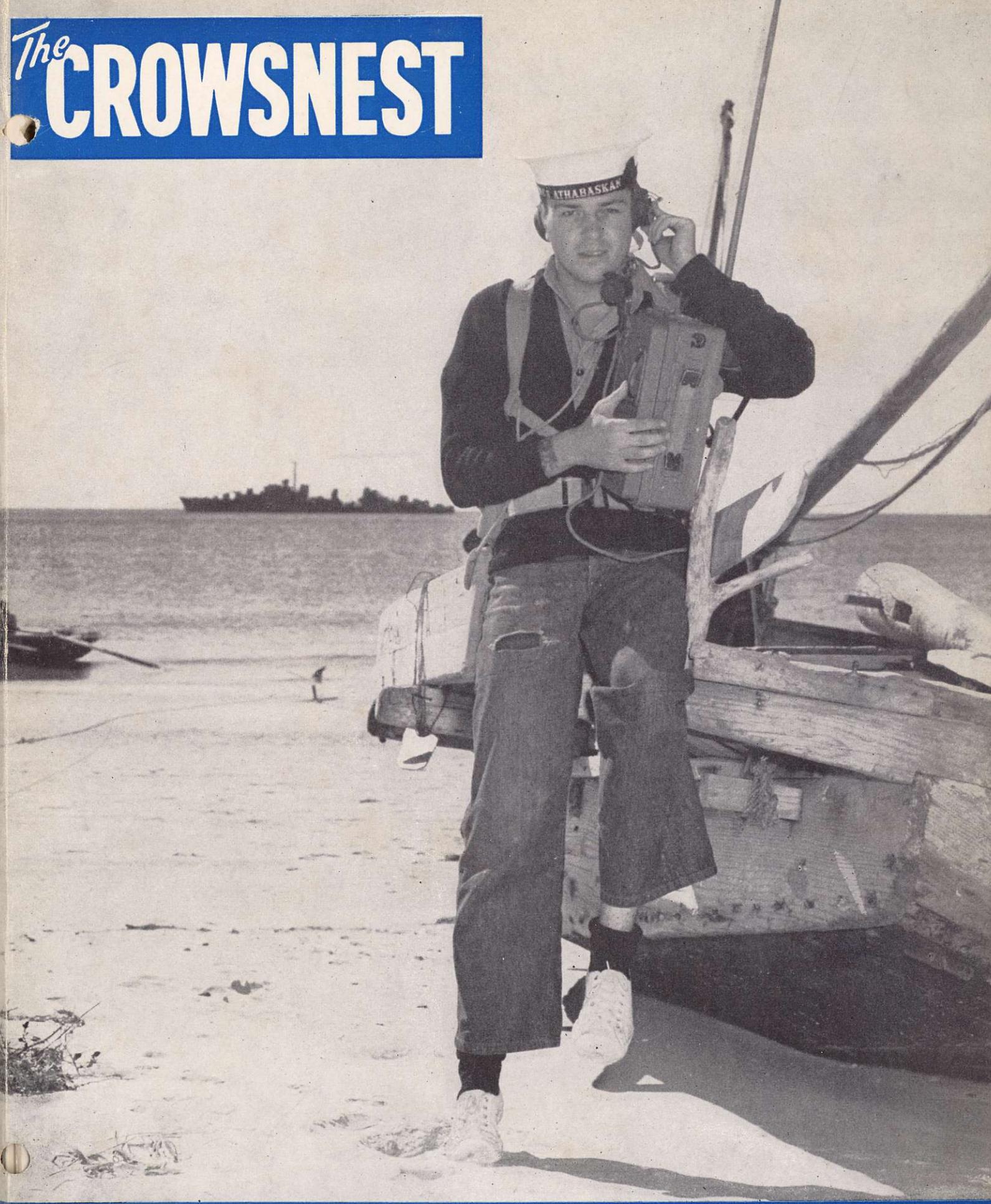
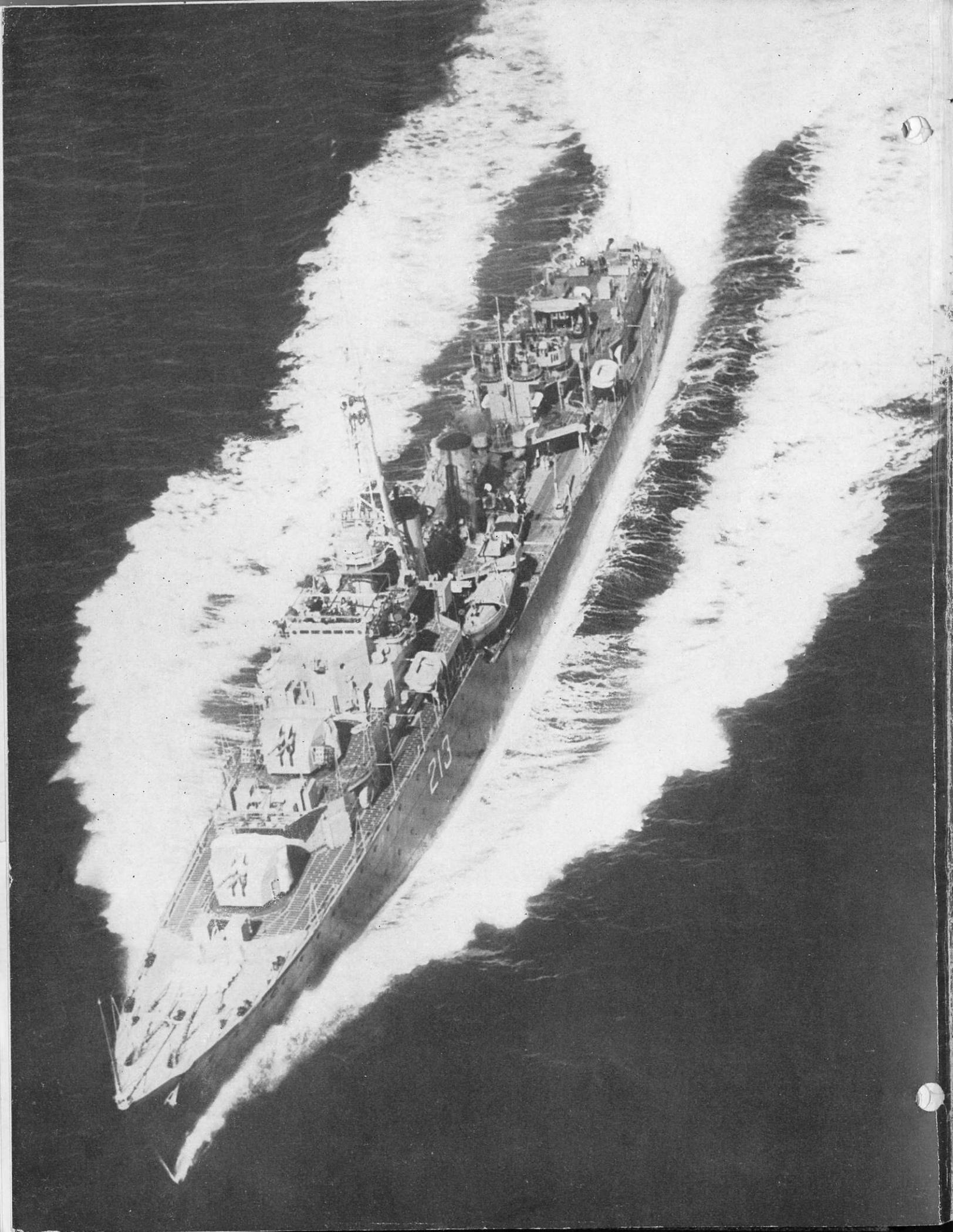


The CROWSNEST



Vol. 3 No. 2

December, 1950



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THE ROYAL CANADIAN NAVY'S MAGAZINE

December, 1950

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Cover Photo—During one stage of their operations, the Canadian destroyers serving in the Far East made a number of landings on islands fringing the west coast of Korea. In order to maintain constant, immediate contact with their ship, landing parties included a communicator carrying a portable radio-telephone set. Here Petty Officer Gordon Fraser, of Vancouver, keeps in touch with HMCS "Athabaskan" from a beach on a small Korean island. (CA-156).

LADY OF THE MONTH

She is HMCS "NOOTKA," Tribal class destroyer now making the long journey from Canada's East Coast to the Korean zone of operations. The "Nootka" began her second commission August 29 and, after three months of trials, work-ups and other preparations, sailed from Halifax November 25. For more about the "Nootka" see pages one and 25. (DNS-3409).



Just a Suggestion . . .

But if you'd like to keep the folks back home up to date on what you, your ship and your Service are doing, the year around, why not send them a Christmas gift in the form of a year's subscription to The "Crowsnest"?

The cost is \$1 and all you need to do is send your order, together with a cheque or money order made out to the Receiver General of Canada, to:—

**THE KING'S PRINTER,
75 ST. PATRICK STREET,
OTTAWA, ONT.**



This month's issue is bulkier than usual—by four pages to be exact. Mainly responsible for this are the destroyers, several of whom reported at length from far distant places . . . the naval information officers serving with the Special Service Squadron and the Korean destroyer force . . . and the photographers who have recorded on film the Navy's many and varied activities over the past two months. To all of them go our thanks.

The Editors

R.C.N. News Review

Destroyers Begin 5th Month in Far East

Three Canadian destroyers have begun their fifth month of operations under the United Nations flag. The advent of December finds the "Cayuga," "Sioux," and "Athabaskan" patrolling an area off the west coast of Korea, in company with units of the British, Netherlands and French navies. In over-all command of this cosmopolitan force is Captain J. V. Brock, in HMCS "Cayuga."

For a time, as UN land forces swept swiftly northward, it looked as though one or more of the destroyers might be home for Christmas. But that possibility went by the boards when winter weather and stiffened communist resistance slowed the UN advance. In Captain Brock's words, the Canadian ships were going to stay "till the job we set out to do is done."

Meanwhile, the first relieving ship, HMCS "Nootka," was on her way to the Far East. She left Halifax November 25, is due in San Pedro, California, December 14 and reaches Pearl Harbor on Christmas Eve. There she comes under UN command.

Ships Roughly Treated on Hong Kong Voyage

Early in November the three des-

troyers were released from their Korean duties in order to make a semi-operational visit to Hong Kong. The "Cayuga" and "Athabaskan" were to sail in company from Japan; the "Sioux" would proceed directly from her patrol area off the Korean west coast, accompanying the British light carrier "Theseus."

It was a pleasant prospect. Hong Kong, nervousness and all, had a lot more to offer than the Japanese port that had served as their base of operations for the previous three months . . . As it transpired, the trip provided them with more uncomfortable excitement than they had experienced in some weeks.

"Cayuga" and "Athabaskan" got it first. Leaving Japan on Sunday, the 5th, they had been at sea only a few hours when they encountered rough weather. It was not long in developing into a full-fledged gale that was to last for two days, damage boats, rip off carley floats and tear other equipment from its upper deck lashings. It was as good — or as bad — a storm as most of them had ever seen.

At about 1800 on Monday, just when the storm was reaching its height, the cry, "Man Overboard!"

came from the "Athabaskan's" quarterdeck. Ord. Sea. Robert Elvidge, of Ladner, B.C., had been picked up and washed overboard by a "big green one" as he stepped from the after canopy to make his way forward.

AB Ron Souliere, of Ottawa, saw him from the quarterdeck, threw Elvidge a lifebuoy and raised the alarm. Both ships went into immediate action. Elvidge was carried under and the "Athabaskan" lost sight of him, but the "Cayuga," which had cut over at full speed from her position 1,000 yards on the "Athabaskan's" beam, spotted him when he surfaced. "Cayuga" was to leeward of Elvidge and couldn't manoeuvre close enough to rescue him. She sent a quick signal to "Athabaskan" and the latter closed the position, taking care to stay to windward.

AB Joseph Adamson, of Sudbury, sighted Elvidge bobbing in the water, threw him a Kisbee buoy with a heaving line attached and started heaving in. This time the seas helped, a wave lifting Elvidge to guard rail level. Adamson grabbed him by the belt and he and AB Peter Doyle of Victoria hoisted Elvidge on board.

The whole operation was completed within 10 minutes.

The "Sioux," starting later for Hong Kong, missed this storm — only to hit a worse one. She and the "Theseus" tangled with a China Sea typhoon severe enough to be given a name by the meteorologists (they called it "Clara").

The destroyer came out of it with her port side looking as though it had been punched and clawed by a giant mailed fist. Guard rails were twisted out of shape, a steel ladder was bent, the port whaler was torn from its davits and smashed to bits. The seas snapped a wire funnel stay and warped watertight doors.

The three ships' latest tour of duty prior to their going to Hong Kong consisted chiefly of routine screening and patrols. The "Cayuga" and "Sioux" were with a Commonwealth fleet off the west coast of Korea, the "Athabaskan" was attached to the U.S. Seventh Fleet, operating off the east coast. The "Athabaskan" destroyed three mines and was present at the Wonsan landings, but otherwise re-



There were 27 happy South Koreans in this forlornly drifting tug when a Canadian destroyer, HMCS "Sioux," steamed over the horizon and closed to within shouting range. Carrying 22 ROK troops, in addition to her five-man crew, the tug had broken down some distance off the coast and had been drifting for 20 hours, without food and water, before the "Sioux" came in sight. In desperation, the South Koreans had rigged a couple of blankets on bamboo poles as a makeshift sail. The Canadian fed the South Koreans, fixed the tug's engine, gave them supplies and sent them on their way. Said one grateful Korean: "Canadian Navy — good navy."

ported few exciting happenings as she rolled up 23 consecutive days at sea.

Special Service Squadron Receives High Praise

The Canadian Special Service Squadron, officially designated as such when it formed up off Halifax on August 23, was disbanded November 26 with the return to their home port of HMC Ships "Magnificent," "Huron" and "Micmac."

It was unlikely, however, that the 1,200 officers and men who sailed in the three ships would soon forget those three months in which the carrier and the two Tribals travelled together under the CSSS title.

In 99 days the Canadian ships covered more than 9,000 miles, visited 13 ports in nine different countries and carried out, in addition, a comprehensive program of operational training.

Their officers and men met and made friends with Norwegians, Swedes, Danes, Dutch, Belgians, French and Portuguese, renewed friendships in England, Scotland and Northern Ireland, and in general helped to strengthen the ties between Canada and her neighbors on the other side of the North Atlantic.

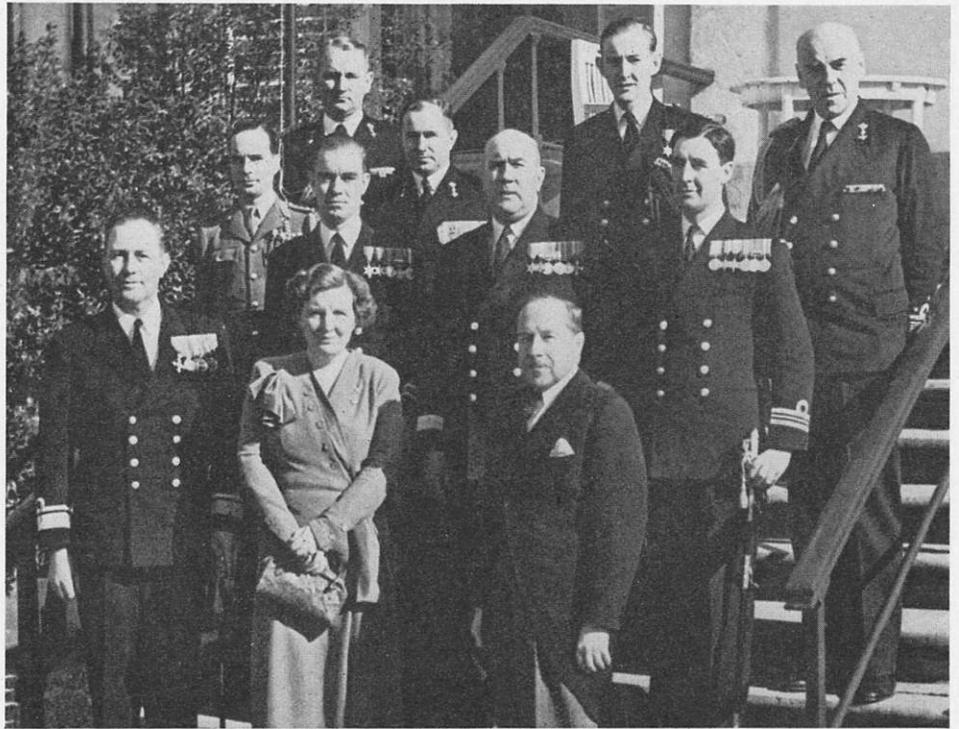
That the good will portion of the cruise was successful, and to a high degree, is indicated by the volume and tone of the messages, formal and informal, which followed the squadron from port to port and country to country.

The Canadian Minister to Norway, Mr. E. J. Garland, in reporting on the squadron's visit to Oslo, had particular praise for the contribution made by some 200 officers and men to Oslo's blood banks.

It all started, Mr. Garland said, at a reception held at his residence. During a conversation between Dr. Johannes Heimbeck, chief doctor of Oslo's Red Cross Clinic, and Petty Officer Douglas Backman, of Halifax, coxswain of HMCS "Huron," the subject of blood donations came up.

Dr. Heimbeck remarked that the local blood banks were hard-pressed for supplies. PO Backman promptly offered to make a donation and expressed the opinion that many others in the squadron would be glad to do likewise. A proposal was made through Mr. Garland to the Flag Officer, Rear-Admiral E. R. Mainguy, who readily agreed to the scheme.

For three days officers and men from the three ships steadily filed into Oslo's three main hospitals. Alto-



Queen Juliana of The Netherlands received Rear-Admiral Mainguy and the commanding officers of the three ships comprising the Canadian Special Service Squadron during the Squadron's visit to Amsterdam and Rotterdam. In the above photo, taken at the royal palace at the Hague, are: Front row, left to right, Rear-Admiral E. R. Mainguy, Queen Juliana and Pierre Dupuy, Canadian Ambassador to The Netherlands. Second row, Col. H. E. T. Doucet, Canadian military attache; Lieut.-Cdr. F. C. Frewer, Commodore K. F. Adams and Lieut. Cdr. E. T. G. Madgwick. Back row, Lieut.-Cdr. Baron van Boetzelaer, adjutant to the Queen; Cdr. Van Erkel, liaison officer; Lieut. Ian Webster, flag lieutenant to Admiral Mainguy, and Vice-Admiral Rost van Tonningen, chief military advisor to the Queen.

gether there were 188 donors, and there would have been at least as many again had there been the facilities to handle all those who volunteered.

This, said Mr. Garland, was regarded in Norway as an "outstanding" effort, "has received wide and favorable publicity and has reacted to the benefit of Canada in a striking manner."

At the conclusion of the squadron's visit to Gothenburg, Sweden, Mr. Thomas A. Stone, the Canadian Minister, dispatched the following message to Vice-Admiral H. T. W. Grant, Chief of the Naval Staff:

"Royal Canadian Navy Special Service Squadron visit to Gothenburg brilliantly successful. I have already informed Rear-Admiral Mainguy that a splendid impression was created by his ships and by his officers, petty officers and men. The visit immeasurably enhanced the prestige of my legation here and I only hope it can be repeated some time."

To Rear-Admiral Mainguy went the following note from the Commander-in-Chief of Sweden's west coast naval base:

"I should like to tell you how very

much impressed I am by the fine conduct shown by your men during the visit to Gothenburg. I have had reports from naval and civilian authorities, as well as from different restaurants, and they all say the same thing, namely, that your men have behaved in the most perfect way. Their smart appearance and their kindness have made a very favorable impression on us all."

From The Hague, Canadian Minister Pierre Dupuy reported:

"I can say in all sincerity that the officers and men of the Squadron have made a very favorable impression on those they met in The Netherlands. From all sides (and particularly from the Burgomasters of Amsterdam and Rotterdam) I have heard only the most flattering comments on the men's appearance and behavior on Dutch soil. The particularly cordial relations established by the Canadian Army have been well maintained by the Canadian Navy."

These and other similar compliments were still being received after the squadron had completed its return crossing of the Atlantic and was back home in Halifax.

The three-month cruise, with its

heavy program of training at sea and almost continual round of official functions and ceremonies in port, was far from being a pleasure jaunt. But it achieved its purpose in every degree, and to the officers and men who formed an ambassadorial staff some 1,200 strong go full marks for a job well done.

Gate Vessel Launched, Keel of Escort Laid

The first of five trawler-type gate vessels being built for the RCN was launched November 22 at the yards of George T. Davie and Sons, Ltd., Lauzon, P.Q., and two days later the keel of the first anti-submarine escort vessel was laid at Canadian Vickers, Ltd., Montreal.

Mme. Maurice Bourget, wife of the member of Parliament for Levis County, christened the new gate vessel HMCS "Porte Saint Jean." The name is taken from that of a gate in the historic old wall around Quebec City.

Mrs. H. T. W. Grant, wife of the Chief of the Naval Staff, officiated at the laying of the keel of the escort vessel on November 24.

High ranking officers from Naval Headquarters, government officials and representatives of the shipbuilding industry were present at the ceremony, which marked a significant step in the current naval shipbuilding program in Canada.

Open Joint RCN-RCAF Martime Warfare School

A joint RCN-RCAF Maritime Warfare School was launched officially at Halifax early in November.

Located in HMCS "Stadacona," the school will conduct courses for naval and air force personnel in sea-air warfare subjects, with particular emphasis on joint anti-submarine operations. Classroom theory will be supplemented by practical exercises at sea.

Principal objects of the school are to develop a common doctrine for operations involving the two services and to achieve, by means of joint instruction and practice, complete co-operation and understanding between the country's sea and air forces.

The school is patterned along the same lines as the Joint Anti-submarine Training School at Londonderry and in Canada has a parallel in the Canadian Joint Air Training Centre at Rivers, Man., where instruction is provided in air-ground co-operation.

Under the administration of the
(Continued on Page 36)

THEY ARE NOT FORGOTTEN

*They shall grow not old, as we that are left grow old,
Age shall not weary them, nor the years condemn.
At the going down of the sun and in the morning
We will remember them.*

As evening darkened into night, the ship's company of HMCS "Huron" remembered, six-and-a-half years later, the 129 Canadian officers and men who lost their lives in the sinking of HMCS "Athabaskan."

