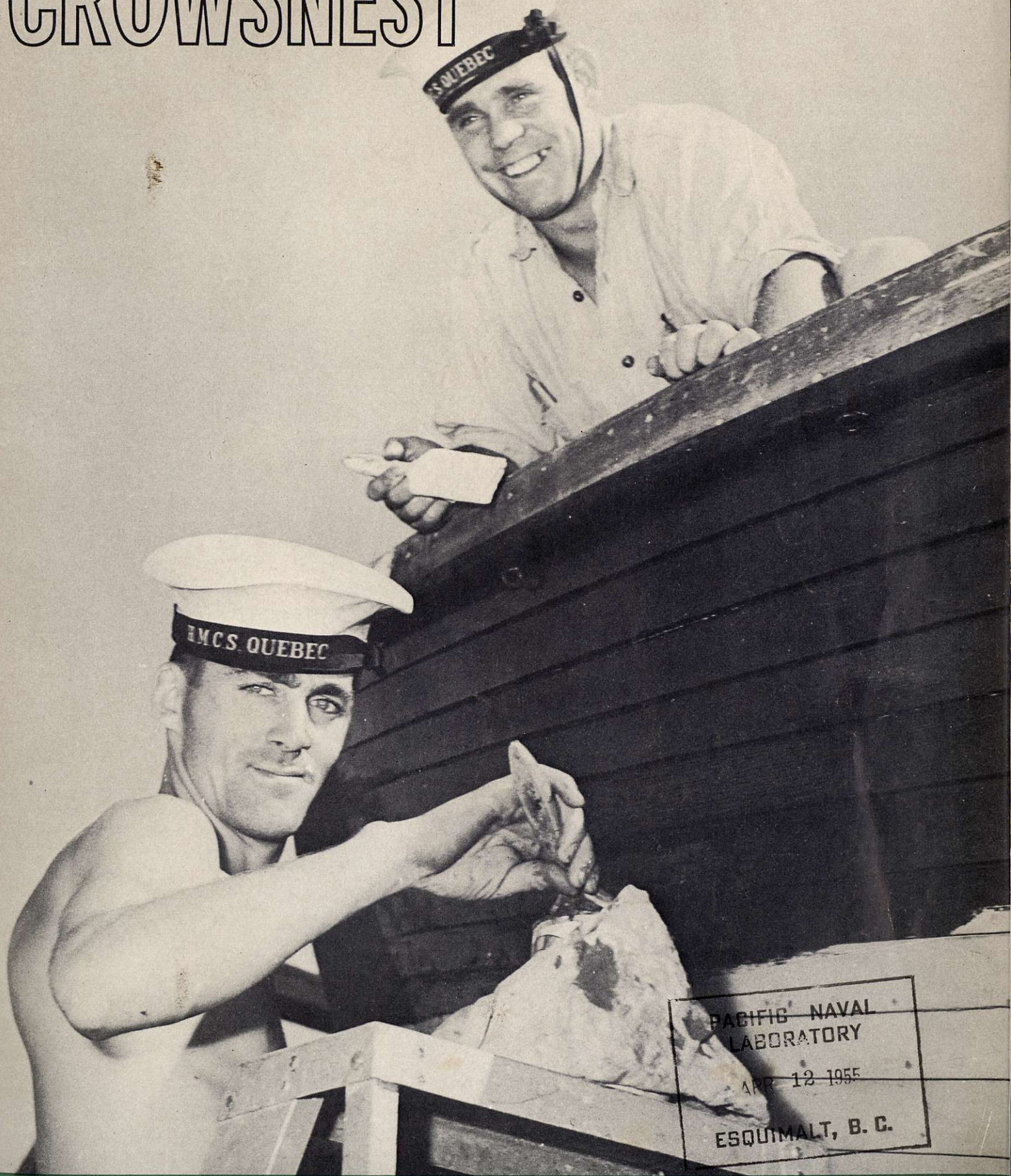


The CROWSNEST





The CROWSNEST

Vol. 7 No. 5

THE ROYAL CANADIAN NAVY'S MAGAZINE

MARCH, 1955

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Cover Photo—At this time of year, thoughts ashore turn with a certain amount of dread to the harrying task of spring cleaning. Afloat, the problem is scarcely a seasonal one. Wind, rain, sun and sea are continually taking their toll. PO Douglas Kenyon and (at top) Ldg. Sea. Edward Easton are seen administering a restorative coat of paint to one of the *Quebec's* boats. (QB-1604)

LADY OF THE MONTH

On the opposite page, at her summery best, appears the pride of the Pacific Command, HMCS *Ontario*, serenely floating on the waters of the harbour of Sydney, Australia, as she enters port in the course of the first "Venture" training cruise.

It was a journey that opened vistas, perhaps undreamed of a year or so ago, to the 79 *Venture* cadets on board, introducing them to a world of palms and sharks and coral and seas of an unbelievable blue, well-salted by "Crossing the Line" ceremonies and a rugged tropical storm.

Surely there was someone on board who could repeat to the cadets the story of "Pelorus Jack", the friendly, if slightly balmy, porpoise who for years undertook to guide ships safely along the channel into one of the great landlocked harbours of the world.

The picture is worthy of being put on the record for another reason: it is one of the few in which RCN warship and bridge appear that the latter structure is neither the Lions Gate Bridge at Vancouver nor the one spanning Halifax harbour. (Photo by Maritime Studios, Sydney, Australia.)

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Venture cadets and seamen of the Ontario handle lines side by side as the cruiser comes alongside in Sydney, Australia. (Photo by permission of "Truth" and "Daily Mirror" Feature Service, Sydney.)

Commendation For Rescuer

The rescue of a 67-year-old commissioner from the icy March waters of Lake Ontario has won a Queen's Commendation for PO R. B. Johnson, now serving in HMCS *Stadacona*. Presentation of the award was made at the end of January this year.

The rescue took place at about midnight of March 4, 1954, when PO Johnson, was serving in HMCS *Digby*, then engaged in reserve training on the Great Lakes.

The commissioner, who was on duty on the jetty alongside which the *Digby*

was secured, walked too close to the edge and fell into Toronto harbour. PO Johnson had just returned from a run ashore and was undressing in the mess. A chief petty officer in his bunk heard a splash and mentioned it to Johnson, who looked out of the scuttle and saw the commissioner's head bobbing in the water.

The petty officer dashed up the ladder, across the brow and on to the jetty from where he dove into the water to rescue the nearly exhausted commissioner.

PO Johnson joined the Royal Canadian Navy as an ordinary cook in Hamilton in June, 1947. Since com-

pleting his new entry training in *Naden* on the West Coast, he has served in the *Magnificent* and *Swansea* and at Coverdale.

Escort Squadron To Be Formed

Announcement was made in February that the RCN will form a new escort squadron in the Atlantic Command in mid-April. The group, to be designated the 11th Canadian Escort Squadron, will consist of the Algerine-class coastal escorts *Portage* and *Wallaceburg* and the Bangor-class coastal escort *Minas*, which is being brought out of reserve at Sydney, N.S.

The new squadron will be employed in operations and training functions within the Atlantic Command, except during the summer months when, from May to September, it will serve in the Great Lakes, assisting in the training of Royal Canadian Navy (Reserve) personnel.

Ships Scattered Around World

Twelve ships of the Atlantic Command were engaged in training cruises in widely separated waters during the first two weeks of March.

The *Quebec* was approaching the Suez Canal on her round the African continent cruise; the *Huron* and *Iroquois* were in the Mediterranean on their way home from the Far East; the *Nootka* and *Penetang* were in Bermuda waters for TAS exercises; the *Crusader* arrived in Halifax from the West Coast on March 12 to take up new duties; the *Algonquin* was in the Caribbean; the *Buckingham* on a cruise



PO R. B. Johnson receives the Queen's Commendation from Commodore E. P. Tisdall, Commanding Officer, RCN Barracks, Halifax. (HS-34771)

to Savannah, Ga., and the First Canadian Minesweeping Squadron and HMCS *Quinte* were beginning a seven-week training cruise to the Caribbean and Southern United States.

In the Pacific Command, the cruiser *Ontario* spent early March at Auckland, N.Z., then headed homeward from her Australasian training cruise. The *Nootka* was in Korean waters and the *Jonquiere* approaching Esquimalt after making the trip from Halifax by way of the Panama Canal. She will join the Second Escort Squadron.

Drone Target Unit Formed

The RCN prepared to begin operations with radio-controlled drones for anti-aircraft training on March 1, with the formation of No. 1 Drone Target Unit at *Shearwater*.

The mobile units providing targets for surface-to-air anti-aircraft practice for Atlantic Command surface units. The targets are being maintained at *Shearwater* and launched, controlled and recovered from a site at Osborne Head, east of the approaches to Halifax Harbour.

The drone targets have a wing span of 12 feet and are powered by an 80 horsepower engine. They can fly at a speed of about 200 knots and have an endurance of one and one-half hours. Each drone is equipped with a parachute, which when released automatically stops the engine, allowing the drone to descend. The parachute may be released at any time during the flight and the drone may be recovered and any damaged parts repaired.

The unit, consisting of an officer and ten men, is under the command of Lieut.-Cdr. M. H. E. Sandes, and CPO Norman Lambert is in charge of maintenance. Both have received training at the U.S. Naval Air Technical Training Unit at El Centro, Calif.

Senior Submarine Officer in Canada

Rear-Admiral G. B. H. Fawkes, CB, CVO, CBE, RN, Flag Officer Submarines, made brief visits to Ottawa and Halifax last month to confer with senior officers of the RCN on the formation of the Royal Navy's Sixth Submarine Squadron at Halifax.

Rear-Admiral Fawkes arrived in New York February 8 and flew to Halifax the following day for conferences with Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast. Proceeding to Ottawa by train, Rear-Admiral Fawkes met with Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, and officers

at headquarters. He left for Washington February 15.

The Sixth Submarine Squadron will be based at Halifax for an indefinite period to provide additional training facilities for the RCN's anti-submarine warships and carrier-borne aircraft, and Maritime squadrons of the RCAF. The RCN is assisting in manning the three boats of the squadron and at present 170 officers and men are in the United Kingdom undergoing training for this purpose.

Two Appendectomies On Board Quebec

Before her arrival in Capetown, South Africa, the *Quebec* had had her second appendectomy case since leaving Halifax three weeks earlier on a training cruise around the African continent.

Surg. Lieut.-Cdr. D. A. Maciver, of Halifax, the *Quebec's* medical officer, on February 2 performed a successful appendectomy on CPO Edward G. Kimber, of Halifax.

Five days after leaving Halifax, the *Quebec* altered course for Bermuda to land Ord. Sea. Jean L. Boulay, of Mont-

real, after he became stricken with acute appendicitis. His appendix was removed on board ship, in an operation performed by Lieut.-Cdr. Maciver while the *Quebec* was hove to in rough sea, but peritonitis complications prompted the decision to land him at Bermuda for hospitalization.

Ste. Therese Commissioned

The modernized frigate HMCS *Ste. Therese* was commissioned at the Saint John Drydock Co. Ltd. yards on January 22 at an impressive ceremony attended by the Hon. D. L. MacLaren, Lieutenant-Governor of New Brunswick, Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, Rear-Admiral J. G. Knowlton, Chief of Naval Technical Services, and other senior naval and military officers and civil dignitaries.

The following day, under the command of Lieut.-Cdr. W. F. Potter, of Victoria and Calgary, the *Ste. Therese* sailed for Halifax to prepare for her trip to the West Coast, where she will join the Second Canadian Escort Squadron in April.

