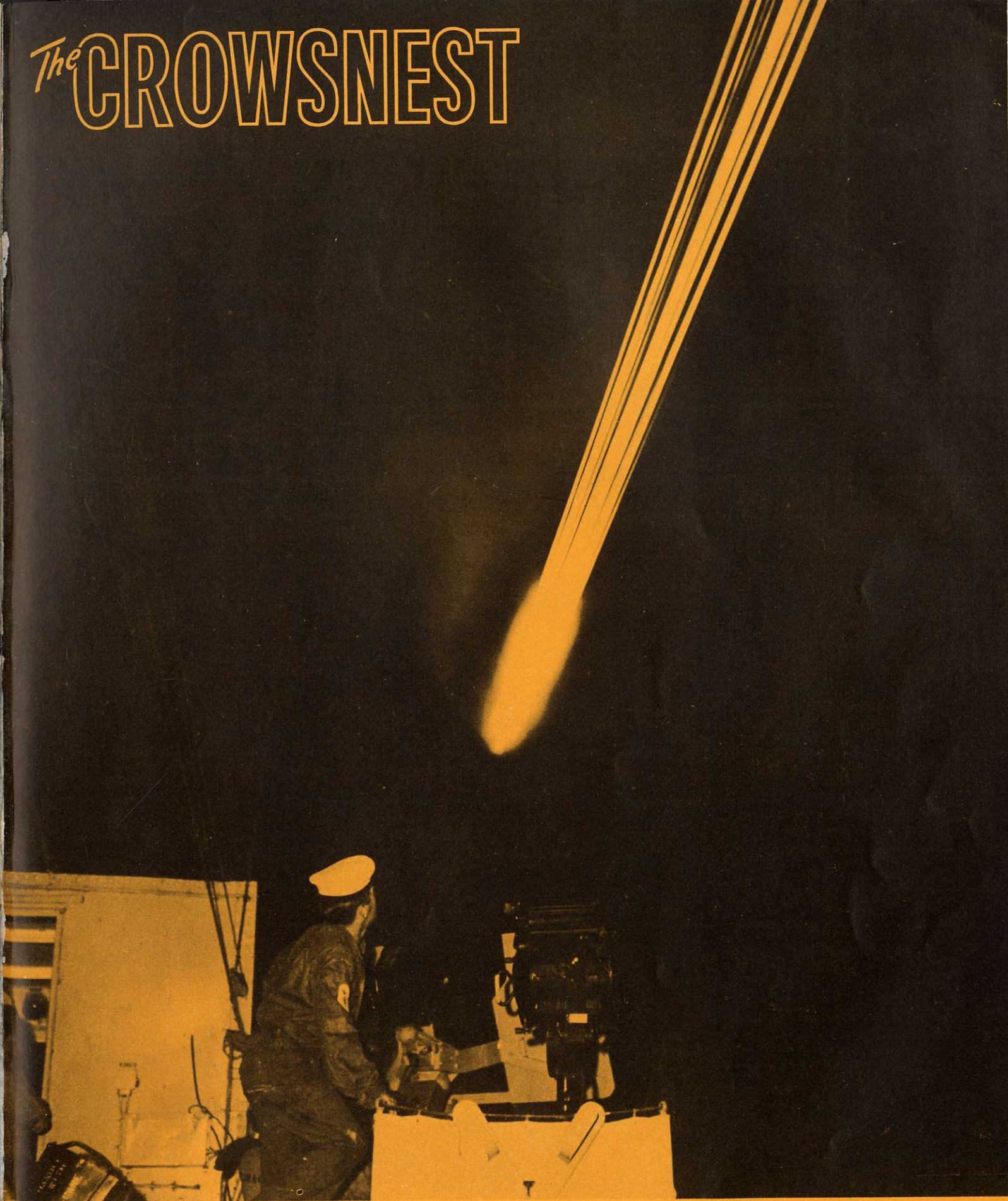
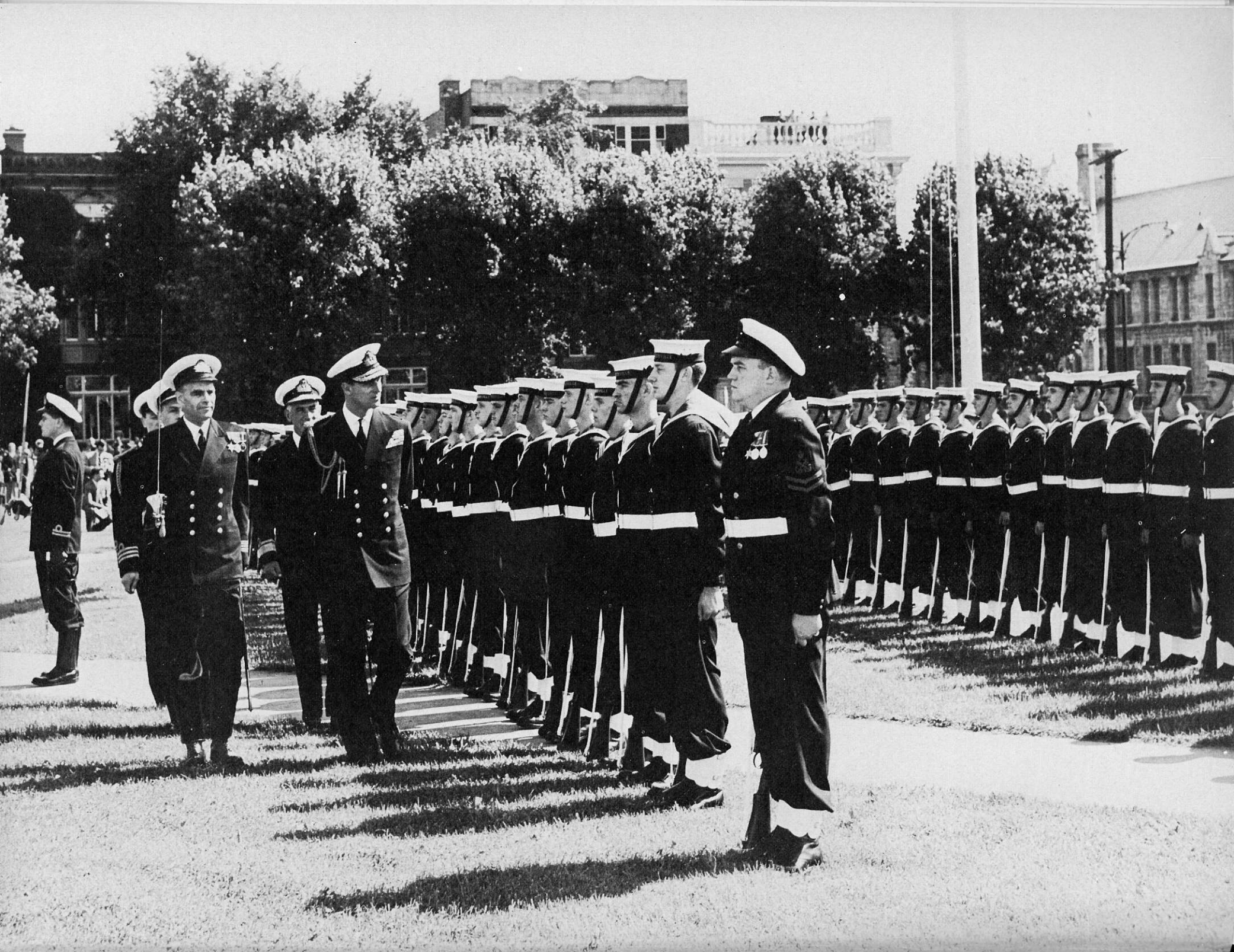


# *The* CROWSNEST



Vol. 6, No. 11

September, 1954



# The CROWSNEST

Vol. 6 No. 11

THE ROYAL CANADIAN NAVY'S MAGAZINE

SEPTEMBER, 1954

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*Cover Photo*—The unfamiliar sound of gunfire and underwater explosions, strange glaring lights and the jewelled paths of tracer shells by night puzzled Ontario lakeshore residents until the realization dawned that the phenomena stemmed from the most extensive training program yet undertaken by the Great Lakes Training Centre. The cover picture shows the starboard Oerlikon crew in the coastal escort *Digby* firing a burst. (COND-1014)

## THE NAVY WELCOMES ONE OF ITS OWN

With perfectly good and obvious reason, the Royal Canadian Navy has felt that it has a special claim on His Royal Highness, the Duke of Edinburgh. His sea-going background is well known in the Fleet. He may at times make public appearances in the uniform of a Field Marshall or Marshal of the Royal Air Force, but any sailor knows that this is merely a result of the "exigencies of the service" and, whatever the colour of the cloth, a mariner's heart beats beneath it.

The Duke's visit to Canada during the past summer took him to remote regions which the average Canadian could not hope to visit in a lifetime. But it also took him to more familiar places and the Navy's Pacific Command, in particular, had the opportunity of meeting him intimately.

It was in Eastern Canada, however, that sailors in the earliest stage of their naval careers met him face to face. As shown on the opposite page, this occurred during the visit of His Royal Highness to Quebec City where he inspected a guard from HMCS *D'Iberville*, the new entry training establishment. The officer of the guard accompanying him is Lieut. D. F. Olive. (ML-1345)

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Four Arctic experts got together in Halifax shortly before the *Labrador* sailed on her first voyage of exploration and research in the far north. Left to right, they are: Lt.-Cdr. J. H. Maclean, executive officer of the *Labrador*; Captain O. C. S. Robertson, commanding officer of the Arctic patrol vessel; RCMP Superintendent Henry A. Larsen, captain of the *St. Roch*, only vessel to have sailed both ways through the North West Passage, and Lt.-Cdr. K. H. Boggild, who sailed in the *St. Roch* in 1948 as naval observer.

### **Labrador to Sail Northwest Passage**

Announced in early September was the fact that the Arctic patrol ship HMCS *Labrador* would attempt the Northwest Passage.

The *Labrador* late in August met up with the Beaufort Sea Expedition, composed of the U.S. ice-breakers *Northwind* and *Burton Island*, which had entered the Canadian Arctic by way of Alaska and she will return with them to the Pacific Coast.

The *Labrador's* success will mean that she will be the first naval vessel and the first large ship to negotiate the Northwest Passage.

### **Miramichi Now In Commission**

Another of the new minesweepers destined for the NATO Mutual program, HMCS *Miramichi*, was commissioned at Saint John, N.B., on July 30, under the command of Lt.-Cdr. J. L. Panabaker.

The new ship is second to bear the name, the first having been commissioned at Vancouver in 1941. A Bangor class minesweeper, she was employed in anti-submarine patrol and escort off the West Coast throughout the Second World War. At the end of hostilities, she was eventually sold to Union Steamships Ltd., of Vancouver. The *Miramichi* is named after the bay in New Brunswick.

### **Iroquois Begins Third Korean Tour**

The *Iroquois* arrived in Japan on August 22 to begin her third tour of duty with United Nations Naval Forces

in the Far East. She relieved the *Crusader*, which sailed for home to arrive in Esquimalt on Sept. 3, after nearly 11 months absence.

Meanwhile, the *Huron* left Halifax on August 1 for her third tour in the Far East. She will relieve the *Haida*. The *Huron* arrived in Long Beach in mid-August where Commander J. C. Pratt, of Windsor, Ont., assumed command, replacing Commander L. P. MacCormack, of Port Arthur, who was forced to relinquish command because of illness.

### **Ships Attend Games Opening**

The Royal Canadian Navy was well represented at the British Empire Games opening at Vancouver on July 30.

Four days earlier a six-ship squadron, led by the cruiser *Ontario*, entered Vancouver Harbour, followed by the frigates *New Glasgow* and *Stettler* and the minesweepers *Comox*, *James Bay* and *Sault Ste. Marie*, carrying a total of 1,258 officers and men.

During the visit, the ships were open to the public and thousands of Vancouverites and tourists inspected the squadron. The ships sailed on August 1, the *Ontario* proceeding to Port Hardy to embark HRH the Duke of Edinburgh for his trip to the aluminum development at Kemano and Kitimat in Northern British Columbia.

### **Penetang Visits Labrador Ports**

This year's cruise of His Honour the Lieutenant-Governor, Sir Leonard Outerbridge, to Newfoundland outports was on board the frigate *Penetang* and was

combined with the UNTD cruise program.

Particularly outstanding were the Memorial Day ceremonies of July 4 in Botwood and Grand Falls in which officers, UNTD cadets under training and men of the *Penetang* participated.

The *Penetang* left Halifax on June 29 and reached the farthest north point of her voyage at Hebron, in the latitude of Ungava Bay on July 7, working down the coast of Labrador and returning to Halifax at the end of July.

It was incorrectly stated in last month's issue that the *Penetang* was part of the First Canadian Escort Squadron.

### **Many Ships Visit During August**

Many Canadian ports on both coasts were guests to visiting British, United States and foreign warships throughout the month of August.

The cruiser HMS *Sheffield* visited Montreal, Quebec City, Cornerbrook, St. John's, Halifax and Saint John, N.B., while the French frigate *l'Aventure* paid calls to Argentia and St. John's.

Montreal received visits from the U.S. destroyer escorts *Cross* and *Johnnie Hutchins* from August 6 to 9, while the DEs *Rizzi* and *Allen* arrived a week later. Visiting U.S. ships to Quebec City includes the DEs *Robert F. Keller*, *Heyliger*, *Osberg*, *Kyne* and *Snyder*.

Vancouver was host to the U.S. DEs *Weedon*, *John C. Butler*, *Goss* and *Brannon* during the month.

The Argentine Naval Transport vessel *Bahia Thetis* paid an eight-day courtesy visit to Montreal beginning August 6.

### Three Officers Made Commodores

Three regular force captains became acting commodores September 1. They are Commodores Jeffrey V. Brock, Duncan L. Raymond and Patrick D. Budge.

Commodore Brock is the Naval Member, Canadian Joint Staff, London, and Naval Member of the Military Agency for standardization. Commodore Raymond, formerly in command of the *Ontario*, this month becomes Assistant Chief of Naval Staff (Plans) at Headquarters. Commodore Budge becomes Commodore, RCN Barracks and Officer-in-Charge, RCN Depot, Esquimalt. He was formerly Chief of Staff to the Commanding Officer Naval Divisions.

### Duke of Edinburgh Meets RCN Again

During his recent tour of Canada, Admiral of the Fleet, His Royal Highness, the Duke of Edinburgh, renewed his friendly, long-standing acquaintance with the Royal Canadian Navy.

Highlight of his visits with the RCN was the Aug. 2 tour of *Naden* and Esquimalt harbour, the latter part on board HMCS *Comox*. He later sailed along the rugged B.C. coast from Port Hardy to Kemano in the Cruiser *Ontario*. His last memory of Canada was a rousing three cheers and a 21-gun Royal salute, when the cruiser *Quebec* parted from the Royal Yacht *Britannia* which she had escorted to mid-Atlantic.

Early in his journey to Canada he had inspected a guard from HMCS *D'Iberville* during his visit to Quebec City.

His Royal Highness' first official RCN welcome was in Victoria by Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, while *Naden*'s Gunnery School fired the royal salute in the background. Cdr. W. S. T. McCully, parade commander, then reported the parade of 1,300 officers and men at attention on the *Naden* playing field, and the Royal visitor, accompanied by Rear-Admiral Hibbard and Commodore K. L. Dyer, Commodore RCN Barracks, inspected the guard, under the command of Lt.-Cdr. John Husher.

Just before the ensuing march past, His Royal Highness presented the Queen's Canadian Dirk to Cadet (E) C. T. Gunning, son of Mr. and Mrs. Robert Gunning, of Peace River, Alta., and grandson of Vice-Admiral Sir T. J. Hallet, RN (Ret.) for the best all-round cadet completing his final year. The Duke also presented the Nixon Memorial Sword, awarded to the naval cadet possessing the highest officer-like



Fittingly coinciding with the celebration of the Pacific Command's Navy Day, HMCS *Venture*, the new officers' training establishment, was commissioned at Esquimalt on August 7. Cadets were to arrive on September 12 and training begin eight days later. Shown is Captain R. P. Welland, commanding officer of *Venture*.

qualities, to Cadet Captain Morrison W. Hewitt, of Hamilton; the Department of National Defence Officer of the Watch Telescope, for attaining the highest standing in academic studies, to Cadet Captain Russel Volker of Whonnock, B.C.; the John Stubbs Memorial Shield for athletic ability to Surgeon Cadet J. E. Emmery, of London, Ont.; the Department of National Defence UNTD sword as the best all-round Cadet following two years of training, to Chief Cadet Captain George Cassidy, of New Westminster, B.C.; and the Department of National Defence telescope awarded to the Cadet selected as runner-up to the winner of the UNTD sword, to Chief Cadet Captain Grantham, of Vancouver.

Later in the day, His Royal Highness was flown to Port Hardy, B.C., where he embarked in the *Ontario* for an inspection trip to the new Aluminum Co. of Canada project at Kemano and Kitimat. The Duke spent the evening on board the cruiser informally meeting some of the ship's officers in the wardroom, later watching a movie.

On the East Coast, the Duke of Edinburgh's Royal Yacht *Britannia*, was escorted by HMCS *Micmac* during her visits to Montreal and Quebec City and up to Goose Bay, Labrador. Cdr. Dunn Lantier, commanding officer of *D'Iberville*, boarded the *Britannia* during her Canadian visits as RCN Liaison Officer. The *Quebec* accompanied the royal ship approximately half-way across the Atlantic, where she was relieved by a Royal Navy escort.

## LETTERS TO THE EDITOR

The following letter is published as a courtesy to the Ambassador of Yugoslavia to Canada and at his request. It is pointed out that "The Crowsnest", which is largely composed of contributions from the Fleet, neither attempts to express official government policy nor to reflect any political viewpoint or special interpretation of history.

Dear Editor,

I was very sorry indeed to learn from the article published in *Crowsnest* under the title "RADMILA" how the generous crew of HMCS *Wallaceburg* has been misled by the London foster parent plan for war children, and where it reads "the Organization after very careful consideration" chose a Yugoslav girl "displaced person in Germany, whose parents fought against Tito's partisans and the Nazis."

Thus to an act of noble charity has been given a political background, and a wrong one.

First of all the forces of General Mihajlovic did not at all fight the German occupation troops. They collaborated with them. This was the reason why all military allied missions were eventually withdrawn from General Mihajlovic's headquarters, and Tito's partisans were recognized as the only allied army force during the war, as subsequently confirmed from very many public statements by Prime Minister Churchill, Brigadier MacLean (now a Conservative M.P.) former head of Allied Mission to Marshal Tito's headquarters, Canadian Major Jones, who parachuted during the war into Yugoslavia, and many others. These are historical facts.

Although a poor innocent child Radmila should not suffer from the misconduct of her parents during the war, my modest opinion is the London foster plan for war children might have made a better choice. There are more than half a million war orphans in Yugoslavia, victims of Nazi occupation. And the London foster parent plan should especially refrain from giving this act of charity a political background contrary to historical facts and not friendly to the Yugoslav Allied fighting forces during the war and to the F.P. Republic of Yugoslavia which has always been a friendly and allied country to Canada.

Your courtesy in publishing this letter would be most appreciated.

Sincerely yours,  
(Dr. Rajko Djermanovic)  
Ambassador

Ottawa, August 25, 1954.



# The Great Debate—1954

One of Britain's new rockets is shown at the moment of take-off. In a few seconds it will have reached cruising speed and booster motors will drop from its sides. Rockets have been developed which can travel over 2,000 mph. (U.K. Information Office Photo.)

*The following article is a thought-provoking statement of the case for "conventional" weapons vs. the "air-atomic" concept. Written by Commander Ralph E. Williams, Jr., USN, it is the 1954 prize essay of the "United States Naval Institute Proceedings" and is reprinted by permission of the United States Naval Institute, Annapolis, Maryland.*

OURS BEING a free country, the proponents of any course of action are entitled to argue the merits of their case before the forum of American opinion, provided that they do not overstep the bounds of simple decency and military security. If they argue honestly and if all sides to a question are competently put forth, the American public will generally show enough wisdom to choose one of the better alternatives. This is a far cry from saying that the American people will invariably act rationally in dealing with issues. We have made some pretty terrible mistakes in the past, and no doubt we shall make more in the future. But the signs of our times warn us that we had better not make too many and that there are some mistakes that we now simply cannot afford to make at all.