On October 28, 1950, in the waters off Ile de Vierge where the first HMCS "Athabaskan" was sunk in action, the "Huron" stopped to pay tribute to those who went down with that gallant ship.

A bos'n's call sounded the "still" and the "Huron's" ensign was lowered to half mast.

Then, with his ship's company around him, Lieut.-Cdr. E. T. G. Magdwick, commanding officer of the "Huron," recounted the story of the "Athabaskan." He began with her commissioning, followed her through Murmansk convoy runs and English Channel forays, told of her survival of a damaging glider bomb attack in the Bay of Biscay, and, finally, described

the action on the night of April 19, when the "Athabaskan", though mortally wounded, continued to fight until she sank.

The remembrance ceremony continued with Chaplain Gower Stone, of Halifax, conducting the committal service. As he did so, Lieut.-Cdr. Madgwick, CPO Robert Williamson and PO William Topping, all of whom served in of other Canadian Tribals which had sailed many times in company with the "Athabaskan," carried a wreath to the ship's side and the commanding officer dropped it on the calm sea.

A guard of honor fired three volleys, and the Last Post was sounded. There was a minute's silence followed by Reveille. The guard presented arms, the "still" was piped and the ensign was re-hoisted.

Slowly the "Huron" got under way and proceeded to re-join the "Magnificent" and "Micmac."



A wreath is dropped on the sea by Lieut.-Cdr. E. T. G. Madgwick, commanding officer of HMCS "Huron," in memory of the 129 officers and men who lost their lives in the sinking of the first HMCS "Athabaskan" in April 1944. A memorial service was held on board the "Huron" October 28 in the same waters in which the "Athabaskan" was lost. Wreath bearers were CPO Robert Williamson, left, and PO William Topping, who knew the "Athabaskan" well from having served in ships of the same destroyer flotilla. (MAG.-2477).

COMMUNICATORS TURN BAKERS

*Raise Money For Orphans' Party
By Whipping Up, Selling
1,000 Apple Pies*

THE officers and men of the Naval Radio Station at Coverdale, N.B., went into the apple pie business with great success this fall.

It all started when some of the staff began discussing a repeat of last year's Christmas party for the children of the Catholic and Protestant orphanages in nearby Moncton. A year ago, each of the 40 members of the station's staff sold his blood to Moncton hospitals at \$10 a pint and, with the \$400 thus raised, the communicators threw a whopping party for the kids. To top it off, they bought a combination radio-phonograph for each of the children's homes.

This year, raising the cash posed more of a problem. The blood-selling scheme was out because the Red Cross had opened a blood clinic in Moncton and this provided the hospitals with ample supplies. (Incidentally, the staff of the radio station were among those who lined up to make donations.)

Then someone had an idea: How about baking and selling 1,000 fresh apple pies?

The wheels began to turn. Volunteers picked close to one-and-a-half tons of apples contributed by local farmers.

Moncton food wholesalers and

bakers donated 300 pounds of shortening, 490 pounds of flour and 200 pounds of sugar.

A baker contributed aluminum foil pie-plates, a Sackville box manufacturer made and printed containers at a discount. The wife of one of the men made large advertising posters.

The station strategists designated Friday, October 20, as "Pie-Day". The ship's company and members of the Ladies' Auxiliary volunteered their services and were divided into four-hour watches, with the first watch due on deck at 0800 Thursday. So that baking could start without delay, 200 pounds of pastry and 300 pounds of apples were prepared on Wednesday.

Things started on schedule Thursday morning, with a watch of seven men peeling and coring apples, two men cooking them in steam kettles, one cook preparing pastry, three women rolling pastry, and two men helping to put the pies in the ovens and being of general assistance.

Although the three cooks borne at the station were supposed to be in watches of eight hours only, they remained on the job from the beginning until the last pie came out of the oven at 0200 Friday morning.

The baking oven, which can accommodate 20 pies, and the galley range oven, which takes six pies, were used. It had been anticipated that approximately 52 pies an hour could be baked. However, an average of 70 pies an hour were turned out. Every pie was a nice golden color (no milk and sugar wash was used, ladies) and contained about one-and-a-half pounds of fresh apples.

Throughout the entire proceedings the workers displayed the greatest enthusiasm and never for a moment did anyone doubt the objective of 1,000 pies would be reached before Friday morning.

As a matter of fact, 1,104 pies were baked and were delivered first thing Friday to a large retail store on Main Street and to two other stores on St. George Street, in the uptown shopping district.

The sale was planned to start at about 0930. The local newspaper and radio station, having been brought into the picture early on, had opened up with a barrage of publicity on

(Continued on Page 36)



Volunteer harvesters from Coverdale Naval Radio Station picked nearly a ton and a half of apples, donated by local farmers, for their apple pie sale. Left to right are AB Donely Corkery, PO Francis Savage, AB Weldon Tabor and, on ladder, Ldg. Sea. Bryce Eckstein.



Time out for a smoke between bombardments. These four members of a gun's crew aboard HMCS "Athabaskan" are, left to right, Ord. Sea. James Cree, Bounty, Sask.; Ord. Sea. Charles Algate, Cardinal, Ont.; Ord. Sea. Anthony Sutton, Marshall, Sask., and Ldg. Sea. William Glover, Calgary. (CA-175).

Reports from Korea

INVASION, 1950

ON BOARD HMCS CAYUGA— It started out like any one of a number of escort jobs this destroyer had been carrying out since her arrival in the Far East. The "Cayuga" was to ensure safe passage for a tanker to an area where United Nations naval forces were operating off the west coast of Korea.

But, as dawn broke on the second day, there were three tankers — not the usual one — astern of the "Cayuga" as she cut a zig-zag pattern in the placid waters of the Yellow Sea. That was the tip-off. Above and below decks, the amateur strategists went to work. This was no ordinary escort job; something was in the wind. Soon there was more evidence to fit into the picture. A stoker reported that he had it from a reliable source that the engineer officer had received orders to bank up number three boiler.

"That'll give us better than 30 knots, and that kind of speed ain't for dinky Pusan convoys."

The quartermasters added their bit. The captain, they said, had

scurried about to a "lot of the big wheels when we were in port". And the stewards, regarded as unimpeachable sources of information because of their proximity to the wardroom and captain's quarters, reported that there was a lot of conferring going on until small hours of the morning.

Later that day — September 12 — the crew's suspicions were confirmed. Captain Brock, in a broadcast over the public address system, said, "We are going on a mission that is still top secret. I cannot give you any details about it now, but will do so as soon as I possibly can".

On the 13th there was more information both from the captain and by observation. In the morning, units of the US Seventh Fleet were sighted, bristling with air and sea power. PO Jack Ross, of Montreal, seemed to echo the feelings of most of the crew. "There's something big cooking", he said, "those ships usually work the east side".

Later, British and French units came into sight. And word was received that the "Athabaskan" had

sailed from port after being delayed by typhoon "Kezia" which lashed the southern part of Japan. She was to join the other Canadian destroyers in the area near Inchon and the three RCN ships would operate together for the first time.

By this time it was fairly obvious that invasion was the mission of the UN ships. At dusk on September 14, it was certain. Several ships suddenly hove into sight on the horizon. First there were ten, then 15, 20 . . . and many more. The ship's company of the "Cayuga" scrambled up on deck as the word quickly made the rounds of the ships: "The invasion fleet is in sight."

Actually, it was only part of the invasion fleet but even that looked formidable. From the messdecks had come a large supply of private binoculars, field glasses and even opera glasses and these were passed around until every one had had a look at the fleet and had made a rough count of the invasion craft.

As the invasion force came into clear sight, the captain came on the air and filled out the details. Yes, it was an invasion, aimed at Inchon and Seoul. It was to get under way at 0630 on Friday, September 15, with the second wave going in at 1830. He went on to tell the crew that elements of the landing force had been passing through to the assault area all day and were poised for the big push.

"Our part in the invasion is to protect this vital convoy you see about us", he said, "and also to blockade an area south of Inchon towards Kunsan. The 'Athabaskan' and 'Cayuga' will guard the convoy during the first days of the landing. The 'Sioux' is now making contact with a number of ROK patrol vessels and will begin the blockade. Each ship will have a turn at both duties".

(This entire escort-blockade force of RCN-ROK ships was under the command of Captain Brock).

During the night, the convoy was joined by a large ammunition supply ship, and the two destroyers, with radar and asdic crews closed up, and gun crews standing by, were zig-zagging in front and on the flanks of the convoy.

On the morning of the 15th it was quiet in the escort and patrol areas, but on Wolmi Do, at the entrance to Inchon, the Marines were making a successful landing. The invasion had begun. The ships of the Royal Canadian Navy were playing a vital part in the behind-the-lines opera-

tions so necessary for the success of the daring amphibious operation.

When the "Sioux" came back from her blockade patrol to relieve the "Cayuga", she had a story to tell. She came within hailing distance of the "Cayuga" and men lining the upper deck shouted bits of information across the waters. The "Sioux" had taken part in a pre-invasion softening up bombardment at the entrance to Inchon. A couple of days later she found three floating mines and destroyed them with gunfire. These were the first mines sighted by Canadian ships. Later on in the month the "Athabaskan" found a minefield near Kunsan and destroyed five by counter-mining.

During the days that followed the initial landings, the officers and men of the three ships anxiously listened to newscasts and traced the progress of the ground troops slashing towards Seoul and beyond. On board the ships there was plenty of activity, too.

The "Cayuga" and "Athabaskan" teamed up during a blockade patrol and blasted enemy shore installations near Kunsan. The "Athabaskan" followed up the next day with another successful bombardment of warehouses, troop concentrations and shore batteries in the approaches to Taechon harbor.

During their patrols, the RCN destroyers were active in other fields. They helped members of liberated South Korean villages near Inchon to get back on their feet following Communist domination. Landing parties went ashore to investigate the villages and if the community was friendly the ships gave what food and medical supplies they could spare to the grateful South Koreans. Additional supplies were voted to them by the welfare committees of the ships. Captain Brock, as senior UN officer in the area, established fishing sanctuaries to enable the people to get back to work without fear of being attacked.

There was, too, the relentless vigil of guarding the convoy. It was a job as unspectacular as that done during the past war in the North Atlantic by the Royal Canadian Navy, but it was equally as necessary for over-all victory.

When the ships returned to their naval base in South Japan at the end of September, they carried tired but satisfied crews. They had done a job of which they could justly be proud.

MINES OR JELLYFISH?

ON BOARD HMCS "SIOUX" — "Sioux" claimed the distinction — and nobody else challenged it — of having spent the longest period at sea of any of the Commonwealth ships taking part in the Inchon invasion operation.

The destroyer sailed from Sasebo on September 7 and did not return until September 28. During this period she patrolled the Inchon area with HMS "Ceylon" and teamed with the cruiser in a bombardment of gun emplacements in the approaches to the port. Later she rendezvoused with the RCN-ROK force commanded by Captain Brock and alternated between convoy and blockade.

On her next tour of duty, the ship worked with Commonwealth units in the vicinity of the 38th parallel and still further north. Her assignments included the bombardment of enemy gun positions on Fangochi Point and on one of these she was assisted by a spotting aircraft. The aircraft reported complete success, hits and straddles having destroyed the target.

It was known that there were mines in the area and the next day, after aircraft had completed their charting

of the locality, the "Sioux" learned that somehow she had managed to penetrate $2\frac{1}{2}$ miles into a minefield whose density was reported as ranging from mere yards to a quarter of a mile.

Still, for those who like an easy mind in retrospect, it must be said that mines and the enormous brown jellyfish which abound in these parts probably look much alike from the air.

Mines continued to be an easy mark for the "Sioux." The record showed five exploded and three sunk in September and October.

During one of her prowls the ship found, about 90 miles off-shore, a broken down South Korean tug trying to make headway through heavy seas using two blankets as sails. Twenty-three of the 28 South Koreans on board were transferred temporarily to the "Sioux" and the tug was taken in tow until her engine could be repaired.

Everything possible was done to make the Koreans embarked in the "Sioux" comfortable. They delighted in showers and baths, having had none in weeks, and the ship even produced chopsticks for those who had difficulty with forks.—P.C.B.



The Canadian destroyers drew upon their provisions to supply several Korean island villages whose food stocks had become almost depleted during the Communist invasion. Here Petty Officer Carl Petersen, of Kingston, Ont., hands food parcels down to a Korean boat. (CA-146).

'CAYUGA'S' THANKSGIVING

ON BOARD HMCS "CAYUGA"
—On Thanksgiving Day, 1950, HMCS "Cayuga" was swinging at anchor in the harbor of Inchon. A cold wind sent rain clouds scudding across the sky. It was a bleak, unfriendly day for Thanksgiving—far from what the "Cayugans" would expect this day to be like in Canada.

There was a danger of enemy air attack on shipping in the harbor and only 30 of the crew were allowed ashore.

An American LCP came alongside at 1300 for the sightseers and landed them at Charlie Pier on White Beach, which borders the business section of the city. Among the men who went ashore were Petty Officer Lawrence Dempster, of Calgary, and AB Fred Hughes, of Winnipeg.

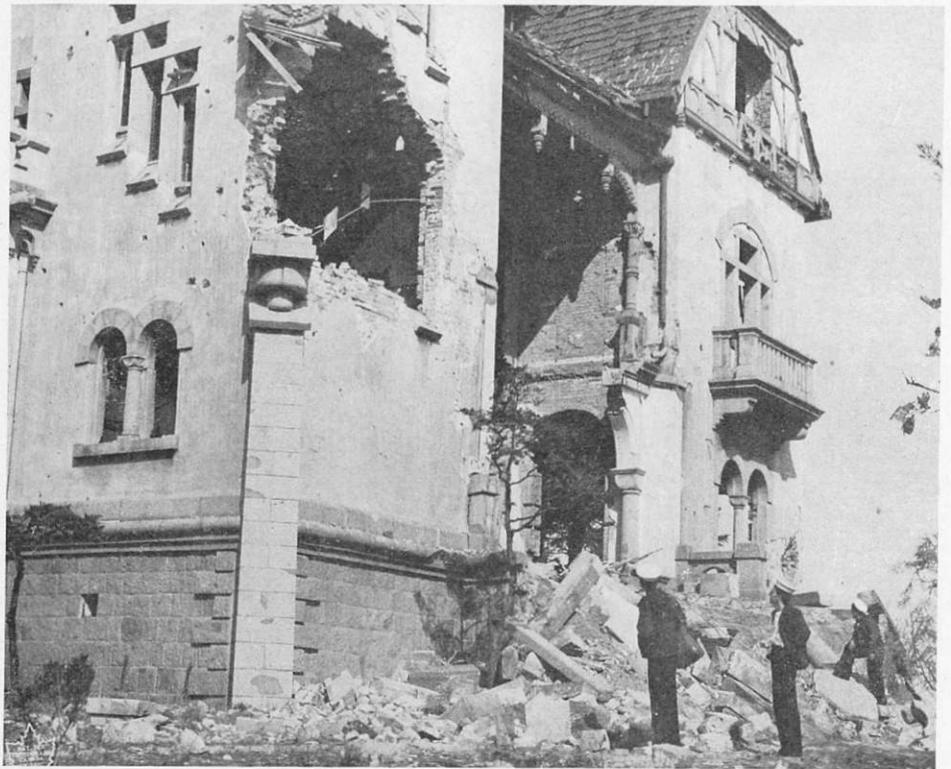
The Canadians were taken through the shell-ripped streets of the city in a US Army truck. They visited Kimpo airfield and saw their first Russian-built Yak fighters. One of the GI's on guard at the airport remarked to AB Rupert Brodeur, of Domremy, Sask., "Take one home as a souvenir if you want—we're going to burn them tomorrow."

Brodeur didn't think he could manage a whole plane as a memento, so was content with a few of the empty cartridge cases which littered the ground.

Glad Tidings

Two ROK naval liaison officers serving with RCN ships in the Korean theatre had more than a passing interest in the UN landings at Inchon. Both had families in Seoul from whom they had not heard for some four months. They watched anxiously as the UN forces attacked and captured Seoul and eagerly awaited their chances to get into the city to find their loved ones. The opportunity came for both of them.

The "Athabaskan's" liaison officer went ashore when his ship entered Inchon harbor on September 29. Ten days later the ROK officer in the "Sioux" transferred to the "Cayuga" and visited Seoul when the ship dropped anchor in Inchon harbor. Both officers came back, cheerful and greatly relieved. They had found their parents and families safe and well. Their houses and property had been damaged in the street fighting but, as one of them said, "The important thing—my family—was spared".



On Thanksgiving Day, 1950, three Canadian sailors on shore leave from HMCS "Cayuga" view the badly damaged British consulate in Inchon. (CA-210).

The group next visited the hill where what was left of the British Consulate stood. This had been the scene of some of the fiercest fighting in the Inchon landings. They came upon pieces of bloodied packs, and uniforms were scattered about the steep slope, which was criss-crossed by trenches and pockmarked with fox holes. The consulate, once a fine, imposing building, was only a shell.

AB Neil Cave, of Saskatoon, found a North Korean steel helmet, which he promptly claimed as a souvenir.

They inspected eight Russian-built tanks that had been knocked out by US Marines. The sailors saw the terrible effects of the bazooka. The projectile makes only a small hole in the armour of the tank, but burns the interior beyond recognition.

CPO Hugh Dunbar, of Victoria, who brought back a range strip off a 75 mm. field gun, remarked that you could see the difference between a naval bombardment and an aerial bombardment by the paths which the blasts took.

Besides the scenes of the recent conflict, the Canadians were fascinated by the small-sized oxen pulling antique wooden carts, women threshing grain by means of wooden flails, and the amount of peppers which the

civilians had everywhere in baskets along the roadside. Ldg. Sea. James Armit, of Lethbridge, Alta., claimed he "saw a woman with a basket of peppers on her head, I bet it weighted nearly a 100 lbs."

Their tour ended at 1800 and when they came back aboard the "Cayuga" they had many stories to tell their shipmates and relate in letters to the folks back home — J.A.B.

USN Admiral Presents Flag to "Athabaskan"

One of HMCS "Athabaskan's" prized souvenirs of her participation in the Korean campaign is the personal flag of an American admiral.

During the Wonsan landings in October, Vice-Admiral Arthur Dewey Struble, commander of the operation, went on board the Canadian destroyer for a trip to the inner harbor. As he came over the side, his blue flag with three stars was hoisted to the truck—the first time, it is believed, that a United States admiral's flag has been worn by a Canadian ship during a war-time operation.

Admiral Struble showed great interest in the history of the ship and of her famous predecessor, and complimented the Canadians on their part in the Korean campaign. Before leaving to return to his headquarters ship, he presented his flag to the "Athabaskan" as a memento of his visit.

Memories Revived

Veterans re-Visit Ports,
Waters Last Seen
In Wartime

ON BOARD HMCS "MICMAC"
—The clatter of "klompen" echoed through the messdecks of HMCS "Micmac" as she slipped down the long canal from Amsterdam to the open sea. For many a rating who had invested his last guilder in souvenirs it was the first chance he'd had to try out the wooden shoes picked up on sight-seeing tours through Holland.

Wooden shoes weren't the only items stowed away on this cruise. There were steins from Oslo, glasses from Sweden, china dishes from Denmark and ash trays from everywhere.

Moaning — probably for the first time in history — that the time between ports was too short, every last matelot tried to stretch his pay from city to city and from country to country — and still wind up with gifts to carry home. Switching from pounds to two kinds of kroners, to two kinds of francs and then to Portugese escudos, he had a job that would stagger a minister of finance.

If his mission was accomplished, it was largely the result of the hospitality of the ports which provided free dances, excursions and receptions to prove to the Canucks that the link between Western Nations is more than a raft of red tape and newsprint.

For the younger men aboard it was a voyage of discovery — discovery that their own country holds no monopoly on the good things of life. For older ratings, like CPO Alex Burns, of Hamilton, it was a return to waters remembered from the Second World War.

At Gothenburg, Sweden, Burns saw the Norwegian merchantman he'd been attached to in 1941. The trip to Cherbourg was his first since 1939, when he'd gone there with HMS "Vansittart", escorting the first British contingent to France.

Petty Officer Vic Dougherty, of Toronto, had a few things to remember, too. At Oslo he looked up records of his service with Norway's merchantmen; and later, as the "Micmac" slipped past Flushing, Holland, at 0400 of an October morning, he was on deck to look at the lights of the

town and to think of a similar morning in November 1944, when he and PO Stanley Lawrence had taken part in a sudden raid on the Dutch coastal city. PO Lawrence had been in HMS "Warspite," Dougherty with the beach signals unit attached to the 18th LCT Flotilla.

Oslo and Copenhagen stirred thoughts of other days for CPO Tom Kenny, of Owen Sound, Ont., and Lieut.-Cdr. D. L. Macknight. They'd been in the "Iroquois" when she escorted the Crown Prince of Norway home after the war and had then gone on to the Danish capital to pick up the "Prince Eugen".

Off the French coast, when the "Huron" paused to hold services honoring the memory of the first HMCS "Athabaskan," AB Marcel Belanger of Quebec City paid a personal, silent tribute to brother Lionel, who had been lost with the ship.

Still, the "Micmac's" crew was far from living in the past. The strenuous cruise program provided work aplenty and a few new interests besides. For instance, there was "Spanky", the purebred cocker spaniel that Petty Officer Stan Lawrence of Dartmouth, N.S., and Strood, Kent, England, had picked up in Chatham and had brought back to the "Micmac" in 'Derry. Happily established in his own pocket-sized hammock, "Spanky"

rode through the rough seas from Copenhagen to Amsterdam without so much as a burp.

CPO Burns and CPO Frank Gardner, of Toronto, had polished up on their bridge game, beaten everybody in the "Micmac" and issued a challenge to anybody in the Navy. There were no comers to pick up the gauntlet.

In the sports department, "Micmac" was keeping abreast of her reputation. Last year's "B" series Atlantic Command hockey champs packed the Squadron team that met Dunfermline Vikings. "Micmac" men were credited with one goal, two assists.