New Helicopters For 21 Squadron

The RCN is taking delivery of five new Sikorsky HO4S-3 helicopters. The new helicopters are being flown, during March, to *Shearwater*, following acceptance trials at the Sikorsky plant at Bridgeport, Conn.

Initially, the aircraft will be absorbed into VH 21, the Helicopter Utility Squadron at *Shearwater*. The HO4S-3 is a more powerful version of the Sikorsky HO4S now operating in the RCN. The new craft can carry greater loads; its Wright R1300 engine gives it an additional 200 horsepower and makes it capable of better all-round performance. It has a cruising speed of 75 knots with a top speed approaching 110 knots.

CNS on Visit To SACLANT

Vice-Admiral E. R. Mainguy, Chief of the Naval Staff and Air Marshal C. R. Slemmon, Chief of the Air Staff, paid a two-day visit late in February to Admiral Jerauld Wright, USN, Supreme Allied Commander Atlantic, at his Norfolk, Va. headquarters.

During the two-day visit, Admiral Mainguy and Air Marshal Slemmon held discussions with SACLANT and received briefings on the progress made within the command during the past year.

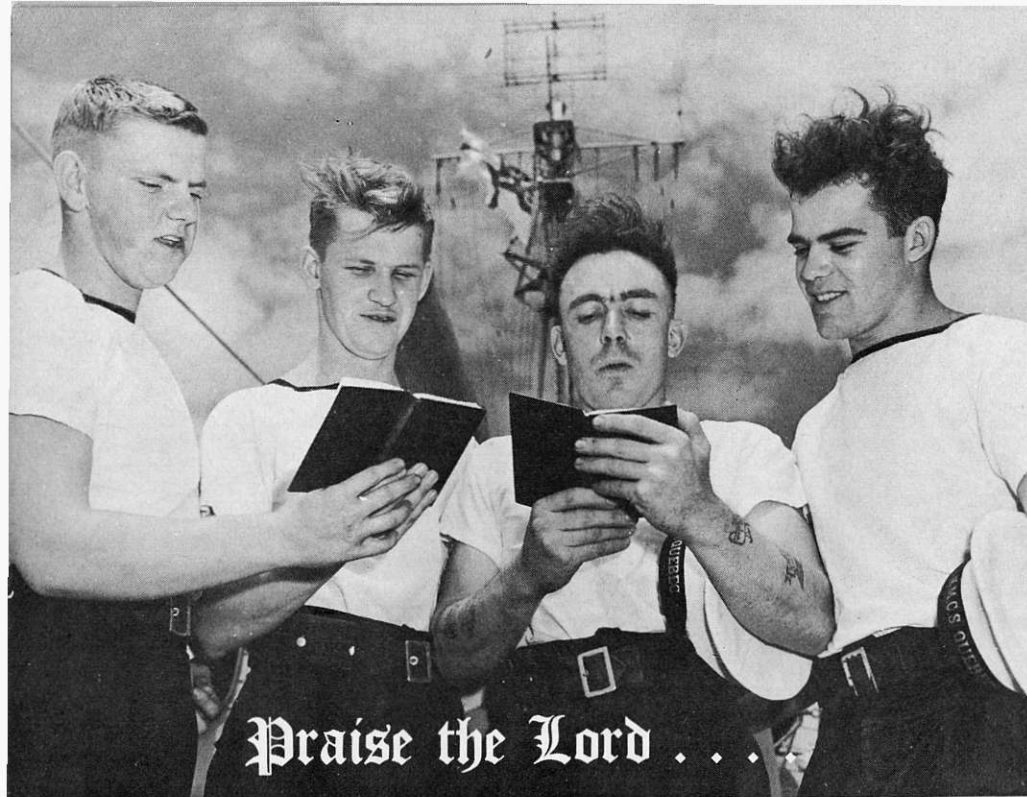
Venture Cadets Learn Fiji Talk

Along with darker tans, new adventures, and assorted souvenirs, the cadets of HMCS *Venture* also picked up some strange-sounding words during the *Ontario's* four-day visit at Suva, Fiji Islands.

"Bula", they learned, is the popular Fiji greeting, and can mean anything from "Good luck" to "Good day", depending on time and circumstances. And if some *Venture* cadets burst forth with "Evei na sala ki", they'll just be asking for directions—"Which way do I go?" Or, in some strange place, "Au vulagi"—"I am a stranger." In expressing gratitude they might say: "Vinaka vakalevu"—which appears to be a Fiji tongue-twister for "Thank you very much."

Souvenirs brought into the ship vary from freshly picked coconuts obtained by many of the cadets, including Russ McGee, North Bay, Ont., to colourful baskets of gnarled coral, such as that possessed by William Matiachuk, Saskatoon. Cadet Clark Gudgeon, Lynn Lake, Man., has added a Fiji Islander's native battle club to his shipboard kit.

Cadets Glenn Brown and Bruce Wells, both of Ottawa, soon caught onto the ways of shrewd bargaining, which is a foregone expectation of the shop and stall keepers of this tropical port. The two Ottawa cadets held out for and arrived at a two-shilling tag on souvenir fish spears originally offered for five. Here, that phase of business is as common as breathing—with both shopkeeper and customer making an interesting game of the custom.—R.W.



Hunting the Elusive 'Squeenie'

EN ROUTE to Rio de Janeiro a notice posted outside the Commander's office in the *Quebec* asked for volunteers for a "Squeenie Hunt".

Game or gullible, more than a score put their names down though none knew anything about "squeenies" and the notice didn't disclose when, what or how the hunt should go.

Schoolie thumbed his dictionaries and encyclopedia in vain. The regulating staff parried all questions with a stock "Everyone knows what a 'squeenie' is."

For days the crew was puzzled. Wags told marvelous tales of captures—with weapons ranging from fire extinguisher to 12-gauge shotgun, by foot or by Brazilian Army horseback.

The day before reaching Rio, the lid was lifted from the mystery. Chief and POs who'd signed up were made umpires and assigned part of ship. The remainder of the volunteers were split into six teams, armed with spears (Squeenie, Mk 1) and one box, squeenie (cardboard).

At 1430 sharp they were sent to comb the ship from stem to stern, looking for gash—cigarette butts, waste, paper, etc.

Page four

Commander A. F. Pickard, the executive officer, was chief judge, and weighed the laden boxes. Mr. Percy Boyd, the gunner, kept the tally. Captain E. W. Finch-Noyes, commanding officer, was an interested spectator. Lieut.-Cdr. I. B. B. Morrow, first lieutenant-commander, was convener of the hunt.

The contest was to last exactly half an hour. Only restrictions on competitors were that gash buckets must not be plundered and metal or wooden objects must be left untouched.

The squeenie hounds, spurred by team prizes of soft drinks, delved deep into normally forgotten nooks and crannies and storerooms. One team came roaring into the schoolie's domain during a class, spearing scrap paper right and left. No mess or compartment was left untouched.

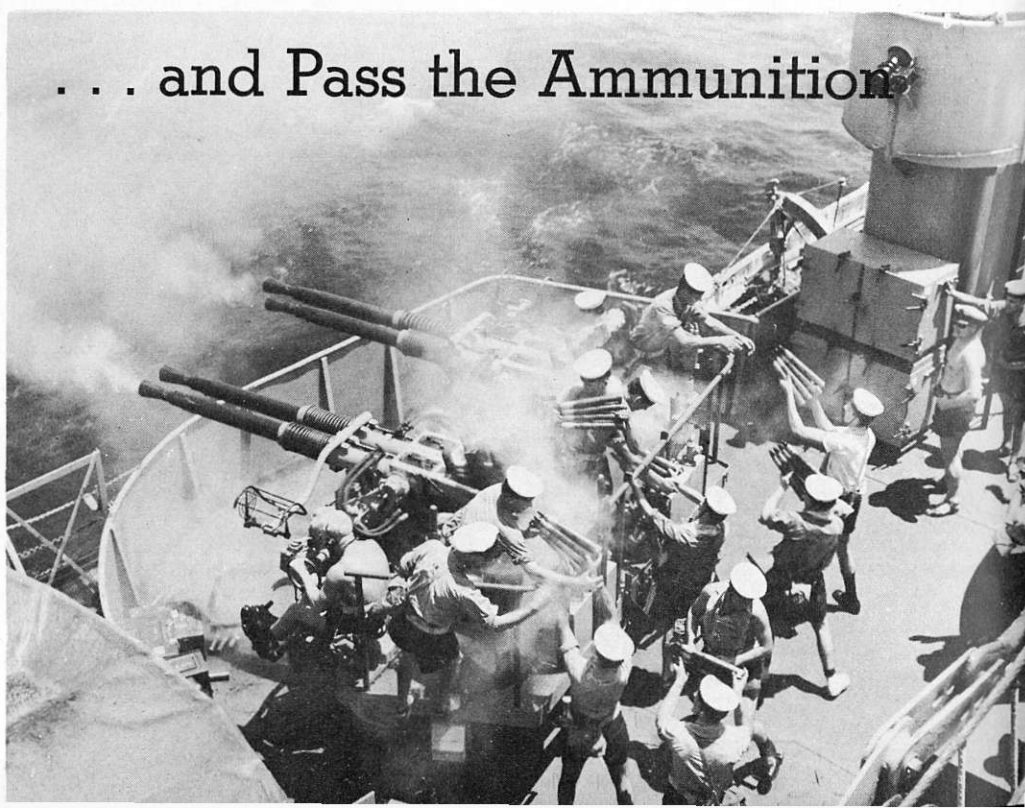
In fact, several heads of departments hovered round the weighing area at the starboard waist to make sure none of their gear had been collected to make up extra weight. As it was, a hammer, scraper, brass polish tins and sculling clothing were rescued from boxes of keener collectors.

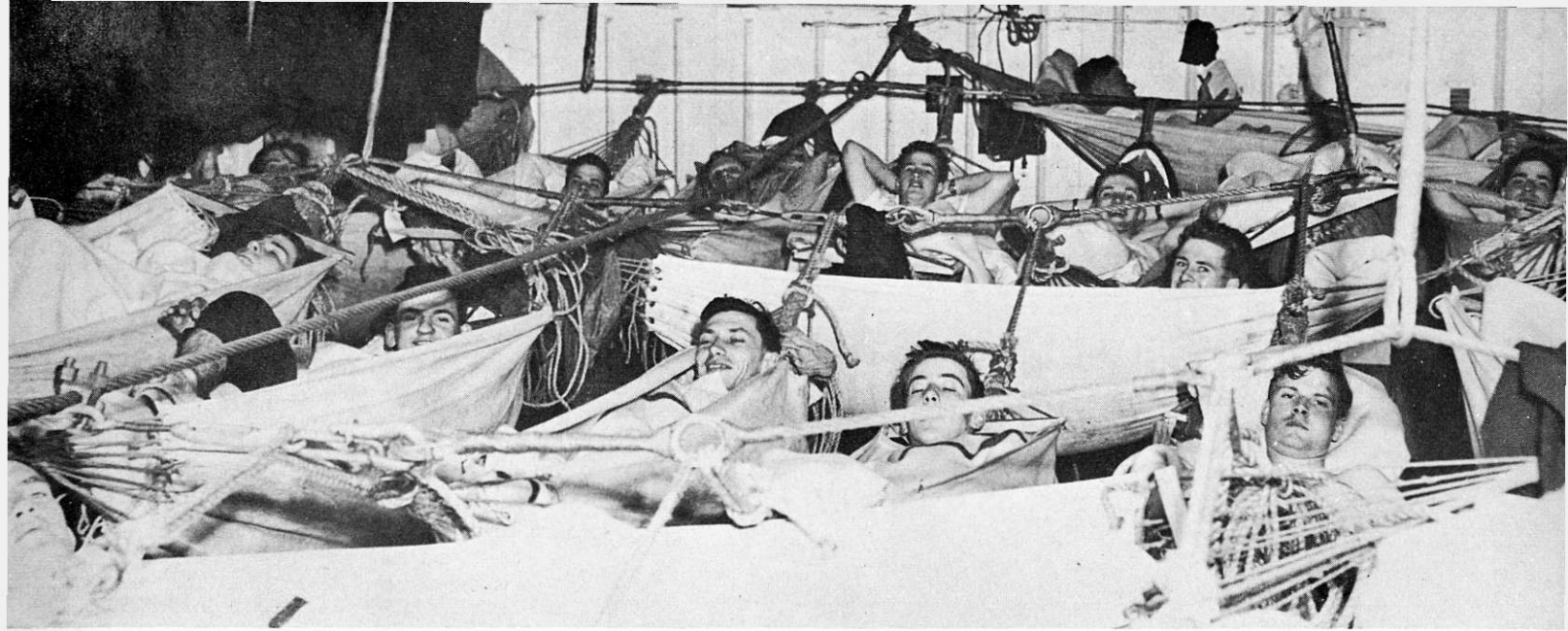
When the whistle blew at 1500, the astounding total of 172 pounds, three ounces, had been collected and heaved over the side. "A" team won after gathering more than 35 pounds of gash. It included Able Seamen Sterling Saulnier, John Forbes and Joe Fellows. The captain himself offered the congratulations and presented awards to winners and runners-up.

