

# *The* CROWSNEST



Vol. 6, No. 10

August, 1954





# The CROWSNEST

Vol. 6 No. 10

THE ROYAL CANADIAN NAVY'S MAGAZINE

AUGUST, 1954

## CONTENTS

	Page
<i>RCN News Review</i> .....	2
<i>Little Albert</i> .....	5
<i>Forty Years of Service</i> .....	8
<i>Officers and Men</i> .....	10
<i>Boat Day at Masset</i> .....	12
<i>Showing the Queen's Colour</i> .....	14
<i>The Parable of the Ptarmigan</i> .....	15
<i>Hope and Help</i> .....	16
<i>Afloat and Ashore</i> .....	18
<i>Sasebo, My Sasebo</i> .....	21
<i>It's Done With Mirrors</i> .....	22
<i>The Navy Plays</i> .....	23
<i>The Long Road to Freedom</i> .....	26
<i>Lower Deck Promotions</i> .....	27
<i>Naval Lore No. 22</i> .....	Inside Back Cover

*Cover Photo*—Many hundreds of Canadians are meeting their Navy this summer as ships of the RCN, calling at cities and towns on both coasts, the St. Lawrence and the Great Lakes, in the course of their training duties, hold traditional "open house". This month's cover shows a group of delegates to the annual convention of the Union of Municipalities of the Province of Quebec on board HMCS *Quebec* at Murray Bay, P.Q. The *Quebec's* visit to Murray Bay coincided with the convention and the delegates took time off to make a tour of the ship. Conducting this particular group were PO Gaston Cournoyer and Chaplain (RC) H. M. McGettigan. (O-6938)

### THE LADY OF THE MONTH

More than 60,000 miles of operational duty in the Second World War had been steamed by HMCS *Stettler* from the time she first commissioned on May 7, 1944, until she was declared surplus to naval requirements and was turned over to War Assets Corporation for disposal.

Subsequent developments showed that the *Stettler* was not so surplus after all. In 1952, she was taken in hand for conversion and she emerged early this year, practically rebuilt, with aluminum superstructure, flush deck and up-to-the-minute weapons and electronic gear for anti-submarine warfare, as she is shown on the opposite page.

In March she sailed south to the Caribbean Sea to join with HMCS *New Glasgow*, a sister modernized frigate, on the journey to Esquimalt by way of Panama Canal.

The two ships this summer have been taking part in UNTD cruises in B.C. waters and to California ports.

Negative numbers of RCN photographs reproduced in The Crowsnest are included with the caption for the benefit of persons wishing to obtain prints of the photos.

This they may do by sending an order to the Naval Secretary, Naval Headquarters, Ottawa, attention Photographic Section, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

Sizes, finish and the new National Defence standardized prices, follow:

4 x 5 (or smaller) glossy finish only ..	\$ .10
6½ x 8½ glossy finish only .....	.40
8 x 10 glossy or matte finish .....	.50
11 x 14 matte finish only .....	1.00
16 x 20 " " " .....	3.00
20 x 24 " " " .....	4.00
30 x 40 " " " .....	8.00

### SUBSCRIPTION RATE

The Crowsnest may be subscribed for at the rate of \$1 for 12 issues.

Persons desirous of receiving their own private copies by mail should send their orders, accompanied by cheque or money order made out to the Receiver General of Canada, to:—

THE QUEEN'S PRINTER,  
75 St. Patrick Street,  
Ottawa, Ont.



## RCN NEWS REVIEW

Captain E. W. Finch-Noyes, commanding officer of HMCS Quebec, places a wreath at the Copenhagen War Memorial. (QB-1340)

### **Buckingham to Train New Entries**

The first warship to be assigned to Cornwallis for training purposes since Second World War days, HMCS *Buckingham*, modernized frigate, was commissioned in Montreal on June 25.

Once she has completed workups and trials out of Halifax, the *Buckingham* will be based at Cornwallis to provide training afloat for new entry sailors.

During the last war, when Cornwallis attained the status of the largest naval training establishment in the British Empire, an extensive fleet of training vessels was employed. Officers and men who served or trained there will recall the names of the destroyers *St. Francis*, *Annapolis* and *Saguenay*, the frigate *Toronto*, the Bangor mine-sweeper *Quinte*, the converted vessel *Acadia* and the yachts *Husky*, *Reindeer*, *Elk*, *Vison*, *Caribou*, *Beaver* and, specializing in anti-submarine training, the *Sans Peur*.

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, represented the Chief of Naval Staff at the commissioning ceremony, while Ordnance Commodore W. G. Ross, Director General of Naval Ordnance, at Naval Headquarters, represented the Chief of Naval Technical Services.

The *Buckingham* is the seventh to be readied of 21 wartime frigates undergoing modernization in various Canadian shipyards.

Lt.-Cdr. John William Roberts has been appointed commanding officer of the *Buckingham* while the executive officer is Lt.-Cdr. Donald William Knox. Lt.-Cdr. Roberts formerly was commanding officer of the 30th Carrier Air

Group, while Lt.-Cdr. Knox was recently in command of the 31st Support Air Group, based at Summerside, P.E.I.

### **Quebec Cruises St. Lawrence**

The cruiser *Quebec*, wearing the flag of Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, and commanded by Captain E. W. Finch-Noyes, sailed from Halifax in mid-June on a four-week training cruise in the St. Lawrence Gulf and River and to Newfoundland.

First port of call was Murray Bay, Que., June 17-19 followed by visits to Quebec City June 19-23; Montreal, June 23-28; Port Alfred, Que., June 29 to July 2; Seven Islands, Que., July 3-5; Dalhousie, N.B., July 6-9 and Cornerbrook, Nfld., July 10-12. The *Quebec* arrived back in Halifax July 13.

The Murray Bay visit coincided with the annual conference of mayors of the Province of Quebec which opened June 18. The cruiser was open to the public at the various ports of call and at Montreal a group of civil servants employed at Naval Headquarters in Ottawa visited the ship the afternoon of June 24.

### **Kootenay Sixth DE to be Launched**

HMCS *Kootenay*, anti-submarine destroyer escort, was launched June 25 at the Burrard Dry Dock Company's North Vancouver shipyard. The *Kootenay* is the sixth of 14 new escorts to be launched and the second Canadian warship to bear the name. Her predecessor (ex-HMS *Decoy*) during a five-week period in 1944 shared in the destruction of three U-boats.

Mrs. R. O. Campney, wife of the (then) Associate Minister of National Defence, acted as sponsor of the ship at the launching ceremony.

Present were Lieutenant-Governor Clarence Wallace of British Columbia; Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, who represented the Chief of the Naval Staff, and a number of other civil and military officials.

The *Kootenay* was the second destroyer escort to be launched at Burrard, the *Skeena* having been launched there in August, 1952. A third, the *Columbia*, is scheduled to come down the ways later this year.

### **Penetang Joins Escort Squadron**

A wartime frigate which has been converted to an anti-submarine escort frigate, HMCS *Penetang* was recommissioned June 1 at the George T. Davie and Sons Shipyards, Lauzon, and has joined the 1st Canadian Escort Squadron.

Captain (E) John B. Caldwell, RCN, Assistant Chief of Naval Technical Services (Ships), represented the Chief of Naval Staff at the ceremonies.

Chaplain (RC) Regis Pelletier of D'Iberville and Chaplain (P) J. Cameron of Montcalm conducted the commissioning services.

Captain of the *Penetang* is Commander Breen Philip Young. The *Penetang* is the sixth of 21 wartime frigates to be modernized in various Canadian shipyards. The first five are already in service on either coast.

Following the commissioning a reception was held on the quarterdeck during



which Mayor George Kerr of Penetanguishene, Ont., presented the commanding officer with the ship's original bell on behalf of the town.

### **Approach Radar To Be Installed**

The Royal Canadian Navy has placed an order for British precision approach airfield radar equipment for *Shearwater's* airfield at Dartmouth, N.S. The equipment is manufactured by Standard Telephone and Cable, Ltd., and will be installed by the company's engineers.

The equipment provides a ground controller at the airfield with visual and three-dimensional information of aircraft approaching the runway in use. This information—vital during bad weather—enables the controller to convey to the pilot over the normal radio telephone all instructions necessary to fly the aircraft to the approach end of the runway from where safe visual landing can be made.

The radar section of the equipment is installed in an unattended vehicle normally placed at the side of the runway facing downwind. The 50 kw radar transmitters operating in the three cm band radiate a pulsed fan beam from two aerials in the direction of the descent path. At ten miles, this represents a swept space of approximately three miles by one mile in which the aircraft can be detected. The aircraft is directed into this area by normal navigational aids. Radar echoes from the air-

A cheque for \$200 was presented to PO Richard N. Papi by Commodore H. S. Rayner on board HMCS *Magnificent* in recognition of his invention of a device to reduce the loss of bridles during catapult launchings. (Mag-5277)

craft are interpreted by receiving equipment in the vehicle and passed over the radio link to the central tower where they are presented to the controller on cathode ray tubes.

### **'Copter Helps in Budworm Battle**

No civilian helicopter being available during the period, a Sikorsky HO4S helicopter from the Naval Air Facility at Summerside, P.E.I., stood by at Seavole Airfields, near Newcastle, N.B., for search and rescue duties during budworm spraying operations over New Brunswick's spruce forests. The helicopter was on duty there from May 28 and on into June.

An aerial fleet of about 65 civilian aircraft was engaged in this year's operations against the spruce budworm.

### **Three 'Sweepers Commissioned**

Three more new minesweepers were accepted during June from shipyards at Lauzon, Que., and at Port Arthur and were commissioned in the Royal Canadian Navy.

HMCS *Ungava* commissioned at Lauzon June 4 under the command of Lt.-Cdr. E. J. Semmens and has joined the First Canadian Minesweeping Squadron at Halifax.

HMCS *Trinity* commissioned June 16 at Lauzon under the command of Lt.-Cdr. A. H. M. Slater. She will also be employed in the minesweeping squadron at Halifax.

The third minesweeper to complete in June was HMCS *Chaleur* which commissioned at Port Arthur June 18 under the command of Lieut. M. A. Martin. Earmarked for Mutual Aid, the *Chaleur* will first undergo trials and workups out of Halifax.

### **RCN Cadets Join Virginia Exercise**

Twenty-six Canadian naval cadets from 13 colleges throughout Canada underwent two weeks of amphibious warfare training at Little Creek, Virginia, and learned by practice and demonstration subjects varying from climbing ships' nets to gunfire support.

The cadets were integrated with U.S. midshipmen from the Naval Academy at Annapolis, Maryland. They trained at the U.S. Naval Amphibious Base at Little Creek, Norfolk, Virginia.

Their training in Virginia ended Saturday, June 19, when all U.S. midshipmen participated in a full-scale amphibious landing exercise which included 35 warships, with paratroopers

and strafing aircraft supporting the landing. The Canadians observed the landing from aboard various ships.

The training period began Monday, June 7, when Mayor W. Fred Duckworth of Norfolk presented the Canadians and midshipmen with miniature replicas of Norfolk's historic mace, a symbol of authority presented the city in 1754 by British Governor Robert Dinwiddie. Accepting the maces for the Canadian cadets was Cadet Captain Peter C. Fortier, of Toronto, a student at the Royal Military College, Kingston.

Officer-in-charge of the Canadian Naval cadet detachment was Lt.-Cdr. Donald S. Bethune, of the staff of the Royal Military College.

### **Three RCN Warships On Same Patrol**

For the first time since they began their current tours of duty in the theatre, the destroyer escorts *Haida*, *Cayuga*, and *Crusader* recently sailed in company for a two-week island defence patrol on the west coast of Korea.

On their way to the patrol area the ships, under the command of Captain John A. Charles, of Victoria, commanding officer of the *Haida* and Commander Canadian Destroyers Far East, carried out a two-day series of competitive exercises, from gunnery shoots to torpedo attacks and from seaboard drills to plotting manoeuvres.

Gunnery was the highlight of the exercises and shortly after leaving its United Nations naval base in southern Japan the squadron engaged in a series of anti-aircraft and surface shoots. The *Haida* won top honours in the A/A shoot, her guns blasting three out of four targets from the air. She had knocked down 15 targets in A/A shoots in a period of two months.

Credit for two out of three of the bullseyes went to the crew of the *Haida's* three-inch-50 and specifically to the gun's director, PO Hugh Anderson, who couldn't miss. He was backed up by PO Leslie Alliker, the gun's captain, and Able Seamen William Palmerston, Thomas Wedsworth, Charles Humphries, Charles Emmons, Marcel Cloutier, Fred Pledge, and Kenneth Sams.

Following the A/A exercises, the ships let loose with their main armament on a fast-moving surface target, with honours about even for accuracy.

The next day, as they headed northward through the Yellow Sea, the destroyer escorts carried out officer-of-the-watch manoeuvres, dummy torpedo runs at each other, surface and aircraft tracking exercises and flag-hoisting drill. To round out the exercises, the *Haida* and *Cayuga* made a transfer of





documents by jackstay and all three ships carried out "man overboard" drill, with the *Crusader* making the quickest recovery.

### Summer Training In Full Swing

The summer training program is in full swing and ships based at both coasts and in the Great Lakes area were kept busy during the past month on training cruises which took them to a variety of ports.

With the 30th Carrier Air Group embarked, the *Magnificent* spent the month of July in the Halifax-Bermuda area working up after an extensive electronic refit in the United Kingdom. Accompanying the aircraft carrier for plane guard duties were the *Micmac* and, later, the *Lauzon*.

The cruiser *Quebec* returned to Halifax in mid-July after a four-week training cruise in the St. Lawrence River and Gulf and to Newfoundland.

After working up following refit, the *Iroquois* sailed from Halifax, July 1, for a third tour of duty in the Far East. The *Iroquois* is scheduled to relieve the *Crusader*.

The destroyer escort *Micmac* spent most of the month working out of Halifax and sailed the latter part of July with UNTD's embarked. Ports of call included Charlottetown, P.E.I., Sept Isles, P.Q., and Quebec City.

The Algerine class coastal escorts *Wallaceburg* and *Portage* had completed their first three UNTD cruises of the season by late July and the newly commissioned frigate *Penetang* sailed on a four-week cruise to Newfoundland ports with the Lieutenant-Governor of Newfoundland embarked.

On the West Coast the cruiser the *Ontario* visited Kitimat and Kemano, B.C., July 11-16 with members of the Permanent Joint Board on Defence embarked. Upon returning to Esquimalt from this assignment the *Ontario* sailed for Vancouver for the British Empire Games.

The destroyer escort *Sioux* went into refit the first week in July preparatory to a third tour of duty in the Far East. The modernized frigates *New Glasgow* and *Stettler* spent the month taking UNTD's to sea for training. Ports of call included Long Beach, Calif., and Vancouver. The *Sault Ste. Marie* and *Cordova* visited San Diego and Santa Barbara early in the month.

The new construction minesweepers *Comox* and *James Bay*, which comprise the Second Canadian Minesweeping Squadron, were working up in the Esquimalt area early in the month followed by exercises and operations.

## Queen Praises Record of Naval Reserve

THE GOLDEN JUBILEE of the Royal Navy Volunteer Reserve was magnificently marked on the Horse Guards Parade in London by Her Majesty's inspection of more than a score of British divisions and one division representing seven countries of the British community of nations.

The conjecture that some 2,000 volunteer sailors would not be very good at a shore-bound ceremonial was dispelled as the divisions marched past Her Majesty and His Royal Highness, the Duke of Edinburgh. The column, about a half-mile long, was led by the Royal Guard made up of hand-picked personnel of the RNVR's general service divisions.

Prior to the parade, London newspapers made much of the worst June weather in several years but it was hoped that wet weather would not mar the ceremony. However, it was obvious as the divisions entrained on the morning of June 12 at Portsmouth, where they had trained for three days, that the sky was fickle and some rain, at least, was inevitable.

The parade formed up at 1405 in Wellington barracks and marched to the Horse Guards Parade via the Mall. Queen Elizabeth, wearing a canary-yellow raincoat and a blue hat, and the Duke of Edinburgh, in uniform as Admiral of the Fleet, entered Horse Guards Parade by the Whitehall entrance at precisely 1455 as scheduled.

Senior officers of the RNVR were presented to Her Majesty by the First Lord of the Admiralty, The Rt. Hon. J. P. L. Thomas, immediately in front of the dais. Presented were Vice-Admiral A. K. Scott-Moncrieff, Admiral Commanding Reserves; Commodore C. A. R. Shillington, Commanding Ulster Division,

RNVR, and Capt. J. A. Creed, Commanding London Division RNVR, the parade commander.

The Queen then proceeded to the dais, the Royal standard was broken, a salute by the Royal Guard and the National Anthem was played by the massed Royal Marines Band. The fly-past of some 100 aircraft of the RNVR was cancelled because of the heavy weather.

After inspection of the Guard by the Royal couple, they returned to the dais where a brief service of dedication and remembrance was conducted by the Chaplain H. P. Chappell.

High point in the ceremony was when Her Majesty (by this time covered with an umbrella) and H.R.H. the Duke of Edinburgh drove around the divisions in a "Land Rover".

Lieut. E. S. B. Connolly, 77-year-old retired RNVR officer from Bowen Island, B.C., had a short chat with the Queen as she passed in front of a line of veterans to the left of the dais. Lieut. Connolly, who went to the United Kingdom for the occasion with the Canadian contingent aboard the *Micmac*, was captain of an anti-submarine motor launch during the First World War and is a Boer War veteran as well. It was his first visit to the United Kingdom since 1919.

In her address to the parade, Her Majesty deemed it fitting that a Commonwealth division of naval reserves should be represented. She spoke of the RNVR's service in Two World Wars and their "eloquent record", indicated by nearly 5,000 awards for gallantry. Her Majesty concluded her address with the traditional order to splice the mainbrace. The parade responded with three resounding cheers.

Her Majesty and the Duke of Edinburgh returned to Buckingham palace via the Horse Guards Approach and the Mall.

The fiftieth anniversary celebration was concluded in the evening by an RNVR officers' dinner at Greenwich at which the Duke of Edinburgh toasted the RNVR as a most vital part of modern naval warfare.

Three officers, two Wren officers, three Wrens and 23 men (chosen from each division across Canada) represented the RCN(R). Other Commonwealth units represented, in much smaller numbers, were Australia, New Zealand, Hong Kong, South Africa, Malaya and Sierra Leone in West Africa.—S.K.L.

### RCN(R) Contingent "Second to None"

Pride in the showing of the RCN(R) representation at the RNVR Jubilee Review in London, England, in June, was expressed in a message addressed to naval divisions across Canada by Commodore K. F. Adams, Commanding Officer Naval Divisions.

The message read:

"It has been reported that the appearance and deportment of officers, men and Wrens comprising the Canadian contingent to the RNVR Jubilee Review was second to none.

"I should like to congratulate each participant upon this excellent showing."





# Little Albert

by E. H. B.

**A**S REUNIONS go, it was a very small one.

There were Lt.-Cdr. P. A. R. Thompson, DSC, RCNVR, Lt.-Cdr. Robert F. McRae, RCNVR, Little Albert and myself.