So the process of public debate upon the issues that press upon us for decision goes on, must go on as a necessary function of a working democracy. And the evidence is rapidly accumulating which would lead one to suspect that a debate of major proportions is shaping up for the early months of 1954.

To begin with, we have been doing two things at a prodigious rate over the past three years: spending money and developing new weapons. We are tired of the former and entranced with the latter. Since the beginning of the Korean war we have spent over a hundred billion dollars directly for national defence and have authorized the expenditure of nearly a hundred billion more. Our soldiers, sailors and airmen come — a good many of them reluctantly — at \$10,000 a year. Twenty-five thousand of them have died and a hundred thousand more have been injured in three cruel and bitter years of fighting.

Now a conscript army is a decidedly unpopular thing in a democracy, even in the face of a clear and evident need for it. It can be expected that as the present armed truce in the world wears on, the present level of our Armed Forces may become increasingly difficult to maintain in the face of a mounting weariness with the separations, hardships, inconvenience, and economic burdens that it inevitably entails.

One of the contributing causes to this great restiveness has been and will continue to be the strategic and tactical

possibilities held out by the recent advances in novel weapons. Nuclear bombs enormously more powerful than the nominal 20-kiloton Hiroshima weapon have been developed and tested. Guided missiles of a number of types are in varying stages of development, and some are already in production. Missiles capable of carrying atomic warheads have been launched from the deck of ships. The Army has successfully fired an atomic projectile from a 280-millimeter cannon.

Reading as much significance as they could into the sketchy announcements of the Defence Department, many Americans have come to conclude that we are reaching the pay point on a completely new weapons program centred on atomic bombs and guided missiles, which would provide, at a fraction of the cost of money and manpower, several times the destructiveness available from our present weapons. A battery of atomic cannon might replace, not a division's artillery, but the division itself. A few small guided missile ships might come to do the work of an entire carrier task force. A relatively few atomic bombs delivered upon a selected target system by aircraft, guided missiles, or a combination of the two would completely destroy the war-making potential of an enemy and do it within so short a period as to render superfluous and unnecessary most of our existing armaments. The era of push-button warfare, or something close to it, appears to be just around the corner.

MEANWHILE, we have not been alone in the development of super-weapons. On August 20, 1953, it was officially confirmed in this country that the Soviet Union had exploded a thermonuclear device. Disregarding the technical language in which it was expressed, most Americans took the announcement to mean that the Soviet had, or eventually would have, a bomb capable of levelling a city the size of New York. The announcement fixed the position of Soviet progress in thermonuclear development as being about a year behind our own, and perhaps as much as a year ahead of what our previous estimates had considered it to be. Significantly enough, it compelled many Americans for the first time to consider seriously the matter of continental defence against atomic attack and what, if anything, could be done about it.

New Year's 1954 thus found us more than ordinarily preoccupied, not only with atomic warfare, but with the burdens of maintaining both atomic and conventional weapons systems. Since a good part of this preoccupation will lead to the conviction in certain quarters that we ought to be doing something other than what we are doing (pending on whose viewpoint is at stake), it is a fair guess that our present arms program will come in for increasing criticism as the proponents of opposed views come to grips with the earthy realities of money and people in the budget-making process next spring.

On the other hand, we may expect that the present program will be stoutly defended, as it already has been in the public press, by those charged with its formulation and development. Speaking before the Marine Corps schools in Quantico, Va., in September, Secretary of the Navy Robert B. Anderson expressed his convictions about weapons systems in these words:

"The increasing power of the atomic bomb suggests to me that the need for improvement of the more conventional forms of warfare may well become greater, rather than less, as we approach absoluteness in mass destruction weapons."

In something of the same vein, Army Secretary Stevens observed in October 1953, "The time is not here when it would be the part of wisdom to put all our eggs in one basket. The necessity remains for the maintenance of military forces whose successful employment has been proved." Twice in November 1953, General Ridgway found it appropriate to emphasize and explain in his public utterances the importance of the ground soldier in war.

As the field of manoeuvre thus narrowed with the approach of the coming fiscal year, we are likely to see a contest between two opposed strategic concepts revived with an asperity unknown since the days of Billy Mitchell. For purposes of identification, these views are summarized briefly in the following two paragraphs.

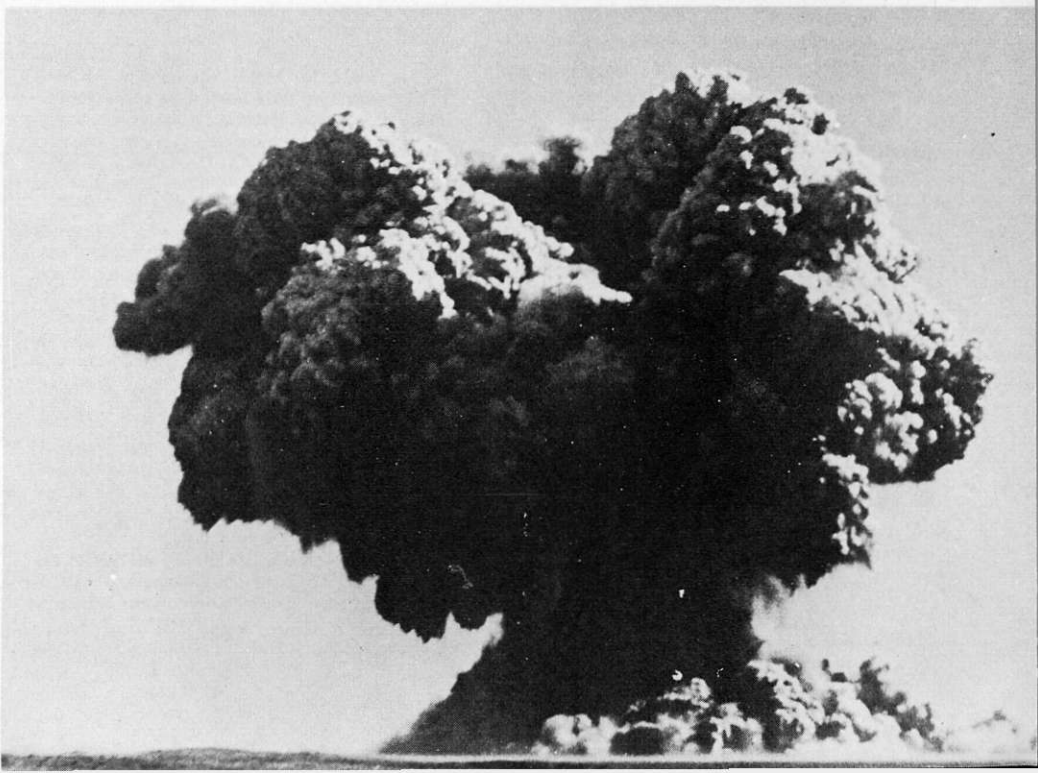
First, there is the air-atomic concept, very capably advanced in the September 1953 issue of the *Atlantic Monthly* by former Secretary of the Air Force Finletter, which sees an atomic blitz as the transcendent danger to the United States and advocates a strategic atomic air-arm capability of overwhelming strength as the once decisive weapon about which our military strategy should be built. While conventional weapons would not be eliminated entirely, far greater emphasis than is now the case would be placed upon atomic devices. Within the context of current budgetary policy, this could only mean a drastic reduction in conventional armaments to provide the wherewithal to finance the increased air capability advocated.

Second, there is the much-maligned balanced force concept, which seeks to have the forces available to handle a variety of enemy capabilities, both atomic and conventional. Through it we seek to be reasonably well-equipped to deal with any eventuality, rather than to be pre-eminently well equipped to deal with one, and not equipped at all to deal with the others. In all fairness it should be noted here that this

balanced force concept has never had anything to do with equal shares in the budget. To be specific, appropriations since the inception of our present National Security Organization in 1947 have given \$69 billions to the Army, \$59 billions to the Navy, and \$74 billions to the Air Force. The remaining unexpected obligational authority provides \$27 billions for the Army, \$24 billions for the Navy and \$37 billions for the Air Force. Ideally, a balanced force is balanced against enemy capabilities—nothing more and nothing less. Within the limitations of what can be done with things being the way they are, our present force is constituted with that objective in mind.

PERHAPS the first thing to be said about these two concepts is that as stated by their protagonists they are indeed incompatible with one another under a budget anywhere remotely resembling what the American people could or would support under to-day's conditions. This being the case, we face the prospect of another great debate in the months ahead in which, ironically, the contest in the budget arena will be an interesting but irrelevant side-light. For the real issues which confront us go far deeper than the momentary strength of the Army, or the Navy, or the Air Force, or the state of our continental defence, or the size of our atomic stockpiles. These things are but the surface evidences of a division that goes to the roots of our civilization itself. It is to be hoped as the

The atomic cloud billows upward after the A-bomb explosion during the British tests at Monte Bello off the west coast of Australia. (U.K. Information Office Photo.)



American people encounter these issues and deal with them that they can be persuaded to believe that here is something fundamental to the survival of all that is fine and decent and worthy in our heritage, and perhaps of the world itself as we know it. For we shall be considering nothing less than the place and purpose of war in the pursuit of the objectives of a democratic society.

## II

IT IS THIS fundamental issue that relates the great debate of 1954 so closely to the great debate of 1951. It will be remembered that one of the issues over which that conflict raged was that of whether or not our true interest would be served by enlarging the scope of the Korean conflict to include the mainland of China. We eventually decided that it would not. Another issue, and one which brought Mr. Attlee to Washington rather precipitately to discuss the matter, was that of whether we should use the atomic bomb, either tactically or strategically, on the enemy we were then fighting. We decided it would not only be profitless but dangerous to do so. And while we were never very definite about our political objectives in the Korean war, it is quite plain that they never at any time went beyond the unification of Korea, and that perhaps only while our troops were rampaging through the People's Republic on their way to the Yalu. No one in his right mind ever had any idea of starting a new world order out of the military decision we sought in Korea.

Finally, and much later, we accepted an armistice without victory under a territorial dispensation that left Korea about as it had been three years before, and with the northern half of it firmly in the possession of an undefeated army.

Perhaps not since the time of President Polk has our country been so bitterly divided over the conduct of an external war, and the acrimony of the 1951 debate will be with us for years to come but if we consent to view the matter objectively, and without discussing the merits of the case, we can see in our conduct of the Korean war a total departure from our two immediately previous adventures into the realm of international violence. Its significance lay in the fact that for the first time in this century we deliberately chose to fight a major war in a lesser degree than that of which we were capable. In what was truly a remarkable act of forbearance we,

of our own design, limited our objectives, our methods, and the area of our military operations in recognition of the fact that a conclusive military victory was not a summary objective of our efforts.

All this was in sharp contrast to the two wars immediately preceding. There we were disposed to picture each conflict as an uncompromising fight of right against wrong, to insist upon beating the enemy into complete submission, and to regard negotiations for anything less than unconditional surrender as a covenant with the Devil himself. In the second of the World Wars this moral hysteria betrayed us into a witless paranoiac insistence that 80 million Germans and 70 million Japanese were our mortal enemies and must be destroyed wherever they might be found and at whatever cost.

Having announced by both word and deed our intention of giving no quarter, we were properly rewarded for our short-sightedness by having to overrun every foot of Germany to the Elbe and of having to expend thousands of

lives and billions of dollars to bring a capitulation to Japan who was hopelessly beaten at least a year before. Then, on the morrow of victory, we concerned ourselves mightily with the weakened state of our past enemies and began to pour out billions of dollars to restore what we had so recently poured out billions to destroy.

So the 1951 debate turned the country's attention directly upon the matter of the place of war within the framework of national policy. It resulted in our decision to fight a limited war, for limited objective by limited means. It was a significant departure from the Wilsonian credo of "force, force to the utmost, force without stint or limit," or the Rooseveltian "Unconditional Surrender", or of General MacArthur's more recent "War's very object is victory". And it is an indication, but only an indication, of the disposition of the American people who view the matter of dealing with one's enemies in a calmer light than they had exhibited before and to set some sort of limit upon the price in blood and treasure which we might be willing to pay to attain a political objective of limited advantage to our national security. The territorial integrity of the Republic of Korea was vital to us and worth our going to considerable expense and trouble to preserve. It was not so vital that it was worth our becoming deeply involved in a continental war with China which might end in a total global conflict and somehow we knew it.

In peace or in war, there can be but one rational basis for a nation's acts and policies: namely the pursuit of objectives that will most effectively advance its interests. Moreover, the controlling objectives of a nation are always political ones, never military. War is never fought merely for sake of fighting. Beyond the end of any war—and wars do end—political relationships again supervene, and in order for the war to have had any purpose for the victor those political relationships must be more satisfactory and more hopeful at its end than they were at its beginning. If a war is pursued with any other objective in mind it is being conducted irrationally and at odds with its larger purpose, and a nation which persists in such conduct will eventually go down to the ruin and destruction it rightfully deserves.

Perhaps a dawning awareness of this reality was in fact the controlling element in our deliberations about the Korean war. If this is the lesson we have gotten, however, imperfectly, from our bitter experience of the past 40 years, then we have indeed come a long way.

### Rocket Weapons 700 Years Old

The Chinese, when they first launched rockets against the Tartars more than 700 years ago, could scarcely have dreamed that their invention would be the ancestor of today's guided missiles, capable of carrying an atomic warhead and of travelling many times as fast as sound.

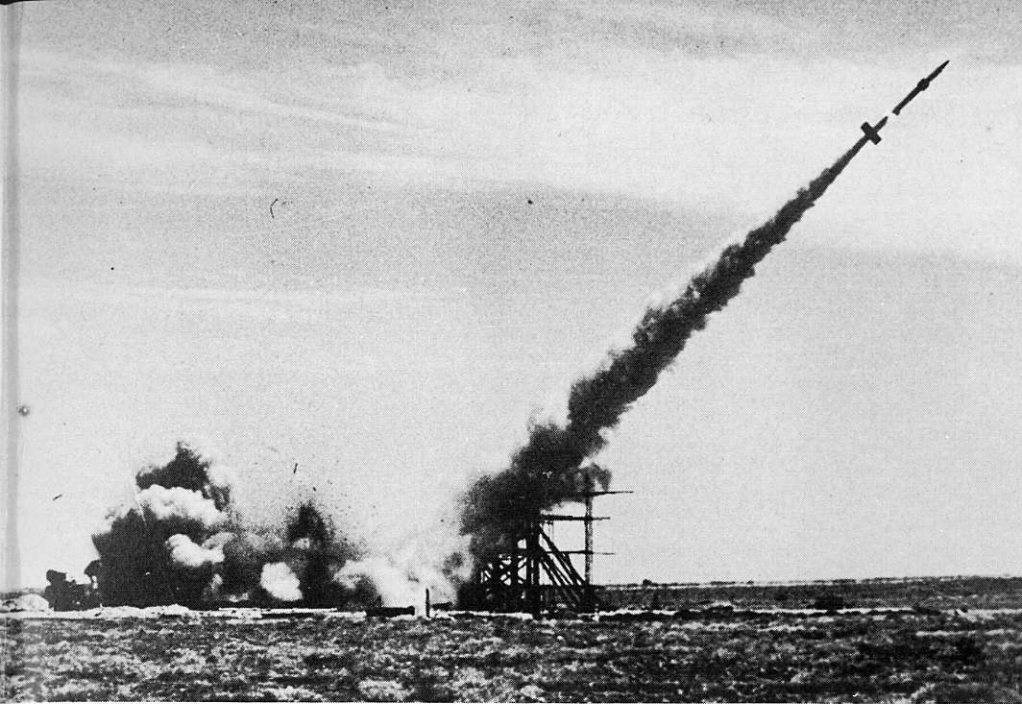
The rocket has had its ups and downs as a military weapon. Inaccurate and often dangerous to the user, the rocket did not become an effective missile until the early 19th Century when Sir William Congreve designed one with a metal casing, carrying a projectile in its head.

A rocket battery of the Royal Artillery served with distinction in the Leipzig campaign in 1813 and the following year the Congreve rocket was used against American forces—a fact which is recorded in the United States' national anthem ("The rockets' red glare . . ."), written in 1814.

The Congreve rocket was succeeded in the British forces by the Hale rocket, but even it was discontinued in 1885 as a result of the rapid improvement in conventional artillery.

The great powers continued their research, but the greatest advance was made by the Germans, who launched the V2 against England in 1944. This reached a top speed of 3,600 mph during its passage and its arrival preceded the noise of its flight. Smaller rockets were used with success by the Allies during the Second World War on land and sea and by aircraft.

Since the war, rockets have been developed to attack any targets, moving at any speed, on land, on water or in the air.



A guided missile is launched from a base on the Woomera rocket range, Australian site of the British Long-Range Weapons Project. (U.K. Information Office Photo.)

### III

NOW WE ARE about to see the question of the limitation of war put to us again, stated in different terms than it was in 1951. Naturally enough for America, most of the sound and fury will centre about weapons and weapons systems. We are a great people for gimmicks and gadgets, and sensing this, the parties at interest will undoubtedly state the case in terms of performance of the weapons they seek to procure. But if our understanding of the problem stops here it will indeed be unfortunate, for we shall be deceived into thinking we have a simple choice between means to the same objective.

This is not the case. The air-atomic concept is oriented in an entirely different direction from that of the balanced force concept and cannot in its very nature be employed for the same purposes. A nation is bound to pursue ends which its leadership considers essential to the advancement of its long-term interest. This it does through peace and through war, dependent upon the circumstances in which it finds itself. The strategy and weapons of the balanced force concept are designed to serve the ends of policy, and while they have not always done so, the possibility was always there, and there was nothing inherent in the nature of the concept that would preclude its being employed effectively in the pursuit of national goals.

The inherent weakness of the air-atomic concept and the source of its incompatibility with sound national objectives arise out of the fact that its

weapons cannot be used at all except in total war. And total war in the light of today's weapons capabilities means the irretrievable loss of all objectives of every nation involved in it. None of the belligerents could ever win such a war; most of them could not even survive it.

It may be argued, with some merit, that American atomic air power was the principal deterrent to a general attack by the Soviet in the years immediately following the Second World War. That may be true, but it is also irrelevant. 1947 is not 1957. The Soviet atomic capability has gone a long way toward neutralizing our own, and our own atomic capability now gives us small comfort indeed.

Threat of the use of atomic weapons did not deter, for example, the North Korean invasion of June 25, 1950, nor did it deter the entry of the Chinese volunteers into the conflict six months later. It did not deter the conquest of China by the Communists—a staggering blow to our position in the Far East. It did not deter the Communist intervention in Greece. It did not deter the Berlin Blockade. Despite our obvious and vital interest in French-Indo China, it does not deter in the slightest instance the operation of the Viet Minh forces there. In no possible way does it deter the ceaseless political, economic, and ideological warfare carried on against us year in and year out. Further—and this is something we all should think about very carefully—it is not going to deter an attack upon our allies in Europe by an enemy deliberately restricting his operations to conventional methods under a quid pro

quo with his victims against the use of atomic armaments. For it is not ourselves and not our President who in these circumstances will have the last word in the use of our atomic airpower. Rather it will be the nations whose continuing consent is necessary for our use of the air bases we have constructed within their boundaries, and upon whose policies and attitudes we shall have to depend, for many years to come, for the full and effective employment of our atomic capabilities.

DESPITE these limitations, our atomic air power is, within its proper field of effectiveness, an indispensable part of our military power. It suffers principally from being over-sold and from having capabilities ascribed to it that it never in fact possessed.

It cannot deter political, economic, or ideological warfare, nor can it deter conventional military operations. But it can, and must, deter an attack by a hostile power using atomic weapons, and in this, and this alone, lies its whole purpose and justification as a method of warfare. Its real value is that of an uncommitted reserve and it loses that value the moment it is committed; for if atom bombs fall on Leningrad or Moscow, they will surely fall on Washington and New York, and the sum of this bloody business of trading queens will very likely be ruin and stalemate for both sides. Ironically, atomic air power can be justified only for the sole purpose of insuring that it will never be used. Be it based on Air Force or naval capabilities, this is what our possession of atomic air power means, and this is all it means.

Atomic airpower deters atomic airpower, period. If we want to deter anything else and if we want to have the means of dealing with the situation in case the deterrents fail, we must be able to counter, promptly and effectively, any aggressive movement, whether by a hostile army, navy, or air force. We must have weapons and concepts suited to the needs of every level of military operations between the border raid and all-out global war. If our forces are to play their part effectively as an instrument of national policy, we must have this broad capability and our enemies must know it. If we do not have such a capability, and if we narrow our freedom of action to fit the limitations of a single weapon concept, we court a very dangerous possibility.

