptist minister, and a sister of the late Harry W. Anderson, one-time editor of *The Globe*, Toronto.

### **RCN Cadets for Big U.S. Exercise**

Twenty-five cadets of the Royal Canadian Navy and RCN (Reserve) will take part in an annual amphibious assault exercise with midshipmen of the United States Naval Academy on June 19 at a U.S. naval amphibious training base in Virginia.

The landing, near Camp Pendleton, will be made by 2,000 United States Marines and 586 Midshipmen while 14,000 men in 35 ships offshore provide the landing craft and furnish logistical and gun-fire support.

The landing exercise, which terminates "Operation Tramid '54", is primarily for the benefit of 775 midshipmen from the Naval Academy at Annapolis, Maryland, and for the Canadian naval cadets who will train with them. "Tramid" is the military abbreviation for "training of midshipmen". About 500 cadets from the U.S. Military Academy at West Point will be among the observers.

The midshipmen and cadets will "hit the beaches" with seasoned U.S. Marines, under the protection of aircraft simulating the strafing and bombing of beaches. Paratroopers will re-inforce them.

Before the full-scale operation, the U.S. midshipmen and Canadian cadets will have taken both classroom instruction and training afloat in all phases of amphibious warfare. The ashore training is given at the U.S. Naval Amphibious Base at Little Creek, Virginia.

### **Naval Association Elects Officers**

Last year's secretary, Bob Graham has been elected president of the Peterborough Naval Association for 1954, succeeding James Hamilton.



Other officers elected include: Cecil McClennan, vice-president; Charles (Pete) Meridew, secretary; Tom Bradley, treasurer, and John D'Angelantonio, Eric Kimball, Bill Moore, Bob Robertson and Ken Remnant, members of the executive committee.

The association decided to donate \$100 to the Legion's Poppy Fund for welfare work among ex-servicemen. A membership drive will be held among naval veterans. The association's present enrolment is 55 members.

### **New Faces Seen At Aldergrove**

Recent arrivals at Aldergrove Radio Station have included PO K. H. Strycker from *Naden* and Ldg. Sea. J. W. Ellis from the *Porte Quebec*.

Among the departures were Ldg. Sea. G. E. Whitehead to the *Porte Quebec*; Ldg. Sea. E. J. Sheplaw to *Naden*; Ldg. Sea. P. J. Maxwell to *Stadacona*; Ldg. Sea. G. F. Freeman to the *Comox*; Ldg. Sea. Alexander Lazaruk to the *James Bay*, and Ldg. Sea. E. J. Bellefontaine to *Cornwallis* for duty in the Communications School.

### **Officers Named To Venture Staff**

Lt.-Cdr. Paul E. Buisson will become first lieutenant-commander of HMCS *Venture*, Esquimalt establishment where cadets enrolled in the RCN under the new "Venture" Plan will begin training on September 20.

Other officers who have been appointed to the staff of *Venture* on commissioning this summer include: Instr. Lt.-Cdr. Alphee T. Boudreau, Lieutenants Peter M. Birch-Jones, Brian Bell-Irving, Bryan L. Judd and David W. Atkinson, Lieut. (E) Frank J. Dayton (engineer officer), Lieut. (S) John D. Agnew (supply officer), Lieut. (S) Charles P. Ilsley (captain's secretary), and Acting Cd. Gunner Robert A. Smith.

As announced previously, Captain Robert P. Welland has been appointed to command *Venture*, Cdr. Raymond Phillips will be executive officer, and Instr. Cdr. George L. Amyot will be director of studies.

### **Prize Awarded To Top Cadet**

Cadet Ross Hermiston, of Stirling, Ont., was selected best second year cadet at Queen's University Naval Training Division, at the final winter drill at *Cataraqui*. Cdr. A. G. C. Whalley, commanding officer of the naval division, awarded an appropriate prize to the commerce student.

## **The Prime Minister's Visit to HMC Ships in Tokyo**

The destroyers *Haida*, *Cayuga* and *Crusader* highlighted their current tours of duty in the Far East by a four-day informal visit to Tokyo early in March, during which time they welcomed the Prime Minister, then on a three-day state visit to Japan.

The *Haida*, which had just completed her second Korean patrol in the Yellow Sea, rendezvoused in Tokyo Bay with the *Cayuga* and *Crusader*, both fresh from exercises with other units of the UN fleet, and all three entered Tokyo on the morning of Monday, March 8.

As the ships came alongside their berths at Shibaura Dock, they were greeted by a U.S. Army band and scores of spectators. Brigadier R. E. A. Morton, Commander Canadian Military Mission Far East, and Capt. M. N. Tufnell, RN, British Naval Attaché, were the first on board the *Haida* to welcome the ships to Tokyo.

Shortly after their arrival, the commanding officers of the three ships, A/Captain John A. Charles (Cancomdesfe and CO of *Haida*), Cdr. William P. Hayes (*Cayuga*) and Lt.-Cdr. William H. Willson (*Crusader*) paid official calls on the Canadian ambassador to Japan, His Excellency Robert W. Mayhew, and on Sir Esler Denning, the British ambassador. During the remainder of the visit calls were made on United Nations and British Commonwealth commanders, including Vice-Admiral R. P. Briscoe, USN, Commander Naval Forces Far East, and General J. E. Hull, Commander-in-Chief, UN Command Far East.

On Tuesday afternoon the ships' companies were hosts to about 120 officers of the Japanese Coastal Safety Force and the Maritime Safety Board. The visiting officers, many of whom were former members of the Imperial Japanese Navy, were conducted on a tour of all three ships.

The commanding officers and officers of the ships were guests at a reception in their honour by Brigadier Morton; were hosts at a reception for 120 diplomatic and military officials, and were guests at a reception and dance at Ebisu Camp, the Commonwealth leave centre.

On Friday morning Prime Minister St. Laurent paid an hour-long visit to the ships. All three destroyers, freshly painted and ship-shape, were dressed overall for the occasion. A 60-man honour guard, composed of men from all three ships and commanded by Lieut.

William Hayward of *Cayuga*, and officers and men from the three destroyers formed up on the dock to await the Prime Minister.

As Mr. St. Laurent arrived, his car escorted by a U.S. Army motorcycle corps, he was met by Captain Charles, who introduced the Prime Minister to Cdr. Hayes and Lt.-Cdr. Willson. He inspected the guard of honour, walked past the ships' companies and was conducted to a flag-bedecked dais where he spoke briefly to the sailors in English and French.

The Prime Minister told the sailors that the Canadian Navy had achieved an enviable record of service in Korean waters. He said that during his around-the-world trip he had many times cause to be proud of Canada, but at no time was he more proud than when he visited Canadian sailors, soldiers and airmen. Following the Prime Minister's address Captain Charles led the ships' companies in three cheers for Mr. St. Laurent, who in turn led in three cheers "for Canada".

The Prime Minister was then conducted to Captain Charles' cabin on board the *Haida*, where he signed the guest book and chatted informally with the three commanding officers. Shortly afterward, he was taken to the *Haida's* wardroom where he met the officers of the three ships, and signed the *Cayuga's* and *Crusader's* guest books.

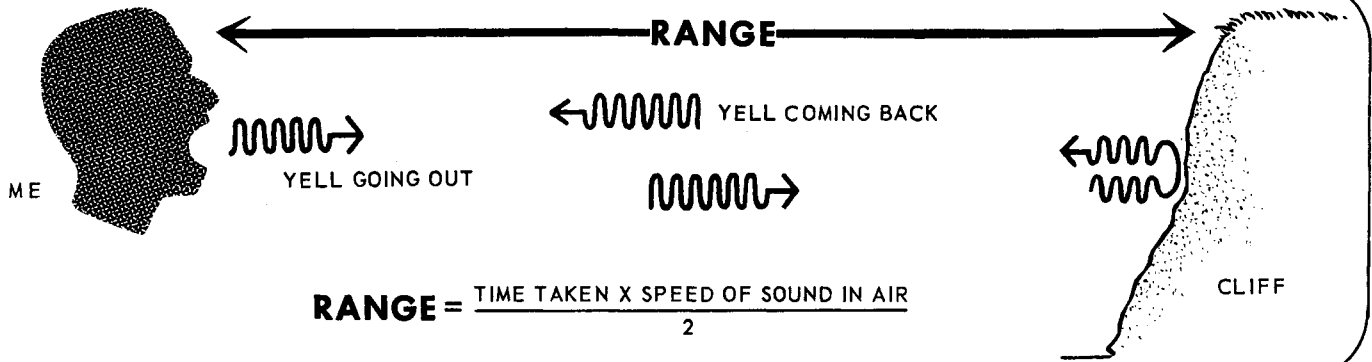
As he left the *Haida* he obligingly posed for picture-taking sailors on the deck, and paused to shake hands with many of the men.

Before the ships sailed later in the day, the commanding officers and officers attended a luncheon in honour of the Prime Minister, sponsored by the Canada-Japan Society, at which Mr. St. Laurent was the guest speaker, and the commanding officers and executive officers were guests at a reception given by the Prime Minister at the Canadian Embassy.

Both officers and men took advantage of the visit to see the sights in Tokyo. A favourite spot for the men was the Maple Leaf Club, operated by the Canadian Red Cross. Parties were also organized for the men at Ebisu Camp, and many took advantage of the sightseeing tours available to them.

All agreed that the Tokyo visit was both a thrill—climaxed by the Prime Minister's inspection—and a welcome relief from patrols and exercises.

1



## A Bit About Radar

by D. L. H.

**T**HE EFFECT of radar on the eventual outcome of Hitler's War was enormous. Practically everyone realizes this, and radar has become almost a household word. However, in the first fine flush of enthusiasm the pendulum swung too far; those who had once said, "These new toys are all very well, but they'll never be as good as the human eye!" began to think that the eye was obsolete and that radar could be depended upon utterly, almost to the stage where it was no longer really necessary to think. In the Services it took only a few unfortunate mistakes to bring home the falsity of such a conclusion, and a great deal of effort has been put into training people to understand the real capabilities and limitations of radar. The purpose of this piece is to present a simple outline of the way in which radar works, and the limitations to which it is subject, for the benefit of those who have neither the need, the time nor the wish to delve into amps, ohms and indices of refraction. To those who may be offended by my gross oversimplification of a fascinating subject, I shall apologize, in advance.

All of us in our childhood (and some of us even later) have stood in the mouth of a tunnel or near a cliff and hollered like mad, for the simple pleasure of hearing the echo roll back. In the case of the cliff, most of us found that we could tell the direction in which

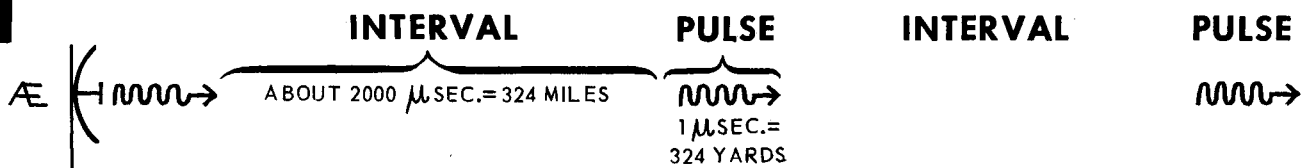
it lay by listening; and, after a few elementary physics lessons we discovered we had only to divide the time from the start of the yell to the start of the echo by two to find out how far away the cliff was (see diagram 1). Now this is the principle of sound ranging which is used by sea captains on the West Coast when in one of their frequent fogs; it is the principle used by asdic for locating submarines and other underwater nuisances; and it is the principle used by radar, except that instead of sound waves we use radio waves. For an explanation of what a radio wave is I refer you to Professor Einstein or some other gentleman of slightly greater knowledge than myself, and anyway it isn't important here except for two things. The first is that a radio wave travels at the speed of light, 162,000 nautical miles a second. The second is that if it hits something as it goes trundling out into space, some of its energy is reflected and will come back to the starting point, just as sound or light will.

Consider your local radio station for a moment. Here the transmitter is pushing out a constant stream of radio waves at a horrifying number of times a second. This steady stream is called a *carrier wave*, and it produces that low moan you hear when you tune in at 6:55 in the morning, before the station has let loose with Hiram Blotz and his

Smoky Mountain Gazoos. Hiram himself is carried on waves of a different frequency which are mixed up with the carrier wave and sent out. When your receiver picks up the stream it sorts out the two, cuts out the carrier wave and leaves Hiram to do his worst. Hiram in this case is unimportant, so we will get rid of him and think of the carrier. The carrier wave will be reflected from large solid objects in the same way as any other wave, and if we had a receiver near the transmitter we could probably pick up the reflections. But most of them would be drowned by the continuously transmitted carrier wave and anyway since the carrier is constantly going out, the reflections would be constantly coming back, so that we should not be able to say when any one bit went out or how long it took to return. For finding the range of the object, then, this idea is a busted flush, although we might be able to determine the direction in which it lay by having a directional aerial like those used in radio direction finding.

The obvious answer is to interrupt the carrier wave, so that it transmits a short pulse of energy, and then wait until the echo returns before transmitting again. We will then know the exact instant at which the pulse started. Measuring the time taken for the echo to come back, dividing that time by two and dividing the result into 162,000 will tell us the

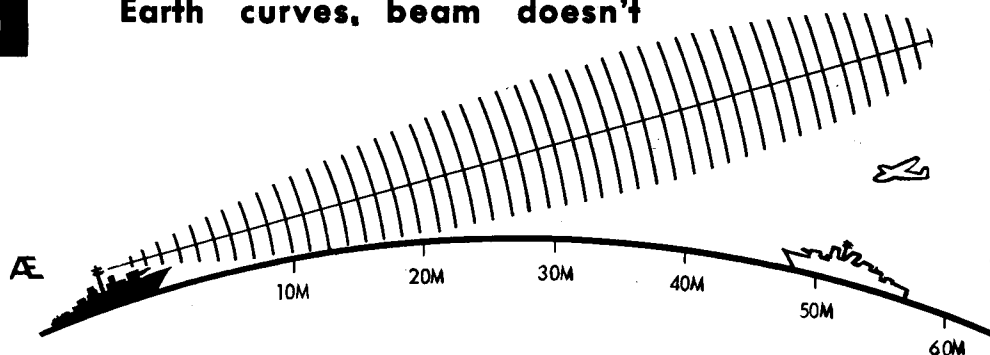
2



LONG INTERVAL BETWEEN PULSES (324 MILES) GIVES ECHOES TIME TO GO AS FAR AS 162 MILES AWAY AND BACK BEFORE BEING SWAMPED BY FOLLOWING PULSE.