The "Micmac's" rugger stars accounted for most of the Canadians' points in the two games the squadron played with the British. In softball, "Micmac" and "Huron" were tied with one win each. In Antwerp the two ships joined forces to meet a picked Belgian team.

But even more active than the athletes were the bulb and shutter fiends. The cruise was a paradise for candid camera men. Comparing notes on results, the "Micmac" crew thought it was high time The "Crow's-nest" sponsored a contest to pick and publish the best amateur pictures taken on the cruise. There'd be thousands, including many top-notch views to choose from, and the "Micmac" would be willing to stack its pictures against any the "Huron" or "Magnificent" could produce.

After all, where opposition is concerned, the Norwegians have a word for it. It means "pack of trouble". The exact pronunciation happens to be "Micmac".



"Spanky," Cocker spaniel mascot of HMCS "Micmac," takes a solemn view of things from his specially-made hammock. (MAG.-2175).

The Bulletin Board

Navy to Administer Correspondence Courses

The Navy has lately taken over the administration within the Service of correspondence courses introduced by the Canadian Legion during the Second World War and afterwards administered by the Department of Veterans' Affairs.

These courses helped a great many men who served in the armed forces during the war to prepare themselves for return to civil life; hundreds of others making a career of the Service have used the courses as a stepping-stone to advancement.

The practice was to place a man undertaking one of the courses under the tutelage of an instructor, who was generally a high school teacher or a retired teacher and was usually a long way from the student. The course was progressed on a correspondence basis and was strictly a remote control proposition.

Now naval instructor officers will be acting as correspondence instructors for all of the courses authorized for use in preparing for naval educational tests. Wherever possible, the marking and correcting of correspondence exercises will be done by an instructor officer in the student's own

ship or establishment, or by an officer who will visit the ship from time to time.

The instructor officer to whom a man has been assigned will maintain an up-to-date record of the man's progress and will correct his exercises promptly. Furthermore, he will be able to give the student first-hand help and guidance.

This system has already been tried out on a small scale and has produced such a vast improvement in results that it has been extended to all courses preparatory to naval educational tests.

As a further improvement in the system, DVA courses which do not fully meet naval requirements are being replaced gradually by courses especially designed for the navy. The first of these are now in use—BRCN 3701, the Naval Correspondence Course in BET English, and BRCN 3702, the Naval Correspondence Course in BET Arithmetic.

Normally a man will apply for a course through an instructor officer, but in ships or establishments where no instructor officer is borne he may request a correspondence course through the commanding officer, who will forward the request to the Com-

mand Education Officer in the manner prescribed in the new Naval General Order on correspondence courses.

Release Routine

In addition to the RCN Barracks at Halifax and Esquimalt, "Donnacona," "York," "Bytown," "Chippawa" and "Discovery" have now been designated as release centres for personnel entitled to rehabilitation leave.

Officers and men who are to be released in Canada must pass through a release centre for medical examination and documentation before reaching civilian status. With the increase in the number of release centres, personnel who are serving away from the coasts no longer have to make the trip to the nearest RCN Barracks. Release can be effected from the nearest of the establishments mentioned above, and all necessary action can be completed at the time of reporting and before leave is granted.

Officers and men need report back to the release centre only if they wish to obtain a medical re-check or to pick up post-release benefits. Under the previous procedure, it was necessary to report back to the nearest naval division at the end of leave before final release could be effected.

Post Release Medical Treatment Benefits

The Department of Veterans' Affairs now provides certain medical treatment benefits to former members of the RCN who have not been granted a disability pension entitlement, for medical conditions which were treated during service since September 30, 1947, or existed at the time of release. Treatment benefits of this nature were not available between September 30, 1947, and January 31, 1950.

Application for treatment must be made within 365 days from the effective date of release. Length of treatment is based on periods of service since September 30, 1947, up to a maximum of one year.

The Department of Veterans' Affairs is the authority for assessing eligibility to medical treatment benefits.



Cdr. P. D. Budge, executive officer of "Cornwallis," awoke last Christmas morning to find this sign outside his residence. Erected by his brother-officers, it suggests a favorite expression of Cdr. Budge, who insists that things be done in a "seamanlike manner." The XO liked the idea and there the sign has remained. (HS-12946).

In addition to the medical treatment benefits provided, certain financial benefits are available to persons requiring hospital care.

Diver Non-Substantive Rates

In future only men of the Seaman, Stoker Mechanic and Shipwright Branches will be permitted to qualify for Diver non-substantive rates. Men of other branches who are now in possession of Diver non-substantive rates will retain them subject to their requalifying within a stipulated period.

An additional class of Diver has been introduced — Diver 3/c. This third class rate is open to leading, able and ordinary ranks of the Seaman Branch; leading and able ranks of the Stoker Mechanic Branch, and Petty Officer first and second class ranks of the Shipwright Branch. In order to qualify, men must be under 25 years of age, able to swim (passed provisional test), medically fit, have a strong sense of responsibility, and, if they belong to the Seaman Branch, hold a third class non-substantive rate.

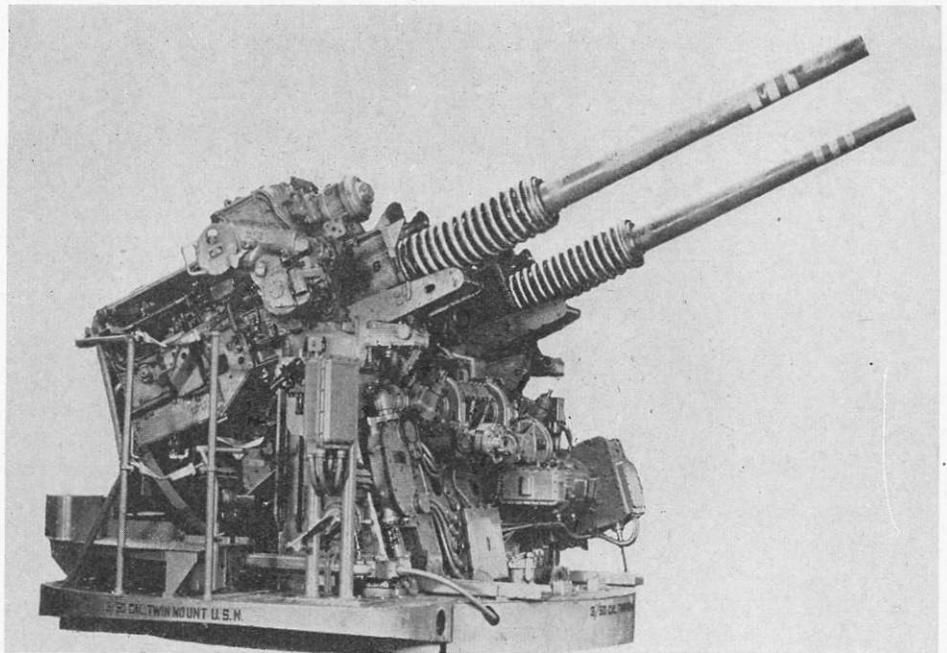
The Diver 2/c non-substantive rate is open to Divers 3/c who have two or more years' seniority as a Diver 3/c and who hold the rank of P1, P2 or LS in the Seaman Branch, LS in the Stoker Mech. Branch, or P1 or P2 in the Shipwright Branch. Applicants to qualify must be medically fit and must have more than three years remaining of their current engagement, or three years before completion of time for pension. Men of the Seaman Branch must also hold a second class non-substantive rate. LSSMs on promotion to P2SM will relinquish their diving qualification.

The Diver 1/c non-substantive rate is open to petty officers first and second class of the Seaman Branch who hold the rate of Diver 2/c and have two or more years' seniority in that rate. Applicants must be medically fit, not hold another first class specialist qualification and have obtained over 80 per cent on qualifying or requalifying for Diver 2/c.

White Webbing Equipment for Ceremonial Purposes

Webbing equipment in the natural colour of white is being introduced in the RCN as a substitute for the old type khaki webbing painted white.

White webbing equipment will be used at all times by RCN bands and by guards of honor. It may also be used by patrols, sentries, gangway staff, etc., at the discretion of senior officers.



This is the 3-inch 50 calibre rapid fire twin mount gun which is due to become a familiar piece of fighting equipment in ships of the Royal Canadian Navy. A United States Navy development, the gun is to be built in Canada by Sorel Industries, Sorel, P.Q., for the USN and RCN. (US Navy photo).

Electrical Branch Training for Men of the RCN(R)

To insure that RCN(R) men of the Electrical Branch attain acceptable technical standards, training providing a much higher degree of specialization is being introduced. Men of each technician branch will be trained in one of three specialties.

The specialty in which a man has been trained will be indicated by adding the specialty letter after his trade group. For example, a P1ET4 specialized in Fire Control would be designated as a P1ET4(G); if specialized in Navigational Instruments and Asdic as a P1ET4(N). The Electrician's Mate Branch is divided into three specialties: General (no specialty letter), Power (L) and Electronics (R).

Correspondence courses prepared and administered by HMC Electrical School will form the basis of most technical training for these branches.

BRANCH
Electrical Technician (ET)

Radio Technician (RT)

Electrical Technician (Air) (EA)

Radio Technician (Air) (RA)

Specialty and Specialty Letter

Electrical Fitter (L)
Fire Control (G)
Navigational Instruments and Asdic (N)

Communications (C)
Detection Radar (N)
Gunnery Radar (G)

Aircraft Instruments (I)
Aircraft Electrics (L)
Ground Electrics (S)

Air Radio (C)
Air Radar (R)
Ground Radio and Radar (S)

These courses will be supplemented by practical training in ships and establishments and by courses and examinations at HMC Electrical School or Training Centre.

On completion of correspondence courses, men will undergo a further course at HMC Electrical School or Training Centre during their period of naval training. This course consists primarily of practical training on equipment which operates on the principles studied during the correspondence course. When desirable, consideration will be given to providing further training at civilian technical schools.

Because of the necessity for men of the Electrical and Radio Technician (Air) branches (EA and RA) to spend their period of naval training in an aircraft carrier or at a naval air station, men of western divisions are to be trained for the ET and RT branches only.



OFFICERS *and* MEN



First Observers' Mates Class Receives Wings

A new career in the Royal Canadian Navy was launched November 3 with the presentation of wings to six observers' mates, the first to qualify for the recently-established non-substantive rating.

Successful graduates were Able Seamen William D. Hunter, Watrous, Sask.; Douglas Carr, Chesterville, Ont.; Robert L. Rogers, Westboro, Ont.; William A. Harnell, Three Rivers, P.Q.; Douglas S. Moffatt, Montreal, and Harry Sully, Mt. Forrest, Ont.

The wings were presented by Capt. E. W. Finch-Noyes, commanding officer of HMCS "Shearwater," at a ceremony at the RCN Air Station. The six OMs are slated to join 826 Squadron, the first to be armed with Avenger aircraft, for aircrew duties. Their duties will include operation of radio and radar equipment and anti-submarine search apparatus.

The 17-week course teaches electrics, communications, anti-submarine warfare, airport traffic control, elementary navigation, aircraft recognition, medical aspects of flying, and survival and dinghy drills.

Officer in charge of the observer's mate training is Lieut.-Cdr. (O) R. I. W. Goddard. Instructors include CPO Robert Hogg, Leaside, Ont., and PO Robert Geale, Port Colborne, Ont.

King's Commendation for Two Navy Men

Able Seamen David Brooks, RCN, and David Early, RCN(R), both of Saskatoon, have been awarded the King's Commendation for rescuing a woman from drowning in the South Saskatchewan River at Saskatoon last May 5 ("Crownsnest," July 1950.)

The woman had fallen from a bridge into the river near where the two men were working at HMCS "Unicorn," the Saskatoon naval division.

In recommending Brooks and Early for the award, Cdr. O. K. McClocklin, commanding officer of "Unicorn," pointed out that the temperature of the water at the time was in the neighborhood of 40 degrees, while the current was approximately 10 knots per hour.

Said Cdr. McClocklin, "The calm and direct action of these two young Able Seamen in the face of very serious personal risk cannot be too highly commended in that, by this action, they saved the life of a human being."

Cdr. F. R. K. Naftel To Command "Prevost"

Cdr. Frank R. K. Naftel, RCN(R), of Goderich, has been appointed commanding officer of HMCS "Prevost," the naval division at London. He took up his new duties October 31.

Cdr. Naftel succeeded Lieut.-Cdr. T. F. Owen, RCN(R), CO of the division since May 1949, who has taken over the post of staff officer

(administration) at HMCS "Montcalm," Quebec City, succeeding Lieut.-Cdr. Paul Savard, who has been appointed to "Cornwallis."

Born in Perth, Ont., Cdr. Naftel entered the RCNVR at Montreal in April 1940. During the war years he served as executive officer of the minesweepers "Armentieres" and "Wasaga" and as commanding officer of the 'sweepers "Milltown" and "Kenora" and the Algerine escort vessel "Wallaceburg." He also commanded HMCS "Brunswicker," the naval division in Saint John.

During the latter months of the war, he served as Chief Canadian Staff Officer to Commodore (D) Western Approaches, at Londonderry.

Returning to Canada in June 1945, he was demobilized at Montreal in August. He re-entered the Reserve in October 1950 to take command of "Prevost."

For his services during the war, Cdr. Naftel was Mentioned in Despatches, the citation reading, in part, "for utmost zeal, cheerfulness and devotion to duty."



Teams from the Special Service Squadron engaged in exhibition hockey, basketball and soccer games in several of the ports visited during the European cruise. Prior to a basketball game in Copenhagen, Leading Seamen Roy Sharkey, of Saint John, N.B., and Gordon Taylor, Niagara Falls, chat with two Danish players. (MAG-2317).

Sixteen Stoker Mechanics Complete Course at MTE

After a 19-week course at the Mechanical Training Establishment at HMCS "Stadacona" 16 stoker mechanics qualified for the rating of P2SM2.

Following are the successful graduates: POs Gerald E. McDormand, Westport, N.S., and James C. Moreton, Victoria, and Leading Seaman William G. Sparrow, Medicine Hat, Alta.; James R. Clarke, Victoria; Frank S. Judd, Toronto; Frank E. Harding, Victoria; Alan Way, Saskatoon; Hudson E. Carroll, Halifax; Jack A. Friis, Dartmouth, N.S.; Jack E. Groves, Victoria; David G. Klassen, Mission City, B.C., Charles F. Mosher, Chase, B.C.; Ronald S. Taylor, Moncton, N.B.; Donald Pratt, Toronto; James F. Marsh, Halifax, and John W. Knowler, Upper LaHave, N.S.

Former Cadet Captain Teaching in Ethiopia

For the next three years, Sub-Lieut. Edward A. Vincent-Barwood, of Nelson, B.C., isn't going to be able to pursue his spare-time career as an officer of the Royal Canadian Navy (Reserve).

Sub-Lieut. Vincent-Barwood, a former member of the University Naval Training Division at Mount Allison University, Sackville, N.B., has accepted a position as teacher of industrial arts in a school eight miles outside of Addis Ababa, Ethiopia. He and his Toronto-born wife, left Canada for their new home late in September.



S/LT VINCENT-BARWOOD

Sub-Lieut. Vincent-Barwood's first Service connection was with the Air Force. While at high school in Vancouver, he joined 1601 Cadet Wing of the RCAF in 1938. Later he spent four years as a sergeant technician in the Royal Canadian Dental Corps. He joined the University Naval Training Division when he entered Mount Allison and last summer served as a Cadet Captain in HMCS "Stadacona," Halifax. He graduated this year with a degree in fine and applied arts.

Prep School "Students" Flown from Europe, Asia

Three men of the Royal Canadian Navy were flown from opposite ends of the world recently so that they could commence studies at the RCN Preparatory School in HMCS "Naden," Esquimalt. Successful completion of their courses will qualify them academically for promotion to commissioned rank.

Petty Officer John O'Neill, 22, Pointe Claire, P.Q., and Ldg. Sea. Bruce Richards, 22, of Edmonton and Vancouver, left HMCS "Magnificent" at Portsmouth, England, flew to Montreal, then entrained for the West Coast. Ord. Sea. Douglas Jebson, 19, of Burnaby, B.C., who had been serving in the destroyer "Sioux," crossed the Pacific by air from Japan.

Petty Officer O'Neill has been in the RCN for four-and-a-half years, two of which were spent with the 19th Carrier Air Group. Ldg. Sea. Richards, a member of the "Magnificent's" ship's company since early this year,

joined the Navy five years ago. Both men were selected as officer candidates and appeared before a Fleet Selection Board convened in the carrier while on passage between Amsterdam and Rotterdam.

Ord. Sea. Jebson entered the RCN in 1949. After basic training he served in the cruiser "Ontario," he was drafted to the "Sioux" just prior to her departure from Esquimalt for the Far East in July.

Return of the three men to Canada for the course is in accordance with the Navy's policy of providing selected candidates from the "lower deck" with the opportunity to obtain educational qualifications for promotion to commissioned rank.

Fifteen men are enrolled in the class currently under instruction in the Prep School.

Twelve Men Complete Radar Plot Course

The following men have completed a course at the Navigation Direction School, Halifax, which qualified them as Radar Plotters, second class: Ldg. Sea. Glen Kekewich, Toronto, and Able Seamen Harvey Jones, Victoria; Gordon David, Halifax; Harold Bailey, Truro, N.S.; Clyde Williams, Halifax; Ronald Yeats, Claresholm, Alta.; James Duncan, Nordegg, Alta.; Richard Lopeter, Swift Current, Sask.; Ralph Hancock, Dominion City, Man.; Gilbert St. Laurent, Winnipeg; James Armstrong, Peterborough, Ont. and Robert Miles, St. Stephen, N.B.

"Father Mike" Received in Audience by Pope Pius

Father Michael P. MacIsaac, of Glace Bay, N.S., and Ottawa, Chaplain of the Fleet (RC), has been received in audience by and given the blessing of Pope Pius XII.

"Father Mike," as he is known throughout the Service, flew to Rome from England when the "Magnificent," in which he then was serving, arrived at Portsmouth in mid-October for a week-long visit in the course of the European cruise.

The trip to the Holy City was arranged by Father MacIsaac at his own expense. With him he took some two dozen rosaries to be blessed during his audience with the Pope. The rosaries, for the most part, had been purchased by Canadian sailors during the Special Service Squadron's stay at Londonderry, Northern Ireland, in September.

Later, while the squadron was at Lisbon, Father MacIsaac took a party of 150 officers and men to the shrine at Fatima, about 90 miles north of the Portuguese capital.

USN Officer Commends RCN Laboratory Assistant

PO Donald M. Halverson, of Malaga, N.S., a laboratory assistant, has been commended by the commanding officer of the United States Naval Medical School, Bethesda, Maryland, for the "outstanding manner" in which he performed his duties while taking a course at the school.



Shown above are members of the tenth Chief and Petty Officers' Leadership Course to be held in HMCS "Cornwallis". Front row, left to right: PO J. Delisle, CPO P. R. Herold, CPO C. V. Scott, Cd. Bos'n H. J. Andrews (instructor), Lieut.-Cdr. J. C. O'Brien (officer-in-charge), CPO R. J. Fitzsimmons, CPO T. G. Williams, PO R. S. Davis. Centre row: PO R. L. Johnson (instructor), PO D. J. Regimbal, PO J. P. Mooney, PO W. Saranic, PO L. O'Brien (instructor), PO E. L. Stein, PO G. H. Southern, PO W. C. Salisbury, CPO C. C. Hancock (instructor). Rear row: PO E. N. Huppe, PO F. J. Savage, PO G. L. Oakley, PO C. Lewis, PO N. Keziere, PO J. H. Bellavie, PO W. J. Kittson. (DB-934-1)

The letter of commendation, signed by Captain B. W. Hogan, USN, stated Halverson had "consistently maintained a high standard of proficiency in both studies and applied clinical laboratory work," and had demonstrated "a keen sense of judgment, tact and ability."

"Your conduct, patience and personal military bearing have been exemplary and a credit to the military service you represent," the letter ended.

Commend Former Chaplain for Work Among Japanese

Father Michael Dwyer, of Halifax, a former RCN chaplain, has been commended by the authorities of Shimabara, Japan, for his work among the people there.

Father Dwyer went to Japan last year as a missionary and at present is the Superior of the Canadian Scarborough Foreign Mission Fathers in Shimabara.

Father Dwyer entered the Navy at Toronto in May 1942. While most of his time in the Service was spent in establishments on the East Coast, he served for a while in "Givenchy" and "Naden," at Esquimalt, and for several months was Chaplain (RC) at Londonderry.

He was demobilized at Halifax in March 1946.

Promotions

CPO T. C. Shuckburgh Receives Promotion

CPO Trevor C. Shuckburgh, of Stettler, Alta., has been promoted to the rank of Acting Commissioned Gunner after successfully completing a qualifying course in the United Kingdom. He was the only Canadian in his class, the others being Royal Navy and Royal Marine personnel.

Born in Stettler, CPO Shuckburgh joined the RCN as a boy seaman in July 1940. During the war he served at sea in HMC Ships "Prince Henry," "Gananogue," "Stratford" and "Teme" and ashore on both coasts, in Newfoundland and the United Kingdom.

He was in the "Teme" when the frigate, while on convoy duty in the English Channel in March 1945, was struck by a torpedo which blew 60 feet off her stern. He was commended by the C.-in-C., Devonport, for "outstanding courage, coolness and devotion to duty after the torpedoing of HMCS 'Teme,' thereby contributing substantially to the salvaging of the ship."

Two TAS Branch Men Earn Commissions

Chief Petty Officers Richard E. Dorken, of Galt, Ont., and Douglas B. Babineau of Halifax, have been promoted to the rank of Acting

Commissioned Gunner (TAS) following their successful completion of qualifying courses in the UK.

Both men entered the RCN at Halifax on March 1, 1937, as ordinary seamen and both took early training in "Stadacona" and at sea in the destroyers "St. Laurent" and "Skeena."

Dorken subsequently served in the destroyers "Restigouche," "Fraser," "St. Francis," "Huron," "Iroquois" and "Nootka," the armed yacht "Sans Peur" and various shore establishments in Canada and the UK. Babineau saw service in the destroyers "Ottawa," "Haida," "Huron" and "Nootka," the frigate "Swansea" and the armed yacht "Renard." He also served ashore on both coasts, in Newfoundland and in Great Britain.