If, by our concentration on a single weapon, we reduce our other military capabilities to the point where we can make no adequate reply to an act of

limited aggression, we can, when confronted with such an act, have only two alternatives: We can capitulate, and stand idly by, watching our position in the world being nibbled away, or, perhaps stung by frustration and humiliation of successive defeats, we may invoke our atomic power and in so doing extend the conflict to a scope and level of intensity totally unwarranted by the circumstances of the aggressive act. In this way, by limiting our capability of dealing with the acts of limited warfare, we substantially increase the chances of atomic warfare. Worse still, the atomic superiority upon which we relied as a deterrent to war would, through our weakness in conventional measures, serve to invite the very conflict we seek to avoid.

The Air-Atomic concept, moreover, is singularly at odds with our participation in any program which might have for its objective the control of atomic weapons. It has consistently been our policy to seek a basis on which atomic weapons might be effectively brought under international control. We have gone so far as to author a plan for such a purpose which has won support from all the membership of the United Nations save the Soviet bloc. But if atomic weapons become our only effective means for exerting force, we can hardly countenance any arrangements which would deprive us of our only means for defending ourselves. Once committed to the air-atomic concept, we must necessarily abandon once and for all the search for ways of outlawing nuclear weapons. Yet to do so is to abandon hope that the world can ever move so much as an inch out of the shadow of the atomic bomb.

**S**OMETHING REMAINS to be said about the proposal that atomic weapons be employed for tactical purposes while forswearing their use in strategic operations, the idea being to establish certain limits upon the types of operation and, to an extent, the geographic area in which maximum force could be used. If such a delineation could in fact be accomplished, the non-military elements of the nations involved might regain much of the privileged status they enjoyed prior to the Second World War and the military decision might be brought off with far less destruction and far more purpose than otherwise might be the case.

In point of practice, however, there seems little prospect that any kind of line can be drawn, either as between tactical and strategic operations, or between military and non-military targets. Most prospective battle areas are

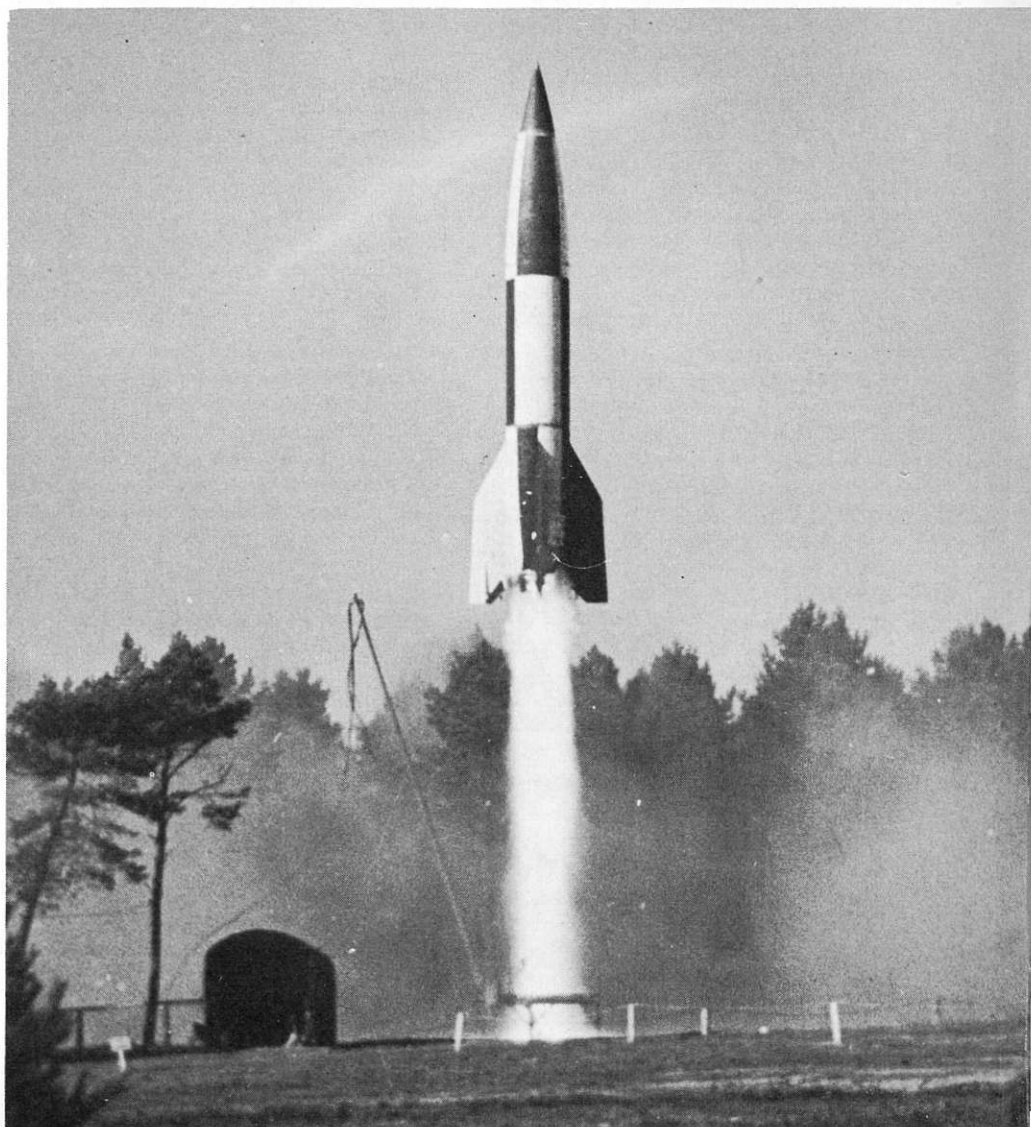
rather densely populated. Armies fight in, around, and for cities. The combat zone in a war of mobility may be 50 miles deep, and a target classified strategic one day may well become tactical the next. Battlefield interdiction, a legitimate and necessary tactical operation, demands the destruction of roads, railroads, rolling stock, port facilities, and waterways directly serving an enemy's battle formations. Almost without exception, the most lucrative of these communications targets will be found firmly imbedded in a matrix of noncombatant installations. If anything as imprecise as an atomic bomb is used upon them the whole case for differentiating between targets falls down. It makes little difference if ground zero happens to be in the middle of a railroad marshalling yard if the town around it is blown sky high as well.

This simply means that we need to know a great deal more than we now know about the tactical possibilities, both offensive and defensive of atomic

weapons. There is good reason to look for their use against such obvious targets as convoy formations, concentrations of troops and shipping during amphibious operations, and particularly important individual ships such as aircraft carriers. It is our misfortune that in the nature of our circumstances as a sea power we should present so many targets which are clearly and exclusively military or tactical, or both. We are thus relatively more vulnerable than a land-based enemy to any convention restricting the employment of atomic weapons to certain categories of targets and operations—which is all the more reason why we should seek to ban them altogether.

There might still possibly be a use for the atomic bomb as a weapon to be applied directly against troops in open country, but its value in such cases is open to serious question. Even a thermonuclear bomb, to be worth while, demands a certain minimum density of personnel and equipment in the target area, and whether this minimum re-

A German V-2 rocket at the start of its flight. It has been speculated that this weapon, had it come into production before Germany was in retreat, could have changed the course of the war. (U.K. Information Office Photo.)



quirement would ever be met is something no one can know for certain. The use of atomic weapons, or even the threat of their use, by both sides in an operation leaves the whole matter of future land warfare open to conjecture. Only this much seems certain: when the last bomb has been detonated and the last gun has been fired, the issue of the battle will go to the side whose soldiers are in possession of the ground over which it was fought. The ultimate weapon is the man, not the bomb.

As long as we exist as a people on this earth, we are bound to have enemies, and our central problem of survival consists in finding ways to live with them under terms which effectively serve our interests—not in perfecting ways to expunge them from the face of the earth. For politics is continuous, while war is episodic, and there is abundant evidence at hand to show how quickly allies can turn into enemies and enemies into allies. It is asking too much of a distraught and grievance-ridden world to suppose that its peoples will at any time soon consent to be locked together in some sort of timeless status quo which will miraculously dissolve all elements of controversy. As long as great inequities exist in the world, as they surely do, we shall continue to have the basis for conflict among nations and bitterness among men. We should recognize this, and we should have the good sense to draw from it the conclusion that the terms "peace" and "security" in our world can never have more than relative meaning, and that the realities these terms represent can only suffer by any attempt to confer upon them the status of absolutes.

**I**F WE CANNOT avoid conflict, it becomes doubly important that we learn to deal with it at the least practicable level of violence and in instalments small enough to give some promise that a settlement might be reached.

We must proceed, a step at a time, to reduce tensions and areas of disagreement wherever and whenever we can do so. If the diplomatic contest boils over into military action, we should strive within the realities given us to see that the military operations we undertake do not prejudice the outcome of the political negotiations which we must resume at the end of hostilities. We should have the modesty to admit that it is not within our power to settle all or even a substantial part of the world's problems and the patience to recognize that even the unpretentious settlements we do achieve are not likely to be very permanent.

This should be no cause for great disillusionment among people who as individuals have become accustomed to regard life as "just one damned thing after another" and who accept its trials and vicissitudes in a spirit of forbearance and good humour that permits them to lead full, decent, and useful lives in spite of their troubles. It simply means that we shall have to stop viewing our prospects in terms of stark absolutes as if there were no place for the conduct of our national affairs between the extremes of total peace and total war. It requires, in the words of George Kennan, "a new attitude among us toward many things outside our borders that are irritating and unpleasant today—an attitude more like the doctor toward those physical phenomena in the human body which are neither pleasing nor fortunate—an attitude of detachment and soberness and readiness to reserve judgment". We shall serve the cause of humanity far better by conducting our public business in this manner, seeking limited objectives and piecemeal gains, rather than attempting a permanent, global settlement through some militant, self-righteous crusade which can only lead to bitterness and bloodshed.

If a civilization is going anywhere, except downhill, the product of its activities over a period of time must amount to an increase in the sum of human happiness within its boundaries. We are thus bound to stand for the spreading and diffusion of the things we recognize as good. We stand for human freedom and the brotherhood of man. We stand for a decent standard of living. We stand for tolerance and justice and understanding. But none of these things can be propagated by force. Compulsion belongs to tyranny, not to us. The cause of civilization is not advanced by the hatred and destruction and brutality of war. We cannot find brotherhood at the end of a bayonet, and we cannot dispense human freedom from the barrel of an 8-inch gun. We cannot raise the standard of living by destroying the means which make it possible to live at all. The best that war can possibly do for a democracy is to obtain its survival against the day when it can resume the advancement of civilization by the political process available to it in peace. But war, of itself, can in no positive way serve the goals of a democratic society.

Knowing this, we need to adopt a sensible attitude toward the purposes and possibilities of atomic weapons. At this particular moment we are absolutely dependent upon them, and our

safety and the safety of the entire civilized world depends upon our having an atomic capability sufficient to devastate any enemy who might elect to initiate an atomic attack upon us. We must have our delivery capability effectively dispersed between land-based and carrier-based aircraft, lest one or the other be seriously crippled through a concatenation of political and military events which we cannot now fully foresee. But beyond our having such a capability there seems to be no point in saturating ourselves with weapons and bombardment aircraft for the sake of having "overwhelming air superiority", whatever that expression connotes. It is rather like a man buying three overcoats when he really needs a pair of galoshes.

**W**E MUST RECOGNIZE that the only purpose our atomic capability can have is to obtain the conditions which effectively enjoin an enemy from using his. It can never be used as an instrument of policy, either military or diplomatic, and because of this fact our requirement for the more conventional types of weapons remains as insistent as ever. We must never relinquish the idea of international control of atomic weapons, and we must work patiently and wholeheartedly to make the idea a reality. Just as importantly, we must be prepared to accept such control without prejudice to our own interests, if and when we reach the basis for an agreement. This means a level of conventional armaments adequate to meet the needs of our national security in the absence of atomic weapons.

Above all, we must stop boggling at the spectre of atomic warfare as if it were the only possibility that confronts us. The state of mind of a democracy is an important thing, and it is important just now that we get ourselves disentangled from the witchcraft of our atomic alarmists. We don't want to go to sleep on the matter, of course, but we don't want to go crazy, either. It is up to us to see the atomic bomb in its proper perspective within the great context of political, military, economic, and spiritual realities which bear upon our problem of survival, and to see to it that our efforts—and they are very great efforts—come to some fulfilment in terms of the objectives we wish to see attained. If we pursue this course, we shall be going about all we can reasonably expect to do, and we shall be moving—slowly, haltingly, but still moving—in the direction of a world in which men can live in freedom, and can face the future with some assurance.

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# New and Different

*But It's Still the  
Same Navy, Says  
Writer*

By EATON HOWITT  
of *The Hamilton Spectator*

THE NAVY is new and different. Yet it will never change. And those two observations, as confusing as they might sound, are true statements. I found them to be true yesterday when I sailed aboard HMCS *Digby*, a Bangor class escort vessel, during naval Reserves manoeuvres on Lake Ontario, where depth charges were dropped for the first time.

Mind you, perhaps I've changed a little too, from a 165-pound youth who got a kick out being a first class stoker, to a big, fat reporter who gets his kicks from the city editor.

But the Navy is new. It took just about 30 seconds aboard the *Digby* to discover that. Equipment, uniforms, training methods are all new. The sailor today can get into his uniform just like the ordinary man on the street. It doesn't take two mates and a can opener any more.

The young recruit still comes from the prairie, the mountains and the sea coast to take his training. But his training has changed. He is a part of the ship. He stands his watches, does his duties and takes his pleasures and punishments with the permanent Navy staff. His progress is noted not so much by written examinations, but by how he conducts himself under conditions as near as possible to sea-going conditions.

But there is still the old feeling of comradeship, helped along by the fact that the men sleep, eat and live in the same crowded room, where there is no space for differences.

The old smells—the diesel oil, the grease, and the wonderful galley odours are still there too. They can't change.

Sailor talk hasn't changed much either. I hadn't heard any one say "good-o" for a long time. The boys still dress in their pusser uniforms aboard, and their tiddleys ashore. The floors are still decks, the walls still bulkheads.

From 16-year-old Mike Traina of Hamilton, a Reserve veteran of three whole days, to Chief Petty Officer John McCrossen, a salty veteran of 25 years with the Royal Navy, yesterday's cruise was something new for all aboard.

"Heck, there is always something new," said the chief. And he spent most of the Second World War sailing destroyers on the dangerous Murmansk run

to Russia, and they fought off dive bombers and midget subs along the way.

"Gee, it's fine," said young Mike, to whom everything was a first. All the smells, sights, and sounds were new to him but by the time two weeks are up, they will have become much more familiar. He was a little awed by it all yesterday, but he turned to with the rest.

The big thing of course for newcomers, press, and veterans alike were the shoots. One was scheduled for 3 o'clock yesterday afternoon and one for last night. And depth charges were dropped for the first time in the Great Lakes during the cruise.

The captain of the ship, Peter Cornell, who was a lieutenant when the voyage started and an acting lieutenant-commander when it finished, thanks to a message from Ottawa, knew his job. A part time Navy man who is studying for his PhD in economics at Harvard University, he loves the sea, and loves his ship.

Lt.-Cdr. Eric Pinfold, the Great Lakes training commander, was aboard the *Digby*, to supervise the entire show. Under his command were two Bangors and three Fairmiles. When the other Bangor, the *Brockville*, failed to perform a manoeuvre to his liking, he was over in a flash to find out why.

The contingent of newsmen of course, was to assure people that there was no

mystery ship on fire. A story that circulated when last the Reserve held a scheme.

The navigation was in charge of a young Hamilton lad, who learned his navy at McMaster. Sub-Lt. A. D. McLay, whose father teaches physics at Mac, plotted the course. To him fell the responsibility of our being in the right spot at the right time.

And "Guns," the gunnery officer who conducted the shoots, is a young chemistry graduate from the Ontario Agricultural College in Guelph.

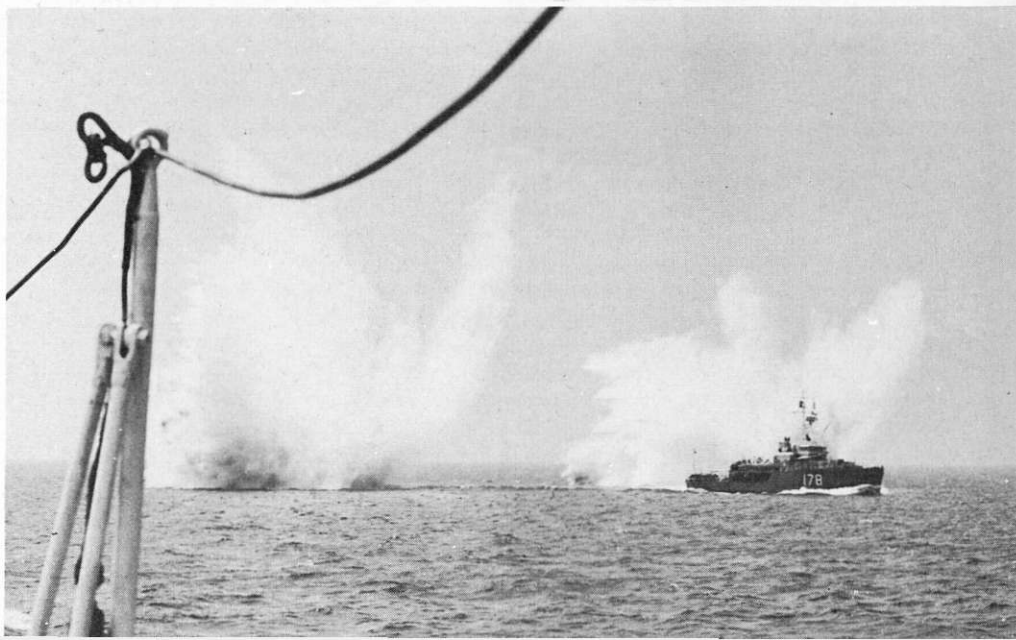
All reserve officers aboard were products of the University Naval Training Divisions.

The firing was a sight to see. At night, tracer shells made their patterns in the hazy sky; the shells from the Oerlikons and the Boffin, the shells from the Bren and Sten guns. They were beautiful as they sped skyward to disappear into nothingness.

Oh yes, another change. It is no longer a jinx to have women aboard. Three young Wrens came along. Sub-Lt. Victoria Lavis from Windsor, and Wrens Joan Babb from Hamilton and Beverley Green from Vancouver, were thrilled at the chance for some "sea time".

By the time the shoot was over about midnight, most of the crew had been on continual duty since early morning. But, as the ship steamed its way back to port, there were still sailors, veterans and trainees, who stayed on the upper decks to wonder at the silver trail left by the wake, and to revel in the throb of the diesels and the sound of the wind in the rigging; things that will never change.

Depth charges were fired in Lake Ontario for the first time since the end of the Second World War, when HMCS *Brockville* dropped two patterns during exercises in the Frenchman's Bay area on July 20. The *Brockville* fired one pattern set at 150 feet and another set at 50 feet (shown here). She was one of six ships, including two Bangors and four Fairmiles from the Great Lakes Training Centre, taking part in the exercises. (COND 1002)



# Introducing the New Minister

*Hon. R. O. Campney's  
Career Began on  
Ontario Farm*

**A** VERSATILITY which early showed itself in his educational career and in the service of Canada during the First World War has brought the Hon. R. O. Campney along the road from the Ontario farm where he was born to the post of Minister of National Defence; directing the policies and welfare of Canada's armed services.

Mr. Campney, who was Associate Minister of National Defence for almost a year and a half, succeeded the Hon. Brooke Claxton as defence minister on July 1. His acquaintance with the department had begun even earlier, however, with his chairmanship of the parliamentary committee on unification of administration of the services (1950) and as parliamentary assistant to Defence Minister Claxton (1951).

Ralph Osborne Campney was born on June 6, 1894, on a farm near Picton, Ont., the son of the late Frank Campney and the late Mary Emily Cronk.

After attending rural school and Picton Collegiate, where he won medals for oratory and for rapid calculation, Mr. Campney obtained his senior matriculation at the age of 16, and embarked upon a brief teaching career in a country school. At the end of three years of teaching he entered Queen's University (medicine) in the fall of 1914.