## Earth curves, beam doesn't



SHIPS AND LOW-FLYING AIRCRAFT WILL NOT BE DETECTED. ALSO OF COURSE, THE POWER OF THE BEAM AT 60 MILES IS ONLY  $\frac{1}{4}$  OF THAT AT 30 MILES, SO EVEN AN AIRCRAFT IN THE BEAM MAY NOT REFLECT ENOUGH ENERGY TO BE DETECTED.

range of the reflected object in nautical miles (see diagram 2). If we use a highly directional aerial to receive the echo we can also tell in which direction the target lies. We now have a radar set. What more can we want?

As a matter of fact, we need quite a lot more. And the sort of things we want are a good deal more difficult to get than were the original range and bearing. So difficult, some of them, that in spite of the fact that radar has been actively developed since 1937, we are not nearly satisfied. Compromises have had to be made. I shall try to explain a few of them.

Obviously, the first thing that we want from a warning radar is maximum range. However, this must be balanced against the necessity of being absolutely sure that an object will be detected at a useful range. In other words, possible detection at a great range must be weighed against certain detection at a lesser range. This problem arises because of the nature of a radar beam, which obeys the same laws as light. The intensity of the beam varies inversely as the square of the distance from the transmitter, so that if one object is twice as far from the transmitter as another it will only be struck by a quarter as much energy. This imposes a limit to the useful range, since to extend it much would require enormous masses of generating equipment and so on, in order to increase the power.

Then again, the range can be increased by making the beam narrower. As you will realize, it is difficult to confine a thing like a beam to narrow limits, something like putting your finger over a tap and trying to clean the other end of the sink with the spray. The early radar sets, because of their aerial design, had wide beams and so their range was limited. It has been found that, roughly speaking, if the beam width is halved the range is doubled, when the power and the frequency remain the same. This is fine, except that the physical proportions of aërials designed to do this become colos-

sal, which is very awkward, especially if they are to be fitted in ships. Also, though it is possible to achieve great ranges, the beam becomes so narrow that only by luck will it ever hit anything as it hunts around the sky, like pinning the tail on the donkey. So that method has its limits; a too narrow beam is not a good thing.

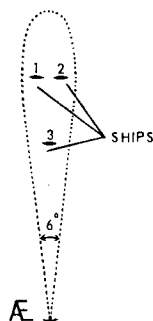
Finally, we can increase the sensitivity of the receiver by careful design, so that it will pick up very weak signals, such as might be reflected by a distant target hit by a weak beam. This is a promising line because an increase of sensitivity by this means does not impose limitations on power supplies, transmitters or aërials, nor does it make the receiver a thing of fantastic size. However, it does make a receiver highly complex, thus increasing material and maintenance problems.

There is one natural limitation to useful range which man's ingenuity is unlikely to get round. Like light, radar beams travel in straight lines (unless you bring the Theory of Relativity into it). The Earth, on the other hand, has been fairly conclusively proven to be roundish, shaped more like an orange than anything. As a result the radar beam only travels for a short distance along the surface of the earth, then goes shooting off into space (see diagram 3). So, as long as aircraft continue to fly fairly low or ships to remain on the surface of the sea, we will never extend the range of surface radar very much. The answer seems to be to put the set into an aircraft and fly it well up. As you can imagine, this is technically difficult and incredibly expensive, but it has been done.

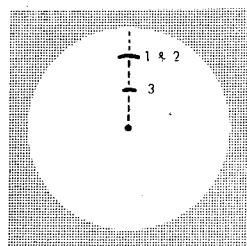
Let's go back to the business of beam width. We said that we cannot have the beam too wide or we lose range, and we cannot have the beam too narrow or it will not strike anything except by luck. So we settle on a compromise width (remembering that beam width means the width in the vertical as well as the horizontal plane). At this stage we run into the problem of *bearing discriminations* (see diagram 4). This is much the same as one of the problems of human sight. If two widely separated objects of the same colour are slowly brought together there comes a time when the eye can no longer distinguish them apart. In fact, they look like one large solid object. If they are far away, this may happen before they actually touch one another at all. Exactly this happens in the case of radar, and the distance apart of the objects at which this occurs depends directly on the beam width. If the beam width of the set is, say, six degrees of arc, then any two objects within that beam and at same range will appear to be a single object.

At much of a range the actual measured distance between the two targets could be quite considerable; at fifteen miles, for instance, they could be as

## BEARING DISCRIMINATION

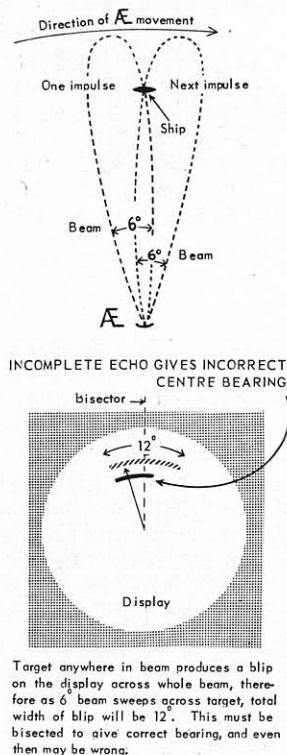


Since targets at same range are in beam at same time, they produce a single echo on display.



5

## BEARING ACCURACY



much as a mile and a half apart with our six-degree beam-width set and still appear to be a single large echo. This sort of error is obviously not acceptable where great accuracy is required, such as in gunnery fire control systems, and in such cases a very narrow beam width is used and other principles are employed as well.

The next difficulty we met is that of obtaining *bearing accuracy*. Taking our hypothetical set again, a single target would appear on a display as an echo 12 degrees wide. As that would mean a target three miles long at 15 miles away, which is very unlikely, some error has crept in (see diagram 5). One would think that the solution would be to divide the echo and use the centre of it as the correct bearing. This is done in practice, but it is unfortunate that you cannot depend on one side of a radar beam being reflected as strongly as the other. Since this is the case, the bearing can be, and often is, in error to quite a great enough extent to be too inaccurate for gunnery purposes.

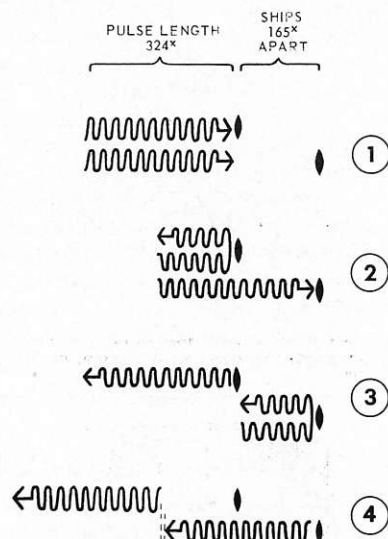
Having balanced the bearing business as well as possible we are confronted by the matter of *range discrimination* (see diagram 6). How close together can two targets on the same bearing be and still be recognized as separate echoes? Well, it depends on the length of that pulse of energy which is the basis of the whole idea of radar. As we have said, electro-magnetic waves move

at a speed of 162,000 miles a second, which is equivalent to 324 yards in a millionth of a second. This length of time, a millionth of a second, or *musec*, is the yardstick for radar work. Suppose, then, that our pulse of energy is being pushed out by the transmitter for one *musec*; it will occupy 324 yards of space, so that two targets which are that distance or less apart and on the same bearing will both be reflecting energy at the same time. You would think that if that were the case they would both arrive back at the receiver at the same time, and so appear as one echo. That is not quite so. In actual fact, the targets need only be half the pulse length apart, 162 yards in this case, to be distinguishable. This is, of course, because the energy must travel back as far as it went out, which means that the pulse passing one target and striking another, say, 165 yards further on will have travelled 330 yards farther than the pulse reflected from the first target. Since this distance is greater than the pulse length, 324 yards, the two pulses will return to the receiver and appear on the screen as separate echoes. The only way to reduce the discrimination distance is to shorten the pulse length and this is done in sets such as are used for accurate navigation at sea, where discrimination is of great importance. But if the pulse length is shortened it means that not as much energy is reflected from the individual target, and

6

## RANGE DISCRIMINATION

Showing How Targets Need Be Only  $\frac{1}{2}$  Pulse Length Apart.

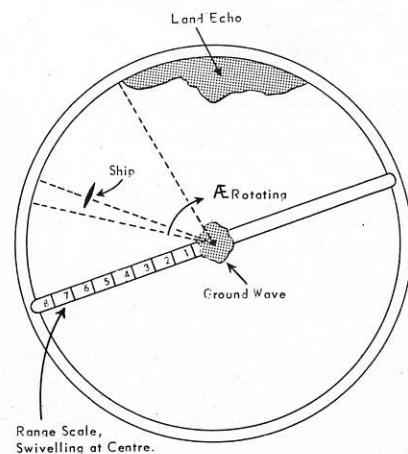


It will be seen that energy to and from 2nd target must travel 330° further than that to and from 1st target. Since that distance is greater than pulse length, the set will be able to discriminate between the two echoes.

7

## A TYPICAL DISPLAY

DIAGRAM OF PPI, SHOWING TARGETS, ETC., AND ROTATION OF BEAM IN TIME WITH  $\vec{A}$



therefore increases the probability of distant targets not sending back enough to make an impression on the receiver. So—balance again! In gunnery sets, the range limitation is accepted for the sake of accuracy.

The last major difficulty we meet is in ensuring *range accuracy*. This is difficult to obtain for two reasons. The first lies in the fact that the pulse has to be generated, built up and sent out through a mass of circuits and components, so that a time lag is built up which differs for each set. The second, and larger, lag occurs because it has been found extremely difficult to ensure that the display side of the set, which shows the actual picture to the eye, commences to operate at exactly the same time as the pulse leaves the aerial. The combined effect of these two errors is to make the set show a range which is too small. It can be corrected for all practical purposes by shifting the scale off which the range is read by an equal amount.

Sometimes it is important that the set be able to detect objects which are very close, as for instance in the case of a harbour defence set looking for midget submarines to poke their noses up. Here again the pulse length is most important, because you naturally cannot expect the receiver to pick up an echo while the transmitter is swamping it with power. In fact, the set is arranged so that the



receiver does not operate while the transmitter is pushing out the pulse. This being so, the minimum range obtainable is at least one pulse length, since the receiver is shut off for that length of time. In our example, then, the minimum range is at least 324 yards. In addition to this, however, it has been found that enough power leaks into the receiver through various channels to swamp it while the transmitter is operating. Like anything else, the receiver has to clear its head and gather its wits about it once the surge of power has stopped, and this additional delay, known as *receiver recovery time*, may be as much as half the pulse length. In fact, with a high-powered set having a pulse length of one musec (324 yards)

the minimum range is likely to be of the order of 400 yards. Once again the solution is to cut down the pulse length, so sacrificing range. It also helps if the power can be reduced, since the receiver will not be so badly swamped.

I hope I have been able to show you something of the principles and difficulties involved in planning a radar set. The principles are fairly simple, but the technical work involved in producing a good set is very great. During the Second World War the British were faced with the alternative of either developing radar or pursuing research on the atomic bomb; in all that great industrial country there was neither the scientific nor industrial capacity to do both.

## Powerful Ship Radar Shown at Montreal

Tests were conducted at Montreal in March of the most powerful radar set yet to be produced in Canada for the Royal Canadian Navy.

First to be completed under an order totalling approximately \$3,500,000, the set was mounted in the plant of the manufacturer, the RCA Victor Company of Canada Ltd., while undergoing evaluation trials in which three Sea

Fury aircraft, temporarily based at Dorval, served as targets.

Known as the AN/SPS-12, it is an air search radar operating at ultra high frequencies and capable of detecting aircraft at ranges in excess of 100 miles. Sets will be installed in certain new construction ships of the RCN.

On March 18, a demonstration of the SPS-12 was attended by officers of the

RCN and representatives of the Department of Defence Production. Among those present were Commodore H. N. Lay, Assistant Chief of the Naval Staff (Warfare), Commodore (L) W. H. G. Roger, Electrical Engineer-in-Chief, and Commodore W. L. M. Brown, Assistant Chief of the Naval Staff (Air).

Connected to the operating AN/SPS-12 were three different types of plan position indicator (PPI) displaying range and bearing data supplied by the main set. These were the AN/SPA-4A, a lightweight unit designed to serve chiefly as a high definition surface warning display (manufacturer, RCA Victor); the VK-5, standard RCN air warning display (Canadian Westinghouse Company) and the VK-3, an air warning display (Canadian General Electric Company).

### SIX NATIONS AID IN SALVAGE

It didn't look like a major salvage job when a U.S. landing craft sank, bottom up, off the island of Paeng-yong-do on the west coast of Korea, but before it was completed ships and personnel of six nations were involved.

The operation was complicated by rough seas, cold weather and lack of salvage gear. The landing craft was hauled ashore on the third day of the salvage attempt. In the meantime, the following had taken part:

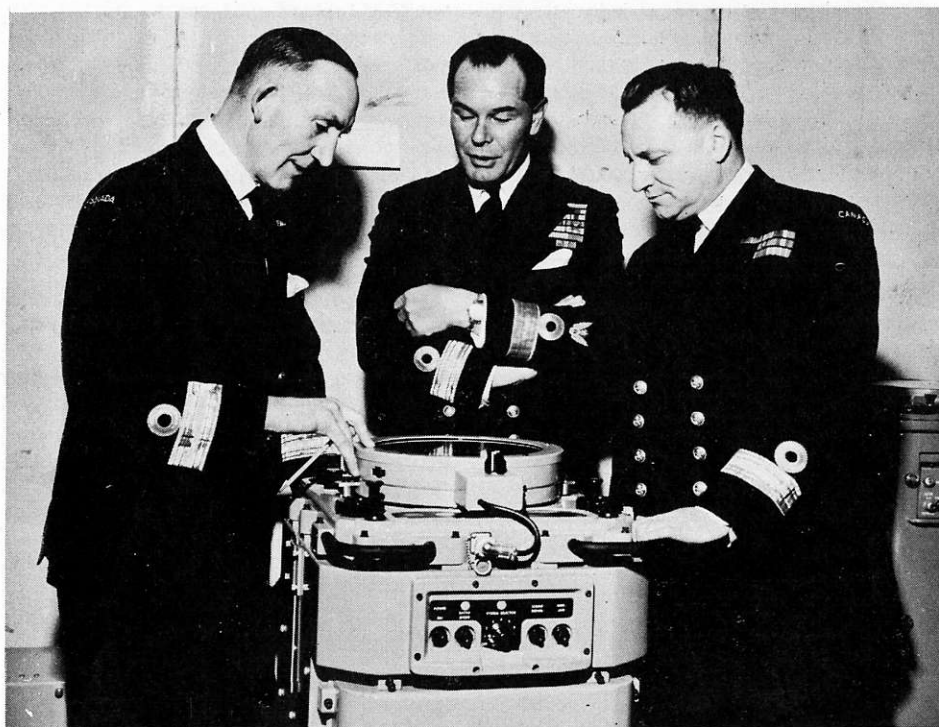
A U.S. tug, which provided a diver; a Japanese-manned American LST, which carried men and equipment; an Australian frigate, which contributed a wire to raise the craft; a South Korean gun-boat, which towed the wreck to shallow water; a U.S. Marine Corps amphibious craft, which hauled the landing craft ashore; the Canadian destroyer *Haida*, which provided men and equipment for ship-to-shore communications, and a British naval officer, who conducted effective liaison between the assorted ships and personnel.