Acting Commissioned Gunner Babineau was awarded the Distinguished Service Medal in October, 1944, for "good service in action with enemy coastal forces."

Former "Chief Jaunty" Commissioned Officer

CPO Joseph Ball, of Winnipeg, has been promoted to the rank of Acting Commissioned Master-at-Arms and has been appointed to HMCS "Shearwater," Dartmouth, N.S.

Born in Liverpool, England, Commissioned Master-at-Arms Ball was living in Winnipeg when he joined the RCNVR as an ordinary seaman in February 1932.

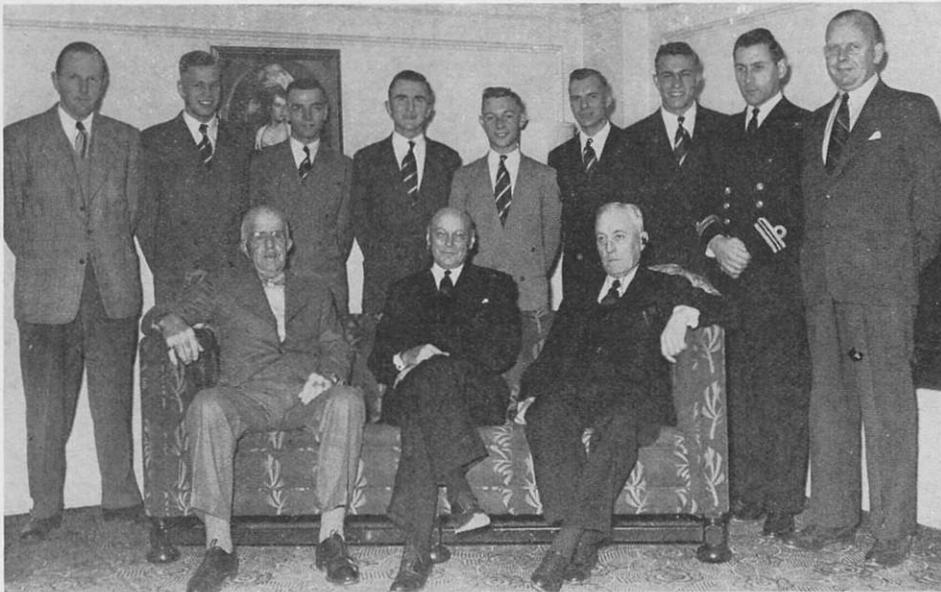
Called on active service in September 1939, he served during the war in shore establishments on both coasts and in the escort carrier "Nabob." Following the war he served for a time in HMCS "Warrior."

Commissioned Master-at-Arms Ball was awarded the British Empire Medal in June 1946 for "meritorious service" during the war.

Thirteen Graduate as Communicators

Thirteen ordinary seamen recently completed a 35-week course at the Communication School, Halifax, which qualified them as communicators.

Graduates were Ordinary Seamen Clayton W. Spencer, The Pas, Man.; Douglas Rouch, Lindsay, Ont.; Joseph R. Devean, Metaghan, N.S.; Sanford J. McGrath, Descousse, Cape Breton; John J. P. Hurtubise, New Liskeard, Ont.; George W. Griffin, Digby, N.S.; D. Joseph Pierson, Winnipeg; Russell T. Matthews, Barry, Ont.; Burton Schnurr, Walkerton, Ont.;



Former Sea Cadets who are attending Royal Roads on Navy League of Canada scholarships were luncheon guests in Victoria of R. C. Stevenson, Co-ordinator of Sea Cadet Activities, during his annual tour of the Pacific Coast. Front row, left to right: Captain R. H. Ley, chairman, Victoria Sea Cadet Committee; Mr. Stevenson and F. L. Shaw, president, Vancouver Island Division, Navy League of Canada. Rear row: D. W. Brown, member of the Navy League Committee; Cadets K. G. J. McKey, P. E. Biron, T. A. P. Eyre, G. E. Van Sickle, J. C. Till, and H. J. Walton; Lieut.-Cdr. G. J. Manson, Sea Cadet Area Officer, and G. R. Turner, member, Navy League Committee. (E-12465).

Mascots Three

Each of the three destroyers operating in Korean waters has a dog as mascot. The pups, all less than four months old, are of doubtful lineage but that doesn't affect their popularity.

On board the "Cayuga" is Alice, a brown and white dog whose chief claim to fame, prior to her being featured as Lady of the Month in the October "Crow'snest", was her abnormally long ratlike tail. In the "Athabaskan" it is Pom-Pom, a perky black pup with a fondness for members of the engine room branch, while in the "Sioux" is brown and white Sue, who has her own special box slung on gimbals in the after flat, where she is placed out of harm's way during bombardments.

Arthur A. Wayte, Toronto; Harvey B. Greene, Vancouver; L. Benoit, Terrace, B.C., and Douglas C. South, Belleville, Ont.

Eight CPOs Qualify for 1st Class Rating

Following a 30-week course at the Electrical School, HMCS "Stadacona," Halifax, the following chief petty officers, second class, qualified for the first class rating: Robert W. Bright, Victoria; John K. Walker, Verdun, P.Q.; Gordon Trevor, Dartmouth; Robert O. Taylor, Victoria; Gordon W. MacNeill, Ottawa; Clarence A. Redden, Halifax; Allan B. Toucks, Windsor, N.S., and Donald Tripp, Ellershouse, N.S.

"York" Messes Hold Annual Elections

CPO Wilfred Franklin was re-elected president of the Chief and Petty Officers' Mess in HMCS "York", Toronto, at annual elections held recently. PO William Clewes was named mess secretary.

Following annual elections in the Seamen's Mess, Ldg. Sea. Gordon Spiker was installed as president. PO James Fleming and ABs Arthur Otley and Howard Craddock were elected to the committee.

Former Navy Man Wins VLA Award

Gordon Stancombe, of Victoria, a former Engine Room Artificer in the Royal Canadian Naval Volunteer Reserve, has been named B.C. Provincial Winner in the Veterans' Land Act small-holding development competition.

An engineer employed in the Empress Hotel in Victoria, Mr. Stancombe won out over 4,100 other VLA settlers in British Columbia.



Navy cheerleaders and the RCN band have been adding a lot of color to games involving "Stadacona's" entry in the Halifax Canadian Football League. In the troupe of entertainers who rouse the Navy's rooting section are, in front, AB Keith Morrison and mascot "Queenie," and, in rear, Ord. Sea. Ray Charlton, PO Mike Bidnuck and Ord. Sea. John Graham. (HS-12415).

Weddings

Lieut. C. R. Manifold, HMCS "La Hul-loise," to Miss Sheila Challice, Halifax.

Lieut. Walter S. Blandy, HMCS "Naden," to Miss Norah A. Stanton, Victoria.

Sub-Lieut. (S) Thomas A. Cove, HMCS "Crescent," to Sub-Lieut. (NS) Audrey Miller, Mission City, B.C.

Ldg. Sea. Richard H. Applejohn, HMCS "Cornwallis," to Miss Vera Mae Warner, Digby, N.S.

Ldg. Sea. W. E. Dunbar, HMCS "Stadacona," to Miss Helen S. DeWolfe, Saint John, N.B.

Ord. Sea. H. J. Dinn, HMCS "Portage," to Miss Marie Gregory, Salmonier, Newfoundland.

Births

To Lieut.-Cdr. George Rooke, Naval Headquarters, and Mrs. Rooke, a son.

To Lieut. R. A. Beach, HMCS "Portage," and Mrs. Beach, a daughter.

To Lieut. D. J. Kennedy, HMCS "Portage," and Mrs. Kennedy, a son.

To Lieut. D. G. Meredith, HMCS "Portage," and Mrs. Meredith, a son.

To Lieut. (P) J. B. Fotheringham, HMCS "Sioux," and Mrs. Fotheringham, a daughter.

To Lieut. (S) Peter J. Bates, HMCS "Bytown," and Mrs. Bates, a son.

To Sub-Lieut. E. S. Parker, HMCS "Sioux," and Mrs. Parker, a son.

To CPO Charles Perry, HMCS "Stadacona," and Mrs. Perry, a son.

To CPO Reginald R. Rimmer, HMCS "Sioux" and Mrs. Rimmer, a son.

To CPO John Tizard, HMCS "Stadacona," and Mrs. Tizard, a son.

To CPO C. W. Henderson, HMCS "Sioux," and Mrs. Henderson, a daughter.

To PO Fernard J. Guinard, HMCS "Cornwallis," and Mrs. Guinard, a daughter.

To PO Jack Kiley, HMCS "Stadacona," and Mrs. Kiley, a son.

To PO Terence Gollinger, Gloucester Naval Radio Station, and Mrs. Gollinger, a daughter
To PO C. L. Pacaud, HMCS "Portage," and Mrs. Pacaud, a son.

To PO Edward A. Bray, HMCS "Portage," and Mrs. Bray, a son.

To PO Keith M. Roberts, Gloucester Naval Radio Station, and Mrs. Roberts, a son.

To PO Richard G. Seager, HMCS "Sioux," and Mrs. Seager, a son.

To PO George Vanthaaff, HMCS "Sioux," and Mrs. Vanthaaff, a son.

To PO Allan W. Tassell, HMCS "Sioux," and Mrs. Tassell, a daughter.

To Ldg. Sea. Edward F. Cadue, HMCS "La Hul-loise," and Mrs. Cadue, a son.

To Ldg. Sea. Howard A. Rands, HMCS "La Hul-loise," and Mrs. Rands, a son.

To Ldg. Sea. Joseph J. L. Grimard, HMCS "Portage," and Mrs. Grimard, a son.

To Ldg. Sea. Walter E. Taylor, HMCS "Sioux," and Mrs. Taylor, a son.

To Ldg. Sea. Kenneth C. Hawkins, HMCS "Sioux," and Mrs. Hawkins, a daughter.

To Ldg. Sea. Harold C. Offer, HMCS "Sioux," and Mrs. Offer, a son.

To AB Ronald L. Tessier, Gloucester Naval Radio Station, and Mrs. Tessier, a son.

To AB Lawrence A. Patton, HMCS "Stadacona," and Mrs. Patton, a son.

To AB John W. Bowes, HMCS "Portage," and Mrs. Bowes, a son.

To AB David R. Green, HMCS "Portage," and Mrs. Green, a daughter.

To AB Hector J. Larocque, HMCS "Cornwallis," and Mrs. Larocque, a daughter.

To AB Walter Moeckl, HMCS "Sioux," and Mrs. Moeckl, a daughter.

RE-ENTRIES

How Do They Affect Your Naval Career?

In its effect on the personnel picture, the Royal Canadian Navy's current expansion program goes considerably beyond simply creating a requirement for some 3,000 recruits.

Additional experienced men are needed to train these recruits; others are going to be needed to serve as instructors in technical schools and to fill key billets in ships of an expanding fleet.

The result has been a general increase in openings for advancement. A number of men can vouch for this on the strength of personal experience, having been advanced quite a bit earlier than they anticipated. And there are vacancies awaiting others as soon as they obtain the necessary qualifications.

This, however, still does not provide sufficient experienced men to fill all the comparatively senior positions created by the expansion program. This is particularly so of instructors.

For this reason, the Navy has modified its recruiting policy to permit the re-entry of a certain number of men who have had former service. Some of these have had their applications in for long as two years.

This may grate on men who have stayed in the service and who feel their advancement is being held up by the re-entry of men in ranks which otherwise might be open to them. To some extent this is understandable, but the re-entry scheme is, in fact, being carefully handled in order to interfere as little as possible with the careers of men already serving.

Perhaps it might be as well to explain the reasons a little more fully. Take a look at "Cornwallis". Earlier this year, new entries were arriving at the rate of 45 a month. Some months there were about 60, others 35.

Suddenly the entry was stepped up to 300 a month, or increased more than six times. Instructors had to be found to train these men — more regulators, more PTIs, more seamanship instructors, and so on.

Advancement was opened up in all branches, but this still did not come near filling the bill, so re-entries had to be accepted.

In addition, the technical and professional schools are going to have their commitments increased as the

demand grows for gunners, radar plotters, stokers, electricians, communicators, and so on. Here again there is a problem.

In this case, men now in the Service could be held up for advancement because there were no instructors available to take them through their courses. But by re-entering men with the necessary qualifications, chief or petty officers could be relieved to go to the schools for instructional duties, and advancement thus accelerated again.

In any event, the man in the Service is protected, because long before there is any chance of the advancement channels becoming clogged the door for re-entry of men in higher ratings will be closed.

Re-entries, incidentally, are not given their former ratings or seniority. They are dropped a long way down the line and fitted into the rosters in positions considered to be equally fair to the men already on the roster and to themselves.

LOWER DECK ADVANCEMENTS

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

ABRAHAM, John R. C1G13
 ARCHER, Ross D. P2FM2
 BEAKLEY, George S. P2AO2
 BECKER, Anton. P2FM2
 BELL, Ronald H. P2AR2
 BELLIVEAU, Raymond J. P2AR2
 BLACK, Edward J. P2AO2
 BOUTILIER, Michael F. LSSM1
 BRADLEY, Robert C. P1QR1
 BRANDT, William H. P2LR1
 BROWN, Douglas W. LSFM2
 BUCKLEY, Cecil E. C2TD2
 BURR, George A. LSAL1
 BUSH, Donald R. LSA1
 BYATT, William A. C2G13
 CLITHEROE, Robert E. P2AF2
 COLBERT, John E. P2PH2
 COLTER, William A. LSTD1
 COUPE, Roy S. P1TD1
 CROOKSTON, Kenneth. C2AT4
 DARLING, Frederick G. P2AO2
 DAVIS, Roy S. P1TD1
 DOBING, Sydney. C2TC2
 DOWNING, Robert F. P1AL2
 DUKE, John H. P2AL2
 EADE, Ralph. C2AA2
 ELDRIDGE, Richard H. P1TD1

FEX, Robert W. LSAC1
 FLACK, Robert A. LSPH1
 GILBEAU, Joseph P. P1AO2
 GILLIS, Earle C. P2AC2
 GLAWSON, John E. P2AO2(NQ)
 GNATIUK, William. LSAAS
 GOMEZ, Jack P. C1AN3
 GOUCHER, John F. C2TC2
 GRAHAM, Bruce C. P2RC1
 GRAHAM, Kenneth B. P2QR1
 GRAY, Thomas. LSAL2
 HAAS, Eugene A. P2AA1
 HARDY, Reginald J. LSA2
 HART, John E. C2PC3
 HAVERON, John H. LSFM1
 HAYES, Gordon T. LRSQS
 HILL, Norman B. P1P13
 HOARE, Harrison J. C1AT4
 HODGSON, Garth C. P2FM2
 HOGG, Robert W. C2AC3
 HOGG, William R. LSRP1
 HOLLAND, Delmar A. LSFM2
 JAMES, Wallace E. C2AN3
 JARDINE, Harold J. P2AL2(NQ)
 JENKINS, Everett M. LSFM2
 JONES, Gerald C. LSAL2
 JONES, Wilfred C. P2FM2
 KEIR, Gordon R. LSAO1
 LAMBERT, Norman Mc. C2AT4
 LIPTON, John F. C1TI3
 LITTLE, Lorne M. P2RP1
 LONNEE, Donald R. LSAAS
 LOWES, William G. LSFM1
 MANYK, George M. LSAF1
 MARTENSON, John R. P2TD1
 MAURO, Orlande E. P1LR1
 MacKAY, George H. LSFM1
 McCALLUM, Burrett C. P1AO2
 McCOLM, Clayton W. LSA2
 McCULLOCH, Donald D. P1QR2
 McDONALD, John. P1TD2
 McDONALD, MacAvoy. LSRP1
 McLAUGHLIN, John B. LSAO2
 MERGAERT, Gilbert. LSAL2
 MIDDLETON, Morley J. P1TD2
 MILLER, Thomas A. LSAF2
 MONAGHAN, Hubert J. P2FM2
 MORTON, Eldon L. LSA1
 MOSEHOLM, Harold. P1AN2
 MULOIN, Wallace F. C2TC2
 MURRAY, Alexander D. LSA1
 O'BRIEN, Jack L. LSAO2
 OSTROWSKI, Stanley J. P2AL2(NQ)
 PATERSON, William C. P2FM2
 PETERS, Edward L. LSFM2
 PEAKMAN, Jack. C1ER4
 PETTIGREW, Joseph R. P1CR1
 PITT, Reginald G. P1PT2
 PROSEILO, Walter R. P2AN2
 PRYNE, Allan S. P2FM2
 RAYNARD, Robert B. P2AN2
 REID, Ray W. LSPH1
 ROGER, Robert N. P2RC1
 ROGGEVEEN, Paul A. LSRPS
 RUBIN, Donald J. LSA2
 RUSSELL, James F. P2AA1
 SHAH, Mohamed S. LSFM1
 SHEPPARD, Robert E. LSFM1
 SKOKO, Norman M. LSA1
 STARK, Stanley E. LSRPS
 TORRENTS, Thomas H. P1RP1
 TREPANIER, Albert J. P1PT2
 TROUGHTON, Gordon A. P2AF2
 WALDRON, John C. C1PT2
 WALLACE, Duncan A. C2TI3
 WIGMORE, Robert A. C2DV3
 WILSON, Murray L. P1LR2
 WILSON, William T. C2TC2
 WILLIAMSON, Thomas R. LSA2
 WIWCHARUCK, Peter G. C1AT4

Ditty Bags on Way to Three Destroyers

Ditty bags made up and contributed by citizens in many parts of the country have been assembled by the Navy League of Canada and forwarded to the three Canadian destroyers serving under the UN flag in the Far East. All told there were 813 of them, enough for all hands in the three ships.

The Navy League, in addition, sent the following message to Captain Jeffrey Brock, senior officer of the destroyer division:

"On the occasion of our annual meeting just completed, provincial presidents and officials of the Navy League of Canada unanimously resolved that we convey to you, all ex-Sea Cadets and others under your command greetings and best wishes. Your combined sacrifices and services to Canada and the United Nations are an inspiration to the citizens of Canada and all Sea Cadets. We hope that in the building of character and in the training of Sea Cadets we shall be successful in holding high the standard of your heroic service."

In his reply, Captain Brock revealed that there are 180 ex-Sea Cadets, himself among them, serving in the destroyers. He said:

"All under my command thank you for your kind wishes. As one of the 180 ex-Sea Cadets serving in Korean waters I have been asked to convey our special thanks for your help in the past and your continuing interest in our activities. Your inspiring message has been much appreciated."

Communicators Promoted to Commissioned Rank

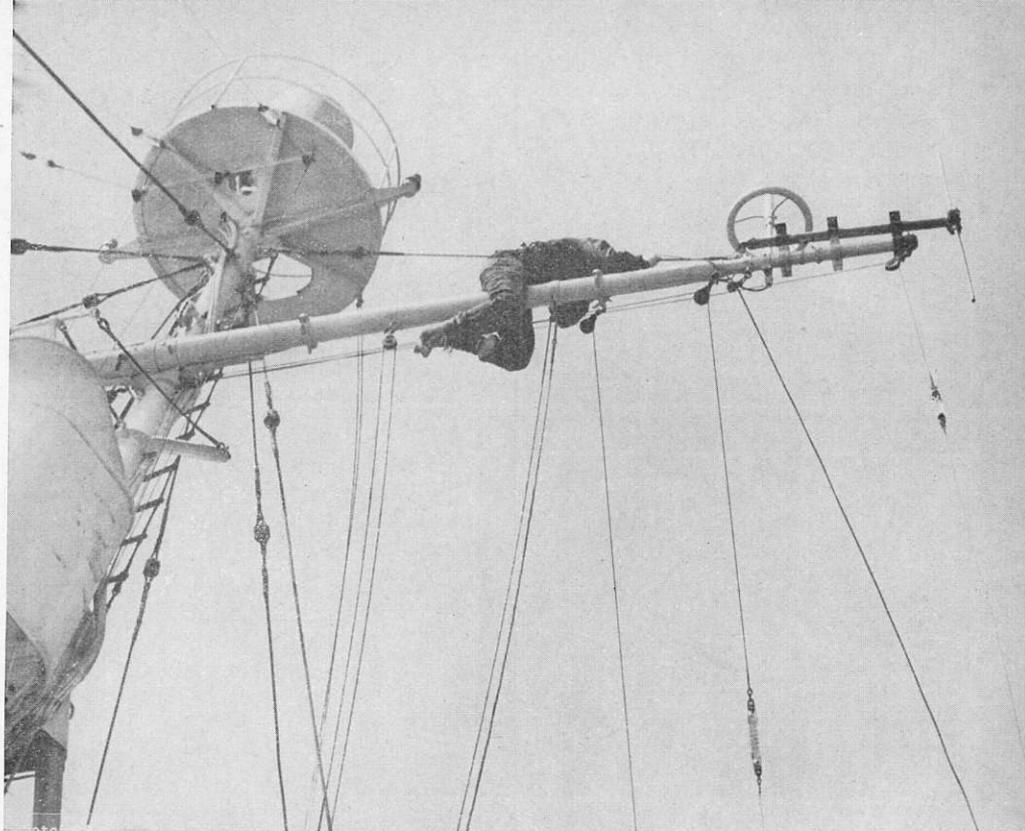
Four chief petty officers of the Communication Branch have been promoted to the rank of Acting Commissioned Communication Officer following completion of a 34-week qualifying course at the Communication School, Halifax.

The new "one ringers" are A. E. Shirley, Victoria; Herbert C. Clark, Vancouver; George R. Milne, Regina, and Donald McGee, London, Ont.

Born in England, Cd. Comm. Officer Shirley served in the RN before transferring to the RCN as a signalman in September 1937. He has served at sea in the "St. Laurent," "Skeena," "Ottawa," "Assiniboine" and "Uganda" and in shore establishments on both coasts.

A resident of Vancouver prior to joining the RCN as an ordinary seaman in July 1937, Cd. Comm. Officer Clark has served in destroyers, frigates and other ships of RCN, and in various shore establishments.