"F" team, which picked up the low tally of 12 pounds, was issued with squeenie bags and told to press on with the hunt until each one caught someone else dropping litter on the deck. The bags changed hands several times before the men shook their untidy habits.

Lieut.-Cdr. Morrow devised the scheme to ensure a thorough clean-up before the ship went on public display in Rio. As the first lieutenant-commander, he is responsible for ship cleanliness. With a little originality, he made the objective in just half an hour.

. . . and Pass the Ammunition





FAREWELL TO THE HAMMOCK

Fatigue means lowered efficiency—and so the Navy embarks on a sweeping program of improving living conditions in RCN ships

WE ARE TOLD that in the dawn of civilization, man's first sea passage was made on a log. We can also presume that at some time this intrepid caveman met another equally adventurous soul, but of a different tribe, and so the first sea battle took place. In all probability the loser brooded over the battle and eventually conceived the plan of taking a crew member along to paddle while he swung a club.

This extra weight, he found, necessitated a larger log, which of course required a better means of propulsion—and so it went. If he used the original log he was almost submerged and an extra paddler on the larger log made it too crowded to allow for a good, lusty swinging of his weapon.

Thus he was faced with the world's first naval habitability problem—a problem which centred about one thing: the accommodation of men versus fighting efficiency. No matter what sort of a log he had, his crew did the fighting and had to be looked after.

This is still true today. Regardless of how well-equipped a warship may be, her efficiency depends on that of her officers and men. Ever since some ships became specialized as warships, the problems of accommodating the large numbers of officers and men required to fight the ship have been with us and in the last decade these problems have increased sharply with the requirement for more and more technical devices.

Admiral Hopwood, who wrote "The Laws of the Navy", also wrote:

*"Now there may be too much Nelson,
For the times have changed since then,
But as long as man is human
We will have to deal in men."*

*"Tho' machines be ere so perfect,
There may come a day perhaps
When there's nothing quite so helpless
As a heap of metal scraps."*

Although some may look with suspicion on the motive behind any reference to the immortal Nelson, it must be remembered that a large part of his greatness lay in the fact that he, unlike most of his contemporaries, recognized the importance of the human factors and his steps to improve conditions in his ships resulted in their high degree of efficiency and fighting spirit.

Spasmodically or earnestly, depending on the times, efforts to improve shipboard conditions have been made down through the ages—from the time the caveman's descendants first hollowed out their logs so they wouldn't get their feet wet.

In the very early days of shipping, insistence on comfort could not have been a great factor in the designing of vessels. Voyages were short, living standards were low and, to forestall the translation of complaints into action, the galley slave was chained to his bench.

A GREAT STRIDE forward in ship-board comfort followed the visits of Sir Francis Drake and other English navigators to the West Indies in the Elizabethan era. They saw the natives reposing comfortably in hammocks and the advantages of such accommodation on board ship were immediately apparent. Hammocks were introduced to the Royal Navy about 1590. To this day there are sailors who swear that the hammock is a man's best friend.

In his excellent book "The Navy of Britain", Michael Lewis, professor of history at the Royal Naval College, Greenwich, has described lower deck accommodation in the ship of the line of Nelson's day.

The lower deck was so-called because it was the lower of the gun decks. Below it were the hold and the orlop. The hold contained a deep layer of ballast to counterbalance the great top weight of masts and sails, and also included store rooms and magazines. The orlop, on or below the water level, was devoid of sunlight or fresh air and here the midshipmen messed and slept. Amidships was stowage space for cables and for the gear of the seaman and marines. The boatswain and carpenter had their quarters and storerooms in the bows.

At the stern of the lower deck was the gun room, the home of the gunner and the youngest of the "young gentlemen". Ranged along both port and starboard sides were the ship's heaviest guns, each with its own port.



This shows a corner of a Chief and POs' mess. The middle bunk can be lowered to form the back for a settee. Bunks are equipped with individual reading lamps and foam mattresses. Gear is stowed in drawers below bottom bunk and in individual lockers, of which one is shown at the left. Nesting chairs provide additional seating. (ML-1510)

"Beyond the forward bulkhead of this compartment stretched the main lower deck, where the great bulk of seamen slept and fed," Professor Lewis continues. "This is the reason, of course, why to this day the words 'lower deck' remain a synonym for the rank and file of the ship's company . . . all slept in hammocks slung from the same beams, and the overcrowding was such that the standard allowance of space per hammock was fourteen inches."

However, the ship's company was divided usually into two watches and men from each slept in alternate hammocks.

"In this way a man might hope to have as much as twenty-eight inches in which to take his repose. Even so, here was no palace of luxury. The hammocks were comfortable enough, no doubt, but the atmosphere must have been quite nauseating. The place was perennially damp; in cold weather incredibly cold, and in hot weather intolerably stuffy."

Near the bows was a barrier through which the cables passed from the hawse holes.

The barrier kept most of the water that poured through the hawse holes from the men's mess. Less fortunate were the pigs, sheep and cattle quartered forward of the barrier (the compartment was called the "manger") to supply fresh meat for the early part of the voyage. Professor Lewis notes: ". . . one of the commonest complaints

in ships' logs and officers' journals is that most of the pigs or sheep or cattle have been drowned in the manger during the recent blow!"

It will be obvious from the foregoing that certain improvements have been made in accommodation since Nelson's time. Refrigeration, for example, has deprived the sailor of the odorous companionship of barnyard animals.

STANDARDS of accommodation ashore are bound to be reflected to a degree on board ship. "Central heating" (as the Britons call it) has made little headway ashore in the Old Land and it's still a novelty in ships of the Royal Navy.

A great (some will say "courageous" and others are better not quoted) departure was made in the Royal Canadian Navy in 1947 when the decision was taken to install bunks and cafeteria messing in HMCS *Sioux*. When the destroyer finally emerged from her long refit, the change in eating and sleeping facilities was found to be acceptable and has become a continuing process in conversions and new construction.

This keeping up with modern living trends presented some new problems. One of the advantages of hammocks was that they were lashed up and stowed during the day, giving wide-open living spaces between decks. With the changeover to bunks, the former mess decks ceased to be available for collective recreation and feeding. The

men who slept in the bunks had to live with the fact that they would not compensate for the roll of the ship the way the old "micks" would.

Important advantages of the bunks are that they are immediately available when the tired sailor has a chance to relax during a long action and that he can rise and shine without having to lash up and stow. Experience would also seem to indicate that except perhaps in particularly heavy weather the sailor sleeps better in a bunk than a hammock. A better-rested sailor is more efficient when the going is hard.

There was more to the change than simply throwing out the mess tables and installing the bunks. The increase in complement arising from the installation of new weapons and electronic equipment meant that more men had to be accommodated in less space. It meant that a lot of new topweight would be added to ships already faced with a stability problem because of new topside equipment.

Because Arctic cold and tropical heat reduce the fighting efficiency of men, adequate ventilation and insulation are most important factors. All new and modernized ships have improved insulation and the *St. Laurent* class will be air-conditioned. Here, insulation is achieved by the use of three to five inches of fiberglass, secured to the ship with welded studs and washers and finished with an impervious glass cloth, impregnated with phenolic plastic and sprayed with a vinyl-based vapour seal.

Since the changeover included not only bunks and stanchions but also larger lockers and other fittings, light materials had to be used. Aluminum was the choice.

Berths of tubular aluminum in tiers of two and three bunks (tiers of four bunks will be the rule in the new aircraft carrier *Bonaventure*) were designed to be supported by vertical tubular aluminum stanchions. The hinge of the second bunk in the tier was made adjustable so it could be lowered to form a back rest behind the bottom bunk and thus form a settee. This was, in part, an attempt to compensate for the loss of the old mess stools and seat lockers.

The berths are rimmed by square-shaped hollow extrusions, six feet two inches long and 21 inches wide. The foam rubber mattress is supported by strong, thin interwoven slats of light alloy, attached to the rim by springs. The mattress is enclosed in a cotton-duck slip, which is in turn covered by a blue cotton-duck case, which can be unzipped for removal. A foam-rubber

pillow is also provided and this too is covered with a navy blue cotton-duck slip.

Portable lee-rails are supplied for each bunk. The exposed aluminum stanchions and rails are finished by buffing and wax-polishing for easy maintenance and good appearance.

THE INDIVIDUAL kit lockers were brought into production only after a long study of wooden mock-ups and the experimental stowage of a seaman's complete kit. The design ultimately chosen provides for:

- (a) increased hanging space by using the space under the narrow shelves for short garments;
- (b) wider spaces between shelves and fewer shelves for easier access;
- (c) rubberized wire coat hangers;
- (d) a simplified padlock-and-key type of locking;
- (e) an easily-manipulated turn-buckle handle;
- (f) a portable soap-dish (pressed from the die of an ice-cube tray) which slides under a shelf.

The locker is made of aluminum, is 60 inches high, 21 inches square and weighs 35 pounds. The ventilating louvres are stamped inward, with the openings at the top, to prevent condensed moisture from entering the locker, and additional perforations are punched in the back to assure free circulation of air.

While the bunks were designed to double as settees, it was realized that this would not meet the full seating needs of the messes, cafeterias and recreation spaces. The requirements were that the necessary extra chairs should be sturdy, capable of being stowed in close-fitting stacks and of good appearance. These were successfully met in the new nesting chair.

The nearest approach to what the naval designers had in mind was aluminum garden furniture, but it was not considered rugged enough to stand up to the kind of treatment it could expect in a destroyer in an Atlantic gale.

The prototype of the chair was tested by placing it unobtrusively in the guest room at the *Bytown* officers' mess. The chair survived normal usage there and those concerned with the matter decided to put it to a test equal to anything it was likely to encounter at sea.

Commander B (about 180 pounds) sat in the chair and tipped it backward as another well-fed officer (250 pounds) bore down on his shoulders.

The chair bent, and back went word to the manufacturers that they would have to use a stronger tube.

They did. The next chair not only survived the aforementioned heavy-weight test, but was also heaved from a fourth-storey window and came through unscathed. The seat is of moulded plywood, upholstered in navy blue leather-like plastic cloth.