### 870 SQUADRON DE-ACTIVATED

Sea Fury squadron 870, which had been serving with the Naval Air Facility at RCAF Station, Summerside, P.E.I., was de-activated on March 30.

The de-activation of the squadron reduced to one the number of squadrons at the Naval Air Facility. Remaining is 880 Squadron of Avenger aircraft, which spent April in Bermuda on exercises. The squadron was to return to Summerside early in May.

The de-activation of VF 870 is a temporary step in line with the Royal Canadian Navy's announced plan for introducing jet-propelled aircraft.



Three commodores examine the general purpose indicator of the Royal Canadian Navy's early-warning radar, demonstrated recently at Montreal. They are (left to right) Commodore H. N. Lay, Assistant Chief of the Naval Staff (Warfare), Commodore W. L. M. Brown, Assistant Chief of the Naval Staff (Air) and Commodore W. H. G. Roger, Electrical Engineer-in-Chief. (Photo courtesy Editorial Services, Montreal.)



ONE OF THE most drama-packed incidents of the *Athabaskan's* long service in the Korean war theatre occurred after the shooting had stopped, and it built up the Canadian destroyer's credit with the United States Navy and Marine Corps to the extent of 700 pounds of ice cream.

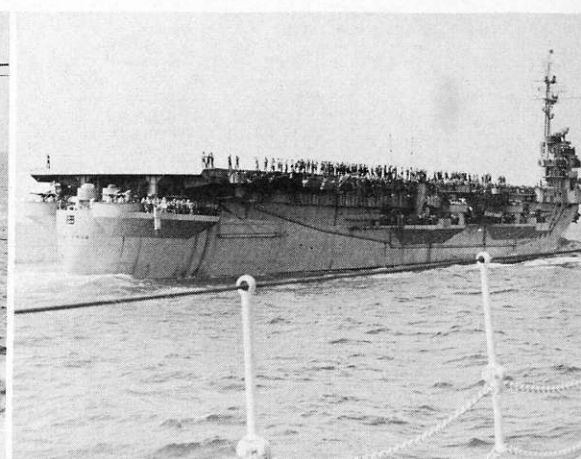
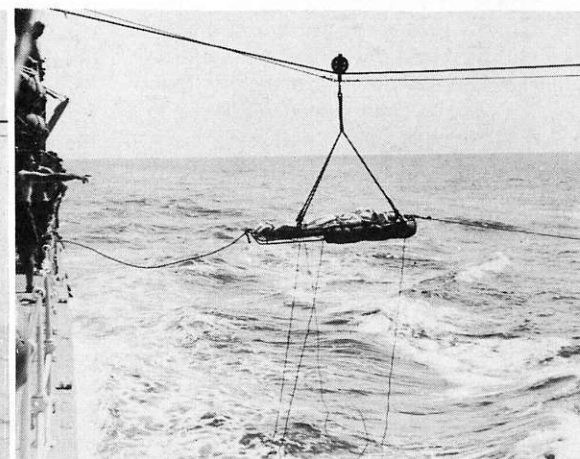
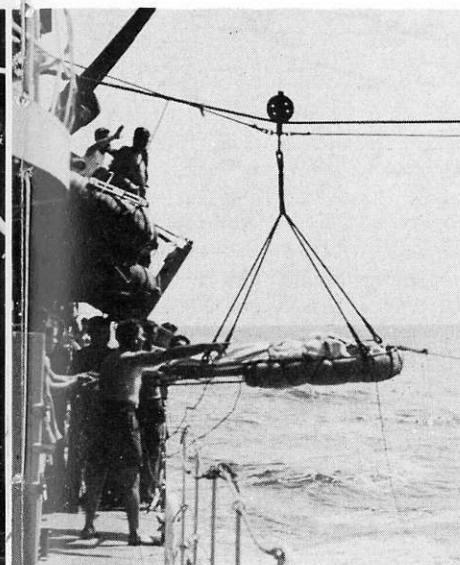
The incident was the rescue of three U.S. Marine Corps airmen last August. Eight months earlier the *Athabaskan* had rescued a jet pilot from the carrier *Philippine Sea* after his plane had crashed near the destroyer. The exchange rate was then set at a quantity of ice cream equal to the weight of the flyer—in that instance 185 pounds. The *Athabaskan* had to leave before she could collect.

The triple rescue came while the *Athabaskan* was serving as plane guard for the USS *Point Cruz*. A Corsair aircraft of the famous United States Marine Corps Polka Dot Squadron crashed on take-off and both the *Athabaskan* and the carrier's helicopter sped to the scene. Cameras were busy clicking on board the *Athabaskan* and in her sea boat which was lowered almost to the water as the "chopper" began the rescue attempt.

Manning a wide assortment of cameras were CPO Douglas Laurie, PO Richard W. Dickson, PO George Tatton and PO Douglas Alderson. They later pooled their private negatives to produce the accompanying sequence of photographs.

The first picture shows the Corsair pilot being raised from the sea, after the crewman had gone down into the water to put the injured pilot into the hoisting sling.

Something went wrong with the 'copper's engine and the next scene shows



## A Tragedy . . .

the rotor almost stopped and the Corsair pilot descending again into the sea.

The helicopter hits the water with a monumental crash and chunks of debris fly through the air. As the machine remains momentarily afloat, the helicopter crew scrambles out and hurries to release the Corsair pilot from the rescue harness. Seconds later the

machine upends and sinks.

By this time the *Athabaskan's* sea-boat, with PO Egnace Shushack in charge, is only a few yards away and comes up to pluck the three flyers from the water. Then the ship's rail is crowded as the rescued trio are brought aboard. (Standing by, but not shown in the picture series, was the *Athabaskan's*

motor cutter, under PO Reginald McGruskin. It towed the sea-boat back to the ship.)

The next two pictures show the injured Corsair pilot, who had suffered a badly strained back, being transferred by jackstay to the *Point Cruz*.

The final scene is of the aircraft carrier steaming on her way, her men

## . . . that Didn't Happen

cheering the *Athabaskan* for a good job well done.

The *Athabaskan* billed the Marines for 515 pounds of ice cream, the amount representing the estimated weight of the three men, not counting flying clothing or salt water.

As in the first rescue, the ships had to part before the ice cream could be

collected, but the Marines assured the *Athabaskan* by signal that the debt would be paid in full and with interest if they ever met the Canadians ashore.

The 700 pounds of ice cream are still owing. The *Athabaskan* returned home from her third tour of Korean duty in December and is now undergoing 3-inch-50 conversion.

## The Function of Discussion

There is a North-of-England word that was adopted by ships of the Royal Canadian Navy in the days of the Second World War and applied to the man who was always complaining. The word is "natter". The Oxford Dictionary defines the word as a verb, meaning "to fret, to nag". It has the connotation of a one-way conversation.

Discussion, as the term is understood in the service, is the very antithesis of nattering and is anything but a one-way conversation. Quite simply it is an exercise in the good manners of conversation.

We discuss in an orderly but informal

way because we want to find out the consensus about an issue, because our own opinions are perhaps not very definite and need clarification. We organize the discussion so that every one may have a chance to make himself heard. At the end we weigh the arguments for and against the point at issue and arrive as near as may be at a possible solution to the problem.

Discussion is an exercise in self-discipline. We learn to control the impulse to dictate to others, to refrain from monopolizing the conversation.

The development of democracy and the development of primary and secondary education have gone hand-in-hand in the last hundred years because we recognize that democracy without an educational system to train citizens to understand what democracy is all about is valueless.

The discussion method is an exercise in democratic procedure. We read about a given topic but we do not necessarily read the same material as other people in our group. We exchange ideas, based on what we have read, and we find ourselves in a better position to appreciate the difficulties, (for example in the way of admitting certain countries to the United Nations or of solving the economic and social problems besetting an underdeveloped country). When we have finished our discussion we decide on what ought to be done with due regard for minority opinion.

Discussion is also a safety valve. Anybody who has ever stood at London's Hyde Park Corner and heard the discussions that take place there is bound to have been impressed by the extreme views, the grievances and the propa-

ganda that he has listened to as well as to the wise moderation of some of the participants. The British themselves regard this open forum as a safety valve. They say it is much better for those who want to talk to get it out of their systems in public than to bottle it up, go underground and work up to an uncontrollable and devastating explosion.

The discussion hour is a school of responsibility. In Western society we admit that we differ amongst ourselves. Irresponsible people can, and sometimes do, exploit these differences. But in organized discussion hours everything assumes its proper perspective and irresponsibility finds no place there.

Above all, for the services the discussion hour is a school for developing leadership. The officer who leads his

group can develop further that poise in the presence of his men that is an essential attribute of command. It provides him with an additional opportunity for evaluating his men.

In short, while a discussion leader may or may not have much to learn about a subject under discussion, he can use the discussion hour in a very practical way to develop his own latent qualities as a leader and an administrator.

The Bureau of Current Affairs in its pamphlet "Group Discussion" says that the function of discussion on current national and international affairs and on the problems of effective citizenship is to enable the Canadian service man to become a better sailor, soldier or airman. Knowledge, the pamphlet goes on, leads to self-respect (synonymous with

self-discipline) and self-respect leads to better morale. Above all, the service man learns to appreciate the democratic regime under which he lives—a régime that encourages freedom of discussion. —(Prepared for The *Crowsnest* by the Bureau of Current Affairs)

## FIREFLY AIRCRAFT SOLD TO ETHIOPIA

Fourteen Firefly aircraft, predecessors of the Avengers now used by the RCN for anti-submarine duties, have been sold to the Ethiopian government for \$100,000.

The Fireflies were embarked in the *Magnificent* before her departure for Portsmouth, England, for modernization of electrical and electronic equipment. The Fireflies were unloaded there for transshipment.



# STRIPEY: A Tribute to a Vanished Race

HE IS NOW only a memory, fast fading into the half-incredible status of a legend. Soon, those who remember him will pass in their turn, leaving only hearsay of dwindling conviction to vouch for his having been. Sailors in their cups will continue to tell of him, to embellish and perfect the epic of his exploits long after they have ceased to believe that there once existed a fabulous being called a Three-Badge Able Seaman.

In those golden pre-war days every messdeck had its Stripey. He was held in fatherly esteem by his messmates, and he wielded as much authority by virtue of the ladder of stripes on his arm as the average petty officer does today. He knew everything and he had

been everywhere, and in his unassuming way he acted as advisor and confidant to those of lesser experience. Junior officers were not above consulting him in matters of seamanship, for he was a specialist long before the term was thought of. His superiors could draw upon his vast fund of knowledge without embarrassment, since Stripey was a man of infinite tact and diplomacy, with a way of telling people things in a manner that made them think they were telling him. He knew he was invaluable, but he never presumed upon that knowledge, was never guilty of a breach of respect.

On the messdeck, he performed by tradition many of the duties which today fall to the Divisional Officer. Men

brought their problems to him. They sought his advice in their private affairs, and laid bare their grievances to him. He was seldom at a loss. No matter whether it was trouble with a girl friend or a bad case of sea-sickness, Stripey could be consulted in confidence and always came up with a wise and effective solution.

He had an immense and infectious pride in his mess and in his ship. They were never quite so good as his previous mess and his previous ship, and he had a sorrowful conviction that the Navy was going to the dogs. Nevertheless he did his best to check the rot, and he saw to it that his mess-traps sparkled just that vital little bit more than anybody else's; he shouted and threatened and implored until his whaler's crew was the best in the fleet; and if his gun was not first on the target there was the devil to pay. Ridicule was his weapon, and such was the extent of his prestige that his quiet ironies and sarcasms could achieve more in the way of correction than a lifetime of "jankers".

He influenced also by example. His kit was immaculate and correct to the last stitch. He knew regulations and routines like the palm of his horny hand, and his punctuality was sometimes uncanny. No matter what time of day "fire stations" was piped, it somehow never caught Stripey in the shower: yet he showered more often than anyone else in the mess, and was swift in retribution upon those of unclean habits. He must have slept with one eye and one ear open, for he never missed anything that went on, and he was never heard to plead the lame excuse that he "didn't hear the pipe".

Stripey's darning, dhobeying and sewing would put the modern housewife to shame. He washed his whites in a bucket with pusser's soap, and they came out whiter than if they had been bleached. He mended his own boots, he made rugs and model ships, he made up his own and other people's perique tobacco (collecting a tot of rum from each "to flavour the tobacco"), and somehow still found time to tell interminable salty stories that were listened to with wondering admiration.

And yet, with all these innate virtues and acquired perfections, Stripey somehow never quite made the grade of promotion. His service certificate bore irrefutable testimony to the fact that his conduct had been ever beyond reproach, and his performance of his

*"In his unassuming way he acted as advisor and confidant to those of lesser experience . . ."*



duties was always eminently satisfactory. Such sins as he committed were never discovered, or if discovered, were explained out of existence. His commanding officers spoke highly of him, and he left the Service at last with a set of papers that would have gained him admittance at the Pearly Gates. And yet . . .

The truth was that Stripey had no ambition. His way in the service was one of fatalistic contentment, and he trod it with good will and good humour, guiding the feet of others on the first difficult rungs of the climb to Ambition's heights but never envying or desiring to emulate their success. For after all he enjoyed the respect and allegiance (and not infrequently the rum) of his messmates, without the ultimate responsibility.

If Stripey survives at all today, it is in the pensioned seclusion of the chicken farm that was his conception of Paradise. One can only hope, with something of reverence in the wish, that Stripey's hens are laying well, and that the reality of poultry farming is as idyllic as the dream . . .