The First Great War interrupted his studies and Mr. Campney enlisted in the ranks with No. 5 Stationary Hospital (Queen's) in March 1915. He went overseas in May of that year and proceeded to Egypt where the unit operated as a base hospital in connection with the Dardanelles campaign. Later the hospital was moved to France where it operated in connection with the Battle of the Somme.

He received his commission in the infantry in 1917 and was posted to the 19th Canadian Infantry Battalion following Vimy. He served with that unit throughout 1917 in France and Belgium until invalided to England from Paschendaele. Mr. Campney was attracted to the Royal Flying Corps and managed a transfer to a squadron commanded by Major Arthur Harris of Rhodesia, later to become Air Chief Marshal Harris of Bomber Command in the Second World War. Major Harris taught Mr. Campney to fly and he served with the RFC as a pilot until the armistice.

Following demobilization, he resumed his studies at Queen's University in 1919 and switched from medicine to arts. Mr. Campney won the Lochhead Scholarship in colonial history and the Gowan prize and scholarship in political science. He obtained his B.A. degree in 1921 and entered Osgoode Hall to study law. During his last year at Queen's he was elected president of the Alma Mater Society.



HON. R. O. CAMPNEY  
Minister of National Defence

In 1924 he was called to the bar of Ontario and in the fall of that year proceeded to Geneva as secretary to the Canadian delegation to the League of Nations Assembly. Returning to Ottawa, he became political secretary to the late W. L. Mackenzie King, with whom he worked closely during 1925 and 1926. Later, Mr. Campney served as private secretary to Hon. James Malcolm, minister of trade and commerce, until 1929.

Leaving public service in 1929, Mr. Campney decided to settle in Vancouver. There he embarked on the practice of law and ultimately built a large and successful firm. In 1936, at the request of the federal government, Mr. Campney became the first chairman of the National Harbours Board and served in this capacity for three and one-half years during the period of organization of that body. Following completion of

that work, he resigned and resumed his law practice in Vancouver.

He was appointed a Dominion King's Counsel in 1940.

Mr. Campney was defeated in the Vancouver Centre by election for the House of Commons, 1948, when he first ran as a Liberal candidate. He was elected in the general election of 1949 and re-elected in 1953.

In 1950 he became chairman of a special parliamentary committee which dealt with the National Defence Act which brought about a high degree of unification of the administration of the navy, army and air force. He was appointed parliamentary assistant to Defence Minister Brooke Claxton, in January 1951 and on October 15, 1952, became solicitor general. On February 12, 1953, Mr. Campney, while continuing as solicitor general, was also appointed Associate Minister of National Defence. He resigned as solicitor general on January 12, 1954. On July 1, 1954, he succeeded Mr. Claxton as Minister of National Defence.

## A Farewell Message From Brooke Claxton

**T**HANKS for their loyal support during his tenure of office and good wishes for the future were extended to the Armed Forces of Canada by the Hon. Brooke Claxton on his resignation as Minister of National Defence to assume an important executive post in the business world.

Mr. Claxton, a lawyer by profession, had been a cabinet minister since October 1944 and Minister of National Defence, directing the three armed services and the Defence Research Board, since December 12, 1946.

He became Defence Minister at a time when the armed forces, as a result of demobilization, had ebbed to their lowest strength since early in the Second World War and he was to guide them through the greatest peacetime expansion ever undertaken in Canada.

Mr. Claxton was active in the formation of the North Atlantic Treaty Organization and it was his resolution

which named General Eisenhower as the first Supreme Commander.

His message on retirement from office follows:

To: The Armed Forces of Canada,  
Members of the Department of National Defence, and Personal Staff of the Minister's Office.

From the day I became a member of the government I have had loyal and unqualified support from the members of the departments with which I have been associated and from my own personal staff.

To be closely associated for so long a period with officers and men of the Royal Canadian Navy, of the Canadian Army, the Royal Canadian Air Force and Defence Research Board has been a great experience. I shall never forget the fine way you worked together to strengthen Canada's defences in these troubled times.

There have been difficulties but on the whole we have done what we set out to do, and that is reflected best in the record which you have won for yourselves. As a result of your work together the Canadian forces are, I believe, as General Gruenther said of the Canadians under his command, second to none.

In resigning my post as Minister of National Defence, I leave this association with the members of the armed forces and the other government services with the greatest possible regret. I know you will carry on working steadily at the further improvement of what you have already done so well. I extend to all of you warmest thanks and the best of good wishes.

BROOKE CLAXTON

### "Asdic" Follows "Stoker" Trail

In company with the much longer established word "stoker", the word "Asdic" has been dropped from the vocabulary of the Royal Canadian Navy.

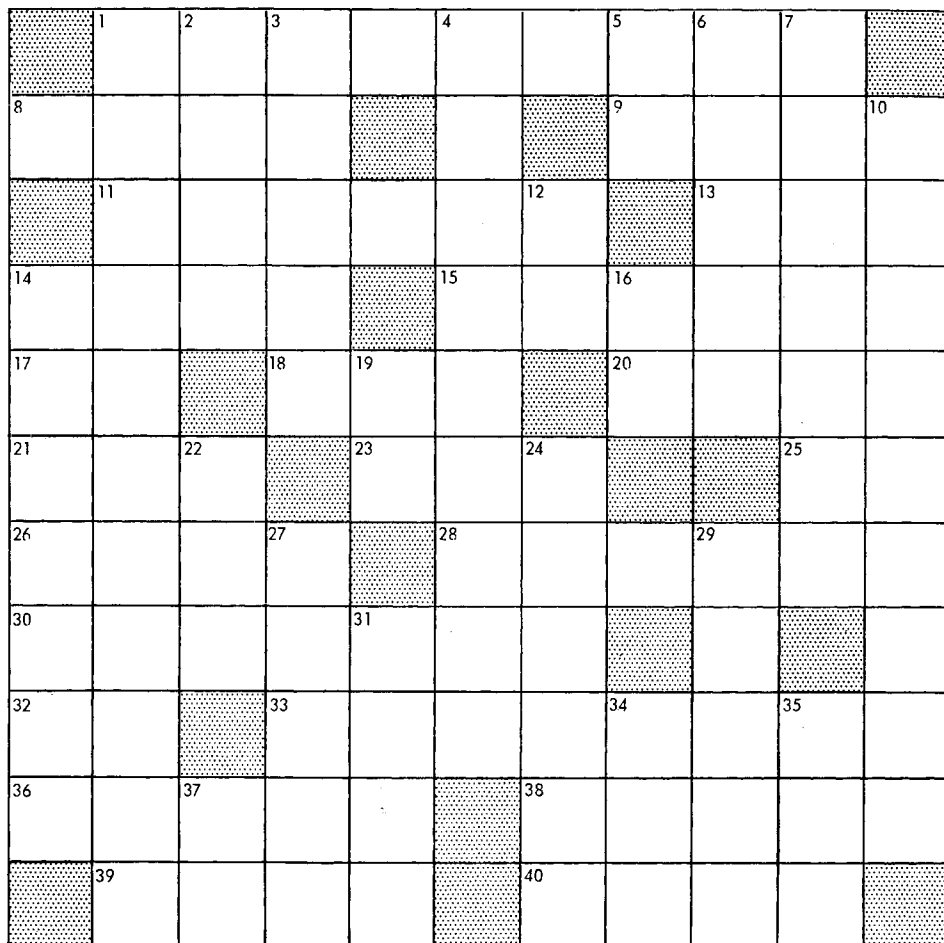
The parting was a bit of a wrench to the anti-submarine experts of the RCN who recalled that the old asdic sets would indicate the direction and range of a submarine when the American sonar sets were still only capable of indicating the range.

However, the name "Sonar" has been adopted by the U.S. and her allies not only for ship-fitted detection apparatus, but also for other developments of underwater detection, and it has been considered advisable to use the generic term.

Up to now, British-designed detection equipment has been termed "Asdic" and U.S.-designed equipment "Sonar". To avoid confusion in allied publications, the name "Sonar" has been adopted. The change is promulgated in General Orders 49.00/5.

# Crowsnest Crossword

by J. G. M.



## Across

1. Sailor's highchair. Modesty forbids an additional clue.
- 8 & 9 Bowman's badge of office.
11. That for which we prepare.
13. Those responsible for developments in the East—towed sonar for example.
14. Helm's .....! Signals, a shift in wind. Relative.
15. Fancy name for fried bread—seldom seen on a service menu.
17. Qualified to teach what Sir Percy Scott was acknowledged grandfather of.
18. Lower half of a far eastern trouble spot (abbreviated).
20. Abbreviated term for a special signal flag.
21. Naval representative in shipyards or industries (RCN has 11 listed).
23. No substitute for grog.
25. A type of juice our new ships will use less of.
26. What most of us would do at sight of "Mrs. Joltin Joe."
28. Past absentee (this is a stinker).
30. New England State (abbreviated)
33. Where killers are moulded.
36. Without this the paper war would be negligible.
38. A spectacle all right, but not the kind associated with Spithead.
39. What Peter kept his wife in usually ends up as.
40. Descriptive of heavy rain.

## Down

1. An evolution now thankfully obsolete.
2. A cape only recently Canadian but familiar to many sailors.
3. An aquatic mammal once used as an aid in minesweeping.
4. What a bankrupt broker or an anchor often is.
5. Quizzical exclamation.
6. Hearing aid USN style.
7. Naval piscine species of little interest to ichthyologists.
10. Coke sleep (anagram)—2 words. Sailor's orders to his girl.
12. Instruction placed on a file docket.
14. Where no sailor will ever go if he can avoid it.
16. Initials for one not necessarily versed in maritime law.
19. The man who looks after the product of 33 across.
22. Man's first name (Scandinavian).
24. Put forth effort.
27. Stimulate.
29. Our equivalent of the USN term "sinuate".
31. A Greek in Piccadilly.
34. Born.
35. Abner's partner (radio character).
37. Equivalent of 17 across but leaning more to platinum blond.

(Solution on page twenty-eight)

# JUNIOR BIRDMEN



I WISH I could introduce myself, but as you can see I've just been hatched and they haven't christened me yet. Perhaps, though, I can introduce the people who put that winged anchor on my eggshell. They are members of Number Seven Junior Aviation Officers' Basic Training Course—all midshipmen getting basic training under their belts (white, web) before going on into Naval Aviation.

Mid. Con Bissett is the logical person for you to meet first, since he is responsible for my portrait being taken in this rig. Con is from Winnipeg, Manitoba, where he was a Second Lieutenant in the Queen's Own Rifles. As president of the gunroom, he has done a fine job organizing the place, aiding in building up the record collection, livening it up with mirrors and plaques. He also interested several of the midshipmen in building modern airplanes to decorate the gunroom walls. Finally, he invited Nicholas Monsarrat, author of "The Cruel Sea", to become an honorary member. Happily, the offer was accepted.

Mid. Roger "Geek" McEachern is next on my introduction list. From Toronto and Sudbury, Roger was an Observer's Mate before applying for his transfer, and so he has a good knowledge of the RCN's air branch? He also seems to have a good knowledge (theoretical) of a certain blonde Hollywood star who recently married an ex-ball player. There's just no accounting for some people's taste, as we ducklings say.

Mid. Al "Gunner" Greer is from Moncton, N.B. He has the dubious distinction of being the smallest "snotty"

in the present course, but this hasn't bothered him in the least. His voice and parade-square manner have earned him his nickname; fortunately his bark is worse than his bite. Al comes to us from the *Huron* where he was Electrician's Mate and won his Korean and United Nations ribbons.

Mid. Colin Winter, as you will learn within three minutes of meeting him, is from Victoria. He was in the *Ontario* while in the UNTD and comes to us from a provincial government job. When you speak with him, you find he is fond of Dizzy Gillespie, Gerry Mulligan, and others who go bop in the night.

Mid. Al "Newf" Bennett is from Trinity East, Newfoundland. Before putting up his white patches, he was a Cadet Medical Assistant (sick bay tiffy to you) in HMCS *La Hulioise* during her Coronation cruise. Al has the honour of being the only father among the Mids. His son, Phillip Alexander, was born June 26, 1954, and is the gunroom's youngest honorary member.

Well, there are five of the midshipmen, anyway. The editor has given me room for a sample and no more.

The midshipmen's course is a varied one and a busy one. Academic subjects as English, mathematics, naval history and physics are stressed along with parade drill, rifle drill, and sword drill.

A lot of time was spent in Seamanship School, in boatwork and in HMC Communication School. In addition, there are a host of other things: Officers' duties and responsibilities, first aid, aero engineering, damage control and fire fighting, battalion drill, court martial procedure, current events, padres' hours, naval aviation history, debating procedure. Finally, of course, physical training has been emphasized. The Mids have done basic tables, swimming, trapeze work, rope climbing, a field scheme, and the assault course, in addition to organized team sports such as volleyball, hockey, soccer, softball, and water polo. A busy six-month course and a valuable six months' experience is the reaction they have felt.

The students in this course have come from different provinces, have different ages and different backgrounds. But they have one thing in common, and it is the important thing. They all want a career in naval aviation and this common future that they seek has smoothed away their differences. It is something the Navy does for everyone in uniform, this throwing of people together to share common experiences and common adventure. Yet these fledglings, and myself, the duckling they chose as mascot, think it is especially true in naval aviation.—E.M.

"Weekend Magazine" went to sea in the Labrador, when the Arctic patrol vessel made her initial run from Sorel, Que., to Halifax. Cyril Robinson (right), feature writer and Louis Jaques, photographer, roamed throughout the ship during the three-day voyage obtaining material for a picture story on the ship which is scheduled to appear in Weekend Magazine in the early autumn. The well-known "Weekend" team is shown discussing a shot in the Labrador's wheelhouse. Photographic fans may be interested to know that Mr. Jaques is pictured with his usual working battery of two Leica's and two Rolliflexes, loaded with both black-and-white and colour film.



# EVERYBODY'S DARLING

*Sweetheart of UN  
Lives Only to be  
Kidnapped*

THE DARLING of the United Nations fleet in the Far East, glamorous Esther Williams, sailed with HMCS *Crusader* on a recent patrol in Korean waters.

The fact that she was "kidnapped" by the destroyer's captain and executive officer didn't seem to bother her in the least, for she made herself right at home in the wardroom, much to the delight of the ship's officers.

In fact, Lieut. Frank French, of Melville, Sask., the wardroom's only bachelor, said she'd like to stay with the ship for the duration of its tour in the Far East. However, jealous naval officers in American, British, Australian and other Canadian ships had different ideas.

In any event, there's bound to be trouble, for the *Crusader* is determined to keep her, while the scores of other United Nations ships in the Far East are just as determined that the *Crusader* won't.

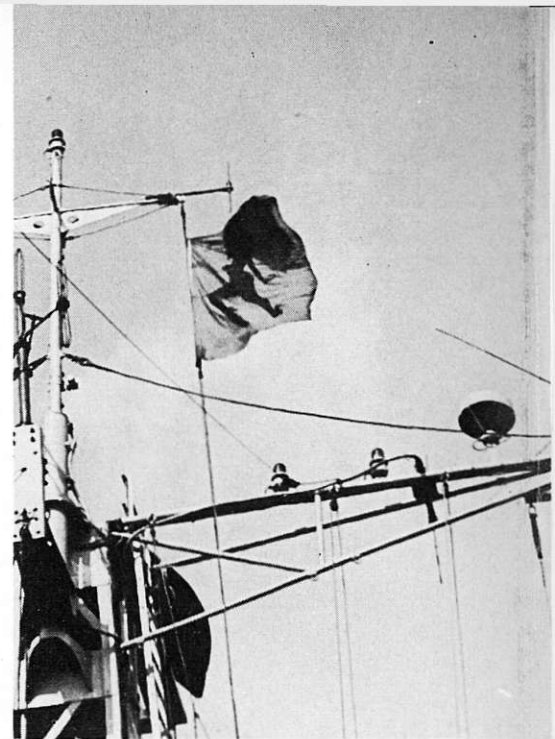
Esther has been tripping around the Far East fleets for the past 12 years and during that time, despite United Nations solidarity in all other matters, long and desperate battles have been fought in her name.

Esther isn't the famous swimming star in the flesh, of course—"she's" just a photograph. However, it's doubtful if any live woman since the dawn of history has commanded as much male attention as Esther's photo—Helen of Troy just possibly excepted.

The Esther story began in 1942 when she reported on board the Australian destroyer *Nepal*, along with dozens of other pin-up photos, to help boost morale. Esther was chosen by the *Nepal's* officers as their favourite, and remained with them until the end of the war, when she joined the destroyer *Bataan* for the Japanese occupation. The battles have been raging ever since.

The original Esther photo has been mounted as trophy, and a duplicate, protected by a sturdy plastic cover and framed in kapock to prevent her from sinking—she's been heaved into the water many times during the heat of battle—now serves as the sought-after prize. The ship holding the duplicate also gets the trophy, as well as the Esther pennant, which displays her shapely form against a yellow background. When Esther's on board, her pennant must be flown. Recently, a reputed cousin of Esther, named Fester,

Lieut. (JG) W. J. Whitley, USN, of the United States destroyer *Georges*, hands over the Esther Trophy and accessories to officers of the *Crusader*. Left to right: Lt.-Cdr. W. H. Willson, commanding officer of the *Crusader*; Lt.-Cdr. H. H. Smith, Victoria; Commissioned Gunner Fred A. Jones, Swift Current, Sask. Lt. Frank French, Melville, Sask.; and Lt. Whitley. (CU-1167).



has been added to the lot. Kinship is rather doubtful, however, for Fester's as ugly as Esther is beautiful.

An American destroyer was the first to woo Esther from the Aussies, who lamented:

*"A rusty old Yankee destroyer  
Was rotting in Sasebo bay,  
When by low and underhand cunning  
They came and stole Esther away."*

*"So she left her Australian lovers,  
And became an American's dear,  
With coffee and doughnuts for breakfast  
Instead of her usual beer."*

Since then, destroyer officers have fought for her continuously, using "brute force", "low cunning" and "vile stealth". The *Crusader* likes to think she acquired Esther by cunning (not low) and stealth (not vile). Early one morning in Sasebo, the captain, Lt.-Cdr. W. H. Willson of *Calagry*, and the executive officer, Lt.-Cdr. H. H. Smith, of *Victoria*, silently stole aboard the U.S. destroyer *George*, in drydock, while the remainder of the *Crusader's* officers hid in the shadows along the dock, ready for an all-out fight if necessary.

The valiant pair, carefully avoiding sentries, groped their way to the darkened wardroom where a lone officer, detailed to guard the precious Esther, slept peacefully and soundly.

The *Crusader's* captain snatched the trophy, and he and his accomplice made good their escape, only to discover to their horror that they had made off, not with Esther, but with her unattractive cousin, Fester.

Undaunted, they returned, past the ship's sentries and into the wardroom, where Esther's keeper still slept unaware. (It's been reported he's now serving in Lower Lower Slobbovia). This time they made no mistake, and Esther sat contentedly on the mantel over the fireplace in the *Crusader's* wardroom.

The surroundings weren't new to her, for she spent a brief time with the *Crusader* in January. She was then held by an American destroyer about to return to the States, and since Esther steadfastly refuses to leave the Far East, she was turned over voluntarily to the Canadians. Unfortunately, a horde of American officers from the destroyer *Walker* descended upon the *Crusader's* wardroom shortly afterward, shouting for blood and Esther. Out-numbered three to one, the battered *Crusaders* were forced to witness the abduction of their newly-won sweetheart.

The *Crusader* wasn't the first Canadian destroyer Esther had sailed with. Back in 1950, during the early days of the Korean war, she graced the wardrooms of the *Sioux* and *Cayuga*, and the *Athabaskan* made a strong bid to woo her from the former. But as the *Sioux's* sage relates:

*"Other lesser tribes have sought her,  
Full of wrath, and jealous were we,  
When one night with evil cunning  
Welland from the Athabaskan  
Tried in vain to win and keep her.  
From the ridgepole of our wigwam  
Hangs a blonde scalp as a warning  
To all others who hereafter  
Follow in his heedless footsteps."*

(The Welland referred to is Captain Robert Welland, of Victoria, who commanded the *Athabaskan* on her first tour of duty and is now commanding officer of HMCS *Venture*.)

Others did follow, however, and the *Sioux* lost her to the *Cayuga*, who in turn saw her taken away by the USS *Forrest Royal*.