For recreational purposes, card tables 36 inches square, with folding tubular legs, were developed. To help the sailor keep up appearances, RCN standard shatter-proof glass mirrors were fitted in mess-deck spaces.

Here, then, is a picture of the new mess-deck: bunks, with individual reading lamps, arranged in single or double banks and in double or treble tiers, with lower bunks convertible into settees; kit lockers banked against bulkheads or back to back; card tables and nesting chairs, and decks covered with heavy linoleum in light brown or green, finished at the edges with aluminum strips.

Part of the former mess-deck space had to be "stolen" to provide for cafeteria messing. How drastic a departure this is from former days will be realized in particular by those who served in the early Second World War "Flower" class corvettes. The cook-of-the-mess, in fair or foul weather, had to carry a mess fanny full of rapidly-cooling food from the galley in the after part of the ship to his messmates in the foc'sle—

a task that often involved hazardous clambering over the fiddley deck and past the break of the foc'sle, no hands for the ship and none for himself.

THE NEW SYSTEM of cafeteria messing and the new galley equipment combine to provide better meals in less time and under more hygienic conditions.

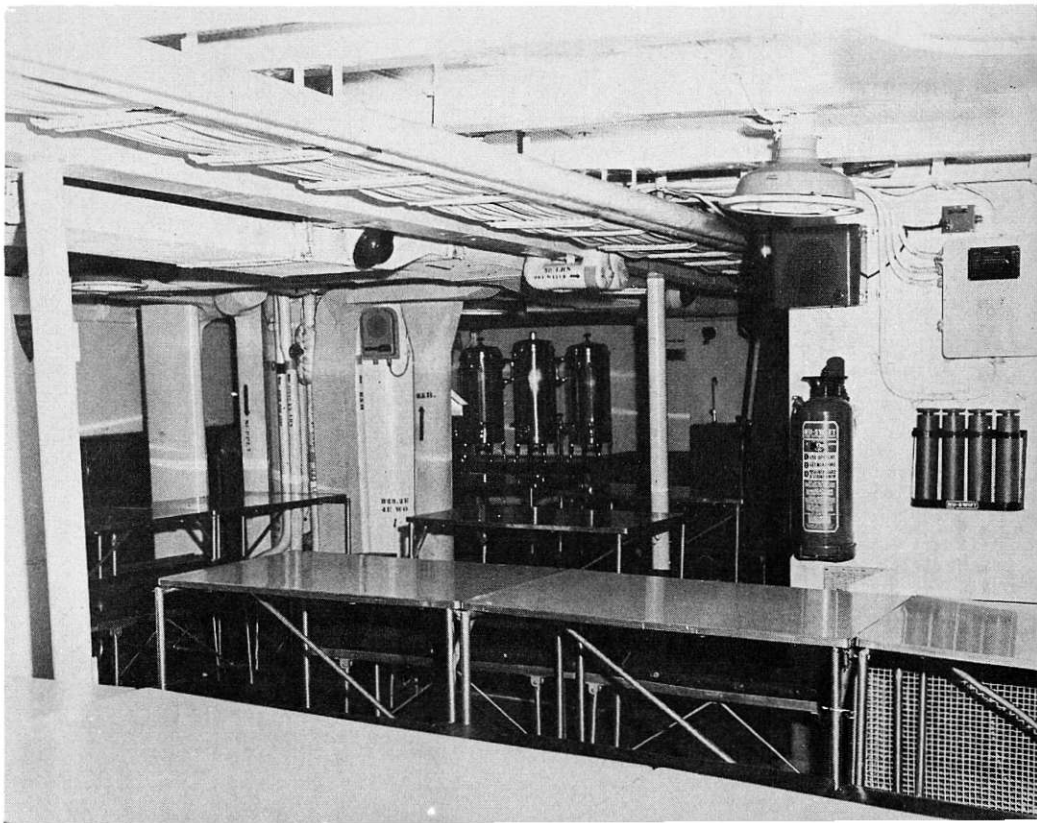
The old wooden tables have been replaced by new ones of a completely different design, incorporating folding legs (in pairs) on a spring pawl and ratchet wheel. The table top is of phenolic core "arborite" plastic in two sizes, to accommodate four or six persons, 40" by 30" and 60" by 30". Mess stools, in lengths conforming to the table sizes, have folding legs and loose cushions of foam rubber upholstered with blue plastic leather-cloth.

Although the newest tables and benches do not "nest", they can be easily rearranged when the cafeteria is required for showing motion pictures.

One of the interesting features of the new accommodation for officers is a foam-rubber upholstered settee, with drawer space below, having a hinged upholstered panel at the back which forms the backrest of the settee. This panel conceals a made-up bed with a foam-rubber mattress similar to that of the ship's company.

Desks are of double or single pedestal type and are made of aluminum. These have arborite tops and plain handles

The ship's company cafeteria in the modernized frigate *Jonquiere*, showing folding, plastic-topped tables, folding stools and restaurant-type coffee urns. (ML-1492)



of buffed aluminum. The drawer locks are of cylinder type and the drawers themselves are finished in a light green baked enamel to match the berth settee.

Chairs for all desks throughout the ship are of square aluminum extrusions, straight backed, with glider-plug feet and rubber socks. These are upholstered in mushroom grey plastic and finished in light green baked enamel.

The wardrobes have the same shell as the locker designed for the crew, but are finished in light green baked enamel and are augmented, when space allows, by a greatcoat locker of similar design.

Chests of drawers are made from aluminum with a separate stainless steel base mounting. The top is of arborite, edged with a buffed aluminum fiddle. A sturdy buffed sheet-aluminum book rack sits on top. A tallboy secretaire has also been produced, its segments being interchangeable with those of the chest of drawers.

The commanding officer's cabin and the wardroom have been given a warm, club-like appearance by applying panels of mahogany formica to cabinet furniture, by fitting mahogany tops to desks, table and chests of drawers and by enamelling metal parts in a mahogany-brown shade to match. Wardroom tables are mounted on rectangular pedestals at each end.

Easy chairs are made from square-shaped extrusions and are upholstered in mushroom-grey plastic leather-cloth. Both back and seat are spring-filled.

Dhobey in the new ships no longer involves sloshing dirty clothes in a bucket of soapy water and then searching for a place to hang them to dry. The *Jonquiere's* laundry, in addition to mechanical washers, has a modern dryer. (ML-1494)



A glimpse into one of the new wardrooms. Deckheads, with their unavoidable clutter of pipes and wires, still lack aesthetic appeal. (ML-1517)

In all officers' spaces, deck coverings are of heavy green linoleum, aluminum trimmed, or checkerboard tile. The captain's cabin and the wardroom are carpeted from bulkhead to bulkhead.

A few details are omitted from the foregoing account, but enough has been said to show that the objective of those

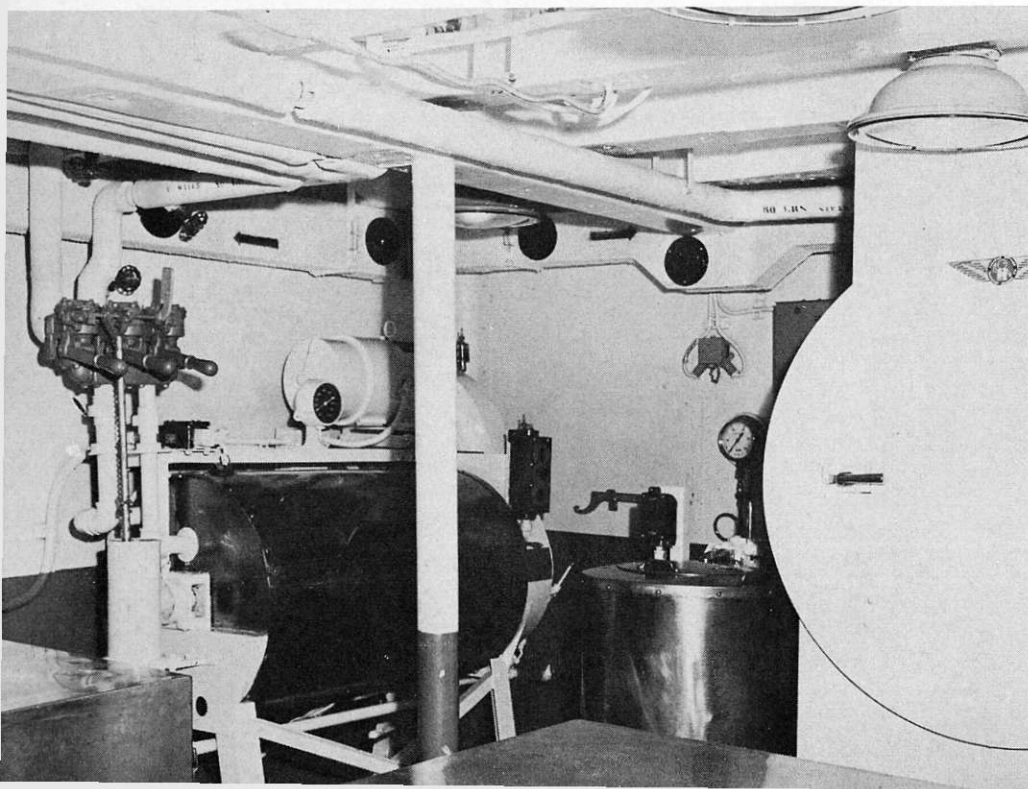
concerned with improving the habitability of Canadian warships has been to achieve the maximum in comfort and efficiency within the limitations imposed by the dimensions and functions of the vessels. Plastic and linoleum surfaces have simplified the problem of cleanliness.

The frustrations inherent in such a drastic departure from tradition can be trivial, as when a distance of 24 inches between tiers of bunks is established as the minimum and it is found that this has to be cut to 21 inches in some ships, or they can be serious, when they involve extensive structural alterations to accommodate the increased complement demanded by new equipment.

The ships so far affected by the post-war improved-habitability program, in addition to the *Sioux*, include the modernized frigates, the *Algonquin* and *Crescent* (converted from destroyers into anti-submarine destroyer escorts), the new wooden minesweepers, the *Labrador*, the *St. Laurent* class destroyer escorts and the *Bonaventure*.

Eventually all Canadian warships will have bunks, but the process is necessarily a slow one and hammocks are likely to be service issue for some years to come.

But progress is being made and the day will come when the sailor, asked to define a "mick stick", won't have a "clew".



OFFICERS AND MEN

170 Give Blood At Royal Roads

The Red Cross Mobile Blood Donor Unit for British Columbia early in January struck oil (figuratively speaking, of course) at the Canadian Services College, Royal Roads. Blood donations were made by 140 cadets and 30 members of the college staff.

The blood gathered by the mobile unit is supplied to 98 B.C. hospitals. Although the response to the Red Cross appeal at Royal Roads was unanimous, the 170 donations amounted to scarcely more than one day's requirement.

Shearwater Tops Regional Drama

The Shearwater Players, who draw their talent from officers, men and wives from the Naval Air Station, took all the top awards at the Dominion Drama Festival finals at New Glasgow during the last week of January.