It was Little Albert, actually, who brought us together again. McRae, Thompson and myself had a lot to say. Little Albert didn't say a word . . . but then, he was born speechless and remained dumb through his brief life and stayed dumb even although, in his peace-time reincarnation, he has become in turn, a television star, a West End of London stage star and now is touring Canada as a film star.

McRae, Thompson and myself (and a handful of other Canadian naval officers) first met Little Albert in a German prison camp. We were there through the misfortunes of war. Little Albert was born there.

I know, because I helped in his birth. Didn't need any midwifery, either.

The first I heard of Little Albert was when a young RNVR lieutenant (John Worsley) came into my room one night and diffidently asked me whether I should like to chew up some paper.

It seemed a strange request, but in prison camp one gets used to strange requests so I didn't raise any objections and just asked how much paper he wanted chewed.

"Quite a lot, I'm afraid," he answered, "we want to build Albert's face."

For a couple of nights the fellows in my room and myself chewed up the German newspapers we were allowed until we had a presentable pile of *papier mâché*. Come to think of it,

those nights were about the most peaceful we had in that room for the whole prison time period. No nattering at all . . . just chewing.

Worsley, by the way, is now a top-notch British artist and even in those days had made quite a mark for him-

self. He did some black-and-whites of Canadian POWs which are still, I hope, in the RCN archives. He also did portraits (their canvasses were stolen German bed-sheets and their paints were provided by that greatest of life-saving organizations, the Red Cross) of our three camp VCs. Those hang today in the Imperial War Museum, I believe.

Worsley conceived Albert as a stand-in for escaping prisoners.

He built a wire frame for head and shoulders, and on the frame built up a head and face from the *papier mâché* provided so nauseatingly by us. Hair for the head and eyebrows came from fellow prisoners. The eyes were ping-pong balls (I am not sure, but I think we had to thank the Salvation Army for them) which were pivoted into the framework so they would blink most realistically. There was a hole in the mouth to hold a lighted cigarette. He was painted with the consummate skill which Worsley possessed.

**O**N THE FRAMEWORK could be hung a pair of trousers, with boots at their leg cuffs. Over the framework could be draped an overcoat, its sleeves terminating in gloves, and a muffler filling any gaps at its collar. Given these items of clothing and a cap atop his head, Albert looked a most presentable *kriegesgefangenener* (I think that's the spelling, but I refused to learn German at any time so cannot be sure). It means, as you may guess, prisoner of war.

Albert served a double purpose.

He assisted prisoners to escape.

## THE AUTHOR

*The story of "Little Albert", as it appears on these pages, is told by Lt.-Cdr. (SB) Ernest H. Bartlett, RCN(R), (Ret.), author and newspaper and magazine writer, who is features editor of The Telegram, Toronto daily newspaper. "Bart", as his friends know him, has loved the sea and the naval service since before he joined the Royal Navy at the age of 15 in Plymouth, England, his birthplace. He has been a Toronto newspaperman for the past 30 years, except for the four years he served with the Royal Canadian Navy as an information officer. He went ashore with the landing flotillas of the RCN during the invasion of Sicily in 1943 and was listed as "missing on active service, presumed lost". That is how he came to have first-hand knowledge of one of the most ingenious escape episodes ever to occur in a prisoner-of-war camp. The pictures accompanying the article are from the film "Marlag 'O' Prison Camp", which is being distributed in Canada by International Film Distributors.*



He stood in for them for a certain number of the thrice-daily parades on which we were counted, so that their escape would not be detected too soon.

The *modus operandi* was really simple but, like most simple things, worked exceptionally well only because those who developed it trained thoroughly and thoughtfully to carry it through.

Once a week, under the blessed Geneva Convention, we were entitled to a hot shower. The bath-house was outside the camp, about half-a-kilometre-or-so (550 yards) away, and our weekly visits to it were the only times we were allowed outside the wire.

We were paraded in parties of 40 (that number was chosen because there were only 30 showers available!) and counted twice on our way from the camp. Then we were marched to the bath-house and there counted again before we went inside.

The same procedure was followed, in reverse, on our return.

The bath-house provided a marvelous jumping-off spot for an escape. The problem, of course, was how to march 40 men into it, leave one behind to make his escape, and still march 40 men out.

**T**HAT IS WHERE Little Albert came in.

When the bath-party assembled to leave the camp, Little Albert was one of their number. In pieces, of course, but he was there. His head and framework were slung beneath a man's legs, hidden from view by the greatcoat his carrier wore (nearly all of us wore them, incidentally, both for warmth and also as cover for the Albert carriers). Another officer would wear an extra pair of trousers, another a scarf, two others would carry a spare boot each. Albert, although dismembered, was complete each time he set out.

Once inside the bath-house, Albert quickly came to life. As I remember him, and I think my memory is actually a little more true than the film in which he is now starring, his shoulders hooked into grommets sewn on the shoulders of the two officers who were to bear him. Then he was draped with his clothing, a cigarette was stuck into his mouth and Albert was ready for the count.

The escapee stayed behind in the bath-house. Albert, borne between two comrades, and with all others of the bath-house party milling around most convincingly (and confusingly) between him and the guards, made the bath-party up to the correct and thrice-counted 40 men.

Looking back on it, it seems incredible that he could have been so good. Pete Thompson says that he thought Albert's face was always a bit too shiny to be completely natural. But hell, mother, we didn't have any face powder! On the other hand, Bob McRae recalls with glee that on several of the occasions on which Albert paraded he (Bob) was unable to pick him out.

Neither McRae, Thompson nor myself is sure how many prisoners Albert helped on their way. I thought it was seven, the others vary between two and five. None, for that matter, of the escapees actually got back to England via the Albert route. We had some successful escapes but they, as Kipling used to write, are another story.

**A**CTUALLY, even if Albert's escapees were not completely successful, he and they did a grand job between them. The Germans were never, to my knowledge, able to relax their vigilance or (much more important in the days when they were crying for manpower) able to reduce the number of guards they needed to keep us pent.

That, of course, is about the only way a prisoner of war can keep fighting the war . . . by holding down enemy manpower. I like to think that Marlag O did that, and did it right up to the war's finish.

Albert's tour of duty finally came to an end and he died in a blaze of glory.

Thompson and myself were in his farewell party. It was obvious, com-

ing back from the bath-house, that the guards were wise. One of them kept muttering "masker, masker" (the spelling is phonetic because, as I said earlier, I refused to make any effort to speak, much less learn, German) but the word to me was ominously self-explanatory. If they knew we had a mask they must know we had Albert.

We were marched into the German compound and trapped between the barbed wire surrounding the whole camp and the barbed wire surrounding our sector. There we were stopped for a man-by-man search.

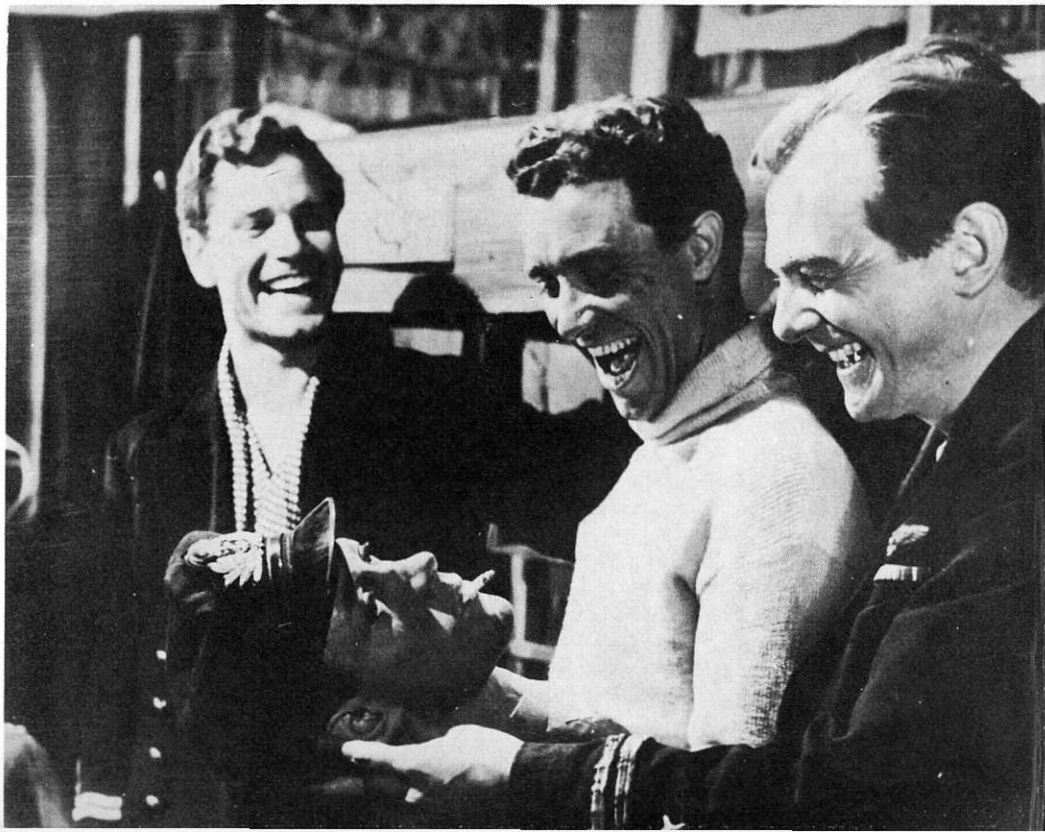
Albert was quickly jettisoned and so was most of his clothing. Some of it was left lying on the ground, but some was saved. I remember with joy one of the lads, with a covering screen of fellow-prisoners, struggling into Albert's trousers and successfully passing the search with them on over his own.

None of us wanted to have Albert's head too close to us when he was discovered so, rather ruthlessly, we dribbled him from foot to foot until he finally rolled beneath the steps of the German office outside which we had been halted.

He struck his last blow even as his head rolled in the dust.

A German guard coming down the steps saw what he thought was a bodyless head blinking its eyes up at him and let out a most unsoldier-like shriek. We felt very proud of Albert then!

There are, to me, two delightful tailpieces to this true story.





THE GERMANS provided one. They were so impressed by Albert that they gave him a farewell parade all of his own. They rigged him up as we had been wont to do, and marched him through the nearby village of Westertimke so that the civilian populace could see him. That did a lot for our morale.

The second tail-piece was given me by Bob McRae at the reunion with which I started this story. He told me that the German who had shrieked was one Franz, the guard at his hut. Franz, for "discovering" Albert, was given leave . . . and a medal. He was wearing his medal when he returned to duty and he told the POWs how he got it. McRae (he is now a Professor of Philosophy at the University of Toronto, and, incidentally, still serving the Navy as CO of the Toronto UNTD) and his hut-comrades convinced Franz that it was "damn bad form" to wear the medal. Poor Franz took it down!

Now, in conclusion, to explain the reunion. The International Film Distributors invited Thompson, McRae and myself to a preview of the film "Albert, RN" which is being shown in Canada under the title "Marlag 'O' Prison Camp".

It was a grand opportunity to get together and to see Albert again. Just the same old Albert, even in his re-birth, because he has the same creator.

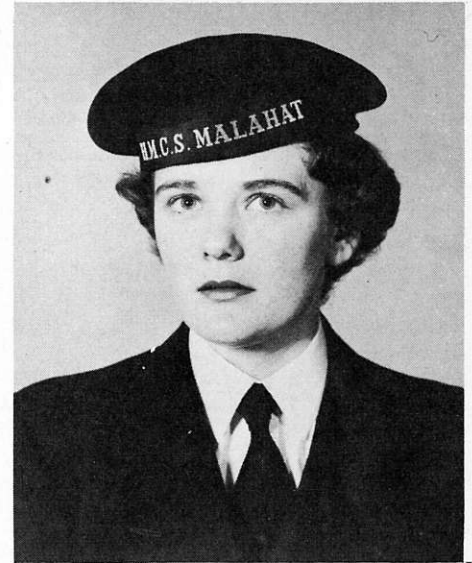
John Worsley duplicated him for the film.

For those of you who were at Marlag there will be a lot of memories recalled. The settings are superbly authentic. And, even dramatized as they are, I think you will say of some of the characters . . . "why that's so-and-so, the old blankety-blank".

For those who were not there, I must point out that prison life was not *exactly* like that. But close enough to make the film well worth seeing. The film story of course is fiction founded on fact. Those of us who were at Marlag have the right, I feel, to glory in the fact.

The fiction is quite palatable.

Except, perhaps, for the role given the film creator of Albert. Just for the record, Worsley was not that type at all. I know Worsley as a brilliant artist and as a friend and as a fighting man much to be admired. When captured he was doing one of the riskiest jobs of the war, and doing it well. Guy Morgan, who was doing it with him, was severely wounded during their capture. Morgan came to prison camp just long enough to be in on the birth and death of Albert and then to be repatriated, eventually to write the story on which the film is based. I'm very glad he did . . . I feel the epic of Albert is one of which the Service should be proud, and which the film will help write into tradition.



WREN ELIZABETH PATERSON

## WREN HIGH SCORER IN .22 SHOOTING

*Malahat's* top .22 rifle team for the second successive year won the Naval Divisions Indoor .22 Rifle Competition with an aggregate of 5,562 out of a possible 6,000, which breaks down to a monthly average of 463.5 and an individual average of 92.7. CPO W. C. Burch is team coach and captain.

The Victoria naval division's high average for 1953 went to Wren Elizabeth A. Paterson and the most improved shot was Wren M. J. Dodsworth.

Wren Paterson entered the RCN(R) in 1951. She first created a stir when she posted a 97 out of a possible 100 on a DCRA target in her third turnout there, although her only previous sharpshooting was with a BB gun as a youngster. She went on to win *Naden's* 1952 Christmas turkey shoot. Her high average for last year was 95.

She was one of the RCN(R) contingent of 45 officers and men who took part in RNVR Jubilee celebrations in the United Kingdom this June.

## Planes Intact on Sunken Carrier

Reuters news agency reported from Sydney, Australia, in June that a diver had found a sunken Japanese aircraft carrier with about 20 aircraft still intact on her deck 80 feet below the surface of Rabaul Harbour, New Britain.

The diver said the carrier, of about 12,000 tons, had apparently been bombed or torpedoed but the planes appeared in quite good condition.



# Forty Years of Service

Rear-Admiral Creery  
Began Career in  
1914 as Cadet

by Stephen Franklin  
in The Ottawa Journal

A quiet-spoken sailor swivelled round in the vice-chief of the naval staff's chair one day this week in Ottawa and through the reflective haze of pipe smoke recalled old ships and past voyages.

He told intriguing tales of a fateful letter to Admiral Darlan that was never delivered; of one of the strangest war-time collisions at sea; of a tense moment confronting the Japanese on the allies' return to Hong Kong.

But his story was also very much the story of the Royal Canadian Navy itself.

For Rear-Admiral Wallace B. Creery, CBE, (and he alone of the 17,000 and more officers and men of today's Navy) can look back on 40 years service almost to the beginning of the RCN.

And how different Canada's Navy was then, and for many years afterwards, he said.

"In one's younger days it was an extremely shaky concern, unloved and unwanted for the most part by the country", said the soon-to-retire vice-chief of naval staff.

"Now it is a really going concern which has proved itself in war; which is fast becoming known to the country and also, I believe, becoming wanted and loved.

"Now one really has the feeling that it is an essential part of Canada's life".

When on August 3, 1914, the Vancouver-born boy first went as a 14-year-old cadet to the Royal Naval College at Halifax, things were very different.

Canada's tiny navy, then only five years old and boasting only two vessels, the *Niobe* and the *Rainbow*, was both a political football and the butt of newspaper cartoonists.

The only incentive given him and his fellow cadets was that the top eight in the class would be offered commissions in the Royal Navy. As it happened there were only eight in the class of '14.

When in February 1917 Midshipman Creery and his friends were ready for war and sea, a sudden telegram offered them commissions in the RCN at \$2 a day or the RN at five shillings and sixpence. They plumped for the RCN.

Midshipman Creery joined the cruiser *Roxborough* in the West Indies, sailed

for New York where Marshal Joffre and Balfour were discussing America's entry into the war and proceeded to pick up the first convoy across the Atlantic.

The post-war years were difficult ones for the RCN. In 1922 an overnight decision was made to pay off the one cruiser and two submarines earlier transferred to Canada by the Admiralty.

The RCN was left with two destroyers and four trawler-minesweepers. The same year the navy's strength dwindled to a total complement of 366 officers and men.

But despite the extreme precariousness of their careers, the RCN's then senior officers—a handful of lieutenant-commanders and one commander—stuck with it.

"Never enough credit has been given to them for what they did during those very discouraging years," Admiral Creery told *The Journal*.

"A tremendous debt is owing to those men who stuck it out because they had an absolute conviction that Canada must have a navy" he said.



REAR-ADMIRAL WALLACE B. CREERY,  
CBE, CD, RCN

What ships the RCN did have were operated on a slim budget. So slim, Admiral Creery recalled, that when he was aboard the destroyer *Patrician* on a cruise to the West Indies "money was so tight we had to shut down as soon as we entered harbour and rely for the ship's lighting on oil lamps".

The heat, the insects and the smell of the oil lamps drove them almost crazy.

"This country was not one darn bit navy-conscious then," said Admiral Creery.

When war broke out in 1939 Creery was in command of the destroyer *Fraser* and they were showing the flag for the Vancouver exhibition.

An hour and a half after they received their orders, the ship put to sea and 14 days later steamed into Halifax.

Within 48 hours Creery sailed as escort to the second convoy of the Second World War.

The *Fraser's* commander and his men worked their heads off in those early days.

When Holland was invaded they carried troops from Jamaica to threatened Curacao and as the Dunkirk withdrawal began they docked at Devonport.

They rendezvoused with the ill-fated *Hood* and escorted the *Queen Elizabeth*, the *Queen Mary*, the *Mauretania* and the *Empress* of Australia laden with Australian and New Zealand troops to the safety of the Clyde.

Then came a signal to proceed with utmost despatch into the Bay of Biscay and make for St. Jean de Luz to cover the evacuation of civilians and a large part of the Polish Army.

It was Sunday and raining. The *Fraser* plowed through the sea at a steady 34 knots.

