

The CROWSNEST



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Cover Photo — A more suitable musical aggregation could scarcely have been found for the opening of the Ottawa Tulip Festival than the 80-piece marine band of the Royal Netherlands Navy, for the myriads of brilliant blossoms derived from bulbs given by their Queen, who, as Princess Juliana, resided in Ottawa during the Second World War. The Tulip Festival ceremony took place before the Peace Tower. (O-6762)

LADY OF THE MONTH

Oldtimers who sailed in HMCS *Comox* during the Second World War probably have dreams that are still infested with soot and cinders and groaning steam winches.

The trim little ship on the opposite page belongs to a new era. She's a minesweeper, it is true, and she proudly bears the name of her predecessor, which toiled so long and patiently to keep Canada's coasts clear of enemy mines.

The new *Comox* is shown departing from Esquimalt harbour just after her acceptance and commissioning as Her Majesty's Canadian Ship. She is senior ship of the 2nd Canadian Minesweeping Flotilla, operating in the Pacific Command.

Comox, upcoast from Nanaimo on Vancouver Island, was the home of the RCN rifle range for many years. Naval commandos trained there during the Second World War and it has been the locale of Sea Cadet camps since then. (E-26933)

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RCN News Review

The Magnificent's guard of honour awaits the arrival on board of the Commander-in-Chief, Portsmouth, Admiral Sir John A. Edelsten. (Mag-5522)

Battle of Atlantic Services Held

The Royal Canadian Navy commemorated the Battle of the Atlantic across the breadth of the country and in ships at sea on Sunday, May 16.

Especially recalled this year were the D-Day landings in France, ten years ago on June 6, to which so much of the effort of keeping the North Atlantic sea lanes open was directed. The observance fell, too, within a few days of the tenth anniversary of the torpedoing of the frigate *Valleyfield* on May 6, 1944, with the loss of 115 lives.

On the night of Battle of the Atlantic Sunday, a special half-hour broadcast entitled "Tell Your Children" was heard on the trans-Canada network of the Canadian Broadcasting Corporation. The wartime recorded voices of participants in the long sea battle were heard, as were excerpts of addresses by the late Angus L. Macdonald and the late Vice-Admiral George C. Jones. The title was taken from the latter address.

Press reports indicated that the observance of Battle of the Atlantic Sunday was spread officially and unofficially far beyond the boundaries of Canada. The day was chosen in Hamburg, Germany, for the unveiling of a monument to the German submariners who died fighting for a doomed cause. It was stated that, in sinking 14,500,000 tons of Allied shipping, the German navy had lost 700 submarines and 32,000 out of 39,000 men.

Search Extends Over Vast Area

Colours were half masted in the Atlantic Command during a memorial service on May 23 for four RCN aircrew lost at sea. The memorial service was a sequel to one of the most exhaustive

sea and air searches ever carried out off the south shore of Nova Scotia.

The search took place early in May after an RCN Avenger vanished May 6 off Yarmouth, N.S., during a nine-hour flight from Bermuda to the 31st Support Air Group's base at Summerside, P.E.I.

The week-long search was ended reluctantly after warships and aircraft of both Canada and the United States had combed some 15,000 square miles of the Atlantic from Nova Scotia to Cape Cod. An immersion glove and one of the Avenger's landing wheels were the only clues to the fate of the missing aircraft.

Crew members of the missing plane were: Sub-Lt. James D. Holden, 27, Minnedosa, Man.; Sub-Lt. Robert H. Jones, 24, of Regina; Sub-Lt. John A. Macleod, 22, Ripley, Ont.; and PO John E. White, 31, Summerside.

Canadian naval vessels which participated in the search included the *Algonquin*, *Lauson*, *Prestonian* and *Toronto* of the 1st Canadian Escort

Squadron; *Wallaceburg*, *Portage*, *New Liskeard*, *Granby*, *Whitethroat*, *Eastore*, *Sackville*, *LaHave* and *Riverton*.

In addition the USNS *General George W. Goethals* and the USNS *Private Valdez*, along with the Coast Guard Cutter *Barataria*, were employed.

From the air, RCN Avengers from *Sheerwater*; RCAF aircraft from Greenwood, N.S. and USN planes from Quonset Point were employed in the search.

Early in the operation the *Granby* reported an oil slick and an attempt was made without success to obtain a sample of oil. This made it impossible to confirm definitely that the oil slick was from the plane.

An expression of heartfelt sympathy in the loss of four naval airmen was sent to the Flag Officer Atlantic Coast by Vice-Admiral Sir William Andrewes, Commander-in-Chief American and West Indies Squadron. In his message he said: "We have watched with anxiety and admiration your unremitting efforts in the search for lost Avenger aircraft and wish that we could have helped in some way. If search has now at last had to be abandoned please accept our sympathy in the loss."

The lost Avenger had been based at Kindley Field in Bermuda with 880 Squadron of the 31st Support Air Group. Here the squadron had carried out extensive anti-submarine exercises with the Royal Navy submarine *Tally-Ho* and with RCN surface ships.

Three Bangors for Reserve Training

The arrival of three Bangor class coastal escort vessels at HMCS *Star* in May heralded the opening of a busy season for the Reserve Training Establishment, Great Lakes. Some 300 new entry reserve sailors from all parts

Canada's Greetings Radioed from Sioux

Loyal birthday greetings went out from Canada's governor-general to Her Majesty the Queen on May 24 from the radio room of a destroyer escort of the RCN.

Governor-General Vincent Massey was on board HMCS *Sioux*, in the course of a West Coast visit which took him, among other places, to the new aluminum development at Kitimat, B.C., when he despatched his message:

"Aboard Your Majesty's Canadian Ship *Sioux* — I beg to send you, madam, with my humble duty, loyal and devoted good wishes from the people of Canada for the day on which we celebrate Your Majesty's birthday."

Ships and establishments dressed for the occasion and salutes were fired.

of Canada are expected to take two weeks training at the training centre from the beginning of June until the end of August.

The three Bangors will provide increased facilities to train the young reservists. Last year RTEGL had two gate vessels, but accommodation was limited in these ships and facilities were not as plentiful for training as they are in the Bangors. All three Bangors are wartime veterans, having served in escort, patrol and minesweeping duties on the North Atlantic. Since the end of the war they have been modernized and converted.

First of the three vessels to arrive at Hamilton on May 3 was the *Digby*, which had been based in Toronto since last summer carrying out trials on the Great Lakes. She was followed by the *Brockville* on May 7. The *Brockville* had been commissioned at Halifax and made the trip up the St. Lawrence and on Lake Ontario with stops at Montreal and Brockville, the city after which the ship was named. The final arrival to join the training fleet was the *Kentville*, the only steam Bangor of the trio.

The training program at the Reserve Training Establishment, Great Lakes, will be different in many respects this year. It has been the practice in the past for the trainees to spend one week ashore and one week on board the ships. This year, the young reservists will go on board the ships immediately upon arrival at Hamilton and will spend their entire training period in them. Field training and class-room lectures will be carried out while the ship is alongside, but most of the time will be spent in gaining practical experience and training on the water.

The new entries will arrive in Hamilton on Sunday and, after completing "in" routines and parade training, will



Those Montrealers who recalled a certain liquid transaction in which the Indians sold Manhattan Island to the Dutch may well have shivered with apprehension when they saw Chief Poking Fire of the Iroquois tribe presenting a document on the occasion of the May visit of the Netherlands aircraft carrier *Karel Doorman* to Montreal. However, neither firewater nor Montreal Island changed hands. The birch bark scroll was inscribed with greetings to Rear-Admiral H. Schaper, Flag Officer of the Royal Netherlands Naval Air Service, and was accepted by Cdr. H. Van Oostrum Soede, executive officer of the ship. (ML-850)

get their first taste of sea life on Tuesday when they leave on a ten-day training cruise. Short overnight calls will be made at Canadian and American ports such as Kingston, Toronto, and Rochester.

In charge of the training program this summer is Lieut.-Cdr. F. H. (Eric) Pinfold, the reserve training commander.

Now They're All Destroyer Escorts

There are no destroyers in the Royal Canadian Navy. They're destroyer escorts now.

Those who remember the destroyer escorts of the Second World War, with diesel engines roaring and rattling as they plugged along at 20 knots, may wonder at the change in terms.

The change is concerned with the tactical duties of the ships, which, in any future emergency, will likely be assigned to escort duties rather than surface actions and bombardments. The final step in the designation of all former Canadian destroyers as destroyer escorts was made in an amendment to General Order 2.06/8, dated March 1, 1954.

The three ships on duty in the Far East will still carry out the duties of destroyers, but the new designation applies to them as well as to those more intimately connected with NATO duties.

Five "new" classes of major warships now in service with the RCN are: Tribal class destroyer escorts; Algonquin class destroyer escorts (embracing the *Crescent* and *Crusader*, as well as the *Algonquin* and *Sioux*); Prestonian class frigates; Algerine class coastal escorts, and Bangor class coastal escorts.

The Canadian-designed destroyer escorts now in construction will be known as St. Laurent class destroyer escorts.

Miramichi Christened

The new wood-and-aluminum minesweeper HMCS *Miramichi* was launched and christened at the Saint John Dry Dock Company Ltd. yards on Tuesday, May 4. The christening was performed by Lady Dunn, wife of Sir James Dunn.

The *Miramichi* is the fifth of six minesweepers allocated to France under the NATO Mutual Aid agreement.

The ship was blessed by Chaplain (RC) J. P. Quinn and Chaplain (P) H. H. Hoyt, both of HMCS *Brunswick*.

C. N. Wilson, president of Saint John Dry Dock Co. Ltd., presented Lady Dunn with a tray, at a reception held for the official party at the Admiral Beatty Hotel, Saint John, following the launching. Lady Dunn stated what a great pleasure it has been to launch the *Miramichi*. "I will watch her exploits with pride wherever she goes," added Lady Dunn.

Thank You, Mr. Cook

A retiring railway conductor in Parry Sound had kind words to say about travelling newlyweds the other day as he hung up his ticket punch after 48 years of railroading.

"Brides and bridegrooms were always ideal passengers. Never had any trouble with them," commented Mr. Herbert Cook, who claimed a mileage of more than 2,500,000 in his railway career.

Nor does Mr. Cook draw a long bow in expressing an opinion on travelling members of the armed services. He says that personnel of the Royal Canadian Navy are the best-mannered group.

—Quoted in the *Ottawa Journal* (March 31, 1954) from the *Sudbury Star*.

Those present for the launching included Sir James and Lady Dunn; His Honour the Lieutenant-Governor of New Brunswick, D. L. MacLaren, and Mrs. MacLaren; Mayor E. W. Patterson, of Saint John, and Mrs. Patterson, and C. N. Wilson, president of Saint John Dry Dock Co. Ltd., and Mrs. Wilson.

Also present were: Rear-Admiral R. E. S. Bidwell, Halifax, Flag Officer Atlantic Coast; Brigadier T. Eric Snow, Fredericton, N.B., New Brunswick Area Army Commander; Commodore (E) W. W. Porteous, Halifax, Superintendent HMC Dockyard; Constructor Commodore R. Baker, Ottawa, Naval Constructor-in-Chief, and Commodore K. F. Adams, Hamilton, Commanding Officer Naval Divisions.

Other naval personnel attending were: Captain C. H. Bonnycastle, RCN(R) (Ret'd), Rothesay, N.B.; Cdr. J. A. MacKinnon, Saint John, commanding officer HMCS *Brunswick*; Cdr. (E) J. S. Horam, Halifax, Principal Naval Overseer, East Coast, and Lt.-Cdr. G. H. O. Rundle, Lancaster, N.B., naval overseer, Saint John Dry Dock.

The *Miramichi* will remain at a Courtenay Bay jetty while work is completed on her superstructure and fittings. She is scheduled to be commissioned in mid-summer.

Sod Turned for COND Headquarters

Sod was turned on Friday, April 30, to mark the beginning of the construction of a new headquarters building at HMCS *Star* in Hamilton for the Commanding Officer Naval Divisions.

The new building will be adjacent to *Star*, fronting on Hamilton harbour, and will be of simple yet attractive design. Two storeys in height and approximately 40 feet by 245 feet in size, it will be devoted almost entirely to office space. The cost is expected to be about \$300,000.

The sod-turning ceremony was performed by Commodore Kenneth F. Adams, Commanding Officer Naval Divisions.

Micmac Carries Contingent to U.K.

The destroyer escort *Micmac* sailed from Halifax the end of May with a contingent of naval reserves aboard to attend the Jubilee Naval Volunteer Reserve at London, England, on June 12. The ship was scheduled to disembark personnel attending the jubilee at Portsmouth and in mid-June return with them to Halifax.

Just before sailing to the United Kingdom the *Micmac* completed a

three-week southern cruise which included visits to Norfolk, Va.; Nassau in the Bahamas; San Juan, Puerto Rico and Ireland Island, Bermuda.

Throughout May the cruiser *Quebec* was in European waters during a five-week training cruise which included calls at Madeira Island, Lisbon, Copenhagen and Brest.

At Brest, members of the directing staff and current course of the National Defence College, Kingston, who were on a tour of Europe, were embarked in the *Quebec* for return passage to Canada. The party included senior officers of all three services.

Four 'Sweepers Cross Atlantic

Four new-construction minesweepers, turned over by the RCN to the French Navy under the NATO Mutual Aid Agreement, sailed from Halifax for France on May 7.

The ships were accompanied as far as the Azores by the French frigate *L'Aventure*, which then returned to her fishery patrol duties off Newfoundland.

Carrier Here In Tulip Time

Tulips aflame in all their spring-time glory were a visual reminder to officers of the Netherlands aircraft carrier *Karel Doorman* and members of the Royal Netherlands Marine Band that Canada was the wartime home of their Queen.

Quebec Sailors Aid Friend of USO

Canadian sailors from HMCS *Quebec* were spending a happy evening at the USO in Baltimore, Maryland, during their ship's visit, when the merriment was hushed by an announcement.

A Baltimore theatre manager and good friend of the USO, Fred Schanberger, was critically ill and in need of blood transfusions.

From the crowd, about half Canadian and half U.S. servicemen, 20 men stepped forward. Eighteen of them were from the *Quebec*. Seven were chosen to give their blood at Bon Secours Hospital in Baltimore. Six of the donors were Canadians.

The story was told in Louis Azrel's column in the *Washington News-Post*. "And the blood they gave," Mr. Azrel concluded, "is in large measure responsible for Fred Schanberger's present favourable condition".

A Baltimore resident clipped the column and sent it to the *Halifax Mail-Star* with the comment: "The ship's personnel enjoyed their liberty here and their conduct was a real credit to Canada."

They were present for the opening of the Ottawa Tulip Festival on May 14 on Parliament Hill during their ship's visit to Montreal in early May.

The *Karel Doorman* subsequently visited Halifax before proceeding to American ports.

On completion of the Canadian visit, Rear-Admiral H. Schaper, Deputy Chief of Naval Staff for Air, Royal Netherlands Navy, sent the following message to Vice-Admiral E. R. Mainguy, Chief of the Naval Staff:

"Upon departure from these shores I want to thank you (also on behalf of the captain, officers and men of the *Karel Doorman*) for the wonderful and most hospitable welcome the RCN extended to us. We shall always retain the most pleasant memories of this visit to your country. Au revoir and best of luck."

RCN Acquires New 'Copters

Three tandem-rotored Piasecki helicopters have been added to *Shearwater's* wide assortment of aircraft.

Purchased from the U.S. Army (which dubs them the "Army mule"), the helicopters were flown by RCN crews from Morton, Pennsylvania, via Bangor, Maine, and reached *Shearwater* on May 18, still bearing their U.S. Army markings.

It is expected that two of the machines will be assigned to the Arctic patrol vessel *Labrador*, while the third will be retained at *Shearwater* for training.

UNTDs Training On Both Coasts

The first of a series of summer training cruises for members of University Naval Training Divisions got underway in mid-May at both East and West Coasts.

The Algerine class coastal escorts *Wallaceburg* and *Portage* sailed from Halifax May 17 on cruise Able. This two-week training jaunt took the cadets to St. Margaret's Bay; Provincetown, Mass.; Gloucester, Mass., and Philadelphia.

On the west coast the newly converted frigates *New Glasgow* and *Stettler* also sailed May 17 on the first UNTD cruise of the Pacific Command. During a month of sea training, these ships were scheduled to visit Bedwell Harbour and San Francisco.

On the Great Lakes the Bangor class coastal escorts *Brockville*, *Digby* and *Kentville* were mustered for a similar program of training cruises for RCN(R) personnel which commenced the first of June.



Cowichan Bay today. (B.C. Travel Bureau Photo)

In Aid of the Civil Power

OCCASIONALLY ships of the Royal Canadian Navy have put to sea with orders to aid the civil power. A well-known case was that of the Japanese merchantman *Komagata Maru*.

In May, 1914, just before the outbreak of the Great War, the steamer *Komagata Maru* arrived at Vancouver with almost 400 passengers on board, natives of India hoping to make new homes in Canada. Finding their plans blocked by regulations, they took over the ship and refused to permit her to sail. On July 18, a force of 175 police and officials attempted to board the *Komagata Maru*, only to be met by a hail of coal and other missiles. HMCS *Rainbow* (cruiser) commanded by Cdr. Walter Hose, RCN, was ordered to the scene from Esquimalt. Under the *Rainbow's* 6-inch guns, the *Komagata Maru* sailed for the Far East.

Perhaps a lesser-known incident was the case of the robbery of a bank at Nanaimo, B.C. It was on December 12, 1924, that the Senior Naval Officer, Esquimalt, was informed that the bandits had escaped by sea, bound for the United States. HMCS *Patrician* (destroyer) under Lieut. W. J. R. Beech, RCN, patrolled the Gulf of Georgia in an effort to intercept the bank robbers.

Once again the navy was ready to do its duty, just as it had a little more than a century ago in the Indian country at the head of Cowichan Bay.

This incident of colonial days is significant in that not only was the navy able to mount quite a good-sized ex-

The Canadian Forces, or any unit or other element thereof, or any officer or man, with material, are liable to be called out for service in aid of the civil power, in any case in which a riot or disturbance of the peace requiring such service occurs, or is, in the opinion of an Attorney-General, considered as likely to occur, and that is beyond the powers of the civil authorities to suppress, prevent, or deal with. (National Defence Act, 1950.)

pedition with the slim resources then at hand at Fort Victoria, but that it was typical of how, on so many occasions, the men and ships of the fleet backed up, to the hilt, the authority of established law, a phenomenon that has been of such great importance in the development of the nation.

On November 5, 1852, while HMS *Thetis* (38-gun frigate), commanded by Captain Augustus L. Kuper, RN, lay anchored in Esquimalt Harbour, news arrived via Fort Victoria that one, Peter Brown, had been treacherously murdered by members of the Cowichan tribe. Brown, a shepherd in the employ of the Hudson's Bay Company, had been busy at his work on the lonely company farm up in the Saanich country when he was attacked by two of the natives.