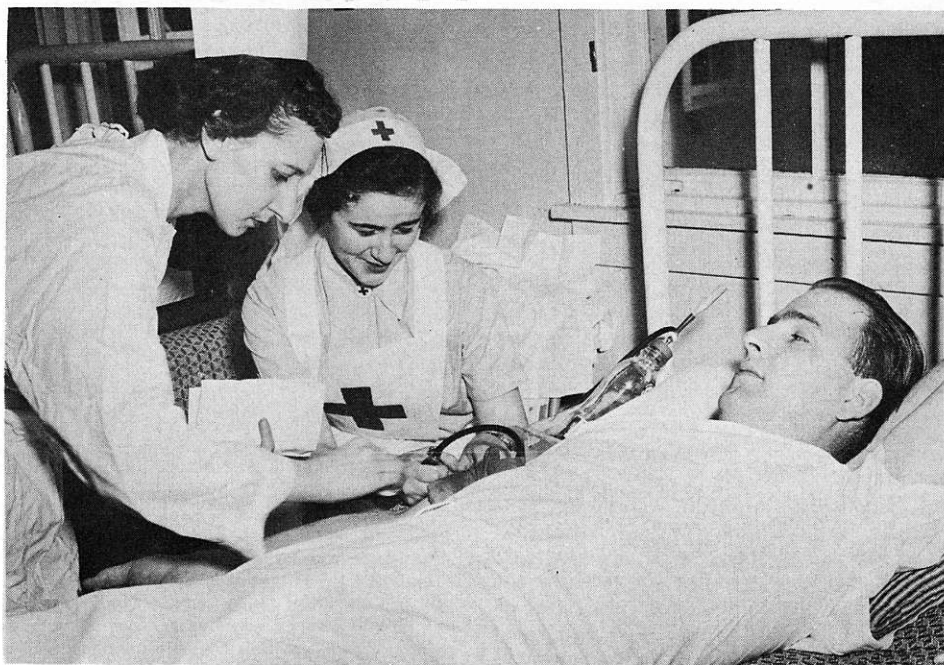
Hon. Alistair Fraser, Lieutenant-Governor of Nova Scotia, presented the Calvert Regional Trophy and a Calvert cheque for \$100 to Lieut. R. S. Portchmouth, who directed the Shearwater Player's winning entry, "Mr. Bolfry", a comedy.

The best actress award was won by Mrs. Eileen Dailey, while the best actor was Sub-Lt. A. Dawson, both of the "Mr. Bolfry" cast.

Retirement

CHIEF PETTY OFFICER DUNCAN ARTHUR NELSON WALLACE

Rank: C2T14
Age: 37
Length of Service: 20 years
Hometowns: Esterhazy and Regina, Sask.
Joined: January 5, 1935
Served in: HMC Ships *Naden*, *Skeena*, *Ottawa*, *Fraser*, *Saguenay*, *French*, *Stadacona*, *Dominion*, *Niobe*, *Mayflower*, *Moose Jaw*, *Baddeck*, *Sackville*, *Gatineau*, *Cornwallis*, *New Liskeard*, *Givenchy*, *Athabaskan*, *Cedarwood*, *La Hullose*.
Awards: Long Service and Good Conduct Medal
Retired: January 4, 1955.



Already a 15-time loser (a pint of blood each time), AB Richard J. Cusson, of Montreal, a medical assistant at the RCN Hospital, Stadacona, bared his arm for a 16th donation when a Red Cross Blood Bank clinic was held at Stadacona late in January. His willingness to part with his haemoglobin was matched by more than 1,000 others, so that what started as a two-day clinic ran for three days. Tapping his life blood are Nurse Fay Larramore, of Halifax, (left) and Miss Sheila Russell, Clam Harbour, N.S., both of the Red Cross Blood Clinic. (HS-34751)

The only award not won by Shearwater was that for the best one-act play. It went to the Halifax Players' Workshop for their "Christmas in a Market Place".

Thirteen similar regional drama festivals are being held across Canada with André Van Gyseghem as adjudicator. Eight of the winners will compete in the Dominion Drama Festival at Regina May 9 to 14 for the Calvert National Trophy.

West Coast NOA Chooses Officers

Officers and members of the executive committee were elected at the annual meeting of the Naval Officers' Association of British Columbia at HMCS *Discovery* on January 28. T. G. Phillips was elected president for 1955.

Other officers are: C. G. Brook, past president; P. Stanley, first vice-president; W. Evans, second vice-president; A. W. Moreton, treasurer, and J. F. Lynn, secretary.

The executive committee includes: G. H. Greenwood, W. C. Mulvihill, A.

M. C. Kenning, P. G. Lenox, R. Rich, C. H. Willis, J. C. Samis, N. R. Hackling and D. A. O'Cadleigh.

Naval Service Dated Back to Boer War

At the time of his death in St. John's, Nfld., on January 7, Samuel Crocker, 85, of Harbour Grace, was believed to be the oldest surviving Newfoundland naval veteran of the First World War. A sailmaker, he entered the Royal Naval Volunteer Reserve towards the end of the Boer War and went on active service again on the outbreak of world hostilities in 1914. He served initially in the training ship HMS *Calypso* at St. John's, and in October of that year proceeded on draft overseas.

During that war he served in various heavy cruisers of the Royal Navy and took part in action at the battles of Dogger Banks, Jutland and Falkland Islands. Demobilized in 1919 he went to sea again, mostly on sailing vessels carrying salt cod to Spain and Italy,

until 1924 when he secured a shore job in Cornerbrook. He retired there in 1946.

He was buried in Cornerbrook beside his wife. The pallbearers were former shipmates of the *Calypso*, prior to 1914, some of whom had served in her as far back as 1908. Honorary pallbearers were members of the Royal Newfoundland Regiment in the First World War and active with Mr. Crocker in the Great War Veterans' Associations and the Canadian Legion. A son, Frank, served in the navy during the Second World War.

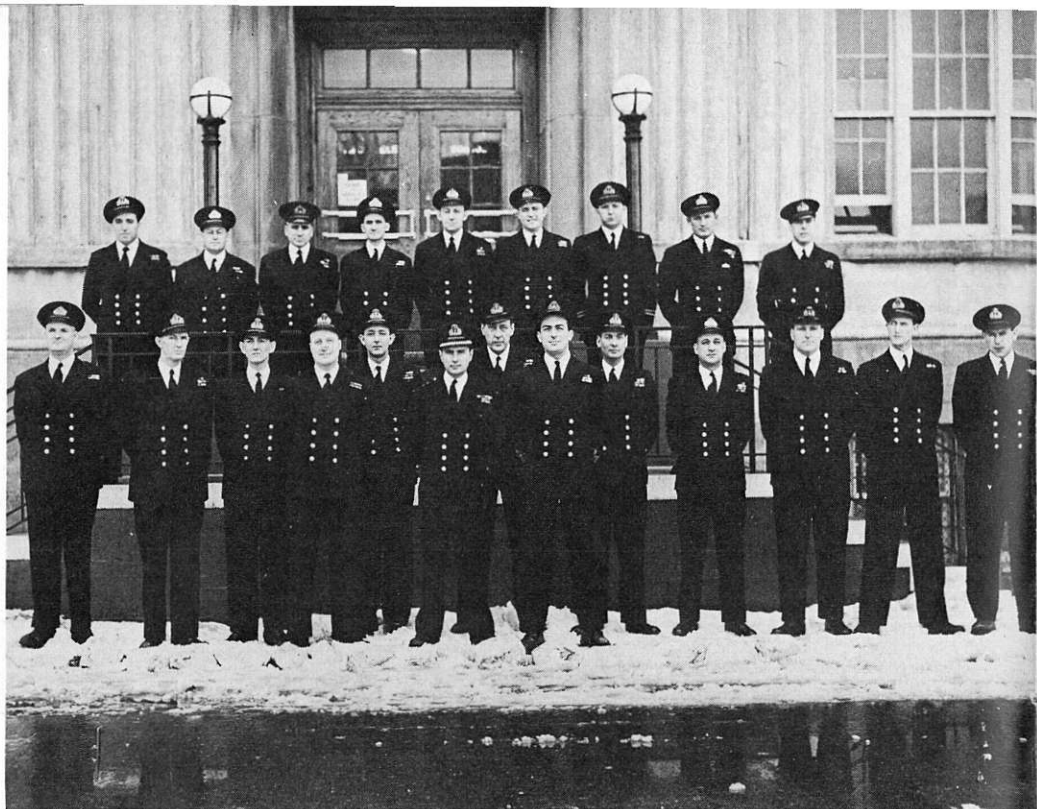
Polish Veteran Joins Cruise

Before departing in HMCS *Quebec* on her cruise around Africa, Captain Conrad Namiesniowsky, RCN(R), passed some of his vast experience and knowledge on to the Junior Officers' Technical and Leadership Courses "L" and "M" and other officers of the Atlantic Command.

In 1939, Captain Namiesniowsky was chief of the Polish Navy's signal department and later was acting Chief of the Naval Staff. He might have become Poland's Chief of the Naval Staff if his country had not fallen in the Second World War.

After escaping from Poland ahead of the invading German armies, he joined the Royal Navy and served with distinction throughout the war. He was first lieutenant of HMS *Grom*, a destroyer which was sunk at Narvik. He was commanding officer of the destroyer *Garland* and the commander of a division of Polish destroyers.

Following the war, Captain Namiesniowsky came to Canada. He says he



Here are the members of Junior Officers Technical and Leadership Class "M", who began their course on January 10 at Stadacona: Front row, (left to right): Instructor Lieut.-Cdr. R. D. Campbell, RTC Staff; Cdr. C. A. Law, Training Commander; Lieut.-Cdr. J. A. D. DeBroughton. Second row: Lieut.-Cdr. B. F. Ackerman; Lieut. G. R. Milne; Lieut. (P) Ian Webster; Lieut. A. C. Gorsline; Lieut. D. S. Colegrave; Lieut. W. H. Myers; Lieut. P. S. Cox; Sub-Lt. F. M. Bayfield-Davis; A/Lieut. R. A. Jones and Lieut. (O) L. C. Rosenthal. Rear row: Lieut. G. W. Peakman; Lieut. (P) S. R. Lindquist; Lieut. V. C. Greco; Lieut. K. F. Moore; Lieut. D. R. Hill; Lieut. J. E. Abraham; Lieut. (O) Diatchenko; Lieut.-Cdr. (P) B. L. Hayter and Lieut. R. L. Wales.

came because he liked the Canadians he met during the war. He was so convinced that he would like Canada that he was willing, when he first arrived, to work as a ditch-digger and lumber mill hand.

Captain Namiesniowsky now works in Ottawa. In October 1954, he made a cruise in the *Magnificent* where he carried out the duties of information officer.

After completing an extended tour of Stadacona in January of this year, during which time he visited all training schools, he sailed to Africa on board the *Quebec*.

NOAC Hears Senior Officers

The obtaining of first hand information on what the Royal Canadian Navy is doing and intends to do is the objective of a series of addresses by senior naval officers arranged by the Naval Officers' Association of Montreal.

More than 100 members were present at a meeting in Donnacona, addressed by Captain O. C. S. Robertson, commanding officer of the *Labrador*. He described the historic voyage of the *Labrador* last summer through the Northwest Passage and around the continent of North America.

Commodore D. L. Raymond, Assistant Chief of Naval Staff (Plans), addressed the association in early March on "The New RCN", and also brought with him the recently distributed film "Sailors of the Queen", depicting the cruise of the Coronation Squadron.

Other speakers scheduled for early hearing were Commodore W. L. M. Brown, Assistant Chief of Naval Staff (Air), and Commodore R. A. Wright, Supply Officer-in-Chief.

Administration Forum Conducted

"York Administration" was the subject of a forum recently attended by all officers of the Toronto naval division. Sessions under the chairmanship of Lieut.-Cdr. J. L. Morris, were held in the wardroom on successive Sundays.

Designed to refresh officers in understanding the various problems of naval administration, experienced officers talked on such subjects as recruiting, personnel selection, captain's office procedure, training, and pay and allowances. Speakers from the Naval Reserve Headquarters, Hamilton, were also represented.