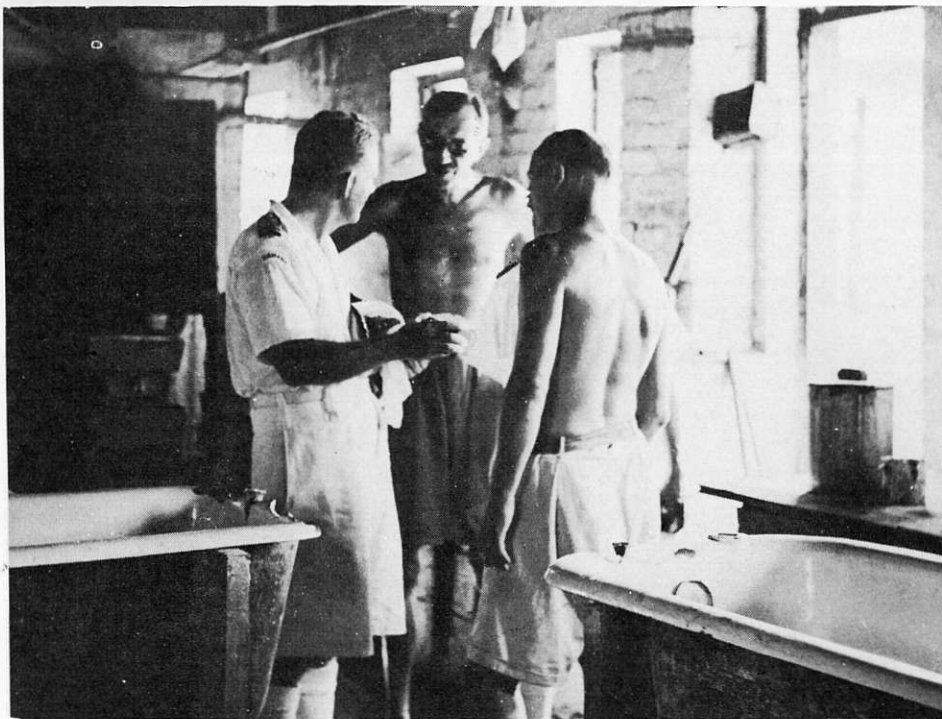
Creery was given a long secret hand message and told to deliver it to the British Ambassador to France, Sir Ronald Campbell, whom he was to pick up together with Canada's envoy, Major General G. P. Vanier, near Arachon.

He found the two diplomats and their staff lying offshore in a small sardine boat "seasick and wet as the devil".

They were picked up, given hot soup and a turkey dinner—and the letter.

It asked the ambassador to send one of his aides back to Vichy France and





Rear-Admiral (then Captain) Wallace B. Creery was commanding officer of the anti-aircraft cruiser *Prince Robert* when the Canadian warship reached Hong Kong for the official surrender of the colony by the Japanese. He is shown chatting with freed prisoners of war. (PR-432).

make a last appeal to Admiral Darlan to turn the French fleet over to the allied cause.

Sir Ronald looked at the letter for a long time, then said no. He felt it would be of no avail.

The *Fraser* was next despatched to chivvy merchant ships into the pocket-handkerchief-sized harbor of St. Jean de Luz near Biarritz, to take aboard the last of those fleeing the Germans before the Nazi-Vichy armistice expired at one p.m. that day.

When an armoured car and a field gun appeared on the hill overlooking the harbour, the evacuation was called off and the ships steamed northwards toward the British coast.

It was at 10.30 that night that the *Fraser* was cut in two by the British cruiser *Calcutta*.

The bow of the cruiser cleaving through the side of the Canadian destroyer picked up the *Fraser's* bridge and "monkey's island" where Creery and six of his men were standing.

In the dark the commander and his men did not know what had happened as they were flung to the deck.

"I got up off the deck and to my amazement found we had righted ourselves.

"Then I realized I couldn't see B gun ahead of me. I looked a bit harder and saw instead the fo'c'sle of the *Calcutta*.

"Our bridge was perched on the stem of the cruiser. It was an extraordinary escape."

The two halves of the destroyer stayed afloat some time and all but 48 of the crew and 18 passengers were picked up alive.

Commander Creery, as he then was, came back to Canada to take up a number of shore appointments and it was not until 1945 that he sailed again, to the Far East in command of the anti-aircraft ship *Prince Robert*—a converted CNR Pacific Coast steamer.

In Sydney, Australia, he joined the task force under Rear-Admiral Harcourt that was slated for a crack at Japan proper—but the atom bombs came first.

Instead the *Prince Robert*, which had earlier in the war carried Canadian troops to death or captivity in Hong Kong, sailed there once again to take the survivors out.

They were met at Kowloon, on the mainland side of Hong Kong, by a wharf-full of Japanese soldiers—all armed.

After a landing party had had some trouble getting them to disarm, Creery himself stepped ashore with the largest member of his crew sporting a Sten gun.

It was a tricky situation, since there were 14,000 Japanese soldiers there and the best the Navy could land was 1,000 men.

But the irate Japanese officer in charge finally gave up his arms and the situation was in hand.

## NAVAL FIRE LOSSES SHOW BIG DROP

A vigorous fire prevention program, supported by lectures, posters and other educational activities, was credited by Lt.-Cdr. (SB) W. J. Simpkin, Director of Fire Fighting and Chief Fire Officer, with bringing about substantial reduction in fire losses in naval shore establishments and ships in harbour during 1953.

In his annual report, Lt.-Cdr. Simpkin happily was able to report that the RCN did not have a single major fire last year. As a result, total fire losses dropped from \$349,660 in 1952 to \$25,791 in 1953.

At the same time, the Director of Fire Fighting tempered his report with the declaration that "... all fires are preventable and most can be prevented by greater vigilance and fire consciousness ...". In other words, he would not be satisfied until there were no fires at all.

While fire losses were down by nearly \$325,000, the number of actual fires was up, from 230 to 347.

The report drew particular attention to the number of fires attributed to careless smokers. There were 102 of these, representing a loss of \$13,294, more than half the total naval fire damage. In 1952 the figures were 68 and \$1,103.

During 1953 there was a total of 46 fires in HMC Ships, causing a loss of \$9,177. The 1952 figures were 28 and \$13,480. Principal causes of fires aboard ship in both 1953 and 1952 were welding and acetylene torches and electrical faults. Six fires resulted in 1952 from torches, with a loss of \$11,100. Last year torches were responsible for 14 fires, with a loss of \$7,895. In 1952 there were 14 electrical fires with a loss of \$2,380; in 1953, 14 electrical fires cost \$407.

The post-war years found Admiral Creery in command of the naval college at Royal Roads, BC, in Ottawa as Chief of Naval Personnel, out in British Columbia again in 1950 as Flag Officer Pacific Coast, and in January 1953, Vice-Chief of the Naval Staff in Ottawa.

When he retires on August 3, the 54-year-old admiral may return to his native city or stay in Ottawa and look for a job.

Behind him in the Royal Canadian Navy he will leave a son, and memories which range through most of the early history of the service.

# OFFICERS AND MEN

## **Class Gives Blood For Instructor's Wife**

A splendid example of loyalty to a shipmate was displayed at HMC Gunnery School recently when one of the instructors' wives required blood transfusions as the result of post-natal complications.

Members of the fifth AA2 Qualifying class, on learning that their instructor, CPO George M. Perigo, Orillia, Ont., had been forced to draw blood from the Red Cross bank for his wife's transfusions, took action on their own.

Volunteering to a man, the class donated its blood, which more than replaced the amount used to assist Mrs. Perigo. Both CPO and Mrs. Perigo expressed their sincere thanks to members of the class for their unselfish gesture.

## **U.S. Decoration For RCN Flyer**

Her Majesty, the Queen, has been graciously pleased to grant permission for Lt.-Cdr. Joseph James MacBrien, 29, of Toronto and Ottawa, to wear the United States Decoration of the Distinguished Flying Cross, it was announced by Defence Minister Brooke Claxton.

The award was made for his services while flying a Panther jet fighter in the Korean war theatre from USS *Oriskany* (aircraft carrier) during an exchange appointment with the U.S. Navy which began in March, 1952.

Lt.-Cdr. MacBrien, the first RCN Officer to receive the United States DFC, was cited for "extraordinary achievement" on February 1, 1953, while leading a flight of jet aircraft from the carrier in an interdiction raid against a Communist supply, storage and warehouse area near the town of Pukchong on the vital enemy east coast supply route. He accomplished the mission despite marginal flying weather and heavy anti-aircraft fire with "courageous leadership and outstanding demonstration of pilot skill".

Lt.-Cdr. MacBrien joined the RCN as a cadet in 1942. During the Second World War he served in British and Australian warships in the Pacific, and was navigating officer of HMCS *Crescent* (destroyer) in 1945-46. He commenced flying training in 1946, receiving his wings the next year.



LT.-CDR. J. J. MacBRIEN

In March, 1952, Lt.-Cdr. MacBrien began his exchange appointment with the USN, eventually flying Panthers in fighter squadron 781 on board the *Oriskany*.

The carrier joined Task Force 77 off Korea's east coast in November 1952, and during the next six months the Canadian flew 66 sorties over Korea, about 50 of these being ground attack strikes against billeting areas, industrial centres, rail installations and power plants.

In December of that year he took part in the biggest carrier strike of the Korean war to that time, the planes hitting four large North Korean rail junctions, one of them on the Yalu river on the border of Communist China. One place, Hysinjin, was almost completely destroyed.

Lt.-Cdr. MacBrien returned to Canada in the summer of 1953 and subsequently took a Royal Naval staff course in the United Kingdom. He was promoted to his present rank in January, 1954, and joined the staff of the Assistant Chief of Naval Staff (Air) at Naval Headquarters on April 26.

## **Toronto NOA Names Officers**

The Toronto branch of the Naval Officers' Associations of Canada is headed for 1954-55 by J. B. Goad. J. A. McAvity and T. A. Welch are vice-presidents.



Pictured here are the members of the 28th Officers' Divisional Course held at Cornwallis from May 26 to June 7. Front row (left to right): Lieut. (P) Alvin Mehlhaff; A/Cd. Writer Officer G. L. Anders; Lieut. L. J. Parry, course officer; CPO D. E. Graves, course instructor; A/Cd. Ordnance Officer R. V. Courtney, and Lieut. (S) E. J. L'Heureux. Centre row: Lieut. (P) G. E. Pumple; Lieut. (S) J. O. Duffy; A/Cd. Ordnance Officers K. J. Province and W. E. Bell; A/Sub-Lt. T. C. Arkell; A/Lieut. (E) Kenneth Branegan; Lieut. (P) L. H. Caslake, and A/Cd. Ordnance Officer W. M. Pitts. Back row: Sub-Lt. R. A. G. Coombes; Sub-Lt. M. L. Dunkerley; A/Lieut. (S) K. F. Johansen; A/Cd. Ordnance Officer A. R. Lee, and Sub-Lt. (L) R. N. Smith! (DB-4230)



Other officers are N. M. Simpson, secretary, and William Tennent, treasurer.

Chairmen of standing committees for the year are: John Andras, annual dinner, with Murray Stewart as vice-chairman; J. C. Maynard, co-ordinator; T. D. Kelly, counselling; D. W. Best, membership; Bart Ellis, publicity and public relations; W. A. E. Sheppard, Sea Cadets, with O. B. Mabee as vice-chairman; R. M. Gaby, smokers, panels and forums, with V. C. Blackhall as vice-chairman; W. A. E. Sheppard, sports, with Hugh Brown as vice-chairman; D. C. Morton, summer dance, with Charles Thompson as vice-chairman, and A. R. E. Coleman, telephone, with R. G. C. Kelly as vice-chairman.

The Trafalgar Ball committee is headed by T. Alan Welch, who is assisted by J. M. Aikenhead, R. J. Boxer, L. N. Earl and R. C. Pearce.

### Interest in York Boys' Club Keen

Excellent progress is reported by the HMCS York Boys Club, which was formed during the winter to arouse interest in the Navy way of life and promote good fellowship among boys in their early teens.

The club has been under direction of Lieut. B. A. L. (Bill) Ewens, director, CPO Frank Hopkins, and AB H. J.

### Patience Earns Golden Award

Patience has its reward—even though it may be a long time in coming.

The little drama illustrating this lofty observation took place on the shores of the Welland Canal near St. Catharines.

Three ships based on the Great Lakes, the *Digby* from the Great Lakes Training Centre at Star, the *Reindeer*, tender to York, and the *Beaver*, tender to Star, were returning to their home ports from the International Tugboat Race at Windsor.

It was a Sunday afternoon and the weather was well up to the standard laid down in the Provincial Government travel booklet. It was this last factor that figures prominently in our playlet.

The commanding officer of the *Beaver* had removed his cap to soak up some of the sunshine. His limited sunbath went unnoticed by the laymen on shore, but it did not escape one person who had obviously been schooled in the ways of the Navy.

In a voice that came clearly across the water, he admonished the commanding officer in this fashion: "Hey captain, put your cap on. You're out of the rig of the day".

There followed a brief pause for dramatic effect, perhaps—and then, in a tone radiating satisfaction: "I've been waiting six years to say that".



Seeing that the equipment essential to an ultra-modern aircraft carrier is installed according to plan in the *Bonaventure*, under construction for the RCN in Belfast, Northern Ireland, is the job of the Principal RCN Technical Team. The ship, due to commission in 1956, will have such features as the angled deck and steam catapult. The technical team, which is on hand to advise the builders on peculiarly Canadian details and to give "on the spot" approvals in certain cases, is pictured here. Front row (left to right): Lieut. (L) E. R. Harper; Lieut. (S) A. S. Bronskill; Lt.-Cdr. (P) B. L. Hayter; Cdr. (E) R. J. McKeown, Principal RCN Technical Representative (*Bonaventure*); Constr. Lt.-Cdr. D. I. Moore; Lieut. (L) W. B. Christie, and Lieut. (E) D. R. MacInnis. Second row: CPO J. J. Currie; CPO A. M. Dickson; PO Ronald Lowden; CPO M. J. Bolduc, and PO G. J. Chouinard. Inset: CPO A. P. Graham (left) and CPO Richard Lea. (Mag-5444/132)

Hanson with PO T. H. Elwood as Secretary Treasurer.

The nucleus of membership was drawn from some of the members of the ship's company and has been spreading to their friends, since any boy in his early teens is eligible.

The club meets at York on Saturday mornings and members engage in a wide variety of activities. These include wood-working, model-building, games and seeing films of general interest and sports. A display of their handiwork was shown during York's Open House in May.

From a small nucleus of a half-dozen boys the membership has already grown to 35 and is expected to continue growing. Official looking membership cards have been printed and will be awarded to each member when he attends six consecutive Saturday morning meetings.

### Retiring Chief Aids Museum

The interest in naval history and tradition, born of a quarter century of service, has been expressed by CPO E. Ronald Nutter, 47, in the closing months

of his RCN career by taking an active part in setting up the Naval Maritime Museum at Esquimalt.

After July 6, his retirement date, CPO Nutter's activities were to be directed to the raising of Great Dane dogs and the operation of a holly farm in the Victoria area.

Born in England, CPO Nutter joined the Royal Canadian Naval Volunteer Reserve in Regina in 1929, after a year with the Royal Canadian Mounted Police.

He entered the Royal Canadian Navy in 1930 and spent the years until the outbreak of the Second World War in various ships and establishments of the Royal Navy and the Royal Canadian Navy.

Transferred to the sailmaker branch early in the war, he spent several years in St. John's, Newfoundland, in the old Bowring Sealing Sheds at his trade. He served also in HMCS *Chatham*, Prince Rupert; Esquimalt, and *Protector II*, Sydney, N.S.

His retirement from the service leaves only five men in the once-populous sailmaker branch.

# HALF-YEARLY PROMOTIONS LIST

The names of 32 officers were contained in the half-yearly promotions announced June 30. The RCN is represented by 20 members and the RCN(R) by 12.

The list of those promoted follows:

## *To be Surgeon Commodore (1)*

Surgeon Captain Eric Hammond Lee, Medical Director-General, Naval Headquarters.

## *To be Captain (2)*

Commander Frank Birch Caldwell, executive officer, *Ontario*.

Commander (Acting Captain) John A. Charles, commanding officer, *Haida*, and Commander Canadian Destroyers Far East.

## *To be Commander (7)*

Lt.-Cdr. Stanley Warren Howell, Staff Officer (Trade) to the Flag Officer Atlantic Coast.

Lt.-Cdr. H. Bruce Carnall, commanding officer, *Gaspé*, and Commander First Canadian Minesweeping Squadron.

Lt.-Cdr. William Herbert Willson, commanding officer, *Crusader*.

Lt.-Cdr. David Llewellyn MacKnight, Staff Officer (Torpedo Anti-Submarine) to the Naval Member, Canadian Joint Staff, Washington.

Lt.-Cdr. (Acting Commander) Victor Jura Wilgress, 33, Commander (Air), *Magnificent*.

Lt.-Cdr. Harry Allan Porter, Officer-in-Charge, HMC Communications School, *Cornwallis*.

Lt.-Cdr. H. James Hunter, Staff Officer (Air Operations), U.S. Navy Carrier Air Group 15.

## *To be Captain (E) (1)*

Commander (E) John Shaw Horam, Principal Naval Overseer, East Coast.

## *To be Commander (L) (1)*

Lt.-Cdr. (L) Henry Wightman Isaac, Assistant Electrical Engineer-in-Chief (Air), Naval Headquarters.

## *To be Instructor Captain (1)*

Instructor Commander Kenneth Livingstone Miller, Director of Naval Education, Naval Headquarters.

## *To be Commander (S) (1)*

Lt.-Cdr. (S) Jack Alexander McBurney, Director of Electrical Stores, Naval Headquarters.

## *To be Constructor Commander (1)*

Constructor Lt.-Cdr. George Francis Yelland, Manager Constructive Department, HMC Dockyard, Esquimalt.

## *To be Ordnance Captain (1)*

Ordnance Cdr. Ernest Henry Hammond Russell, Superintendent, Naval Armament Depot, Atlantic Coast, and Superintendent, Naval Armament Depot, Dartmouth.

## *To be Ordnance Commander (2)*

Ordnance Lt.-Cdr. Alexander Leslie Wells, Resident Naval Ordnance Overseer, Karlskoga, Sweden.

Ordnance Lt.-Cdr. Orval Walter Bennett, Chief Inspector Naval Ordnance, Naval Headquarters.

## *To be Captain (SB) (1)*

Cdr. (SB) John Pineo Dewis, Deputy Judge Advocate General, National Defence Headquarters.

## *To be Commander (SB) (1)*

Lt.-Cdr. (SB) David Edgar Lavalley, Assistant Director of Naval Organization, Naval Headquarters.

## ROYAL CANADIAN NAVY (RESERVE)

## *To be Captain (2)*

Cdr. Edward Oswald Ormsby, commanding officer, *Griffon*.

Cdr. George Percy Manning, commanding officer, *Nonsuch*.

## *To be Commander (2)*

Lt.-Cdr. John Dennys Garrard, executive officer, *Malahat*.

Lt.-Cdr. Valentine Maxwell Heayberd, *Donnacona*.

## *To be Acting Commander (3)*

Lt.-Cdr. Wilfred Tudor Houghton, *York*.

Lt.-Cdr. William George Curry, commanding officer, *Hunter*.

Lt.-Cdr. E. Gordon Gilbride, commanding officer, *Prevost*.

## *To be Commander (A/E) (1)*

Lt.-Cdr. (A/E) Norman Sidney Cameron, *Nonsuch*.

## *To be Acting Commander (E) (1)*

Lt.-Cdr. (E) John Alfred Savory, *York*.

## *To be Commander (L) (1)*

Lt.-Cdr. (L) Vernon Alvin McCourt, *Carleton*.

## *To be Surgeon Commander (1)*

Surgeon Lt.-Cdr. John Allen Beggs, *Carleton*.

## *To be Commander (S) (1)*

Lt.-Cdr. (S) John Wesley Ferguson Goodchild, *York*.

# Boat Day at Masset

OLD MASSET, home of the Haida Indians, is on the north shore of Graham Island in the Queen Charlotte group. A thriving fishing village, it is almost solely dependent on this industry for its livelihood. Situated two miles from New Masset, it is the site of the Indian village. New Masset is where the other natives live.