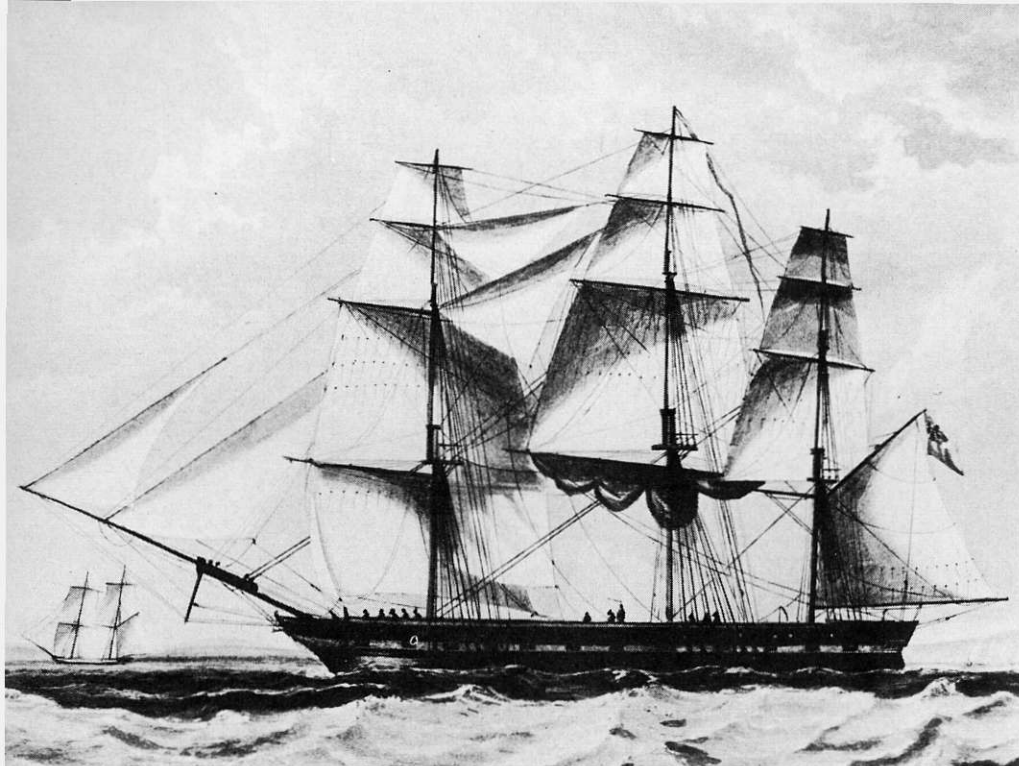
It had been the policy of the Hudson's Bay Company, for many years

prior to colonial rule, to spare no expense in the apprehension of Indians who had maltreated white men, and the Royal Navy carried on in the same tradition. While in this day and age, the relatively huge expedition required to effect the capture of these two murderers would seem unwarranted, it must be remembered that the clan system of kinship among the Indians of the North-West Coast made such measures necessary to the maintenance of law and order.

The governor's demands for the surrender of the murderers having been arrogantly ignored by the Cowichan chiefs, Governor James Douglas of the Crown Colony of Vancouver Island, made formal request to Captain Kuper for naval assistance.

The year previous, Governor Douglas had gone by canoe through the Gulf Islands to Cowichan Bay, and in a letter to the Colonial Office deplored the utter uselessness of the charts then extant for the waters beyond Cordova Bay. Captain Kuper, deciding that the waters to be traversed were too confined and shoal-ridden for a ship as large as the *Thetis*, despatched:

Lieutenant Sansum, Senior of this Ship, with 130 Officers, Seamen and Marines, who together with about 20 men from the Settlement at Victoria were embarked on board the Hudson's Bay Company's Brigantine Recovery and Steamer Beaver taking the Thetis' Launch Barge and Pinnace in tow.



The 38-gun frigate HMS Thetis was on the Pacific Station from 1852 to 1853. Her name is perpetuated by Thetis Lake on the Island Highway a few miles from Esquimalt. Canadian sources have failed to yield a picture of the Thetis, but she is believed to have been similar in appearance to HMS Pique, a 36-gun frigate shown in this 1844 engraving by W. Knell. (CN-1927)

To an observer on Beacon Hill on that frosty morning of January 3, 1853, the spectacle of the little *Beaver* making a full two knots with the *Recovery* and the three armed boats being towed in line astern, must have been a curious sight.

On arrival in Cowichan Bay the motley little fleet anchored beneath the frowning heights of Mount Tzouhalem. Governor Douglas immediately despatched messengers up the Cowichan River to the villages of the Cowichans inviting the chiefs to meet him the next day to settle the differences which had led to his visit. Douglas added that if they failed to come, he would "be under the painful necessity of assuming a hostile attitude and marching the force under my command into your country". The reply came back the same evening. That night, sentries were posted at the guns of the open boats, and the crowded decks of the *Beaver* and *Recovery* displayed much cleaning of muskets and cutlasses for the eventualities of the morrow.

The dawn brought rain and the immediate landing of the seamen and marines under the *Thetis'* first lieutenant, Lieut. Sansum, and his second-in-command, Lieut. Moresby. The naval ratings took up a position on the higher ground of the south shore where the river empties into the bay, while the boats were anchored off-shore where the guns' crews commanded the river mouth. Not far from the shore a tent

was pitched for the governor. A table was set up to display his pistols and cutlass beside an array of gifts—these being symbolic of the two ways of treating with the natives.

Lieut. Moresby describes the first sight of the Cowichans:

Soon rolling down the river came the melancholy boom of the war drums, and far-off cries resolved themselves into war songs, as a fleet of large canoes, lashed together in triplets, paddled furiously round a bend of the river and headed for our position at full speed. The strange and fascinating scene is present with me still . . . and I see . . . over 200 tall warriors, their height exaggerated with head-plumes, faces terrifically painted with red ochre, decked with loin-ropes of shells which met their deer-skin leggings and clattered with every movement as they leaped from the canoes.

Instantly the governor lit his pipe of council. Lieut. Sansum, at his side, had mixed feelings of admiration and alarm, for as the chiefs and a large force of warriors advanced frontally toward the tent, a considerable force suddenly out-flanked the seamen by taking higher ground in their rear and quickly covered the scene with their musket barrels. However, Douglas refused to permit counter measures.

According to the eyewitness, Moresby, Governor Douglas raised his hand in

great solemnity and spoke to them in the native tongue:

Hearken, O Chiefs! I am sent by King George () who is your friend, and who desires right only between your tribes and his men. If his men kill an Indian, they are punished. If your young men do likewise, they must also suffer. Give up the murderer, and let there be peace between the peoples, or I will burn your lodges and trample out your tribes!*

The governor was an old hand at "forest diplomacy".

While the wanted man with his friends and relations stood apart, all "hideously painted and evidently prepared to defend him to the last extremity", the chiefs advanced menacingly and the Royal Marines had to be restrained from opening fire. The traditional lengthy native harangues began while the governor calmly resumed his pipe-smoking. After two hours of heated entreaty and rhetoric, the suspected man was dramatically surrendered by his aged father and immediately put aboard the *Beaver*. The Cowichans had bowed to the relentless will of Governor Douglas and to the impressive display of force at his back.

The Cowichans headed back for their lodges up-river, and the troops were immediately re-embarked:

Having fortunately concluded the day's work, without firing a shot in anger; though several times, on the very point of coming to a serious rupture, which indeed could not have been prevented had the discipline of the troops been less perfect; and my orders not been rigidly enforced by Lieut. Sansum, who, on all occasions, gave me the most hearty and cordial support.

The capture of the second murderer was a much more difficult affair. On the arrival of the ships at Cowichan Bay, he had fled northward to the villages of the Nanaimo Indians. With no intention of "losing character", Douglas ordered the little fleet into pursuit. Taking the inside passage up past Maple Bay and through Sansum Narrows, the force arrived at the mouth of the Nanaimo River, January 9, 1852.

(*) Up and down the North-West Coast, Britons were called by the Indians "King George men" and Americans, "Boston men". This was because the earlier voyages of Captains Cook and Vancouver and the first British traders' expeditions were made during the reign of King George III. The earliest American navigators to visit Vancouver Island hailed from Boston.

The governor carried out the same procedure as at Cowichan Bay, but he found a distinct reluctance on the part of the tribes to surrender the murderer. After several delays, the Nanaimos promised to deliver the wanted man, but at the appointed time offered only to ransom his life with a payment of furs and backed up this concession with a threat of hostilities. Douglas took hostages. After another delay of two days the culprit was brought within half a mile, but when a naval party set out to take him, he bolted for the woods with the seamen in pursuit.

The governor's patience was spent. The force was ordered ashore and the march through the woods to the first village up the river began. The boats of HMS *Thetis* proceeded up the river on high tide and the stockade was taken with little difficulty. The troops slept in the lodges that night and pushed on to a larger village further up-stream as soon as daylight broke. Here the natives had their whole store of winter food. On threat of its destruction, the lair of the fugitive was divulged and the half-breeds of the governor's party captured the murderer some three miles from the village.

At the summary trial on board the *Beaver*, the pair admitted their guilt.

The first steamer in the Pacific Northwest, the *Beaver* rounded the Horn as a sailing vessel and was converted into a sidewheel steamer after her arrival at Fort Vancouver on the Columbia River in 1836. For the next 52 years she plied West Coast waters in the service of the Hudson's Bay Company until she was wrecked off Prospect Point, Vancouver, B.C., in 1888. Her walking beam can still be seen in Stanley Park. Her sidewheels were set so far forward that she had the appearance of a sternwheeler going astern.

A gallows was erected on what has been known ever since as Gallows Point on Protection Island just off Nanaimo. There before the assembled sullen tribes, the murderers were hanged. The white-man's justice had been served. The Indians, though cowed, were not tamed. Lieut. Moresby spoke for his fellow-officers when he wrote: "I fear the pity of this, one of the myriad tragedies of the red man's collision with civilization, appealed to none of us at the time."

However, to the scattered colonists of those early days, Indians on the rampage were felt to be a very real menace. Stern measures had to be employed if the colony was to survive. Captain Kuper's assessment of the expedition expressed the opinion of the time:

This summary measure will no doubt have a most beneficial effect for the safety of the colonists against attacks from the Indians in future, and it is most satisfactory that the object was gained without bloodshed, as the Cowitzien [sic] Tribe is very numerous, and from their proximity to Victoria would probably have caused much annoyance to settlers, had it been found necessary to resort to hostile measures, and thereby excite their revenge.—E.C.R.

Hong Kong Susie Takes Over

ON BOARD HMCS *CAYUGA*—During their tours of duty with the United Nations fleet in the Far East, Canadian destroyer escorts take time out for a brief visit to Hong Kong, where crew members are given a few days of well-earned leave.

But mass leave, even with only half the ship's company away at a time, is a nightmare for the executive officer and the chief boatswain's mate, who are responsible for keeping the destroyer escort ship-shape.

Happily, it's no problem in Hong Kong, as HMCS *Cayuga's* executive officer found out when the ship arrived for a recent visit to the colony.

As the destroyer escort slid into her berth at Kowloon, a small, battered sampan, flying a red and white flag marked HMCS *CAYUGA*, and filled with laughing Chinese girls, pulled quickly alongside.

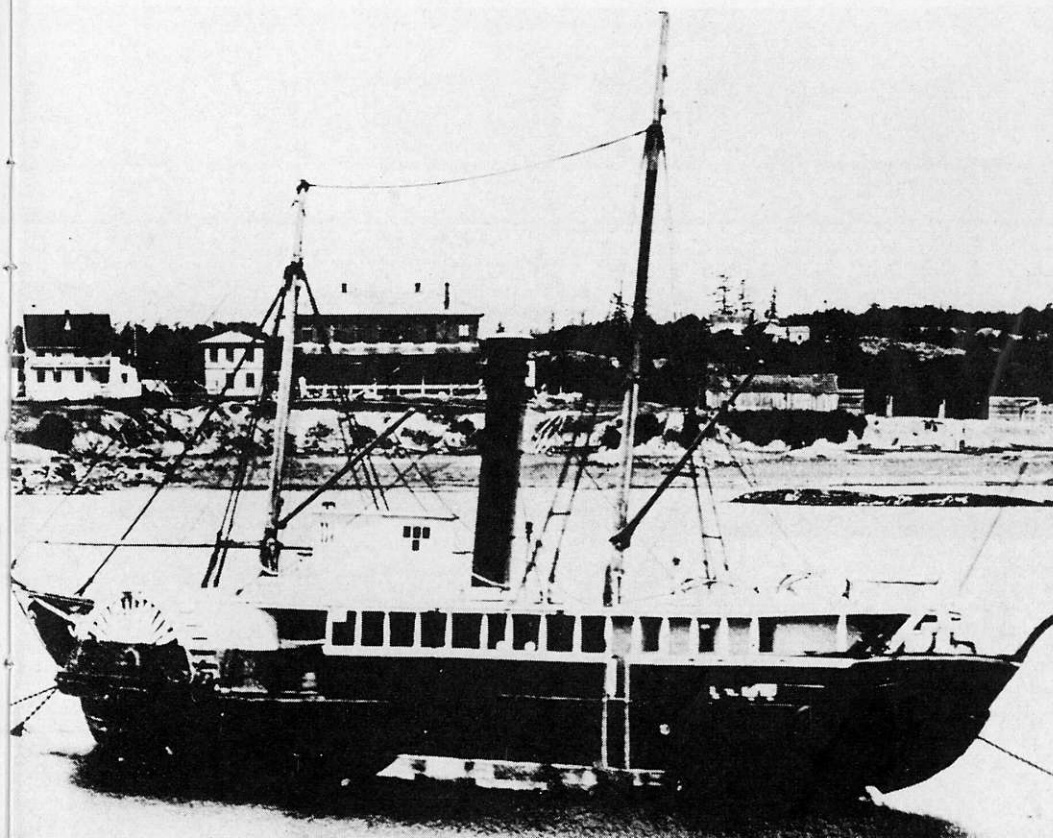
From the group emerged a smiling, pigtailed girl who looked no older than fifteen. She climbed the ladder and shouted, "Good morning, Sir". "Hong Kong Susie" and her side party had arrived.

For the next 12 days, 18-year-old Susie and her five assistants painted, scrubbed, washed and polished with the energy of woodsmen, and their genuine happiness while doing so affected everyone on board. As one sailor put it, "I don't think I've seen Susie yet but what she wasn't smiling". Perhaps that's why her identification card states: "Distinguishing marks — lower half of face — a wide smile".

Given paint and brushes, the girls painted the ship's hull from stem to stern in five days, and when they finished they cheerfully set about polishing brass, washing dishes, scrubbing decks, dusting woodwork and peeling potatoes . . . and every morning Susie delivered the daily newspapers, and often flowers, to the executive officer.

All the payment that Susie demanded for her work was the right to take away the ship's unused food each day, and a soft drink concession on deck. Since the unused food would be thrown away anyway, and since Susie's soft drink prices were reasonable, the *Cayuga* was happy to do business.

Thanks to Susie and her side party the *Cayuga's* crew had their leave, the ship's work was done, the executive officer was happy and the destroyer escort left Hong Kong with a gleaming new paint job.—R.S.M.



OFFICERS AND MEN

First Canadian To Win RN Prize

A naval graduate of the Canadian Services College, Royal Roads, has become the first Canadian to be awarded the Goodenough Memorial Prize. He is Sub.-Lt. Frederick William Crickard, 23, of Vancouver.

The prize is awarded annually by the British Admiralty to the sub-lieutenant undergoing technical courses in the United Kingdom for the rank of lieutenant who makes the highest marks of his year in gunnery, provided he has also taken a first class certificate in seamanship.

The award was established in memory of the late Captain James C. Goodenough, CB, CMG, RN, who was treacherously murdered in 1875 while Commodore of the Australian Station. Captain Goodenough was making rounds of his far-flung command when he landed on one of the dozen or so islands of the Santa Cruz archipelago

on August 20 of that year. Also known as the Queen Charlotte Islands, the group is situated north of the New Hebrides and east of the Solomons and is part of Melanesia.

The savage inhabitants greeted friendly overtures from the naval party with an unprovoked shower of poisoned arrows and Captain Goodenough died from wounds before his ship reached Australia.

Interest from the £800 prize fund is used to provide a gold medal to the annual recipient. Sub-Lieut. Crickard, now serving in the *Magnificent*, took technical courses in England from June 1952 until October 1953. Only one other officer from a Commonwealth Navy has ever won the prize.

Born on November 28, 1930, at Vancouver, he is the son of F. W. Crickard, a broker there and former naval and merchant service officer. Educated at St. George's School in that city where he became senior prefect and played on the school's senior rugby fifteen, Sub-

Lt. Crickard entered the Navy as a cadet to attend the Royal Roads in 1948-49. He was awarded the King's Dirk on graduation in 1950 for possessing the best officer-like qualities among cadets then at the college.

Appointments of Officers Listed

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

Captain O. C. S. Robertson, to *Labrador* on commissioning in command.

Cdr. J. M. Leeming, to *Labrador* on commissioning as executive officer.

Cdr. L. P. McCormack, to *Huron* in command. Formerly at *Niagara* as Staff Officer (Gunnery).

Lt.-Cdr. J. A. G. T. Haverfield, to *Niagara* as Staff Officer (Gunnery). Formerly at Headquarters on staff of Director of Naval Gunnery.

Lt.-Cdr. F. H. Pinfold, to be Reserve Training Commander Great Lakes and Officer-in-Charge of Naval Personnel, Great Lakes Training Centre. Formerly on staff of Commanding Officer Naval Divisions.

Lieut. J. R. Addison, to *Porte Quebec* in command. Formerly at *Naden*.

Capt. (E) J. MacGillivray, to be Deputy Superintendent and Co-Ordinator Refit and Repair, West Coast and as Deputy Superintendent, HMC Dockyard, Esquimalt. Formerly at Headquarters as Deputy Engineer-in-Chief.

Capt. (E) H. A. Winnett, to Headquarters as Deputy Engineer-in-Chief. Formerly Assistant Command Technical Officer and Command Engineer Officer, Pacific Command.

Cdr. (L) H. D. McCormick, to *Stadcona* as Officer-in-Charge, HMC Electrical School. Formerly at *Naden* as Manager Electrical Engineering, HMC Dockyard, Esquimalt.

Cdr. (L) S. E. Paddon, to staff of Flag Officer Pacific Coast as Command Electrical Officer and Manager of Electrical Engineering, Pacific Coast. Formerly in *Ontario* as Electrical Officer.