Each session was opened with introductory remarks by Captain R. I. Hendy, commanding officer, and Cdr. L. D. Stupart, executive officer.

Retirement CHIEF PETTY OFFICER WILLIAM ARTHUR WALTERS

Rank: C1CR3
Age: 37
Length of Service: 20 years
Hometown: Victoria
Joined: January 5, 1935
Served in: HMC Ships *Naden*, *Skeena*, *Vancouver*, *St. Laurent*, *Restigouche*, *Nootka*, *Saguenay*, *Assiniboine*, *Niobe*, *St. Hyacinthe*, *Venture*, *St. Francis*, *Givenchy*, *Prince Henry*, *Stadacona*, *Chambly*, *Avallon*, *Kirkland Lake*, *Warrior*, *Antigonish*, *Beacon Hill*, *Cornwallis*.
Awards: Long Service and Good Conduct Medal
Retired: January 4, 1955.

Other participating officers included Cdr. P. C. Benson, Cd. Officer (SB) G. Dixon-Lennett, both from COND, and Cdr. (S) J. W. F. Goodchild, Lieut.-Cdr. James H. Day, Lieut. J. M. Powell, Lieut. (W) I. M. Archer, and Cd. Bos'n A. R. Corner, all from York.

JOTLC Course Opens at "Stad"

A new JOTLC course "M" class, got under way in *Stadacona* on January 10 with 20 officers under instruction.

In an effort to provide officers as quickly as possible to the fleet, the Junior Officers' Technical and Leadership Course has been shortened from 12 to nine months.

Members of "M" class will do the first part of their course until April. Then they will serve for four months with the Reserve Training Commander, East Coast, in UNTD Cadet summer training and then return to the JOTLC to continue their studies until February, 1956. At that time they graduate and become available for appointments to the fleet.

Courses for QM Instructors End

In the Quartermaster Section of the Navigation Direction School some intensive training has been going on. Two classes of Provisional Quartermaster Instructors courses have completed and the successful candidates, all Chief Petty Officers, drafted as follows:

Walter Muloin, rescue craft, in command; Gery J. Beaulieu, rescue craft, in command; Robert Slavin, *D'Iberville*; Walter Brown, *Algonquin*; James R. McIntyre, *Quebec*; Jolin Armitage, *Buckingham*; Gerald Giles, *Lauzon*; Kenneth Henderson, *Gaspe*; Joseph Leary, *Stadacona*, and Douglas B. Backman, *Prestonian*.

Retirement

CHIEF PETTY OFFICER

HENRY EDWARD ABERCROMBIE
Rank: C2CR3
Age: 40
Length of Service: 20 years
Hometowns: Vancouver and Victoria
Joined: January 11, 1935
Served in: HMC Ships *Naden*, *Skeena*, *Restigouche*, *Armentieres*, *Stadacona*, *Burrard*, *St. Hyacinthe*, *Niobe*, *Iroquois*, *Hochelaga*, *Chaleur*, *Cape Breton*, *Givenchy*, *Charlottetown*, *Rockcliffe*, *Antigonish*, *Sioux*.
Awards: Long Service and Good Conduct Medal
Retired: January 10, 1955.



The manager of a drive-in bank in civilian life, Captain (S) R. W. Tyner, CD, RCN(R), recently left the post of supply officer at HMCS *Donnacona*, the Montreal naval division, for the retired list. He has been succeeded by Cdr. (S) W. D. Moncur, who was promoted to his present rank at the year-end. Captain Tyner is shown taking leave of Cdr. Guy St. A. Mongenais, commanding officer of *Donnacona*, in the presence of his successor. (ML-1863)

The other QI Class was drafted as follows:

CPO Charles R. Mann, returned to Manual Office; PO Charles Emsley, *Granby*; CPO George W. Borgal, *Sussexvale*; CPO Samuel Rumson, Submarines; PO Robert Amon, Seamanship School; CPO Malcolm T. Meredith, returned to *Cornwallis*; PO Charles S. Lane, ND School; and CPO A. P. Allen, returned to *Cornwallis*.

Several QM Trade Group One courses have been completed during the past few months and the men are now back at sea.

Sailor's Exam Draws Praise

A seaman at HMCS *York*, the Toronto Naval Division, has been praised by Naval Reserve Headquarters, Hamilton, for writing a "superior examination" on marine engineering.

AB Edward D. Harding "should be commended for the high standing he obtained in a test to qualify as a leading seaman", a letter from COND said.

The recipient of the plaudits has been a member of the reserve at *York* for the past three and one-half years.

Kind Words Follow Visit of Quebec

The first visit of a Canadian warship to Capetown, South Africa, was an unqualified success, according to E. W.

T. Gill, High Commissioner for Canada in the South African city.

In a message to the commanding officer of the *Quebec*, Captain E. W. Finch-Noyes, Mr. Gill said: "My staff and I thank you for your co-operation and hospitality. Please convey to ship's company my appreciation, pride and congratulations on the success of visit and manner in which they carried out their individual roles of ambassadors for Canada. We join with Capetonians in saying 'Quebec welcome here any time'."

The *Quebec*, which is on a three-month training cruise that will take her

Retirement

CHIEF PETTY OFFICER ERNEST EDWARD FINTER

Rank: C1CF3
Age: 42
Length of Service: 25 years
Hometown: Ottawa
Joined: January 11, 1930
Served in: HMC Ships *Stadacona*, *Champlain*, *Saguenay*, *Ottawa*, *Restigouche*, *Skeena*, *Naden*, *Givenchy*, *Prince Henry*, *Cornwallis*, *Niobe*, *Crusader*, *Carleton*, *Nootka*.
Awards: Long Service and Good Conduct Medal
Retired: January 10, 1955.

around the continent of Africa, visited Capetown for four days in early February.

The visit to Capetown was a welcome break from the arduous training program being carried out by the ship, and the people of Capetown went "all out" to make the visit a memorable occasion for the 750 officers and men on board the *Quebec*.

The municipality, the Navy League, the Victoria League, Merchant Navy Club and military organizations produced a schedule of events that left hardly a spare moment. Thousands of Capetown residents boarded the cruiser during two "open house" periods.

Ordnance Branch Formed at York

The Ordnance Branch has been constituted in York, the Toronto Naval Division, bringing the ship's departments to 17.

Responsible for the repair and maintenance of all gunnery armament, underwater weapons and the controls of these weapons, the department has been operating as a separate group since last August.

At present the department includes six men, one Wren and four officers. Two more Wrens are scheduled to join the division shortly and another seaman. Training is being provided for personnel as armourer's mates, gunnery and torpedo armourers and ordnance technicians.

A/Ordnance Lieut. G. J. Hutton has been named head of the department. Lieut. Hutton has been in the reserve navy for some years, acting as technical officer with the UNTD and serving in



A painting by a leading Canadian artist, H. J. Simpkins, ARCA, showing Sea Cadets training under sail in a naval cutter, adorns the 1955 calendar of the Bank of Nova Scotia. A Toronto Sea Cadet is shown displaying the original in the presence of H. L. Enman, president of the bank (centre), and J. Gordon Dunlop, president of the Ontario division of the Navy League of Canada, on the occasion of the picture's presentation to the Navy League. (Photo by Gilbert A. Milne.)

HMCS *Magnificent* and with the Defence Research Board.

One of the instructors is PO Wren Dorothy Jones, who is instructing in torpedoes. PO Jones served with the Royal Navy during the Second World War and worked on the German electrical torpedo.

RP Instructors Complete Course

Recently returned from the United Kingdom after completing a Radar Plot Instructor Course are Petty Officers John Meadwell and David Kurts.

With them comes news of others in the RP Branch taking courses abroad. Chief Petty Officers Reg Vose, Strang Gurney and Lionel Roberts are all "sweating" it out, qualifying as bos'n PR. Chief Petty Officer Vose, who is nearest completion, is now in HMS *Harrier* (South Wales). Petty Officers Richard Carter and William Plant, qualifying PRI, are at HMS *Dryad* near Portsmouth.

British MP At D'Iberville

Dr. Horace King, British Labour member of Parliament, opened his Canadian speaking tour at HMCS *D'Iberville* on January 19. His lecture

on "The British Reply to Communism" formed a part of the ship's current affairs program.

Dr. King interpreted the United Kingdom's policy toward communism as one of watchful waiting and an incessant effort to buttress possible weaknesses in the British social and economic structure.

BIRTHS

To Leading Seaman Robert Aquin, *New Liskeard*, and Mrs. Aquin, a daughter.

To Leading Seaman T. G. Ewen, *Masset Radio Station*, and Mrs. Ewen, a son.

To CPO Gerald Halikowski, *Naden*, and Mrs. Halikowski, a son.

To Petty Officer Fred Hodgkins, *Naden*, and Mrs. Hodgkins, a son.

To Lieutenant (L) Gwynn Holtby, *Naval Headquarters*, and Mrs. Holtby, a son.

To Lieutenant-Commander (E) T. J. Keohane, *Star*, (COND), and Mrs. Keohane, a daughter.

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

To Petty Officer A. J. Kishkan, *Stettler*, and Mrs. Kishkan, a daughter.

To Able Seaman S. R. McLean, *Stettler*, and Mrs. McLean, a daughter.

To Lieutenant-Commander (SB) H. G. Oliver, *Air Division, Metz, France*, and Mrs. Oliver, a daughter.

To Petty Officer L. W. Rushton, *Naden*, and Mrs. Rushton, a daughter.

To Chief Petty Officer H. A. Thomas, *Naden*, and Mrs. Thomas, a daughter.

To Leading Seaman C. K. Thompson, *Albro Lake Radio Station*, and Mrs. Thompson, a daughter.

To Surgeon Lieutenant-Commander D. G. Woods, *Naden*, and Mrs. Woods, a daughter.

To Petty Officer George Worrall, *Naden*, and Mrs. Worrall, a son.

WEDDINGS

Able Seaman Leo Bertrand, *Stettler*, to Miss Frances Brown, *Edmonton, Alta.*

Leading Seaman E. E. Biggar, *Queen Charlotte*, to Miss Velma M. McKay, *Mt. Stewart, P.E.I.*

Able Seaman Frederick Arthur Coxhead, *Cayuga*, to Miss June Margaret MacRae, *Edmonton, Alta.*

Sub-Lieutenant (W) A. M. Christensen, *Naval Headquarters*, to Lieutenant Gordon Ramsay Shearly, *Athabaskan*.

Able Seaman Robert Currie, *New Liskeard*, to Miss Joan Spicer, *Canning, N.S.*

Able Seaman Walter Jackson, *New Liskeard*, to Miss Margaret Petrie, *Montreal*.

Rear-Admiral Horatio Nelson Lay, *Naval Headquarters*, to Mrs. Mary Elizabeth Viets, *Ottawa*.

Leading Seaman Albert March, *Stettler*, to Miss Louise Mulaney, *Port Alberni, B.C.*

Lieutenant Allan Francis Morris, *RNC, Greenwich*, to Miss Helen Bradshaw Holm, *Summerside, P.E.I.*

Able Seaman Francis Neill, *Stettler*, to Miss Joyce Andrew, *Southport, Lancashire, England*.

Able Seaman Clint Pringle, *Stettler*, to Miss Rosemary Lucy Collins, *Victoria*.

Wren Dorothy Smith, *Naden*, to Able Seaman Fred Quackenbush, *Naden*.

The Scorpion Man

by H.R.P.

WE MOVED sweating through Bombay's symphony of smells, lost and — to use Nobby's phrase — "gettin' lost". The smells varied in intensity and subtlety in combination, introducing brief rhapsodic sniffs of perfume, indefinable spices, new leather; but always beneath it all there was discernible the *liet motif* of roasting coffee, wood smoke, joss sticks and inadequate plumbing.