Cd. Comm. Officer Milne joined the RCNVR in Regina in April 1939 and went on active service there at the outbreak of war. Subsequently he served in various shore establishments



It is a long standing tradition in the Navy that a signalman who loses a halyard while flag-hoisting will go "up the stick" to retrieve it. Here Cadet David Richards, of Wolfville, N.S., clammers out on the yard to secure a lost halyard. Cadet Richards performed his acrobatics aboard HMCS "La Hullose" during a summer training cruise. (HS-11555).

and naval radio stations and at sea in destroyers, the "Uganda" and the minesweeper "Malpeque."

He was mentioned in despatches on January 1, 1945, for his "untiring devotion to duty" during a prolonged but successful U-boat hunt.

He transferred to the RCN in June 1943.

Also mentioned in despatches for war service, Cd. Comm. Officer McGee, a native of London, joined the RCN in November 1933 as a boy seaman. He received his MID while serving in Canadian destroyers on North Atlantic convoy duty, the citation praising his "efficiency, cheerfulness and wholehearted devotion to duty."

Ships in which he has served include the "Magnificent," "Uganda," "Saguenay," "Assiniboine," "Skeena," "St. Laurent" and "Restigouche." He also served for a time in the aircraft carrier HMS "Courageous."

Division COs Hold Annual Conference

Commanding officers, or their representatives, of the 21 naval divisions across Canada met at Naval Headquarters October 23 to 27 for their third annual conference.

The Reserve Training Commanders of the Atlantic and Pacific Commands and heads of various directorates at Headquarters also attended the meet-

ing.

Captain H. L. Quinn, Director of Naval Reserves, was chairman.

Delegates were welcomed in brief addresses by Defence Minister Brooke Claxton, Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, and Commodore J. C. Hibbard, Chief of Naval Personnel.

The following week staff officers of the divisions held a similar conference at Headquarters.

"Sioux" Claims Flotilla Softball Championship

Despite long periods spent at sea on a variety of UN assignments, HMCS "Sioux" has found time to develop a softball team which lays title, at least temporarily, to the championship of the three-ship flotilla serving in the Far East.

While exact records are not available, the "Sioux" sluggers claim to have scored victories in the majority of games they have played with teams from both the "Cayuga" and "Athabaskan." They admit, however, that they showed a "complete reversal of form" after winning the opener of a recent two-game series with the "Athabaskans." "Sioux" won the first contest 19-3 but took a 16-1 trouncing in the second.

The "Sioux" also won the odd game of a series with the American supply ship "Jason."

Three Years 'Dead'

by A. J. P.

Report of Lieut. Richard Leir's
Demise Proved To Be
'Slightly Exaggerated'

ON BOARD HMCS "ATHABASKAN".—When I joined this Tribal class destroyer near Kunsan for a week's stay in late September, one of the first things I noticed upon entering the navigator's cabin, where I was billeted, was a neatly framed official card of commemoration hanging on the forward bulkhead. It bore the signature of the Minister of National Defence for Naval Services and was addressed to the next of kin of Richard Hugh Leir, Midshipman, RCN, who, it said, had given his life in the service of his country.

Fifteen minutes later in the ward-room I met Richard Hugh Leir. He was one and the same person, now a lieutenant and navigating officer of the "Athabaskan".

How had the supposedly deceased Midshipman Leir become Lieutenant Leir? Here is his unusual story:

It begins back in 1942, when he was serving in the cruiser HMS "Exeter," of River Plate fame. With units of the American, British and Dutch Navies, the "Exeter" took on a vastly superior Japanese fleet in the Battle of the Java Sea. Four enemy cruisers cornered the "Exeter" and sank her in a blaze of gunfire.

There were nearly 400 survivors. Most of them were in one group, but some 100 officers and men drifted away and were separated from the main party. The larger group was picked up by Japanese ships and taken to Maccassar prisoner of war camp in Indonesia. From here, the names of the landed survivors were forwarded to the Admiralty.

Meanwhile the smaller group, of which Lieut. Leir was a member, was picked up by an enemy destroyer and landed in South Borneo. Later, they were transferred to the camp at Maccassar, where they met their shipmates. But the list of survivors had already gone to the Admiralty and the Japanese officials made no effort to correct it. Lieut. Leir and his band thus began their three years as "lost" men.

Back home in Canada, he was listed as missing, presumed dead.

Six months later, in the summer of 1943, he was discharged dead. Shortly after, his parents, in Penticton, B.C., received the card of commemoration which now hangs in his cabin in HMCS "Athabaskan" and the Memorial Cross.

But in Indonesia, young Dick Leir was very much alive and learning a new kind of life. A Japanese admiral in charge of the camp needed some extra pocket money, and rented his charges out to a nearby mining company for 60 cents per man per month. Lieut. Leir spent nine months in bondage before American Liberators came over the island and bombed the place, smashing the machinery and equipment to bits.

Next he took up the oil business. As a laborer he carried lumber, pipes and drilling equipment for 10 or 11 hours a day in South Borneo.

"In these and in the other places where I was sent later, we worked 14 days in a row, including Sundays, and then got a day off. We were so beat," he recalls, "that we usually spent that day sleeping."

Leir spent about a year and a half in this type of forced labor. Then in the summer of 1944 he went to Java



Lieut. Richard Leir holds the card of commemoration sent to his parents after his "death." (CA-184).

to do some farming. He planted castor oil beans and worked on a banana plantation.

"That was the best job of the lot," he says with a smile, "we had plenty to eat—it was a good thing I liked bananas."

But carrier-borne British aircraft flew over and levelled the countryside, and Lieut. Leir found himself back in the oil business, this time in Sumatra.

"Then came another interesting spell of work," he continued. "The Japanese wanted to get a motor car assembly plant back in operation in Batavia. The place was complete with all the parts and equipment but they had no men to operate it."

The camp officials mustered the POW's and asked for volunteers. Nobody moved. But the officials wouldn't take no for an answer. It seems they thought all Europeans were mechanics because there were so many cars in that part of the world. The POW's, they reasoned, were just holding out. So the Japanese cut off the men's food. Three days later they came again for volunteers.

"You know," chuckles Lieut. Leir, "in those three days even I had learned the mechanic's trade."

"I was put into a bay with two other fellows and it was our job to assemble the engines. None of us knew a thing about it, but we discovered an English manual which gave step-by-step instructions on how to assemble the thing. We tried it. It took us three weeks, but we finally got it together. And, by George, do you know that thing really worked."

The POW's had been keeping in touch with world news by means of concealed radios. At one time they had built a receiving set into a pair of hollowed out wooden clogs, which all the prisoners wore. The Japanese knew their prisoners were receiving news and tried to find the radios, but without success.

"I think those clogs are now part of the British War Museum," Lieut. Leir said.

It was the summer of 1945. Suddenly two atomic bombs burst over

Japan and the war was ended. The POW's quickly organized their forces and took over from the Japanese in Batavia. "They had little fight in them when they learned of the surrender," Lieut. Leir related. "We got in touch with Admiral Mountbatten's headquarters in Ceylon and got official sanction to take over the city. Three senior officers of our group set up administration. We policed the city and restored property and homes to the Indonesians." This work kept him busy until October, 1945.

Meanwhile, back home, some information had filtered through to his parents. At the POW camp the guards permitted their prisoners to write letters on certain days every few months, assuring their charges that the letters would be mailed. Very few of them were. But one of these few letters provided the first evidence that Lieut. Leir had not been lost in the sinking of the "Exeter."

"A friend of mine wrote his mother in England and said that he had seen me," he explains. "She, in turn, wrote my mother. But they still weren't sure I was alive. That letter took three years in getting to England."

In October, 1945, he began the long voyage home. He boarded an aircraft which took him to Calcutta for repatriation. From here he sent a telegram to his parents.

"They wouldn't have recognized their little boy," he says with a laugh. "I was a sorry sight. I had come down from 160 pounds to 107, my head was clean shaven according to Japanese POW rules, and I was dressed in clothes I had made out of borrowed car upholstery."

In Calcutta he was scrubbed, sprayed with various powders and insecticides, and put on a plane bound for England. There he boarded the Canadian-manned aircraft carrier HMS "Puncher" for the trip to Halifax.

"All the way I dreamed of the big juicy steak I would eat when I arrived—110 grams of rice three times a day gets a little tiresome," he smiled, "but when I got to Halifax they slapped me in the hospital as a malnourished type and put me on a diet of soup and liquids."

There were other surprises awaiting him, too. He found that since he had been discharged dead, he had to rejoin the Navy. He was also required to requalify as a sub-lieutenant although he now held the rank of lieutenant. But a more pleasant experience was catching up on his finances.

A HELPING HAND

*Benevolent Fund This Year
Has Disbursed \$100,400
In Financial Aid*

MOST of us are fortunate in that the only time we think of the Canadian Naval Service Benevolent Trust Fund is when the question arises as to how much our ship or establishment should contribute to the fund.

But there are others who are keenly aware of and deeply thankful for its existence. Over the past ten months there have been several hundred of these—persons who have run into tough times and have been helped back on their feet by the Benevolent Fund. They have included serving personnel, former navy men and dependents of both.

In the first nine months of 1950, they received assistance to the total amount of \$100,399.48. This consisted of \$52,994.41 in grants and \$47,405.07 in loans.

How much this help was appreciated may be judged by reading the following four letters, which are samples of some recently received by the fund's officers. No names or addresses are printed as all applications to the fund are dealt with on a confidential basis.

* * *

I would like to express my very deep appreciation for the help you are giving us.

I can quite easily meet the payments I have left to pay. Thank God the strain and worry will be now eased.

Once again I want to express my very deepest gratitude for the help the fund has given us.

*Yours sincerely,
Ex Service Member.*

* * *

My wife and I wish to take this opportunity to thank the Fund for their kind assistance when we were in need. It has enabled us to get on our feet and I hope we never have to seek help financially again. If ever I am in a little better position I will contribute to the Fund.

*I remain,
Yours truly,
Serving Member.*

"You know, when they figured it all up, I got over \$8,000 in back pay, gratuities and clothing allowances. "But," he hastened to add, "there are lots of easier ways of making \$8,000."

I would like to take this opportunity to thank you for your kindness and consideration to me recently. Would you kindly convey my thanks to the Members of the Naval Benevolent Fund who were responsible for the granting of the loan and their kindness in making the grant.

It certainly gives me a much brighter outlook on life and lifts a lot of worry off my shoulders.

Thanks again.

*Yours truly,
Dependent of Ex-service Member.*

* * *

The loan was a big help. It took my family over the rugged period. We deeply appreciate it. You might even say it helped earn an M.D., C.M., for this boy, come next June.

*Yours truly,
Ex-Service Member
University Student*

* * *

During the same period in which more than \$100,000 was distributed to distressed cases, donations from Service sources totalled \$2,064.02. Broken down, these were as follows:

Canadian Task Group 214	
("Ontario", "Cayuga",	
"Sioux")	\$ 16.92
HMCS "Haida" Ship's Fund	75.00
"Naden" Ship's Fund	946.13
"Ontario" Ship's Fund	328.20
"Ontario" Wardroom Mess	65.60
"Rockcliffe" Ship's Fund	98.78
"Rockcliffe" Wardroom	33.40
"Stadacona" Ship's Fund	301.99
"St. Stephen" Ship's Fund	150.00
"Swansea" Canteen	20.00
"Unicorn" Seamen's Canteen	10.00
Lieut. D. R. Chassels, RCN	18.00

Total..... \$2,064.02

Information on the Benevolent Fund, its principles and how it operates, can be found in a booklet published in March of this year and available through ships' representatives or the secretaries of the eastern and western claims committees.

Though you may not know or hear much about it, the fund's good work goes on, day in and day out, as it strives to abide by the terms of its charter and "relieve the distress and promote the well-being of the members or ex-members of the Naval Forces of Canada or their dependents."

Use it if you need it—support it whenever you can!

Afloat and Ashore

PACIFIC COAST

Navy Day was observed in the Pacific Command with all ships and establishments open to the public and special displays and events scheduled for the benefit of the visitors.

On the following day, Battle of the Atlantic Sunday, detachments of the Royal Canadian Navy, the RCN (Reserve) and naval veterans attended church parades in Esquimalt and Victoria.

Coinciding as it did with the Thanksgiving weekend, Navy Day did not attract the number of visitors expected. However, the several hundred who attended "open house" at HMCS "Naden," the Dockyard and on board HMC Ships "Ontario," "Crescent," "Antigonish" and "Beacon Hill" found much of interest in

the displays of equipment and demonstrations of training techniques.

The church parades on Battle of the Atlantic Sunday were the first occasions on which Second World War medals were worn by naval personnel in the Pacific Command.

Officers and men of the permanent force marched to Christ Church Cathedral, the First United Church and St. Andrew's Cathedral in Victoria, while Reserve personnel from HMCS "Malahat" made up the main part of the parade to historic St. Paul's Garrison Church in Esquimalt. The RCN band from "Naden" marched with the Victoria contingent while the bugle band from HMCS "Ontario" accompanied the parade in Esquimalt. Special services in the churches commemorated those who took part in the Battle of the Atlantic.

Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, visited the Pacific Command for two days en route back to Ottawa following his visit to the three Canadian destroyers in the Korean theatre. Accompanied by his secretary, Cdr. (S) Dudley Elcock, Admiral Grant carried out a number of inspections and attended functions held in his honor.

The winter-long race for the Cock-of-the-Barracks Trophy, emblematic of inter-part sports supremacy in HMCS "Naden," is well underway, with teams entered in soccer, basketball, volleyball, bowling and .22 rifle meets.

Supply School and the Mechanical Training Establishment again appear to be the principal contenders.

HMCS "Crescent"

Following her re-commissioning on September 29, HMCS "Crescent" carried out the usual round of calibrations, full power trials and armament tests.

A party of newspaper and radio men was on board the destroyer for her power trials in the Straits of Juan de Fuca. For one of them, M. V. Chestnut, manager of radio station CJVI in Victoria, it was a modern homecoming. He was one of the original members of the RCNVR in Calgary and Victoria and served in the old destroyer "Patrician" as a sub-lieutenant when the present Chief of the Naval Staff, Vice-Admiral H. T. W. Grant, then a lieutenant was her "No. 1."

The "Crescent" made a visit to Vancouver shortly before she left the West Coast for her new base at Halifax. With more than 90 per cent of her company from the Halifax Port Division, the trip to Vancouver provided many of her crew with their first sight of the big seaport.

ATLANTIC COAST

Gunnery School

Refitting of the rifle range and renewal of the butts was under way during October in preparation for



A plotting team is shown at action stations in the "ops" room of HMCS "Huron" during the course of one of the many exercises carried out during the Special Service Squadron's European cruise. In the foreground is AB Bertrand Gosselin of Sherbrooke, P.Q. Left to right in background are AB Robert Desgagne, Quebec City; AB Robert Trottier, Montreal; PO Victor Rochon, Levis, P.Q., and PO George H. Jones, Port Stanley, Ont. Sub-Lieut. R. P. Morris, of Halifax, is at the inter-comm. microphone. (MAG-2118).

the RCN Interpart shooting competitions.

Newcomers to the school include Lieut. Geoff. Barrick, from Headquarters, CPO Ernie Finter and POs George Perogi and Bill Leduc. CPO Finter has been placed in charge of gunnery stores, replacing Commissioned Gunner "Tug" Wilson, who is taking a fire control course in the U.K.

Mechanical Training Establishment

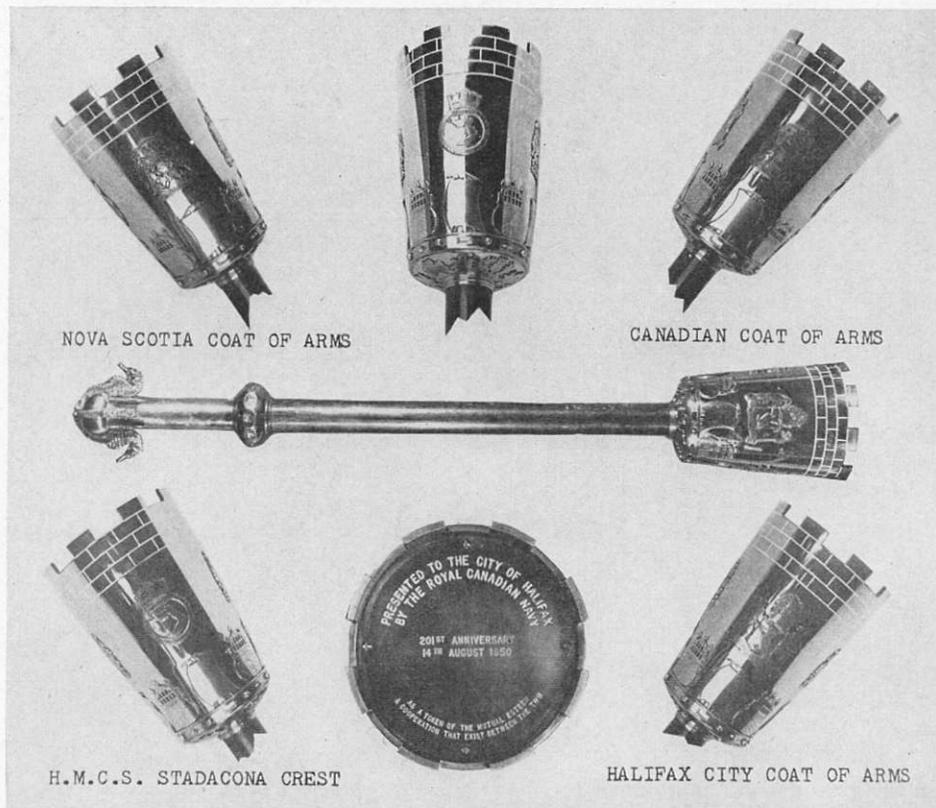
Practically the whole staff of the MTE at "Stadacona" had a hand in the making of the mayoral mace presented earlier this year to Mayor Gordon S. Kinley of Halifax.

The mace was designed by Lieut.-Cdr. Donald MacKay, RCN (R), Ret'd, well known Halifax artist, and was fashioned in the MTE workshops. After planning details had been completed by Lieut.-Cdr. (E) Adrian Abbot, officer-in-charge of the MTE, and his staff, the job was turned over to Lieut. (E) Cecil Beanlands, officer-in-charge of MTE shops.

Castings were made by CPO Mel Johnson, of the molding shop. Machine work was done by CPOs John Lekman and Roy Moore, of the machine shop staff, under the direction of CPO Arthur Dixon. Woodwork on the mace and the stand on which it is mounted when not in



"If daddy can do it, so can we," say Marilyn and Kathryn Tate, daughters of CPO Herbert Tate, an instructor in the Communication School, Halifax, as they operate one of the 20-inch signal projectors during Navy Day "open house" at the school. (HS-12568).



Shown above are the main components of the mayoral mace fashioned by hand in the Mechanical Training Establishment, HMCS "Stadacona," and presented by the Royal Canadian Navy to the city of Halifax.

use were the responsibility of CPOs Norman Longmore and Lawrence Garnett.

The fine finishing work was made possible through the co-operation of the dental clinic, which loaned a drill, and was carried out by the fitting shop staff — CPOs Frank Galley, Hugh Ashcroft and Lloyd Lawson. The intricate welding and silver soldering were done by CPO Charles Church of the MTE welding shop.

The mace took three months to complete and is valued at \$1,000.

HMCS "Swansea"

With the completion of the summer training period, the "Swansea" went into Saint John drydock for a hull cleaning and painting job. While the ship was there half of her company went on leave.

PO Al Hughes, "buffer" of the "Swansea," returned from leave a married man.

Hockey enthusiasts have been organizing a team to compete in the inter-ship league and play exhibition games this winter.

A number of the frigate's officers and men have been getting in a bit of duck hunting but to date no record bags have been reported.

HMCS "Portage"

HMCS "Portage" arrived back at her base in Halifax in mid-September after three-and-a-half months on the Great Lakes. It was the ship's third successive summer training cruise on inland waters.

During the period on the Lakes, a total of 19 officers and 123 men from inland naval divisions were embarked for training periods of varying lengths. In addition, short two or three-hour cruises for civic officials of the cities visited and local Navy, Army and Air Force personnel were an almost daily event. In harbor, members of the ship's company acted as hosts and guides to well over 10,000 persons who came on board during periods when the ship was open to visitors.

Training and public relations were the two main commitments of "Portage's" crew, but the men nevertheless found time to play softball games against local teams in most of the ports visited. Inter-part sports in the ship developed a strong competitive spirit, with the Miscellaneous team finally emerging victorious.

In the Great Lakes Naval Regatta at Hamilton, strong pulling teams from "Portage" helped the ship gain third place honors. A smooth-stroking

stoker mechanics' crew won the men's whaler pulling race, while a seamen's crew came first in the open race and the "Portage Indians" paddled the winning war canoe. "Portage" officers were inched out in the final yards of the officers' whaler pulling event to take the runner-up ribbon.

Communication School

Included among the classes underway at HMC Communication School at Halifax is a P2CM2 qualifying course of 16 men under PO William D. Moyes. Five classes are qualifying for ABCM1. CPO Herbert Tate is instructing 14 men; CPO Charles Bourzeois has 16 men in his charge; PO Robert Watson has a class of 17 and POs Al Bonner and Mike Ciz each are teaching 24 men.

An Observers' Mate course, under PO Sam Iscoe, had an enrollment of six. Qualifying for Communicator (Shore) are nine men under PO Len Murray and 14 men under PO James Layton.

A class of shore communicators finished up at the school late in October and went on to one of the naval radio stations to complete the qualifying course for ABCS2.

HMCS "Huron"

The ship's company of HMCS "Huron" is looking back on three months of intensive training, interesting trips ashore in foreign countries and a host of new friends of many different nationalities.

YOU CAN'T KEEP A GOOD MAN DOWN

CPO Vincent C. Greco of Winnipeg, an aircraft controlman serving in HMCS "Shearwater", was due to appear before a Fleet Selection Board at the naval air station Wednesday, October 18.

In the meantime he landed in the RCN Hospital with a twisted knee received in a rugby game.

Captain E. W. Finch-Noyes, commanding officer of "Shearwater" and president of the selection board, conferred with the other members.

The following day a drastic departure from customary practice occurred. Like the story of Mohamet and the mountain . . . the board convened at RCNH.

CPO Greco, clad in hospital bathrobe, slippers, enormous bandages, etc., trundled into the board room on a wheel chair and was examined.