Picturesque little villages are Old and New Masset, with their pioneer setting of general stores, mud streets, and cattle leisurely wandering about. It is a far cry from the days when the Haidas were the most warlike band of Indians on the Pacific coast and made frequent raids on other villages as far south as Victoria and Vancouver. The Haidas don't bother with the villages of Victoria and Vancouver any more. They

have become peaceful and industrious. War canoes are manned no longer, the village church is full of respectable Haidas on a Sunday and totems are carved only for the tourist trade.

Here and there among the roving cows, Indians and Massetites (or Massetonians), visitors to Masset are often surprised to see the odd native in a very strange garb indeed. In fact, it looks almost like a naval uniform. And if he then wades deeper into the puddles for a closer look he is indeed surprised to see a reasonable facsimile of a sailor—probably bearded—wandering aimlessly about with his bow and arrow and muttering an endless chant to himself in an undertone.

Further enquiry would have revealed that this was a representative of Masset

Naval Radio Station enjoying himself ashore and bemoaning the fact that a callous country could send him to serve in an area where the single female population is entirely under the age of 15. But being a true sailor, he goes about with his usual fortitude, reconciling himself to the excellent fishing and hunting afforded in the Queen Charlottes and eagerly awaiting the day when it will stop raining so he can enjoy them.

But if our visitor should shed a silent tear for this poor lad and leave, he would forever carry a false impression of Masset, for this slumbering community of cattle, natives and sailors is suddenly transformed every second Thursday into a bustling, busy metropolis seething with people all bent on com-



pleting some immediate task. The first evidence of this activity commences on Thursday morning with the 26-party line setting up such a clamour our visitor picks it up to see what all the trouble is. The conversation he hears all hinges around the one question, "When is the boat coming in?"

Rumours are rife but the first to know are the residents of Old Masset who see her as she rounds Entry Point and heads down the inlet. People appear from nowhere. Suddenly the streets are filled with vehicles, women and children, old men, cripples and sailors. With one accord the populace heads for the jetty to wait for the boat to dock. This is no sleeping village now; everything is activity and the population seems to have quadrupled. In fact, it almost seems to cover the jetty. The only sign of sloth appears when the monkey's fist lands on the jetty and a crewman from the Union Steamship SS *Coquitlam* (for such is the cause of all this hubbub) says a few kind words to the crowd before somebody bothers to pull in his heaving line.

And so the world comes to Masset. Every second week on Thursday the *Coquitlam* (ex-HMCS *Leaside*) completes her appointed rounds, bringing mail, passengers, stores and a breath of the outside world to the village. For Masset Naval Radio Station, all things shall come to pass on "Boat Day". In the Manifest is it written, "ask and ye shall receive," for on this day our outstanding demands reach fruition and who knows but what great things may be in hand when the mail is opened?

For dependents who have letters to mail and a mail order grocery list to send, there is always a surprise or two in store, for they receive their last grocery order and, having forgotten what it contained, find they have duplicated half the items in the one they just mailed.

Lamps burn far into the night on boat day. The wharfinger does his duty by receiving his stores on the wharf and it is then up to every man to see that he receives what the manifest has in store for him. Canteen stores would end up in the village store but for the diligent supervision of the canteen manager who has been standing on the jetty all during unloading.

Of course "Boat Night" is just as bad as "Boat Day". Our steamship leaves Masset to spend the night in Port Clements, returning to Masset next morning for a brief stop before going to Prince Rupert and thence to warmer climes. Residents dash home clutching their bundles of mail and parcels to see what treasures they might contain. The

night is spent in examining stores and busily writing letters in an effort to get them off the following day. Usually this is accomplished but occasionally thwarted by the captain of our steamer, who, complaining of the press of time, comes back early and quickly throwing off any remaining stores, blows his whistle in a final derisive toot as he heads up the inlet again.

Now "Boat Day" has gone. Masset goes back to its somnolent state as the inhabitants return once more to their accustomed tasks. The local store is sold out of fresh vegetables within 24 hours, again the bread is stale and life assumes its tranquil state. Our sailor is buried in his new magazines and papers only a week old while an inspection of stores reveals half the items are of the wrong size and must be sent back next boat day two weeks hence.

Two new films have come in for the Naval Station and we are to be transported from Masset to a wilder West on the next two Friday nights. The canteen is replenished, provisions have been received for the Galley and we can carry on—until that heraldic blast of a corvette's whistle announces to all and sundry that once again it is "Boat Day in Masset".—T.G.E.

## 'SECRET WEAPON' SCORES BULLSEYE

ON MONDAY, March 22, 1954, a colourful incident took place in the exercise area near the Bermuda Islands. The First Canadian Escort Squadron, under the command of Commander P. F. X. Russell, in HMCS *Algonquin*, was nearing the completion of the work-up period before proceeding to the West Indies on a spring cruise.

It was the duty of the ships of the second division of the squadron, under the command of Cdr. Marcel Jette in the frigate *Lauzon*, to transfer stores by light jackstay, forward and aft simultaneously, with the second ship in the division, the *Prestonian*.

It had been established that it would be the task of the *Prestonian* to supply the necessary gear to effect the transfer during run number one.

The First Lieutenant of the *Prestonian*, being keen upon doing things the right way, had been in a quandary. Only one Coston gun was held on board, and therefore lines could not be fired fore and aft at the same instant. But the crew of the *Prestonian* rallied to the cause, and the armourer, PO (First Class of course), J. R. Heath, produced the answer. This proved to be a rather

menacing looking rocket-firing pistol known as a Schermuly, which, it has been asserted, is fast superceding the Coston gun in the Royal Navy. Needless to say, the idea was looked upon with favour by the First Lieutenant and without further ado, PO Heath was suitably positioned upon the vast quarterdeck. Upon "B" Gun Deck was positioned the senior anti-aircraft man on board, one Ldg. Sea. R. E. Donnelly, an able shot.

All went well—to a point. The First Lieutenant of the *Prestonian*, stationed on the port Bofors sponson in a position of vantage in order that he might view the firing party, lowered his right arm and each man pressed his right forefinger.

All went well forward. The eagle eye of Ldg. Sea. Donnelly had not failed. He was the right man for the job.

All went very strangely aft. The fine rocket firing weapon had been elevated to the right angle of 30 degrees and aimed (in peace of course) above the funnel of the senior ship. But the rocket emerged with a growl from the muzzle of the weapon and dropped sadly, narrowly missing a watery end. However, at the last moment it obviously remembered that it had been fired from the right ship, and recovering nicely proceeded on the course of its duty with astounding celerity.

Two *Lauzon* stokers, correction, engineering mechanics, had been admiring the clean and graceful lines and usual efficiency of the *Prestonian* when they were shaken up very sadly and forced to dive for safety. Both men have submitted claims to the government to recover funds to replace their burnt shirts.

The rocket hit the right spot. It was a bullseye.

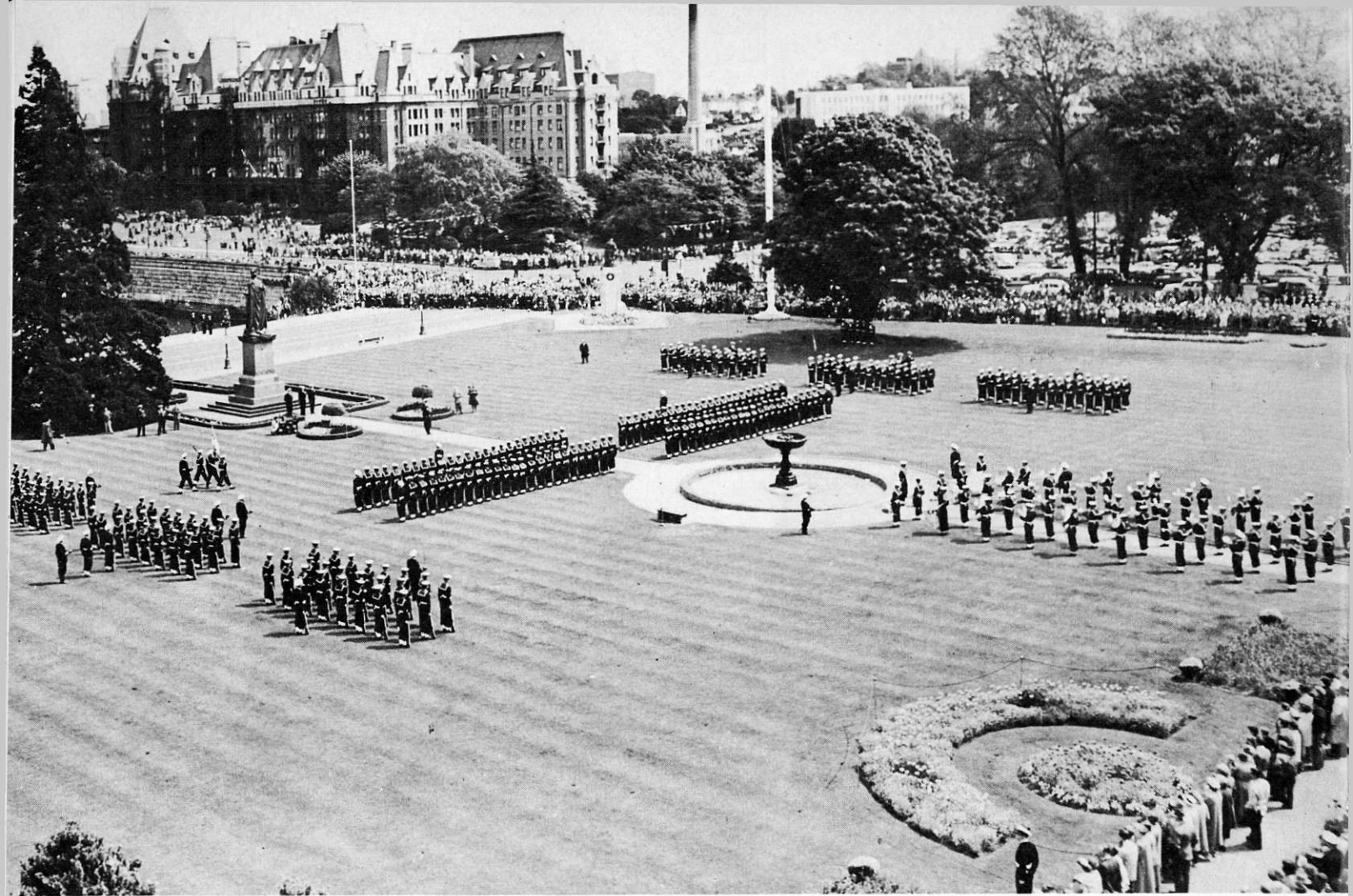
There occurred a very pregnant silence in the *Lauzon*. Loud gales of laughter were heard from all members of the *Prestonian*. But, she had done the wrong thing.

Meanwhile, the rocket quivered, having pierced the *Lauzon's* funnel.

There has been much spoken since. The engineer of the *Lauzon* has complained that the next time jackstays are passed with the *Prestonian* he desires to have his boilers cleaned. The First Lieutenant of the *Prestonian* has been recommended for conversion from flying to gunnery.

It was noted that the *Lauzon* withdrew upon completion of run number one to a reasonable range, trained her four-inch guns on the *Prestonian* and declared that she would pass her jackstay by four-inch for run number two.

Peace reigns in the First Canadian Escort Squadron.



## Showing the Queen's Colour

**M**ORE than 8,000 Victoria residents and visitors witnessed for the first time the traditional ceremony of showing the Queen's Colour, carried out by personnel of HMCS *Naden* and cadets of the Reserve Training Establishment, on May 24.

Brought from its resting place in *Naden* in the destroyer escort *Sioux*, the Queen's Colour was landed at the Canadian Pacific Steamship jetty in Victoria's inner harbour and marched to the review ground on the lawn of the provincial legislative buildings.

With the 100-man guard of honour, the Colour Party and escort companies formed upon the grounds, and with Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, and Commodore K. L. Dyer, Commodore, RCN Barracks, Esquimalt, present, the Colour was "shown".

Carried by Lieut. Robert Carle, the Queen's Colour, with its escort of a Chief and two Petty Officers, was paraded along the front of each rank on parade, giving them an opportunity to see the Colour at close quarters.

On the arrival of the reviewing officer, Col. the Hon. Clarence Wallace, Lieutenant-Governor of British Columbia, a Royal Salute was given by the guard. The guard was then inspected by the reviewing officer.

Following the inspection, the saluting battery of three field guns, manned by cadets, fired seven guns. The guard fired the first round of the "feu de joie", and the band played the first half of the National Anthem. The battery fired another seven guns, the second round of the "feu de joie" was fired and the second half of the National Anthem was played. The last seven guns of the 21-gun Royal Salute was then fired and the third round of the "feu de joie".

The band then played the whole of the National Anthem. The parade ended with a march past the reviewing officer.

The officer in charge of the parade was Cdr. G. H. Davidson. Lt.-Cdr. John Husher was Officer of the Guard.

The Queen's Colour held by the Pacific Command of the Royal Canadian

Navy was presented by King George VI during the Royal Visit to Canada in 1939. At the time of the presentation it was received by Lieut. J. C. Hibbard, now Rear-Admiral Hibbard.

Following is an extract from a letter, dated May 25, received by the Flag Officer Pacific Coast from the Lieutenant-Governor:

"I do not recall any service ceremony, during my regime at Government House, that has given me the intense satisfaction I derived from officiating at the parading of the Queen's Colour at the Parliament Buildings yesterday morning.

"I shall regard the experience as one of the highest personal honours accorded me during my term of office as Lieutenant-Governor.

"To say that the ceremony embodies colour, dignity, and precision, to a marked degree, does not adequately express my personal feelings and, I am sure, those of all who were privileged to witness a display of remarkable efficiency . . ."



# The Parable of the Ptarmigan

*This is the way a "Crowsnest" correspondent of the year 1 AD may have reported a recent incident at one of our northern stations. The lesson?*

AND THERE were in that place two men of much power. And behold, one did look out into the fields, and did see there many birds of the air, which were called ptarmigan. Then did he go unto the other, which was known as the Scribe, saying "Behold, there are in the field many birds of the air, called ptarmigan. Let us go forth and slay them, and eat of the meat thereof, that it may be written in the books as Spam, and the books will come out even".

Then was the Scribe exceeding glad, and he arose, and they went forth into the fields, and did slay many of the birds of the air, and were joyful.

But there did pass that way a man of the law of the land, called a Mountie, and he did see that which they did and did reproach them, saying, "Verily, verily I say unto you, ye have sinned, for it is unlawful to kill the birds of the air at this time of the year".

Then did he seize them, and bind them with chains about their hands



and feet, and bring them before the judge. And the judge was exceeding wroth, saying, "What have these men done, who look so like criminals?"

And the Mountie made answer and said, "They have sinned in that they are guilty of an act to the prejudice of good order and naval discipline, for they did kill the birds of the air out of season, in contravention of QRCN, the Fish and Game Act, and the instructions on the back of the package."

But they having called no one on their behalf, then was the judge en-

raged, for they had surely sinned, and they were sore afraid. And the Mountie took compassion on them and said to the judge, "Milord, forgive them, for they knew not what they did".

And the heart of the judge was melted, and he said unto they who had sinned, "Go ye, and sin no more".

And they went forth, and were much chastened.

But among the troops was joy beyond measure, for truly the mighty were fallen.

## "ROGUE'S YARN" SNARED THIEVES

Behind the coloured thread so frequently found running through hemp cordage lies a tale of ancient rascality, which is the reason for this thread bearing the name "rogue's yarn".

According to "Black's Bulletin", published by Blacks' of Greenock, Scotland, "the custom of including a coloured thread dates back to Elizabethan times, when, to stop the heavy pilferage which was going on, rope and cordage from the Admiralty dockyards, who spun their own ropes, included this coloured thread so that a rope could be traced should it fall into unauthorized hands".

Captain W. N. T. Beckett, in his "Naval Customs and Expressions", notes that the coloured yarn also served to identify the naval rope

walk where the cordage was made. Thus, rope made at the Portsmouth rope walk was designated by blue; Devonport, red; Chatham, yellow, and Haulbowline, in southern Ireland, black.

The old "Manual of Seamanship—1937" says that all rope for Royal Navy use was then made in the roperies at Chatham and Devonport, the colours of the rogue's yarn remaining red and yellow respectively. Blue was given as the colour in trade-manufactured cordage.

It would appear from this that Portsmouth had gone out of the rope business. Haulbowline dockyard, at Queenstown, Ireland, has, of course, ceased to exist as a centre of British

naval activity and the city where it was located is now known as Cobh, Eire.

Landsman Robert Hay, RN, wrote in his memoirs 150 years ago, after he had deserted his ship: "A merchant captain in fact would no more have ventured to take me aboard (because of his naval clothing—Ed.) than he would have taken a hand spike with a broad (arrow) on it, a bolt of canvas with a waved stripe of green paint or a hawser with the rogue's yarn . . ."

The telltale coloured thread is not required in rope supplied to the Royal Canadian Navy, but it occasionally turns up in cordage drawn from Admiralty or commercial sources.

# Hope and Help Offered Cerebral Palsy Victims

*Sailors Aid Children  
Along Hard Road to  
Normal Life*

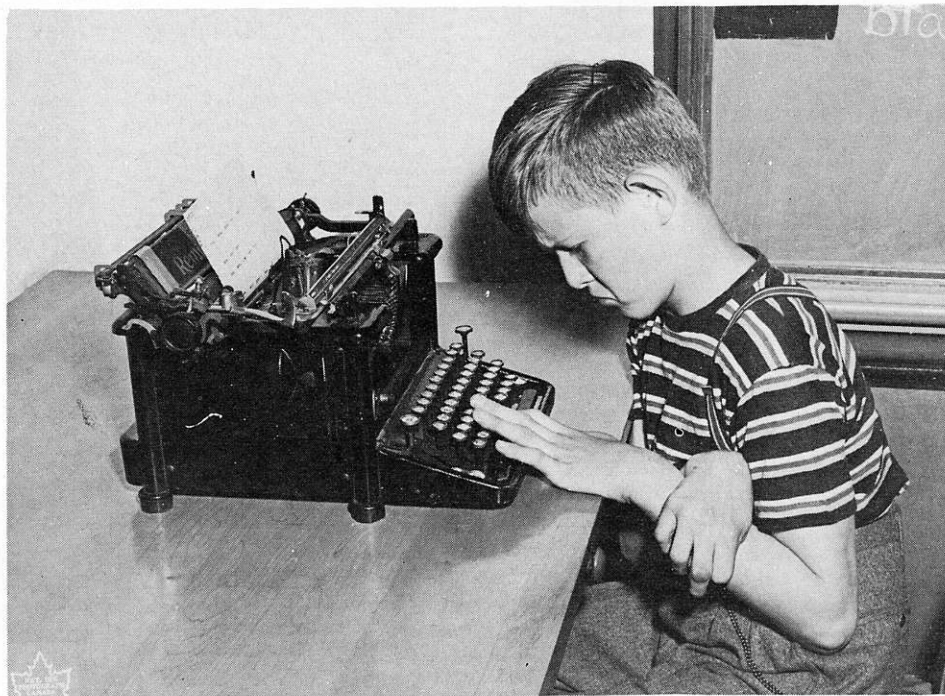
ONCE A WEEK the swimming pool at HMCS Stadacona rings with the laughter of a special group of children. The children, however, are not youngsters swimming and splashing gaily for the fun of being in the water. They are pupils of the Halifax Cerebral Palsy Association and their time in the water, while providing a measure of amusement, is spent under intensive instruction to help overcome one of the afflictions nature imposes on human beings. The swimming and splashing were made possible when the Commodore, RCN Barracks, Commodore E. P. Tisdall, arranged for the children to use the pool.