How long Esther will stay with any one ship, no one can tell. Only Esther knows. Even though the *Crusaders* had set up an elaborate defence system to protect her, and although they maintained a 24-hour vigil at her side, there was no assurance that some morning before dawn she wouldn't steal away with some fast-talking Australian, or in broad daylight boldly take off with a noisy crew of marauding Americans.

But in spite of her fickleness—or because of it—Esther remains the sweetheart of the United Nations' Fleet.

FLASH: Esther abducted by HMCS *Haida*!

## Looking Astern

# THE DAYS of the DOLDRUMS

**I**N THE SUMMER of 1923 the newly recruited RCNVRs flooded down to Esquimalt for their first period of naval training. Interest in the armed forces was at its lowest post-war ebb and the RCN, strictly limited in finance and personnel, faced the knotty problem of training and disciplining men who had been recruited, for the most part, on promises of a two-week holiday with pay at the Pacific Coast.

The barracks themselves were not even fenced and anyone could wander in and out at will—and often did. The instructors did little to stop them, being only too glad to be rid of some of these unruly characters for a time.

Among the recruits was a cowboy from Alberta who spent most of his time instructing the seamanship class in the art of spinning a lasso, which appeared to arouse much greater interest than bends and hitches, even in the PO in charge.

Another humorist had been at some time a juggler in a circus and every now and again at the order "Slope Arms!" would bring the rifle up behind his back, spin it round his neck and come to the correct position to the delight of his classmates. The blasts

### Ex-Officer Wins BA 30 Years Late

With James Leslie Percy, ex-lieutenant-commander RCNVR, it's better late than never. Thirty years behind schedule he received His Bachelor of Arts degree recently from University College, University of Toronto.

He had begun the course 34 years ago but gave up after two years. Three years ago he decided to finish it up by attending night classes. He is assistant at Toronto to the president of Canadian Breweries Limited and subsidiary companies.

Between the start and finish of college Percy played a piano with a dance band, emerged from the 1929 stock market with enough money to wander in the Canadian West, make two Atlantic crossings and visit several South American cities. He wound up as Toronto manager of the Montreal Financial News Bureau.

He joined the RCNVR at 37 years of age, became an officer and served for five years, largely with RN warships in the Channel, on North African convoys and in the Far East, receiving two commendations from King George.

of the petty officer in charge went unheeded, for what could he do to a bloke only here for a two-week holiday? The writer, however, got considerably less of a holiday than most of the VRs chiefly for the reason that his past caught up with him.

I first saw HMCS *Naden* in the drowsy quiet of a Sunday afternoon when passing a sleepy sentry on the gate, I pulled up in front of the old brick building which looked far more like a private residence than a naval establishment. There were no signs of life as I entered, but peering through a door on my port hand, I saw an officer apparently asleep on a settee. It seemed a pity to disturb him so I settled down in a chair beside the huge fireplace. Presently he stirred and I came to my feet. "Come aboard, Sir."

He looked at me sleepily. Sat up. Rubbed his eyes.

"Oh, no!" he said. "Not you! It's a bad dream." He rolled over on his side, his face turned away.

I repeated my words in a louder voice. He rolled back and stared at me out of cold blue eyes. "Good Lord," he groaned, "what will we get here next?"

I was getting annoyed. In the war the feeling between the RN and VRs had not been particularly matey, but this was rubbing it in.

"Are you the Officer of the Day?" I remanded. "Because, if so, I'm reporting for duty."

"I am the Executive Officer and Officer of the Day. I hope you've got that grease washed off."

"Grease!" I repeated staring at him blankly.

"Yes, grease! I haven't forgotten that filthy trick of yours."

The voice was suddenly familiar. I stared at the clean-shaven face and saw it complete with jutting beard. It was in Mudros alongside the old *Europa*. We were playing the submarines at water polo. That day I had conceived the bright idea of smearing my body with engine grease to make it tough for a tackler to hold me. I recalled uneasily some of the things said by the officer with the beard and some of the things I had said—things an RNVR rating could only say to an officer on a sports field and get away with. My face went red.

Grinning, the officer produced a bunch of keys.

"We'll start training right now. I appoint you Second Officer of the Day, which means you can do the work."

My holiday had commenced.—A.C.E.

# OFFICERS AND MEN

## Pioneer Flyer Presents Wings

The first man in the British Commonwealth to fly a heavier-than-air craft presented observer's wings to seven successful graduates of No. 4 Observer class in a colourful ceremony at HMCS Shearwater.

J. A. D. McCurdy, who made the presentation, is a former Lieutenant-Governor of the province of Nova Scotia. Born in Baddeck, Cape Breton Island, August 2, 1886, he received his public and high school education in Baddeck, completed his higher education at the University of Toronto, and achieved a Master's degree in Mining Engineering.

In 1907, in conjunction with Glen H. Curtis, Dr. Alexander Graham Bell, F. W. Baldwin and Lieut. Thomas Selfridge, USN, he helped form the famous Aerial Experimental Association. In one of the planes built by the associates, the Silver Dart, he made the first successful powered flight ever undertaken in the British Empire.

Other firsts in his colorful history include the first air-to-ground communication by radio made in 1910, in New Jersey, and the first attempted flight from a ship at sea. The latter ended in failure when the flimsy propeller end

was damaged by a carelessly placed oil can.

In the First World War he trained the 600 pilots who formed the nucleus of the Royal Air Corps, and later he was instrumental in the formation of the Canadian Air Force. In 1929 he became president of the merged Reed-Curtis Aircraft Corporation, and during the Second World War he served as Assistant Director of Aircraft Production in the Canadian Government.

The observers winning their wings were Mid. Colin Clarke, RN, Gibraltar; A/Sub-Lt. Brian C. Wood, RN, Newcross, London, Eng.; A/Sub-Lt. Stacey N. Swift, RN, Muchhadham, Herts, England; Sub-Lt. James M. Williams, RCN, Winnipeg; A/Sub-Lt. Geoffrey W. Thompson, RN, Coventry, Eng.; Mid. Geoffrey D. Atkin, RN, Newport, Monmouthshire, Eng., and Sub-Lt. E. Ross Hunter, RCN, Manitou and Winnipeg, Man.

## Young Seamen's Division Formed

A Young Seamen's Division has been formed of all ordinary seamen and ordinary seamen (trained) borne in *Naden*. These men get more detailed instruction in elementary seamanship and

boat sailing and remain in the Seaman-ship Training Centre pending drafts to sea or to course, or until promoted to able seamen. Those promoted join up with the Manual Party.

Eighty-six young seamen were under various forms of instruction in May and by the end of the month most were drafted for further training afloat in the *Ontario* or to various schools for non-substantive courses.—H.K.

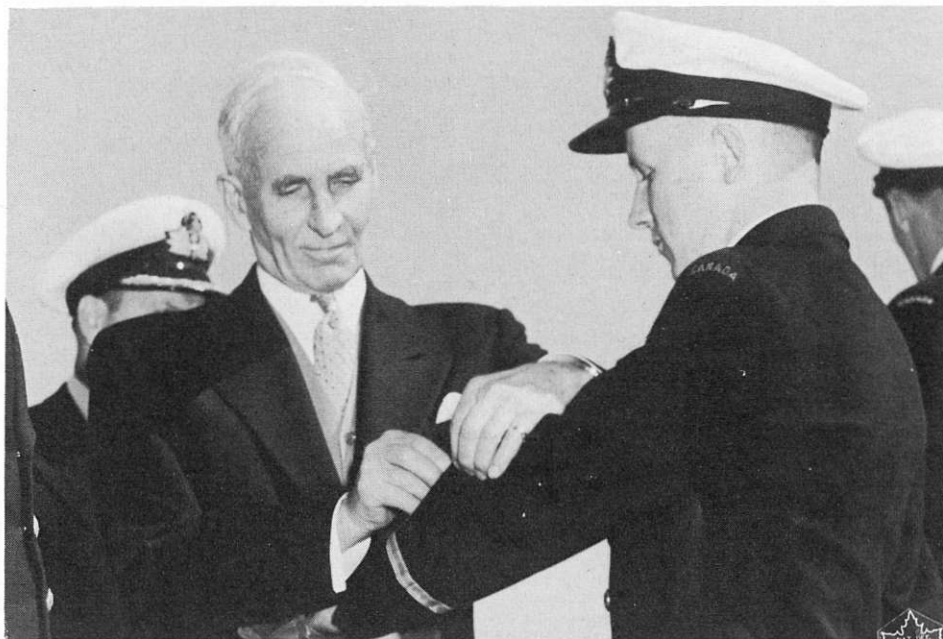
## Division Parties At Hong Kong Beach

Shek-O Beach, rimming a small crescent-shaped bay on the southeast corner of Hong Kong Island, was the scene of an enjoyable divisional party when the *Haida* visited Hong Kong this summer.

On the way to the beach the party (the Top Division) visited the famed Tiger Balm Gardens—a must for all tourists in Hong Kong. Half an hour was spent clambering around the terraces and fantastic figures found there. The keener photographers, including PO Frederick O. Skavn and Ldg. Sea. Frederick G. McBride, made a field day of this portion of the outing.

The road to Shek-O Beach leads past the War Cemetery, where the Canadian and other Allied soldiers who defended Hong Kong during the Japanese invasion of 1941 lie buried. The *Haidas* visited briefly here and at the great Tai Tam reservoir.

At Shek-O Beach, the afternoon was spent in swimming, playing ball and



J. A. D. McCurdy, aviation pioneer and former Lieutenant Governor of the province of Nova Scotia, pins the observer's wings on Sub-Lt. James Williams, Winnipeg, in a presentation at Shearwater. Sub-Lt. Williams was one of seven observers to graduate.

## Retirement

### CHIEF PETTY OFFICER ARNOLD HAROLD PARKINSON

Rank:	C1OT4
Age:	43
Length of	
Service:	25 years
Hometown:	Nanaimo, B.C.
Joined:	June 4, 1929
Served in:	HMC Ships <i>Naden</i> , <i>Vancouver</i> , <i>Skeena</i> , <i>Armen-tieres</i> , <i>Saguenay</i> , <i>Sambro</i> , <i>Cornwallis</i> , <i>Royal Roads</i> , <i>Crescent</i> , <i>Stadacona</i> , <i>Rock-cliffe</i> , <i>Nonsuch</i> , <i>Sault Ste. Marie</i> .
Awards:	Long Service and Good Conduct Medal, King George VI Medal.
Retired:	June 3, 1954.

dozing in the sand, the division returning to the ship in the early evening.

The success of the outing was measured by the frequency of the question addressed to the organizers, Lt.-Cdr. John A. D. de Broughton, divisional officer, and PO Hugh M. Anderson, divisional petty officer: "When's the next Top party?"

### Chaplain Marries Ex-Wren Officer

A wedding of wide interest in naval circles took place in Ottawa's Erskine Presbyterian Church on July 5 when Chaplain (P) G. Lea Gillard, Atlantic Command Protestant Chaplain, was married to Mrs. Grace Quinn, daughter of Mr. and Mrs. M. H. Merrill, of Ottawa.

Dr. E. G. B. Foote, Protestant Chaplain of the Fleet, performed the ceremony. Best man for the groom was Surgeon Cdr. J. A. Beggs, RCN(R), of Carleton. He and Padre Gillard were Second World War shipmates on board the auxiliary cruiser *Prince David*, during the period in which the ship took part in three invasion landings—Normandy, South of France and Greece. Standing in for Mrs. Gillard, an ex-Wren officer, was Miss Dorothy Dixie, also an ex-Wren officer who was a wartime "shipmate".

### Pictures of Home Adorn Labrador

Pictures on the bulkheads of the messes on board the *Labrador* remind members of the ship's company, amid surroundings of towering ice and chilly seas, of their hometowns at their summer best.

The prints are reproductions of original paintings forming part of the Seagram Collection of the "Cities of Canada". They and a copy of the late

Stephen Leacock's "Canada", published by the House of Seagram, were presented to the Arctic patrol vessel by Jacques Prefontaine, representing the House of Seagram. The book has been placed in the *Labrador's* library.

The presentation was made in the presence of A. Ludger Simard, managing director of Marine Industries Ltd., builders of the ship, and Captain O. C. S. Robertson, commanding officer.

### Wren Officer Assigned to SHAPE

To Sub-Lt. (W) Claire Marie Gagnon, 23, of Causapscal, P.Q., goes the honour of being the first member of Canada's Navy to be appointed to Supreme Headquarters Allied Powers Europe.

She took up her duties as a translator on the staff of the European Communi-



SUB-LT. (W) CLAIRE MARIE GAGNON

cation Security Agency at SHAPE July 19. It was also the first post-war appointment abroad for a Wren officer.

Sub-Lt. Gagnon was born at Causapscal in Quebec's Matapedia County on July 5, 1932. Her early education was obtained at a convent there, followed by two years at St. Joseph College, Rimouski. In 1950, she began an arts course at Laval University, obtaining her bachelor degree this year. In previous summers she was a part-time secretary in the provincial government.

Sub-Lt. Gagnon's mother tongue is French, but she translates and speaks English and Spanish as well.

She entered the RCN(R) at Montcalm in February 1952 in the writer branch and was promoted to acting sub-lieutenant in June 1953. Apart from naval

### New Anti-Aircraft Frigate Launched

The first of a new type of anti-aircraft frigate, HMS *Puma*, was launched on June 30 at the Greenock yard of Messrs. Scott's Shipbuilding and Engineering Co. Ltd.

The *Puma* is a ship of 340 feet in extreme length (330 feet between perpendiculars) and she has a beam of 40 feet. She will be armed with four 4.5-inch guns and will have two small additional guns and a "Squid" anti-submarine mortar.

These new anti-aircraft frigates are designed primarily for the protection of convoys against aircraft. They will also serve as a smaller type of destroyer in offensive operations.

The gunnery armament control is similar to that fitted in Daring class ships and the gun mountings are the same as those in the Darings.

This was the first launch of one of Her Majesty's ships at Greenock since the end of the Second World War.

training at Cornwallis as a Wren and, later, an officer's divisional course, she served last summer on the staff of the Commanding Officer Naval Divisions at Hamilton, assisting in the handling of reserve officer appointments.

Beginning two years of continuous naval duty, she left Montreal by air on July 18, arriving in Paris the next afternoon.

### Replacements Reach Padloping

Twenty men of the Royal Canadian Navy have gone north to begin a year of service at the radio station on Padloping Island on the east coast of Baffin Island.

They had volunteered to replace RCN personnel who took over operation of the Arctic station last September from the United States Air Force.

The station was established during the Second World War by the U.S. Air Force with the approval of the Canadian government. Its purpose is the gathering and transmission of weather data.

The volunteer replacements are from points in Canada extending from Vernon, B.C., to St. John's Nfld.

PO Aubrey J. Smyth, of St. John's, a communications specialist, is in charge of the station. The others are:

Communications — Leading Seamen Gordon L. Duncan, Kitchener, Ont.; William Krilow, Vernon, B.C.; Alec J. Lacour, St. John's Nfld.; Owen F. McKellar, Galt, Ont.; and Donald L. Ostler, Toronto; Able Seamen John C. Lamoureux, Cornwall, Ont.; Allan M. Crayden, Dartmouth, N.S.; and Ldg. Sea. James D. Holmes, Moscow, Ont.

Engineering—CPO R. Leeming, Halifax; PO Stanley Tunis, Hamilton, Ont.;

### Retirement

#### CHIEF PETTY OFFICER OSWALD HENRY SOUTHRON

Rank: C2ET4  
Age: 38  
Length of Service: 20 years  
Hometown: Ryley, Alta.  
Joined: March 12, 1934  
Served in: HMC Ships *Naden*, *Van-couver*, *Skeena*, *Fraser*, *Stadacona*, *Fundy*, *Comox*, *Battleford*, *Hochelaga*, *Giv-enchy*, *William Head*, *Niobe*, *Peregrine*, *Ottawa*, *Crescent*, *Rockcliffe*, *Ontario*, *Cayuga*.  
Retired: June 2, 1954.

Able Seamen Hugh McConnell and Robert W. Wagner, Toronto, and Ernest E. Zehr, Badeb, Ont.

Cooks—PO John J. Hemphill, Charlottetown, and AB Ronald M. Doucet, Montreal.

Electrical—Ldg. Sea. Joseph O. Thibault, St. Octave de Metis, P.Q., Ldg. Sea. Harry McKay, Sudbury, Ont., and AB John Ruan, Toronto.

Medical—PO Thomas E. Dagleish, Kingston.

Most of the volunteers went on leave before reporting during the last week of June to HMCS *Gloucester*, naval radio station near Ottawa. There they were equipped with Arctic clothing.

Besides manning the radio receivers and transmitters, members of the communications staff are responsible for weather observation duties and were given a special course at the Meteorological School at *Shearwater*.

### Trio Receive Jet Pilot Wings

Three officers of the Royal Canadian Navy have successfully completed their advanced flying training at No. 3 Advanced Flying School, RCAF Station, Gimli, Manitoba, and have been awarded their wings as jet pilots and have gone on to deck-landing training in the United Kingdom.

The trio, Sub-Lieutenants J. V. Searle, of Woodstock, Ont., J. M. Arnold, of Lindsay, Ont., and F. C. Willis, of Flin Flon, Man., joined the RCN two years ago and received their basic training at *Cornwallis*.

As midshipmen on board the *Quebec*, they visited such spots as Bermuda and

Qualified as jet pilots at No. 3 Advance Flying School, RCAF Station, Gimli, Man., Sub-Lieutenants J. V. Searle, J. M. Arnold and F. C. Willis have been appointed to the United Kingdom for training in carrier flying. (RCAF Photo)



When the *Iroquois* sailed on her third tour of duty in the Korean theatre she took with her six men who were also returning to Korean waters for the third time. Five of the men, above, are shown chatting by one of the ship's four-inch gun-mountings. Left to right they are: PO Jacques Bourque, Ldg. Sea. Ken Kirk, Ldg. Sea. James Hall, Ldg. Sea. Cyril Davis, and PO Frank Bannister. Missing from the picture is Ldg. Sea. Sam Rosko. (HS-31567)

New Orleans and had their sea-going experience topped by the *Quebec's* participation in the Coronation cruise and the Spithead Review.

As sub-lieutenants they were posted to RCAF Station Centralia, where they received nine months of primary flying training on Harvards. Selected at the end of their course for jet training, they were sent to Gimli for the 16 weeks of advanced flying which qualified them for their wings.

They were appointed to *Shearwater* for three weeks, their first contact with the Navy after more than a year with the RCAF, before taking up their appointments at No. 38 Jet Operational Training Unit in the United Kingdom to train to carrier standards.

All three have their hopes pinned on flying jets from the angled deck of the RCN's new carrier, the *Bonaventure*, a couple of years from now.

### York's Planes Join Search

On Sunday, August 1, aircraft from York's 920 Reserve Squadron took part in the search for possible survivors from the tragic disaster which overtook the Oakville Sea Scouts. The Sea Scouts had departed for a ten-day cruise on the lakes in sailing dinghies on a Saturday, but were overwhelmed by a sudden and unexpected storm. By nightfall it was apparent that one of the boats had failed to reach shore again. A search of

the area was started by local ships, including York's tug. By morning, the boat was still missing and, at this point, RCN, RCAF and civilian planes joined the search.

One of the naval Avengers piloted by Lt.-Cdr. R. Lyons, the Squadron's Staff Officer, and crewed by Ord Sea. Vernon Philips was first to sight the overturned boat some 15 miles off the shore. Their discovery was reported to the RCMP and Toronto Harbour Commission boats also taking part in the search. Later, when the search boats were well on the courses given them to intercept, Lt.-Cdr. Lyons again flew to the scene and directed the boats to the dinghy. Regrettably, while the dinghy was positively identified as the lost Sea Scout boat, there were no traces of the unfortunate crew members.

The squadron was pleased to have an opportunity to do what it could to help in this emergency. The actual sighting was made by Ord. Sea. Philips, who had only recently joined the squadron for training as an observer's mate. He was at the time on weekend leave from *Star* where he and other observer's mate trainees were taking a communications course. He and two others were spending their leave with the squadron, just to obtain flying experience. In civilian life, Philips is employed by the Photographic Survey Corporation and has had considerable flying experience as an aerial photographer.

Aircraft were not *York's* only contribution to the search team.