Cdr. (L) D. Clark, to *Ontario* as Electrical Officer. Formerly at Headquarters as Deputy Assistant Chief of Naval Technical Services (Ships) for New Construction.



CPO Ken Rae, divisional chief, is shown with some of the trophies won by Canada Division (71 men) by the time they had completed their four months of new entry training at Cornwallis. Competing with an average of 12 other divisions, Canada won the monthly efficiency award twice, the Cock of the Barracks in sports twice, the swimming trophy once, the cross-country trophy once and were runners-up in several other competitions. "We won a few games by default, but we never defaulted a game," said CPO Rae. "It was a 100 per cent effort on everyone's part." (DB-1782)

Surg. Cdr. J. W. Elliott, to *Stadacona* as PMO. Formerly on course at Colby College, Maine.

Surg. Cdr. R. H. Roberts, to London Post Graduate School of Medicine. Formerly at *Stadacona* as PMO.

Surg. Cdr. R. A. G. Lane, to *Mag-nificent* as PMO. Formerly on course at University of Pennsylvania.

Cdr. (S) H. A. Black, to Headquarters as Secretary to Chief of Naval Staff and Deputy Naval Secretary. Formerly in *Ontario* as Supply Officer.

Cdr. (S) P. H. Sinclair, to *Quebec* as Supply Officer. Formerly Secretary to CNS.

Cdr. (S) B. E. Gaynor, to *Stadacona* as Supply Officer. Formerly in *Quebec* as Supply Officer.

Cdr. (S) G. S. Geddes to *Ontario* as Supply Officer. Formerly in *Naden* as Supply Officer.

Cdr. (S) R. V. P. Bowditch, to *Mag-nificent* as Supply Officer. Formerly at *Stadacona* as Supply Officer.

Cdr. (S) F. D. Elcock, to *Cornwallis* as Supply Officer. Formerly in *Mag-nificent* as Supply Officer.

Cdr. (S) D. T. R. Dawson to be Manager Supply, Pacific Coast, and Officer-in-Charge Naval Supply Depot, Esquimalt. Formerly at *Naden* as Officer-in-Charge, Supply School.

Cdr. (S) J. W. Maxwell, to *Naden* as OIC Supply School. Formerly at



The men and women shown here are the chief petty officers and petty officers 1st class who completed Leadership Course No. 49 in Cornwallis on April 19. The course began on March 8. Front row (left to right): Petty Officers Archibald Brayton, R. A. Saedel, Phyllis L. Bayley, L. J. Parry, D. E. Graves, Alice F. Thompson, D. A. Young and K. W. Painter. Second row: CPO W. B. Hirst; Petty Officers T. D. Lavery, J. B. Ford and P. O'Donnell; CPO Arthur Turnbull; Petty Officers D. K. Martin, K. D. Jackson and C. H. Rhodes. Third row: Petty Officers R. J. Book and J. A. MacGlashen; CPO R. C. Underhill; Petty Officers R. H. Perkins, H. W. Cantle and I. J. Peerzan. Fourth row: Petty Officers J. P. Fee, L. J. Paget, R. B. Aggas, Nick Lazaruk and J. H. Musgrave.

Headquarters as Director Naval Pay and Accounting.

Cdr. (S) M. E. Doyle, to be DNPA. Formerly Assistant Supply Officer-in-Chief (Administration).

Cdr. (S) D. K. Graham, to be A/SOC (Admin.). Formerly Director of Air Stores.

Lt.-Cdr. (S) J. K. Power, to be Director Air Stores. Formerly Deputy DAS.

Cdr. (S) V. W. Howland, to be Joint Secretary, Canadian Joint Staff, London. Formerly Secretary to Flag Officer Atlantic Coast.

Cdr. (S) S. A. Clemens, to be Secretary to Flag Officer Atlantic Coast. Formerly Chief Staff Officer to the Naval Member, CJS London.

Veterans Organize At Sarnia, Ont.

Although the proposal for its organization was only put forward in February, a Naval Veterans Association with an interested membership of nearly 200 has come into being at Sarnia, Ont.

Preliminary plans for the associated were discussed at a meeting of ex-naval personnel with Cdr. W. A. Childs and Lt.-Cdr. R. M. Young, both on the staff of the Commanding Officer Naval Divisions. Two regular meetings have been held since then, in March and April, in a hall provided by Canadian Legion Branch No. 62.

The officers for 1954 are: John B. Gallo, president; Chester A. Shortt, vice-president; Fred Sygrove, secretary; Ted Moore, treasurer, and Lewis (Bud) Daws, program chairman.



When "Red" Favero, staff photographer for the *Barrie* (Ont.), Examiner, had lined up his picture, he noticed that the "One Way" street sign was apparently sitting on top of the RCN mobile recruiting unit wagon. "Hal" the photographer is reliably quoted as saying, "I'll just leave it like that. 'One way to solve your career problems.' Get it?" Pictured are (left to right): PO Don Stewart; Ralph T. Snelgrove, manager-owner of Radio Station CKBB, Barrie, and a former RCNVR lieutenant; Lieut. Hal G. Elliott, and Charles Taylor, Barrie Examiner news editor, ex-RCN(R). (Photo courtesy of Barrie Examiner.)

The association has among its objectives the promotion of fellowship among former members of the naval forces and keeping ex-naval personnel and the public informed on the progress of the RCN.

CPO Rushton Promoted

CPO Frank Edward Rushton, of New Westminster, B.C., was promoted recently to the rank of acting commissioned gunner (TAS) while taking courses in the United Kingdom. He joined the Navy as a boy seaman in July 1939. A former torpedo anti-submarine instructor, he was a consistent trophy winner among East Coast rifle marksmen before leaving in January, 1953, for the U.K.

Naden Barracks Block Dedicated

"You who live in this magnificent building, with its many comforts, will be encouraged to hold high the tradition and wonderful achievements of the Royal Canadian Navy."

With these words Mrs. P. W. Nelles, widow of the late Admiral Percy W. Nelles, wartime Chief of the Naval Staff, officially opened the new barracks block in HMCS *Naden*, at Esquimalt, named in honour of the Royal Canadian Navy's first officer to attain the full rank of admiral.

Mrs. P. W. Nelles, widow of the late Admiral Percy W. Nelles, officially opens the new, modern barracks block in HMCS *Naden*, named "Nelles Block" in honour of the wartime Chief of the Naval Staff. Also shown are Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast; C. W. Nelles and Commodore K. L. Dyer, Commodore, RCN Barracks, Esquimalt.

The new block, housing men of the rank of leading seaman and below, was declared open when Mrs. Nelles unveiled the name on the front of the building.

Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, paid tribute to Admiral Nelles.

"It is indeed fitting and proper that the Royal Canadian Navy should name this block after one of her outstanding leaders and naval officers," Admiral Hibbard said. "Admiral Nelles will always be remembered and will continue to be an inspiration to those who serve in Canada's Navy."

Commodore K. L. Dyer, Commodore, RCN Barracks, Esquimalt, also paid high tribute to Admiral Nelles. He added that the new barracks block was a further step in providing for the welfare of men of Canada's armed forces.

Eight Added to Venture Staff

Eight additional instructor officers will be appointed to the staff of HMCS *Venture*, the training establishment at Esquimalt where cadets enrolled in the RCN under the "Venture" Plan commence studies on September 20.

Instr.-Cdr. George L. Amyot (to be director of studies) and Instr. Lt.-Cdr. A. T. Boudreau had their appointments promulgated earlier. Appointed since then are:

Instr. Lt.-Cdr. B. S. Lake, from the Ontario; Instr. Lt.-Cdr. G. L. Connor and Instr. Lt. J. D. Williams, from *Stadacona*; Instructor Lieutenant-Commanders K. D. F. McKenzie and D. A. Robertson from *Naden*; Instr. Lt.-Cdr. C. W. Montgomery, from the Ontario, and Instructor Lieutenants J. P. L. Bernatchez and L. W. Maundecote-Carter, from *D'Iberville*.

Air Group Headed By Naval Officer

An officer at Naval Headquarters took the helm of the Ottawa Branch of the new Canadian Aeronautical Institute with election to the chairmanship in the capital of Commander (E) (A/E) C. G. H. Daniel, Assistant Chief of Naval Technical Services (Air) and Director of Air Engineering. His one-year term began in April.

Other branches, in Montreal and Toronto, were formed initially from members of the Royal Aeronautical Society of Great Britain, the Institute of Aeronautical Science of the U.S.A., and the Institute of Aircraft Technicians. The Ottawa branch came about with the dissolving of the Ottawa Aeronautical Society this spring.



An old seafarer (he was a lieutenant, RCNVR, during the Second World War) Lieut. William Howe, 4th Regiment, RCHA, of Sudbury, Ont., became one of the few Canadian Army personnel to have circled the globe when he returned from Korea on board HMCS *Huron*, by way of Singapore and the Mediterranean. (HS-29848)

The first annual general meeting of the new parent body was held late in May at Ottawa where a permanently-staffed national headquarters is to be located.

To date a fair representation of officers and men in naval aviation have joined in one of several grades of membership drawn up by the CAI whose current goal is 500 people from the whole country.

Ordnance Overseer Named to Sweden

A new RCN appointment, that of Resident Naval Ordnance Overseer, was filled at Karlskoga, Sweden, in June by Ordnance Lt.-Cdr. Alexander L. Wells, of Swift Current, Sask., formerly Director of Naval Ordnance (Gunnery) on the staff of the Director-General of Naval Ordnance at Naval Headquarters.

Up to now, Canada has depended on either the British Admiralty Technical Mission or appropriate United States Navy authorities to arrange her "off-shore" naval equipment purchases.

In this new appointment, Lt.-Cdr. Wells will observe and oversee the manufacture, to Canadian specifications, of the L 70 40mm gun contract with the Bofors Company plant in Karlskoga, which is in south-central Sweden. He will be there one to two years. The L 70 is a more recent Bofors unit, with



a much faster rate of fire and greater range than that now used by the RCN.

Lt.-Cdr. Wells, accompanied by his wife and three young children, left Ottawa by train on May 18, boarded the liner SS Franconia at Montreal for passage to the United Kingdom and continued the journey to Karlskoga from there.

Senior Officers Discuss Policy

Naval policy during the coming months was reviewed at the 11th annual senior officers conference in mid-May at Naval Headquarters in Ottawa.

Held under the chairmanship of Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, the conference opened with an address by Defence Minister Brooke Claxton.

Medal Presented By Governor-General

CPO Charles Vander-Haegen, BEM, DSM, 35, of Calgary, was awarded his British Empire Medal on May 18 in Vancouver by Governor-General Vincent Massey.

He was coxswain of the *Athabaskan* during her third tour of duty in Korea and was decorated for his meritorious service in that ship. In 1945 he was awarded the DSM for services at sea in the Second World War.

CPO Vander-Haegen was the only member of the RCN honoured at the investiture. Twenty-four awards went to Canadian Army personnel and five to the RCAF.

The limelight was focussed, however, on a lone civilian, Robert Thomas Waters, aged 14, who was invested with the George Medal for his courageous rescue of the dazed and injured pilot from the flaming wreckage of a Lancaster bomber which crashed into a swamp after overshooting the runway at RCAF station, Comox, B.C., on November 24, 1952.

Ex-Wrens Hold Annual Dinner

Miss Helen Major was re-elected president of the Ottawa Ex-Wrens Association at the annual dinner meeting on May 18. Other officers elected were: vice-president, Mrs. Ross Anderson; secretary, Miss Ethel Mitchell; treasurer, Miss Audrey Logan, conveners, Miss Beatrice Grant, Miss Betty Buckley and Mrs. E. M. Sullivan.

Nostalgic talks of wartime experiences at many naval establishments in Canada and overseas dominated the get-together.

Three Christened On Board *Micmac*

A triple christening was performed in HMCS *Micmac*'s wardroom on April 28, by Chaplain (P) Edward McColl, of HMCS *Carleton*, Ottawa. Christened were:

Allen Charles, son of Sub-Lieut. R. D. Okros, *Micmac*, and Mrs. Okros, sponsored by Sub-Lt. and Mrs. R. C. Allen.

Karen Ann, daughter of Sub-Lt. J. P. Jones, *Micmac*, and Mrs. Jones, spon-

sored by John H. Williams, First Officer SS *Nova Scotia*, Miss Beatrice Vatcher, Montreal, and Mrs. John Hodgson, Halifax.

Stephanie Marguerite, daughter of Lieut. Roger Mann, *Stadacona*, and Mrs. Mann, sponsored by Mr. and Mrs. G. H. Richdale and Mrs. Norman Arnold, all of Halifax.

BENEVOLENT FUND DONATIONS

During the first three months of 1954, the Benevolent Fund dealt with 215 applications, 148 from discharged naval personnel, 57 from serving personnel and 10 on behalf of dependents. Of these applications, 184 were approved.

Financial assistance extended amounted to \$40,926 during the quarter, \$21,771.59 of this being in the form of outright grants and the balance, \$19,155.10, as loans.

Benevolent Fund officials pointed out that in cases in which applications are not approved, applicants are frequently directed to municipal, provincial or federal agencies equipped to meet their particular problems or are assisted in other ways.

Following is a list of donations to the fund during the first quarter of 1954:

General Sources:

RCN personnel,	
monthly allotments	\$2,180.25
Canadian Joint	
Staff—Washington, D.C.	100.00
Daniel W. Barr	13.00

HMC Ships and Establishments:

<i>Athabaskan</i>	Ship's Fund	50.00
Naval Radio		
Station	Aldergrove, B.C.	5.65
<i>Beaconhill</i>	Ship's Fund	30.00
<i>Cornwallis</i>	Ship's Fund	2,500.00
"	Chief & POs' Mess	61.41
"	Wardroom	30.15
<i>Granby</i>	Ship's Fund	10.00
<i>Griffon</i>	Chief & POs' Mess	38.12
	Seamen's Canteen	22.05
	Wardroom	10.20
<i>Hunter</i>	Ship's Fund	164.78
	Chief & POs' Mess	108.80
	Wardroom	93.06
<i>Iroquois</i>	Ship's Fund	333.60
<i>Magnificent</i>	Ship's Fund	200.00
<i>Naden</i>	Ship's Fund	502.36
	CPOs' Mess	240.96
	Wardroom	350.00
<i>New Liskeard</i>	Ship's Fund	55.66
<i>Nonsuch</i>	Seamen's Canteen	29.52
	Chief & POs' Mess	90.95
	Wardroom	114.53
<i>Quebec</i>	Ship's Fund	849.83
<i>Sioux</i>	Ship's Fund	136.36
<i>Stadacona</i>	Ship's Fund	10.00
	"A" Scran Locker	18.00
	Wardroom	100.00
<i>Wallaceburg</i>	Ship's Fund	24.75
<i>Whitethroat</i>	Wardroom	25.00

Total donations \$8,498.99



The administration of the Sea Cadet Corps of Canada was transferred to the Commanding Officer Naval Divisions in April when Cdr. (SB) D. C. Elliott, Director of Sea Cadets, and his staff moved from Naval Headquarters to Hamilton. He will continue to carry out duties similar to those in the past, but, under the title of Command Sea Cadet Officer, he and his staff will be responsible to COND for the more than 110 corps and 7,500 Sea Cadets across Canada. Commodore K. F. Adams, Commanding Officer Naval Divisions, and Cdr. Elliott are shown examining the new Sea Cadet ensign.

Departed But Remembered

Former Shipmates Show
Their Regard for
CPO Burnett

PROBABLY they've seen him for the last time in the Queen's uniform, but the ship's company of the *Granby* went ahead anyway to choose Chief Petty Officer James Branch Burnett, 45, of Halifax and Sydney, N.S., as their Man of the Month just before his draft in April to a sister Bangor, the *Brockville*, for his last few months of naval service.

CPO Burnett had been coxswain of the *Granby* for little more than three months when the draft order came. The crew honoured him with a handsome mantle clock shaped as a sailing ship and the cooks prepared a large cake model of the ship to accompany the farewell gift.

Their sentiments should gain the unqualified approval of a host of reserves—officers, cadets and men—who have come under his expert tutelage during the past decade. His naval lore is extensive, for he has 14 years of merchant service in addition to his 11 years with the Navy.

A reserve on full-time duty since 1949, he is too old for transfer to the regular force. However, he is taking a hand once more in the annual training of 300-odd new entry reserves from all across Canada who will turn up at the Great Lakes Naval Training Centre at Hamilton this summer. In October he is due to retire to make room for advancement of younger men on the roster.

Born at South Shields, Durham County, England, on January 17, 1909, CPO Burnett developed into a top-notch player for Gateshead soccer professionals in the Third Division Northern.

His soccer career was curtailed however by Merchant Navy service. In the maiden voyage of SS *Wanstead* of the Watts Line, for instance, he was away from England for more than two years. That was followed by 11 years with the Higarth Steamship Company, of Glasgow, his final ship being the SS *Baron Tweedsmouth*.

He settled in Sydney, N.S., in 1928, and shortly after had the parish priest "splice" him in matrimony with the former Mary Florence Clarke of Cape Breton.

James Thomas arrived in March, 1934, followed by Gerald Clark in August, 1935, and Muriel Irene in April, 1936, all of which prompted him to examine shore employment with a different eye. So CPO Burnett became a foreman painter for the Dominion Steel Corporation's big steelworks there.

His stretch ashore gave him a chance to promote soccer, his efforts being crowned with formation of the Broadway Ramblers. He lived on Broadway Avenue in the lusty Whitney Pier



CPO JAMES B. BURNETT

section of town. He tells the story of the first time he held a practice, and the boys who had prepared the field proudly showed him the goals they had erected—hockey nets!

The abrupt onslaught of the Japanese war machine in December 1941 charged the world picture with dire foreboding. So James Burnett, aged 33, severed his roots in Sydney to don the rig of an able seaman, RCNR, at Stadacona the following month.

Within three days he was drafted to HMCS *Kings*, the wartime officer training school established on the university campus in the city's west end. He assisted in the instruction of junior officers there and in April, 1942, joined the crew of HMCS *Glencairn*, a tender which provided them with sail training experience. He came back to the cam-

pus in January 1943 and was promoted to leading seaman several months later.

That August he was drafted to HMCS *Eyebright*, a Flower class corvette commanded by Lieut. (now Captain) Howard Lee Quinn. Made acting petty officer in March of the following year, he was serving as "buffer" when an incident occurred that was an exact parallel to the dramatic sequence on board HMS *Compass Rose*, the fictional Flower class corvette in Nicholas Monsarrat's stirring "The Cruel Sea".

The *Eyebright* was on convoy duty in the North Atlantic when Chief ERA "Fingers" Foster informed the captain that it would be necessary to stop the ship while repairs were effected on the low pressure cylinder. Permission was granted by the escort commander to stop, but since no screen was available the ship was on her own.