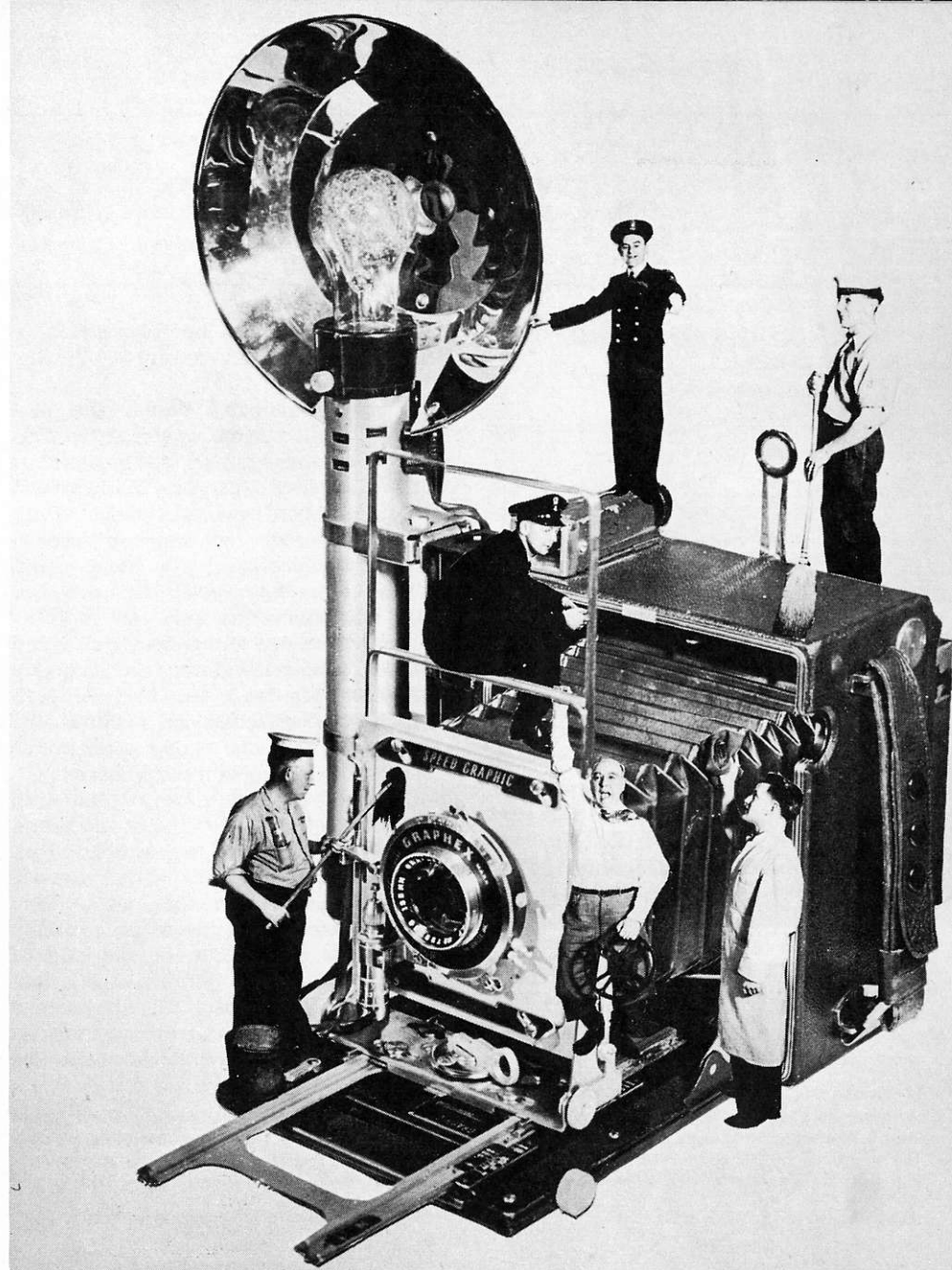
But such is the perversity of human nature that it is fairly safe to assume that Stripey, as he gathers the eggs, pauses now and then to indulge in fervent dreams of the messdecks he will tread no more.—H.R.P.

## ENTERTAINMENT CENTRE OPENED AT NADEN

An organization which will co-ordinate naval recreational facilities, both service and civilian-sponsored, within the Pacific Command area has been established with headquarters in HMCS Naden.

The purpose of the organization, which has been named the Naval Entertainment Centre, is to act as a central agency through which civilian groups and individuals may direct offers of entertainment or recreational facilities to naval personnel; to co-ordinate and promote recreational and entertainment activities within the service, and to inform naval personnel of available facilities.

The plan is not new, but is a continuation of past policy along more uniform and standardized lines. It is hoped that the concentration within one agency of the several groups formerly concerned with this phase of personnel welfare will result in increased efficiency in liaison between the Royal Canadian Navy and local citizens.



Spring can mean a lot of things—flowers, romance, spring fever—but to serious-minded people like those in the photo section at HMCS Shearwater it can mean but one thing, namely spring cleaning. Three of the staff, Cd. Officer John M. Turner, photo officer, PO R. W. Blakley and AB W. J. Parrell, were absent on detached duty and weight-lifter William Duggan, civilian photostat operator, is out of sight doing some strenuous repairs inside the bellows. At the top are PO William E. John and broom-wielding Ldg. Sea. D. A. Peeling, PO R. C. Duiven occupies a central position. Left to right across the bottom are AB W. N. Gridland, Edgar (Tarzan) Westhover, film librarian, and AB E. D. Manuel. It will be noted that the standard spring-cleaning ratio of one supervisor per cleaner has been carefully preserved.

Evidence that the plan is working well may be found in the fact that during the Christmas and New Year holiday period 267 naval men accepted invitations to be guests in the homes of citizens of Victoria and surrounding district.

In addition to arranging for the acceptance of the traditional hospitality of the people of Greater Victoria, the Centre has arranged theatre parties, skiing trips, dancing and fencing classes and other forms of entertainment and recreation. The Odeon Theatre has a

standing weekly invitation to out-patients of the Naval Hospital at Naden, and the Totem Theatre, producers of legitimate stage shows, invited more than 800 men to various productions in a period of two months. Local transportation and sightseeing companies are co-operating and arranging low-fare trips to other cities and points of interest in the Pacific Northwest.

The Centre publishes regularly a bulletin which carries notices of forthcoming activities, suggestions for spending leisure time, and other items.



# AFLOAT AND ASHORE

## PACIFIC COMMAND

### HMCS *Sioux*

Since the turn of the year, the *Sioux* has been kept busy working up her ship's company. On January 12 she left Esquimalt, following a week of anti-submarine exercises, to rendezvous with the *Ontario* the following day and escort her on the first leg of her Australasian cruise, as far as Pearl Harbour. This proved to be quite a busy time, getting the ship tiddly for her stay in the Hawaiian Islands, and at the same time carrying out evolutions with the *Ontario*.

On arrival in Pearl Harbour, both ships were greeted by hula dancers, complete with grass skirts and flowered leis, and then all hands settled down to enjoying the sunny tropical climate. The *Haida* had arrived the previous week on her way to Korean waters. Everyone had a most enjoyable stay in the islands, and having sped both the *Ontario* and *Haida* on their separate ways, the *Sioux* reluctantly set course for what was then a cold and very wet Esquimalt.

Members of the Royal Winnipeg Ballet Company met the Royal Canadian Navy on board HMCS *Quebec*. In Halifax, sailors in the cruiser were treated to the sight of graceful lasses and the sound of girlish chatter as the ballet troupe explored every corner of the ship. Shown here are the dancers assembled on the quarterdeck, after touring the ship in groups. (HS-29612)

The ship arrived in her home port in the rain on Sunday morning, January 31.

A ship's company dance, the first since the refit period, was held the Friday following return at the famous Club Sirocco in Victoria. With almost a hundred per cent attendance (duty watch excepted) the dance proved to be a great success.

The following week was occupied with anti-submarine exercises in company with HMCS *Sault Ste. Marie* and the U.S. submarine *Greenfish*. The ship sailed on March 1 for Port Alberni. This began a cruise in summer-like weather around one of the most scenic places in Canada, Vancouver Island.

On leaving Port Alberni, the ship steamed up the West Coast of the island into Nootka Sound for a brief look around (to the benefit of all camera fans on board) and then on to Port Alice. Here part of the ship's company was taken on a tour of the Alaska Pine and Cellulose plant in the afternoon, and that evening all who wished to attend were entertained at a bridge and euchre party by the townspeople.

Several valuable prizes were in evidence on sailing the following day for Alert Bay.

The people of Alert Bay proved every bit as hospitable as the previous hosts had been, and in honour of the visit a dance was held in the recreation centre.

From Alert Bay the ship moved to Vancouver where she spent the week-end, and those with homes in this west-coast metropolis made the most of it. HMCS *Discovery* opened the doors of all messes to the ship, and many of the city's high spots were paid visits.

Leaving Vancouver astern, the *Sioux* then entered Nanoose Bay, to carry out gunnery exercises and general drills for a week, on completion of which she returned to Esquimalt on Friday, March 12.

### Masset Radio Station

Personnel of this Queen Charlotte Islands naval outpost held a smoker on February 6 as a farewell to Cd. Officer (SB) D. W. Smith, officer-in-charge, who has been appointed to HMCS *Gloucester*.

Mr. Smith has been succeeded by Cd. Officer (SB) D. C. Filewod.

Members of the radio station staff and their wives trod the boards on February 23 and 24 in the village of Masset when they presented a variety show. A can-can number by the wives, under the direction of Ldg. Sea. William Jackson, was undoubtedly the program item meriting top billing.

Hitherto unrevealed talents as vocalists were disclosed by Mrs. W. E. Butchart and Mrs. L. C. Laurie. A tumbling act, vocal quartette and a pantomine were other items on the program.

Members of the Masset branch of the Canadian Legion presented a highly realistic portrayal of "The Shooting of Dan McGrew".

### HMCS *Elk*

The *Elk*, formerly ML 124, has maintained a fairly active pace during the past few months. Highlight of her activities during the past month was a cruise to the northern waters of B.C. and the coast inlets.

The little ship left Esquimalt on March 5 and made her first stop at Comox. The next day the *Elk* departed for Duncan Bay, on the southern shore



of Seymour Narrows. March 7 saw her at Port Hardy, on the northern tip of Vancouver Island, where warm sunshine was enjoyed.

Crossing Queen Charlotte Sound to the mainland, the ship stopped at Klemtu, an Indian village. Here the crew received an invitation to participate in a basketball game with the local inhabitants but had to decline when the ship's company failed to yield sufficient basketball players.

The next stop was at Kitimat, site of the huge aluminum plant, where the ship continued to enjoy balmy weather that had followed her from Victoria. Two days were spent at Kitimat, during which tours were arranged of the aluminum company's development.

Leaving Kitimat, the *Elk* sailed for Kemano, where the power is generated to supply the mills at Kitimat. The *Elk's* crewmen were greatly impressed with the development at Kemano. The power plant itself is built inside a mountain. The water fall which supplies energy to generate the power is twice as high as Niagara and the tunnel through which the water flows to the massive power plant is 11 miles long.

Homebound, the ship stopped again at Klemtu then on to Port Hardy, meeting unsettled weather all the way, rain, snow, hail and sunshine. Sailing via Plumper Bay and Seymour Narrows the ship reached Comox, where she stayed overnight due to a heavy snow storm. The *Elk* departed for Esquimalt on March 16.

Disturbed by the unfamiliar sound of women's and children's voices in a man's world and by the added fact that he had to get into his tiddley uniform, Swampy, Mark II, nevertheless accepted the hubbub of the Huron's homecoming from the Far East with a certain amount of savoir faire. He is shown being reassured by PO Raymond Bromley, of Toronto, that things are not always thus in the new, strange land of Canada.



With a crew numbering 12 men, HMCS *Elk* enjoys the distinction of being the only one of HMC ships commanded by other than a commissioned officer. Her captain is CPO Sydney Dobing, a member of the quartermaster branch.

During the past month PO W. Y. Armit joined the ship from HMCS *Naden*.—J.E.B.

### Aldergrove Radio Station

The biggest thing that has happened at Aldergrove Radio Station in a long time has happened. If personnel (and their families) have a peculiar, stiff-necked look about them, it's because they have all qualified as sidewalk superintendents, Trade Group IV.

This results from the personal attention they have given the erection of the station's new recreation building, from the moment the sewer trenches were dug. They saw the foundations well and truly laid and then watched the seven laminated wooden arches raised skyward, and braced and bolted into position. That's when the cricks in the necks developed.

The arches arrived wrapped in paper strips, which became scuffed in handling. Aldergrove now boasts more "Irish pendants" than any other ship or establishment in the Royal Canadian Navy.

Work is being done on the station's softball diamond, but delays occasioned by an unusually wet spring make it unlikely the diamond will be in use before late May.

Married quarters has noted with concern the numerous "new entry" listings for Albro Lake Radio Station in a recent issue of "The Crowsnest". While this has caused temporary worry, it is regarded as by no means a permanent state of affairs.

## ATLANTIC COMMAND

### Shannon Park

One Sunday morning early in January, following the service at the Inter-denominational Church, the residents of the Shannon Park married quarters bade a final farewell to a popular padre.

Chaplain (P) T. L. Jackson, who for more than two years had served the spiritual needs of this naval community, was to take up a new appointment and his parishioners were gathered together to present him with a souvenir of his stay at Shannon Park. CPO N. Higham, on behalf of fellow residents, presented Padre Jackson with a handsome watch. Earlier that same morning a fine brief-case was given to him



The Royal Canadian Navy has presented to the Maritime Museum at Halifax a model of the S2F1, a Grumman A/S aircraft which will replace the Avenger ultimately in the RCN. Lt.-Cdr. J. M. Clarke, Kearney Lake, B.C., is shown holding the model of the aircraft. (HS-29644)

as a token of affection from the members of the Sunday School class.

It was just before Easter, 1952, that Padre Jackson came to Shannon Park to see what could be done for the naval personnel and their families. He had not been officially appointed as Chaplain of the community, but what had been intended originally as a visit turned into a two-year tour of duty. In those two years he spent so much of his time and effort for the good of everyone living in the naval married quarters at both Shannon Park and Harbourview, that the residents took it for granted that Chaplain Jackson was their padre.

Help, advice and encouragement were readily given, and the Padre was never too busy to see anyone in need of assistance. Many who now reside in Shannon Park are there solely through his efforts. The Sunday School, which grew from a small gathering to a throng of youngsters approximately 300 strong during this period, is but one church organization that will miss Padre Jackson.

He has been succeeded at Shannon Park by Chaplain (P) A. G. Faraday.

### HMCS Gloucester

Thirty men from HMCS *Gloucester* marched in the tri-service parade which was held in conjunction with the opening of the annual campaign of the Canadian Red Cross Society in Ottawa.

Lt.-Cdr. G. B. Tamburello, USN, has been appointed to *Gloucester* as advisory training officer and has taken up residence in the married quarters.



Their 16-week course completed, 10 members of Class 41 are now serving at Churchill Radio station. They are Able Seamen R. C. Bourdeau, R. J. Chafe, K. A. Clarke, J. A. Douglas, H. R. Garrett, R. W. Hines, W. H. McGeein, J. H. Madden, R. L. Purdy and Donald Stevens.

The entertainment committee earned itself congratulations for a highly successful smoker in the ship's company mess on February 26.

#### **Torpedo Anti-Submarine School**

Lieut. T. L. B. Hebbert has left the staff of the Torpedo Anti-Submarine School, *Stadacona*, to join HMCS *Algonquin*.

Lieutenants D. B. Babineau, A. A. Butchart and R. Dorken, of the TAS School, have joined the Junior Officers' Technical and Leadership Course.

#### **HMCS New Liskeard**

The son and infant daughter of Lieut. and Mrs. Allan Guy were christened on board the *New Liskeard* on Sunday, March 14, by Chaplain A. G. Faraday.