The Halifax Cerebral Palsy Association was formed in 1949 by Mr. and Mrs. Frank Wellard, of Truro, whose daughter, Hilary, was born a victim of cerebral palsy. Because of the nature of this affliction, constant assistance and abundant patience becomes the therapy best suited to help such children, but since the cases are comparatively rare there are few organizations designed to cope with the victims.

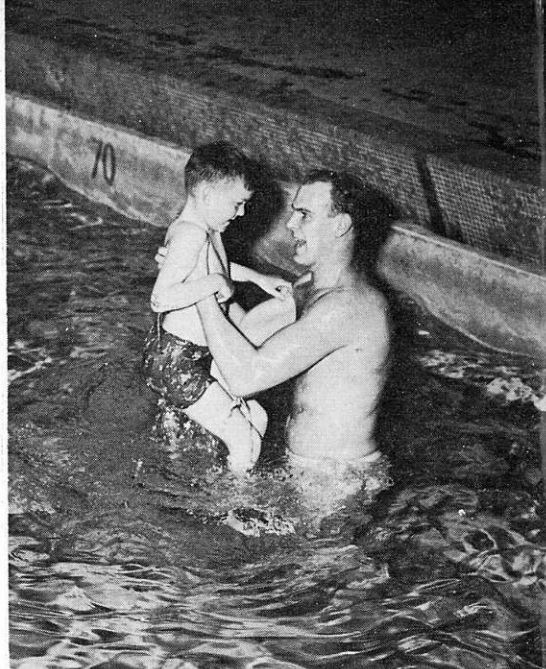
The Wellards, seeking other parents in the same quandary, moved to Halifax where they discovered enough interested parents to form an association designed to give the children the professional aid they needed.

A board was formed, consisting of Mrs. Wellard as president; Mrs. Percy Smith, Halifax, vice-president; Dr. William D. Ferguson, a neurological surgeon, medical adviser; Edward Cosgrove, Dalhousie University, secretary; Donald Cameron, Halifax, treasurer, and Mr. Wellard, publicity adviser.

The Halifax city school board made available, for their use, a classroom in the St. Francis School, and also agreed to pay the salary of an instructor, Miss Margaret Pirie, Halifax, who had taken a special course in Columbia University, under the auspices of the Halifax Rotary Club. Walter Callow, famed for his invalid bus service, supplies transportation for the children to and from the school. A window in the ground-level classroom serves as exit and entrance, and saves awkward handling up and down stairways.



In special classes for cerebral palsy victims, at St. Francis School in Halifax, children are taught to use their muscles with expert guidance on equipment designed to give them the most help. Above, 11-year-old Donald Cameron is shown at a typewriter, learning to use and control his fingers. (HS-30787)



Every Wednesday Stadacona's swimming pool reverberates to the laughter of children as members of the Halifax Cerebral Palsy Association get their exercise and water therapy. AB Glen Beckstead, HMCS Portage, is seen with Michael Cox. Many sailors assist the instructors with the children whenever possible. (HS-30545)

Much special equipment has been provided by various benevolent Halifax organizations, and a special set of steps were built by Mr. Kenneth Tanner, father of one of the children.

The class, ranging in age from five to 14 years, and numbering seven children at present, embodies four of the five classified types of the ailment, and one polio victim. The types of cerebral palsy found in the classroom are: the spastic, suffering from an exaggeration of the stretch reflex; the athetoid, lacking braking power in voluntary muscular acts; the ataxiatic, with disturbed balance and position sense; and the rigiditic, whose resistance to motion results in stiffening of muscles when a voluntary movement is attempted.

The nature of their affliction makes it very difficult to determine the extent to which the children may be educated, but recent research has shown them to be far more capable of assimilating instruction than was generally supposed a few years ago. Suffered from a brain lesion at birth, which interfered with the normal translation of movement orders from the brain to the limbs and organs affected, the process is one of primary education, rather than re-education used in muscular ailments from other causes.

But their progress is slow, and slight gains made by long and diligent work by the teaching staff and parents can be upset by one emotional upheaval. The children seem to have a greater need for psychological equanimity than



their more favoured brothers, and require a maximum of patience.

The idea of water therapy for muscular ailments is not new and was introduced into the local association by Miss Pirie. An enthusiastic swimmer herself, Miss Pirie says that she has found a wonderful difference in the children's progress since the pool became available. The hour a week the children get in the water is one of the most beneficial parts of their course, with the soothing and muscle-softening effect of the water having a great therapeutic value.

Since the children must be handled individually in the pool, assistance is required, and such of the mothers as are free, volunteer their services. In addition PO James Wardell, Toronto, a

physical training instructor, has been helpful, and other RCN personnel have assisted when possible, in their own time.

Recently an assistant instructor, Mrs. F. A. Ferguson, Halifax, joined the staff with Miss Pirie. Her salary is paid by the Halifax Rotary Club.

The children's speech difficulties are in the hands of Miss Marie Rudd, of the Child Guidance Clinic, Dalhousie University. Operations necessary to lengthen tendons or assist the therapy in other ways are under the supervision of Dr. Ferguson.

The association hopes to affiliate with a national organization, in order to receive the greater benefits possible with government subsidies and united effort. —G.W.I.

## Training Ship Shows What Makes the Navy Tick

Life in a training ship often elicits the question: "Why are we out here?" That question is easily answered if one follows the course of a man from his time on entry into the service until he is a trained man in a specialized job and ready to take his place in a ship's team in action.

When he signs on in the service his knowledge of warships is practically nil. He has a sketchy idea of guns firing, but has no idea of all the scientific skill that is required before the gun goes "Bang!", or before a depth charge shatters the water with its explosion. He knows nothing of how a gun is lined up, of how radar and asdic work in on the problem, nor can he be expected to understand how important each man in a ship is to the safety of the others. All this he learns in training establishments and ships.

In the training establishments, starting with HMCS *Cornwallis*, he learns the names of the various pieces of equipment. Whenever possible, he is shown models of the apparatus; but in general the actual picture is not clear to him until he sees it all fit together in a ship.

After his new entry training, the man is sent to sea to get his practical training. Once aboard, he sees how a ship's company works together, he learns how to handle himself and how to do his share in handling the ship. In order for him to learn all this, the ship must be kept in top-line condition, and, for this reason, the efficiency of the crew of a training ship is vitally important. It is the responsibility of the regular

ship's company to ensure that the guns fire, and that the apparatus relative to the guns is in proper working order. Only in this way will the ideas conform with proper routine.

In a few months the new entry is a trained seaman and has a rough idea of teamwork. He has, however, only a slight knowledge of the actual working of any of the machines. To reinforce this knowledge he must be sent to one of the training establishments specializing in one piece or type of equipment. Here he learns mostly theory, and a little of the practical side of the machine's functions. For full understanding of the practical function he must see the equipment working under actual conditions. To meet this need he goes through another stage of sea training.

Once again he works on board ship under action conditions with equipment in first class working order. Now, for the first time, he finds himself helping to fire the gun or trace a target (ship, plane or submarine). He is part of the team.

Without training ships this practical training would have to be given in operational ships and here there may be insufficient time for such training. With the enemy in sight, it is too late to teach an ordinary seaman what he is supposed to do. For obvious reasons a training ship is invaluable to the service. She is the ship behind the fighting ship. Her men are the men who will eventually be behind the guns.—R.E.P.

### 'Natural Courtesy' of Men Applauded

A visitor on board the *Ontario* during her visit to Dunedin, New Zealand, took the trouble of writing down his observations on the cruiser's visit. He was particularly impressed by the natural courtesy of the Canadians he met and had this to say in a letter to Captain D. L. Raymond:

*"Though scarcely at all senior in years to many of the ratings I observed aboard the ship under your command, I am sufficiently old-fashioned to believe that there is much merit in this. If these young men are typically Canadian, then Canada has much to be proud of in them. If they are typical products of Canadian homes, schools and living, then they do these institutions much credit."*

The letter formed the subject of an editorial in the *Ottawa Journal*, which read as follows:

#### TRIBUTE TO NAVY

A Mr. Deacon of Dunedin, New Zealand, has written a letter about the visit there of the Canadian cruiser *Ontario* and it is the type of communication which makes glad the hearts of oak of the Royal Canadian Navy. Even the landlocked Canadian who wouldn't know a cruiser from a frigate cannot help but be gratified by Mr. Deacon's opinion of our sailors as our representatives.

In writing to the *Ontario's* commander Mr. Deacon said he had been impressed above all by "the natural courtesy in address and conversation shown by the personnel under your command . . . I have had the refreshing experience of hearing young men using quite naturally the terms Sir and Madam and by their demeanour generally towards strangers and guests unconsciously exemplifying a code of thought and conduct fast disappearing from this modern world".

If we had been asked about the most courteous, and at the same time most effective, fighting men in the world we would have been tempted to suggest the New Zealanders, often in the forefront of battles for freedom and remembered for chivalrous deeds. So a letter from New Zealand about the good manners of Canadians and the evident efficiency of their ship comes to us with a particular charm.

This is no world for swashbucklers in uniform. What we are trying to do is persuade our friends in freedom that a loyal association strong enough to break aggression can be built and maintained on common standards and ideals.

A few fools in foreign lands can undo the work of statesmen and our most important export is courtesy. The polite sailors of the *Ontario* are serving their country better than they know and we hope their voyages will be long and prosperous.

# AFLOAT AND ASHORE

## PACIFIC COMMAND

Entertainers from *Naden* put on a two-hour variety show for patients of Wilkinson Road Hospital in Victoria late in May.

AB Bob Gillespie was the producer and PO Harold Bingham the master of ceremonies for the well-received program.

### Ordnance School

After maintaining small arms over the past few years, Ordnance Cdr. M. T. Beardmore, officer-in-charge of the Ordnance School, decided that his personnel should know more about what small arms are supposed to do in the field. Thus, monthly firing practice at Heal's Range has been instituted for ordnance personnel in the school.

Two trips to the range brought some interesting facts to light. Individual scores, including scores of reputable marksmen, varied by as much as 30 points up or down. There is now much

If the *Crusader* does a job, it stays done, whether it's train-busting or leaving behind a "Kilroy was here" message. When she was in a Japanese drydock during her first tour of duty in the Far East, her ship's company left a large and flamboyant copy of the *Crusader's* badge on a dock wall. On a recent return visit to the dock on her second tour, AB Gordon H. Boyd took time out to retouch the artwork. (CU-1093)



conjecture as to whether the marksmanship improved or whether there are discrepancies in the rifles.

Some of the drabness fell from the Ordnance School as Wrens Margaret Fraser and Diane Driver from *Chippawa* entered the establishment for a two-week course in small arms, under the careful tutelage of CPO Thomas Angus.

CPO Robert Bracken from *York* is taking a 14-day familiarization course on the three-inch-50.

### HMCS Ontario

Perhaps not very glamorous in the light of her recent cruise to the Antipodes, but welcome for the brevity of its absence from home, was the *Ontario's* short cruise in the middle of May in waters off Vancouver Island.

The ship left Esquimalt on May 10 and, after a stay at Nanoose, spent the rest of the time in Topaze harbour and Mayne Bay until return to home port on May 21. The trip was for the benefit of gunnery classes embarked from *Naden*.

## ATLANTIC COMMAND

### HMCS Haida

The ships' company of the *Haida* held a most successful "stag" party on Thursday, May 27, at the China Fleet Club, Hong Kong.

The party, organized by Lt.-Cdr. A. M. Hunter, PO Ross Spence, Ldg. Sea. Ken Crooker and AB Robert Williams, lasted from 1930 until 2330. A troupe of Chinese entertainers was engaged, consisting of child contortionists, jugglers, female magicians, and a bicycle stunt-rider. The Royal Navy also contributed a six-piece hill-billy band from HMS *Cockade* known as the "Cockatoos", which filled the air with popular music throughout the evening.

The evening was so successful that Captain John A. Charles, the *Haida's* commanding officer, who dropped in for a brief glimpse, was to be found enjoying the party to the end as a guest of his ships' company.

The manager of the Fleet Club congratulated the men on their fine party and their good conduct throughout, saying, "I wish all of our parties were carried off as well. You are welcome to use our club at any time."

### HMCS Micmac

Besides a training cruise that took her to the United Kingdom and back via the Azores, the *Micmac* had another purpose in crossing the Atlantic.

She carried the RCN(R) contingent to the RNVN golden jubilee which took place in London on June 12. Reservists were absorbed into the ship's company and a program of naval training at sea was carried out.

The *Micmac* sailed from Halifax on May 30. On her third day out en route to the Azores, she encountered a vast iceberg, an unusual but not an extraordinary sight so far south. The destroyer escort passed within two miles of the 'berg whose position was noted and reported to the International Ice Patrol.

The ship arrived at Ponta Delgada on St. Michael's Island on June 4. All officers and men "turned to" and painted ship. The task was completed in four hours and 40 minutes, a feat which drew a commendation from the captain, Cdr. George M. Wadds.

The following day the ship sailed for Portsmouth and arrived there on June 8. Reservists transferred to RN barracks and carried on training for the jubilee parade under Capt. Robert I. Hendy, commanding officer of HMCS *York*, who was in charge of the whole Commonwealth contingent.

The ship set course for the Azores again on June 14. About 140 miles out of Portsmouth a homing pigeon sought refuge in the ship. The bird, apparently off course, was sighted on a gun director by Ldg. Sea. William Salsman, of Waterville, Nova Scotia, who was on deck watch at the time.

Ldg. Sea. Salsman, CPO C. E. Noble, of Bedford, N.S., and Petty Officer, B. H. Grant, of Kingston and Halifax, provided food and warmth for the pigeon which seemed to be spent. Fully rested, the bird took off again of its own free will in a short time.

The RCN training destroyer berthed once more at Ponta Delgada on June 17. In harbour were warships of five other NATO nations and Spain.

Senior officers of the Canadian, French, Dutch, Portugese, Danish and Spanish navies exchanged calls of respect and friendship. Government, naval and military officials of the Azores



attended a reception aboard the *Micmac* and another mark was chalked up in the field of international friendship and understanding.

During the two-day stop on the Portugal-owned island, a challenge volleyball tournament among the ship's company was carried out on the jetty and a bus tour of the highly-cultivated and beautiful island of St. Michael's was enjoyed by some 80 officers and men of the RCN destroyer escort.

The only cloud of gloom during the stay in Ponta Delgada settled on PO Jacques Bousquet of Quebec City. He received a signal that his mother was dangerously ill. Lieut. (S) W. Forster Jones, supply officer, made the necessary arrangements with Trans-World Airways on the island and the steward was flown home without delay.

As the *Micmac* steamed for Halifax, Cd. Communicator A. L. Bonner, sports officer deluxe, organized a "banyan" which will be long remembered by the ship's company. Hot dogs and hamburgers were served to the ship's company in the after canopy. Servitors, complete with makeshift chef uniforms, were Cdr. Wadds, Captain C. J. Dillon, Command Supply Officer Atlantic Coast, and Lt.-Cdr. R. M. Greene, executive officer.

PO Frederick J. (Jenny Wren) Farrell of Shawville, Que., and PO Thomas A. (Bubbles) Bradley of St. Catharines and Halifax, received temporary appointments as show girls, acting and unpaid but by no mean untalented.

Music was provided by PO Allen T. Millington, of Toronto (traps), Ldg. Sea. Raymond C. Oelkuch, of Hamilton and Halifax (electric guitar), AB Donald B. Scobie, of River Hebert, N.B. (guitar) and Sub-Lt. Richard D. Okros, of Toronto and Halifax (banjo). The whole show was "emceed" by PO Thomas W. Scratch, of Halifax. PO Clifford Boyd, RCN(R), of Saint John, N.B., was featured vocalist for the show.

The *Micmac* returned to Halifax on June 23.

#### Frobisher Radio Station

Envious neighbours to the north (and Frobisher Bay is near enough to the Arctic Circle not to have many of them) refer to the site of the Frobisher Naval Radio Station at Frobisher Bay, Baffin Island, as "the banana belt of the Arctic".

A visitor to this outpost once remarked that the inhabitants were of two types: those dressed in sport shirts, denim slacks and service blues and those dressed in primitive parkas, mukluks and windpants. The former are

Eskimos and the latter are service personnel.

After hours, there is a new show each night at the base theatre. A weekly bingo game is held and the Navy achieved local fame by copping the main prize four weeks running.

Just how rugged people can become after a few months in the Far North was demonstrated when broomball was organized in February and played in the great, white outdoors. A shortage of corn brooms, the result of vigorous play, eventually put a damper on this activity and volleyball became the main sport.

In a spot where it takes a lot of calories to maintain body temperature, the dining hall is a popular institution. The supply branch and the cooks have responded to the challenge and it is not uncommon to arrive for a breakfast of fresh grapefruit, hot cereal and eggs any style.

Hunting is a forbidden activity, simply because the Eskimos depend on game for their livelihood and Baffin Island is a game sanctuary as far as people from outside are concerned. However, it can be guessed that naval personnel may forget to mention that polar bear rugs and other Arctic furs, which they take home as souvenirs, came from the Hudson's Bay post four miles from the base. Fine ivory carvings, the product of native craftsmen, are available at this same trading post.

The bay which gives the settlement of Frobisher Bay its name was discovered by the Elizabethan explorer, Sir Martin Frobisher, in 1576 and he was at first under the impression that he was sailing along a strait between North America and Asia.

In this air age, Frobisher Bay is hardly as remote from civilization as it was then and naval personnel have the additional advantage of being in frequent touch with the outside world through their amateur radio club. For the information of those who listen in to the nightly chatter on the amateur band, the call sign is VE8WD.—W.G.C.

#### HMCS Cape Breton

The request from a ship of the Royal Canadian Navy for seven tents may have seemed unusual but there was good reason for it.

Young technical apprentices under training in HMCS Cape Breton are getting a break from the routine of shipboard life and machine shop work again this summer at Camp Major, the RCN's rest camp in Lunenburg County, N.S.



During wartime, ships steaming up Halifax harbour used to plead with the "tower" for permission to tie up at a jetty rather than moor at a trot. After an absence of eight years, the signalmen are back on the roof of the Atlantic Command headquarters building in the dockyard with their lamps and flags. Shown here are AB Terry Sullivan and PO Lloyd Kirkpatrick. (HS-27860)

The break is not a holiday in the strict sense of the word, for the apprentices spend their time training in boat-pulling and sailing, general seamanship and competitive sports on the waters of Prince Inlet, in Mahone Bay.

The advance party left Halifax near the end of June and the boats to be used were towed from Halifax by harbour craft to the camp site on Herman Island.