Ten minutes after getting permission, Lieut. Quinn received a second message saying there was a U-boat in the vicinity. With the captain personally supervising the repairs, and dead silence maintained in the ship, there were many anxious moments for all, until the work was completed and the ship under way again. Especially nervous were three men in the *Eyebright* who had been in the *Athabaskan* when she was sunk earlier that year.

Burnett's last wartime ship was the *Rosthern*, another Flower class corvette, in which he was the coxswain as an acting CPO. He had volunteered for the Pacific campaign but the war ended before he got out there.

Demobilized as a chief torpedo coxswain at Halifax in October, 1945, he could look back on 50 months of seetime in the North Atlantic and Mediterranean.

His first postwar job was as a machinist rigger at the local shipyards but ten months later he was among many laid off when the ship-building boom receded. In the meantime, his wife died and it was necessary to arrange for a guardian to look after his children in Sydney.

Then followed a period as a corporal in the Canadian Corps of Commissionaires during which he re-entered the reserve at *Scotian* in Halifax in August, 1947, with the rank of PO torpedo cox-

swain. He left the Commissionaires in November, 1948, for a quartermaster's berth on board the Halifax-based cable ship *Lord Kelvin*, where he stayed until December, 1949, when he embarked on continuous naval duty in the Navy.

In June, 1951, CPO Burnett married another Sydney woman, the former Annie Margaret Squires. On the professional side, he completed conversion to the quartermaster branch that November. Since the start of full-time service, CPO Burnett has served in the minesweepers *Llewellyn* and *Brockville* and the gate vessel *Porte Dauphine*, all of which were tenders to *Scotian* at one time or another between '49 and '53.

His recommendations have been superlative, but each time the matter was broached officially, his transfer to

permanent status was dismissed because of his age. However, it was felt that his steadying influence and superior assessment were particularly suitable for the role in which he was already cast. Those in the *Granby*, which he joined last December, endorse this with the remark that "it will be with regret that his shipmates bid farewell to the popular and highly-regarded coxswain".

Although the trim and twinkly-eyed chief will not be sailing with the RCN for much longer, his name will be carried on in the service by his sons. AB James T. Burnett, 20, returned from Korea in the *Iroquois* early this year and proceeded on course from leave. AB Gerald C. Burnett, 18, has been drafted from shore to the *Iroquois* for her next Korean assignment.

The 'World Cruise' Side of a Tour of Duty

Hostilities in Korea brought to the crew of HMCS *Huron* the opportunity of doing what many a Canadian dreams of doing—making a world cruise. Unfortunately the dream is only realized by a few. Among that few were the men of the *Huron*, for they paid calls to many of the countries which are usually only known as names in geography books.

In the course of the destroyer's second tour of duty to Korea, April 29, 1953, to March 17, 1954, they called at ports in the Canal Zone, Hawaii, Japan, Malaya, Korea and many other countries.

The first port of call, en route to Korea in the spring of 1953, where officers and men were able to go on a shoreside tour was the City of Panama. The ship's company visited an alligator farm and purse factory, where expensive purses and shoes could be bought for a third the price they would bring in Canada. In the same area, the crew visited the ruins of the original city, which was razed by Sir Henry Morgan, the English privateer. Sir Henry, in attacking the city, marched overland and struck from the land side, completely surprising the inhabitants, who were planning to defend their city against an attack from the sea. The ruins of one tower are all that stand to mark the site of what was once a great city.

Hawaii, the most publicized playland in the world, greeted the *Huron* with dancing girls and leis on the jetty at Pearl Harbour. Dances and tours of the beauty spots were arranged during the ship's stay.

One of the points of interest in Japan was a tour of a pearl farm outside Sasebo. Here the men were shown the manner in which spheres of clam shells are placed in live oysters, which are then arranged in trays and lowered into sea water. Once a month the trays are raised and the shells hosed off. It takes five years of waiting for one of the spheres of clam shell to become a worthwhile pearl. The manager of the farm showed the men a string of pearls, whose flawless matching and colour would make them worth \$3,000-\$4,000 in Canada.

In Malaya, a tour was arranged with a rubber plantation manager to an area where the British were still stamping out terrorism. Due to the restricted carrying space of his armoured car, he was only able to take two officers on the trip.

The Malay authorities, in granting permission for the trip, insisted that side-arms be carried. The trip began in a new Ford car, driven by a native driver. He drove at a terrific rate along the modern highway, explaining that the excessive speed made him a poorer target for the terrorists, who had a habit of shooting at passing drivers. The only traffic in the other direction was the occasional armoured carrier, with mounted Bren gun.

At each village there were check points, closing the village off completely. Walls of barbed wire, 10 feet high, and floodlights guarded against surprise attacks at night.

In one of the villages, the driver stopped and waited for the armoured

car, which came along presently and escorted the Ford five miles off the main highway into the estate. The planter pointed out how the heavy undergrowth had been removed to permit better observation of the road fringes by travellers.

After tea in the plantation dwelling, the officers were taken on a tour of the estate. The 2,600 acres of rubber trees turn out 1 million pounds of rubber sheet and crepe annually. Five to six hundred people of Chinese, Malayan, Indian and Indonesian nationality comprise the labour force.

The labourers live in mortal terror of the Communists, who use terrorist tactics to obtain food and clothing. The native homes are enclosed in barbed wire and native guards search everyone for hidden food who enters or leaves the compounds. On this estate, six men had been killed by terrorist snipers, and 10 per cent of the trees damaged by slashing. The planter had been ambushed three times, escaping unharmed each time.

One of the most notable features of the whole cruise was the obvious happiness of expatriate Canadians in the distant ports to greet men from home and to see the visual evidence of the growing naval power of the country in whose service they are obliged to make their home for a time on foreign soil.—H.D.M.

Inspection Tours Spread "Gospel"

Wren authorities thought they'd try hitting two birds with the one stone earlier this year and were so successful they've been doing it ever since.

Periodically Wrens on full-time duty at Naval Headquarters make routine visits to the various naval divisions with Wren complements. This year it was decided to stimulate recruiting and public relations by having future teams address community organizations in the cities where naval divisions exist and thereby get in close contact with various women's groups containing girls who might be eligible for service.

The first team, consisting of Sub-Lt. (W) Evelyn M. Yip, of Vancouver, and Wren Dorothy Chambers, of Westville, N.S., set off on January 16 for a tour of the Maritimes and Eastern Canada.

Their return to Ottawa at February's end teed off another tour, this time as far west as Prince Rupert, by Lieut. (W) Myrtle Allen, of Vancouver and Sechelt, B.C., Staff Officer (Wrens) to the Commanding Officer Naval Divisions, accompanied by Wren Joy Lorraine Tyo, of Cornwall, Ont.

They returned to Ottawa late in April, their tour a great success. They were off again in mid-May, this time for Newfoundland, Prince Edward Island, Halifax and Quebec City.

The Life and Death of a Training Ship

HMCS Venture Provided Fine Training for Young Seamen

OFF THE COAST of Newfoundland a ship went to her end in the true Viking style, aflame and dying in her final hour of toil. She was the three-masted schooner, *Alfred & Emily*, a coal-carrier plying from Cape Breton to Newfoundland ports. She was a little bit grimy and a little bit tired, but there were the unmistakable marks of gentility about her.

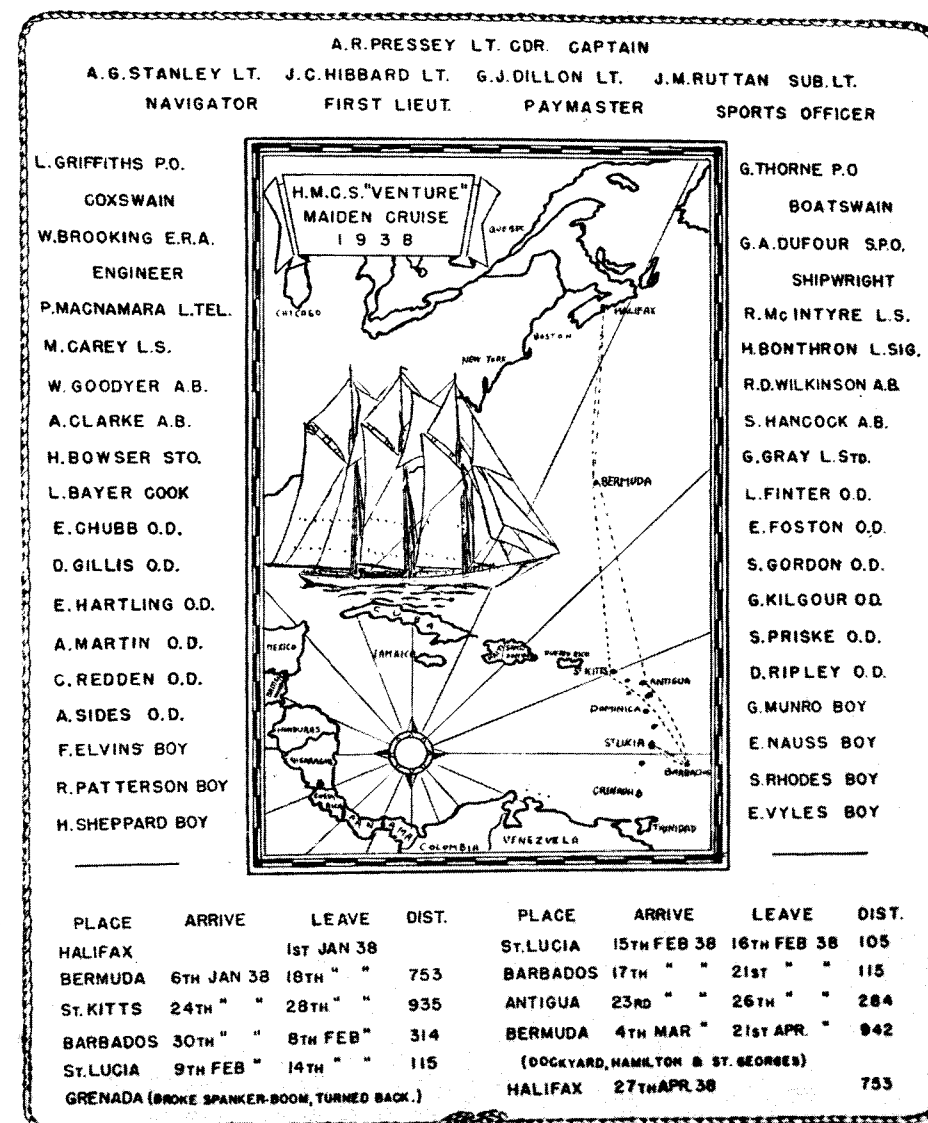
The *Alfred & Emily* started her career as HMCS *Venture*, and she was built along the lines of the famed Nova Scotia schooner *Bluenose*. Turned out in the Meteghan Shipyards, in Digby County, N.S., the *Venture* was designed by W. J. Roue, Halifax ship designer, for use as a training ship, according to Royal Canadian Navy specifications.

A sleek, racy-looking schooner, she was commissioned late in 1937, on the eve of the Second World War. On the first day of the New Year of 1938, she left Halifax on her maiden voyage. Under the command of Lt.-Cdr. A. R. Pressey, she carried a small, experienced crew, with the larger portion of her complement made up of ordinary and boy seamen.

It was a rough trip, with many a hair-raising experience for those ordinary seamen and boys, but they were learning about the sea, and the sea is a harsh mistress. One night in a blow the thimble blocks of the foresheets let go, went through the jumbo and in and out of the jibs, with a great clattering and uproar. Lt.-Cdr. Pressey ordered all the boys and ordinary seamen below, and had the experienced hands secure the damage.

On the same cruise, she lost all her headsheets, in rough weather, as the ship still sailed south. It wasn't until she arrived in Grenada, one of the Windward Isles in the Lesser Antilles, with a broken spanker-boom that her captain decided to set his course for home port. Her trip home was less eventful, and she docked at Halifax on April 27, four months after her departure.

The boys who sailed in the *Venture* had the finest training imaginable, and the ship was a clean and happy vessel. Their boat-pulling was exceptionally good since all the liberty men were taken back and forth by whaler, and



Shown is a chart of the maiden voyage of the Royal Canadian Navy's training schooner, HMCS *Venture*, with the names of the original crew. One of the few men who kept in touch with his old ship is Captain (S) C. J. Dillon, Command Supply Officer, Halifax, the owner of the chart. Captain Dillon, then a lieutenant, served as paymaster in the *Venture* on her maiden voyage.

the watering of the ship was done by removing the thwart from a whaler, and using it as the container for the water. This meant two of the crew would have to row the whaler to the stream they were watering from, and bail it full. Arriving at the ship with the water, they would have to bail it out again. Water was a precious item in the ship, entailing as it did such strenuous procural methods.

Boys will be boys, even in the Navy, and some of the boys decided they were holystoning the deck far too often, on one of the cruises she made around Newfoundland. The first lieutenant had the answer for this, however. Anchor-

ing in St. George's Bay, he had them do the decks with wet canvas and sand, which was far worse to work with, but did the job as well.

The spirit of competition was keen in the ship among the boys and ordinary seamen, and each Saturday when in port they had races, up one side of the rigging and down the other. The hardy winner of one of these races would be fortunate to have a whole skin, and would make 25 cents for his effort.

With the coming of the war, there was no more time to devote to the training. Boys must become men overnight and take their places in ships of

war. Great, steel ships, bristling with armour, hundreds of ships where there had been tens. The nation was preparing for war and there was no place for the *Venture* in the set-up.

De-sparred and idle, she sat at the jetty, used as a floating barracks for HMS *Seaborn*, depot ship for the Rear-Admiral, Third Battle Squadron, watching the boys she had trained, now grown to manhood, sailing out in the ships of war to protect the sea-lanes of the north. She reverted to the RCN and became HC-190, guard-ship in the Halifax Narrows.

The war over, she was sold and entered the sealing industry in Newfoundland, and from there she passed to the coal-carrying job that was to be her last. She burned out, right to the water line, the flames eating at her grimy but once-graceful lines until they had consumed her. *Alfred & Emily* was the name destroyed by the flames, but she will always be HMCS *Venture*, ship of the Royal Canadian Navy, to those who sailed in her.—G.W.I.

Ship's Name Lives Again in New Training Establishment

Some additional facts about HMCS *Venture*:

The name "Venture" has been revived in HMCS *Venture*, the new junior officers' training establishment at Esquimalt.

It was first borne in the RCN by a yacht attached to the Royal Naval College of Canada in Halifax from 1911 to 1917.

The second *Venture*, subject of the preceding article, was designed by W. J. Roue, designer of the *Bluenose*, and was built by the Meteghan Shipbuilding Company Ltd., on the shores of the Bay of Fundy. The keel was laid January 4, 1937, and the ship was launched on June 9, 1937. She was christened by Mrs. Norman McL. Rogers, whose husband was then acting Minister of National Defence.

The *Venture's* displacement was 250

tons, her length over all 142 feet, length on the water line 111 feet, greatest beam 27 feet and greatest draft 14 feet 6 inches.

The hull was built from the same table of offsets as the *Bluenose*, with certain changes in hull and sail plan. The *Bluenose* had two masts, the *Venture* three. The *Venture's* keel was slightly longer than that of the *Bluenose* to allow for the installation of a propeller. The depth of the *Venture's* keel was seven inches less to make visits to the Great Lakes possible.

The *Venture's* sails were of cotton, with a total area of 12,000 square feet. She carried 12 sails: outer jib, jib, fore-staysail (or "jumbo"), fore, main, mizzen (or spanker), three gaff topsails, one jib topsail (or flying jib) and two fisherman's staysails.

She was equipped with two whalers and a 13½-foot dinghy. Twelve tons of fresh water were carried in two tanks under the galley. There was accommodation for a permanent crew of 14 and for 24 boys and seamen under training.

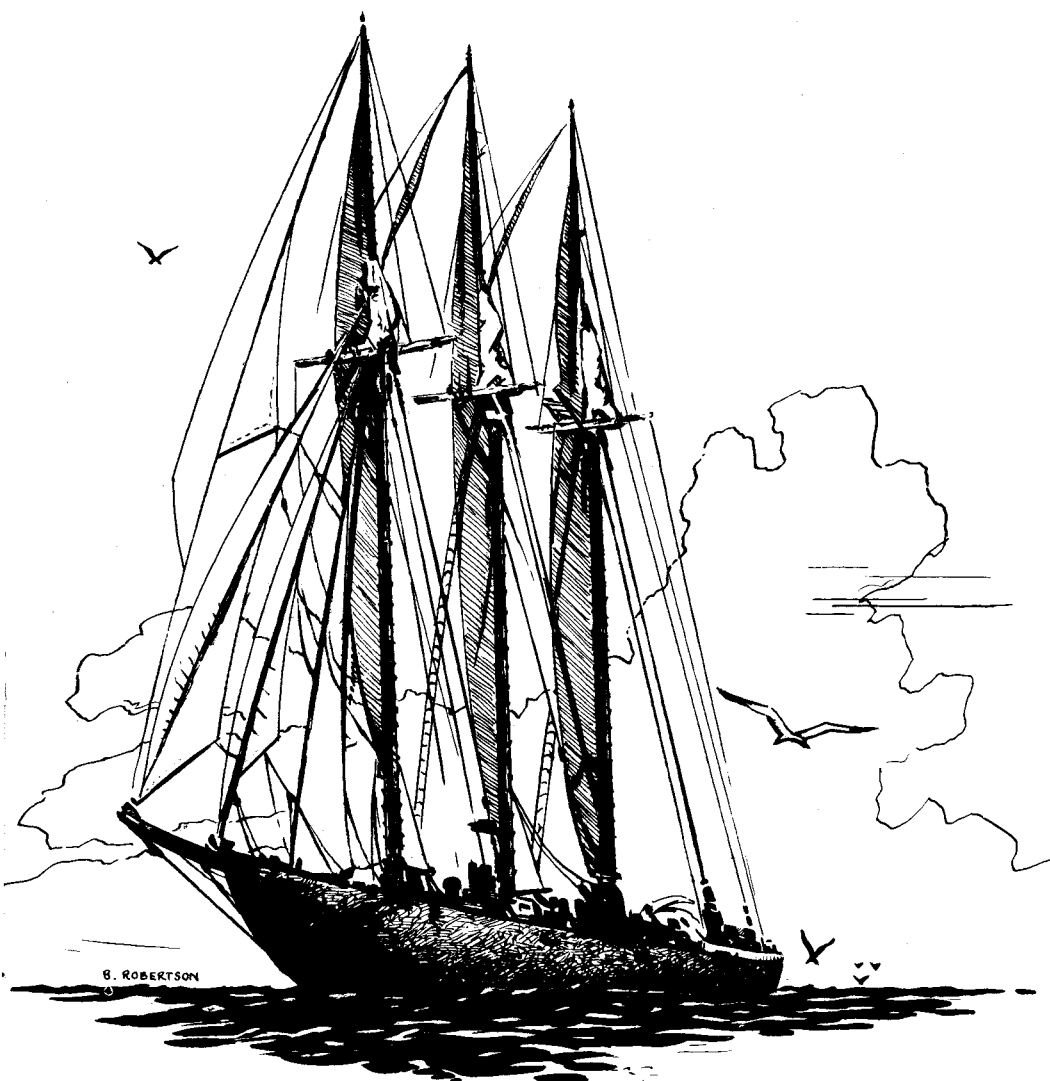
BIRD-WATCHING NAUTICAL HOBBY

When naval officers and men are seen leaning thoughtfully over large-scale ocean charts plotting "sightings" in obscure parts of the Pacific and Polar regions with dividers and parallel rulers, it is possible that their attentions are centred on ornithological rather than service affairs, says the Admiralty News Summary.