Godparents for the son, David Allan, were Cd. Stores Officer and Mrs. A. J. Thornton, Edmonton, Alta.

For the infant daughter, Judy Lynn, Lt.-Cdr. and Mrs. N. L. Pendlebury, Saskatoon, Sask., stood up as godparents.

Following the service, a reception was held in the wardroom of the ship.

#### **Gunnery School**

New additions to the staff of HMC Gunnery School, *Stadacona*, on their return from a gunnery instructors' course in HMS *Excellent*, in England, are PO Ernest Watson, PO James Callington, CPO Thomas Starky and PO Cyril Coyle.

#### **Floating Cards Trace Wind Drift**

Cards in plastic envelopes have been strewn far out over the North Atlantic ocean by the Royal Air Force to assist the United Kingdom's National Institute of Oceanography in their study of wind drifts—something which has an important bearing not only on navigation but also on rescue operations and beach pollution by oil.

The first wind-drift card has been picked up off the coast of Spain and its course and time of arrival fitted fairly well the Institute's estimate of average wind speeds and directions.

A reward of half-a-crown (about 30 cents Canadian) or its equivalent in foreign money goes to the sender of each postcard received.



Looking understandably pleased about things is this prize-winning trio of RCN Reservists on board HMCS *Unicorn*, in Saskatoon. They carried off the honours in the fifth annual awards night held recently in the Hub City training establishment. Left to right are: AB George Holdstock, winner of the all-round proficiency award; Wren Dorothy Lewis, winner of the prize for best Wren; and Ord. Sea. Charles Prentice, who was judged best of the new entries.

PO Edward Crooks has left the staff of the school and is serving in HMCS *D'Iberville*.

Top man in a Second Class Anti-Aircraft Gunnery Course and winner of a Gunnery School commendation, with an average of 86.3 per cent in his final exams, was Ldg. Sea. Bruce Robinson. The class consisted of Leading Seamen Murray Darrah, Douglas Ivany, Kenneth Kirk, David Smith, Ronald Robertson and Fred Byrne.

First in his class of 15 men qualifying for Third Class Anti-Aircraft Rates was Ord. Sea. James Robson, with an average of 85.5 per cent in the finals. Other members of the class were Able Seamen Albert Beckwith, Gerald Burnett, William Dishman, David Deane, Edward Easton, William Kilbridge and James Starchuk, Donald Scopie and Karl Kowalski; and Ordinary Seamen Laurie Little, Ronald Lea, Ian Morrison, John Macdonald, Rod Richardson.

Qualified as Third Class Layer Rates were Able Seamen William Aylward, Robert Fletcher, Philip Parker, Thomas Smith, Joseph Montrueil and Ray Donovan.

#### **Albro Lake Radio Station**

A smoker was held at Albro Lake Radio Station in honour of CPO Charles W. Bourgeois, on his leaving to join the staff of Captain Patrick D. Budge, Chief of Staff to COND. This will be his second period of service under Captain

Budge, his last being on board the *Quebec*. In his new station, he will organize the Reserve radio communications training on the Great Lakes.

### **NAVAL DIVISIONS**

#### **HMCS Unicorn**

The fifth annual Awards Night at *Unicorn*, the Saskatoon naval division, Saskatoon, saw Superintendent A. W. Parsons, officer commanding the district's RCMP Detachment, stress the vital role reserve personnel would play in the event of "another blow-up". The Navy, he said, was in all respects the senior service—the service on which all others depended.

Three members of the ship's reserve company and five cadets from the University of Saskatchewan Naval Training Division were honoured in the ceremonies.

In addition, Captain O. K. McClocklin, commanding officer of *Unicorn*, pinned United Nations medals on two veterans of Korean service now stationed aboard the Saskatoon training establishment.

Presented with the UN medals were CPO George Dyson, of Victoria, and Ldg. Sea. William Ross, of Saskatoon. Former Ldg. Sea. Ralph Crawford, of Watrous, Sask., recently retired from the RCN, was also to have been presented with a UN medal but was unable to attend.



In the awards to reserve personnel, Able Seaman Oliver George Holdstock received the all-round proficiency award, open to all members of the ship's company. Wren Dorothy Lewis received the best Wren award. The award for the best new entry went to Ordinary Seaman Charles Alfred Prentice.

Commander J. B. Mawdsley, UNTD Comanding Officer, made the presentations to award-winning cadets. Third-year Cadet R. D. Yanow received the proficiency award for best all-round cadet. Awards to first year cadets went to Cadet A. G. Keith for navigation, and Cadet D. J. Junk, for seamanship. Cadet R. T. Upton won the second-year navigation award and the second-year seamanship award went to Cadet E. C. Boychuk.

A colourful climax to the ceremonies was the march-off of UNTD cadets recently promoted to the rank of sub-lieutenant. On orders from Cmdr. Mawdsley, Sub-Lt. R. J. Rushford, marched his new fellow officers, Sub-Lieutenants M. A. Bisal, D. L. Hicks, W. Kochanski and I. F. Rogers, away from their position with UNTD units and across the deck to take their places with members of the ship's regular reserve company.

### HMCS York

The Toronto naval training division is one of five establishments selected to provide specialist training in the Supply Branch for men and Wrens of the Royal Canadian Navy (Reserve),

Nonsuch, the Edmonton naval division, is justifiably proud of the division's band and choral group. A feature of one Sunday evening concert was the playing for the first time in public of a march, "HMCS Nonsuch", written and conducted by the bandmaster, PO W. A. Halliwell. Band officer and supervisor of the division's musical programs is Lieut. (SB) D. R. Jones. (Photo by Dave Bain, Edmonton).

it has been announced by Commodore Kenneth F. Adams, Commanding Officer Naval Divisions.

York and Nonsuch in Edmonton will train writers and storesmen for the Supply Branch while the other three establishments, *Donnacona* in Montreal, *Discovery* in Vancouver and *Chippawa* in Winnipeg, will provide training for writers, storesmen, cooks and stewards.

This new training program brings up to three the number of categories in which training is available at the Toronto division.

VC 920, Toronto's own reserve naval air squadron, is on the lookout for young men to train as radio and radar operators to man anti-submarine aircraft.

The reserve squadron believes the biggest response will come from high school students, as at least one full summer will have to be devoted to flying training. First chance will go to Grade XI students who will be able to start this summer by taking at least two week's basic naval training. Flying training will occupy the following summer (1955) and wings will be awarded to those who pass the course prior to their entering Grade XIII.

The training syllabus will include instruction on the operation and servicing of aircraft radio and radar sets, radio communications procedure and morse code. The ground training will be concentrated during the period between September and May on a part-time basis at HMCS York and Downsview Airport. The flying training will follow this after school exams, at the

RCN's Air Station at Dartmouth, Nova Scotia.

Those who win their "wings" will be able to stay in the Reserve and fly with VC 920 as regular members of the squadron the following year. The squadron is aiming for sufficient trained pilots, observers and observer's mates to form complete aircrew teams to man Grumman Avenger anti-submarine aircraft. Training flights by squadron aircraft will take place during week-ends in the Toronto area. Flights to the East Coast for exercises with the fleet are planned for the future.

### HMCS Cabot

Officers and men of *Cabot* had important roles to play in Exercise Trade Wind III, an exercise in naval control as it is put into effect over merchant shipping in wartime.

Officers participating were Lt.-Cdr. F. C. Anderson, *Cabot's* executive officer, and Lieut. (SB) F. H. Bragg. Personnel from *Cabot* manned HC 268 for the purposes of the exercise.

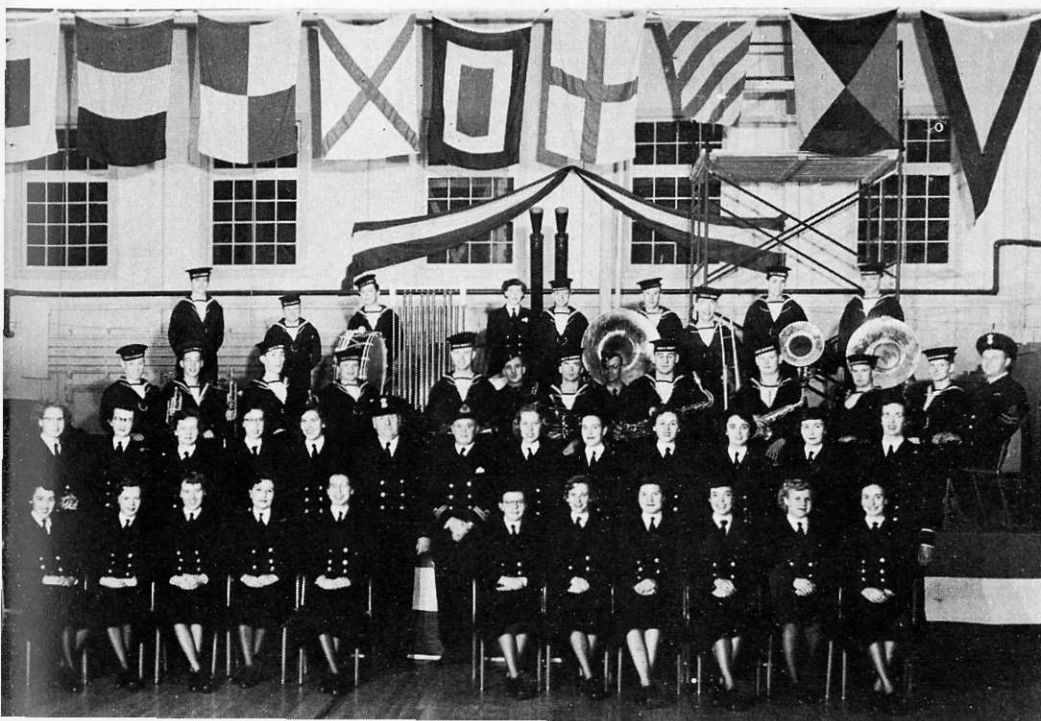
Courses and annual naval training have already begun for officers of this Newfoundland naval division. Lieut. G. G. R. Parsons, training officer, has undergone two short gunnery courses at *Stadacona*. Others who left for courses included Lieut. (E) R. G. A. Lawrence, Cd. Officer (SB) T. E. Gannou, Sub-Lt. R. C. Knapp-Fisher and Sub-Lt. E. H. Winter. Surg. Lt.-Cdr. P. O. Gallagher joined the *Stettler* early in March for a training cruise.

### HMCS Donnacona

More than 70 present and former officers of the Montreal naval division attended a mess dinner on January 29 in observance of the 30th anniversary of the establishment of the RCNVR in Montreal.

The Montreal Half Company of the Royal Canadian Naval Volunteer Reserve was established in 1923 and had its first home in shabby quarters over a Chinese laundry—a far cry from the present quarters of HMCS *Donnacona* on Drummond Street and a circumstance that led the original quarters to be dubbed in jest "HMCS Hong Kong".

The honoured guests at the mess dinner included Commodore K. F. Adams, Commanding Officer Naval Divisions; Cdr. Guy St. A. Mongenais, commanding officer, and former commanding officers of the division. They were Commodore Paul Earl, now Naval Officer in Charge, Montreal; Captain R. B. Warwick, Cdr. A. R. Webster, Cdr. D. J. Desbarats, Cdr. Harold Beaumont, Cdr. P. A. Langlois and Cdr. John F. Stairs.



# THE BULLETIN BOARD

## ***Institution Offers Wide Facilities***

A library, containing what is probably the finest collection of military literature in existence, a lecture theatre for the discussion of professional subjects, a military museum and a quarterly journal are the facilities offered to members by the Royal United Service Institution, Whitehall, London, England.

A brochure has been received from the Institution drawing attention to the fact that membership is open, without formality, to all commissioned officers of the active and retired lists within the British Commonwealth. Naval, military and air force cadets are eligible on the recommendation of their commanding officers.

Officers, on payment of the annual subscription of £1 10s, are entitled to the full benefits of membership, including the four quarterly journals and use of the lending library.

The Royal United Service Institution was founded in 1831 and was originally called "The Naval and Military Library and Museum". The Royal Charter of Incorporation, granted in 1860, laid down the purposes of the institution as "the promotion and advancement of naval and military science and literature". The scope of the Institution has since been broadened to include the Royal Air Force.

The library contains books by all the best known writers and specialists on every aspect of Commonwealth defence and the conduct of war, ranging from the latest publications to many rare old editions long since out of print.

A large proportion of these books form a lending library from which members can borrow four volumes at a time. The purpose of this is to make available to officers works of value for the study of their profession.

In the lecture theatre, officers hear subjects of interest to the services expounded by the best professional authorities. Listeners take part in open discussions irrespective of rank.

The Journal, recognized as the leading publication of its kind, provides a medium whereby lectures and discussions reach members and messes all over the world. It also contains articles by officers and others with special knowledge of professional scientific mat-

ters, and of those aspects of international affairs or other subjects which are of particular interest to the services. It is designed to give officers of each service a better understanding of the others.

The Royal United Service Museum, which forms an integral part of the Institution, is housed in the historical old banqueting house of the former Whitehall Palace. Here are to be found personal relics of famous commanders, trophies of great victories, models, uniforms, medals and mementoes. The museum has been called "a veritable temple of irreplaceable treasures — symbols of the services' greatest achievements and traditions".

Another section of the museum displays modern exhibits, including models of warships, armoured fighting vehicles, aircraft and weapons. Here also is shown a series of dioramas, depicting famous episodes of military history, beginning with the landing of Julius Caesar in Britain and including epic

battles which helped to found the British Empire.

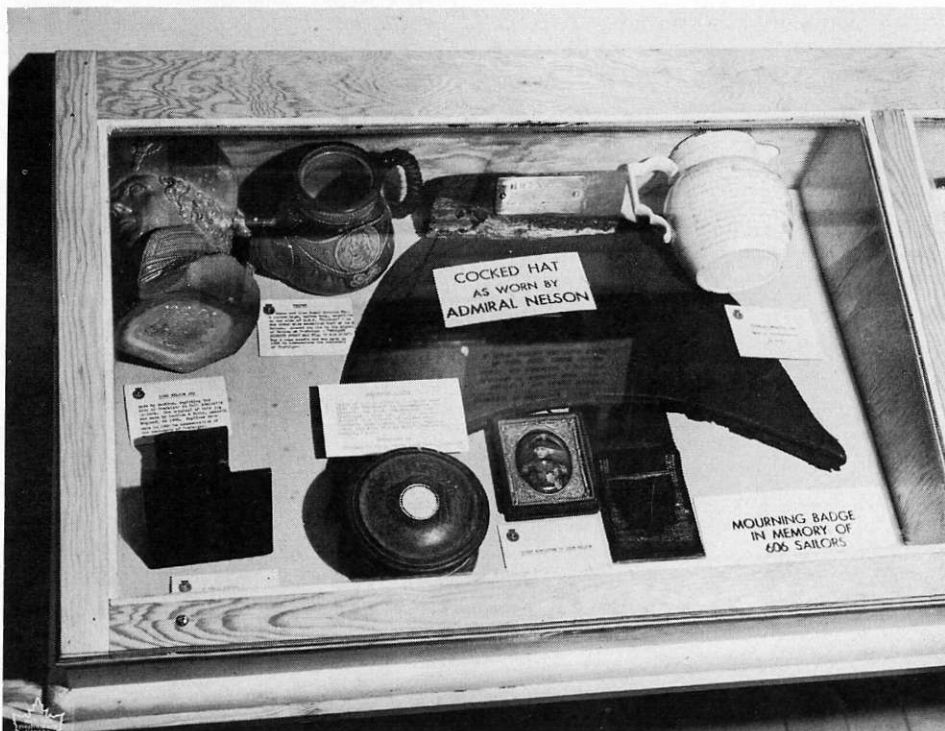
Detailed particulars of memberships are available from the Secretary, Royal United Service Institution, Whitehall, London, SW1.