Saturday night, after a hurried fueling, the auxiliary tug *Plainsville* put to "sea" with a skeleton crew. The hastily mustered volunteers were: Commander L. D. Stupart, *York's* executive officer, Lt.-Cdr. Earl Grant, RCN staff officer, Sub-Lt. R. L. Perry and AB H. Hanson.

The *Plainsville* slipped at sunset, still taking fuel from a drum, and steamed on southwesterly courses into the search area. Although visibility was good, cloud layers intensified the darkness. A choppy sea also hindered surface spotting outside the searchlight beam.

The tug steamed a search sweep of about 40 miles without sighting survivors, bodies or wreckage. Out of radio and visual contact with other search craft, *Plainsville* returned to *York* at midnight.

### Officer Attends NATO College

The selection of Commander F. J. Jones, of Ottawa, to attend the next NATO Defence College course in Paris, was announced by National Defence Headquarters.

Born in Liverpool, England, Commander Jones was in the British Merchant Service before coming to live permanently in Canada in 1940. That

year he joined the RCNVR as an able seaman. He was promoted to probationary sub-lieutenant in January 1941.

Commander Jones, during the Second World War, commanded HMS *Persian*, minesweeper on North Sea duty, HMCS *Mimico*, corvette which took part in the Normandy invasion and the frigate *Matane*, which sailed with convoys to Murmansk and Gibraltar.

Since the war he has served at Naval Headquarters and at HMCS *Niobe* in London. He was to join the NATO staff course in Paris on September 5.

### Admiral Hose Heads NOAC

Canada's first Chief of the Naval Staff, Rear-Admiral Walter Hose, RCN (Ret'd), of Windsor, Ont., has been elected honorary president of the Naval Officers' Associations of Canada. He succeeded Rear-Admiral Victor G. Brodeur, RCN (Ret'd), who had held the position for several years.

The meeting of the NOAC Dominion Council, held in June of this year at HMCS *Hunter*, the Windsor naval division, elected the following officers: J. A. McAvity, of Toronto, president; R. B. Mitchell, of Halifax, vice-president (Maritimes); T. R. Durley, of Montreal, vice-president (Ontario); A. H. Ford, of Calgary, vice-president (Prairies); J. F. Stairs, of Montreal, honorary counsel, and P. B. German, of Ottawa, special Ottawa representative.

Harry McClymont, of Ottawa, was re-appointed secretary-treasurer of the Dominion Council.

The Council urged member associations to lend their assistance to the civil defence program. The new Venture Plan for the training of naval officers was the subject of favourable comment.

Next year's meeting of the Dominion Council of the NOAC will be held in Regina in June.

### Staff Changes At TAS Centre

Wind-up of courses and changes in appointments have accounted for a number of changes in the staff of the TAS Training Centre at *Naden*. Lieut. L. I. Jones, late of the *Portage*, is now Senior Instructional Officer. Lieutenants J. T. Belcher and W. G. Brown arrived from HMS *Vernon* to replace Lieutenants R. E. Rigg and W. A. Hughes, the former now being in the *Cedarwood* and the latter in the *Stettler* as sea training officer for the Cadets. Lieut. D. A. Crump has gone to *Cornwallis*.

Chief Petty Officer E. M. Carter and G. R. Hornett are in the United Kingdom taking courses in new TAS equip-



"Man-of-the-Year" at HMCS *York*, the Toronto naval division, for 1953-54 was PO W. Manson, who was presented with the Toronto Women's Naval Auxiliary trophy by Mrs. T. E. Loudon. The winner was decided by a vote of the ship's company. (Photo courtesy The Toronto Telegram.)

ment. CPO A. W. Tassell and PO B. R. Bottomley joined from the *Athabaskan*, CPO C. P. MacQueen and PO F. R. Andrews arrived from *Stadacona* after successfully completing a TASI course, PO R. W. Gray came from the *Antigonish* and CPO J. D. Blenkinsopp arrived from the *Crusader*.

### Fifteen Officers At U.K. College

Fifteen RCN junior officers are among Commonwealth naval engineering officers undergoing courses at HMS *Thunderer*, Britain's Royal Naval Engineering College near Plymouth, England.

The Canadians are Sub-Lieutenants (E) Keith Fiddy, Thomas A. Eyre, George M. Bolt, R. W. A. Roberts, Stirling M. Ross, Bruce M. Watson, Arthur F. Griffin, James A. Inglis, Joseph E. Nurse, Richard E. Stone and Albert H. Wagner, Constructor Sub-Lt. Robert C. Orme, and Midshipmen (E) Robert G. Jekyll, William H. Atwood and Gordon F. Smith.

At present 350 officers are under training in *Thunderer*. They include 15 from Canada, 17 from India, ten from Pakistan, seven from Australia, one each from Ceylon and New Zealand, seven from Burma and three from Persia.

Canadians who have already attended the Royal Naval Engineering College will be interested to know that training there is to be centralized.

### "Phew! Made It!"

Transfer of four new minesweepers to France this spring under the Mutual Aid Agreement was a major undertaking that called for fast work before the transfer deadline.

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast emphasized this in his Report of Proceedings for March.

"The last of these ships to join the fleet was HMCS *Fundy*, commissioned in Saint John, N.B. on 19 March. The commanding officer (Lt.-Cdr. A. H. M. Slater) and commissioning party went to Saint John . . . a week before the commissioning to do acceptance trials, and sailed the ship to Halifax two days after commissioning."

"This was a very worthwhile feat", he continues, "and reflects credit to the shipyard, the Resident Naval Overseer (Constructor Lt.-Cdr. George H. Rundle) and the ship's company."

Admiral Bidwell flew there for the commissioning ceremony, reporting subsequently:

"Such was the rush under which the work was done, that, immediately preceding the Lieutenant-Governor of New Brunswick and myself towards the ship and guard and band, was a dry-cleaning delivery man with the commanding officer's newly-cleaned uniform! The commanding officer, having left a pre-acceptance conference only ten minutes before, performed a remarkably quick change and hit the target on time!"

An Admiralty press release states that "approval has just been given for the building of a new accommodation block at Manadon near Plymouth.

"The buildings at Keyham (in another part of Plymouth's outskirts)—erected to house the college in 1880—will cease to be used as a part of the college when the new block is completed. Manadon House, with its hundred-acre site and ancient stone tithe barn was acquired by the Admiralty in 1936."

(It was used as a part of the college subsequent to the bombing of Keyham in 1940 when large losses were inflicted on staff and students and considerable damage done to the buildings.)

"The 17th century Inigo Jones mansion and the tithe barn now contrast sharply with the gigantic engineering bays and lecture buildings in which the fleet engineers now pursue their studies."

Present numbers under training are 350, including the 15 from Canada and proportionate representation from other Commonwealth navies.

### UNTDs Call at American Ports

The first UNTD division sailed in the *Portage* and *Wallaceburg* for Gloucester, Mass., May 20. After an enthusiastic reception in the home of the famous Gloucester men, and many activities arranged by the citizens for the ships' companies, they sailed for Philadelphia via the Cape Cod Canal and the Delaware River.

In Philadelphia, the ships were given tickets for stock car races and baseball games, and bus tours to historic and scenic spots were arranged. Official re-

### WEDDINGS

Able Seaman K. P. Conrod, *Wallaceburg*, to Miss Catherine Holden, St. John's, Nfld.

Able Seaman Fred Ford, *Naden*, to Miss Jannette Anton, Edmonton.

Able Seaman Douglas Herder, *Caribou*, to Miss Shirley Ryles, St. Eustache Sur Le Lac, P.Q.

Leading Seaman David Wilfred Kelly, *Naden*, to Miss Eleanor F. B. Spencer, Victoria.

Petty Officer Ronald Knapman, *Caribou*, to Miss Hope Moss, Cornerbrook.

Able Seaman Lawrence Richard Liesch, *Naden*, to Miss Marjorie Grace Fletcher, Victoria.

Leading Seaman Patrick Lundrigan, *Stadacona*, to Miss Lillian Roche, Charlottetown.

Able Seaman Clayton J. Miner, *Stadacona*, to Miss Elizabeth Ross Adie, Toronto.

Able Seaman Norman Ivison Purcell, Albion Lake Radio Station, to Miss Laura Jean Thorne, Dartmouth.

Sub-Lieutenant Harold Raymond Steele, *Magnificent*, to Miss Janet Catherine Thornhill, St. John's, Nfld.

Ldg. Sea. Harry James Verran, *Cornwallis*, to Miss Jean Constance Boyce, Halifax.

Lieutenant (MN) Mary E. Wilson, *Naden*, to Lieutenant-Commander Fred E. Corneille, *Naden*.



Mrs. Bessie Miller, wife of Petty Officer J. R. Miller, HMCS *Shearwater*, this summer presented her husband with their second consecutive set of twins. Mrs. Miller is shown holding Donald while PO Miller holds Frederick. The twins were a month old when the photo was taken. John and Frank (three years) stand in the rear while Florence, (five years), stands between her parents. (DNS-12427).

ceptions were held in the *Wallaceburg*, the officers' club in the naval base and at the residence of the British Consul.

On the return journey, evolutions were carried out for the benefit of the cadets on board. Highlight of the trip was the jackstay transfer of Lt.-Cdr. C. A. Prosser from the *Portage* to the *Wallaceburg* which took only 14 minutes.

On June 8, the *Portage* and *Wallaceburg* sailed for St. Georges, Bermuda, with the second UNTD Division, Fraser Division, under Lieut. R. S. Portchmouth.

Numerous sports events were participated in before the departure for Bridgeport, Conn.

After a week-end in Bridgeport, the ships returned to Halifax.

### Cookery Course Passed by All

All members of the 89th cookery class for trade group one at the Supply School in *Naden* obtained pass marks, with the class as a whole averaging 77.2 per cent.

High man in the class was Ord. Sea. M. L. Donnelly, with an aggregate average of 88.3. Able Seamen J. R. Watts and L. H. Boggs, followed with 87.2 and 83, respectively.

### Medical Assistants Complete Course

Thirteen medical assistants recently completed a course for trade group one at the Medical Branch School in *Naden*.

They included Able Seamen D. B. Alexander, S. E. Blakey, R. A. Bisson, E. W. Bowes, E. R. Bryan, R. T. Grist, L. E. Lecompte, M. D. Olynch, F. A. Rice and J. A. Thompson, and Ordinary Seamen E. W. Achtyemchuk, R. E. McGibbon, and A. J. Nosal.

### BIRTHS

To Lieutenant G. W. Babbitt, *Shearwater*, and Mrs. Babbitt, a son.

To Lieutenant-Commander (L) J. L. Belyea, *Naval Headquarters*, and Mrs. Belyea, twin daughters.

To Leading Seaman Les Bowman, *Naden*, and Mrs. Bowman, a daughter.

To Chief Petty Officer J. F. Guinard, *Wallaceburg*, and Mrs. Guinard, a son.

To Captain (SB) P. R. Hurcomb, *Naval Headquarters*, and Mrs. Hurcomb, a son.

To Chief Petty Officer W. J. (Pat) Morrow, *Star*, and Mrs. Morrow, a daughter.

To Able Seaman James Nicholson, *Naden*, and Mrs. Nicholson, a son.

To Petty Officer H. A. Rands, *Aldergrove Radio Station*, and Mrs. Rands, a daughter.

To Commander (S) K. M. Roy, *Naval Headquarters*, and Mrs. Roy, a son.

To Ordnance Lieutenant John Russell, *Naval Headquarters*, and Mrs. Russell, a daughter.

To Leading Seaman William M. Smith, *Aldergrove Radio Station*, and Mrs. Smith, a daughter.

To Leading Seaman Donald Taylor, *Naden*, and Mrs. Taylor, a son.

To Petty Officer Robert Terpenning, *Ontario*, and Mrs. Terpenning, a daughter.

To Leading Seaman R. U. Tuele, *Aldergrove Radio Station*, and Mrs. Tuele, a daughter.

To Petty Officer R. M. Waugh, *Niobe*, and Mrs. Waugh, a son.

To Ordnance Lieutenant Donald R. Whittemore, *Magnificent*, and Mrs. Whittemore, a son.

To Commander V. J. Wilgress, *Magnificent*, and Mrs. Wilgress, a son.

To Lieutenant (L) B. L. Wilkins, *Niobe*, and Mrs. Wilkins, a daughter.

# AFLOAT AND ASHORE

## ATLANTIC COMMAND

### HMCS Quebec

Even for those who did not contribute to the deluge of requests for leave which characterized her St. Lawrence River cruise, there was a certain spirit of home-coming in the visit of HMCS *Quebec* to the province for which she was named.

There are few sights more stirring than that of a jetty colourfully alive with summer dresses and bristling with arms waving in welcome. Even when a sailor's eyes seek no particular face, and he waves in response to no special arm in the midst of the many, he nevertheless is drawn into and warmed by that broader welcome which embraces the whole ship.

The *Quebec's* visit to Murray Bay coincided with the gathering there of the Quebec Council of Mayors whose members took the opportunity to examine their particular part of the Navy at close quarters.

The approach to Quebec City was an occasion for rejoicing both on board and ashore. Waiting families and friends

assembled at Wolfe's Cove could be seen from well down-river. In their midst, in faultless array, the guard from HMCS *D'Iberville* was drawn up, awaiting inspection by Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, who performed the ceremony immediately the brow was placed in position. Brigadier J. P. E. Fleury then inspected the *Quebec's* guard on the quarterdeck.

On conclusion of these formalities, the "natives" were pounced upon by their laughing, excited families, some of whom had travelled considerable distances for the occasion. In a very short time the ship's company was greatly depleted.

For those who remained, the stay at Quebec was far from dull. There were numerous opportunities for tours, sports and various other forms of entertainment. The city itself, so impressive by virtue of its position, its past, offered a wealth of experience for those with eyes to see. Many of the ship's company visited the famed shrine of St. Anne de Beaupre, and the nearby "Cyclorama", a remarkably realistic panorama of Jerusalem and the surrounding countryside at the hour of the Crucifixion.

In the vicinity of the Chateau Frontenac, monuments to those who founded the city and shaped her destiny stand in imposing array, imbuing the spot with sufficient dignity to strike awe into the best-disciplined of men; the *Quebec's* guard and band did full justice to that august gathering. On Dufferin Terrace, before the Chateau they gave an efficient and very moving presentation of the ceremony of "Beating Retreat" and attracted a large and appreciative audience.—H.R.P.

### HMCS Lauzon

The rather routine ship's program since the *Lauzon's* return from the West Indies with the First Canadian Escort Squadron was livened by a tour of duty as plane-guard for the *Magnificent*. This one-week stint was very successful from the *Lauzon's* standpoint, providing a welcome break.

The *Magnificent* approved of the action, too, as evidenced in this message, addressed to the *Lauzon*: "Thank you for your very efficient service during flying operations last week. I have never seen a target streamed and recovered faster".

The social life was brightened by a ship's company social in *Scotian*, the Halifax naval division, conducted by PO Joseph Coyle and his committee. CPO Alexander Watson acted as master-of-ceremonies, and AB Charles Doyon augmented the entertainment program with a display of gymnastics.

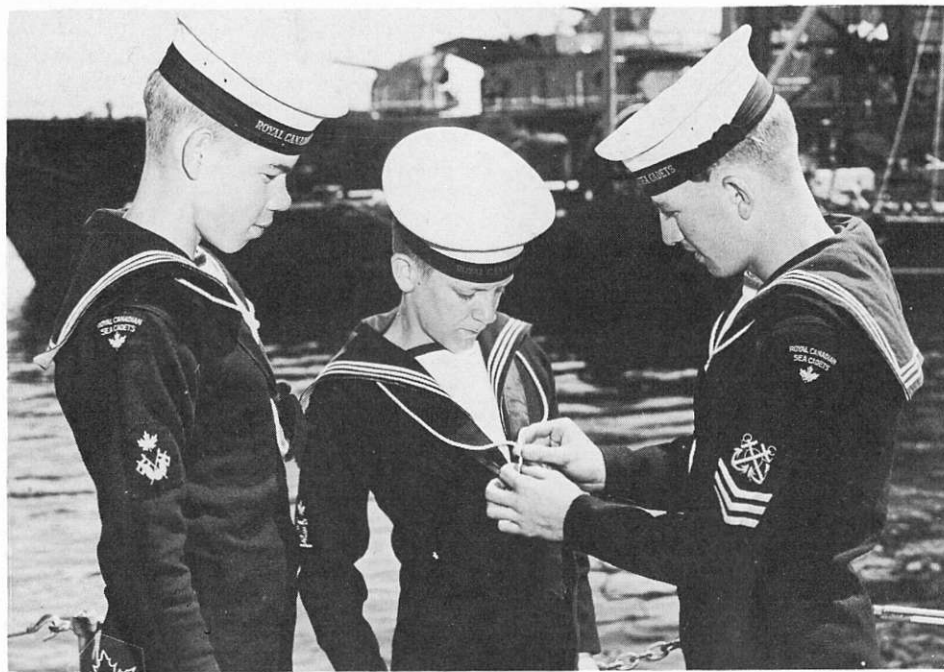
Lieut. Clarke McCredy left the ship on appointment to the *Magnificent* for direction duties, and Sub-Lieut. John Hall went to *Cornwallis* for an officer's divisional course. Surgeon Sub-Lt. Paul Giguere was appointed to *Star* and Sub-Lt. John E. McRae to the *Chaleur*. Lieut. John Liddell joined the ship from *Carleton*.

PO John Drake suffered a broken leg in a freak accident while swinging the brow into place.

### HMCS Huron

The ship's company of the *Huron* has developed something new in the way of ship's departures.

When the *Huron* was ready to sail on her third tour of duty under the United Nations Command in the Far East, relatives and friends of the ship's company down to say farewell were invited



One hundred and fifty-two Sea Cadets were trained in the quartermaster branch at Cornwallis this summer. Three of the members of the course are seen during a harbour craft cruise of Halifax and approaches. They are, left to right: Able Cadet Frank A. Denis, of Cornwallis, N.S., Able Cadet Patrick D. Smith, of North Vancouver, and Cadet CPO Donald K. Kaneluk, of Hamilton. (HS-31718)

aboard for a last look-around and then were treated to refreshments "on the house".

Before the ship's departure, the commanding officer invited the visitors aboard. Then, to the particular enjoyment of the smaller guests, ice cream, soft drinks and hot dogs were served.

### **HMCS Magnificent**

The first few days of June found the *Magnificent* in the closing stages of post-refit trials of the equipment which had been under repair and modification during the previous ten weeks the ship spent in HM Dockyard Portsmouth, England. These trials were carried out in the English Channel, south of the Isle of Wight. When they had been completed, the *Magnificent* proceeded to Belfast for an overnight logistics call and then set course for home.

The ship arrived in Halifax on June 11, after an absence of about 3½ months. No one noticed if the traditional fatted calf was embarked on arrival but, if it was, it was preceded by the inevitable bundle of draft notes, so that many long familiar faces disappeared from our midst.

The remainder of June was spent alongside in Halifax and, during this period, part-annual leave was granted to each watch in turn, the reduced watch-on-board being busily engaged in storing and preparing for flying.

July 5 found the "*Maggie*" at last getting down to the business of making up the lost flying time of the past six months. On that date the ship's squadrons, VF-871 and VS-881, embarked to open the flying phase of 1954. Despite the handicap of unco-operative Halifax-area weather, the refresher and qualifying CLP's were completed in short order and 881 Squadron was night flying by the 21st. Many of the newer members of the ship's company flocked to "goofing stations" for their first view of night landings and most were convinced that "there must be an easier way of making thirty bucks a month".

The remainder of the month of July was spent progressing flying training at sea in the Halifax area, with the objective of being top-line for the late summer A/S exercises with the USS hunter-killer force and for the annual NATO tactical exercise.

## **PACIFIC COMMAND**

### **HMCS Cayuga**

The *Cayuga* spent Dominion Day in the Japanese port of Nagasaki and the six-day informal visit to the famous city was highlighted by a heavy program of entertainment, sports and official functions.

On July 1, Commander William P. Hayes, CO of the warship, paid his official calls on the governor and mayor and was their host at luncheon on board. Later in the day thousands of

citizens visited the ship and in the evening the commanding officer and officers were hosts to civic dignitaries at a reception in the wardroom. Later the commanding officer and officers were entertained ashore by the governor and mayor.

Tours of the city, target for one of the two atomic bombs dropped in Japan during the Second World War, were popular with crew members. Inclement weather forced cancellation of many of the scheduled sports events, but the *Cayuga's* soccer team managed to split two games with Nagasaki squads, winning against the city's all-stars, 2-1, and losing to Nagasaki University by the same score.