We came to an intersection.

"Where," I said, purely for rhetorical effect, "do we go from here?"

"Baksheesh, master. I tell you where to go."

I looked down into the limpid eyes of beggary, set in a pinched, four-year-old face. One hand, brown-backed, twig-fingered, was on my sleeve, tugging like Conscience; the other pale palm was upturned in supplication, pitifully small.

Nobby told *him* succinctly where to go, demanding no baksheesh. But the brown accusing eyes had not missed the instinctive, barely perceptible movement of my hand pocketward. The urchin sidled around me, placing me strategically between himself and the wrath of Nobby.

"Baksheesh, master." Soft now and infinitely persuasive, like a wheedling woman. "I show you Scorpion Man".

Nobby snorted, implying contempt for all scorpion men; while the child, not so much satisfied as rendered expectant by the two annas I had slipped him when Nobby was not looking,

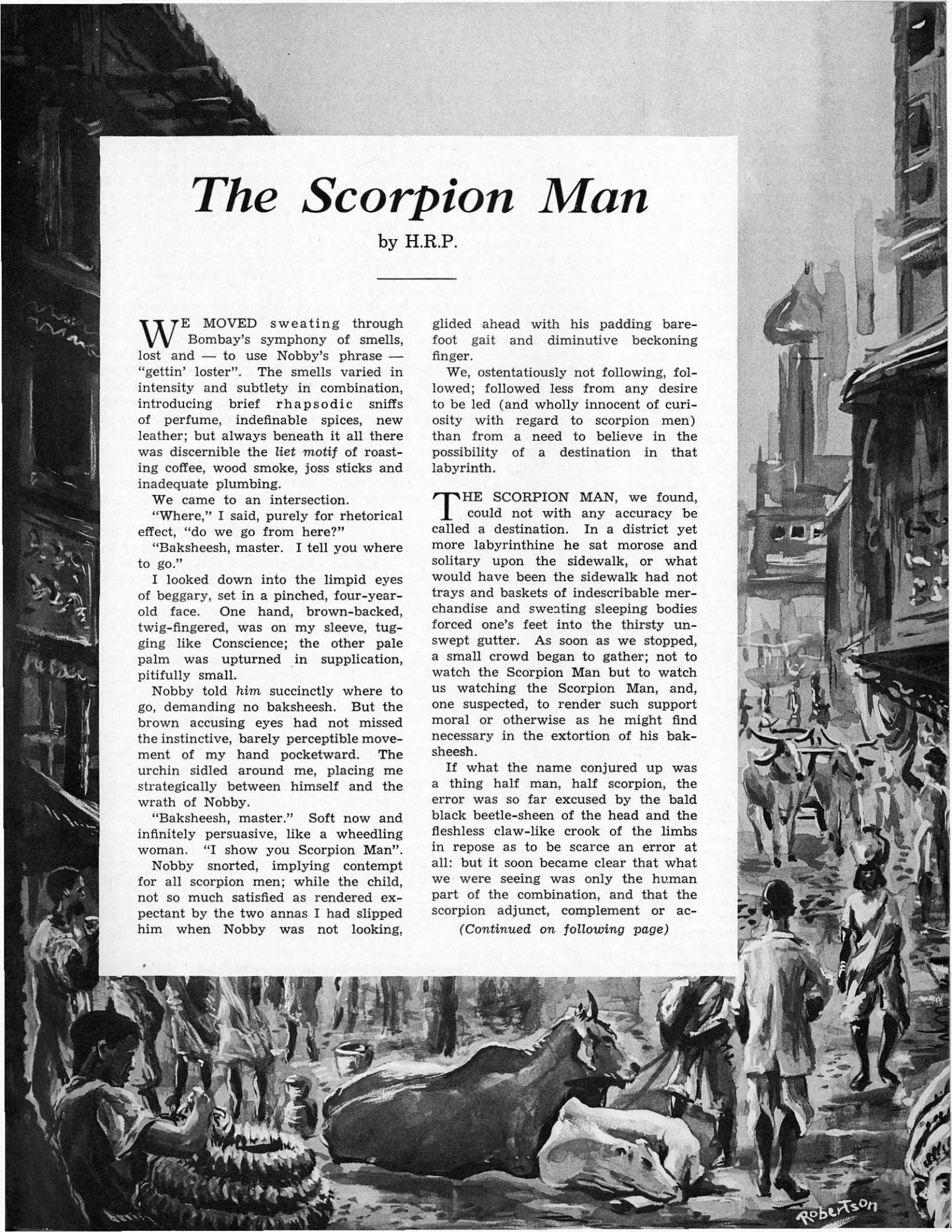
glided ahead with his padding bare-foot gait and diminutive beckoning finger.

We, ostentatiously not following, followed; followed less from any desire to be led (and wholly innocent of curiosity with regard to scorpion men) than from a need to believe in the possibility of a destination in that labyrinth.

THE SCORPION MAN, we found, could not with any accuracy be called a destination. In a district yet more labyrinthine he sat morose and solitary upon the sidewalk, or what would have been the sidewalk had not trays and baskets of indescribable merchandise and sweating sleeping bodies forced one's feet into the thirsty unswept gutter. As soon as we stopped, a small crowd began to gather; not to watch the Scorpion Man but to watch us watching the Scorpion Man, and, one suspected, to render such support moral or otherwise as he might find necessary in the extortion of his baksheesh.

If what the name conjured up was a thing half man, half scorpion, the error was so far excused by the bald black beetle-sheen of the head and the fleshless claw-like crook of the limbs in repose as to be scarce an error at all: but it soon became clear that what we were seeing was only the human part of the combination, and that the scorpion adjunct, complement or ac-

(Continued on following page)



cessory was contained in two battered and perforated shoe boxes between the man's legs.

The least that could be anticipated of that face, of which we could see now only the bony raptorial nose and the downcast brow, was that its eyes would glow; would pierce and burn and be disquietingly eloquent, if only of starvation. But when the head came up with effort and reluctance in acknowledgement of our two squat neckless shadows it was to hold us in a regard dull and dead like the stare of a stone statue, or even of an ancient bronze, sealed up and sightless with verdigris. Eyes that seemed uncannily to feel rather than to see. One-way eyes, to be looked at instead of into, and that only with distaste.

His fingers, scorpion-like, scuttled over the lid of the smaller box, raising it high enough and long enough to send through the crowd a rippling gasp of simulated horror. All eyes turned upon us to see that we were duly impressed and horrified by this fleeting preview of seething, clawing, charcoal-black legs in the midst of which one saw or imagined black malignant eyes like berries in a bramble thicket.

THEN THE MAN began to talk in a tongue unknown but oddly comprehensible. He communicated to us by mere inflection the import of the words upon which the rest of his audience hung with eyes wide and betel nut arrested in mid-chew, with, of course, half an eye always in reserve for the study of our reactions.

What he said, or at least what we construed him to have said, was that the subduing and training of scorpions was an extremely hazardous and unprofitable (and by implication very baksheesh-worthy) occupation. It called for powers far beyond the scope and ken of ordinary beings, and we were more blessed than we knew in being allowed to witness this exhibition. Moreover, these were no ordinary scorpions. They were larger and more malicious than any we had ever seen before (which of course was true), and they had been subjugated only after a prolonged struggle with a superior will (meaning, we inferred from a challenging toss of the head, a will superior not to theirs but to ours, which we were to take as a compliment).

The small crowd drew closer with murmurous approval, cutting off what I did not for the moment look upon as our line of retreat. The Scorpion Man showed for a moment his gold-toothed gratitude and then flicked off the lid of the smaller box with a dra-

matic flourish. The black seething at once intensified and boiled up in a mound of battling legs; but it was not until the man clicked his tongue and gave a sharp command that several of the legs detached themselves and, becoming a repulsive entity crawled rapidly across the betel-stained sidewalk. None of the others offered to leave the box.

At a second command the creature climbed on to its master's foot and began to labour up the bony incline of his shin, to rest at last smug and triumphant upon his kneecap, raising its tail in the ludicrous likeness of a bow. Here plainly was not only the star of the show, but also the pet and favourite of the master.

The crowd gasped its wonderment, and was emboldening itself to shuffle closer when at a sharp tap of the man's knuckle on the box the whole struggling mass effervesced on to the sidewalk, and after much pulling and prodding of recalcitrants was marshalled into a rough formation, which advanced and retreated for our edification like a starving, mutinous army.

WHEN HIS FORCES were deployed to his satisfaction the Scorpion Man rapped imperatively upon the lid of the second box, whereupon it rose apparently of its own volition and there emerged, leg by terrifying leg, what must surely have been the forefather and paragon of all scorpions. It bestrode the smaller fry like a hen its chicks, regarding us all with playful menace. The Scorpion Man looked on with the imperfect confidence of the parent who assures the visitor that little Willie knows better than to pull the trigger.

Nothing, it seemed, was required of this monster but its existence, just as certain actresses are absolved by the mere impact of their presence from all necessity to act. It stood there in cynical immobility while the lesser creatures strove by their antics to atone for their lack of size.

After a grand finale in which smaller scorpions cavorted round the giant in a

macabre ring o'roses, the Scorpion Man reached into a niche behind him and produced his begging bowl. This he thrust alternately at Nobby and me, jabbering meanwhile his impatience.

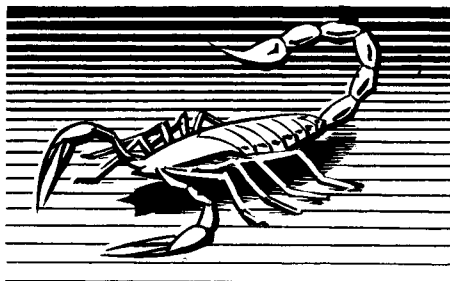
"What," I asked of Nobby, "do you figure it's worth?"

For reply he said "Huh! cockchafters!" He dismissed the scorpions, and by association the Scorpion Man with a contemptuous wave of the hand. The Scorpion Man jabbered louder and faster, and thrust forward his bowl with greater insistence.

ABRUPTLY, then, he stopped. He spat a command at the assembled scorpions and lunged at them with his foot. They moved forward to within a few inches of our feet. Our instinctive backward movement was halted by the sudden press of the crowd behind. The Scorpion Man's unanswerable gaze held us, at once mocking and full of menace, while in the sudden silence we could hear plainly the brittle whisper of scorpion feet upon the sidewalk.

How long the tension endured I cannot in retrospect even hazard a guess. For an interval, during which all laws of time and space seemed to have been suspended, I felt myself held in the strangely indefinite focus of those relentless eyes; and then with the effect of thunder into the silence which stretched thinner and tighter like an over-distended balloon Nobby dropped his cap. Scorpions and spectators alike scattered in confusion, while the Scorpion Man at the centre of things flung to the four winds the magnificent abundance of his invective.

Into the mêlée as we departed I cast a penitent handful of loose change. Perilous as this may have been for the scorpions, I noticed on glancing back that it had robbed his frenzied utterance of all aid of gesticulation. The sight of the Scorpion Man hurriedly gathering in the lesser coinage of the realm while his charges strayed unchecked into the gutter led me, as we strode away, into lengthy speculations as to the relative values of annas and trained scorpions.



Squadron in the 'Med'

THE FIRST CANADIAN Escort Squadron sailed from Halifax on September 8, 1954, and participated in the NATO exercises New Broom II and Morning Mist before carrying out exercises with the Royal Navy north of Ireland. During its time in the United Kingdom the squadron visited Portsmouth, Plymouth, and Londonderry.