About 95 apprentices and 10 of the ship's staff are at the camp and, after a vigorous life outdoors, will return to their studies and machinery, ready to resume their training as budding technicians in the Navy.

#### Torpedo Anti-Submarine School

New additions to the TAS school staff are Lieut. (TAS) L. G. Clayards, from the *Athabaskan*, Lieut. (TAS) R. C. K. Peers and Lieut. G. T. Hodgson, from HMS Vernon.

Appointments from the school have been Lieut. (TAS) D. K. Gamblin to the *Prestonian* and Lieut. (TAS) F. G. Henshaw to the *Toronto*.

### NAVAL DIVISIONS

#### HMCS Discovery

An RCN(R) display, set up at a boat show in Kerrisdale Arena in mid-April, by the Vancouver naval division, proved most successful in attracting the interest of the public.



Pictured here is the presentation of an award to UNDT Cadet (S) G. A. Whiton by Croft G. Brook, president of the Naval Officers' Association of B.C., which presents a scholarship annually to the outstanding cadet of the year at the University of British Columbia. Also shown is Lt.-Cdr. F. J. Turner, UNDT commanding officer.

While the eyes of the numerous visitors were for the most part focussed on the torpedo exhibit, it was considered that the general function of the reserve had been impressed on the spectators to show future results in RCN(R) enrolments. CPO H. C. Dunbar managed to convey a broad picture of naval life to his listeners.

Battle of Atlantic Sunday was observed by a church parade with Cdr. J. H. Stevenson, commanding officer, taking the salute in the march past.

AB Ernest Gawthorpe, who is attached to *Discovery*, was the subject of congratulations on his selection to represent the division at the RNVR Jubilee in the United Kingdom.

The Navy was brought to the attention of the younger generation at a boys' show in a Vancouver department store. On display was the 45-foot model of HMCS *Magnificent*, with models of naval aircraft on its flight deck. Personnel from *Discovery* manfully faced a barrage of questions from the young onlookers.

#### HMCS Donnacona

A large number of officers, men and Wrens from the Montreal naval division had a preview of the Arctic patrol vessel, the *Labrador*, when a trip was arranged to Sorel, Que., in early May.

The ship, in an advanced stage of construction and awaiting her July 8 commissioning, was explored from stem to

stern by permission of the commanding officer designate, Captain O. C. S. Robertson.

#### HMCS York

The Toronto naval division's weekend cruises for the summer season got under way on the week-end of May 24 when HMCS *Reindeer* sailed for Windsor for the International Tug Boat Race. The cruise was blessed with ideal weather and all hands were able to get a good start on sun tans on the return journey.

The *Reindeer*, manned by reservists, with Cdr. L. Stupart in command, slipped from York's jetty at 2000 on Thursday, May 20, proceeded across Lake Ontario and through the Welland Canal to rendezvous with the Bangor coastal escort *Digby* and two Fairmiles from *Star* and *Prevost* at Port Stanley. The ships then continued in company to Windsor. There they joined two Fairmiles from *Hunter* and *Griffon* and all five patrolled the boundary of the race course, serving as markers, during the race.

Following the race, members of the ships' companies were given leave until Sunday morning when the ships started their return trips. The *Reindeer* arrived back at York Monday evening.

A sharp upward trend in the numbers of recruits applying for entry in the Royal Canadian Navy (Reserve) from the Toronto area has been evident over

the past five months, it is reported by York recruiting officials.

This steady growth in recruiting coincided with a stepped up recruiting campaign the division has been running since last autumn.

The number of recruits for May of this year has been the highest to date during the campaign, with 44 applicants and 23 enrolments. This compares with 13 enrolments out of 25 applicants in May of last year.

The recruiting campaign consisted of an intensive publicity effort, special events such as two Open Houses at York, special parades and participation in other public affairs such as the Royal Winter Fair, motion picture displays, booths and participation in the Canadian National Boat Show and the Sportsmen's Show and co-ordination with advertising campaigns on both local and national levels.

#### HMCS Brunswick

Battle of Atlantic Sunday was commemorated in Saint John, N.B., by a church parade and march past by the ship's company of *Brunswick*.

The salute was taken in King Square by Cdr. J. A. MacKinnon, commanding officer of the division.

Also on the saluting dais were Surgeon Captain C. M. Oake, Lt.-Cdr. G. O. Rundle, Resident Naval Overseer, and Lieut. R. E. Middleton, staff officer (training).

The launching ceremony of the *Miramichi* at the Saint John Drydock Company's yards in Saint John, on May 4 was telecast the same evening.

A group of officers, assembled in the Garrison Officers' Mess to hear an address by Rear-Admiral R. E. S. Bidwell, was watching the telecast when the announcer, misreading his commentary, announced that over 280,000 tons of aluminum had gone into the construction of the little ship!

Brigadier Eric Snow, N.B. Area Commander, quipped: "Mighty light aluminum that!"

#### HMCS Malahat

Captain P. D. Budge, Chief of Staff to the Commanding Officer Naval Divisions, Hamilton, Ontario, carried out inspections of *Discovery*, Vancouver, and *Malahat*, in Victoria, early in May during the course of an inspection trip of Western Canadian naval divisions.

At *Malahat* the inspection, held May 9, ended with the regular parade at Moresby House Monday evening. The inspection also included the division's training ship, the coastal escort *Sault Ste. Marie*.



# Sasebo, My Sasebo

## Sailors Won't Soon Forget Their Japanese 'Home Port'

*For those who have not been there—and may be going—here are impressions of Sasebo, Japan, where Canada's Far East warships are based. The Japanese port is seen through the eyes of AB Sherman Murray, HMCS Cayuga.*

**A**FTER YOU'VE LEFT the palm trees, the balmy breezes, the white beaches and Hawaii behind, and after Kwajalein and Guam have slipped astern, the weather begins to change. The flying fish, azure seas and glaring sun all disappear. The sea and sky take on a grayer hue, the wind has a bite in it, and there's a crop in the water. While you're still wondering if perhaps the ship has turned around and headed back home you slip through the narrow, high-cliffed mouth of Sasebo harbour, and—you're there.

All over the world there are beautiful harbours: Naples, Esquimalt, Rio de Janeiro, Halifax; and then there's Sasebo. Naples has Vesuvius, Esquimalt has Victoria, Rio has Brazil, Halifax has the Seagull Club. Sasebo has mud. Sprawled around the harbour are the Japanese docks. Ships under construction, ships being scrapped, half-painted ones, half-rusted ones; merchantmen, warships, tugs and barges are all scattered among the jetties. The rust-brown skeletons of cranes rise starkly along the waterfront, clanking and grinding as their great arms swing and lift. And surrounding everything—mud.

A few scraggly trees cling to the hills surrounding Sasebo city, but for the most part the land is neatly—almost geometrically—tilled. Orderly brown and green strips spiral up the hill, straightening out in level patches, looking like an unimaginative patchwork quilt.

All over the harbour are ships of different types and nationalities—American battleships, ROK patrol craft; American cruisers, Thailand destroyers; American carriers, Aussie destroyers. And perhaps, its dark grey hull and light grey and black superstructure standing out like a rose in a dandelion patch, you'll find a Canadian destroyer. Among the ships, motor cutters, HP craft, landing barges and skimmers scurry around like water beetles on a pond.

The fleet landing ashore is crowded with servicemen from all over the world: Yank gobs, Dutch seamen, more Yank gobs, Aussie tars, and more Yank gobs. If you get past the Anchor Club, just off the fleet landing, you have to wade through mud to the taxi terminal. Your first ride in a Japanese taxi is something you'll never forget—if you live to remember it. In Japan, as in

Britain, cars are supposed to proceed on the left side of the road, but it is doubtful if any taxi driver is aware of such things as rules of the road. All he need be equipped with is a good horn, a pair of headlights set to shine in the eyes of oncoming drivers, powerful lungs and the nerve of a Hollywood stunt man.

If you wish, you can take a rickshaw, but that puts you at the mercy of taxis. A rickshaw is a little three-wheeled bicycle affair with a leaky canvas roof, no springs, a horn that would be a credit to a diesel truck, and a driver who can't understand English and drives by blind instinct.

For the most part, the streets are narrow, crooked little alleyways paved with cobblestones and mud. If you are foolish enough to follow one without directions you have a fifty-fifty chance of ending up in the river or in someone's house.

On either side of the downtown streets cluster little shops and stalls, with one side open to the street. Each one has its hibachi (charcoal heater), its abacus and a proprietor or two. They sell knives and knick-knacks, silks and music boxes, chinaware, fishing rods and hair cuts—if one place hasn't got it, the next one has.

The streets are a confused babble of sound and motion and colour; garish signs and posters contrast with the drab clothing of little street urchins and the black, tight-fitting uniform of the school boy. Smartly dressed men and women in Occidental clothing hurry among crates of squawking chickens drawn by an old, kimono-dressed woman with a baby on her back and among bent, shaven-headed beggars. Cobblers, fruit sellers and pedlars selling imitation Ronson lighters squat on street corners, and money changers and rickshaw drivers argue in high, sing-song voices in the shadow of a 1953 Ford. Wedged between the shops, and over them, are little dimly-lighted two- and three-table bars with incongruous names like "The New Yorker", "Top Hat" and "Broadway Club".

Further downtown, on either side of the city's few paved streets are the big, suave, brightly-lighted clubs. They are like oases on the desert. In a moment you're whisked from the mud and

### How Midshipmen Got Their Name



Midshipmen have long been called "snotties" because of the ancient allegation that these young officers made their sleeves do duty as handkerchiefs. To discourage this practice three buttons were sewed on each jacket cuff. The buttons, but not the slanderous story of their origin, have since been inherited by chief petty officers.

Other names by which midshipmen were known of old were "young gentlemen" and "reefers", the latter deriving from the coats worn by subordinate officers.

Midshipmen were originally the men stationed amidships under the captain's eye and were usually prime seamen. About 200 years ago admirals and officers commanding ships were allowed a great number of "followers". Some of these were classed as midshipmen; others were tailors, barbers, footmen and fiddlers.

Later a system of officers' training was developed and the midshipman assumed his present status of a young man selected for training for commissioned rank.

squalor of a Japanese seaport to the interior of an expensive night club in a western city. A tuxedoed orchestra plays the latest tune on the American hit parade; the highly polished dance floor is crowded with bright evening gowns and uniforms; the traditional rice mat and cushion have been replaced by comfortable chairs and low tables.

Later in the evening you can hear, coming out of the mist that is beginning to gather in the narrow streets, the slip-clop, slip-clop of clogs as the Japanese people return from their 12- or 16-hour working day. A wet, fishy smell comes up from the harbour to mingle with the swirling mists. Your cigarette tastes like burning leather and for the first time you notice the mud caked on your shoes and the bottom of your pants. The taxi and rickshaw drivers are tired, and you don't even have to

tell them where to go. They know. Fleet landing.

There the sound of the waves slapping tiredly against the pilings blends with the murmur of the men waiting for the liberty boats. The dock is slippery underfoot and a fine, penetrating drizzle starts to fall. Old women scurry among the men, selling scalding hot coffee, and its aroma mingles with the dank odour of the harbour and the smell of cigarette smoke and wet wool.

Finally the boats bump against the pilings and the men silently step over the rocking gunwales. The cox'n's whistle pipes and you can taste the clean breeze, hear the talking of the water under the keel, the swish of the bow waves.

The liberty boat from Sasebo fleet landing; the blue boat from *Naden* to dockyard—is there a difference?

## It's Done With Mirrors

A NEW United Kingdom invention to help the Royal Navy to operate the faster aircraft of the future from the flight-decks of aircraft carriers was recently disclosed by the Admiralty in London. It consists of a large curved mirror on to which lights are projected, and by watching the mirror as he approaches the carrier from the stern the pilot is brought in almost automatically to a perfect landing at speed. The mirror is unaffected by the motion of the ship because of gyro-mechanism perfected by naval gunnery experts.

This new landing aid has already been proved many times, by day and night, the first night landings being carried out by two pilots who had never before touched down in the dark. British Broadcasting Corporation reporter Douglas Willis went to the Royal Aircraft Establishment at Farnborough, where he interviewed, first of all, Mr. Dennis Lean, the scientist mainly responsible for developing the device.

"We have been studying the problems of landing an aircraft on a carrier for some years now", explained Mr. Lean, "and one of the main results of our study has been that what the pilot requires now to make his landing easier and safer is more precise information as to his exact position in space as he comes in to land. We found during the course of our tests that when the aircraft is overtaking the carrier at the ever-increasing speeds of the modern aircraft, the batsman on the deck is just not able to appreciate quickly enough when the aircraft starts getting into a dangerous situation.

"And by the time the batsman has made up his mind that the aircraft is getting into a bad position, and signals that information to the pilot, the situation can very well have changed to the exact opposite. So our studies were directed towards finding some means of giving the pilot this more precise information. A naval officer, Commander H. C. N. Goodhart, put forward the idea of using this very simple optical system on the deck to give this information.

"On the edge of the carrier deck we have installed a large metal concave mirror about four feet high and five feet wide, placed about one-third of the ship's length from the aft end of the deck. Shining towards this mirror and about half-way between it and the end of the deck is a powerful light, and the mirror is set at such an angle that a beam of light is reflected up into space towards the approaching aircraft. So the pilot approaching on the correct glide path will see the reflection of the light in the mirror, and if he is on the right path he sees the light exactly half-way up the mirror. He flies

down the light on to the deck of the carrier — he simply flies so that he keeps the reflection of this light source exactly half-way up the mirror, and to help him we mark the sides of the mirror with two rows of coloured lights, so that his problem is simply to keep one spot of light lined up with two rows of coloured lights. The immediate advantage of that is that he has no rapid last-minute control movements to make before touching down, which is what we feel is a bad feature of the present system of deck landing.

"The mirror is mounted on a platform which we had built out from the port side of the carrier deck, in a framework which allows the mirror to be moved by a gyro fitted in the back of the mirror, and the effect of this is that when the ship pitches in rough weather the beam of light remains at a fixed angle in space, so that to the pilot it is no more difficult to land on when the ship is pitching than it is when the ship is stationary."

The Royal Navy made many experiments before accepting this new aid. Lieut. W. Noble, of the Fleet Air Arm, explained. "For the past twelve months", he said, "we have been developing the mirror ashore, at Farnborough, and periodically taking it out to sea aboard one of the carriers—first HMS *Indomitable* and later HMS *Illustrious*, which is our regular trials carrier.

"The very first mirror I tried was a rather crude one. The thing had been lashed up just to check the feasibility of the idea. This was good enough to indicate that the principle was good, worthy of further development. Consequently a high-quality, optically-finished mirror was manufactured, and for some months we flew up and down the runway at Farnborough. The work we did there consisted mainly of getting adjustments to such items as the intensity of light source, and trying out the technique of landing the aircraft, which is rather different from conventional runway landing. Instead of watching the runway as one normally does, and checking the aircraft in order to put the aircraft down smoothly and gently, one merely watches now this spot of light on the mirror, keeping the spot of light in the centre of the mirror. In effect this means that one is maintaining a constant flight-path, and no attempt now is made to watch the ship at all.

"Something like 70 landings were carried out by two pilots, both of whom came away feeling very content that we had something." — (From a BBC overseas broadcast.)

### Achtung! or Tempus Fugit

The following is an extract from a recent report of proceedings of the Coverdale Naval Radio Station, near Moncton, N.B.:

"An RCN recruiting team established itself at Moncton for one week. Reports indicate fair response, with one ex-German naval man making inquiries and saying he would only be interested if his German naval time would be counted towards his pension."





# The Navy Plays



## Sailing Draws Wide Support

"Greater interest than ever . . ." would be the most appropriate way to define the attitude which is being shown in the activities of the Royal Canadian Navy Sailing Association this year.

For the 1954 season, Captain A. B. Fraser-Harris, Deputy Chief of Naval Aviation (Plans) Ottawa, was appointed chairman of the Association, succeeding Captain R. P. Welland, who was named to command HMCS *Venture*, the new officers' training establishment on the West Coast.

Lieut. (W) E. E. MacDermott, Ottawa, the new RCNSA secretary-treasurer, reports that there is a general increase in the interest in sailing this year.

The year saw the formation of a squadron in Montreal and another, at Vancouver, was expected to get under way later this season.

At the Royals Regatta, held at Montreal June 15-19, the Montreal

squadron placed ninth out of 11 entries. The honours in the regatta went to *Bluebottle*, the Dragon Class yacht which was presented to Her Majesty Queen Elizabeth II and His Royal Highness the Duke of Edinburgh as a wedding present.

The RCNSA entry in the Royals Regatta, the Dragon Class yacht *Glimt*, was skippered by Lt.-Cdr. Leslie Hutchins, staff officer, *Donnacona*, while the crew included Lt.-Cdr. R. R. Gale, RCN (R) Ret'd, and Sub.-Lt. (S) F. K. Johansen, *Donnacona*.

The RCNSA also participated in the open class regatta held by the Toronto Royal Canadian Yacht Club on June 26 and at the Royal Hamilton Yacht Club regatta, June 28, and then returned to Toronto, July 1-3, for the Toronto RCYC Dragon Class regatta.

In these regattas the *Glimt* was skippered by Cdr. P. W. H. Bradley, Commander (Air) *Shearwater*, and a crew composed of Lt. D. K. White, *Star*, and CPO Charles F. Church, *Stadacona*.

Reporting on the activities of the RCNSA Ottawa Squadron, Lt.-Cdr. A. A. Turner, commanding officer of *Bytown*, points out that it had already held three regattas at Dow's Lake and it is anticipated, with the interest being shown, that all 18 of the Squadron's craft would be in use in the near future. In addition to the regattas, which attract an average entry of about 20 members, a good deal of sailing is done on the weekends.

## Three Wins for Escort Squadron

The First Canadian Escort Squadron salvaged three victories from ten encounters in half a dozen sports during the spring training cruise to the Caribbean.

At Charlotte Amalie, St. Thomas, Navy all-stars edged a local nine 6-5. In St. Vincent, the squadron soccer eleven was downed 2-1 by locals but sailor racqueteers outclassed the St. Vincent Club in a tennis tourney.