He passed.

Other members of the board were Cdr. N. S. C. Dickinson, RCN (R), Cdr. (L) John Deane, Instr. Cdr. I. F. Ritchie and Lieut.-Cdr. J. R. Doull.

After anti-submarine exercises at Londonderry and a short visit to Rosyth, the Special Service Squadron crossed the North Sea and sailed into Oslo, Norway.

As few of the crew of the "Huron" had visited Norway previously, the stay in Oslo was both interesting and enjoyable. The citizens proved to be willing and generous hosts and arranged tours of the city and surrounding country, dances, receptions and many other forms of entertainment. Canadians were admitted to all Oslo theatres free of charge.

At Gothenburg, Sweden, the welcome was equally warm. Highlight of the visit here was a trip to a fighter air station of the Swedish Air Force.

Copenhagen, Denmark, saw the Canadian ships a few days later and again the warmth of the welcome and the quality of the hospitality extended

to the visiting sailors could not be excelled. At Amsterdam, Holland, many of the "Huron's" crew toured the city's canal system in "water buses." Other Canadians enjoyed seeing the many fine old buildings for which Amsterdam is famous.

When the destroyers left Amsterdam, the flag of Rear-Admiral E. R. Mainguy, Flag Officer Commanding the squadron, was hoisted in the "Huron" for the trip to Antwerp, Belgium. On coming aboard the "Huron", Rear-Admiral Mainguy complimented the destroyer's guard on its smart appearance.

While all hands were happy to get back home, the unanimous verdict was that they would be only too glad to return to Europe next year.

HMCS "La Hullose"

During the course of the summer, "La Hullose" steamed more than 10,000 miles on operational and training cruises in waters on the east coast of Canada and the United States.

The frigate also made a trip to Quebec City, during the railway strike, with reserve officers and men returning to inland divisions after training at the coast. Another ferrying trip saw "La Hullose" pick up 35 new entries in Saint John, N.B., and take them to "Cornwallis".

Later the ship embarked nine men qualifying for TD3 and provided them with practical experience in anti-submarine work. HM Submarine "Andrew," on loan from the Royal Navy, operated in company with "La Hullose" during these exercises.

Late in the summer the ship was docked for three weeks in Saint John, where the ship's company enjoyed the traditional hospitality of the people of the city and the officers



One of the features of the banquet closing the National Wren Reunion in Toronto was the "Can-Can" number presented by the Scotia division of the Wren Association. Left to right are Vocalist Gloria Nichols; Nora Cunningham, Jean MacKenzie and Irene Belliveau, seated at table, and Dancers Jo Towers, Mary Benjamien and Marge Warren. Anne Eade, Edna Vokey and Atlanta Clark also took part. The same group also presented a "Heads of Departments" skit. (HS-12149).

and men of the local naval division, HMCS "Brunswicker." Softball games between the seamen and engine room personnel ended in a tie—one win apiece.

Electrical School

The Electrical School at Halifax was busier than ever during October with 325 officers and men taking 11 different courses.

The instructor staff has been increased in order to cope with the large volume of business and 11 chiefs and POs from the West Coast have been added to the roster.

CPO Harry Neaves is laying claim to the record for the shortest successful hunting trip of the current season. He left the school at 1630 and by 2000 was back at his home with a 100-pound buck slung across his motorcycle.

CPOs Cecil Hancock and John Dykes, former "L" School stalwarts, are at present in "Cornwallis" taking the leadership course.

HMCS "Llewellyn"

The "Llewellyn" was alongside for most of October being fitted with Oropesa minesweeping gear. She is now equipped for dan laying and for Oropesa and "LL" sweeping.

A diesel-driven vessel, the "Llewellyn" recently made several short cruises to enable stoker mechanics from the Mechanical Training Establishment to obtain experience with diesel machinery. She also took classes from the Torpedo-Anti-Submarine School on dan laying and



CPO David Freeman, of HMCS "Chippawa's" permanent staff, gives Bren gun instruction on the St. Charles range to four members of a class taking extra-curricular small arms training in the Winnipeg division. Left to right, standing, are Ordinary Seaman D. McLean, R. A. Coffey, R. E. Gorman, G. L. James and G. F. Drummond.

"LL" sweeping exercises, mostly in Bedford Basin.

The Chief and POs' mess aboard the ship has acquired a new mascot, a purebred dog who goes by the aristocratic name of "Butch."

NAVAL DIVISIONS

HMCS "Chippawa"

(Winnipeg)

The month of October saw a marked increase in interest in small

arms training and competition in "Chippawa".

In the Eaton Cup competition for marching and firing, a "Chippawa" team, though handicapped by being one man short, placed third among 11 Winnipeg reserve units. In shots on the target the sailors were only 6½ points behind the leaders.

At the same time, the gunnery class is voluntarily taking an extra two-and-a-half hour period each week to study the operation and use of rifles and revolvers and the Bren, Sten and Lanchester automatic weapons. The extra drill night is augmented each Sunday by firing on the St. Charles ranges.

October saw the end of boat work for the season, and the harbor craft has been placed in winter quarters at Riverton, Man.

A specialist team of Commissioned Electrical Officer H. S. Lentz, CPO W. H. Firman and PO A. L. Livingstone was hard at work providing the necessary electrical power to the newly-repositioned gun battery.

Two special parades were held during the month, one the annual church parade, and the other in the town of Selkirk to mark War Memorial Week there.

Three officers from "Chippawa" were guests of the commanding officer of the US Naval Air Station in Minneapolis on October 25, when USN and US Marine Corps reserve air squadrons stationed there held

THREE NAVIES JOIN IN NELSON TRIBUTE

Officers and men of the Royal Navy, the Royal Canadian Navy and the Royal Australian Navy took part in a colorful service at Portsmouth, England, on Trafalgar Day, October 21.

The ceremony, in commemoration of Admiral Lord Nelson and in observance of the 145th anniversary of the Battle of Trafalgar, was held on board HMS "Victory," Nelson's flagship.

Commodore K. F. Adams, commanding officer of HMCS "Magnificent," headed a group of 24 Canadian officers and men attending the services. Capt. D. H. Harries, commanding officer of HMAS "Sydney," attended the service with a representative group of officers and men from the Australian aircraft carrier. The Royal Navy was represented by Admiral Sir Arthur J. Power, Commander-in-Chief at Portsmouth.

The ceremony commenced at 9 a.m. with a bugler sounding the "still." Then Nelson's famous signal, "England This Day Expects That Every Man Will Do His Duty," was hoisted to the yardarm of the "Victory." Colors were hoisted simultaneously, the Royal Marine Band struck up "God Save the King" and the guard presented arms.

The senior chaplain of the dockyard, Rev. James Waters, opened the service with the prayer written by Lord Nelson on the eve of the battle. This was followed by the reading of Lord Collingwood's general order issued after Nelson's death and the achievement of victory.

After the last hymn Admiral Power laid a wreath on the spot where Nelson fell. Commodore Adams and Capt. Harries also laid wreaths on behalf of their countries' navies.

The ceremony ended with the naval officers of the three countries paying silent tribute.

their annual inspection.

Two successful dances were held at the end of the month. The first was the Trafalgar Ball, sponsored by the Naval Officers' Association. A week later the annual Hallowe'en party attracted one of the largest turn-outs of the season.

On the sports side, hockey practice was due to start in the middle of November, while the establishment's 10-pin bowling league is now half way through the first part of its schedule.

Four members of the ship's company left "Chippawa" during October. Lieut.-Cdr. (S) Jack McBurney, former supply officer of the division, went to "Stadacona"; PO G. Bramley and AB A. Rostick to "Naden," and PO E. E. Wackett to "Cornwallis."—*L. B. McI.*

HMCS "Tecumseh" (Calgary)

With a complete training syllabus drawn up, HMCS "Tecumseh" launched a comprehensive drive for recruits at the beginning of the fall training period.

Details of the new program and the division's training equipment were outlined in the press and on the radio and at the time of writing the campaign had resulted in more than 20 new RCN(R) recruits.

A record crowd of more than 400 persons visited the division during the Navy Day "open house." A church parade and special service at the Cenotaph were held the following day, Battle of the Atlantic Sunday.

A successful Trafalgar Day Ball, sponsored by the Calgary Branch of the Naval Officers' Association of Canada, was held at "Tecumseh" on October 20.—*A.W.S.*

HMCS "Star" (Hamilton)

One of the most active sections of Hamilton's far from inactive Reserve is the Chief and Petty Officers' Mess in "Star."

Some time ago the enterprising members of the mess provided themselves with a television set. Recently they acquired a new record player. Now, perhaps envious of the "Admiral's verandah," they have built a patio adjoining the mess.

On October 27, the Chiefs and POs held their annual mess dinner, the first function in the newly enlarged mess. About 50 members sat down to dinner by candlelight. Commander S. F. Ross, commanding officer of "Star", was a guest.

CPO W. J. (Pat) Morrow recently signed on for another four years to complete time for pension. He has already put in 21 years in the Navy.

HMCS "Hunter" (Windsor)

Tribute to the officers and men who fought the Battle of the Atlantic was paid by serving and former naval personnel in Windsor on October 8, Battle of the Atlantic Sunday.

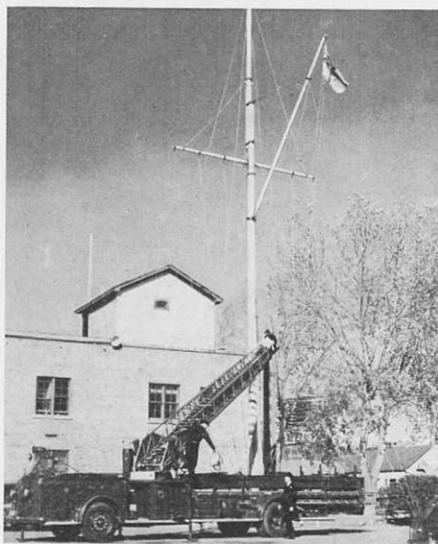
Despite heavy rain, which curtailed a portion of the program, more than 175 persons took part in church parades to St. Mary's Anglican Church and St. Anne's Roman Catholic Church. Services were conducted by chaplains from "Hunter," Chaplain (P) B. A. Silcox and Chaplain (RC) W. J. O'Flaherty.

Following the services, the "Hunter" band led a parade through the centre of the city.

Taking part were reserve and permanent force officers and men, members of the local branch of the Naval Officers' Association, the Convoy Branch of the Canadian Legion and Sea Cadets from RCSCC "Agamemnon."

On Navy Day, October 7, the division was opened to the public and many took advantage of the opportunity to inspect training facilities and learn how instruction was carried out at "Hunter."

In appreciation of the co-operation



Clean up and paint up was the order of the day at HMCS "Nonsuch," the Edmonton naval division, prior to Navy Week and "open house" on Navy Day, October 7. The problem of applying a new coat of paint to the division's flagstaff was neatly solved when the Edmonton Fire Department loaned the services of its extension ladder truck. (*Edmonton Journal Photo*).

which exists in Windsor between the RCN (Reserve) and the Navy League of Canada, Cdr. K. S. Maclachlan, OBE, RCN(R), Ret'd., chairman of the Ontario Division of the Navy League, presented HMCS "Hunter" with two naval officers' swords at a ceremony in the wardroom on October 10. The gift was accepted by Cdr. W. A. Wilkinson, commanding officer of "Hunter." A. R. Davidson, chairman of the local branch of the Navy League, presided at the ceremony.—*R.M.P.*

HMCS "Nonsuch" (Edmonton)

More than 500 Edmontonians visited HMCS "Nonsuch" during the division's "open house" on Navy Day, October 7. Officers and men of the reserve and members of the Edmonton Sea Cadet Corps conducted the visitors through the establishment and explained the operation of the various pieces of training equipment. Chief Petty Officer William Mundy, of "Nonsuch", kept a large crowd interested in his demonstration of the working of gun mountings in the division's gun battery.

One of the highlights of the "open house" period was a demonstration by Ldg. Sea. Ernest W. Jeffered of the correct methods of getting into and out of a sailor's hammock. At the conclusion of the afternoon, Ldg. Sea. Jeffered was about ready for a lengthy stay in the hammock.

A church parade featured Battle of the Atlantic Sunday. Members of the RCN (Reserve), University Naval Training Divisions and Sea Cadets took part. Following the church service, a parade was held through the business district and back to the division.

HMCS "York" (Toronto)

A parade to St. Paul's Church by the ship's company of HMCS "York" marked Battle of the Atlantic Sunday in Toronto. A color party, made up of representatives of various branches, deposited a White Ensign at the church.

On October 7, Navy Day, the Toronto naval division was crowded with visitors attending "open house." Training equipment and techniques were demonstrated for the guests and the film "The Navy Flies" was shown.

The dance held by the Seamen's Mess on October 7 turned out to be such a success that this type of affair

probably will become a regular feature.

AB Louis Cormer, formerly a member of the Underwater Training Unit at Halifax, who is in the Hamilton Sanatorium, is being supplied with cigarettes and other comforts by the Seamen's Mess at "York." Members of the mess pay regular visits to the patient and all wish him a speedy recovery.—P.N.

HMCS "Donnacona" (Montreal)

A large crowd of Montreal citizens witnessed the ceremony of Beating the Retreat, performed at the Cenotaph on Navy Day, October 7, by the band and guard from HMCS "Donnacona."

On the following day, Battle of the Atlantic Sunday, detachments from "Donnacona," the Ex-Naval Men's Association of Montreal and other organizations associated with the Navy held a combined church parade and march past.

The Montreal Naval Officers' Association held its annual Trafalgar Day Ball on October 20. Rear-Admiral H. G. DeWolf, Vice Chief of the Naval Staff, and Mrs. DeWolf were guests of honor. More than 200 serving and former naval officers, members of Army and Air Force units in the area and other guests were in attendance.

Cdr. Phillippe A. F. Langlois, commanding officer of "Donnacona", was honored recently by the Carling Breweries Ltd., on a news broadcast sponsored by that company over two Montreal radio stations. Each week the company "selects from the news a personality or group of personalities for the high place of honor they occupy through their activities in the public interest." Cdr Langlois was presented with "Carling's Red Cap of News Merit," a red satin huntsman's cap together with a certificate duly citing the circumstances.

OFFICERS ELECTED BY SCOTIA EX-WRENS

Miss Jean MacKenzie was elected president of the Wren Association, Scotia Division, at the annual meeting in "B" Mess, HMCS "Stadacona."

Other officers elected were: Mrs. Edythe Backman, vice-president; Miss Marge Warren, secretary; Mrs. Gloria Nichols, treasurer; Mrs. Betty Striker, social convenor; Mrs. Margaret MacKinnon, Red Cross Lodge convenor; Miss Edna Vokey, sick and visiting convenor, and Miss Isabel Abernethy, membership convenor.

Note from 'Nootka'

READY FOR BUSINESS

"Permission to commission the ship, sir."

The request came from Cdr. (P) A. B. Fraser-Harris. Commodore A. M. Hope, acting in his capacity of Flag Officer Atlantic Coast, acknowledged, the order was passed on to the Officer of the Watch and HMCS "Nootka" returned to active service after a year in reserve.

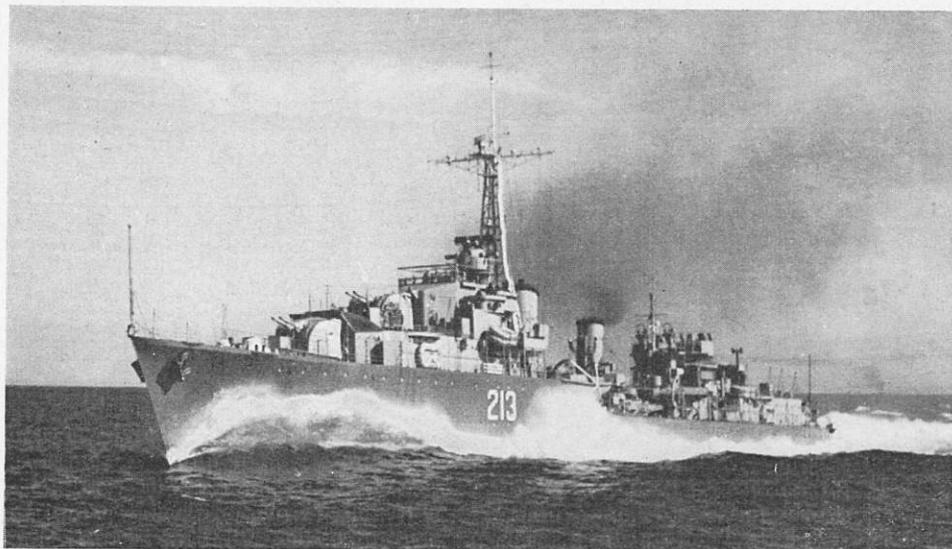
Many of those who read this will have taken part in this same ceremony and will remember its significance. It is a starting point, something to fire the imagination. The Captain summed it up very well in his address to his men:

"For all her beauty, her power and maze of intricate machinery, she is

ler. The 180-mile round trip had been completed and the man was in hospital at 1030 the same morning.

On August 21 we sailed for Bermuda. With St. George serving as our base of operations, we occupied ourselves with cleaning up the ship, carrying out practices and drills and getting properly settled. By the time we returned to Halifax, October 1, we felt that good strides had been made toward achieving the degree of efficiency that will enable HMCS "Nootka" to take her place alongside the other units of the fleet.

Later, the ship went to the Bay of Fundy area for a two-week training period with the submarine "Andrew." The cruise was broken by a pleasant



still an inanimate object, dead in the water. It is we, her ship's company, who will give her vitality, provide her with brains and hitting power."

"Nootka" was commissioned on August 29. It is now time to take stock of what has happened to her since we left the starting point.

For the first two weeks we were busy completing trials. Swarms of dockyard workers came aboard every day, there was much bustle and confusion and the hands had little opportunity to settle down in their new home. But eventually everything was set in order and preparations were made for the next stage in the proceedings — workups at Bermuda.

Three days before the departure for Bermuda, the ship was called on for an emergency mission which sent her out of port at 0200 to bring to hospital in Halifax a man who had been seriously injured aboard a traw-

weekend in Saint John, where the citizens extended their usual warm hospitality to the visiting navymen.

During the stay, the newly-formed "Nootka" soccer team took on the submariners from the "Andrew" in a game that ended in favor of the latter by a 5-1 score. PO George Martin is captain of the "Nootka" eleven, with PO "Scotty" Crabb serving as his assistant.

The news that the ship would be going to Korea as a relief for HMCS "Sioux" served as an additional incentive during her training and work-up period. By the time this appears in print, and unless the situation changes in the interim, the "Nootka" will be on her way. November 25 was her scheduled date of departure.

After returning to Halifax, the ship went alongside for a leave period and to prepare for the trip to the Pacific. — J. S. K.

Mother Watson Bakes Bread

(Written After Baking Some 550
Loaves in HMCS "Ontario")

(From "White Twist" 1950 year book of
Cadets under training in the Pacific Com-
mand.)

Perhaps you too have long wanted
to try your hand at the ancient craft
of breadbaking.

You have? Splendid! Nothing sim-
pler. From her vast store of esoteric
knowledge Mother Watson will impart
to you the ancient secret passed from
generation unto generation.

Now first you must decide how
many loaves you need. About two,
you say? OH NO!! Why man, for all
you know all your friends and relations
may drop in on you tomorrow. You
may have to hold a civic reception.

You will need at least . . . say . . .
one hundred and ten loaves.

Did you say something? No? Then
now that we have agreed like such
good friends on the amount we will
need for tomorrow, I shall untwist
your arm and we are all ready to
begin this great adventure.

Or, rather, we are almost ready to

begin, for there is still the matter of
your hat. A white hat is really quite
indispensable. Some people are under
the illusion that its purpose is to keep
your hair out of the dough (how silly),
but we who know better realize that
without a hat the baking will be a
dismal failure. Now it matters not
what shape the hat is; what really
matters is that it be placed correctly
on your head. Stick it over your right
eyebrow so that the right ear is
covered while the left side of the head
is quite bare, and presto! you are an
artiste (accent that last syllable,
please). For bread baking is indeed an
art. And baking bread is a very, very
solemn business.

To begin with, you will need 100
pounds of hard white flour. Now
flour comes in 98 pound bags. Alas;
but do not despair; buy two bags and
use Mother Watson's leftover flour
recipes to dispose of the other 96
pounds. Or you could always start a
macaroni factory. With a flick of the
little finger you empty the flour into a
suitable receptacle. If you have none

large enough you might try the
kitchen floor, although this is not ac-
cording to the ancient tradition.

Add two pounds of shortening and
two pounds of milk powder and mix
thoroughly. If this proves somewhat
strenuous, you might see if the Ready-
Mix concrete people will rent you one
of their machines.

While the cement mixer is humming
away merrily, you mix three ounces of
sugar, seven pounds of water and
18 ounces of "Fleischman's Active
Dry Yeast." This yeast looks like in-
nocent brownish seeds; and then, all
of a sudden, they dissolve mysteri-
ously in the water, leaving you a
sinister liquid. Shortly, this huffs
and puffs and throws its chest out,
and you have quantities of bubbling
fluff. Add this to your mixture and
stir again.

Into this perfumed conglomeration
pour a solution of one and one half
pounds of salt, 15 ounces of sugar
and one pound of paromalt in 50
pounds of water. (This paromalt is
just the thing for home brewing;
write me personally for the recipe).
Mix the whole thing furiously for
about 20 minutes until thoroughly
kneaded.

Then you have your dough. Cover
it while rising for 90 minutes. Then
lift the lid ever so stealthily, peek
with one eye, and lo! you will find
that your mix has surreptitiously
flowered into a beautiful white puff-
ball about three feet in diameter.

And now you are pressing your fists
down to the bottom of this lovely
creation. Ooh . . . what lovely stuff!
. . . so gooey! . . . down, down, down
. . . and what a wonderful sme
Whew! Bon Dieu! Quelle odeur!
PE-YEW! Never mind. You are
letting out the gas from the yeast;
plunge in again and turn the dough
over six times.