They may be members of the Royal Naval Bird-Watching Society, formed seven years ago and open to personnel of the Royal Navy, its reserves and auxiliaries, the Dominion and Colonial Navies and the WRNS, completing their "sea report sheets".

A main object of the society is to increase existing knowledge of seasonal bird distribution with reports from its 230 members plotted regularly on charts in order that periodic movements can be seen at a glance. It also maintains a close liaison with the Meteorological Office of the Air Ministry by helping to identify unknown birds seen by ships sending in weather reports.

The interests of the society are worldwide and during the past year its members have been on the Greenland icecap and also in the Antarctic, while others have sent reports from Korean waters, where the observation of birds has not before been seriously undertaken.



AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS *Cayuga*

HMCS *Cayuga* paid a 12-day informal visit to Hong Kong during April, to allow the ship's company a period of rest and recreation after more than three months of Korean patrols and operational exercises in the Far East.

Shortly after the destroyer escort arrived in Hong Kong, Cdr. W. P. Hayes, the commanding officer, paid an official call on His Excellency, Sir Alexander Grantham, Governor of the Colony. Cdr. Hayes was a luncheon guest of His Excellency and attended the Governor's garden party, which followed the Queen's Birthday parade on April 21, an annual event in the colony. Cdr. Hayes also paid calls on T. R. Fletcher, the Canadian Trade Commissioner in Hong Kong; Rear-Admiral G. V. Gladstone, Flag Officer Second in Command Far East, and Commodore H. G. Thorold, Commodore Hong Kong.

The commanding officer and officers were hosts at an official reception on board the *Cayuga* for members of the Canadian, British and American communities in the Colony and senior Naval, Military and Air Force officers and their ladies.

Shopping was the big attraction for all *Cayugans*, and they didn't have far to go to make their purchases. Scores of Chinese and Indian merchants were waiting for the ship, with samples of their merchandise in one hand and references in the other. The job of selecting the limited number of merchants who could be allowed on board went to Lt.-Cdr. Donald Rutherford, the *Cayuga's* executive officer. Every afternoon the merchants set up shop on deck, selling everything from jade and ivory to teakwood chests, shoes, clothing of every description, and animated lamps.

Perhaps the most welcome group of Hong Kong natives aboard was 18-year-old "Hong Kong Susie" and her side party, who for the privilege of the *Cayuga's* sullage sent the ship away gleaming. Provided with paint and brushes the happy pig-tailed girls painted the ship's hull from stem to stern and when they finished that job they polished brass, washed dishes and scrubbed messdecks.

Hong Kong meant home for the Chinese personnel of the *Cayuga's*

laundering and tailoring firm, and during the visit, W. T. Chao, who heads the firm, was host at a Chinese dinner for the commanding officer and officers. The guests, struggling with chopsticks, were treated to a 12-course feast that included such delicacies as shark fin soup, prawns, shrimps and chow faan. The *Cayuga's* chiefs and petty officers were guests of Mr. Chao at a similar gathering during the visit.

Sightseeing was popular with all members of the ship's company and tours were made to the many famous historic and beauty spots throughout the island and in the New Territories on the Chinese mainland.

When the *Cayuga* sailed for Japan the ship's company was little rested, but well recreated. After two days in



A little Australian miss found both shade and a vantage point from which to view Her Majesty the Queen as the Royal party passed along the streets of Brisbane. Ord. Sea. J. Gordon Routier, of Edmonton, was the member of the Ontario's street-lining party chosen by the little girl. (OT-1587)

her Far East base at Sasebo she sailed for Korean waters and a three-week patrol in the Yellow Sea.

HMCS *Sault Ste. Marie*

The coastal escort *Sault Ste. Marie* visited New Westminster, on the British Columbia mainland, during the weekend of April 24-25, in the course of a training cruise for officers and men of the Royal Canadian Navy (Reserve).

On April 27 the ship sailed again from Esquimalt to take part with the *Sioux* and *Porte Quebec*, and aircraft of 881 Squadron, in an air-sea exercise off the west coast of Vancouver Island.

The *Sault Ste. Marie* was to represent the Royal Canadian Navy at the annual Blossom Festival at Bellingham, Washington. The ship was to land a party of men to take part in the big morning parade and later, with the band of HMCS *Naden*, personnel were to join in the impressive Sunset ceremony.

HMCS *Sioux*

Add the "Pulp Run" to the "Milk Run", "Triangle Run" and other assorted runs of wartime fame. Within a period of six weeks, the *Sioux* has paid visits to five pulp and paper mills on the British Columbia coast.

On March 29, the destroyer escort sailed from Esquimalt Harbour and headed north along Georgia Strait to Powell River, B.C., home of one of the world's largest newsprint producers, where the ship was greeted by officials of the Powell River Pulp and Paper Company.

Officers were guests of the plant manager at dinner in the luxurious Elks' Club and nearly 100 members of the ship's company were guests at a dance.

The next port of call was Prince Rupert, where the ship arrived April 2 to spend the weekend. HMCS *Chatham*, the Prince Rupert naval division, threw open its doors to the officers and men and laid on an outstanding program of sports and entertainment.

The final visit of the cruise was paid to Ocean Falls, where the ship secured at the Pacific Mills jetty. After going down to defeat at basketball and rifle shooting and after witnessing a variety show presented by amateur actors, dancers and singers, the *Sioux* left with

the deepest respect for Ocean Falls' homegrown talent.

On April 12, the *Sioux* again left Esquimalt, this time to rendezvous with the *Ontario*, returning home from her three-month Australian cruise. Evolutions were carried out on April 13 and 14 and the *Sioux* shared in the exuberant welcome given the training cruiser when she steamed into Esquimalt on the morning of April 15.

En route from Powell River to Prince Rupert, the chief and petty officers held their first mess dinner on April 1, while the ship was at anchor in Coghlan Anchorage.

Thirty-seven men attended the dinner in the Chief and POs' cafeteria. Guests from the wardroom were Cdr. A. H. Rankin, commanding officer; Lt.-Cdr. R. H. Leir, executive officer, and Chaplain (P) Harry Ploughman. A gavel and block were presented to the wardroom on behalf of members of the Chief and POs' Mess by the mess president, CPO E. W. Cozens.

Aldergrove Radio Station

Progress. That's just what it is. Plain, ordinary, downright progress.

A year ago, Aldergrove was nestled back in the bush on the lower mainland of B.C., nowhere from anywhere. Now the bush has been cleared away from the highway and Aldergrove is there for all to see. And the landscape includes the new recreational building

Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, inspects the guard of honour mounted in HMC Dockyard, Esquimalt, on his arrival for his annual inspection of Pacific Command ships and establishments. Officer of the guard is Lieut. Keith Lewis. Cdr. (S) P. H. Sinclair, secretary to CNS, is at the right. (E-26722)



Mrs. Jessie Coade, Halifax newspaperwoman and chairman of the Cancer Society's recent Halifax drive, travelled by RCN helicopter to collect contributions from schools in and around Herring Cove, Spryfield, and Purcell's Cove. She is shown as she alighted from an RCN helicopter in the yard of the Herring Cove school. Left to right are John McLaughlin, of the school; Sister Vera Marie, a teacher at the school, and Donna Baker, daughter of Percy Baker, who organized the collection in the area, presenting the contribution to Mrs. Coade. In the background is Helen Gates. (DNS-1990)

(mentioned in "Afloat and Ashore" not long ago), which is rapidly nearing completion.

Once the building is in operation it will mean that the station will no longer be so dependent on a somewhat fickle weatherman, and the clip-clop of little feet playing badminton and volleyball will replace the clink-clank of horse-shoes.

There have been some newcomers to the station: AB W. Beiko and Ldg. Sea. B. R. Montgomery, from *Naden*; AB J. Stevenson from the *Ontario*, and Ldg. Sea. H. J. Rousseau, from the *Stettler*.

Departures, all for *Naden*, were Leading Seamen R. E. Bartram, L. D. Kirkaldy and J. S. Oros, and AB D. K. Gray.

HMC Ordnance School

Recent weeks have been busy ones for some Ordnance people, including Acting Commissioned Ordnance Officers R. V. Courtney, W. E. Bell, A. R. Lee, K. J. Province, and W. M. Pitts.

They returned to the school from a month's leave to find they were going to *Cornwallis* for a sojourn of six weeks. From there they are to be dispersed to their different appointments, Mr. Province to HMCS *Quebec*, Mr. Courtney to the *Ontario*, Messrs. Pitts

and Bell to *Stadacona*, and Mr. Lee returning to *Naden*.

Also to add to the excitement, members of the third class of Armourers' Mates completed their courses and went on leave. They are: Ord. Sea. Frank Hickey, AB Norman Lynch, Ord. Sea. J. G. Anderson, Ord. Sea. Earl Speary, Ord. Sea. L. J. McLaren, AB Conrad Bergstrom, Ord. Sea. Donald Little, Ord. Sea. Ronald Thorne, and Ord. Sea. L. J. Bertrand.

The fifth class of Armourers' Mates consists of Ordinary Seamen Walter Gray, Donald Gunderson, Kenneth McMaster, Edward O'Donnell, and C. J. Underwood. They started their course in MTE and then will go to the Electrical School before beginning their Ordnance training.

ATLANTIC COMMAND

HMCS *Magnificent*

Canteen stocks of Canadian chocolate bars dwindled almost to the vanishing point on board the "*Maggie*" during April, the second month of her refit at Portsmouth.

The month is apparently a favourite in the Royal Navy for the granting of long leave in ships and shore establishments. A minor consequence of this was that the inter-ship sports program

was greatly curtailed; a major one, that the "Maggie" was made "duty visitors' ship".

That's where the chocolate bars went—to the hordes of English school children, who swarmed aboard and whom the Canadian sailors couldn't bear to see go ashore hungry.

A third result was that the *Magnificent* was asked to make the largest single contribution of men to line the route travelled by the Queen Mother, Princess Margaret, Prince Charles and Princess Anne when the Royal children arrived at Portsmouth to take passage in the Royal yacht to the Mediterranean to meet Her Majesty the Queen and the Duke of Edinburgh.

The *Magnificent's* party of 100 men was given the place of honour, lining the portion of the route nearest the Royal Yacht *Britannia*. As a result the men had a splendid view of the Royal Family and the yacht's departure. One of the oddities of the sailing was that "stations for leaving harbour" included a lone seaman playing the bagpipes.

The Canadians contributed their own novel touch during a stand-easy, when they gathered around a jeep-load of coffee and chocolate bars from the ship to "dinner music" of a lusty and un-military nature from the ship's band.

The electronic refit produced a seamanship problem of some magnitude when it was found none of the available cranes could reach high enough up the mast to remove the main air-warning antenna—an object of awkward dimensions and considerable weight. RPs, RTs and Bos'n's Party combined forces, wits and courage and succeeded in dismantling and lowering the aerial by hand, without any components or personnel taking independent action under the law of gravity.

There was a sequel to this masterly stroke of work.

During the dinner hour, a member of the ship's company reported there was a fire at the masthead. The already harassed OOW was inclined to poopoh this obviously frivolous report, but the man could not be put off.

Sure enough, a thin curl of smoke was ascending heavenward from so high up it didn't have far to go. One of the "steeplejacks" had apparently made a wide miss when trying to flip a cigarette end over the side. It landed in a coil of staging rope.

The ship's normal fire drill calls for a pipe summoning the Emergency Party to muster at the scene of the fire. While the OOW was trying to figure out how to modify this to suit the circumstances, the bos'n seized a CO₂ extinguisher,



An impressive King Neptune now dominates the seamen's mess at HMCS Brunswick, the Saint John, N.B., naval division. AB Robert Irwin is seen putting the finishing touches on the mural. (Photo by Climo, Saint John, N.B.)

scaled the mast and extinguished the fire. He was completely ungrateful to the member of the Damage Control Staff who smugly reminded him that he had used the wrong kind of extinguisher.

Padloping Radio Station

It looks as though spring has, at long last, come to little Padloping Island. For a while it was doubtful whether there would be any warm weather. Now, in early May, the sun is coming in all its glory and residents are basking in temperatures up to 35 and 40 degrees above zero. The snow, which, in many places, had drifted to within a few feet of the electric wires, is beginning to melt and is being replaced by water which, mixed with this sandy soil, makes knee-deep mud to walk in.

Looking out any window one can see the snow on the surrounding mountains slowly but surely decreasing. The mountains are losing their picturesque snowy appearance and are taking on their summer look of cold bleak stone.

There are not many things to break up the monotony of this Northern station. One of the few is an airdrop. Unlike Churchill, and other RCN stations in the north, Padloping has to rely on airdrops for supplies and mail, the latter a very important item.

Now that warm weather is here it is hoped fresh fruit will be dropped in one of the forthcoming airdrops.

During the winter it was impossible to drop fresh supplies since they would freeze possibly even before they reached the ground. A crate of apples was dropped last winter but, due to the intense cold, they arrived frozen.

Lack of movies and other entertainment has brought about many "bull sessions", which are held in the obvious place—the galley. The main source of entertainment is a pool table which has taken quite a bit of wear and tear since the Navy arrived. The library of pocket books, which the Navy League of Canada kindly supplied, has been read through once and now some of them are being read for the second time. Card games pass many an hour but in time the cards wear out and it isn't hard to tell what an opponent has in his hand.

Due to last October's fire the station is without a "reefer" or cold storage for our frozen food. Time was spent in cutting ice for a temporary ice house. The ice was six or more feet thick, which made the cutting a tedious task. This "fridge" will have to last for about four months until the new prefabricated reefer comes up in September.

During the winter, the coldest recorded temperature at Padloping was 38.5 degrees below zero, but the only time one really felt the effect of a temperature such as that was when a stiff wind was blowing. The wind, usually from the northwest, sometimes blows at 50 miles an hour or more. The climate is not as moist as in most of Canada and, accordingly, was not unbearably cold.

Trading has been carried on with the Eskimos. From the ivory tusks of the walrus, the Eskimo, with his primitive tools, carves crib boards, kayaks (native boats) and other figures which are traded.—R.J.Y.

Coverdale Radio Station

The ex-city dwellers and westerners among the men and Wrens at Coverdale were nothing short of astounded when they learned on a sunny April afternoon that there is more to the manufacture of maple syrup than simply sticking a spigot into a tree.

CPO William Leggett organized and conducted a party to a sugar bush near Moncton, N.B., during the height of the maple sugar season. There in a grove of 1,200 trees, they saw the sap being gathered from the trees and boiled down into maple syrup, a process that requires the gathering of 40 gallons of sap for each gallon of syrup produced.

Fresh maple sugar was munched and maple taffy was made in the traditional

way by pouring hot syrup into the snow. The outing ended around an open fire with a supper of hotdogs and coffee.

The second mess dinner in six months was held by the Chief and Petty Officers on April 22. CPO L. J. Matthews presided and the guest speaker was Lieut. (SB) W. N. Inman, staff officer (administration) at HMCS *Brunswick*.

NAVAL DIVISIONS

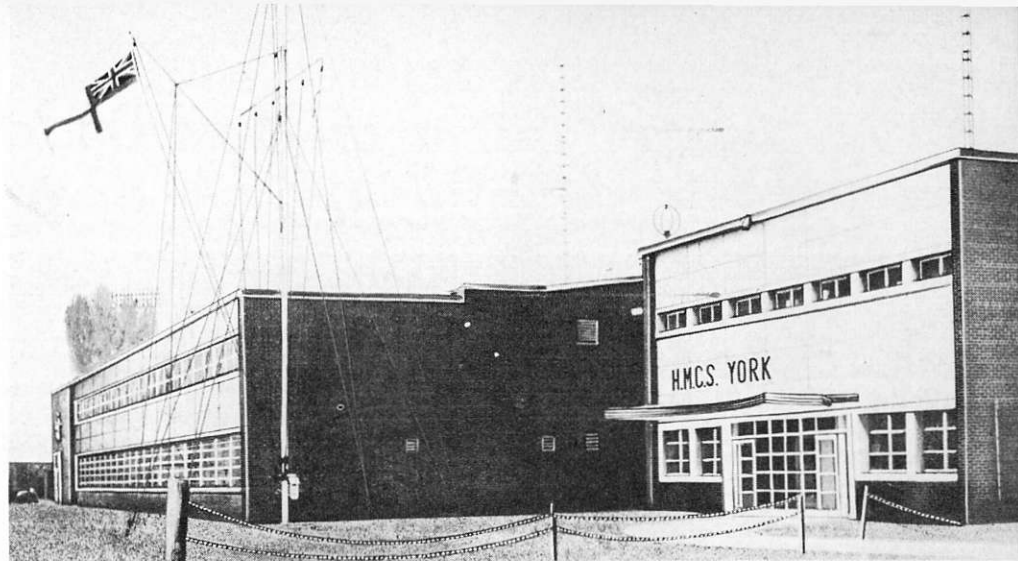
HMCS York

Signalling "full speed ahead" on the ship's engine-room telegraph, Hon. Louis O. Breithaupt, Lieutenant Governor of Ontario, officially opened HMCS York's new training wing in May. The occasion was also marked by an "open house", giving the officers and men of the ship an opportunity to acquaint over 3,000 citizens of Toronto with the work of the Royal Canadian Navy (Reserve).

Favoured with excellent weather, the Toronto reservists were able to entertain the visitors with continuous outside activity for the full afternoon. Following the inspection of the guard and the official opening by the Lieutenant-Governor, York's trumpet and brass bands entertained with martial and classical music, a boat's crew performed whaler pulling demonstrations, the Reserve Air Squadron VC 920 carried out fly-pasts, and a ferry service operating from the ship's jetty transported the public to HMCS *Brockville* and HMCS *Digby*, both anchored near the division. The minesweepers participated in York's open house to further public interest in the Navy.