It was felt by all on board that the visit did much to provide Japanese and Canadians alike with a deeper understanding of each other.

### **Diving and Explosive Disposal Training Centre**

Lt.-Cdr. Phil Henry took up the appointment of Officer-in-Charge, Diving and Explosive Disposal Training Centre, on May 10. He succeeded Lt.-Cdr. Ben Ackerman who joined a JOTL Course.

Diving Tender No. 2, under the command of Lieut. W. H. Myers, diving officer, in conjunction with CPA personnel, salvaged a Mustang aircraft in the Fraser River near Sea Island on May 18.

A "frogman" team, consisting of Cdr. Ordnance Officer S. M. Sellars, CPO R. E. Wigmore and Able Seamen Robert Larson and W. G. Sutcliffe, put on two demonstrations daily at the Sportsmen's Show in Calgary from June 1 to 5.

An attack on an enemy harbour was simulated in a 30-foot pool. Wire netting, stretched across the pool to represent the enemy harbour defence, was cut through and a small building, supposedly a radar installation unit at the end of the pool, was blown up. Approximately 57,000 people witnessed the show.—W.H.M.

### **HMCS Sault Ste. Marie**

During the early part of May, the *Sault* exercised with the *Ontario* and *Sioux* at Nanoose Bay and acquitted herself well in all fleet exercises, general sea and harbour drills, full calibre firing and recovering torpedoes. Petty Officer D. McKee was particularly commended by the captain of the *Ontario* for his speedy securing of a torpedo and his efficient handling of the whaler.

The *Sault Ste. Marie* has been fortunate in her weekend training trips. The Navy was asked by the mayor of Bellingham, Wash., to provide a cruiser, two destroyers and the band and drill



The sorrow of parting was blunted, particularly for the children, when the *Huron*, on the verge of sailing for the Far East, was the scene of an informal reception for relatives and friends, with ice cream, hot dogs and soft drinks laid on by the ship's canteen. Here, little Beryl Pace, daughter of Ldg. Sea. and Mrs. Lorne Pace, of Timberlea, N.S., helps to dispose of the ice cream. (HS-23073)

team from *Naden*, to lend additional glamour to their Blossomtime Festival. On the evening of Friday May 7, the *Sault Ste. Marie* slipped from Esquimalt, proudly carrying the burdens of a cruiser and two destroyers, and the bodies of *Naden's* band.

After an early landing a most impressive colours ceremony, with full band and armed platoon was held on the jetty, where the local inhabitants, already gathered in considerable strength, were gratifyingly impressed.

The ship's platoon, preceded by the *Naden* band, led the parade through Bellingham during the forenoon, and the honour of the Navy was well upheld both then and in the evening, when the band marched and counter-marched in the ball park.

The Blossomtime Queen and her attendants were entertained in the wardroom at lunchtime, and the ship was open to visitors in the afternoon.

A drumhead Divine service was held on the jetty on Sunday, with the band providing the music for the service, and with about 70 guests in attendance.

### Recruiting Team Lends a Hand

How the Navy was able, in a small way, to give help in time of trouble in a Nova Scotia town was told in a letter sent to the Commanding Officer, HMCS *Scotian*, the Halifax naval division, by Stephen Pike, MLA, welfare officer of the Springhill branch of the Canadian Legion.

Mr. Pike wrote:

"We would like to bring to your attention, the actions of the recruiting team for the Navy, which visited Springhill this week with the Canadian Legion hall as headquarters.

"The recruiting team under Lieut. (E) L. W. Smith, and composed of Ldg. Sea. W. J. Holloway, and Ldg. Sea. B. K. Walker, driver, arrived in our town yesterday morning, July 29, just as our town was experiencing a terrible accident in the local mines, an accident which was almost a disaster. In the accident two men lost their lives and sixteen men were hospitalized.

"Lieut. Smith, on hearing of the accident, immediately dispatched Driver Walker to the pit head with the Navy station wagon to be used as an ambulance. He also dispatched Ldg. Sea. Holloway a trained medical assistant to the hospital to help with the wounded. I have heard since that Holloway's help was as good as ten men.

"An accident to our mines affects all the citizens of our town and all assistance rendered is not soon forgotten. In this case many people from other places offered their services. We feel that the actions of the Navy personnel at this time did much to further the good public relations of the Navy in our town."



If any beginners in the service are under the impression that Chief and POs spend their time chewing rusty nails and spitting brimstone, let them gaze on the accompanying picture. While the "Maggie" was at refit at Portsmouth, England, five of the cross-hooked and three-button members of the crew, on their own initiative, but with the connivance of the galley staff, loaded a jeep with ice cream and other delicacies and made their way to the Southsea orphanage of the Sisters of Nazareth. The happy results are shown. (Mag-5721)

On the return trip, Oropesa sweeps were veered in slow time, boats crews were exercised, and the Reserve Officers paraded their ship handling skill by coming alongside a floating "jetty" built by the shipwright.

Additional watchkeeping officers and men from *Malahat* were borne during the last weekend of the month when the *Sault Ste. Marie* monitored the famous Swiftsure yacht race, in company with the *Porte Quebec* and a US Coast Guard cutter. Sailing was tricky, with winds varying from half-gale to a flat calm, and four yachts had to retire, three with blown-out mainsails.

In an almost incredible finish for a 136-mile race, the first five yachts passed the finish line in ten minutes.

### Communication Training Centre

For the first time in about nine years, courses for RCN communicators were held at *Naden's* Communication Training Centre. Trade group two courses, radio and visual, were completed in June with some gratifying results. At the top of the CR2 class was Ldg. Sea. G. F. Freeman, and Ldg. Sea. C. W. Drummond headed the CV2's.

The Training Centre was thankful for the return of several instructors from Comschool at *Cornwallis* enabling it to meet the demands made by the summer schedule for cadet and reserve training.

### Aldergrove Radio Station

By the middle of August, Canada's "evergreen playground", at least in the vicinity of Aldergrove, had enjoyed only five days of summer weather—a fact

which made the completion of the station's new recreation building a matter for great rejoicing. The building now only awaits official acceptance by the Navy.

Among the recent departures from the station was that of CPO Henry Abercrombie to *Naden* for release on pension. Others who left for *Naden* included Petty Officers Ronald Bennett and Graham McKay and Leading Seamen Robert Coons and Kenneth Glazier. PO Robert Connor has gone to the *Sault Ste. Marie*, PO Lloyd Milton to the *Sioux* and CPO Ralph Davies to *Cornwallis*.

Recent arrivals at the station, all from *Naden*, included Chief Petty Officers Thomas Fraser and David Larkey and Leading Seamen John Quaife and Darrel Scales.

While Aldergrove relished the honour of having the only Navy team entered in an international softball league, weakness in the pitching section sent the team down to defeat for the fourth year in a row. Although unsuccessful, the players won full marks for good spirits and sportsmanship.

### Ordnance School

The Ordnance School was operating at full blast in early summer with an ordnance officers' qualifying class under way, 17 cadets under instruction, one technician class, one armourers and two armourers' mates classes on course and another mates class waiting to start.

An armourers' mates class had qualified a short time previously and its

members are now at sea putting school-work to practice.

Ord. Sea. J. A. Webb, a potential armourers' mate, was selected for university training instead. Three Wrens also underwent training in the school. They were Wrens Elizabeth Chery and Evelyn Metcalf of *Hunter* and Joanne Morgan of *Donnacona*.

Messrs. Alfred R. Lee and Ralph V. Courtney, newly-appointed branch officers, completed their divisional course at *Cornwallis* and returned to the West Coast to take up appointments in the Naval Armament Depot and the *Ontario*, respectively.

### TAS Training Centre

The TAS Training Centre at *Naden* has seen many changes in staff and the completion of various courses since the beginning of the year. Four TD3 and one TD2 classes qualified, and five TD3 classes and another TD2 course were under way in June. Reserve training was also going on, three men having qualified for TD3 and one for TD2 up to June 9.

The visit of U.S. Navy submarines *Greenfish* and *Gudgeon* provided a chance for qualifying classes to carry out A/S exercises at sea in the frigates *New Glasgow* and *Stettler*. Cadet training was also under way to the mid-year mark with two groups at the Centre then and others scheduled at regular intervals throughout the summer.

## NAVAL DIVISIONS

### HMCS *Star*

(Kitchener Tender)

The Kitchener navy went to sea in June for the first time since the tender to *Star* was organized this spring. Six officers and men, including the commanding officer of the new tender, Lt.-Cdr. J. R. H. Kirkpatrick, were aboard the *Beaver*, *Star's* training Fairmile, when she made a round trip to Windsor. Also on board were six sea cadets from the Kitchener-Waterloo corps, RCSCC *Warspite*.

The cruise was aimed at familiarizing the officers and men with the Fairmile, and also enabled the officers to attend the annual meeting of the Dominion Council of the Naval Officers' Association of Canada in Windsor at which former Defence Minister Brooke Claxton was the guest speaker.

Officers and men making the trip besides the commanding officer were Lieutenant-Commanders Gordon Haslam and Walter Piercey, Lieut. J. Ross Morrison, PO John Smith, Ord. Sea. George Hartung and Robert Froelich. Lieut. Jack Gould, RCSCC, headed the group of six Sea Cadets.

## Names of Lost Ships Recalled

Familiar names will greet naval personnel visiting the new Commodore Park subdivision at Woodlawn, Halifax suburb, for the street names commemorate Canadian warships lost during the Second World War.

Among the names are Margaree Parkway, Athabaskan Street, Valleyfield Road, Louisburg Lane, Skeena Road, Guysborough Avenue, Spikenard Street, Bras d'Or Terrace and Raccoon Road.

Set aside by the planners is a site for the location of a permanent memorial to all RCN warships, officers and men lost in the Second World War and land for a future school to be built in memory of HMCS *St. Croix*, a destroyer sunk by acoustic torpedo in 1943.

When the subdivision was opened recently, the key to one of the first homes was turned over to the new owner by Commander P. F. X. Russell, commanding officer of the 1st Canadian Escort Squadron.

The naval touch even extends to a new bungalow design prepared for the development. The architects have named it "The Quarterdeck".

### HMCS *Discovery*

Bright and early on Sunday morning, June 27, a group of reserve officers and Wrens of HMCS *Discovery* and 40 Canadian Army Cadets embarked in the minesweeper *Cordova* and set out on the sunny expanse of the Pacific (Georgia Strait, that is) for a training cruise. For many of the new-entry Wrens, this was an entirely new experience—being "sea-going sailors" for the first time.

The Wrens were fallen in, assigned watches and sent below to shift into the "rig of the day" in their case jeans, sweaters, gym shoes and other serviceable garments. The watches covered quarterdeck, forecastle and wheelhouse, where verbal and practical instruction was given, and the galley, with practical, if not so new, experience in serving, cleaning, washing and drying. A stop was made at Bowen Island to disembark the Army passengers.

Dinner resulted in some confusion and disappointment for the Wrens who had been serving and handling aromatic roast pork and chicken. Officers and men, and the other Wrens, obviously shared their enthusiasm for the food, for by the time the galley Wrens were ready to eat there was none left! After a short delay and many moans, they fared well on bacon and eggs.

The highlight of the cruise, minesweeping, began at 1300. Helping with (or perhaps hindering) the preparation and lowering of kite, otters and floats gave the Wrens a first-hand picture of the business of Oropesa minesweeping.

Play by play explanations by instructors made the lesson complete and effective.

The actual sweeping, after all was organized, produced no mines, but again much information was gained by participants and spectators. Hauling in and stowing away the equipment did produce a catch of "miniature mines"—"sea onions", known elsewhere as kelp.

The remainder of the cruise consisted of general instruction, observation and supper — this time enough for everybody. There was a short stop at Bowen Island for an exchange of greetings over the side with holidayers and to pick up the Army Cadets dropped off on the way out. The hurried change back into uniform took more time than anticipated, with too many Wrens and too many scattered, unmarked garments in too little space. But they made it, and the tired, sunburned but happy group of Wrens arrived back at *Discovery* at 1830.—M.W.

### HMCS *York*

"A decided success" was the verdict of members of *York's* contingent on the weekend they spent as guest of the U.S. Navy Reserve Surface Battalion at Rochester July 10 and 11. But that phrase doesn't quite describe the results of their efforts in the various competitions against the Rochester Reservists, which are a feature of these annual exchange visits.

The Rochester crew upset *York's* winning record for the first time since the Second World War by registering a clean sweep, defeating the *York* reservists in the rifle competition, whaler pulling race and tug-of-war. Earlier, however, they stood admiringly by as *York's* gun run team demonstrated its skill in an intricate cannon drill.

The competitions and drill highlighted the latest visit of the Canadian naval reservists to Rochester. The visits, which symbolize the friendship between the two nations, date back to 1927. It has been only since the Second World War, however, that they have been conducted on their present annual exchange basis.

For the first time in many years, the U.S. reservists defeated the Canadians in the one-third-mile boat-pulling race. Rochester's four-man rifle team took the rifle matches at Float Bridge Rifle Range, while the tug-of-war team out-pulled its Canadian rival. The competitions were followed by a buffet dinner and dance at the Summerville Naval Militia Armory. The weekend visit ended Sunday afternoon after church services and a softball game between the two units.—R.R.



# The Navy Plays



## Divisions to Vie For New Trophy

Malahat accepted the challenge of *Discovery* to a sports meet at Vancouver on June 19 and captured the .22 rifle shoot and badminton events, while the host division was victorious at basketball and volleyball.

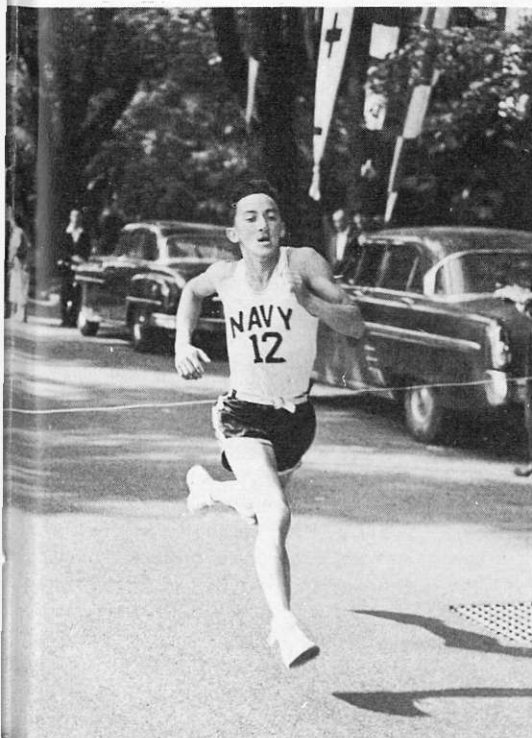
The Victoria Division has produced a trophy, the Carpenter Cup, to be competed for annually among *Malahat*, *Discovery* and *Chatham* personnel.

## RCN Plays Big Part in Carnival

At Fort Churchill, the armed forces of Canada and the United States work hand in hand. Since the American holiday of the Fourth of July comes so close to the Canadian holiday on the 1st, everyone compromises and celebrates on the 1st, 2nd, 3rd and 4th. Even the sun joins in the holiday mood, for this is the time of year when, in these latitudes, it is never really dark, and even at midnight, the red glow of the sun just below the horizon can be seen.

To mark the occasion, it has become the custom in Fort Churchill to hold an annual carnival, the proceeds of

A feature event in the Halifax Natal day on June 21 was an eight-mile road race. AB Kiyota Takaakoa, Calgary, is seen finishing the race in a burst of speed which made him the undisputed winner. (HS-31474)



which go to a fund to send the Boy Scouts and Girl Guides to summer camp. Each service or civilian organization enters a candidate for carnival queen, and also enters teams in the sporting events. The queen is elected on the number of voting tickets sold by her supporters, and competition is keen. To the winning teams in the sports events go small individual trophies and large team trophies.

In all these activities this year the RCN played a big part. As early as May 24, men of the station were canvassing the camp and the townsite, selling tickets in a valiant effort to put Wren June Patricia Buchanan at the top of the queen list. Skeet and rifle fans spent long hours on the ranges, the basketball, volleyball and softball teams worked out whenever possible, and the tug-of-war team trained on vast quantities of food and drink. Only the horseshoe pitchers showed that calm disdain for training which is the mark of their race the world over.

The sports events got away with a crack at 0900 on July 2 as the rifle teams went into action. The RCN contingent, under Lieut. (S) Jean M. Pinet, although not spectacular, were steady, and finished a close second to the Canadian Army. The skeet gunners, following the lead set by Chief Shipwright Lewis S. Parsons, triumphed over all opposition to top teams from the Canadian Army, RCAF, U.S. Army, Defence Research Board and civilians. Chief Parsons claims he learned to shoot in Newfoundland, where he used to go out with his father's musket and "four fingers of black powder and five fingers of shot".

On the ball fields, the volleyballers went down before the RCAF team, while the basketball crew defeated the RCAF, only to be downed by the U.S. Army. The softball team went into the semi-finals with ease, then lost a close game to the RCAF. However, all this activity gained for the RCN a total of three points towards the grand score, to add to the five earned at skeet and the three for second in rifle shooting.

The tug-of-war team was having its troubles. After winning over a U.S. Army in two straight pulls, it ran into a massive group of bodies representing the Canadian Army. There is still some

## "Stiff" Scares Guards Stiff

Two commissioners, making night security rounds at *Naden* recently, peeped in a window of the Medical Branch School and shone a flashlight around in the prescribed manner. The beam of light fastened on a bed wherein lay a man, obviously very sound asleep.

Thinking he was probably a medical student who should be elsewhere, they did everything but break the window in an attempt to waken him. Their concern turned to alarm when the body didn't stir, and a quick call was put through to the Duty Chief at the RCN Hospital.

He assured them there was no cause for excitement. It was just a practice dummy.

discussion as to whether or not the Army end of the line was made fast to a truck standing nearby. When the dust had cleared, the Army were winners, but Navy had to pull off against RCAF for second place. This was done Saturday morning. The commanding officer was placed in the forefront of the Navy team for this, and whether it was his weight or his scowl which frightened the airmen will never be known, but Navy won easily, adding another three points to their total.

The horseshoe pitchers ran into a group of old civilians who had been calm longer than they, and wound up out of the money.

On Saturday, July 3, the day began with a fly-past by an RCAF Dakota, which sprayed the camp liberally with DDT and fuel oil, killing most of the mosquitoes. The big parade moved off at 2 p.m. with floats from all services represented, and several from the town of Churchill. The Navy entry was a service dinghy, fully-rigged and well decorated. After the parade, the ceremony of crowning the queen was carried out. Then everyone dispersed to try their luck at the various games of chance or bingo, or to watch the finals of the sports events. The U.S. Army won the meet with 20 points, RCN, next with 14, RCAF close astern with 12, Canadian Army with 11 and D.R.B.-Civilians with six.

The RCAF, capitalizing on their mobility, had sold tickets for their Queen throughout the Far North, and there are

Eskimos all over the Arctic who now own pink tickets marked "One vote for Barbara" and which they think are powerful white man's magic. It was powerful enough, anyway, to put the RCAF Queen, Miss Barbara Westwell, well out in front.

At 1700 on Saturday the RCASC laid on a huge buffet supper for the 1,500 who attended. From there the crowd moved to the school auditorium, where the sports trophies were presented, followed by a show by a USO troupe from Washington, D.C., and then a big dance.

Sunday was devoted to post mortems on the sports events and to rubbing sore muscles. On Monday, the USO troupe gave several shows, including two in the men's mess at the naval station. On Tuesday the Boy Scouts and Girl Guides cleaned up the debris, but they were quite happy about it all. The carnival had netted them well over \$2,000, enough to send them all to camp at Clear Lake, near Winnipeg. The Navy, although worn out from all its efforts, is determined to be tops in everything next year. After all, it is for a worthy cause.

### **Sports Meet Held At Bedwell Harbour**

Sports and recreation featured a weekend spent at the Pacific Command's "summer naval base", Bedwell Harbour on South Pender Island by the *Sault Ste. Marie, New Glasgow* and *Stettler*.

A sailing race with dinghies and whalers was not too successful, owing to the lack of wind, but a challenge issued by the "Soo" to the *New Glasgow* produced an exciting softball game.