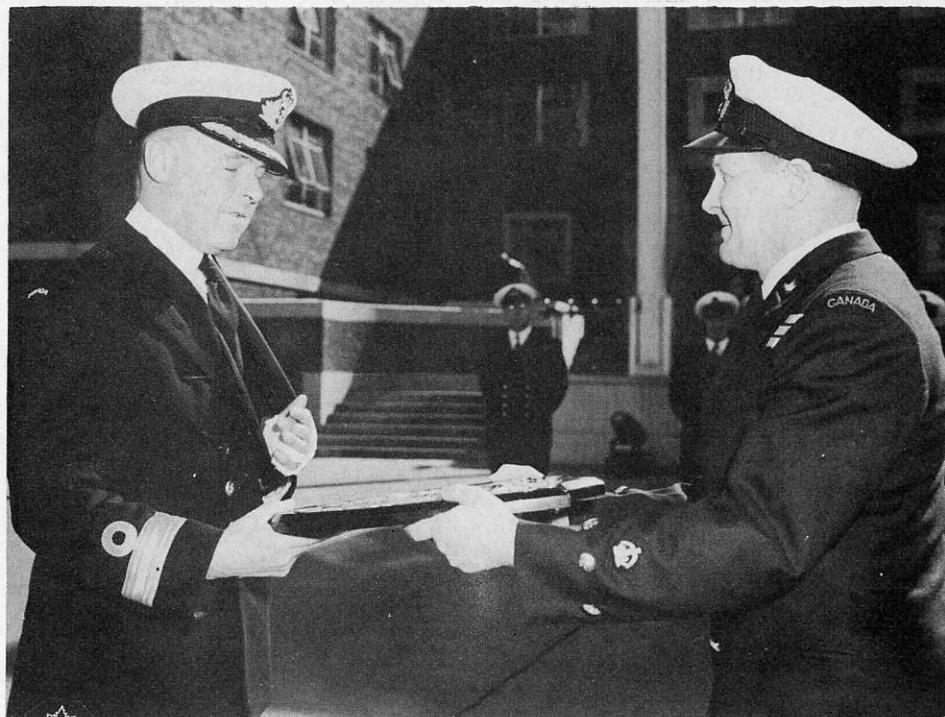
In Bridgetown, Barbados, sailor hoopsters were outshot 62-29 by an all-star aggregation in an exceptionally fast, clean game played under lights before hundreds of spectators. A local regiment beat the soccer squad 4-2 and tennis players lost a tournament with members of the Royal Barbados Yacht Club.

In Willemstad, Curacao, the squadron water polo team lost the final of a round robin match with a group from the Netherlands Navy and a local team. Tennis and soccer players also succumbed to shoreside opposition. Navy golfers, however, led by PO Don Worthington, defeated a sextet from the Shell Oil Golf Club. Worthington also won the Algonquin Challenge Trophy at St. George's links, with 32 entered.

## Boat-Pulling Puts School in Lead

Ordnance School was well ahead in early encounters for *Naden's* Cock-of-the-Barracks Trophy, due mainly to a trophy-winning whaler crew.

CPO Norman Langton, a last-minute volunteer, set a terrific pace as stroke oar, despite a two-inch sliver in his hand. Under the whip-like urging of



Commodore E. P. Tisdall, Commodore RCN Barracks, Halifax, presents the Admiral Jones Shield to CPO Frederick E. Stiner. The shield is in memory of the late Vice-Admiral G. C. Jones, and is given annually to the man who contributes most in conduct, sportsmanship and character in *Stadacona*. CPO Stiner joined the Navy in 1929, and has been active in sports throughout his whole career. In 1934, he won the middleweight boxing championship of the Halifax Garrison Command. He was, for many years, in charge of the water polo team, and is a member of the *Stadacona* Senior "B" indoor rifle team. (HS-30728)

PO Edward Parham, coxswain, the boat finished in first place with a three-length lead.

The other competitions include four leagues of six teams each competing in softball, soccer, swimming, water polo, touch football and tabloid sports.

During May a record number of 48 softball games were played. Also held were 16 boat races with six crews participating in each. The top crews in each league were picked up to represent the Navy in a May 24 regatta.

Touch football is a new addition to inter-divisional competition.

### **Petty Officer High Scorer on Range**

PO R. A. Shore led 303 sharpshooters at Heal's Range in Victoria with a score of 46 at the 200-yard target and 48 at the 600 July 19. Despite cool weather and steady rain, 35 marksmen turned out.

Next to Shore, who shot for PCRA (Navy), was Major W. R. Orchard of the 75th Regiment, who tallied a 50-possible at the short range and a 43 for 93. Margaret West, shooting for the 75th this time, came third with 47 and 43.

### **League Winners Came from Behind**

The Mariners, captained by Ldg. Sea. Beverley Carey, finished in the best "Frank Merriwell" tradition to win the championship of the COND-Star Bowling League. The Mariners were behind 125 pins entering the final game of the six-game total-pin playoff but bowled magnificently to edge out the Islanders, captained by Ldg. Sea. John Dobson, by 6,080 pins to 6,011.

Each of the five members of the champion team scored more than 200 pins to total more than 1,200 in the important final game.

The other two finalists, the Pathfinders, with CPO Percy Way as captain, scored 5,956 while the Black Knights, with Bill Pearcey as captain, scored 5,892. The four teams had been the leading teams in the bowling schedule which began in October and ended in April.

The members of the championship team are: Ldg. Sea. Carey, captain, Lt.-Cdr. S. R. (Sam) Huntington, AB Douglas Bowen, Miss Louise Erwin and Wrens Lillie Buck and Shirley Barber.

Most of the individual honours in the league went to members of the Mariners. Captain of the team, Ldg. Sea. Carey, won the trophies for men's high average of 213, and men's high cross of



The naval bowling league, in which were entered teams from HMCS Star and the staff of the Commanding Officer Naval Divisions, completed its activities for the year with a supper dance at Star. The Mariners won the championship in the eight-team league. The members of the team are shown above. From left to right are: Wren Shirley Barber, Ldg. Sea. Beverley Carey, team captain, Miss Louise Erwin, Lieut.-Cdr. S. R. Huntington, Wren Lillie Buck, and AB Douglas Bowen. Ldg. Sea. Carey also won the trophy for men's high average and men's high cross. Wren Barber won the ladies' high average. (COND-807)

791. Wren Shirley Barber, won the ladies' high average with 177, while Mrs. Carey, who was an alternate, recorded the ladies' high cross of 685.

Men's high single went to AB Robert Ellison, while the ladies high single was won by Lieut. (W) Myrtle Allen.

### **Runners Below Games Standard**

Although no runners in the Nova Scotia track and field trials at Wanderers' Grounds, Halifax, on June 19 for the British Empire Games were able to meet the required standard to represent the province, Navy entries made a good showing in the various events.

Cadet Edwin Knight, *Stadacona*, was first in the 100-yard dash, with a time of 10.9 seconds, while Ord. Sea. R. C. Lawrence, *Stadacona*, was second.

In the 220-yard dash, Ldg. Sea. John Carruthers, *Cornwallis*, placed first with a time of 23.5 seconds. Carruthers also won the 440, in 53.1 seconds.

Cadet Knight took second place in the 220, with Ldg. Sea. Lawrence in third place.

AB Kiyoto Takaota, *Cornwallis*, won the three-mile event but his time was almost one and a half minutes off the standard of 15.30 set for the race. Second place in this event went to Ldg. Sea. R. P. Challoner, *Stadacona*, and in

the six-mile race, Ldg. Sea. Harry Verran, *Cornwallis*, placed third.

Two days later Takaota also won the revived Halifax YMCA road race, when he breezed over the eight-mile course in 46.7.6.

Other navy entries taking part in the annual run this year in conjunction with Halifax Natal Day celebrations, placed as follows: Ldg. Sea. Verran, fifth; Cadet L. O. Bailey, *Stadacona*, sixth; Cadet G. S. N. Gostling, *Stadacona*, seventh, and Ldg. Sea. Challoner, ninth.

### **Twenty-Two Wins In 23 Games**

The *Algonquin's* softball team returned from the ship's southern cruise with a splendid record of 22 wins and one defeat. Starting pitcher without a loss to his record was PO Cliff Latham.

The leading hitter and relief pitcher was outfielder PO Ray Eastman. Other hitters batting over .450 were Able Seamen Jim White, Herb Morton, and Don Merv.

In Bridgetown, Barbados, the basketball team lost a close game, 30-29, to the local team. However, on return to Halifax they downed the *Micmac* 39-20 in the final game of the season.

At St. Vincent, the *Algonquin* softball team defeated a combined *Lauzon-Prestonian* team by 17-3.



## Air Maintenance Men Top Hoopsters

A husky School of Naval Aircraft Maintenance aggregation captured *Shearwater's* interpart basketball trophy which was presented early in the summer to team captain Ord. Sea. Jim Hotrum by Captain A. H. G. Storrs, commanding officer of the air station, during ceremonial divisions.

Team members included: Ordinary Seamen Frank Dawson, Len Willis, George Robins, Robert Featherstone, George Blankstein, Dale Klassen, Edgar Hornseth, George Mayne and Edward Glucky.

## Shearwater Leafs Win Pee wee Title

*Shearwater* Maple Leafs won the G. B. Murphy Trophy, emblematic of the Atlantic Command Pee wee Hockey championship, despite the fact that the small fry ended their first season at the bottom of the schedule.

The league consisted of two *Shearwater* teams, Maple Leafs and Canadiens, and another squad from Shannon Park, talent in each case being drawn from boys between the ages of eight and 12 in naval married quarters. The Leafs won a best of three-game series with Shannon Park and then disposed of the Canadiens for the title.

The champs, managed by CPO J. B. Malone, include David Foster, David Morris, Bruce Bourquin, George Leadbeater, Derry MacDonnel, Ricky Scully, Tom Malone, David Croft, Tommy Mackenzie, David Pratt, Brian Dunn, Kenny Ball, John Sauer, Teddy Strickland and Roddy Scully.

## PTI Serving At Gloucester

*Gloucester's* 135 personnel now boast the only Navy PTI of the Ottawa area. He's PO Bernard (Spud) Hughes who arrived from Collège Militaire Royal de Saint-Jean, Quebec.

*Gloucester* is entered in a four-team suburban softball league embracing Russell and Carleton counties. There is also an eight-team interpart league, a ten-team interpart volleyball league of two sections, and horseshoe competition is developing.

Welcome arrivals to the radio station, namely Wrens, are entered in interpart volleyball. *Gloucester* also boasts a softball diamond of interim quality until a new playing field comes into being later in the year.

Hughes, as unofficial "Fleet PTI", also coaches *Bytown's* nine in the National Defence softball league when he's not busy with his own teams or grinding out a weekly sports paper at *Gloucester*.

## Starry Lineup On Soccer Eleven

*Stadacona's* team in the Halifax and District Senior Soccer League carries an impressive roster of players with experience in what are traditional soccer strongholds in both the U.K. and the West Coast.

These include CPO Reg Murray, PO Jack Straken, PO Fred Binger, Ldg. Sea. George Cumming, Sea. Harry Childs, Ldg. Sea. Donald James and AB George Linton. Petty Officer Johnny Pike is team trainer with Lieut. Percy Sands as manager.

## Tortola Takes Cricket Match

In the interpart softball league of the *Quebec*, two games were played in *Tortola*. Ordnance defeated Officers 9-6 in the first game, and Chief and Petty Officers won over the Stokers, 10-5.

In cricket, the team from the ship lost 60-27 against an experienced eleven from *Tortola*. The soccer team lost to *Roadtown* Beavers, 2-1, and tied with a Norwegian Navy team, 0-0.

## Two Navy Entries In HQ Softball

Two Navy teams are entered in the National Defence Softball League of seven outfits which got underway at *Ottawa* on May 18.

HMCS *Bytown*, administrative ship for Naval Headquarters, was in fifth place at the end of June after nine games, and *Carleton*, the *Ottawa* naval division, was in what looked like permanent possession of the league cellar.

Other teams include Air Force Headquarters, No. 9 Army Transport, RCAF Uplands, Army Headquarters and RCMP. The schedule will be over at the end of July and playoffs among the top four teams will start shortly after.

PO Berny (Spud) Hughes coaches the *Bytown* squad, Ldg. Sea. Ken Brown is captain and Lt.-Cdr. J. J. Trainor is manager.

## Sea Drafts Hit Lacrosse Team

The Pacific Command, entering a team in the local Senior "B" Lacrosse League for the first time in three years, got off to a good start by winning their first game 5-4. However, sea drafts caught up with a number of sailor players and the team dropped into the cellar of the four-team league.

When drafting again makes it possible to field a full team the Navy squad should give an excellent account of itself, as a number of experienced players will then be on tap.



The *Shearwater* Maple Leafs, winners of the G. B. Murphy Trophy, emblematic of the Atlantic Command pee wee hockey championship, are shown in this slightly unseasonable picture. Left to right, front row (subs): David Foster, David Morris, Bruce Bourquin and George Leadbeater. Centre row, left to right, Derry MacDonnel, Ricky Scully, Tommy Malone, David Croft, Tommy Mackenzie and David Pratt. Rear row: Brian Dunn, Kenny Ball, CPO J. B. Malone, manager, Johnny Sauer, Teddy Strickland and Roddy Scully. (DNS-11929A)

# The Long Road to Freedom

## Canadian Officers Meet Couple From Behind 'Bamboo Curtain'

ON BOARD HMCS CAYUGA—Refugees from Communist China continue to make their way to Hong Kong and as they arrive, singly or in groups, small dramas unfold—unseen by all but a very few.

Three officers from the Canadian destroyer *Cayuga*, on a visit to Hong Kong, shared in one of these dramas—quite by accident.

The three, Lt.-Cdr. John Ley, of Victoria, Chaplain Charles Murphy, of Sydney, N.S., and Lt. Robert Young, of Kelowna, B.C., boarded the Shanghai to Hong Kong train at a small village near the Chinese Communist border,

after a sightseeing trip to the British-held New Territories on the Chinese mainland.

For a Hungarian professor and his Chinese wife, the Canadians were the first people they spoke to after crossing the Communist border.

The professor, a small man in his mid-forties, did not speak for many minutes after the Canadians had seated themselves opposite him and his wife.

Finally, he turned to Father Murphy. "How are things in Hong Kong?"

"Very well. Did you just come from Canton?"

"Shanghai."

Father Murphy, who had spent nine years in China and was expelled from the country by the Communists in 1949, enquired about conditions in Shanghai.

"Shanghai is a dead city. They are trying to regiment the people, but they cannot do that without destroying the Chinese family, and that they will never do for the Chinese loves his family above all else."

His wife, who spoke perfect English, said very little. She was gazing at the Chinese countryside.

"I taught English in the missions in Shanghai," the professor said, "but they made life so impossible for us. They do not allow English to be taught in the schools any more, only Chinese. We had to leave, but even that has been difficult. It has taken me six months to get a passport; my wife seven."

"Do you know Father ——— in Shanghai?" Father Murphy asked.

"Yes, I knew him. He has been arrested."

"How long were you in Shanghai?"

"Twenty years."

"Where will you go now?"

"We will try to start life again in Brazil. Twenty years is a long time. It all seems wasted now." He was silent for many minutes. Finally he said, "This is the first time in years that I have spoken so freely in public."

"Well, you don't have to worry now, you are free."

As the train entered Kowloon Station, across the harbour from Hong Kong, he spoke to his wife: "We are here at last . . . it is like a breath of fresh air."

As the Canadians walked along the station platform, the professor hurried up to the group: "Thank you so much for your hospitality," he said.

Two more refugees had arrived in Hong Kong, and three thoughtful Canadian sailors returned to their ship. —R.S.M.

## Shoats, Shun! From the Left Grunt!

*An uncanny knowledge of an obscure page of naval history is evidenced in an article which appeared in a recent issue of the Corner Brook Western Star, in the "Up Periscope" column, written by the editor, James B. Roe, formerly of Ottawa.*

*That the officer-hero of the story was bearded and that Mr. Roe, as an RCNVR lieutenant during the Second World War, was similarly bearded is probably sheer coincidence.*

### PIGS WILL BE PIGS, EVEN IN WAR

HMCS *Niobe*, the Canadian naval wartime drafting barracks at Greenock, Scotland, housed quite a number of sailors in its time.

Also about 140 pigs.

The pigs, of course, ate and slept by themselves. The RCN, taking over the lands and buildings, formerly an insane asylum, had undertaken, for some obscure reason, to assume responsibility for an assortment of hogs, sows, shoats, and piggery buildings as well.

One of the most prized appointments for officers at old *Niobe*, especially officers awaiting appointments to warships under construction in Britain, was "Staff Officer, Pigs". This delicious job eventually fell to a bearded naval officer of our acquaintance.

Being of a waggish turn of mind and personality at the time, and resenting

the shore-bound life, the bearded one proceeded to smarten up the piggery in a brisk and seamanlike style. The pigs were inspected each morning at precisely 0900 after they had been prodded into three ranks by a petty officer with a broomstick. The incumbent at the time was one "Witch" Wilson, a man who had marvellous influence with the swine.

Then, glove in hand and with beard rippling in the morning wind, the beaver would march solemnly between the ranks as the petty officer strode soulfully astern taking down names and numbers, and a couple of hundred seamen in the background cheered.

The barracks commander didn't like the way things were going in the piggery department, thinking our bearded buddy was making a burlesque of the show.

The tension between the front office and the piggery wasn't eased either when an aged hog turned up his toes one day on parade, and a sailor spectator played "Last Post" and "Reveille" on a mouth organ as the body was being removed in a wheelbarrow to the hospital for a post mortem autopsy.

The interlude served its purpose, however. The bearded swineherd got an expedited sea appointment. Perhaps it was the RCN's sense of poetic justice that sent Petty Officer Wilson to sea in a submarine—a craft the Americans loved to call a "pig boat".

### NADEN BAND AT ESQUIMALT FETE

The band of HMCS *Naden*, under the baton of Lt.-Cdr. (SB) H. G. Cuthbert, was featured in a concert on the evening of May 7 at Memorial Park in Esquimalt as annual festivities of the municipality ended their third day. The celebrations are sponsored by the Esquimalt Celebrations Association.