Even before the gangway was opened at 2:30 p.m., the public started to arrive, to be greeted at the entrance by officers and Wren guides, who handed out recruiting literature and directed the visitors to the starting point of the tour. Over 5,000 copies of recruiting material were distributed during the afternoon. Arrows and posters directed the public to various parts of the ship open for inspection. Two address systems set up on the drill deck and on the jetty outside, directed them to special demonstrations and assisted in keeping up the constant flow of traffic. For those who tired of walking, movies in the projection room afforded relaxation and entertainment.

Each department inside the ship functioned individually and provided a continual commentary of explanation. Demonstrations were given by the asdic, radar, engineroom, supply, shipwright, naval air and medical department. Members of the sick bay staff



The new training wing of HMCS York, the Toronto naval division, was officially opened by the Hon. Louis O. Breithaupt, Lieutenant-Governor of Ontario, on Sunday, May 9. The new wing, which doubles the size of the divisional headquarters, is at the left.

attracted much interest with their performance of the Robinson stretcher drill on the division's drill deck. A highlight of the displays was a booth erected by the recently formed York Boys' Club, which exhibited handiwork by sons of members of the ship's company.

The ship's monthly publication "Yorker" issued a special "Open House" number for the occasion. This contained a message of welcome from the commanding officer, Captain R. I. Hendy, and general articles of interest for civilian guests. Copies of the publication were distributed by Wrens during the afternoon.

Excellent co-operation from press and radio was received following a special ship's tour conducted four days before the event.

The "Open House" committee was under the chairmanship of Lt.-Cdr. W. Houghton.—A.C.T.

HMCS Donnacona

Officers and men of the 51st Heavy Anti-Aircraft Regiment of Montreal paid a visit to *Donnacona* on the night of April 20 and, after observing regular drill night classes, were welcomed to the various messes.

Members of the regiment showed a particular interest in *Donnacona's* gun battery and naval personnel faced a barrage of questions about naval anti-aircraft weapons and the way in which they were used.

Just to impress on the visitors that there are, in fact, certain differences between the Army and the Navy, they were given a run-through in some strictly nautical subjects, such as boat-work.

HMCS Cabot

Officers of the St. John's naval division ushered in St. George's day with

a gala formal dance attended by 150 guests. Soft lights and festoons of signal flags and ensigns provided an attractive setting.

Included in the guest list were Captain L. L. Atwood, Canadian Naval Commander, Newfoundland; Major W. D. Little and Cdr. H. Garrett, former commanding officer of *Cabot*.

UNTD cadets completed their winter training at *Cabot* and left the second week in May for their summer training. Cadets R. N. Abbott, G. R. Parsons, A. M. Sullivan, W. O. English, J. E. Kean and D. A. Janes headed for *Naden*, while Cadets H. W. Paul, J. W. Corick, I. N. Davis, A. M. Goodridge, A. Quinton and J. E. Wicks are based at *Stadacona*.

Lieut. R. A. Whalen, Staff Officer, UNTD, has taken up a new appointment on the staff of the Reserve Training Commander, East Coast, at *Stadacona*.

HMCS Hunter

A successful church parade and "open house" were held at *Hunter* on May 2. The ship's company returned from the church services to a luncheon served at divisional headquarters by the Ladies' Auxiliary to the Windsor naval division.

Later in the afternoon the doors of *Hunter* were thrown open to the public. Visitors were taken on tours of the establishment by Wrens and UNTD cadets. The day's activities concluded with the Sunset ceremony.

On Warriors' Day, May 14, *Hunter* personnel joined with members of the other services and high school cadets in a parade along the main street of Windsor to Jackson Park where General Charles Foulkes, Chairman of the Chiefs of Staff, took the salute and addressed the assembled service personnel and citizens.



This little Korean girl, who fled from enemy territory to join her two brothers on a small UN-held island off North Korea was given warm clothing by the Athabaskan from supplies donated by the Navy League in Victoria, B.C. (AN-214)



Chaplain (P) A. G. Faraday went ashore from the Athabaskan at Pang-Yang-do, Korea, and held a service for American Marines stationed there. He is shown chatting with some of the members of his congregation after the service. (AN-332)



The Athabaskan suffered no battle casualties during her nearly three years of Korean duty. However, she stood ready to aid the wounded of other nations fighting beside her. Here a wounded guerrilla is taken aboard from a Korean junk. (AN-235)



Hey Buddy, Can You Spare A . . .

by H.S.

WHEN MOST PEOPLE think of destroyers, they envisage lean, gray ships streaking through the sea, with guns blazing, depth-charges exploding, battle ensigns flying and a long white wake streaming out astern. Canada's destroyers in Korean waters fitted into this picture very well at times during the pre-truce period, but there was—and is—another side to the activities of our ships which is known to relatively few people. A destroyer is like a little city, with facilities for almost everything, from washing a shirt to supplying enough electricity to light a fair-sized town. The demands made on her resources by persons outside the ship comprise a story in themselves.

For example, we'll go back about a year, to a morning that finds HMCS *Athabaskan* at anchor near a friendly island off the coast of Korea. All night she has been close inshore, ready to beat back any enemy attempt at invasion, but with the dawn she has moved just out of enemy gun range and is now lying at anchor, keeping an eye on things in general. From the island comes an LCM, carrying several United States Marines. The LCM secures alongside, and the marines clamber aboard. They would like to buy some American cigarettes, if we have any, and also some toilet soap, writing gear, etc. One boy from the Deep South wants to know if we have any "see-gars".

The canteen manager soon gets them what they want, and they're about ready to go when they suddenly remember "Baby-san", a small Korean boy who is one of their mess boys, and who hasn't been feeling too well. The ship's doctor examines the serious little chap, and finds he has a parasitic disease which will require hospitalization, so the marines are given a note to the Island Commander regarding the boy's condition. Off they go in a cloud of blue diesel exhaust.

Next to arrive is an incredibly ramshackle sampan, with three South Korean guerrillas in it. They, too, would like some cigarettes and soap, and can

we do anything about their engine? The engine-room branch takes apart the aged power plant, and finds a cracked cylinder-head, which is welded and replaced. The Koreans depart wearing broad grins and puffing on cigarettes as they relax while the engine bangs merrily away.

Conditions settle down to normal, but not for long. One of the ships with us has done a lot of firing, and her heating boiler brickwork has collapsed. All the engineers are diesel men, but we have steam boilers, haven't we? The engine-room branch again swings into action, and long lines of stokers vanish into the other ship with buckets of boiler brick mortar. When the boiler is rebricked they are told to let it set for awhile, and they leave.

The electricians now get into the act. The island comes up on the radio saying that their movie machine has gone out of action. Can we help? Again the American LCM comes out, this time with the Island Commander, who is going to have dinner with the Captain. Two of our radio technicians go back with the LCM to look at the movie machine, carrying with them testers, tubes and all the mysterious implements of the trade. An hour later they are back, wearing smug grins and telling everyone that it was only a bit of trouble in the infragile but they shorted out the uggleswitch and it is working a treat. In the meantime the Island Commander has had a hot bath and a good meal and he goes over the side into the LCM with much saluting and handing down of cases of beer with which his men are to celebrate the Marines' birthday, which is always tomorrow.

As the LCM pulls away a large junk appears, flying American, South Korean and United Nations flags. These are South Korean Marines, and a very rugged crowd. The junk bristles with helmets and machine-guns, and the men themselves are lean and hard. Cigarettes? They get the cigarettes, but there is still a tendency to linger.

Finally one, a little bolder than the rest, blurts out the thought dear to their hearts. Can they see a movie? This can usually be arranged, and although they do not understand English very well they seem to enjoy the pictures, especially the horse opera where the hero kills innumerable bad men and Indians, kisses his horse, and rides off into the sunset. Anything else is sissy

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Engineroom personnel of the Athabaskan not only had to keep their own ship running, but were frequently called upon to minister to ailing engines in South Korean and U.S. Marine Corps craft. PO William Rhodes (left) and CPO John Shea examine a damaged piston from a ROK craft. (AN-333)

to the rugged ROK marines. Sometimes while they are watching the movie the ship will be firing at enemy installations or troops, and the thunder of the 4-inch mingles with the crack of six-guns, but that doesn't faze the ROKs, and they stay until the last Red-skin bites the dust.

If things have been quiet lately we may land a sports party. It is known that most of the islands carry large refugee populations, and although the older people are fairly well clothed, the children are often down to very little clothing. The Women's Auxiliary in Victoria supplied us with clothing which they had collected, and it goes down into the boats, along with several boxes of chocolate bars donated by the cadets. Canadian sailors and children are like magnets and iron filings, and Korean youngsters are no exception. In no time at all the Koreans are wearing clothing that was bought in Victoria, and the Coxswain is surrounded by an eager gang to whom he hands out chocolate bars in inverse proportion—the smallest youngster gets the biggest bar.

When the sports party returns the day is almost done. As the sun sets a ROK Navy patrol boat comes alongside to get his orders for the night, and to fill his fresh water tanks. He also asks for, and gets, some fresh bread to help out with his staple rations of rice and vegetables, and with fish. When he pulls away we pick up our anchor and go to our night station, ready for another night of watching and waiting.

All these things happened, not every day and not all on the same day, but they are indicative of the work which went on behind the headlines. Carrying mail, passengers, food and stores, fixing engines, looking after the sick and wounded were all part of the destroyer job. Thanks to the skill, ingenuity and cheerfulness of the Canadian sailor this job was done well in Korea, and the Canadian ships made many fast friends for themselves and for Canada.

CADETS ATTEND CHURCH

Graduation week activity at the Canadian Services College, Royal Roads, began with a church parade to Christ Church Cathedral and St. Andrew's Church in Victoria on Sunday April 25.

The college commandant, Colonel C. B. Ware, attended the services and read the lesson. Cdr. R. W. Timbrell, Officer Commanding the Cadet Wing, was in charge of the parade, while Cadet Wing Commander Paul D. Manson, Deep River, Ontario, commanded the cadets.

Electronics in the Navy

During the Second World War and in these post-war years there has been a marked increase in the use of electronics in the Navy, as in the other services and in industry. It is impossible to be in the present day Navy without coming into contact with an electronic device of some kind. Indeed, the fighting efficiency of a ship has become more and more dependent on the correct functioning and operation of the many shipborne electronic devices fitted.

The operational problem of the Navy—to seek, locate, engage and destroy enemy targets—is unchanged and unchanging, but new techniques in solving

the problem have of necessity been evolved, and electronics in many cases provide the best method of solution. Modern navigational aids, also, are largely electronic in nature. Consequently, as techniques change, the need arises for larger quantities of electronic equipment, often much more complex than anything that has gone before.

The responsibility for the correct and efficient maintenance of all electronic equipment in the Navy rests with the Electrical Branch, and the non-sub rate of Radio Technician was created by the branch to provide highly skilled specialists capable of carrying out this maintenance task.

Training of such personnel is an undertaking of no small magnitude. The problem resolves itself to taking a man from shore with no previous training in electronics and with a Grade X education, and bringing his electronic knowledge up to a level previously only expected at the university level. An electronics section was set up in HMC Electrical School at Stadacona to provide the necessary training and this section was gradually expanded during the last few years to the point where it is capable of providing instruction to 12 separate classes at any time.

Three laboratories have been established by the electronics staff to furnish practical training in electronics to classes under instruction. The laboratories are among the most up-to-date of their kind in Canada.

In the basic electronics laboratory, the students carry out a wide range of experiments carefully designed to provide them with a solid basis of understanding of the fundamentals of electronics, which will stand them in good stead when dealing with more complicated theory at a later stage in their training.

The techniques used in the latest radar equipment are demonstrated and practised in the pulse techniques laboratory, while in the practical construction laboratory students are given the opportunity of increasing their practical skill by building actual radio circuits.

All types of electronic equipment fitted in RCN ships are available in HMC Electrical School for more advanced practical study so that, in the peace and quiet of a classroom, technicians can be shown the answers to many of the problems they will undoubtedly encounter at sea under more hectic conditions.

Gunner of Yore Many-Sided Man

The ship's gunner of 200 years ago was required to be a man of many virtues, if one may judge from the extract, printed below, from "Three Books of Colloquies Concerning the Art of Shooting in Great and Small Pieces of Artillery", which was written in the 18th century. The extract appeared in the "Maginews".

"A Gunner ought to be sober, wakeful, lusty, hardy, patient, and a quick-spirited man; he ought also to have a good eyesight, a good judgment, and a perfect knowledge to select a convenient place in the day of service, to plant his ordnance where he may do most hurt unto his enemies, and be least annoyed by them.

"Also a Gunner in time of service ought to forbid with meek and courteous speeches all manner of persons other than his appointed assistants to come near his pieces, to the end that none of his pieces may be choked, poisoned or hurt and he ought not for any prayers or reward to lend his piece or his gunmatch to another person, because it may be very hurtful to him in time of service to lack the same.

"Also every Gunner ought to know that it is a wholesome thing for him to eat and drink a little meat before he doth discharge any piece of artillery, because the fumes of saltpetre and brimstone will otherwise be hurtful to his brains, so it is very unwholesome to him to shoot in any piece of ordnance while his stomach is empty.

"Every Gunner which shall serve upon the sea in any ship ought before his going to sea to write with good advisement in a paper book for the captain of the vessel in which he shall serve, the weight and price of so much gun-powder, and of so many fit pellets as will be enough to charge all the pieces of his vessel forty times over, and also the price of ten barrels of more gun-powder, which he ought to have for the making of fireworks."



The Navy Plays



Courageous Show Made by Runner

Although his feet let him down, Cadet (S) Andrew J. Nicol, of HMCS *Prevost*, the London, Ont., division, showed plenty of courage as the sole representative of the Royal Canadian Navy in the Boston Marathon on April 19.

He started off with 210 other entrants along the route from Hoppington, through Framingham, Newton, along Massachusetts' Route No. 9 to Commonwealth Avenue to finish in the City of Boston.

Despite a short spring training season and a full-time university schedule, Cadet Nicol was well up in the field at the eight-mile mark. He was wearing new roadster shoes for the race and, though he had given them two previous breaking-in sessions, already they were causing him excessive pain in the right foot and complete numbness in the left.

At the ten-mile mark he took the strongly-sweetened tea he was to have got four miles later as a stimulant. His right foot was so painful that his coach, Lieut. A. T. Orr of *Prevost*, advised him to withdraw.

You can have a field day on the flight deck of an aircraft carrier—and that's just what they did on board the "Maggie" when she was on her way to the United Kingdom for refit. A medley marathon was held, with the departmental CPOs providing unexpectedly tough opposition for the younger set. They lost by a grey whisker to a team largely composed of ABs. The event pictured was not the high hurdles, but the 50-yard dash, with the railing of the forward lift serving as the tape. Contestants were allowed to go over, under or through it. (Mag.-5356)

Nicol gamely stuck it, saying he would finish even if he didn't place well—the crowd of three-quarters of a million people should all get a good look at a jersey that had "Canadian Navy" on the front and "Canada" on the back.

He was still going, but well back in the field, at the 18-mile mark where he took some cut oranges for nourishment. And he still plugged along.

Cadet Nicol finished 89th in the race with a course time of four hours, 11 minutes. His best time in another marathon had been three hours, one minute. At the close of the Boston classic, he was in good shape except for his feet, which an attending physician pronounced to be in the worst shape of any he had ever seen on a participant who made it to the finish line. His coach said their condition wouldn't ordinarily allow a man to run 500 yards, let alone 17 miles. The commanding officer of his UNTD had warm praise for his attitude and moral fibre.

The race, run by Nicol as a warm-up for the British Empire Games trials to be held in Hamilton on June 19, was further complicated by his sitting for a university exam two days before the marathon and another to be written in London two days after.

Six Clubs Enter Soccer League

The 1954 Halifax and District Soccer League was to get underway on June 5 with *Stadacona* and HMCS *Cape Breton* squads taking the field at Shearwater and civilian teams clashing on the Halifax commons.

The league executive held a meeting at *Stadacona* gymnasium early in May and had lined up six clubs for the competitions. PO W. (Bud) Rheubottom, *Cape Breton's* P and RT instructor, is league secretary. Deadline for entry of further teams was May 11 when final selection of referees and linesmen was made.

Supply Captures Cock-of-Barracks

For the third time in four years, *Stadacona's* Supply Department has won the big brass Cock-of-the-Barracks trophy for supremacy in interdepartmental sports.

Supply won the first two years after it was introduced at *Stadacona*, lost it to the Electrical School last year but regained the trophy this year with a total of 695 points to the 666½ of the Electricals. The TAS School was in third place with 650½ points.

Points are gained from competition with other departments in hockey, basketball, volleyball, bowling, swimming and rifle-shooting.

Presentation of the huge cockerel was made at ceremonial divisions in the establishment early in April by Commodore (P) Sir Aubrey St. Clair-Ford, one of 30 Royal Navy officers on a five-day tour of Atlantic Command naval facilities. PO Mike Bidnock, a cook, accepted the award for the Supply department.

Pulp Mill Towns Match for Sioux

Highlighting the cruise north to three B.C. coastal towns of the *Sioux* was a boxing card at Prince Rupert on the first Saturday in April. Navy and locals battered each other to a draw that night, with plenty of bruises afloat and ashore next morning as testimony to the deadlock.

The sailors got some solace from sinking the Ruperts 5-2 at soccer, which



also made up in a way for a 2-1 loss to Powell River earlier in the cruise.

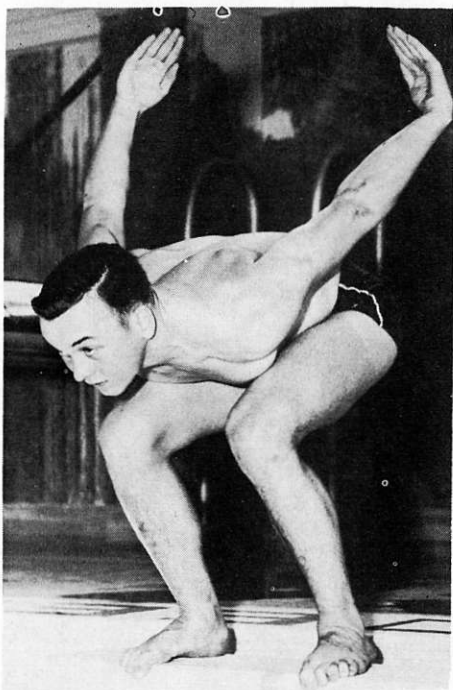
After Prince Rupert came Ocean Falls, maybe a name that jinxed the sailors. They fell 71-46 to the all-star town hoopsters and while this was happening, the ship's rifle team was out-gunned by the local rifle club 675-27 to 698-46.

Stadacona Wins Water Titles

Stadacona won the Atlantic Command swimming and diving championships with a standing of 56 points. Cornwallis followed with 31 points and the Quebec entry was third with 15. Acadia University cadets salvaged five points and Shearwater three.