Now you should cut the dough into
three great oozing slabs, and pick up
one. Quickly, before it — oops —
flops all over the deck, get it into that
bowl over there. Transfer the other
two as well. How very squishy the
dough is now! How very delightful it
would be to put 70 pounds or so
of this into your husband's side of the
bed when he is returning late from a



Petty Officer Arthur Smith, of Vancouver and Victoria, a member of HMCS "Ontario's" galley staff, shows Cadet (S) R. J. Todd, of Owen Sound, Ont., how not to hold a loaf of bread fresh from the oven as the latter prepares to remove a batch of 110 loaves he has just baked. A group of Cadets (S) taking annual training with the Navy manned the galley of the "Ontario" during one of her cruises last summer and gained much practical experience. (OC-315-4).

Cadets (S) John McKelvey, of Richmond Hill, Ont., and J. J. Mackie, of Westville, N.S., get a lesson in how to clean a chicken from PO Roger Ponoyer, of Guelph, Ont., and Victoria, on board the "Ontario." The cadets went on to clean 120 chickens, some of which can be seen at the left, and by the time they had finished regarded themselves as experts. (OC-315-1).



boisterous stag! Or could you accidentally let 50 pounds slip out a window just as your worst enemy approaches your welcome mat? In this case it would be advisable to double the recipe.

Now this dough should be allowed to stand for half an hour before work begins in earnest. Then slice off 22 ounce chunks and beat each mercilessly (you can try imagining you are a Chief Cadet Captain), stretch and slap down, fold down from the top and press the seam with your knuckles, roll the seam; and voila! the embryonic loaf of bread.

Your batter should give you exactly 110 of these little dears. Tenderly drop each cozily into her compartment in the pans, and put them to bed in the wet-proofer for 20 minutes at 120 degrees. Then into the oven at 425 degrees for three quarters of an hour.

What a thrilling moment, 45 minutes later, as you open the oven door, to see the bread you baked yourself, all 110 loaves, sitting row on row, brown, crisp and aromatic!

Bravo!!

Quick, take one out, slice off the top crust, drench it with butter and enjoy yourself. Have some more. Soon, sick but supremely happy, you will realize with the greatest men that the necessities of life are so utterly unnecessary; it is the luxuries, such

as hot bread, that are so indispensable to pleasant living.

May you often have the exquisite pleasure of making yourself quite ill on the fresh bread you have baked yourself.

Destroyer Men Honor Hong Kong Fallen

Officers and men of the "Cayuga" and "Athabaskan" and members of the Canadian colony in Hong Kong held a Remembrance Day memorial service in honor of Canadian soldiers who lost their lives in the defence of Hong Kong in December 1941. The ceremony was held at Saiwan military cemetery, 14 miles from the heart of the city.

Among those present at the service were Capt. J. V. Brock, commanding officer of the "Cayuga" and senior officer of the Canadian destroyer division; Cdr. Robert P. Welland, commanding officer of the "Athabaskan;" Thomas R. Fletcher, Canadian trade commissioner; Roy Dunlop, president of the Canadian Club of Hong Kong, a number of Canadian residents of Hong Kong and about 80 men from the two ships.

Chaplain Richard Ward opened the service with a short prayer. At 11 o'clock, the Canadian flag was lowered to half mast and two minutes' silence was observed. A 12-man firing party fired three volleys, following which Capt. Brock placed a wreath on the Canadian plot. As he stepped back for the general salute, the firing party presented arms and a bugler sounded the Last Post, followed by Reveille.

JILL TARS HOLD FASHION SHOW

The Jill Tars Club of Halifax, an energetic naval wives, organization, presented a successful Fall Fashion Show at the Navy League Auditorium October 3 and 4.

Club members styled apparel provided by local merchants and staged a show that would have done credit to a corps of professional models.

Out of the proceeds they donated \$100 to the Seagull Club, the Navy recreational centre in Halifax, and further sums to the Community Chest. They are saving the balance for a party this winter.

Models were Mrs. K. Hanley, Mrs. F. Jackson, Mrs. M. Wood, Mrs. J. Pilkington, Mrs. B. McCall, Mrs. A. Hall, Mrs. E. Iscoe, Mrs. R. Forman and Mrs. J. Coyle.

Committee members who organized the show were: Mrs. S. Short, Mrs. C. Brodie and Mrs. F. Wilson; show convener, Mrs. S. Iscoe; ticket convener, Mrs. K. Rowan; publicity, Mrs. F. Rushton; commentator, Mrs. E. Roberts; wardrobe mistress, Mrs. G. Greene; stage decorations, Robert McCutcheon; make-up, Olga Winship.

Flowers were donated by Rosedale Nurseries, while the musical accompaniment was provided by B. Inglis, with R. Jollimore as vocalist.

TRAFALGAR BALL HELD IN "STADACONA" GUNROOM

A successful Trafalgar Day Ball was held in the Gunroom of HMCS "Stadacona" on October 20, under the sponsorship of the RCN, the RCN (Reserve) and the Halifax Branch of the Naval Officers' Association of Canada.

Greeting guests as they arrived were Cdr. J. C. Littler, RCN, president of the "Stadacona" officers' mess, and Mrs. Littler; Lieut.-Cdr. Graham Allen, RCN(R), president of the wardroom in HMCS "Scotian," and Mrs. Allen, and J. L. McGerrigle, president of the Halifax branch of the NOAC, and Mrs. McGerrigle.

EDMONTON NOACs HOLD SECOND TRAFALGAR BALL

Second annual Trafalgar Day Ball sponsored by the Edmonton branch of the Naval Officers' Association of Canada was held in the drill hall of HMCS "Nonsuch" on October 21. About 160 attended. A buffet luncheon was served and intermission entertainment was provided by Jack Dennistoun, Edmonton radio artist.

He Molds Future Sailors

At "Cornwallis," CPO "Darby" Bond
Acquaints New Entries
With the Navy

THEIR first two weeks at "Cornwallis" are probably as tough as any for the navy's new entries, but the man who pilots them through that first fortnight and helps them make the transition from civilian to service life apparently does a good job of it.

In any event, Chief Petty Officer Walter James (Darby) Bond, a member of the instructing staff whose particular duty is to introduce newly-arrived recruits to the Navy, has been elected by his fellow members of the Chief and Petty Officers' Mess at "Cornwallis" as Man of the Month for December.

CPO Bond and his staff take the embryo sailors in hand almost as soon as they disembark from the train; and for the next two weeks they carry out a special instructional program in which the new entries are made acquainted with the Navy, learn something of its customs, traditions and requirements, and in general are enabled to start their service careers on the correct course.

"Darby" Bond's own naval career began in 1935. Born in Halifax in January 1918, he entered the Royal Canadian Navy there 17 years later as a boy seaman. He trained initially in HMCS "Stadacona," then went to sea in the destroyer "Champlain."

Back in "Stadacona" in November 1937, he sailed to the United Kingdom early the following year as a member of the commissioning party of the new destroyer HMCS "St. Laurent." He returned to Halifax in the "Sally" and subsequently sailed in her to the West Coast.

In April 1938 he was transferred to another destroyer, HMCS "Skeena". Later he served a further period in "Stadacona", then joined the destroyer "Saguenay," where he was serving at the outbreak of war.

He was advanced to the rating of leading seaman in "Stad" in 1940, and in September of that year joined

the old "four stacker" "Niagara," one of 50 former American destroyers traded to Great Britain in the now famous "destroyers for bases" agreement.

He served for a year in the "Niagara," mainly on convoy escort duty in the North Atlantic. His next sea-draft was to the Fairmile motor launch "Q-075," where for six months he served as regulating coxswain for



CHIEF PETTY OFFICER WALTER (DARBY) BOND

a flotilla of Fairmiles operating out of ports in Florida and Cuba.

During this period he had many "interesting experiences," Bond says, but, with a smile, refuses to elaborate.

The summer of 1943 found him in "Cornwallis," where he qualified as a Quarters Rating, first class, and was advanced to chief petty officer. In October 1943 he was drafted to the destroyer "Hamilton," a tender to "Cornwallis," as an instructor of officer candidates. This job occupied

him for the next six months, then he went back to convoy escort duty as coxswain of the frigate "Nene."

In his 11 months aboard the "Nene" he saw service in the English Channel and on the bleak Murmansk convoy run. Leaving the ship when she was paid off at the end of the war, he served ashore on the East Coast and in HMCS "Donnacona," Montreal, until May 1947. Then he joined the Algerine minesweeper "Portage" and was occupied largely in instructional duties, training Reserves and UNTDs. Later he served in HMCS "New Liskeard," tender to the Naval Research Establishment at Halifax.

He was drafted to "Cornwallis" and his present job in June 1949.

CPO Bond doesn't participate actively in athletics any more but he nevertheless takes a keen interest in the many sports carried on in "Cornwallis", and can generally be found among the enthusiastic sideline rooters.

Most of his spare time is spent with his family and he is extremely proud of his two daughters, Beverley, aged 12, and Patricia, 10. His hobby is woodcarving and in this, too, his efficiency leaves little to be desired.—W.A.E.

Frigate Saves Day When Soldiers Stranded

Fifteen Special Force soldiers were feeling pretty low — until the Navy came along.

Bound for their homes in the Annapolis Valley on a 72-hour furlough, the soldiers arrived in Saint John to find the Fundy ferry, the SS "Princess Helene," was in drydock. They faced the prospect of a long land journey that would give them only a few hours at home.

As they pondered their ill luck, there arrived in Saint John the frigate "La Hullose," which was ferrying naval new entries to "Cornwallis" while the "Helene" was laid up.

The soldiers begged — and got — a lift. They were home a few hours later, with many kind things to say about the sea-going Service.

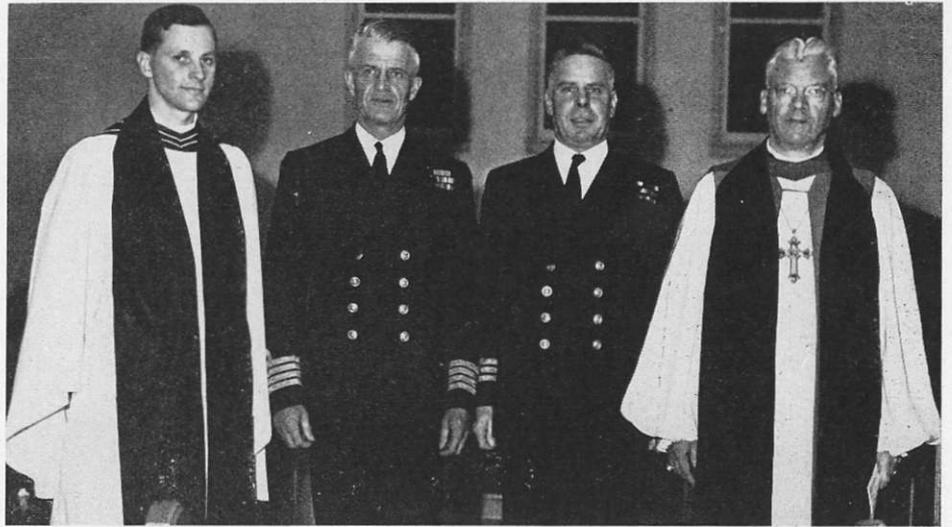
FLEET CHAPLAIN DEDICATES FIRST PROTESTANT CHURCH

St. George's Church, first self-contained Protestant church to be erected in an establishment of the Royal Canadian Navy, was formally dedicated on the evening of October 27 at HMCS "Cornwallis."

St. George's is unique not only in its naval character but also because it serves all Protestant denominations. Present at the service were clergymen from several denominations, including Anglican, Baptist, Presbyterian and United.

The dedication was performed by the Rev. E. G. B. Foote, Protestant Chaplain of the Fleet and a minister of the Presbyterian Church. The late Most Rev. G. F. Kingston, of Halifax, Anglican Archbishop of Nova Scotia and Primate of all Canada, preached the inaugural sermon.

The service was conducted by Rev. F. Temple Kingston, Protestant chaplain of "Cornwallis" and a son of the late Archbishop Kingston. Rev. H. R. Pike (Baptist), Protestant chaplain of HMCS "Stadacona," read the First Lesson and Rev. Harry Ploughman



Four key figures in the opening of Saint George's Protestant Church at "Cornwallis" are shown above. Left to right, they are: Rev. F. Temple Kingston, RCN(R), Staff Protestant Chaplain at "Cornwallis" and son of the late Most Rev. G. F. Kingston, Anglican Archbishop of Nova Scotia and Primate of Canada; Captain A. P. Musgrave, commanding officer of the new entry training establishment; Cdr. P. D. Budge, executive officer and choir leader, and Archbishop Kingston. (HS-12742).

(Anglican), Atlantic Command Protestant chaplain, read the Second Lesson.

In the congregation as guests were ministers from several United and Anglican churches in the Annapolis Valley district.

The dedication itself was brief and simple. Captain A. P. Musgrave, commanding officer of "Cornwallis,"

made the presentation to Chaplain Foote with these words:

"Reverend Sir, in the name and on behalf of the people of this place, I request you to bless this Church, and to dedicate it, with the fittings and ornaments thereof, to the service and worship of Almighty God."

Padre Foote then performed the dedication, saying:

"We dedicate this Church to the glory of God, in the name of the Father, and of the Son, and of the Holy Ghost. Amen."

The "Cornwallis" choir, under the direction of Cdr. P. D. Budge, led the singing and, as the Anthem, sang the Dutch Hymn of Thanksgiving.

A link with naval history was provided in the use of a processional cross made of wood from the timbers of Nelson's "Victory" and the French ship "Implacable."

Later, Padre Foote paid tribute to Captain Musgrave for his work on behalf of the church and stated that it was almost entirely due to Captain Musgrave's efforts that the church, with its capacity for 500 persons, was built.

St. George's Church was the second to be dedicated at "Cornwallis" within a month, a Roman Catholic church, St. Patrick's, having been dedicated September 27 ("Crow's-nest," November 1950). The two churches were built chiefly because there are no places of worship within easy reach of the establishment, which have sufficient capacity to provide for the numbers of men under training in "Cornwallis."



An interior view of Saint George's Protestant Church at "Cornwallis." Capable of holding more than 500 persons, the church will serve all Protestant denominations.



The Navy Plays



East Coast Hockey Loop Expects Large Entry

Sixteen teams were listed as likely entrants in the RCN Inter-Command Hockey League when an organizational meeting was held in the Physical and Recreational Training School, Halifax, October 26.

Teams include five from training schools and three from "Shearwater," with Albro Lake, "Scotian," Mechanical Training Establishment, Manual Office, Pay and Supply, Admiralty House, RCN Hospital and the Band completing the list of probable entries.

Games will be played from 2000 to 2200 on Mondays, Wednesdays and Fridays throughout the winter at the newly completed Dalhousie University Memorial rink.

After five years of trying unsuccessfully to make a go of the portable outdoor skating rink, Lieut. Bob Greene, officer-in-charge of the P and RT School, finally gave up and sent it to Coverdale Naval Radio Station, where the winter weather is colder and

drier. The Communicators there have set it up, organized a team to compete in a Moncton league and installed a public address system to provide music while skating.

"Shearwater" Trounces Halifax Grid Champs

"Shearwater" turned the tables on an injury-riddled "Stadacona" team in the season's second meeting between the two clubs in the Halifax Canadian Football League, defeating the defending champions 33-5 in a Thanksgiving Day game.

The "Stad" team came out of a game played four days earlier against Wanderers' AAC with several players on the limp and in the Thanksgiving contest proved to be no match for their Navy rivals from across the harbor.

After a two-week layoff, the "Stadacona" squad returned to form and defeated Dalhousie University 30-0 on October 21.

Up to October 25, the Tars had lost ten players through injuries.

"Naden" Teams Launch "Winter" Sports Program

"Winter" sports have taken over in HMCS "Naden," with hockey, soccer and basketball making up the main portion of the recreational menu for the next few months.

With softball playoffs over and other summer sporting activities at an end, ice hockey move into the spotlight with the entry of RCN teams in the Victoria Commercial League and the junior loop.

Also in action in "civvy" leagues are the Navy entries in the Saanich and Suburban Senior Basketball circuit and the Wednesday Senior City Soccer League.

West Coast Yachtmen End Successful Season

After a highly successful season, members of the Royal Canadian Navy Yacht Club (West Coast) have put up their craft for the winter.

Under the guidance of Cdr. J. C. Reed, "Naden's" executive officer and Commodore of the RCNYC, the organization put in its first full season this year. Competitions were held with the Royal Victoria Yacht Club and international yachting groups.

Final regatta of the year was held recently, with the principal trophy, the Admiral's Cup, going to Lieut.-Cdr. J. C. L. Annesley, skippering his "Frolic."

Chiefs and PO's Win "Cornwallis" Softball

The softball season wound up at HMCS "Cornwallis" with the Chief and Petty Officers, losers of only one game all season, overpowering the Firemen 15-1 to win the base championship.

Indoor sports have taken over and now under way are basketball, two bowling leagues, and two hockey leagues, one of ten teams and the other eight.

The badminton club is practicing regularly in preparation for a series of matches with "Stadacona," RCAF Greenwood, Yarmouth and other clubs. Lieut. John Wilkes is president of the club.



Navy opened defence of its Victoria Commercial Hockey League championship with a 6-0 victory over Gladwell Meteors. Here Sub-Lieut. Rene LaRoche and his opposing centremen await the ceremonial face-off as Ald. Frank Mulliner, representing the mayor, drops the puck. (E-12466).

West Coast Golfers Continue Active Play

The approach of winter saw no slackening of activity among the golf addicts of the Pacific Command.

The fourth annual handicap tournament of the RCN Golf Association was held in mid-October at the tricky Gorge Vale course. Fifty "divot diggers" from the command participated.

CPO V. G. (Puffy) Scott, of HMCS "Ontario," took medalist honors in the qualifying round with a net 67 and went on to win the championship flight, defeating Capt. Charles Coull, Royal Canadian Artillery.

The first flight cup went to CPO Thomas S. MacIntyre, of HMCS "Naden," after a close final match with Chaplain (RC) Ronald MacLean, of the "Ontario." Winners of the second to fifth flights were Cd. Constr. Officer C. M. Holland, PO Leonard Ebbling, Lieut. (E) J. O. Aitkens and AB Innes L. Cooper, respectively.

"Cornwallis" Boxing Champions Decided

Sailors from points as widely separated as Vancouver, B.C., and Trinidad, British West Indies, were listed on the roll of titlists decided at the "Cornwallis" boxing championships September 27.

Winners in each division were as follows:

Bantamweight — Ord. Sea. Robert Roe, Vancouver.

Featherweight — Ord. Sea. Gabriel Caron, Montreal.



Ord. Sea. Guy Jutras, of Montreal, representing "Athabaskan" division, receives his trophy from Capt. A. P. Musgrave after winning the welterweight boxing championship at HMCS "Cornwallis." (DB-946-8).



Flight winners in the fourth annual handicap tournament of the RCN Golf Association are pictured above at the Gorge Vale Club, Esquimalt. Left to right are AB Innes Cooper, 5th flight; Commissioned Constructor Officer C. M. Holland, 2nd flight; CPO V. G. (Puffy) Scott, championship flight; PO Leonard Ebbling, 3rd flight, and CPO T. S. MacIntyre, 1st flight. Lieut. (E) J. O. Aitkens, 4th flight winner, was absent when the photo was taken. (E-12501).

Lightweight — Ord. Sea. James Rochemont, Trinidad

Welterweight — Ord. Sea. Guy Jutras, Montreal.

Middleweight — Ord. Sea. James Puddifant, Battersea, Ont.

Light Heavyweight — Ord. Sea. William McCormick, Springhill, N.S.

At the conclusion of the bouts, Capt. A. P. Musgrave, the commanding officer, presented individual trophies and prizes and congratulated all contestants on their fine showing.

College Rugby Teams Outpoint Navy Squad

The Navy has been running into some stiff opposition since re-entering the English rugby picture on the East Coast this fall.

While Navy teams have pretty well dominated the Canadian football scene, RCN rucker fifteens have taken some sound beatings at the hands of Nova Scotia colleges, where the game is deeply rooted and standards of play are high.

In their first three games, the sailors were defeated 34-0 and 32-0 by Nova Scotia Tech and, in a match played at Wolfville, lost to Acadia University 27-0. However, it was hoped that with more practice and the addition of a few more players the Navy team would be able to make things closer in future contests.

"Nonsuch" Shipmates Honor Fastball Team

The Naval Reserve fastball team which campaigned in the Edmonton City Senior "B" League at Kingsway Park during the summer was entertained recently in the Seamen's Lounge at HMCS "Nonsuch."

The team gained a playoff berth but was eliminated by the Air Force.

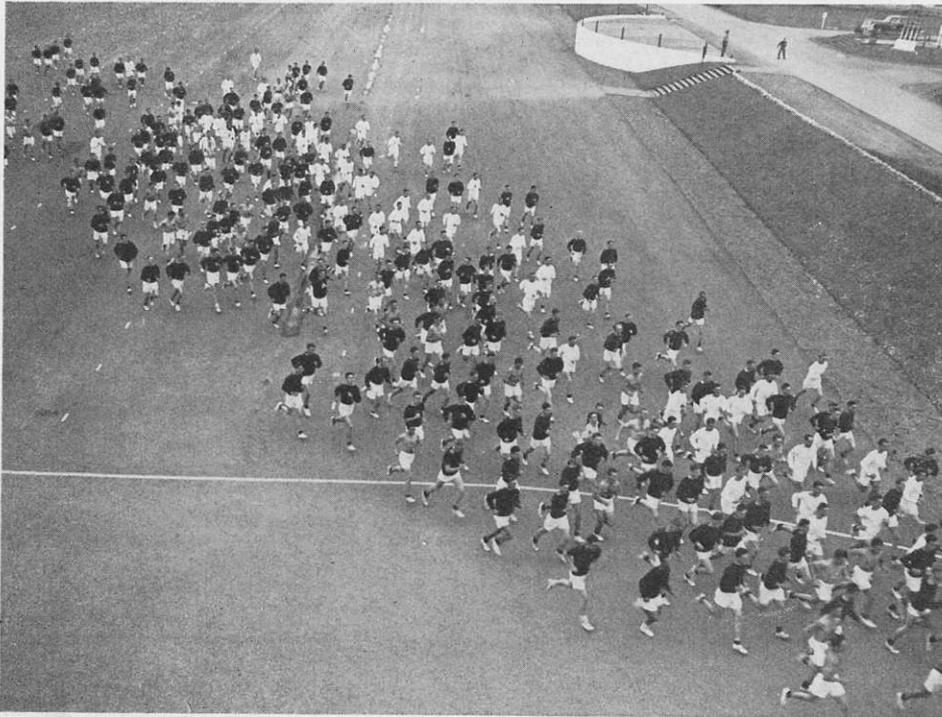
PO John Oster, team manager, was complimented for his good work in piloting the team through the tough schedule. Coach Ron Brocking stated that although the team had failed to win the championship it would be back better than ever next season.