## ***CPOs Receive Course Preference***

First preference is being given Chief Petty Officers in the supply trades in advancement to and selection for courses leading to Trade Group IV, as that trade group has now become a requirement for supply branch advancement to Chief Petty Officer First Class.

The courses are not compulsory, but those who decline to take them disqualify themselves from further promotion until they qualify for Trade Group IV.

Commanding officers have been urged, in the interests of the service and the individual, to make men available for the courses.



Snug in his inland home at Maple Lawn Farm, in Uxbridge, Ontario, Leonard H. Ball read in a Toronto newspaper an item about the collection of relics relating to Admiral Lord Nelson, now on display at the Maritime Museum in Halifax. Pleased to see such interest in this country, Mr. Ball presented a teakwood snuff box to add to the collection in the Maritime Museum. The snuff box is made from teak taken from the HMS Victory, Admiral Nelson's flagship, and commemorates the battles of St. Vincent, the Nile, Copenhagen and Trafalgar. It is shown above, second from the lower left-hand corner in company with relics loaned by the Navy League of Canada to the Museum.





# The Navy Plays



## Sell-out Crowd At Boxing Fiesta

*Shearwater* put on six boxing bouts and three wrestling events to a sell-out crowd in the air station gym on February 3. In the feature presentation, Ace McCloskey, Halifax, 190, former Maritime middleweight professional champ, decisioned Pat Phillips, former RCN East Coast middleweight titleholder.

In the opener AB Ron Thibeault, *Shearwater*, 145, TKO'd AB Al Whiteman, *Stadacona*, 149, in their debut to ring warfare. Sea Cadet Basil Killgar, *Shearwater*, 147, was awarded the bout on low blows from AB E. Roberts, *Stadacona*, 140. AB Karl Kowalski, *Stadacona*, 147, decisioned AB Dan Kane, *Shearwater*, 147. AB Bob Matchett, *Shearwater*, 160, decisioned ex-sailor Ron Grady, 155, Eastern Passage. AB Fred Doucette, *Stadacona*, 154, got the nod over B. Leadly, Dartmouth, 160.

Ldg. Sea. Roland (Wildcat) West, 160, won a single fall wrestling match by a shoulder press on Ldg. Sea. William (Kirk) Knatchbell, 172. In the second single fall vent, AB Ed Krul, 190, outgrappled AB Tony Mattia, 190.

The last event on the card was a tag team match which gave excited

fans a rare show in and out of the ring. In the ensuing debate both teams were disqualified and the referee lost his shirt. William AB (Alaska Bill) Smethurst, 235, and AB Bill (Russian) Melnechuk, 175, battled AB Don (Sonnyboy) McNeill, 190 and PO (Dannyboy) McCowell, 210. All the wrestlers were from *Shearwater*.

Officials included: Hon. referee, Captain A. H. G. Storrs; referee, CPO Andy Chartren; chief whip, PO L. J. Moro, timekeeper, CPO Mel Lumley, master of ceremonies, CPO L. J. (Ginger) O'Brien; weigher, PO Bernard (Spud) Hughes, and judges, Lt.-Cdr. (S) E. J. Lloyd, Lt.-Cdr. Charles Richardson and Lieut. Ed. Wiggs.

## Ontario Repeats Sailing Victory

Sailing enthusiasts of HMCS *Ontario* again won the coveted Costello Shield in a regatta with the Royal Suva Yacht Club when the cruiser called there at the end of March en route to Esquimalt to close a three-month Australian cruise.

Canadian sailors first captured the trophy when the *Ontario* visited the Fijis early in 1951 in the early stages of her first voyage to the Antipodes.

The shield, a highly polished tortoise shell, is offered for competition each time one of HM Ships makes a peacetime visit to the capital of the islands. The *Ontario* has been the only visiting ship to win. Particulars of each competition are inscribed on separate silver shields mounted on the shell and retained in the Suva clubhouse. The *Ontario* will get a replica for permanent possession.

Coxswains of the boats with which the *Ontario* racked up a winning total this year were: Captain D. L. Raymond, commanding officer of the cruiser; Lt.-Cdr. A. R. Pickels, Lieutenants E. B. Stolee, H. C. Tilbury and H. D. W. Bridgman, Lieut. (S) Robert Leckie, Cd. Bos'n P. S. Cox and Midshipmen R. T. Wilson, M. L. Verrier and John Harwood.

## Harbour Ice Hockey Asset

While the *Wallaceburg* remained alongside at Pictou for her annual refit last winter, thick harbour ice was employed with benefit to both shipyard workers and the ship's company.

The refitters chipped and scraped the flare and outboard side of the ship with the help of trestles placed on the ice.

The crew on the other hand, constructed a passable hockey rink accessible from a jumping ladder rigged over the stern.

"The rink, coupled with recreational facilities offered by the community hall, provided adequate athletic outlets to offset the lethargy normally encountered by personnel during refits," Lieut.-Cdr. W. A. Manfield, new commanding officer of the Algerine coastal escort, related in his February report of proceedings.

## Unicorn Tops Two-City Meet

*Unicorn* teams outpointed their southern guests 32½ to 17½ when the Saskatoon naval division was host to a 30-member contingent from Queen in Regina recently for a week-end of inter-divisional sports.

Marksmanship, curling, volleyball and badminton matches were played and the total computed on the basis of five points per victory.

The crew decked out in war paint and feathers and a Canada lynx (stuffed) snarling defiance in the bows, the Indian war canoe entered by the cruiser *Ontario* in the Royal Hobart Regatta won top honours in its class. The builders of the war canoe dodged the irksome task of hollowing out a cedar log by constructing their craft around a ship's boat. (OT-1526)





Sub-Lt. M. D. Cameron led the *Unicorn* squad to victory in the marksman-ship competition with his 97 out of 100 score. Wren Dorothy Bligh's 89 was tops for the visitors.

The badminton teams split 20 points. Queen's Petty Officers P. M. Doyle and Norman E. Richardson chalked up consecutive wins over CPOs Bill Settler and Stan Jamieson of *Unicorn*, while Sub-Lieut. Dorothy George and AB Ron Ferguson emerged from mixed doubles with a pair of wins for the home team from Sub-Lt. Edith Williams and AB Bill Bellerose, of Regina.

Volleyball teams split the first two games for five points each, but *Unicorn*'s entry under Wren Dorothy Lewis edged Regina's, captained by Sub-Lieut. Alice Curry, to take the deciding points.

A *Unicorn* rink, skipped by Lieut. Norm McPherson, topped the *Queen* foursome 10-8 in the only curling match completed. The second match was called a draw with the score tied after eight ends when natural ice gave way to a balmy chinook. The arrival of the warm breeze also forced a call-off of a scheduled hockey game.

Lieut. Alex Rowney, training officer at *Unicorn*, made arrangements for the meet. Sub-Lt. C. D. McKenzie was in charge of the *Queen* party.

A return competition is proposed for Regina later this year.

From novice to marksman in less than the proverbial ten easy lessons is the record of Wren Dorothy Smith, a medical assistant at *Unicorn*. Under guidance of the training officer, Lieut. Alex Rowney (above), Wren Smith brought her score up from a beginner's 50 to join the Saskatoon division's exclusive "Over 90 Club" recently. She had no previous shooting experience before showing up at *Unicorn*'s newly-completed rifle range for the Sunday morning shoots. (Esquire Photo, Saskatoon.)



PO Maurice Arbick, goalie for HMCS Bytown's first season in the National Defence Hockey League in Ottawa, was chosen as the most valuable player of the four-team league. Bytown lost in the semi-finals to RCMP after finishing the regular schedule in second place. (O-6441)

### Bytown Hockey Team Ousted

*Bytown* was ousted from the National Defence Hockey League playoffs at Ottawa in February by a re-inforced RCMP team which sank the sailors 6-1 and 5-0.

The Navy team, playing its first year in Ottawa hockey circles, had finished second in the regular league schedule, during which it had beaten the RCMP in every encounter.

*Bytown*'s goalie, PO Maurice Arbick, of Ottawa, was selected as the four-team league's most valuable player.

The headquarters sailors journeyed to Kingston on March 13 where they lost to *Cataraqui*'s pucksters 6-3. The return engagement was to be played at Ottawa later that month.

Now that the initial step into headquarters sport has been taken, *Bytown* plans to enter a team in the National Defence Softball league this season. Represented are RCAF (Uplands), Army Headquarters, and the RCMP—the same units who made up the hockey league last winter.

Next year, *Bytown* will renew hockey wars in an expanded league, composed of three RCAF squads plus a team each from the Army and RCMP.

### Sioux Excels in Puck Encounters

The *Sioux*, her refit over, entered hopefuls in all the major sports. The ship's pucksters beat the *Sault Ste. Marie* 8-1 on February 12 and two weeks later downed *Naden* Miscellaneous 6-2.

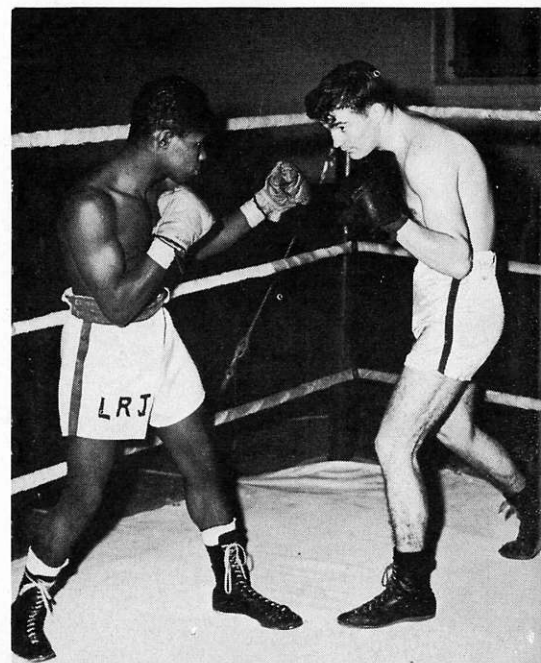
*Sioux* hoopsters made their season debut in Pearl Harbour against USS *Shea* (destroyer minesweeper) and lost 77-37. The next try, against Alert Bay, was better, the ship earning a 31-30 decision after a close game.

The softball team lost 12-7 to the U.S. submarine *Gudgeon* in an out-of-season contest at Pearl Harbour. The British Empire Games trials to be held at Vancouver beckon and the *Sioux* has produced three track prospects, a boxing candidate and two cyclists.

### Sea Cadet Shoots Possible 100

Able Cadet George Rex Camp, of RCSCC *Victory* in Montreal became the first Sea Cadet to fire a possible 100 this season in the Armed Forces Section, Province of Quebec Rifle Association. He is a regular attendant at Sea Cadet headquarters on Closse street, despite the length of the trip from his home at 12035 O'Brien boulevard, Cartierville.

Two champions battled to a draw in an exhibition bout during the C. E. Hand Trophy tournaments in Stadacona gymnasium in February. They were (left) Leroy R. Jones, of Halifax, Maritime professional featherweight champion, and AB Freddie Deegan, who holds the Dominion, Atlantic Command and Maritime lightweight amateur titles for 1953. (HS-29423)





HMCS Shearwater captured the C. E. Hand Trophy for boxing on February 18, when they nosed out HMCS Stadacona by one point, with a score of 11-10. PO Mohamed S. Shah, left, captain of the Shearwater boxing team, is seen here as he accepted the trophy from Commodore E. P. Tisdall, Commodore RCN Barracks.

### **Shearwater Takes C. E. Hand Trophy**

Shearwater took the C. E. Hand trophy away from Stadacona this year by nosing out the Halifax-side sluggers 11-10 in a boxing tournament on February 18 in Stadacona gymnasium.

The highlight of the annual card was an exhibition between AB Fred Deegan, 135, of Stadacona and Leroy R. Jones, 129½, of Halifax, in which they battled to a draw.

Jones is the Maritime professional featherweight champ while Deegan holds the amateur Dominion, Maritime and Atlantic Command lightweight titles.

Eleven bouts were staged in all, five resulting in knockouts. Commodore E. P. Tisdall, Commodore RCN Barracks, Halifax, presented the trophy after the fights to PO Mohamed S. Shah, captain of the Shearwater team.

### **Cabot Forms Rifle Team**

For the first time since the commissioning of Cabot at St. John's Nfld., a DCRA team has been formed and interdivisional shoots organized. Team "A", consisting of the permanent staff, and Team "B", reserve personnel, are on the range every Thursday. Wrens in Team "B" show an aptitude with rifles that has amazed Lieut. Greg. O'Grady, the range and gunnery officer.

Mild weather's arrival cancelled further hockey. The final outing had Cabot drubbed 8-3 by Parson's Garage of the City League.

An entry into the city league table tennis tourneys is planned. Last year, Cabot's team was beaten only once, that time for the championship. Basketball plans have been laid, new uniforms procured and it is hoped that a strong team from the division will play exhibition games with city teams before too long.

### **Onysko Rink Unbeaten in 'Spiel**

Ordnance Lt.-Cdr. Bill Onysko skipped his rink to a clean-sweep victory in the RCN Curling Club's closing bonspiel in Halifax on March 26 and 27. Eleven rinks competed in this first Atlantic Command 'spiel.

Lt.-Cdr. Onysko's rink edged the runners-up, Dockyard Supply Department, by one point in an extra end after the game had been tied.

Commodore E. P. Tisdall, Commodore RCN Barracks, Halifax, presented prizes to the winning rinks at a club smoker held in the chief and petty officers' mess at Stadacona.

Members of the winning rink were: Lieut. W. W. Palmer, lead stone; Instr. Cdr. J. D. Armstrong, second; Instr. Lieut. Terry Hicks, mate, and Ord. Lt.-Cdr. Bill Onysko, skip. Number Two

rink consisted of Lieut. (S) S. F. Mitchell, AB A. E. Warman, CPO R. G. Skinner and Lieut. (S) A. C. Tassie.