Ord. Sea. Lawrence Uwins, 18, of Stadacona, emerged as the Command's sole contender in trials for a spot on the Canadian swim team entering the British Empire Games at Vancouver later this summer. He won the 1,650-yard free style event in 24.45.5, less than six minutes over the Olympic record and also took the 110-yard free style race at the Command meet.

Poised for a plunge into Cornwallis pool during special workouts is Ord. Sea. L. F. Uwins, of Stadacona, the Atlantic Command's sole contender in trials leading to the British Empire Games this summer at Vancouver. CPO Al Trepanier of the Cornwallis P and RT School began conditioning Uwins in March for the June eliminations in the 1,650-yard free-style event, which the 18-year-old star covered during recent Command competitions in near-Olympic time. He is also Command 110-yard free-style champion and currently holds the Cornwallis record of 21.5 seconds over the 40-yard distance. (DB-4010)



A rousing soccer game resulted when HMCS Quebec accepted a challenge from the Road Town, Tortola, team during the cruiser's spring training cruise to the West Indies. The Virgin Islanders defeated the Canadians 2-1. (QB-1223)

PO Mike Bidnock, Stadacona, won the 55-yard free style race and ran up 116.5 points to win the three-metre diving, completing five compulsory and five voluntary dives of different style.

Stadacona won the 330 medley relay with a time of 4:45 and Cornwallis took the 880 free-style relay in 11.28.12. Individual winners included: 55 breast stroke—Ord. Sea. Al Gadsbey, Cornwallis; 55 back stroke—Ldg. Sea. Bob Palmer, Quebec; 110 breast stroke—Lt.-Cdr. E. L. Pendlebury, Stadacona; 110 back stroke—AB Ron Baker, Stadacona; 440 free style—AB Lloyd Brown, Stadacona; 220 breast stroke—Cdt. D. M. Swim, Acadia U.

TAS School Puck Champions

A jubilant team from the TAS School won the Stadacona interdepartmental hockey championships this year after downing Supply two straight in the finals. The win placed the school third with 650½ points in the race for the Cock of the Barracks trophy, 16 behind Electrical School, from whom Supply reclaimed the prize cockerel.

Navy Captures Softball Opener

Navy survived a wobbly start to edge youthful Chinese students 7-6 after 11 innings at Central Park in Victoria on May 2 to get the city's five-team men's senior softball league under way.

Students forged ahead with three runs in the first inning and by the seventh had expanded it to 5-2. Only then the Tars rebounded to a 6-5 lead. The Chinese tied the game in the eighth and held fast until two 11th inning errors allowed the winning Navy run across.

Next night, Arrow Furniture shellacked the sailors 19-10 in eight innings, getting 16 hits and making use of wild Navy pitches and three errors to gain an easy victory.

Shell Racing At Shearwater

Would-be scullers at Shearwater have been borne on the crest of a wave of revival in Halifax-Dartmouth shell racing. The air station has purchased two shells, at least one of which will be ready and manned for racing this summer.

Co-operation of members of the Micmac Club on the Dartmouth Lakes, who made one of their racing craft available for Shearwater, has resulted in rapidly-growing interest among naval personnel at Eastern Passage. Instr.-Lieut. A. Q. Keasbey, RCN(R) (Ret'd) is committee chairman of the new club.

Badminton Team Loses in Finals

The RCN entry in the Lower Vancouver Island Badminton League finished the season as champions of "B"

Section of the fourth division, but lost out to the powerful Cordova Bay group, of the "A" section, for divisional honours. In the regular schedule, the Navy team lost only one game of seven.

Members of the team were Mrs. G. H. Davidson, Mrs. Gordon Churchill, Mrs. R. W. Timbrell, Lieut. (E) Jack Turner (team captain), Lieut. (SB) W. H. Northey, Miss May Warnock, Charles Tolson and Instr. Lt.-Cdr. Donald Robertson.

At conclusion of final play, the runner-up trophy was presented to Lieut. Turner by Robert McMurchie, chairman, Lower Vancouver Island Badminton Association.

"Stad" Shoots Way To Garrison Title

Stadacona's rifle team won the Halifax Garrison Indoor Rifle League to crown a highly-successful shooting season in which the senior "A" team set a new record of 488 of a possible 500 to squeeze by the 17-year-old record of 487.

PO Robert McCallum won the Roberts trophy for the highest individual aggregate award with an average of 97.8, followed by Lieut. John E. Abraham with 97.4.

Bridgetown Ends Navy's Hopes

Abrupt and determined opposition eliminated Navy pucksters from Maritime Amateur Hockey Association playoffs this year when Bridgetown Hawks took the hard-won best of three series.

The Atlantic Command team disposed of Dartmouth Royals in the first of the semi-finals 14-11, tied the second encounter 10-all and won the deciding game 6-4. Then they outclassed Springhill All-Stars 13-6 and 12-4 in a two-game total goal series.

More than 50 children of personnel at Cornwallis qualified during the past season for junior, intermediate and senior swimming awards. The program, laid out by the Nova Scotia division of the Red Cross Swimming and Water Safety Department, was carried out by CPO Joseph R. Carisse and PO Richard Evans of the P. and R. T. staff in the establishment. The youngsters were presented with their awards recently by Mrs. James Plomer, wife of the commanding officer.

The surprise of the season came in the third semi-final series, when the Bridgetown players upset them 6-4.

The sailors stormed back 9-3 in the second meeting but in the third and decisive game, the Hawks poured on the steam in the final period to wrap up the Navy's hockey this season by 5-3.

TAS School Takes Title

A jubilant team from the TAS School won the Stadacona interdepartmental hockey title this year after downing Supply two straight in the finals.

Cayuga Loses Two Out of Three

The Cayuga's softball team dropped two out of three games to teams from USN ships in Okinawa. In the first contest, the Cayugans swamped USS Wahoo, 9-0, then lost a 10-inning thriller to USS Onslow, 2-1. They dropped the final game to USS Higbey, 6-0.

Cayuga's engineering department drew with their counterparts in the Crusader in a seven-inning softball contest, 7-7.

In a series of whaler races with the Crusader, teams from the Cayuga took three contests to the former's one. The ship's supply, TAS and ND seamen beat their opposite numbers in the Crusader while the latter's electricians salvaged one win in the series.

Summer Sports Blossom in B.C.

Spring's arrival at Aldergrove Radio Station in balmy B.C. produced a crop of athletes.

The first symptom was the forming of a station golf club at nearby Langley which Lieut. W. H. Waters, officer-in-charge, and some of his senior hands

have been putting to good use. The fever may last long enough for a few contests, although anything so classy as a tournament is out.

Spring hit the ball-players next. A team with better prospects than last year finds itself the sole international touch to a Washington State league, which consists of 11 teams from Linden, Sumas, Everston and Ferndale. There are no handy opponents above the border.

Cabot Enters Ping Pong Finals

After some wild swinging, Cabot ping pongsters vectored onto the table and batted their way to a playoff berth in the St. John's city league. In their first scheduled encounter, the Old Colony sailors were outswatted 9-7 by Curtis Academy and then were sunk outright 9-3 by the celluloid barrage put up by the Aces.

The reservists got a firmer grip on their bats to whale UNF 9-0 and the Hikers Club 9-3. Then they shot down the Newfoundland Flying Club 9-5 to make second place plus a guaranteed playoff spot. Cabot's only loss last year was the championship final.

Electrical 'A' Tops Shooting

Electrical School "A" outshot a sharp Wren team 367-357 to finish the Stadacona interpart .22 rifle competition with a fine aggregate score of 2,842 for an average of 355.2.

Manual and Electrical School "B" scored 355 apiece to finish two points below the ladies, but Manual ended the season's shooting in second place with a 2,810 aggregate and Electrical B finished third with 2,808. The Wrens scored 2,797 to place fourth.



The British Submarine

THE YEAR 1954 is likely to receive a chapter of its own in the history of the submarine. This year has seen the launching of the first atomic-energy powered submarine by the United States Navy and of Britain's first hydrogen-peroxide powered submarine. The motive power of each is independent of the atmosphere, the atomic engine requiring no oxygen, the hydrogen-peroxide engine producing its own. Both types are accordingly classed as true submersibles.

The schnorkel (snorkel or snort), permitting the submarine to operate its diesel while submerged by drawing air from the surface through a long tube, is a partial solution of the oxygen problem, but it is still subject to detection by radar.

The first schnorkel-fitted submarines were sent to sea by the Germans in the spring of 1944. "Thus", says Cdr. F. W. Lipscomb, OBE, RN, in his newly-published volume on "The British Submarine", "the apparatus which has been discussed by (Royal Navy) personnel for more than 15 years had come into being and was used against us."

If the oxygen-supply problem has been solved for the engines, the answer is still wanting for submarine personnel. Recent press and magazine articles have suggested that the U.S. Navy is carrying out experiments in the use of algae, primitive water-grown plants, as a means of rejuvenating the air within a submarine. These tiny, prolific organisms share in the ability of most members of the plant world to absorb carbon dioxide from the air and, acted upon by light, to change it into food, releasing oxygen in the process.

Perhaps the answer lies in another direction. For millions of years fish have cruised the rivers, lakes and oceans of the world, absorbing their oxygen by means of gills from the air dissolved in the water. Medical science has produced mechanical hearts and kidneys for human beings. Is it not possible that some day a mechanical gill will be designed which will permit a submarine at least to extend greatly its underwater endurance?

Maintaining the crew's oxygen supply by such means is a question that Cdr. Lipscomb does not deal with in his book, but it is doubtful if there is another problem concerning the modern submarine which he does not discuss.

Cdr. Lipscomb's aim is to bring the story of the British submarine into its true perspective, because, for obvious reasons, the general public has been more deeply concerned about foreign submarine fleets and the way in which their menace will be met.

"The importance of the submarine cannot be over-emphasized," Cdr. Lipscomb writes in his introduction, "and the part that this vessel will play in any future war has considerably changed the policy and building program of the Navy today so that at least half its ships and men are now employed in anti-submarine work. The battleship is in eclipse and emphasis is now almost entirely on how to destroy the submarine. The aircraft carrier is becoming more

and more an anti-submarine ship and contains in addition to fighters a high proportion of anti-submarine aircraft. Further, three of our largest aircraft factories are devoting the greater part of their production to this type. Added to all this, much of the new construction in the Fleet is devoted purely to anti-submarine escort vessels."

It is evident from Cdr. Lipscomb's presentation of his subject that he has listened attentively to the questions of the uninitiated. Before plunging into an historical survey of the British submarine service from its earliest days to the present, he devotes 60 pages to a careful description of the internal and external arrangements of the submarine, its armament and the problems arising in its functioning. A series of diagrams explains carefully how a submarine dives and surfaces. He does not dodge a discussion of the special dangers to which submarines are exposed and tells of the advances which have been made in circumventing these dangers and of arranging for the crew's escape when all other measures have failed.

In a foreword to the book, Rear-Admiral G. W. G. Simpson, Flag Officer Submarines and Commander Submarine Force Eastern Atlantic (NATO), observes: "... I would stress that the subject of escape from a submarine is one to which the British sailor gives little thought and is inclined to regard with a detached attitude of disinterest."

It should be safe to assume, from the questions which he takes the trouble of answering, that Cdr. Lipscomb is a kindly and patient man. Here is the sample: Why cannot a submarine have a window? Why does no water get in through the place where the periscope goes up and down? ("... Nearly all submarine officers know well the feeling of a drip of water coming onto their noses while they are looking through the periscope just at the moment when they are about to make a vital decision.") Is it rough under water? Why does a submarine have guns? What happens to the gun when the submarine dives? (It gets wet, says the author.) Why are the holes in the casing?

And he gives a frank answer to the question: "Why do people join submarines?"

"There are a variety of reasons. It is essentially a volunteer service and this tradition has been maintained almost entirely without break through the

The Egg-Shell

By Rudyard Kipling

The wind took off with the sunset—

The fog came up with the tide,
When the Witch of the North took an
Egg-shell

With a little Blue Devil inside.
"Sink," she said, "or swim," she said,
"It's all you will get from me.
And that is the finish of him!" she said.
And the Egg-shell went to sea.

The wind fell dead with the midnight—
The fog shut down like a sheet,
When the Witch of the North heard the
Egg-shell

Feeling by hand for a fleet.
"Get!" she said, "or you're gone," she
said,
But the little Blue Devil said "No!"
"The sights are just coming on," he
said,
And he let the Whitehead go.

The wind got up with the morning—
The fog blew off with the rain,
When the Witch of the North saw the
Egg-shell

And the little Blue Devil again.
"Did you swim?" she said. "Did you
sink?" she said,
And the little Blue Devil replied:
"For myself I swam, but I think," he
said,
"There's somebody sinking outside."

—From *The Definitive Edition of Rudyard Kipling's Verse*, by permission of Mrs. George Bambridge and The Macmillan Company of Canada Limited.

years. Officers join for the opportunity it offers to youth in adventure and early command coupled with the enjoyment of small ship life. There is a slightly higher specialist pay than in other branches which has some attraction. Many of the same reasons apply to the men where instead of early command they have early responsibility and enjoy the comradeship shared by all."

Cdr. Lipscomb has unearthed many unfamiliar facts. Britain started the First World War with 74 submarines and the number of operational boats, even in the Second World War, never reached 100. The peak in the last war was 88 British and nine Allied submarines, under RN operational control. "... The men of the submarine branch have never, in either peace or war, represented more than three per cent of the entire personnel of the Royal Navy."

Yet this comparatively small under-sea fleet marked up an astounding record of successes against the enemy. Apart from destroying more than 500 merchant ships, British submarines in the Second World War damaged two battleships, sank six cruisers and pocket battleships and damaged ten more; sank 16 destroyers and damaged two; sank 112 minor war vessels and damaged 35, and, most astonishing of all, sank 35 submarines and damaged six others.

The loss was 74 British submarines and their crews, totalling 341 officers and 2,801 men, plus 50 officers and 309 men made prisoners of war. Twelve officers and two men have been awarded the Victoria Cross for service in submarines.

Between the covers of Cdr. Lipscomb's book are many tales of daring, brilliant success and unearned failure. But in a single volume there is not room

for all the exploits which deserve recognition.

On the first page are quoted the words spoken by Winston Churchill in 1943:

"Of all branches of men in the Forces, there is none which shows more devotion and faces grimmer perils than the submarine. . . . Great deeds are done in the air and on the land, nevertheless nothing surpasses your exploits."—C.

"The British Submarine", by Cdr. F. W. Lipscomb, OBE, RN, with a foreword by Rear-Admiral G. W. G. Simpson, CB, CBE, RN; 269 pages, illustrated; The MacMillan Company of Canada Limited, Toronto; \$5.

STONE FRIGATE SAILS AGAIN

Another sure sign of spring in service circles is the appearance of "The Royal Military College of Canada Review", sub-titled "Log of HMS Stone Frigate"—a reminder that the ground on which RMC now stands was primarily naval in its function a hundred years ago.

The handsome, paper-bound volume runs to well over 200 pages and represents a good many man-hours of extra-curricular effort on the part of the editorial staff. The choice for frontispiece this year is a colour reproduction of an old print showing Kingston and the Royal Naval Dockyard from Fort Henry in 1828, a view that shows the "mothballed" fleet, dating from the War of 1812-14. The dominant structure in the scene is the old "Stone Frigate", built as a naval stores warehouse and since converted into a dormitory building.

There are the usual departments covering every phase of college life—the graduating class, recreation, education and social life. A literary section consists of a book review, a short story,

poems and brief articles on subjects of military interest.

A novelty that will appeal to the admirers of the residents of Okefenokee swamp is an original Pogo drawing from the pen of Walt Kelly, accompanied by an appraisal of the popular comic strip.

The year book reprints two lectures of wide interest, "Writing in Canada—Its Position Today", by Hugh MacLennan, and "Modern India", by His Excellency the Hon. S. S. Saksena, High Commissioner for India in Canada.—C.

WEDDINGS

Able Seaman John Edward Bowers, HMCS Sioux, to Miss Delores Elain Jansen, of Victoria.

Wren Dorothy M. Chambers, Coverdale Radio Station, to John A. Gordon, of Moncton, N.B.

Able Seaman George Goodman Capern, HMCS Shearwater, to Miss Beverley June Davies, of London, Ont.

Able Seaman C. M. Collard, HMCS Cornwallis, to Miss Alice Victoria Moore, of Deep Brook, N.S.

Sub-Lieutenant (W) Dorcas Fusedale, Naval Headquarters, to Sub-Lieutenant Robin Anthony Watt, HMCS Shearwater.

Sub-Lieutenant (S) James Andrew David Leamy, HMCS Naden, to Miss Alison Mary Agnes Snape, of Victoria.

Sub-Lieutenant William Allan Nelles, HMCS Ontario, to Miss Nancy Josephine Carmichael, of Victoria.

Midshipman Lawrence William Verrier, HMCS Ontario, to Miss Philippa Hansard, of Westmount, P.Q.

BIRTHS

To Able Seaman C. E. Atkin, Coverdale Radio Station, and Mrs. Atkin, a daughter.

To Petty Officer Jack Bell, HMCS Naden, and Mrs. Bell, twin boys.

To Lieutenant-Commander Jacques Bonneau, HMCS Carleton, and Mrs. Bonneau, a son.

To Petty Officer James George Boyd, HMCS Ontario, and Mrs. Boyd, a daughter.

To Petty Officer Joseph Ernest Carver, HMCS Condor, and Mrs. Carver, a daughter.

To Sub-Lieutenant J. M. Cumming, HMCS Sioux, and Mrs. Cumming, a son.

To Able Seaman W. D. Eddy, HMCS Sioux, and Mrs. Eddy, a daughter.

To Petty Officer Ivor Emberton, HMCS Naden, and Mrs. Emberton, a daughter.

To Captain P. E. Haddon, Naval Headquarters, and Mrs. Haddon, a son.

To Able Seaman N. H. Heseltine, HMCS Sioux, and Mrs. Heseltine, a son.

To Leading Seaman Keray Jones, HMCS Sioux, and Mrs. Jones, a son.

To Able Seaman Reginald Thomas Lynch, Coverdale Radio Station, and Mrs. Lynch, a son.

To Lieutenant S. G. Machan, HMCS Sioux, and Mrs. Machan, a daughter.

To Leading Seaman Ronald MacLellan, Coverdale Radio Station, and Mrs. MacLellan, a son.

To Lieutenant (S) Douglas G. Meredith, HMCS Shearwater, and Mrs. Meredith, a daughter.

To Leading Seaman Donald Mitchell, HMCS Stadacona, and Mrs. Mitchell, a daughter.

To Lieutenant (SB) W. H. Northey, HMCS Naden, and Mrs. Northey, a daughter.