Fifty Teams Bowling On "Stadacona" Alleys

The bowling season got away to a flying start on the "Stadacona" alleys October 16, with 50 teams, totalling some 300 keglers, competing in three different leagues.

The Inter-Part, Mixed and Service leagues will keep the alleys busy five days a week until April 30. All three leagues play five-pins and use the handicap scoring system.

Thirty teams are entered in the inter-part loop. Electrical A, MTE C, Plumbing Shop and RCNH were setting the pace at the end of the first week of play.



The pack streams off the parade ground at "Cornwallis" at the start of one of the monthly cross-country runs. (DB-942-3).

40 Squash Players Compete in Tourney

The squash courts in the gymnasium at HMCS "Stadacona" have been renovated and now comply in all respects with the specifications of the Canadian Squash Racquets Association.

More than 40 players, representing the three services and civilians in the city, are competing in the current squash ladder tournament. Name cards are mounted on a handsome bronze ladder donated by Cyril Benninghoff, former US Consul General in Halifax, and Bruce Oland.

Instructors Undeclared In Comschool Softball

Downing all opposition in the play-offs, the Instructors team won the inter-class softball championship of HMC Communication School, Halifax. The Instructors went through the season without a loss.

Bowling and basketball leagues are now under way at the school with eight teams entered in each.

Naval Veteran Wins Prairie Bike Classic

A naval veteran, James Purdy, of Edmonton, pedalled his way to first place in Western Canada's annual bike-racing classic, the 100-mile Red Deer to Edmonton Labor Day race, winning the R. B. Bennett Trophy and a new bicycle.

Royal Roads Drops Rugby, Adopts Canadian Game

In an historic break with tradition, the Canadian Services College, Royal Roads, has dropped English rugby from its sports curriculum and has replaced it with Canadian football.

Main reason for the switch was the fact that most of the Cadets come from centres where only the Canadian game is played. Also, many Royal Roads students will take their final two years at Royal Military College, Kingston, where Canadian football is a major sport, and it was felt that the change would give them a better opportunity to make the RMC team.

Playing in the city league, which is still pioneering the game in Victoria, Royal Roads was undefeated as of Nov. 1. Up to then the Cadets had had only a single point scored against them. Chaplain (P) Ivan Edwards is coaching the Service College squad.

Lieut.-Cdr. G. E. Fenwick Recaptures Golf Title

Lieut.-Cdr. G. E. (Ted) Fenwick, of Naval Headquarters, defeated Pte. John Luchuck, 26th COD, five and four, to take the Ottawa City and District match play golf championship for the second time in three years. Lieut.-Cdr. Fenwick won the title in 1948 and was runner-up in 1949.

The 36-hole final was played over the Ottawa Hunt and Golf Club layout.

Purdy served in the RCNVR during the war and was at sea in HMCS "Norsyd," a corvette; the frigate "Meon," and the destroyer "Hamilton." Purdy returned to civilian life after his demobilization in October 1945 and is well known in Edmonton athletic circles.



The inter-part softball championship at HMCS "Naden" was won this year by the Mechanical Training Establishment team pictured above. Front row, left to right: Ord. Sea. Jack Miron, Ord. Sea. Walter Proceviat, Ord. Sea. Roderick Shoveller and PO Ronald Starling. Centre row: Ord. Sea. Richard Foster; Lieut.-Cdr. (E) D. H. Fairney, officer-in-charge of the MTE; Lieut. (E) W. G. Attwell, Ord. Sea. Richard O'Regan and Ord. Sea. Clive Fowler. Rear row: Ord. Sea. John Clark, Ord. Sea. Joe Fortune, PO William Grondin, Ord. Sea. William Babb and Ldg. Sea. Frank Ball. (E-12328).

MEDICAL ASSISTANTS HAVE LIVE-WIRE CLUB

The Medical Assistants Club in the RCN Hospital, Halifax, has completed its first year of existence with the reputation of being one of the liveliest organizations of its kind in the Atlantic Command.

Though small in size — it has 25 active and 10 associate members — the club has been operating in a large way and has made considerable headway toward achieving its objectives. These include the promotion of comradeship among medical assistants serving in the command and the sponsorship of social and recreational activities for the benefit of members and their families.

Guiding the fortunes of the club are Petty Officers Sidney Wallace, president; Chester Napier, vice-president, and John Jacobs, secretary-treasurer. PO Jacobs is also the hospital staff's representative on the "Stadacona" Welfare Committee.

All MAs in the command who are not serving in the hospital, are associate members and may attend the club's meetings and functions without paying dues. Members are kept up to date on club affairs by a series of reports and minutes.

A favorite social function is the quarterly dance. At the last one, held in October, Jed Meehan's orchestra played for dancing and several members of the Halifax Entertainment Guild performed for the guests' amusement.

The club executive has circulated a minor masterpiece in the way of recruiting literature. Slightly backhanded in its approach, the piece is entitled, "Ten Ways to Kill an Association." It advises:

1. Don't attend the meetings.
2. If you do, arrive late.
3. If the weather doesn't suit you, don't even consider going.
4. When you don't attend the meetings, find fault with the officers and members.
5. Never accept office — it's easier to criticize than it is to do things.
6. If by any chance you are appointed to a committee, don't attend its meetings. If you're not appointed — get mad.
7. If the Chairman asks for your opinion on some important matter, tell him you have nothing to say. After the meeting, tell everyone exactly how things should have been done.
8. Do nothing more than is absolutely necessary. When other

'OUR DOC'

by J. A. B.

ON BOARD HMCS "CAYUGA" — A great deal has been heard of the Gunnery Branch and its devastating bombardments of the Communists in Korea, of the intrepid mine exploders and the Commando-trained landing parties. But little has been said of some of the Navy's hardest working heroes — the "Medics".

Each of the Canadian destroyers who have been working with the United Nations naval forces carries a General Duty Medical Assistant. The General Duty man is in the same category among Medical Assistants as the general practitioner is among MDs. There's not much glamor attached to his work, not like that of the Laboratory Technician, Radiographer or Operating Room Assistant. His is a more or less dull existence — patching cuts, treating common colds, trying to teach his shipmates how to take care of themselves in the never ending war against disease.

Aboard the "Cayuga" is PO Alix Matte from Montreal. The "Athabaskan" carries PO Frederick Kelly, who hails from Toronto, and in the "Sioux" is PO John Plastow of Victoria. These are the only RCN Medical Assistants serving in the Korean theatre.

When the "Doc", as he is always called, starts his daily routine with his "Sick Bay Lineup," he finds anywhere from one to 20 men waiting to be checked. The small run of the mill cases — cuts, bruises, moles in eyes, etc. — he takes care of himself. The serious cases are referred to the Medical Officer.

The "Docs" were particularly busy during the first weeks after arrival in Korean waters. The hot, humid climate caused much discomfort, which manifested itself in outbreaks of rashes, heat sores and boils.

Later they helped look after wounded South Koreans embarked in

their ships for treatment following landing operations on islands off the west coast of Korea.

If the "Doc" has patients in Sick Bay, diets must be worked out for them until they can be landed in hospital ashore. His training in RCN hospitals under qualified dieticians, plus what he has picked up through studying on his own, has given him the proper knowledge as to what his



PETTY OFFICER ALIX (DOC) MATTE

charges should be fed and how it should be prepared.

Instruction of the ship's company in first aid also falls on "Doc's" shoulders. He gives special training to the first aid and stretcher parties. Another of his responsibilities is the organization of clearing stations, and the strategic stowage and division of medical stores and equipment.

The general duty "medic" always has one thought in the back of his mind. One day he may find himself the only person in the ship capable of attending to the needs of the sick and wounded. If this should ever happen — and it frequently did during the Second World War — the responsibility would be extremely heavy. It is no wonder, then, that he takes his duties seriously, observes carefully and closely the work of the medical officers and devotes a lot of his spare time to the study of his profession. If ever such an emergency arises, "Doc" wants to be able to live up to his name.

members roll up their sleeves and accomplish something, complain that the organization is being run by a "clique."

9. Hold back your dues as long as possible. Better still — don't pay at all.
10. Don't worry about recruiting new members. If you must, though, make sure they are bellyachers like yourself.

'Operation Overboard'

*Vancouver Island Reserve Units
Stage Highly Successful
Joint Exercise*

A SUCCESSFUL experiment in combined operations of reserve Navy and Army units was undertaken in lower Vancouver Island waters this autumn.

The exercise, "Operation Overboard," was carried out by HMCS "Malahat," Victoria's naval division, and the Canadian Scottish Regiment September 30 and October 1. Over the two days the two reserve units wiped out "enemy" forces which, theoretically, had driven down the coast to take up strong defence positions on a number of islands.

In planning the exercise, the Navy and Army reserves set for themselves the following problem:

"Without warning, enemy forces have made landings from special troop-carrying submarines on islands south of Alaska, the Queen Charlottes and the northwestern coast of Vancouver Island.

"Owing to the element of surprise and their regard for security, the enemy forces have the initiative and are now advancing down the east coast of Vancouver Island and from island to island in the Gulf of Georgia where there is scattered resistance and no organized force to oppose them.

"It is anticipated that by this method of approach they will soon be attacking Salt Spring Island in preparation for an all-out drive down the Saanich Peninsula to capture the Patricia Bay airport and then Victoria.

"Having captured the airport, they could bring in their aircraft, which would then operate against shipping in the straits. These operations could virtually seal the ports of Vancouver and Seattle to unarmed ships.

"There is at present very little in the way of close support. The heavier fighting elements of the RCN are at

sea on anti-submarine patrol off the west coast of Vancouver Island. The RCAF is committed to reconnaissance and the protection of vital communication centres against bomber attack."

With this the situation, B company of the Scottish theoretically withdrew from the Sidney area, while the Sea-forths protected a line, along the Island Highway with elements at Cowichan Bay and headquarters at Langford Lake.

The 75th Heavy Anti-Aircraft was in strategic posts at Victoria and at Patricia Bay airports, while the 5th B. C. Coast Brigade was manning the forts.

At Bay Street Armouries, the CSRs regrouped and proceeded to HMC Dockyard, where they embarked in HMCS "Sault Ste. Marie", "Malahat's" headquarters and training ship, for their assault on enemy positions on Salt Spring Island.

Arriving at the island on Saturday evening, the "Sault Ste. Marie" came under unexpected aerial attack, organized by a "fifth column" formed among residents of the island and headed by Lieut.-Col. Desmond Crofton, one of the wartime commanders of the attacking CSRs.

With Col. Crofton as bombardier in the attacking aircraft, several direct hits were scored. Fortunately for the ship, the "bombs" consisted of paper bags filled with lime; but, for the purpose of scoring, the ship was badly hit.

However, as hostilities were not supposed to open officially until Sunday morning, the "Sault Ste. Marie" got away scot-free.

After reaching Ganges on Salt Spring Island, the ship disembarked the Scottish, who set up camp near Harbor House and placed guards at strategic road points.

Shortly after her arrival, saboteurs became active and the "Soo's" hull was liberally done over with paint. As far as the "Buffer" was concerned, this was the final straw, coming as it did so soon after the bombing that had left his erstwhile trim, clean ship plastered with lime.



CHARGE! PSM Rae McDonald, Scottish Cadets, and PO Archie McLean, RCN, display commendable ferocity during "Operation Overboard," joint exercise carried out by Navy and Army Reserve units on Vancouver Island. (Photo by courtesy of James Ryan, *Victoria Daily Colonist*).

Finally, all was secured and attackers and enemy remained quiet until shortly after dawn, when the real offensive began.

Scottish forces began advancing on enemy positions but ran up against stiff opposition and shortly called for naval reinforcements, which were despatched in the ship's motorboat.

Quickly the naval landing party took cover, then began to fight their way up with the Scottish as the "Sault Ste. Marie's" guns hammered at enemy positions, pinning the invaders down.

Meantime the navy-army force drove through rough country in the face of heavy enemy ground fire and under constant aerial attack. In a last charge across a wide-open field the attackers routed the enemy and pursued the remnants into flanking wooded areas.

Umpires later had little fault to find with the way in which the reservists had handled themselves. Half of them green troops, they assaulted the enemy area with all the spirit of seasoned fighters.

On the left flank, the naval reserve unit took its full share of the enemy fire but despite "casualties," continued the advance until its objective was taken.

Even without taking into consideration the fact that the Navy lads had spent their summer training weekends at sea carrying out minesweeping and related exercises, with never a thought of land warfare, they conducted themselves in the Salt Spring Island assault almost as if they had received just as much training in infantry work.

An assessment of the exercise by the two senior reserve Navy and Army officers gave a good indication of the value of the exercise.

Capt. Ronald Jackson, commanding officer of "Malahat", and Lieut.-Col. Walter Mosedale, commanding officer of the Scottish, in a joint statement said:

"On the basis of the success of this operation, it is definitely indicated that future operations should be expanded.

"The value of this one combined scheme was such that there can be no doubt of the desirability of including all reserve units in any future operation.

"It now is intended that an operation on a considerably larger scale

will be organized and carried out early next year."

Although "Operation Overboard" was primarily intended as a reserve exercise, it should not be overlooked that also taking part in the movements of the "Sault Ste. Marie," commanded by Lieut.-Cdr. Alan Heater, were the ship's permanent force crew, who have been doing a consistently fine job throughout the reserve training period.

NAVY WAS FIRST LOVE, BUT LATIN STUMPED HIM, SAYS RETIRING GENERAL

"My first love was the Navy," confided Major-General Harry W. Foster, CBE, DSO, retiring General Officer Commanding Eastern Command, to officers of the Royal Canadian Navy who tendered him a farewell dinner in Admiralty House, Halifax, October 12.

General Foster is to leave shortly for a post with the Imperial War Graves Commission in Europe.

General Foster recalled taking entrance exams for the Royal Naval College of Canada, then in Halifax, but was stalled by Latin requirements. Latin "just didn't make sense", he confided.

After graduating from McGill in 1924, he joined the permanent Army. Though he had always a "secret yen for the sea," the Army posted him on the prairies for 18 years.

General Foster, a wartime commander who served on three fronts, told of operations in which he worked with units of the Allied navies and reminisced about visits on board ships of the RCN. He remembered, particularly, the hospitality accorded him on a visit to the first HMCS "Athabaskan".

General Foster spoke of the friendly atmosphere and co-operation of the three services in Halifax during his four years there, and exhorted: "Whether a man be in a soldier's, sailor's or airman's suit, he's still working for (King) George—For pete's sake, keep it up!"

Special guests included Hon. J. A. D. McCurdy, Lieutenant-Governor of Nova Scotia; Premier Angus L. Macdonald, Air Commodore R. C. Gordon and senior RCMP officers.

President of the mess dinner was Commodore A. M. Hope, Acting Flag Officer Atlantic Coast.

Retirements

Chief Petty Officer Joseph E. Patry

Rating: C1SM3
Age: 46
Home Town: Quebec City, P.Q.
Joined: June, 1925, as a Stoker, second class.
Served In: HMS "Victory," "Crusader," HMCS "Stadacona," "Festubert," "Patriot," "Champlain," "Saguenay," "Ottawa," "Assiniboine," "Cornwallis," "Niobe," "Qu'Appelle," "Peregrine," "Magnificent," "Bytown" and "Carleton."
Awards: Long Service and Good Conduct Medal, June 1940. Mentioned in Despatches, December 1942. Mentioned in Despatches, October 1944.
Retired: 11 November, 1950.

Chief Petty Officer George H. West

Rating: CIVS3
Age: 41
Home Town: Victoria, B.C.
Joined: June 1930, as a Victualling Assistant.
Served In: HMCS "Naden," "Vancouver," "Skeena," "St. Laurent," "Stadacona," "Venture," "Givenchy" and "Cornwallis."
Awards: Long Service and Good Conduct Medal, June 1945.
Retired: 6 November 1950

Chief Petty Officer Grenville Sutcliffe

Rating: C1SM3
Age: 41
Home Town: North Augusta, Ont.
Joined: November 1929, as a Stoker, second class.
Served In: HMS "Victory," "Vernon" and "Dragon;" HMCS "Stadacona," "Festubert," "Ypres," "Saguenay," "St. Laurent," "Skeena," "Ottawa," "Swift Current," "Cornwallis," "Hochelega," "Eastview," "Avalon," "Scotian," "Magnificent" and "York."
Awards: Long Service and Good Conduct Medal, March 1945.
Retired: 8 November, 1950.

Chief Petty Officer Ernest A. Parsons

Rating: C2SM3
Age: 39
Home Town: Victoria, B.C.
Joined: September 1930, as a Stoker, second class Engagement expired September 1937, re-engaged November 1937.
Served In: HMCS "Naden," "Vancouver," "Skeena," "Armentieres," "Fraser," "Margaree," "Stadacona," "Royal Roads," "New Westminster," "Chatham," "Givenchy," "Canso" "Hochelega II," "Wallaceburg," "Chaleur," "Cap de la Madeleine," "Peregrine," "Burrard," "Niobe," "Cornwallis," "Ontario," "Chippawa" and "Cabot."
Awards: Long Service and Good Conduct Medal, November 1945.
Retired: 8 November 1950.

RCN NEWS REVIEW

(Continued from Page 3)

Commodore, RCN Barracks, Halifax, the school will be staffed and operated jointly by the RCN and the RCAF, with the post of officer-in-charge rotating annually. For the first year, Lieut.-Cdr. (TAS) Philip S. Booth, RCN, of Victoria and Halifax, will serve as director and officer-in-charge.

Varied Assignments Keep Ships Active

The end of the month found two RCN destroyers in Caribbean waters. The "Nootka" was heading for the Panama Canal and the passage into the Pacific; the "Crescent" was entering Havana, Cuba, for a three-day stop en route to Halifax.

The latter left Esquimalt November 6 and is due in Halifax December 10. There she will be employed as a training ship and plane guard to the "Magnificent."

The two east coast frigates, "La Hullose" and "Swansea," went separate ways early in November. The former served as a transport, taking new entry drafts between Saint John and "Cornwallis" while the SS "Princess Helene" was in drydock. The "Swansea" went to Bermuda for anti-submarine exercises with HMS "Andrew."

The Algerines "Portage" and "New Liskeard" accompanied her but returned to Halifax on the 15th. The "Portage" was scheduled to join three other ships, the "Wallaceburg," "Revelstoke" and "Llewellyn," in a week-long minesweeping exercise, while the "New Liskeard" went alongside to have new equipment fitted.

Meanwhile, "La Hullose" packed up the passenger detail and rejoined her sister-ship, the "Swansea," in Bermuda on the 20th, arriving there the same day as the Special Service Squadron. Then all ships sailed on the 23rd for Halifax.

Early in December the two frigates will put to sea again for a training cruise that will take them to New York.

On the West Coast, the "Ontario" was alongside for a leave period and for alterations and additions that involved an increase in accommodation for junior officers under training and the modernization of her armament.

The frigates "Beacon Hill" and "Antigonish" sailed on the 18th for a week of A/S exercises with an American submarine. Next on their program was a cadet training cruise to San Diego, lasting from December 4 to 20.



Ldg. Sea. Bryce Eckstein samples one of the pies — just to make sure it tastes as good as it looks. Standing expectantly by are two of Coverdale's cooks, Leading Seamen Bruno Jacuzzi and Robert McCann. The station's three cooks stayed on the job steadily from 8 a.m. one morning until 2 a.m. the next.

APPLE PIE SALE

(Continued from Page 5)

Wednesday and repeated the effort on Thursday.

Thanks to this publicity campaign, which drew the sale to the attention of Moncton's public-spirited citizens, all the pies were gone in less than three hours, in spite of a heavy rain which kept people off the streets most of the morning.

By 1300 the navymen were assured that they would be able to give the orphans an even bigger party this year than last:

In the party fund was \$462.

JEFFERSON'S TEN RULES

The following rules for practical life were given by Thomas Jefferson in a letter of advice to a friend in 1825. The same rules are as true today as they were 125 years ago.

1. Never put off till tomorrow what you can do today.
2. Never trouble others for what you can do yourself.
3. Never spend your money before you have it.
4. Never buy what you do not want because it is cheap.
5. Pride costs us more than hunger, thirst and cold.
6. We never repent of having eaten too little.
7. Nothing is troublesome that we do willingly.
8. How much pain have those evils cost us which never happened.
9. Take things always by their smooth handle.
10. When angry, count to ten before you speak — if very angry, count to a hundred.



SAMUEL THOMPSON, AND CHAIR

VETERAN CIVIL SERVANT HONORED ON RETIREMENT

Samuel Thompson, head clerk in the Directorate of Victualling, at Headquarters, was honored recently on the occasion of his retirement after approximately 35 years of service with the Defence Department.

Mr. Thompson's service included three years overseas during the First World War.

At a ceremony held in the Naval Board Room, Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, paid tribute to Mr. Thompson's good work during his lengthy period of service and, on behalf of naval personnel and civilian employees of the Directorate of Victualling and the Naval Stores Branch, presented him with an upholstered chair.

Mr. Thompson's daughters, Mrs. B. J. Ennis and Miss Sheila Thompson, Reg. N., attended the ceremony.

Canadian sailors "doing their bit" in one war hearkened back to another when they gathered on the quarterdeck of HMCS "Cayuga" October 8 to observe Battle of the Atlantic Sunday. The non-denominational service, conducted by Chaplain (RC) Richard Ward, was held on board the destroyer as she proceeded northward through the Yellow Sea, bound for recently captured Inchon. Standing at Father Ward's right is Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, who made the voyage in the "Cayuga" during the course of his visit to the Canadian ships in the Korean theatre. (CA-206).