Final standings showed that Lt.-Cdr. Onysko's rink was first with five wins, no losses, Lieut. Tassie's rink won three and lost two and the rinks of T. J. C. Thomas, Gordon Belliveau and James Wilkie were tied for third with three wins and two losses.

Committee officials were: Lt.-Cdr. T. J. C. Thomas, chairman; CPO Roger Curtis, treasurer and prizes; James Wilkie, records and starter; Lieut. (S) A. C. Tassie, publicity and printing, and Lieuts. A. L. Smith, Terry Hicks, and James Wilkie, match committee.

### **Cornwallis Wins Return Match**

Cornwallis won a return .22 rifle shoot at its own range in mid-March 1825-1813 against Stadacona. Wren Helen Cameron, of Stadacona, fired the highest individual score of 97. Earlier in the month, Cornwallis lost 1,745-1,824 to the Halifax marksmen on the Stadacona range in the first of the intership challenge matches.

In the second engagement, the visitors won the senior class 472 to 461, but Cornwallis won the intermediate, junior and Wren competitions. Scores were: intermediate—Cornwallis 460, Stadacona 456; junior—Cornwallis 457, Stadacona 545, Wrens—Cornwallis 447, Stadacona 431.

Stadacona's senior "A" team broke a 17-year-old record of 487 out of a possible 500 score when they posted 488 early in February during the race for the Halifax Garrison Indoor Rifle League championships. The crack marksmen are, front row, left to right: CPO Archie Moore, Commissioned Gunner John Abraham and CPO Douglas Clarke. Rear row: Chief Petty Officers Jack Wolfe, Lyle Millward and Howard Oliver. (HS-29322)





# Under the Red Duster

OF THE HEROES of the Second World War, the merchant seamen were probably the least publicized. Yet through months of war they braved mines, raiders, U-boats, wind and wave with a quiet, dogged courage which became an inspiration to all men who go down to the sea in ships. "Touching the Adventures . . ." tells us something of the life and exploits of these seamen, and the ships they served.

This book consists of 20 sketches written by merchant seamen and blended into a whole by the editorial hand of J. Lennox Kerr. In simple but exciting narrative, these stories reveal the fibre of the merchantmen. "We Who Came Back" tells of a "dugout" seaman who, answering the call of national duty after years of the beach, finds himself pacing a ship's bridge once more. This was not an easy thing to do, for as the author says:

"We had always been secretly ashamed of deserting the Merchant Navy . . . In all of us was our secret pride in having been—we even liked to think we still were—seamen. Now we had to face up to the real, the genuine, working seamen, and we were nervous and diffident."

Peter Dawlish, who contributes this story, reveals his struggle to convince his master, his brother officers and crew members of his competence. He had to convince himself that he had not lost the seaman's touch and in wry style he records an agonizing moment when charged with the task of hoisting DEMS gunnery stores aboard, elementary seamanship momentarily escaped him.

"I stood there, aghast and ashamed, my neck and face getting hotter every second. I had forgotten how to shorten a rope sling. I looked upward, and saw the shipmaster standing on the lower bridge, watching me."

But that crisis passed and later, in the Bay of Biscay, an encounter with a drifting mine restores him to the respect of his shipmates. As Peter Dawlish puts it: "I was back again".

Much in this book tells of the harder shocks of war. The crash of torpedoes, the wild scramble for the boats in the darkness, the protracted agony of air attacks, the endurance of survivors adrift in an open boat.

There is the record of the *Jervis Bay* and the day Captain E. S. Fogarty Fegen won the Victoria Cross. The story is told by Captain P. J. Davis who had an awesome ringside seat aboard one of the merchant ships "in that floating city, the convoy, under Captain Fegen's mayoralty". The fight the *Jervis Bay* put up against a pocket battleship has been told many times, but Captain Davis paints a glorious picture of her as he watched her turn to engage. "I looked around for the *Jervis Bay*, and . . . felt a surge of pride when at last I picked her out, steaming boldly ahead of the convoy, her stern gripping deeper into the water and smoke belching out of her funnel. She was heading desperately towards the raider to close the range of her smaller guns. At the sight of her steaming in to sure slaughter to save the rest of the convoy I felt,

as every man who witnessed that heroic deed must have felt, a glow of inspiration and defiance."

There is humour, too. "No Medals for Josephine" is the story of the cable ship *Faraday*, the captain's canaries Joey and Josephine, and an attack by a German Heinkel III. The way in which Joey and Josephine survive this ordeal has to be read to be appreciated.

It is fitting that the forward to "Touching the Adventures" is written by John Masefield, sailor and poet. The merit of this collection of stories is made clear in Mr. Masefield's words . . . "In this book you will find more of the real history of the war than will be put into the history books."—C.T.

"Touching the Adventures . . . Of Merchantmen in the Second World War" . . . edited by J. Lennox Kerr, with a forward by John Masefield, O.M.; 256 pages; Clarke, Irwin & Company Ltd., Toronto; \$2.65.

## Spring Comes to Ottawa

Spring comes to Ottawa!

The sap is stirring:

Trees don their verdant coats:

Spring hats perch jauntily on fancy hair-dos:

The young men feel their oats.

And, too, the chairborne, deskbound saps are stirring—

The poor benighted souls of Cartier Square,

Dreaming of ships and sparkling spindrift blowing,

And cool salt-laden winds ruffling the hair.

Good shipborne sounds and smells and sights assail them;

Imaginations soar unchecked and free;

They feel once more the living deck beneath them.

Thalassa! Moody: bountiful. The Sea!

Ah me! That pens and paper were invented,

To plague the souls of sailormen like we.

Come, fling the files to well-deserved perdition,

And we'll aboard and beat to open sea.

—Deadlight

# LOWER DECK PROMOTIONS

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

AINSLIE, William A.	LSEM1
ALLDAY, Beverley J.	C2TD2
ANDERSON, Alfred E.	LSEM1
ANDERSON, Frederick C.	LSEM1
ANTHONY, Maxwell S.	LSSW1
ARCAND, Paul A.	P2VS2
ARCHIBALD, Hector M.	P1AW2
BABB, Edward W.	LSEM1
BAKER, Carl R.	LSEM1
BALL, Richard R.	P1QR2
BARON, Harold R.	P1RC2
BARTLETT, Eugene A.	LSEM1
BASDEN, Norman S.	P2BD3
BEDELL, Kenneth A.	LSRP1
BELLEROSE, William C.	LSEM1
BENTLEY, David L.	P2LR1
BERNIER, Marcel J.	P2NS2
BEVAN, David P.	LSMA1
BLAND, John T.	LSRPS
BOHUCK, Joseph.	P2VS2
BORLAND, Ronald J.	LSEM1
BOUCHARD, Germain.	P1MA2
BOUCHER, Alfred J.	P2CK2
BOURGOIN, Andre J.	LSCK1
BOWMAN, Leslie W.	LSMA1
BOYD, Robert H.	LSLRs
BOYKOVICH, William.	LSEM1
BROOKS, Cyrus A.	P1EM2(NQ)
BROWNELL, Arnold H.	LSEM1
BUCHAN, William.	LSEM1
BULL, William S.	LSEM1
BURKE, Wilfred H.	P1SH4
BUTLER, Finlay J.	P2RC1
BUTLER, Russell G.	LSNS1
CALDWELL, Ralph L.	P1CK2
CAMPBELL, Bernard R.	LSEM1
CAYEA, Gilbert L.	LSEM1
CHIHRAIN, Michael.	P1ER3
CHOUINARD, Guy J.	P2AW2
CLAIR, Frederick G.	LSEM1
COCHRANE, Peter.	P2SW2
COULTER, Orval G.	LSEM1
COWAN, Terrance A.	LSEM1
CRESSMAN, Robert T.	LSSW1
CRESWELL, Robert L.	LSEM1
CRUMP, Eric A.	P1MA2
CURTIS, Edwin H.	LSEM1
D'ALLAIRE, Benoit J.	LSEM1
DAWSON, Charles E.	LSEM1
DENOMME, Louis W.	P2SW2
DENUKE, Carl E.	LSEM1
DEWHIRST, John V.	LSEM1
DICKS, Horatio H.	LSAAS
DOOLITTLE, Francis C.	P1ER4
DOUCETTE, Allison J.	P2AA1
DOW, Robert A.	LSEM1
DOWHEY, Steve.	P2EM2(NQ)
DUGGAN, Donald C.	LSVS1
DUNN, Leonard W.	P2CK2
EAGLES, William S.	LSEM1
EARLE, Donald E.	LSEM1
EASTERBROOK, William J.	P2EM2
ELLISON, Robert J.	LSEM1
ESPIN, George W.	LSMA1
ESTABROOKS, Rex R.	LSEM1
ETCHISON, Henry W.	LSEM1
EVANS, Thomas J.	LSEM1
FARMER, William L.	P2AW2
FAULKNER, Ralph B.	P2QR1
FERRIS, Robert L.	LSEM1

FLANDERS, Clayton E.	P1ER4
FORESTELL, Peter G.	LSSW1
FOURNIER, Robert J.	LSEM1
FREUND, Norbert M.	LSCS2
GADSBY, Edward L.	LSEM1
GAMBLE, Melvyn A.	LSMA1
GARSDIE, Charles T.	LSEM1
GILLISS, James F.	P2AA1
GILROY, Charles A.	P2EM2(NQ)
GLENEN, Roy C.	P1EM2(NQ)
GOODWILL, Neil J.	P2EM2(NQ)
GORDON, John S.	LSEM1
GOUCHIE, Gerald J.	LSEM1
GRANT, Reginald P.	P2AW2
GUISE, Ernest G.	P2CK2
GUNN, Thomas H.	LSEM1
HAGEN, Lewis L.	LSAW1
HAWBOLDT, Laurie B.	LSEM1
HAWKHURST, William R.	P2EM2(NQ)
HENDERSON, Colin E.	P2CK2
HENDERSON, Simpson S.	LSEM1
HENSON, John C.	LSEM1
HILL, David S.	LSVS1
HILLIARD, Joseph A.	LSEM1
HOLLOWAY, Harold W.	P2NS2
HOLMAN, Ernest L.	LSEM1
HOLMES, William R.	P2CK2
HURL, Kenneth M.	P1NS2
IMESON, Norman A.	LSEM1
JAMES, Barry K.	LSEM1
JOHNSON, John K.	LSEM1
JOHNSON, Maynard V.	P1EM2(NQ)
JONES, Edward J.	C2ER4
KAISER, Ivan G.	P1NS2
LAKINCHUK, Arthur W.	LSEM1
KAUFMAN, John E.	LSPW1

KELLY, David W.	P2EM2(NQ)
KESLER, Walter A.	LSEM1
KIGHTLY, Kenneth A.	LSSW1
KLOKEID, Ralph B.	P1SW2
KNIGHT, Richard C.	P2BD3
KOHARSKI, Nicholas.	LSEM1
KOZUB, Thomas A.	P1CK2
KWAPIS, Frederick T.	LSTD1
LACASSE, Gerald E.	LSEM1
LANDER, Thomas H.	LSEM1
LAPIERRE, Guy J.	LSEM1
LAVERGNE, Vincent J.	LSEM1
LAVIOLETTE, Paul J.	LSAW1
LECKY, Alexander A.	LSEM1
LEONARD, Osborne M.	LSEM1
LIDDICOAT, Allan D.	LSPW1
LINDSAY, John F.	P2EM2(NQ)
LOCKYER, Robert D.	P1CK2
LONGHURST, Alfred T.	P2AA1
McANDREWS, John R.	P2NS2
McCARTHY, Joseph T.	LSNS1
McGILLIS, Leo P.	LSEM1
McGINNIS, Donald K.	LSEM1
McHARDIE, Donald A.	P1SH4
McINTOSH, Garnet L.	P2AA1
McKENZIE, Morris D.	LSSW1
McKINNON, Vernon E.	P2TD1
McLAREN, James A.	P2SW2
McLAUGHLIN, Irvin J.	P2AN2
McLEAN, Denis M.	P2CK2
NACDONALD, Colin D.	LSMA2
MACLEOD, Harry B.	P2EM2(NQ)
MACVITTIE, Roy A.	LSEM1
MATIACHUK, Peter.	C2ER4
MEIR, Jerrold.	LSEM1
MEIR, Ralph J.	LSCK1
MENU, Marcel L.	LSSW1
MILLER, John R.	P2CK2
MILLOY, Douglas F.	LSEM1



A mock court martial was the means of acquainting supply personnel and other members of the ship's company at Donnacona, the Montreal naval division, with the workings of naval legal procedure. The "accused", Lieut. (S) Jesse Cohen (standing) was represented by defence counsel Cadet (S) André Bertrand, Lieut. E. J. Lattimer and Lieut. (S) D. H. Wood, shown left to right. (ML-640)



MILLS, John.....P1SH4  
MILLS, George A.....LSEM1  
MOREAU, Joseph R.....P2EM2(NQ)  
MORROW, Kenneth D.....LSQMS  
MOULTON, Douglas G.....P2AW2  
MULLETT, Gordon.....LSEM1  
MUNSIE, Douglas G.....P2EM2(NQ)  
MYERS, Edward C.....LSCK1

NORRAD, Donald C.....P2EM2(NQ)  
NYQUIST, Leonard J.....LSEM1

OLSVIK, James E.....LSNS1  
ONUFRIKHUK, John.....LSEM1  
O'REGAN, Richard G.....LSEM1  
OSECKI, William R.....LSEM1  
OSHANEK, John A.....LSEM1  
OUELLETTE, Leo E.....P2SW2

PALMER, James.....P2CK2  
PALMER, Robert E.....LSMA1  
PARSONS, John E.....P2LR1  
PERRY, Arnold J.....LSEM1  
PERRY, David J.....P2CK2  
PLANT, Gordon N.....P1EM2(NQ)  
POTHIER, Richard D.....LSEM1  
PRESSE, Lionel A.....P2NS2  
PRICE, Ellis T.....P2LA2  
PURDY, Robert C.....LSEM1

QUAIFE, John V.....LSVS1

RANDALL, Edward H.....C2QM3  
RAVEN, Donald P.....P1PW3  
REEVES, Stanley F.....LSEM1  
REID, Donald K.....P2QR2  
REID, James W.....LSEM1

## WEDDINGS

Lieutenant (E) James Graham Clinton Atwood, HMCS *Shearwater*, to Miss Janet Louis, Revelstoke, Torridge, Plympton, England.

Able Seaman Ronald Beattie, Gander Radio Station, to Miss M. Greening, Port Blandford, Nfld.

Able Seaman Robert Brown, HMCS *New Liskeard*, to Miss Shirley Hall, Toronto, Ont.

Able Seaman Victor Cornut, HMCS *Cornwallis*, to Miss Lillian Mary White, Halifax, N.S.