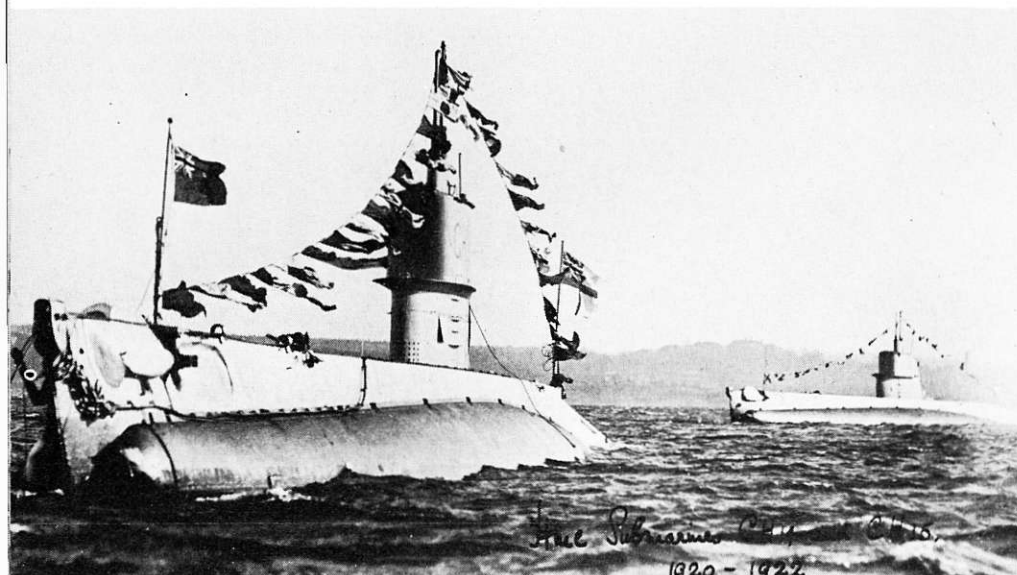
To Able Seaman J. W. Pegg, HMCS Sioux, and Mrs. Pegg, a son.

To Chief Petty Officer John Pinkney, HMCS Naden, and Mrs. Pinkney, a daughter.

To Lieutenant-Commander F. L. Peter Ross, HMCS Bytown, and Mrs. Ross, a daughter.

To Petty Officer James E. Wood, Aldergrove Radio Station, and Mrs. Wood, a son.

Primarily concerned with the destruction of submarines, the Royal Canadian Navy has during its existence possessed only five undersea craft. Two of these were purchased by the British Columbia government in 1914 and patrolled the West Coast for three years. Two others, pictured here, were presented to the RCN by the Royal Navy in 1920 and were kept in commission until they were sold in 1922. A fifth was the surrendered U-190. (HS-22593)



Two Submarines, 1920-1922.

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.

ACHESON, Arthur.....LSAA1
ADAM, Walter W.....C2MR4
ALCORN, Carlton L.....LSLM2
ALLAN, Dent A.....LSQM1
ARSENAULT, Augustus J.....P1QM2
ATKINSON, James R.....LSMO1
AUSTIN, Gerald B.....LSLR1

BABIN, Gordon J.....LSAA1
BAILEY, Clifford J.....LSLM1
BAINBRIDGE, Albert.....P1ER4
BAIRD, Garnet T.....P2QM1
BANNISTER, Frank A.....P2QR2
BASTOW, Ernest J.....LSAA1
BAY, Norman D.....P2RP2
BEATTIE, William J.....LSTD1
BEAULIEU, Leo J.....LSRP1
BENNETT, Richard J.....LSRP1
BISHOP, Colin W.....LSLM2
BLAKE, Kenneth W.....P1BD3
BLOIS, Thomas R.....LSEM1
BOOTH, William R.....LSLM2
BOUGHTON, Donald R.....LSLR1
BRADBURY, Ramon E.....LSRP1
BROOKER, Jerome C.....LSLM2
BROWN, George A.....P2AC2
BROWN, Glen D.....LSAA1
BROWN, Jack W.....LSLM1
BROWN, Kenneth T.....LSAA1
BROWN, Lloyd E.....LSLM1
BUCHAN, Donald H.....LSLM2
BULL, David R.....LSLM2

CAIRNS, Andrew J.....LSTD1
CAIRNS, Lawrence K.....P2RD3
CANDLER, James L.....LSLM1
CAREY, Beverley J.....LSVS1
CARON, Gabriel J.....LSRP1
CARRUTHERS, John A.....LSPR2
CATHCART, Donald S.....LSTD1
CAUSLEY, Charles J.....LSAAS
CHILDERHOUSE, Elmer H.....P1ET4
CLARK, Robert B.....LSTD1
CLARKE, Robert A.....LSLM2
CLELLAND, David.....LSED3
COLE, Don G.....LSRP1
COOK, Stanley.....LSQR2
COPELAND, Maurice E.....LSRC1
CORMIER, Roy E.....LSRP1
COSTELLO, Frederick J.....LSQM1
COTTER, John M.....LSLM1
COTTLE, John B.....C1RA4
CREASE, Ronald D.....LSSW1
CROOKER, Kenneth J.....LSRC2
CULLEY, Daniel L.....LSLM2

DALTON, Edward L.....LSLR1
DAVIES, Robert W.....LSLR1
DAY, Ralph R.....P1SH4
DELMO, George A.....LSRP2
DEPOTTIE, John E.....LSRP1
DICKIE, William G.....P2QM2
DIXON, Gilbert L.....P1TD3
DOBSON, George E.....P2RD3
DODGE, Robert D.....LSLM2
DOUCETTE, Vernon D.....LSQM1
DREHER, William M.....LSVS1
DUMARESQ, Selwyn J.....LSRC1
DUTCHAK, William A.....P2RW3
DYNNA, Gilbert O.....LSAA1

EASTWOOD, Norman.....LSRC1
ELLIOTT, John L.....P2SW2

FAIR, Jack E.....LSAA1
FARLEY, Gerald W.....LSEM1

FAUTEUX, Cyr Louis J.....LSLM2
FENN, Ronald L.....LSCK1
FIANDER, Aubrey C.....LSLR2
FLEMING, Paul H.....LSRS3
FREDERICK, John P.....P1ET4
FREEMAN, John W.....C2RA4

GARBIOCH, Robert M.....P2EG3
GIBSON, Howard R.....LSLM1
GIBSON, Hugh F.....LSTD1
GINLEY, Edward W.....P2AA2
GODIN, Albert J.....LSSW1
GONZALES, Claude.....P2CK2
GOOSEN, George.....LSLM2
GOVEIA, Anthony C.....P2RP2
GRANT, Harold B.....P1ET4
GROSVENOR, Jack.....LSTD1

HALL, John W.....LSVS1
HAMILTON, Kenneth W.....P1ER4
HARRISON, Dorek.....LSPR2
HAYES, Robert G.....LSLM1
HERMISTON, Valentine F.....LSLM1
HICKEN, Charles G.....LSSW1
HIEBERT, Edwin P.....P1ET4
HOBBS, John H.....LSRP1
HOGG, Wilfred L.....LSRC1
HOLLAND, Milford E.....LSLM1
HOOGVELD, Cornelius H.....P1RA4
HOOPER, Jack.....LSLM1
HUZZEY, Givelin A.....LSTD1

IRIZAWA, Masahiro.....LSTD1
IRWIN, Ernest H.....LSLM1
ISAACS, Cecil C.....LSQM1

JACKSON, John R.....LSVS1
JACKSON, Roy M.....P1ET4
JANES, Roy E.....LSRP1
JARRETT, Henry.....LSED3
JONES, Donald M.....P2EA3
JONES, Thomas M.....P1RT4
JORDAN, Donaldson T.....LSLM2
JULIAN, John P.....LSQM1

KANE, Cyril C.....LSPW1
KEELING, Arthur L.....LSQM1
KISHKAN, Anthony J.....P1RT4
KITCHEN, James.....P2EF3
KNAPMAN, Norman W.....LSLM1
KONRAD, Roy J.....P1ER4
KRAMER, Frank G.....P2EG3
KRUEGER, William F.....LSRC1

LAMB, James G.....LSAA1
LATIMER, Ivan C.....P1ET4
LEFAIVE, Stanley J.....LSLR1
LEFEBVRE, Gerard J.....LSSW1
LEGGE, Charles E.....LSLM1
LEGUE, Robert A.....P1RT4
LERETTE, Chester C.....LSLM1
LEVACK, William A.....LSPW1
LOCKHART, William E.....LSLM2
LONGMUIR, Malcolm M.....P2RC2
LORY, James E.....LSVS1
LUCAS, William F.....LSVM2
LUMSDEN, Alexander S.....LSAA1
LYNCH, Gordon J.....P2EM2(NQ)

McBRIDE, Frederick G.....LSRP2
McBRIDE, Lorne P.....LSLM2

WARSHIP RECOGNITION QUIZ NO.5

CAN YOU IDENTIFY THESE SHIPS? (NOT DRAWN TO SCALE)



J.M. THORNTON

(Answer on page twenty-eight)

McDONNELL, John E.....LSRP2
 McFARLANE, Robert G.....LSLR1
 McRAE, Gerald J.....LSLM2
 MacCORMACK, John B.....P2EA3
 MacDONALD, Douglas B.....LSVS1
 MacDONALD, Thomas A.....LSTD2
 MacDOUGALL, Robert M.....LSCK1
 MacKAY, Angus D.....P1BD3
 MacKAY, Stanley M.....LSLM2
 MacPHAIL, Parker D.....P2RD3
 MAJEAU, Henri.....P1RA4
 MARCOTTE, Roger.....LSEM1
 MARSH, Frank A.....P2TD2
 MARTELL, Walter.....LSTD5
 MASSE, Romeo A.....P2AA2
 MATTATALL, Francis L.....P1EA4
 MEES, Charles T.....LSLM1
 MEIER, Martin T.....LSCK1
 MEKO, Andrew J.....LSLM2
 MELVIN, Reginald S.....LSSW1
 MERSEREAU, LeBaron F.....P2EM2
 MILLINGTON, Allan T.....P2CK2
 MITCHELL, Alexander J.....LSPW1
 MOORE, Charles M.....LSTD2
 MOORE, John E.....LSLM2
 MORAN, Allan T.....LSLR1
 MORGENROTH, Frederick L.....LSCK1
 MORISSET, Jean-Paul P.....LSPW1
 MORRISON, Robert C.....P1ET4
 MORTIMER, Hayward A.....LSQM1
 MOSS, Brian E.....P1RP3
 MOSS, John R.....P2AR2
 MUIR, John W.....P1ET4
 MUIR, William G.....P2RS3
 MUISE, Eric A.....LSQM1
 MUNROE, Glenn N.....P2RD3

NAGEL, Richard A.....P2RP2
 NEFF, John.....LSTD1
 NEGRICH, Raymond M.....LSCV1
 NELSON, James E.....LSTD1
 NEWMAN, Frederick G.....LSLM1
 NICHOLSON, James A.....LSTD1
 NICHOLSON, Robert K.....P1RP3
 NIXON, Irvn W.....LSTD1
 NORGAARD, Lloyd H.....LSAA2
 NORMAND, Jean-Guy.....P1SH4
 NOWLE, Anthony.....LSLM1

O'HERON, William A.....LSRP1
 OJA, Elgin B.....P2EG3
 ORR, Creighton L.....LSLM1
 OVESTRUD, Erick J.....P1ET4

PARKER, Garnet D.....LSRP1
 PARSONS, Donald F.....LSCR1
 PARSONS, Robert A.....P2AA2
 PATACAIRK, John E.....LSRP1
 PERRY, Henry J.....LSQM1
 PETERSON, Raymond J.....LSRP1
 PICKTON, Clifford J.....LSLM1
 PORTELANCE, Jeannot J.....LSAA1
 PORTER, David R.....LSLM2
 POTTS, Donald G.....LSCR1
 PRICE, Harold E.....P1ET4
 PUGH, Robert L.....P2LR2

QUEE, James F.....LSLM2
 QUINN, Pearle G.....LSQM1

RANKIN, David F.....LSQR1

ANSWERS TO QUIZ

Following are the answers to Warship
 Recognition Quiz No. 5:

1. British "Daring" class ship.
2. Italian cruiser Raimondo Montecuccoli.
3. U.S. cruiser Roanoke ("Worcester" class).



Every time ABCD drill comes around (and that's for half an hour, once a week) the cooks on board the Magnificent are confronted with their own alphabetical problem: (a) How to sample the soup? (b) How to whistle while preparing plum duff, as required by tradition? (c) How to tick off critics in the honourable manner of seacooks? These questions unanswered, AB L. A. Myers and PO William W. Clinton carry on nobly under adversity, serene in the knowledge that the swarms of libertymen returning on board for meals are proof that gas masks aren't a necessity in preparing the "Maggie's" meals. (MAG-5244)

REEVES, Donald M.....LSLR1
 REYNOLDS, Harry R.....LSLRS
 RIDLEY, Ernest G.....P1PH3
 RIVA, John E.....P1RT4
 ROADHOUSE, Ercell L.....LSCK1
 ROBERT, Lucien J.....P1EA4
 ROBILLARD, George R.....P2RP2
 ROCHEMONT, James A.....LSCS2
 ROE, James G.....LSTD1
 ROSEHART, Kenneth.....P2EG3
 ROSKO, Sam.....LSEM1
 ROSS, John A.....LSRS3
 RUTKA, Nicholas F.....LSLM2
 RYAN, Jeremiah R.....LSLM1

SABOURIN, Laurier E.....LSLM2
 SAMS, Kenneth H.....LSAA1
 SAMSON, Paul J.....LSLM1
 SCALES, Darrell.....LSCK1
 SCHERMERHORN, Norman C.....LSTD1
 SEAGER, Kenneth R.....P2ED3
 SEARS, George E.....LSAA1
 SHANKS, Raymond F.....LSRP1
 SHAW, Garneth.....P2RC2
 SIEMANS, Aaron P.....LSQM1
 SIMMONS, Albert.....LSQRS
 SIMPSON, Lloyd W.....LSLM2
 SLAUNWHITE, Nelson E.....LSLM1
 SMITH, Alan G.....LSEM1
 SPICER, George.....LSRC2
 STACK, John J.....LSLR1
 STANHOPE, David A.....LSRC1
 STEVENS, Ronald G.....P2AA2
 STEWART, Lea C.....P1RT4

TAYLOR, Murray F.....LSLM2
 TAYLOR, William H.....LSAA1
 THERIAULT, Eugene J.....LSMA1
 TILLEY, John B.....LSAA1
 TREMBLAY, Alfred J.....P2EM2(NQ)
 TUCKER, Andre J.....LSLM1
 TUCKER, Thomas E.....LSAA1

VAIL-BARBIN, Solomon J.....LSMA1
 VERNER, Burston J.....LSAAS
 VERSCHUERE, Julian G.....P2DV3
 VINCENT, John J.....LSLM2

WALKER, Albert S.....P2RS3
 WALL, James J.....LSTD1
 WARWICK, Donald E.....LSCK1
 WHITE, Kenneth A.....LSRC2
 WHITEMAN, Albert A.....LSLM2
 WILLIAMS, Kenneth J.....LSRP1
 WYBER, William D.....LSQR2
 WYLIE, Philip J.....LSEM1

YAWORSKI, Joseph J.....LSLM2
 YOUNG, Howard J.....LSCK1

ZAHN, Arthur K.....LSLM1

"Bumboat" Not Hobo Haven

"Bumboat" was the name used by RCN personnel for the swarms of water taxis which plied the waters of St. John's harbour, Newfoundland, during the war.

The name is more properly applied to the small boats used by native traders in tropical ports, also familiar to thousands of officers and men of the Royal Canadian Navy as a result of postwar training cruises.

The name "bumboat" casts no aspersions on the occupants. It derives, as a matter of fact, from "boom boat", the craft being permitted in former times to tie up at the ship's boom.

This is six-year-old Radmila, a Yugoslavian girl in Germany, who has been adopted by the coastal escort Wallaceburg under the Foster Parents' Plan for War Children. (HS-30392)

RADMILA: *Warship of Steel Discloses Heart of Warm Humanity*



A ship, though a mass of steel, can have a human heart and evidence of this lies in the story of how HMCS Wallaceburg became a foster mother.

At a ship's welfare meeting on board the Algerine coastal escort on November 17, 1953, presided over by Lieut. R. F. Gladman, executive officer of the ship, AB David Frederick Smith, of Toronto, introduced a motion that "application be made to the Foster Parents' Plan for War Children on behalf of the ship to become parents of a young girl".

The motion, seconded by PO Orville Boicey, of Almonte, Ontario, was passed unanimously, and it was agreed that the cost of maintaining the foster daughter would be borne by the Ship's Fund.

Lt.-Cdr. Ian A. McPhee, commanding officer, of the Wallaceburg, applied to the Foster Parents' Plan for a child for adoption. The plan was founded

in London, England, by Major John Langdon Davies, and now has projects in England, France, Belgium, Western Germany, Greece, Holland, Italy and Korea.

The organization, after careful consideration, chose Radmila Jovetic, a six-year-old Yugoslavian girl, a displaced person in Germany. Radmila's father had been serving in the Yugoslavian army under General Mihailovic when he met and married his childhood sweetheart. His wife, like many other Yugoslav women, joined with her husband and fought in the strange triangular war against Tito's partisans and the Nazis.

In 1945 their unit was cut off and they crossed the border into Italy, where they were met by the British and placed in a camp. In 1947 they were moved into Germany, where Radmila's father was given a job as block leader by the International Reconstruction Organization. A few months later, when they tried to emigrate to Australia, it was found that the little girl's mother and brother were suffering from tuberculosis of the lungs. They were hospitalized and Radmila was placed in another camp. Later, Mr. Jovetic developed a serious liver complaint, which calls for a very strict diet. Since this diet is impossible on their meager income, his health is steadily deteriorating.

In view of these circumstances, it was felt that Radmila would be a worthy subject for adoption by the men of the Wallaceburg. The little girl, with her big blue eyes, and blonde hair, has developed an ambition at her tender age to be a nurse, and her quiet disposition has made her well-liked by all who know her.

Arrangements were completed for the adoption, and the Wallaceburg became the mother of a little girl. Any members of the ship's crew who so desire may write letters to their little foster-daughter, which are translated for her by members of the organization, and Radmila's replies are the property of the whole ship when they arrive.

Parcels of food, clothing and little luxuries are made up for Radmila, and dates of interest to any little girl, such as birthdays and Christmas, are not forgotten. Maybe some people personalize a ship lightly, but to one little girl in Europe a ship of the RCN is indeed a person—in fact, a mother.—G.W.I.



Ship's representative to the National Welfare Committee, PO Arnold Maw, of Rockwood, Ont., packs a parcel to send to Radmila Jovetic, the little Yugoslavian girl "adopted" by the ship's company of HMCS Wallaceburg under the Foster Parents' Plan for War Children.



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