# 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.

ADAMS, John F.	LSQR1
ALLAN, Robert J.	P2AC2
ALLERTON, Donald P.	LSCR1
ALLEWELL, Harold	LSCK1
APPLEJOHN, Richard H.	P1LA3
ARSENAULT, Donat A.	LSVS1
ASHMORE, Gordon L.	LSCS2
AUCOIN, George G.	P2CK2
BABCOCK, Frank W.	P2CK2
BACEDA, Francis D.	LSLM1
BAILEY, Kenneth A.	LSNS2
BAKER, Ronald C.	LSCK1
BANDOIAN, John	LSNS1
BAXTER, William H.	LSVS1
BEESTON, John J.	LSSW1
BENNETT, Allen A.	LSSW1
BENNETT, George C.	LSCS2
BENT, John B.	LSCK1
BINNINGTON, Richard A.	LSEF3
BLACKBEARD, Donald G.	LSPW1
BOND, Jean-Noel J.	LSAA1
BONDY, Robert G.	LSAO1
BOUDREAU, William R.	LSRP1
BRECKNELL, Raymond T.	C2NS3
BREAUX, Romeo J.	LSAA1
BRIARD, Kerry P.	LSAO1
BRIDEAUX, David G.	LSNS1
BRIGGS, Gerald W.	P2VS2
BROUILLETTE, Joseph H.	P1SH4
BROWN, Harold H.	P1SH4
BROWN, Robert W.	LSPW1
BRUN, Romeo J.	LSCK1
BURCHELL, James E.	LSCR1
BURKE, Edward A.	P2CS3
CALLAND, David R.	LSEF3
CAMPBELL, Kenneth R.	LSAW3
CAMPBELL, Robert S.	P2BD3
CARROLL, George W.	P2SW2
CARVETH, Louis V.	LSCK1
CHABON, Frederick	LSEG3
CHARD, Jack T.	LSPW3
CHARRIER, Roland J.	P2NS2
CHISHOLM, Wayne A.	P2PW3
CHRISTENSEN, Paul H.	P1SH4
CHRISTIE, Nugent S.	LSCS2
CHURCHILL, Donald J.	LSCR1
CIUCIURA, Robert S.	LSCK1
CLARKSON, Norman	LSCV1
CLOUTIER, Rene J.	LSPW1
COLE, Walter E.	C2AW3
COLLINS, Roy W.	LSLR1
COLOMBE, Gordon	LSCK1
CONNERS, Shirley A.	LSQM1
CONROD, Kenneth P.	LSSW1
CONSIDINE, Alexander P.	P2RP2
CORAY, John A.	P2EM2
CORBETT, John W.	P2RC2
CORKERY, Donley J.	P2CS3
CORNELIS, John J.	P2EM2
COTE, Marcel J.	P1CK2
COURTEPATTE, Lyle E.	LSCV1
CUSHING, Roger A.	LSNS1
DAHL, James W.	LSNS1
DANKO, James J.	LSCR1
DANYLYSHYN, Ernest	P2MA2
DAWSON, Francis R.	LSAC1
DENNENY, Joseph B.	LSAO1
DENT, Donald A.	P2EM2
DESJEAN, Gerard J.	LSNS1
DIBBLE, Jack A.	P2SW2
DICKIE, George A.	P1VS2(NQ)
DODD, Grant N.	LSCS2
DOHERTY, Douglas G.	P2PW2

DOHERTY, James C.	P2CK2
DOUCETTE, Angus L.	P1SH4
DRESSEL, Roderic C.	LSNS1
DRUMMOND, Joseph S.	LSCK1
DUBE, Jean R.	LSCK1
DUGGAN, John J.	P2BD3
DUNHAM, Roy O.	P1VS2
DURDLE, Bruce N.	P1AA3
EDDY, William D.	LSNS1
EDMONDSON, Stewart G.	LSLM2
EDWARDS, Robert P.	LSAO1
EGERTON, Alfred W.	LSLM1
FLEMING, Clayton T.	LSAW2
FORBES, Barry E.	LSEM2
FORTIN, Raymond J.	P2SW2
FOSTER, David J.	LSTD1
FRITH, Robert	LSCK1
GAGNON, Alfred J.	P2PW2
GALLANT, James	LSCS2
GARAY, John	LSAO1
GAUDET, Edgar	LSRP2
GAUNT, William W.	LSAW2
GAYDA, Edward H.	P1NS3
GIROUARD, Stafford J.	LSCK1
GLOVER, James A.	LSCR1
GODDEN, Ronald R.	P2AW3
GOODWIN, Arthur R.	P2AA2
GOSSELIN, Peter M.	P1CK2(NQ)
GRAY, Arthur N.	LSEA3
GRANT, Roderick M.	LSTD1
GRAVEL, Lucien J.	LSPW1
GREGORY, Albert P.	P1EA4
GUINCHARD, Rendell H.	LSTD1
HALL, Herbert	LSCK1
HALVERSON, Donald M.	C2LA4
HALVERSON, Ronald A.	P2CK2
HAMILTON, William K.	LSVS1
HAMOR, Paul P.	P2CK2
HANNAFORD, Peter K.	LSSW1
HARRINGTON, John W.	P2EA3
HARRIS, Gordon A.	LSEG3
HAWKINS, Gordon G.	P2CK2
HAYWARD, Ivan D.	P2PW3
HEALEY, Vincent J.	P2AW2
HIGGIN, Randall	P1AC2
HILL, Stanley W.	P2RN3
HOLLAND, Owen M.	P1VS2(NQ)
HOPPE, Donald E.	LSSW1
HOWARD, Robert H.	LSPW1
HUBBARD, Norman A.	LSRP2
HURLEY, Allen J.	LSAA1
IVANKO, Anthony	LSEF3
JACOB, John H.	LSVS1
JAMES, Earl J.	LSRP1
JAMIESON, Hubert C.	LSAA1

JESSOP, Charles J.	P2AW3
JODOIN, Herbert G.	LSCK1
JOHNSTON, Lloyd C.	LSCR1
JOHNSON, Roy E.	P1PW2(NQ)
JOYNSON, George L.	P2CK2
KEATING, Ronald P.	P2CK2
KEEN, Leonard P.	P1ET4
KEIGHAN, Thomas E.	LSCK1
KELLY, Norman W.	LSCS2
KERR, Allen	P2SW2
KING, John	LSTD1
KNIGHT, Douglas G.	LSLM2
KRAMP, Lloyd W.	P2PW3
KROTZ, Kenneth G.	P2NS2
LACROIX, Pierre P.	LSSW1
LAMOUREUX, Roger R.	LSTD1
LAJOIE, Edgar J.	P2CK2
LEAMAN, Gerald W.	LSNS1
LECLAIR, Emmett J.	P2CK2
LEE, Ernest	LSNS1
LEEMING, Richard D.	P2PW2
LEGGETT, Robert W.	LSQM1
LENK, Frank J.	P1ER4
LESPERANCE, Russell B.	LSEM1
LESSARD, Aurelien J.	LSEA3
LEVESQUE, Bernard J.	P1CK2(NQ)
LEVESQUE, Gerald J.	LSVS1
L'ITALIEN, Germain	P1AW3
LUNDRIGAN, Patrick A.	LSQM1
LUTHER, Leander T.	LSCR1
MADORE, Marcel J.	P2SW2
MAJOR, Joseph J.	LSSW1
MANUGE, Ralph F.	P1SW2(NQ)
MARSH, Paul H.	LSVS1
MARTIN, David	LSLM1
MASON, Howard	P2NS2
MATTSSON, Ralph A.	P1CK2(NQ)
MAYO, Edward C.	LSNS1
MILLER, Gordon F.	P2VS2
MILLER, Stewart R.	P2RD3
MITCHELL, William	P2RP3
MOREL, Jacques J.	LSPW1
MORRISON, John C.	P1VS2
MORRISSEY, Daniel E.	LSRP1
MURPHY, Edward A.	P2CK2
MURPHY, Norman V.	LSQR2
MURRAY, Ian F.	LSCR1
McALLISTER, George K.	LSLM2
McALLISTER, John H.	LSSW1
McARTHUR, Donald	LSCK1
McCAW, William E.	P1SW2(NQ)
McKEARNEY, Gerald M.	P2NS2
McKEE, George B.	LSQR1
McKERNAN, Ernest K.	P1SW2(NQ)
McLAUCHLAN, John T.	C2CR3
McLELLAN, John G.	LSCK1
McTAGGART, Willard P.	LSQR1
MacDONALD, Frances R.	P1AW3
MacISAAC, Angus J.	P2SW2
MackIDDIE, Maynard S.	LSEF3
MacNICHOL, Paul R.	P2PW2

NEAL, Clifford F.	LSNS1
NICHOLLS, Gordon S.	LSCK1

OELKUCH, Raymond C.	LSCK1
OLSON, Edgar O.	LSCK1
O'QUINN, Michael T.	LSCK1

PATENAUDE, Joseph F.	P2CK2
PATTERSON, Murray W.	P2CK2
PERRY, Herbert E.	LSSW1
PERRY, Paul R.	P2NS2
PLUMTON, Raymond F.	LSAW1
PORTER, Russell V.	LSPH2
POULIN, Clovis J.	LSNS1
POUPART, Robert C.	LSRP1
POZDNEKOFF, Peter	P2RN3
PRISKE, Robert E.	LSTD2
PROULX, Carol J.	LSQR1

## B.C. Mother Takes Tip from Florists

A British Columbia woman was vexed by the fact that the cakes she sent her artificer apprentice son on board HMCS Cape Breton in Halifax grew stale on the coast-to-coast journey.

The solution?

Mrs. J. W. Finlay, of South Burnaby, B.C. wrote the *Chronicle Herald* in Halifax for a list of bakeries in the area who might bake a cake for her son's birthday on June 25 and send it to his ship.

Next question: Did Ord. Sea. Douglas W. Finlay, 17, find his birthday cake ranked with mother's cooking?

RAMSAY, Robert D.....LSCK1  
 REDING, Earl E.....LSRP1  
 REDLIN, James F.....P2EM2  
 REDMAN, Kenneth L.....LSCR1  
 REELEDER, Floyd H.....P2AC2  
 REES, Raymond R.....LSRC1  
 REYNOLDS, John R.....P2CK2  
 RICHARD, Allain O.....LSCK1  
 RICHARD, Yvon J.....P2NS3  
 ROACH, John R.....LSPW2  
 ROBERGE, Albert.....P2VS2  
 ROBICHAUD, Joseph M.....LSLM2  
 ROBINSON, Stanley W.....LSQR1  
 ROSCAL, William A.....P2EM2  
 ROSS, Gordon A.....LSPW1  
 ROUSSEAU, Gilles J.....LSSW1  
 RUPPEL, Harry.....LSCV1  
 RUSNAK, John.....P2CR2  
 RYAN, James M.....LSBD2

SCRIMGEOUR, James D.....LSEA3  
 SECORD, Harry P.....LSTD1  
 SEVERENUK, Simon S.....LSCS2  
 SHEARD, Donald S.....P2AC2  
 SHEEHY, Raymond L.....P2AA2  
 SHIRLEY, Robert A.....P1CK2(NQ)  
 SINCLAIR, Ronald N.....LSCR1  
 SKINNER, John R.....P2CK2  
 SKINNER, Walter R.....LSRP1  
 SMART, James P.....LSCV1  
 SMITH, Freeman E.....LSQM1  
 SMITH, Kelvin G.....LSPW1  
 SMITH, Ronald A.....P2CK2  
 SPENCE, Ross R.....P2EM2(NQ)  
 STEWART, Hugh R.....P2AW2  
 STEWART, John C.....P2AW2  
 STEWART, Kenneth E.....LSCK1  
 STIPKALA, Donald A.....LSCK1  
 STUBBS, Walter A.....P2NS2  
 ST. JOHN, Bruce H.....LSAW1  
 ST. PIERRE, Joseph R.....LSSW1  
 SUTO, Harry S.....LSTD1

TABOR, Weldon C.....P2VS2  
 TEDLIE, Wendell P.....LSCV1  
 TERPENNING, Robert A.....P2LA2  
 THERIAULT, Lionel.....LSAA1  
 THIBAUT, Laurent J.....P2PW3  
 THOMPSON, Charles H.....P1CK2(NQ)  
 THOMPSON, Raymond.....LSLR1  
 THOMPSON, Robert C.....P2PW2  
 THOMSON, William A.....LSVS1  
 TINER, Donald E.....LSBD2  
 TOBIN, Bruce T.....P1AW2(NQ)  
 TOUGH, Gordon G.....P1NS2(NQ)  
 TRUDEL, Rene P.....P2AW2  
 TUCKER, William E.....LSAR1  
 TULK, Walter S.....LSRC2  
 TUNIS, Tolbert S.....P1ER4

VALLILLEE, Paul L.....LSPW1  
 VANCE, Lawrence F.....P1NS2(NQ)  
 VOSPER, John D.....LSSW1  
 VYSE, Donald K.....LSRP1

WAITE, James M.....LSPW1  
 WALSH, Gordon J.....P2AW2  
 WARING, Dan.....P1SH4  
 WARNER, Walter F.....P1SH4  
 WAY, Percival E.....C2AW3  
 WEATHERBEE, Jack L.....P2SW2  
 WEBBER, Lynwood E.....P2CR2  
 WENTZELL, Eric D.....P2AW2  
 WEST, Victor H.....P1NS3  
 WHEELER, Roy D.....P1CV2  
 WHETMORE, Roy H.....P2MA2  
 WHILLANS, Charles K.....P2SW2  
 WHITE, Jack.....C2PW3  
 WHITE, Patrick.....LSCK1  
 WILKIE, Roy J.....P2EM2(NQ)  
 WILSON, Ronald J.....LSAA1  
 WRIGHT, James A.....P2CS3

YOUNG, Simon J.....LSCK1  
 YUILLE, Clifford R.....P2RC2



Nearly 200 Edmonton members of the RCN and RCN(R), together with Sea Cadets of RCSCC Warrior, paraded and attended church services in commemoration of the Battle of the Atlantic. The parade was commanded by Lt.-Cdr. C. H. Rolf. The Nonsuch band, it will be observed, is distinguished by the presence of a Wren drummer.—(Photo by David Bain Studio, Edmonton)

## MARRIAGES

Able Seaman James Deppisch, *Magnificent*, to Miss Jean Arnold, of London, England.

Sub-Lieutenant Robert B. Dougan, *Ontario*, to Miss Pamela Alice Scratchley, of Victoria. Chaplain (P) G. L. Gillard, *Stadacona*, to Mrs. Grace Quinn, of Ottawa.

Able Seaman Earl Herrett, *Magnificent*, to Miss Marion Morton, of Farlington, Hants, England.

Able Seaman Wilfred Laurent, *Magnificent*, to Miss Joan Farrow, of Portsmouth, England.

Able Seaman William Edgar McClinchey, *Shearwater*, to Miss Barbara Mae McDonald, of Goderich, Ont.

Petty Officer Harold Reeves, *Magnificent*, to Miss Peggy I. Jones, of Birmingham, England.

Able Seaman Norman Roberts, *Magnificent*, to Miss Marjory Collins, of Manchester, England.

Able Seaman Brian Savage, *Magnificent*, to Miss Joan McLawrence, of Waterford, Eire.

Able Seaman Ernest Smith, *Magnificent*, to Miss Eve Andrews, of London, England.

Leading Seaman Norman Traversy, *Magnificent*, to Miss Mair Newman, of Bangor, North Wales.

Leading Seaman Robert Trotter, *Magnificent*, to Miss Frances Bowland, of Glasgow, Scotland.

Able Seaman Paul Trudel, *Magnificent*, to Miss Blanche Pagett, of Chesterfield, England.

Able Seaman Malcolm Wright, *Magnificent*, to Miss Mary Bart, of Crewe, England.

Surgeon Commander Maurice D. Young, *Discovery*, to Miss Catherine Lang, of Vancouver.

## BIRTHS

To Able Seaman R. G. Charles, *Crusader*, and Mrs. Charles, a daughter.

To Petty Officer W. R. Churcher, *Crusader*, and Mrs. Churcher, a daughter.

To Able Seaman R. W. Cousins, *Crusader*, and Mrs. Cousins, a daughter.

To Able Seaman V. C. Flett, *Crusader*, and Mrs. Flett, a daughter.

To Able Seaman William C. Keenan, *Magnificent*, and Mrs. Keenan, a son.

To Petty Officer Mike Kereiff, *Crusader*, and Mrs. Kereiff, a son.

To Chief Petty Officer K. W. Kidson, *Crusader*, and Mrs. Kidson, a daughter.

To Lieutenant-Commander Denis D. Lee, *Naval Headquarters*, and Mrs. Lee, a daughter.

To Chief Petty Officer Charles Light, *Cornwallis*, and Mrs. Light, a daughter.

To Petty Officer C. R. Miller, *Crusader*, and Mrs. Miller, a daughter.

To Able Seaman E. D. McMorris, *Crusader*, and Mrs. McMorris, a daughter.

To Able Seaman L. J. Nuttall, *Crusader*, and Mrs. Nuttall, a daughter.

To Surgeon Lieutenant G. B. Page, *Crusader*, and Mrs. Page, a daughter.

To Chief Petty Officer John Reid, *Cornwallis*, and Mrs. Reid, twins, a boy and girl.

To Petty Officer R. J. Sears, *Crusader*, and Mrs. Sears, a daughter.

To Petty Officer J. P. Slater, *Crusader*, and Mrs. Slater, a son.

To Petty Officer Stanley Wyatt, *Cornwallis*, and Mrs. Wyatt, a daughter.

## EXTRA SHIPS NEEDED TO TRAIN RESERVES

One of the largest groups of reserve sailors expected in Hamilton this summer arrived in Hamilton late in June to begin two week sea training at the Great Lakes Training Centre at Star.

The sixty-four members of the RCN(R) came from naval divisions all over Canada and are part of the 300 who will spend two weeks or more at the training centre this summer.

Two extra ships were pressed into service to accommodate the large group which arrived during the week-end.




# NAVAL LORE CORNER

NO. 22  
MONITORS



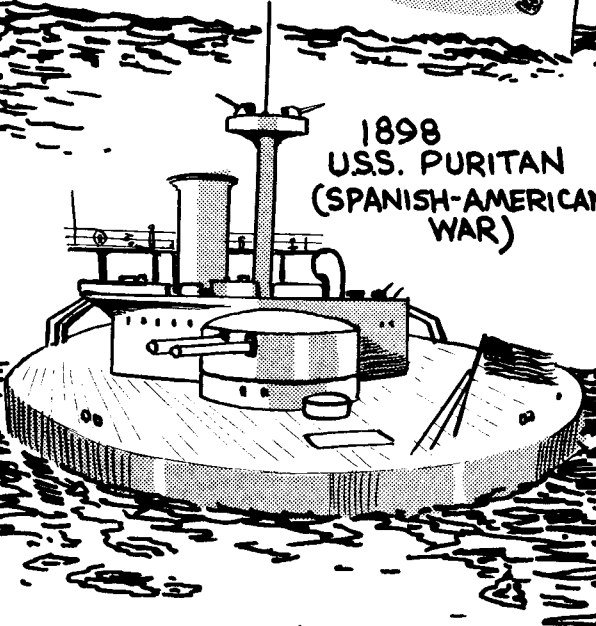
U.S. MONITOR  
(WORLD WAR I)  
2 12 IN. GUNS



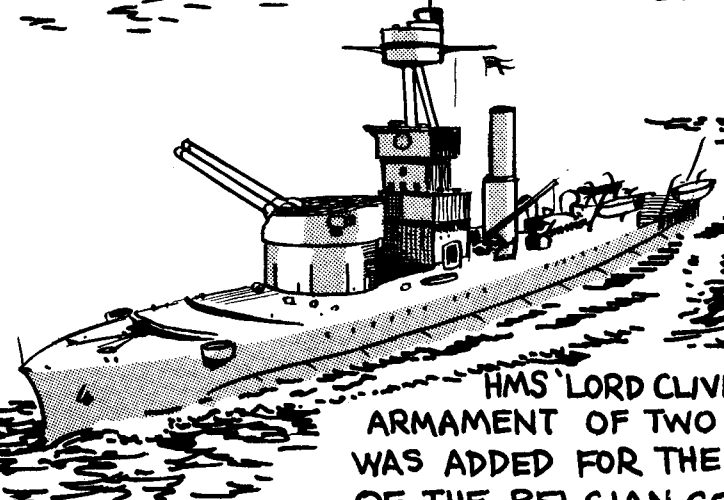
BRITISH MONITOR M-27  
(1918)  
EMPLOYED OFF NORTHERN  
RUSSIA - TRIPLE 4 IN. GUNS



M3 - BRITISH SUBMARINE  
MONITOR - ONE 12 IN. GUN.



1898  
USS. PURITAN  
(SPANISH-AMERICAN  
WAR)



HMS 'LORD CLIVE' - TO WHOSE ORIGINAL  
ARMAMENT OF TWO 12 IN. GUNS, AN 18 IN. GUN  
WAS ADDED FOR THE FINAL BOMBARDMENT  
OF THE BELGIAN COAST IN 1918...