The cast from Naden Entertainment Centre which performed in a two-hour variety show for patients of Wilkinson Road Hospital, Victoria, included, front row, left to right: Ldg. Sea. J. E. Woods, AB T. M. Brophy, and AB K. H. Reiter; back row: Laverne M. Sands, organizer; Ldg. Sea. L. P. McGilles, AB A. C. Ryan, Ldg. Sea. John R. Balls, Cd. Commissary Officer Cliff Way, PO H. R. Dunn, RPO Harold Bingham, master of ceremonies; John C. McLeod, hospital official; and AB Bob Gillespie, producer. (E-27357)



PO Jack Allan, with smashing three-bagger, pulled a 9-4 game out of the fire and the coastal escort's nine subsequently won 11-10. A second game, between engine room personnel of each ship, was lost to the frigate.

A beach party and smoker in the evening brought forth some impromptu entertainment, topped by the "Soo's" coxswain, CPO Henry Sylvester, who turned out to be an exceptional storyteller.

### **Classes Halt Ball Schedule**

Gloucester, the only Navy entry in the Russel-Carleton Counties Softball League, was forced to withdraw its team from the intermediate playoffs late in July because three key players were required for night classwork at the Ottawa naval radio station.

### **Stadacona Nine Enters League**

Stadacona has a baseball team, coached by Mr. "Ginger" Robbins, (ex-Chief Gunner's Mate) in the Halifax and Dartmouth Intermediate League. Two of last year's players on the team are Able Seamen Joseph Perron and Ray Johnston, from the Supply department.

The water polo team, under its playing coach, AB John Rasmussen, is taking daily work-outs and is on the lookout for competition.

The *Stadacona* soccer team got off to a successful start in the Halifax and District Soccer League, winning its first three games. Leading goal-getter was

the coach, PO Johnny Pike, with three scores to his credit.

The softball team, coached by CPO Fred Kelly, moved into second place in the Halifax Intermediate Softball League.

### **MTE Captures Rifle Trophy**

The Mechanical Training Establishment won Naden's .22 rifle shoot with a team consisting of CPO F. A. Fellow, Petty Officers J. T. Little, W. R. Senior and J. F. Redlin and Ldg. Sea. R. K. Barrett. The trophy was presented during ceremonial divisions to CPO Fellow by Commodore K. L. Dyer, Commodore RCN Barracks.

The MTE was well represented in interpart competition for the Cock of the Barracks and its four divisions were well up in the standings in boat-pulling and softball. No. 4 division placed third in the Gorge Regatta.

### **Star Captures Softball Opener**

*Star* defeated *York* 11-5 in the first of a series of softball games scheduled between the divisions on Lake Ontario. The game, played on *York's* home grounds, began with each team scoring two runs in the first inning. The teams remained deadlocked until the fifth inning when *Star* scored three runs to take a lead they never relinquished.

There were four home runs in the game, with AB W. C. Cummings and Ord. Sea. H. W. Levey each hitting two.

### **Malahat Helps Navy to Victory**

A Navy team has captured the Gordon Highlanders' .303 Rifle Shooting Trophy for the first time since it was presented in 1921 for inter-service competition in the Victoria area.

Two of the outstanding naval marksmen were CPO Walter Burch and Wren D. J. Schaeffer, both of *Malahat*, the Victoria naval division.

### **Royalty Sees Ottawa Win**

A surprise visit by the Duke of Edinburgh capped a red-letter day for RCN cricketers in Ottawa who defeated a team from *HMS Sheffield* on July 29 in an all-day match on the luxurious grounds of Rideau Park, the site of the Governor-General's residence.

His Royal Highness saw the finish of the game—the first RCN versus RN

contest ever held in Ottawa—in which Naval Headquarters outplayed the British team 127-61.

The Duke was resting during the day at Rideau Hall after a flight across the Atlantic to begin his recent tour of Canada. Looking cool and refreshed after an afternoon swim, His Royal Highness, Governor-General Vincent Massey and their staffs were strolling over the Government House lawns as the game neared the finish.

The Duke met the players as they left the field, among them the team captains and Constructor Commodore Roland Baker, president of the Ottawa Valley Cricket Council. While he chatted with the losers, Cdr. (E) E. B. Good of the Canadian club came up to him and said: "Sorry you had to see us beat the *Sheffield*, sir!"

After more than a quarter-hour of talk with the contestants, the Duke and his host strolled to the residence to prepare for dinner.

The match was arranged by the RCN to coincide with the visit of the British cruiser—flagship of the Royal Navy's America and West Indies Squadron—to Montreal from July 28 to August 6. Her team was brought to Ottawa by service bus and returned to Montreal that night.

Play started late in the forenoon with the RCN batting first. Lt.-Cdr. E. Petley-Jones was top Canadian batsman, who knocked up 50 runs before he was retired. Constructor Cadet L. E. St. Hill scored 31, Cdr. Good made 17 and Commodore Baker, 20, contributed some welcome runs to pull the Canadians out of a minor slump.

Cadet St. Hill bowled throughout the innings, taking seven for 17 runs to make a pretty good day of it. *Sheffield* batsmen never really settled down except for a Royal Marine who scored 25 in good form.

However, their batting side was better than the final score indicated. They were forced to use a long string of bowlers, too, but proved excellent fielders, an Australian midshipman taking four difficult catches behind the wicket.

Vice-Admiral E. R. Mainguy, Chief of Naval Staff, lunched with the teams in the pavilion. A buffet there followed the game.

Captain Dudley G. King was captain of the Ottawa side. Other Canadian players included Cadet C. R. H. Thoms, Cdr. (E) R. G. Raper, Lieut. (E) A. C. H. Wildsmith, Sub-Lt. J. A. Park, Cdr. R. A. Green and Lieut. (S) F. S. Anderson. Commanders Good and Raper are RN officers on loan to Canada.



The Maritime Museum on Citadel Hill in Halifax gained another treasure recently when Superintendent Henry A. Larsen, the RCMP's leading Arctic veteran, presented the bell of the patrol ship *St. Roch* to the museum. The *St. Roch*, famous as the first ship to sail both ways through the North West Passage, is being returned to the west coast where she will serve as a museum. Left to right, above, are Commander Bruce Carnall, captain of HMCS Gaspé; Captain C. H. Gilding, Curator of the museum; Superintendent Larsen and Inspector James Fraser, Dockyard RCMP Marine Division. (HS-31841)



The Shannon Park float entry in the Halifax Natal day parade won the first prize for the best decorated float. Designed by CPO C. R. Mann, Lachine, P.Q., the float was built by seven Chiefs and POs who live in the park. It was called the "Young Vikings of Shannon Park". It was also entered in the Dartmouth Natal Day parade in August. It marks the second consecutive year a Shannon Park float has taken first prize in the same category.

# LOWER DECK PROMOTIONS

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

ALLEN, Ronald E.....LSAR1  
ANDREW, John J.....LSSW1  
ARNOLD, Donald G.....P2MA2  
ARNOLD, Robert G.....P2NS2  
ARTHURS, Edward S.....LSEM1

BAKER, William S.....LSCS2  
BARTON, George.....P2CK2  
BAXTER, John R.....P2NS2  
BEAUDRY, Roger J.....LSMA1  
BOUCHARD, Henri-Paul.....P2MA2  
BRIGGS, Garry J.....LSAO1  
BRYAN, Harry F.....LSBD2  
BULLEN, Arthur E.....LSEM1

CALBURY, Kenneth D.....P2CK2  
CAMPAIGNE, William K.....LSAO1  
CARTER, Austin W.....LSOM2  
CARVER, Joseph E.....P1AF3  
CAVAN, John W.....LSEG3  
CAZA, Robert A.....LSCK1  
CHAFE, Charles W.....LSLM1  
CHANDLER, Ralph N.....LSSW1  
CLARK, David W.....LSAW1  
CLARK, Gordon L.....LSAC1  
CLARKSON, Norman.....LSCV1  
COLLINS, Ronald W.....LSLM1  
COMEAU, Joseph W.....LSCK1  
COOK, Charles T.....LSPW1  
CORMIER, Cyril N.....P2CK2  
CORNETT, Maurice.....LSCR1  
CRUDDAS, James J.....LSCR1

D'AMOUR, Arthur G.....LSCK1  
DALEY, Alexander A.....P1MA3  
DAY, Richard T.....LSAO1  
DEWIN, Reginald G.....P2AW2  
DESMANCHES, Maurice J.....LSLM1  
DOAK, Walter E.....LSQM1  
DONCASTER, William A.....P2EM2  
DOUCETTE, Raymond J.....LSOM2  
DRAPER, John D.....LSCS2  
DUCE, Kenneth E.....P1ER4  
DUNCAN, Robert J.....LSAR1

ELLIS, Douglas L.....LSAC1  
ELLIS, Reginald C.....LSQR2  
EMERY, Walter E.....P2EM2  
ERICKSON, Charles O.....LSAR1

FAULKNER, Richmond S.....P2EM2  
FLAHERTY, Stanley F.....P2CK2  
FORSYTH, James W.....P2RN3

GARDINER, Joseph R.....P2SW2  
GAUTHIER, Lawrence J.....LSSW1  
GAUTHIER, Robert H.....P2NS2  
GIRARDIN, Harvey H.....LSSW1  
GLAZIER, Kenneth R.....LSCK1  
GNATIUK, William.....P2QM2

HAMILTON, James F.....LSAC1  
HARRIS, Kenneth H.....LSLM2  
HARVIE, Raymond M.....LSCR1  
HASKELL, Norman L.....P2NS2  
HAYNES, Peter L.....LSCR1  
HEDDLE, Raymond C.....LSCK1  
HEFKEY, Robert J.....LSLM2  
HENDRY, Ian G.....LSCK1  
HICKS, Howard G.....P1QR2  
HIGLEY, Francis P.....P2AW2  
HOLBROOK, Richard A.....LSPW1  
HUBLEY, John A.....P2CK2  
HUNTER, Alexander M.....P2CK2

JONCAS, Joseph S.....P2EM2(NQ)  
JOHNSON, George E.....LSBD2  
JOHNSON, Robert A.....P2NS2

KEAN, James E.....LSCR1  
KEMMIS, Kent R.....LSLM1  
KEMP, James A.....LSPW1

LACHAPELLE, Pierre A.....LSCS2  
LAMB, Donald G.....P2EM2  
LAJOIE, Alexander J.....LSSW1  
LAPLANTE, Donald W.....LSLM2  
LAROCQUE, Hector J.....P2SW2  
LAVIGNE, Charles E.....LSAW1  
LEGG, Donald A.....P2CK2  
LEMIEUX, Daniel J.....LSSW1  
LYNCH, Lawrence K.....LSAW1  
LYNCH, Reginald T.....P1SW3

MANCHIP, John.....LSRP2  
MARSHALL, Matthew J.....P2EM2  
MARTEL, Leo S.....LSCK1  
MAZMANIAN, John L.....P2AF2  
MOODIE, Edwin A.....P1ER4  
MOORES, Trevor D.....LSAC1  
MORRES, Clive P.....LSAC1  
MORRISON, Bernard J.....LSCR1  
MUNICH, Karl.....LSSW1  
MacKAY, Kenneth J.....P2TD2  
MacKINTOSH, Kenneth W.....P2EM2  
MacNEILL, Harold J.....LSPW1  
McCARRON, Francis J.....P2MA2  
McDOUGALL, Donald C.....LSQM1  
McLAUGHLIN, Russell P.....P2CK2  
McLEOD, Ronald L.....LSAA1

NIXON, Blair J.....LSSW1  
NOEL, Gerard J.....P2NS2

O'BALL, Andrew P.....P2VS2  
O'GORMAN, James E.....C2PW3

PAGE, Victor G.....LSLM2  
PARADIS, Emilien J.....P2NS2  
PAYNE, Harold B.....LSRN3  
PELLETIER, Joseph W.....PICK2(NQ)  
PERRAULT, Allan E.....LSRN3  
PINEAU, Joseph B.....LSLM1  
POIRIER, Victor M.....P2AF2

RAMBO, Charles.....P2VS2  
REINSENBURG, Donald C.....LSCR1  
RING, Donald E.....P2QM2  
ROLFE, Charles V.....LSAR1

SHAW, Oliver C.....P2NS2  
SHERWOOD, Graham H.....P2AW2  
SIM, John D.....P1MA3  
SINGLETON, Kenneth C.....LSMA1  
SKINNER, Ernest W.....LSCK1  
STEWART, Ronald R.....P2EF3  
STODDART, James G.....P2RS3  
SWICK, James M.....LSVS1

TAYLOR, James A.....P2NS2  
TAYLOR, Malcolm F.....LSMA2  
THIBAUT, Roland J.....LSCK1  
THOMPSON, Charles W.....LSCK1  
THOMPSON, Douglas A.....LSCK1  
TOLMIE, Donald G.....LSSW1  
TROTTER, Fernand.....P1ER4  
TUELE, Ronald W.....LSCR1

VANT-HAAFF, John P.....P2VS2  
VINCENT, Peter L.....LSSW1

WALLACE, Howard F.....LSPW1  
WALTS, Stanley E.....LSLM2  
WATTS, Ronald K.....LSCR1  
WATSON, Edwin B.....LSSE1  
WEBBER, Ronald E.....LSSW1  
WHITE, Karl L.....LSMA1  
WILSON, Carl F.....LSLM1  
WILSON, Thomas A.....P2AR2

## R CN (R)

DEMERS, Laurent.....P1ED3  
McCARTHY, Daniel.....LSCV1  
JAMIESON, Stanley.....C1QR1  
GIBB, George.....LSAW1  
COLLINS, John.....ABAW1  
BARAN, Peter.....P2AW2  
MORRISON, Georganne.....WACC1  
EDWARDS, Winifred.....WANR1  
TORNBLUM, Rolf.....P1LR1  
KADASH, Charles.....LSAA1  
BAILLIE, John.....C2CR3  
PARENT, Charles.....LSCR1  
LEWIS, Keith.....ABNFS  
CAMPS, James.....LSRPS  
GALLIER, Edwin.....ABNS1  
PARE, Robert.....LSSW1  
DALGNEAULT, Laurent.....LSAA1  
MASON, Robert.....LSVS1  
OLIVER, Thomas.....P2TA2  
COOPER, Roy D.....LSVS1  
REICHEL, Johann.....P2MA2  
COLLIER, Ronald I.....ABEMS  
ASHBY, William H.....ABCR1  
HEBERT, Clement J.....LSAA1  
NAJAR, Michael.....P2RW2  
FETT, Louis.....C2SH4  
McCROSSEN, Herbert J.....C1QR2  
BRIMBLE, Eric G.....C2QR2  
McCANCE, William J.....AB(NQ)  
KIERSTEAD, Joyce.....WAMA1  
BINKLEY, John A.....LSNF1  
POWELL, Clarke A.....ABEMS  
LETOURNEAU, Paul N.....LSQRS  
WYLIE, Roy M.....LSCV1  
MEIGHEN, Joseph E.....LSRP3  
TUDBALL, Robert J.....P1EM2(NQ)  
HUGHES, Ronald R.....LSTD5  
WEBB, Kenneth G.....LSTD5  
ROSS, John.....C2CR3  
SMITH, Derek H.....C2MM3  
WILSON, Ruth N.....WACC1  
COX, Harry.....LSEMS  
HODSON, Ernest A.....LSTD5  
COLTHORPE, Powell W.....LSLM1  
ESPEY, Jean M.....WLCS2  
McGIRR, Maurine V.....WLCS2  
JUCKES, Audrey M.....WLCS2  
TYO, Joy Lorraine.....WLCS2  
PATTERSON, Doreen N.....WLCS2

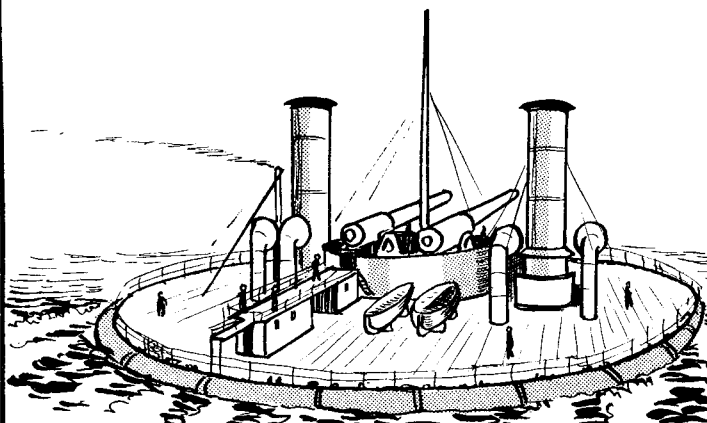
## CROSSWORD PUZZLE SOLUTION

W	E	T	S	E	P
E	N	E	R	T	D
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L	O	A	X	E	O
D	E	A	L	O	R
P	R	E	R	O	G
E	A	N	A	E	A
E	N	R	O	N	A
K	O	H	O	T	B
S	T	N	S	W	C

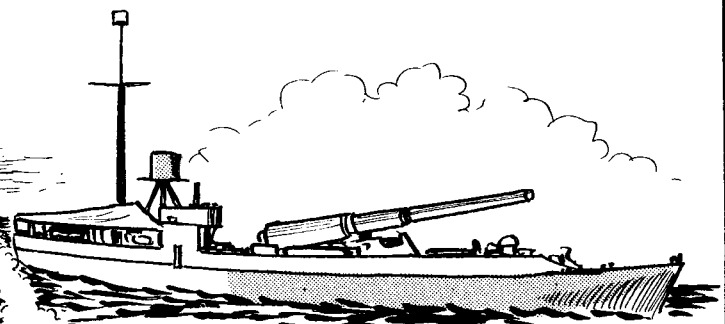
# NAVAL LORE CORNER

**No. 23**

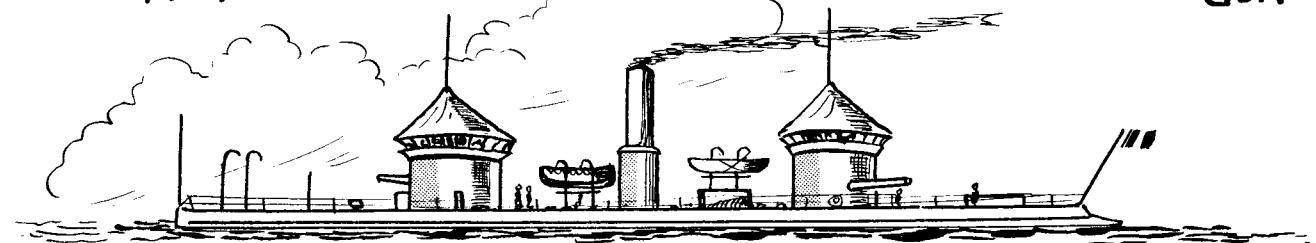
## FLOATING BATTERIES



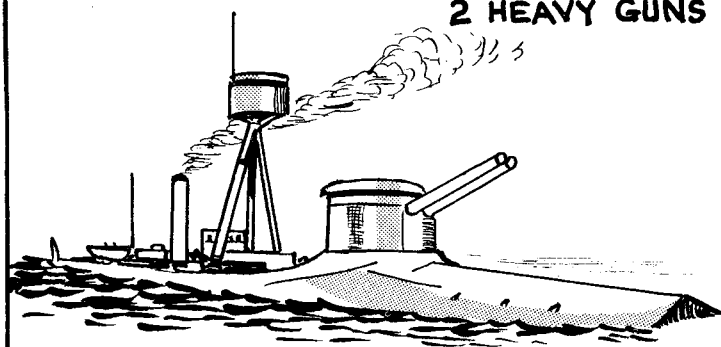
**RUSSIAN MONITOR 'NOVGOROD' (1873)**  
- A CIRCULAR GUN PLATFORM  
WITH 2 HEAVY GUNS AMIDSHIPS  
AND SIX PROPELLERS ...



**ITALIAN 'MONTE GRAPPA  
MONTELO' - 615 TONS,  
7 KNOTS (1919).. ONE 15 IN.  
GUN**



**FRENCH MONITOR 'ANONDGER' 1863**  
2 HEAVY GUNS IN TWIN TURRETS



**ITALIAN MONITOR  
'FAA DI BRUNO' (1876)**  
CARRIED 2 15 IN. GUNS.  
TOP SPEED WAS  
3.3 KNOTS!

**BRAZILIAN RIVER MONITOR  
'PERNAMBUCO' ... LAID DOWN IN 1890  
AND COMPLETED IN 1910 -  
TOOK 20 YEARS TO BUILD!**