Able Seaman John Donald, HMCS *New Liskeard*, to Miss Winnifred Butt, Moncton, N.B.

Able Seaman Langdon W. Gehman, HMCS *New Liskeard*, to Miss Ruth Appleton, Woodstock, Ont.

Sub-Lieutenant Paul J. Godbout, HMCS *Thunder*, to Miss Carol Moran, Cleveland, Ohio, U.S.A.

Able Seaman R. W. Hines, HMCS *Gloucester*, to Miss Edna Isobel Joynt, Ottawa, Ont.

Sub-Lieutenant (E) James Allan Inglis, Royal Naval Engineering College, Devonport, to Miss Margaret Elaine Mercer, New Westminster, B.C.

Wren Betty Jean Layton, Churchill Radio Station, to Able Seaman Norman Wilfred Kelly, Churchill.

Wren Irene Martha Lowen, HMCS *Bytown*, to Leading Seaman Terence D. Whalley, HMCS *Gloucester*.

Lieutenant Richard Knox Niven, HMCS *Stadacona*, to Miss Edithe Eleanor Bower, Shelburne, N.S.

Leading Seaman Matthew Penny, Gander Radio Station, to Miss Elizabeth Morgan, Seal Cove, Nfld.

Able Seaman Donald Reeves, HMCS *New Liskeard*, to Miss Margaret Massett, Kentville, N.S.

Able Seaman Archie M. Ross, HMCS *New Liskeard*, to Miss Mary Lavoie, Bathurst, N.B.

RIEGER, Valentine J.....LSVS1  
RIGGS, Bruce A.....LSNS1  
ROBERT, Wesley L.....LSEM1  
ROE, Sherwood R.....LSEM1  
ROSS, Kenneth B.....P2EM2(NQ)  
ROURKE, Albert L.....LSMA1  
RUSSELL, Charles B.....P2CK2  
RYAN, James E.....LSRPS  
RYCROFT, Claire E.....LSEM1

SAVOIE, Yves J.....LSMA1  
SEVEGNY, Robert G.....P1ER4  
SEWELL, Norman E.....P2CK2  
SCOTT, Morley A.....P2AW2  
SHEPHERD, Arthur A.....LSEM1  
SIMMS, George R.....LSEM1  
SIMMS, Harold A.....LSEM1  
SLATTER, Donald F.....P1QM1  
SMITH, Glenn.....LSEM1  
SMITH, James I.....LSEM1  
SMITH, Ralph W.....LSEM1  
SPAIN, Leopold N.....P2BD3  
STARR, Ronald E.....LSEM1  
STEPHENS, Charles J.....LSSW1  
SWANSON, Harry E.....C2ER4

TANAKA, Shasaku.....LSPW1  
TAYLOR, Clarence J.....LSEM1  
TAYLOR, Francis M.....LSNS1  
THOMPSON, Wilfred J.....LSEM1  
TREFRY, Walter E.....LSEM1  
TUCKER, Peter.....LSEM1

VAN WELTER, Leslie M.....P2SW2  
VAUDRY, Raymond T.....LSPW1  
VEILLEUX, Joseph M.....P2CK2  
VERVILLE, Jean-Paul J.....LSSW1

WANNOP, James R.....LSEM1  
WESSEL, Frank E.....P2EM2(NQ)  
WEST, William J.....LSEM1  
WHITE, William C.....P2VS2  
WIENS, Frank N.....LSEM1  
WILDE, Marnon K.....LSEM1  
WILSON, John S.....LSEM1  
WOELFLE, Francis F.....P1CK2

## RCN(R)

WALLACE, Mathew.....LSAAS  
IZZARD, Edwin.....C1MR3  
LAIDLAW, Robert.....P1AW2  
WALKER, Leslie.....C2MR3  
WITHERS, Kenneth.....LSAAS  
REID, Lloyd.....C2TD1  
HODDER, Eric.....LSQMS  
DOHERTY, Robert.....LSRPS  
CAMPBELL, Joyce.....WLAW1  
COUSINS, Lewis.....P1QMS  
STRELAEFF, Peter.....LSTD5  
HARTRICK, Robert.....LSMA1  
LAIRD, Martin.....P1ER3  
GALE, George.....LSNF1  
HAINES, Edgar.....LSEM1  
KEWLEY, Gilbert.....LSAR1  
LONG, Roswell.....P1QMS  
COMEAU, Russell.....LSEM1  
SAULNIER, Norman.....LSEM1  
ZASLOWSKY, William.....LSAW1  
JEANNOTTE, Paul.....C1ER4  
CAPPELLI, Giglio.....LSAA1  
KEEGAN, William.....C1TD1  
MORRISON, Stanley.....P1CK2  
GALUSKA, Ronald.....LSAAS  
DAWES, Edward.....LSQMS  
SIMPSON, Frank.....P1RN3  
STEPHEN, George.....C2MR3  
CHMILTSKY, George.....LSAA1  
McGREGOR, Leslie.....P1PB3  
SMITH, Nita.....WLAW1  
WHITELY, Lawrence.....LSAW1  
DUQUETTE, Eugene.....LSCK1  
COPETIUK, Raymond.....C2TD3  
OAKES, Carl.....P2AA1  
COPELAND, Charles.....C1MR3  
SPEED, Harry.....P1CR2

DAVIS, Walter.....LSAAS  
WAREHAM, Douglas.....P1PB2  
ROURKE-FREW, Herbert.....C1MA3  
MICHAUD, Leo.....LSNS2  
CHAPMAN, Shelagh.....WLCV1  
ATKINSON, Geraldine.....WLAW1  
KING, Herbert.....LSNS1  
SMALL, Ruth.....WAMA1  
SILLS, Harriet.....WLPW1  
MAYNARD, Edward.....P1PW2  
HUES, Helen.....WLAW1  
BARBER, Robert.....LSAAS  
GRAVELLE, Roger.....LSAW1  
MURRAY, John.....LSEM1  
GOVAN, Brian.....P2AW2  
WESTHAVER, Francis.....C2MM3  
SINGLETON, Helen.....WLAW1  
LAIRD, John.....LSAAS  
MONTGOMERY, Donna.....WLPW1  
ALEXANDER, James.....C1MA3  
FARRAR, Frances.....WLSDS  
CAMPBELL, Kenneth.....LSCV1  
ARNOLD, Frank.....C1EM3(NQ)  
DELPH, Ronald.....ABPW1  
BEAUDOIN, Yves.....ABMA1  
LOHNES, John.....ABCK1  
DUNCAN, Elizabeth.....WLAW1  
SMITH, Russell.....ABNS1  
HOGG, Dorothy.....WLPW1  
BURRY, Ralph.....C1SH4

## BIRTHS

To Ordnance Lieutenant-Commander B. J. Ackerman, HMCS *Naden*, and Mrs. Ackerman, a son.

To Lieutenant (L) Derek Bate, HMCS *York*, and Mrs. Bate, a son.

To Leading Seaman Len Cavan, HMCS *Quebec*, and Mrs. Cavan, a son. The birth makes Chief Petty Officer James Hann, HMCS *Micmac*, a grandfather.

To Lieutenant M. A. Considine, HMCS *Naden*, and Mrs. Considine, a son.

To Leading Seaman J. C. M. DeSalaberry, HMCS *Bytown*, and Mrs. DeSalaberry, a son.

To Able Seaman Norval Dix, Gander Radio Station, and Mrs. Dix, a son.

To Commissioned Officer (SB) D. C. Filewod, Masset Radio Station, and Mrs. Filewod, a son.

To Lieutenant-Commander Earl A. Grant, HMCS *York*, and Mrs. Grant, a son.

To Lieutenant (S) Allen R. Guy, HMCS *New Liskeard*, and Mrs. Guy, a son.

To Leading Seaman W. T. Harling, Masset Radio Station, and Mrs. Harling, a daughter.

To Lieutenant T. L. B. Hebbert, HMCS *Stadacona*, and Mrs. Hebbert, a son.

To Leading Seaman Daniel Kostuk, Albro Lake Radio Station, and Mrs. Kostuk, a daughter.

To Chief Petty Officer James Lawrence, Aldergrove Radio Station, and Mrs. Lawrence, a daughter.

To Able Seaman Stephen Matthews, HMCS *New Liskeard*, and Mrs. Matthews, a son.

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

To Petty Officer S. J. Morency, HMCS *Donnacoona*, and Mrs. Morency, a daughter.

To Petty Officer William Murray, HMCS *New Liskeard*, and Mrs. Murray, a son.

To Petty Officer Ernest S. McMenemy, Albro Lake Radio Station, and Mrs. McMenemy, a daughter.

To Able Seaman A. S. Perry, HMCS *New Liskeard*, and Mrs. Perry, a daughter.

To Petty Officer Gordon J. Roach, Albro Lake Radio Station, and Mrs. Roach, a son.

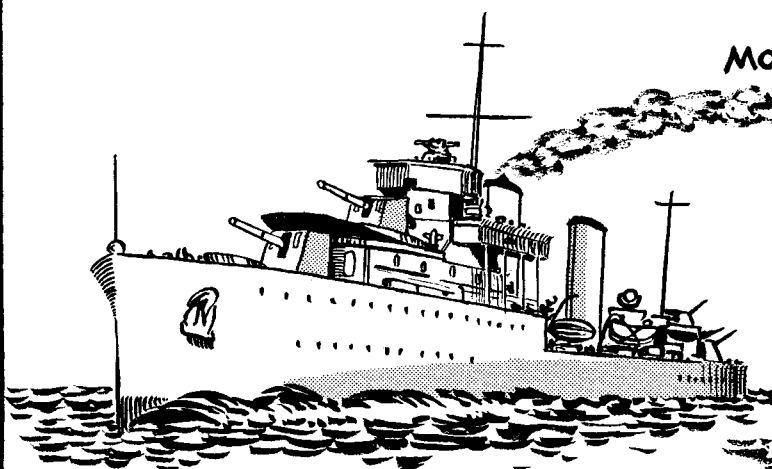
To Leading Seaman Bruce Thompson, Gander Radio Station, and Mrs. Thompson, a daughter.

To Able Seaman Maurice Vezina, HMCS *New Liskeard*, and Mrs. Vezina, a son.

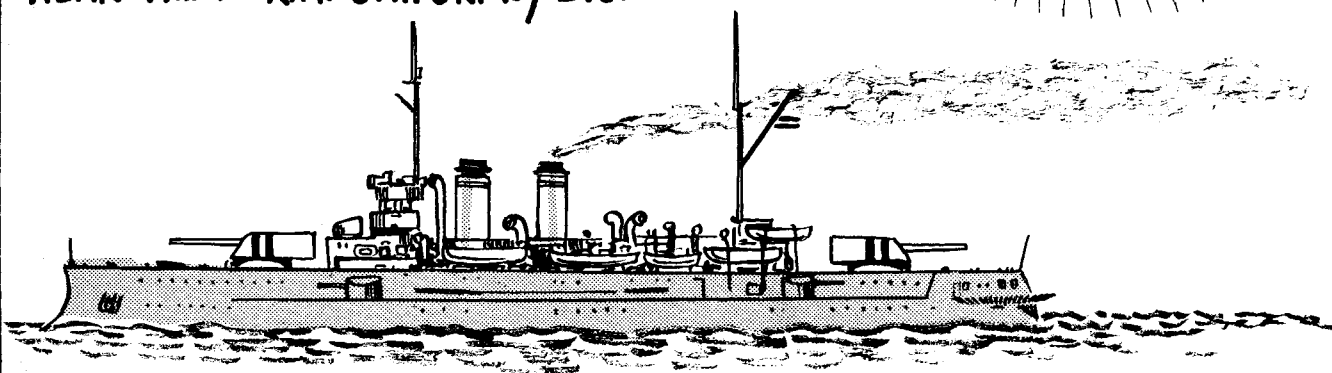
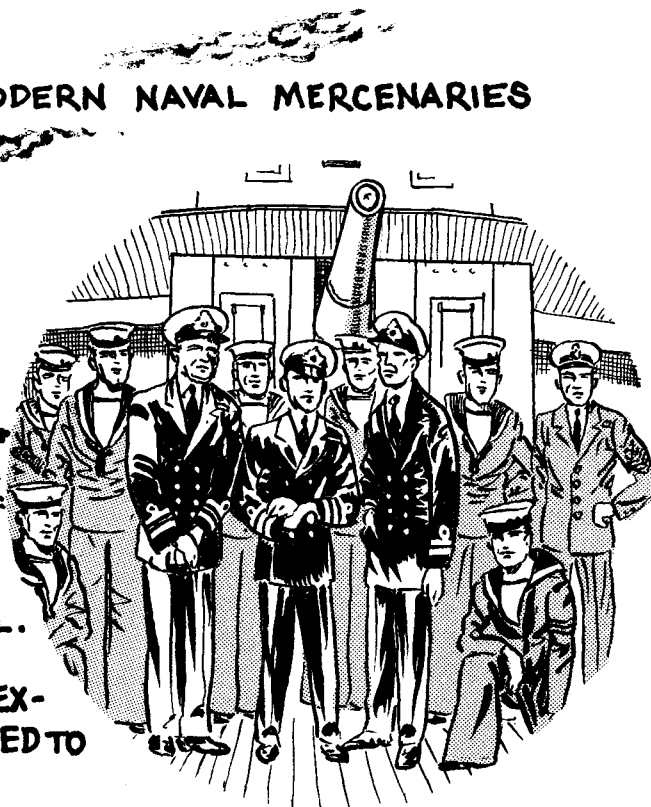
# NAVAL LORE CORNER

NO. 20  
ODD NAVAL MOMENTS..

## MODERN NAVAL MERCENARIES



WHEN THE REPUBLIC OF COLOMBIA DECIDED IN 1934 TO REVIVE ITS NAVY, THE DESTROYER 'ANTIOQUIA' WAS PURCHASED FROM PORTUGAL. AS THERE WERE NO QUALIFIED COLOMBIANS, THE ENTIRE CREW WAS RECRUITED FROM EX-BRITISH NAVAL PERSONNEL, WHO CONTINUED TO WEAR THEIR R.N. UNIFORMS, ETC...



COMMANDED BY A CREW OF MUTINEERS, & PURSUED BY BATTLESHIPS, CRUISERS & AIRCRAFT, THE DUTCH BATTLESHIP 'ZEVEN PROVINCIE' RACED THROUGH THE JAVA SEA & INDIAN OCEAN SHORTLY AFTER THE GREAT WAR. SEIZED IN SUMATRA BY HER CREW OF 400 SUMATRAN NATIVES, SHE WAS FINALLY RECAPTURED FIVE DAYS LATER WHEN SHE WAS BOMBED BY DUTCH AIRCRAFT, KILLING 22 OF THE MUTINEERS WHO MUTINIED BECAUSE OF A PAY DECREASE...