Following its visit to Londonderry, and minus the frigate *Lauzon*, which had gone into Plymouth for boiler repairs, the squadron sailed for Lisbon, Portugal, on October 17, on the first leg of its Mediterranean cruise. Once alongside at Lisbon, personnel in the ships enjoyed four days in this ancient city, sightseeing, shopping and visiting the night clubs to listen to the "fados" or folk songs of the Portuguese.

October 25 saw the squadron moving south for Saint Vincent's before altering to the east for Gibraltar. A few miles off Saint Vincent's the *Algonquin* detached to rendezvous with the *Haida*, about 30 miles south, heading from the Far East for Halifax. After passing a few messages the *Algonquin* rejoined the squadron and on the following day passed through the Straits of Gibraltar and steamed east for the Island of Malta. At Valetta, Malta, it was a short stay for fuel but the ship's companies managed to spend one day ashore sightseeing and shopping. Among the distinguished visitors to greet the Canadians was Admiral, Lord Mountbatten of Burma, the Commander-in-Chief, Mediterranean, who has now taken up the appointment of the First Sea Lord in the United Kingdom.

From Malta the squadron set a northerly course for Venice, Italy through the Adriatic Sea. Warm weather and seas, coupled with a flat calm, permitted swimming over the side and exercises and general drills.

At Venice, the City of Canals, the squadron once more went alongside, this time near the centre of the city, the Piazzzo San Marco, where the famed Ducal or Doges Palace is located. After having become acquainted with *dghaisa* (boats) in Malta the men now tried out the gondolas. A complete sense of relaxation prevailed in Venice, due to the absence of motor vehicles of any kind.



After passing through the sheer cliffs of the Corinth Canal, officers and men of the First Escort Squadron caught their first glimpse of "the glory that was Greece" as they approached Piraeus, the port of Athens. The ship's bows are those of the *Algonquin*. (AL-109)

It was either walk or take a water taxi or gondola.

From Venice the squadron made its way south to the Corinth Canal, a three-mile cut through a hill towering above the masts, and secured, stern to, at Piraeas, Greece, the Port for Athens. At the Corinth Canal the *Lauzon* rejoined the squadron for the remainder of the cruise. Five days in Athens gave everyone the opportunity to visit this famous city which is a museum of ancient culture surrounded on all sides by modern civilization.

Captain R. L. Hennessy, commanding officer of the *Algonquin* and commander First Canadian Escort Squadron, laid a wreath at the tomb of the unknown Greek soldier in Athens and also at the graves of Canadian airmen who were shot down during the Second World War. On both occasions a guard of honour from the ships paraded.

Leaving Athens on November 14 the squadron moved east, through the Aegean Sea, the Dardanelles and the Sea of Marmara almost to the Straits of Bosphorus, for Istanbul, Turkey. An-

Twelve Years After

chored near Istanbul, off the Sultan Dolmabance's Palace, the squadron lowered all boats for taking libertymen and dutymen ashore. Here again Captain Hennessy, accompanied by Cdr. M. J. A. T. Jette, commanding officer *Lauzon*, Lieut.-Cdr. W. C. Spicer, commanding officer, *Prestonian* and Lieut.-Cdr. A. H. McDonald, commanding officer, *Toronto*, laid a wreath at a monument in Taksim Square.

Leaving the easternmost point of the cruise on November 19 the four ships plied westward to Palma, in the Island of Majorca, Spain, for a three-day informal visit. In this beautiful resort the men swam, went sightseeing and shopping and looked back longingly when, on November 26, the ships sailed south for Algiers, Algeria, for another three-day informal visit.

In Algiers they visited, with guides, the famed Casbah, or old section of the city. Here the streets are extremely narrow, sometimes hardly room for two to pass abreast, the houses come together at the top and the squalour leaves little room for doubt that a man's most meagre possession is reason for theft or even murder.

On November 30 the squadron sailed and on December 2 passed the Straits of Gibraltar. The Mediterranean cruise was over and one call remained, Ponta Delgada, in the Azores, for fuel. After leaving Ponta Delgada on December 8 a medium swell, probably left by storms which had missed the ships, was encountered. Action stations, general drills and a gun shoot were carried out during the last leg of the voyage, although a second shoot was cancelled on the morning of arrival due to poor visibility. The squadron arrived at Halifax at 11 a.m. on December 10, just 93 days after sailing for New Broom II.

During the cruise the ships spent 67 of the 93 days at sea, steamed more than 16,540 miles, visited 11 ports, three in the United Kingdom and eight in seven countries, tried seven foreign languages and seven types of currency. Among the currency were pounds, shillings, pence in the U.K., escudos and centavos in Portugal, lira in Italy, drachma and lepta in Greece, Turkish lira and kurus in Turkey, pesetas in Palma and francs in Algiers. Ponta Delgada, a Portuguese possession, uses escudos.

The ships of the squadron were the first of the RCN to visit Venice, and for most men in the squadron it was their first time in Mediterranean waters.

Since February 1954 the squadron has steamed over 40,000 miles.



Twelve years ago, Arthur Davy, mascot of the Windsor naval division, delivered a snappy salute, right from his five-year-old heart, so to speak, to Captain E. R. Mainguy, who is now vice-admiral and Chief of the Naval Staff. Early in February, 17-year-old Arthur Davy became a member of the RCN(R). Ord. Sea. Davy is shown as he was sworn in by CPO Mervin Wright, recruiting chief at HMCS Hunter, and Lieut. L. G. Pearce. The two photos reproduced here appeared in the Windsor Star and were widely circulated by the Canadian Press.



AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Ontario

Action and adventure would appear to sum up the manner in which the *Ontario* has started her new role as Cadets Training Cruiser. On the following morning Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, boarded the *Ontario* and shortly afterward she sailed from Esquimalt on her spring training cruise to the Antipodes.

Accompanying the *Ontario* as far as Pearl Harbour were the *Athabaskan*, *Stettler* and *Jonquiere*, all of whom composed Task Unit 303.0.0. On the way to Hawaii a most enterprising and rewarding series of exercises and manoeuvres were completed. However, when one of the *Ontario's* men fell critically ill, it was necessary for her to detach from the group and race for Pearl Harbour in order to hospitalize him. Consequently the *Ontario* arrived in that port a day ahead of schedule. Pearl Harbour and Honolulu being the interesting and active places that they are, this wasn't found to be any hardship.

After departure from Pearl Harbour and while on passage to Fiji, the *Ontario* was again host to King Neptune and his Royal Court on January 20. The court assembled first on the quarterdeck, to present a few envied and highly merited decorations and later

reconvened on the boat deck to commence the really serious part of the initiation ceremonies.

Fate was kind to the shellbacks for it turned out that even the commanding officer, Captain D. W. Groos, was himself a tadpole. Altogether some 300 tadpoles were initiated—a task which taxed the full resources of the shellbacks.

On the day following all this activity, the ship crossed the International Date Line thereby necessitating the ship's time to be advanced by 24 hours from Friday to Sunday.

Our entry into the harbour of Suva on the sunny morning of 24 January was accompanied by gunfire as a 17-gun salute was fired in honour of His Excellency the Governor. The ship then tied up at Kings Wharf where we remained until January 26, when it was necessary to move out to anchor in the harbour. In Suva, a small port, docking space is at a premium.

Instead of sailing on the 27th as planned, it was decided that the *Ontario* would be better to remain at anchor in Suva's protected, hill-rimmed, harbour as a violent typhoon was reported travelling on the ship's proposed course, about 100 miles off the Fiji Islands. During the day the storm altered course and headed towards Fiji. Consequently the ship was made ready for heavy weather, and that evening

anchor was weighed at 2050 and the *Ontario* put to sea to ride out the heavy weather. By 0115 of the 28th the ship had passed through the N.W. edge of the storm's eye and by 0300 was completely clear of the storm area.

As it turned out the seas did not toss and roll the ship to the extent expected and fortunately no accidents or injuries resulted. However, the curious and changeable action of the violent winds was a source of amazement and concern to all who witnessed the storm.

The month closed on an encouragingly high note when large voluntary parties of both officers and men industriously set about chipping and painting ship on the afternoon of Saturday the 29th. This was normally a make-and-mend but, as the ship's appearance had suffered during the hard wear she had received at the hands of the storm, everyone was glad to lend a hand. In order to enable men to be lowered over the side, the ship was slowed in sight of Walpole Island, one of the new Hebrides Islands group, for several hours, where everyone worked and sunned with gratifying results all round.

At the conclusion of this afternoon's effort the ship's course and speed were again resumed for Platypus Bay, Australia, the next training stop, in early February.—R.R.B.

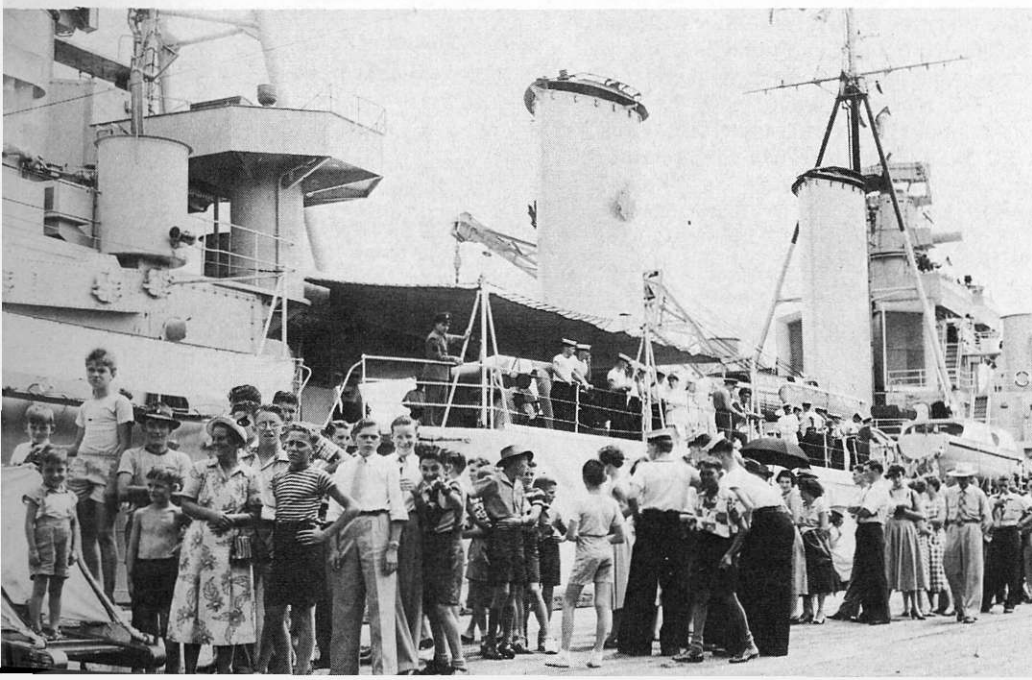
HMCS Sioux

The *Sioux*, having arrived safely in the Far East, set out on her first tour of patrol duty a few days before Christmas and remained on duty until early in the New Year. Being on duty over this period meant being on "active service" for both Christmas and New Year.

To be in the position of standing on guard for Canada and trying to carry out the festivities of the season was no easy task but, nevertheless, both of these assignments received due attention.

A lot of work was done by the ship's company to produce the atmosphere of "a home away from home". The abundance of Christmas decorations, the singing of Christmas carols, the visit of Santa Claus to give everyone a shake on Christmas morning, the presenting to everyone of a ditty bag by Santa Claus, together with a sumptuous Christmas dinner, left nothing to

More than 2,500 residents came down to the waterfront to visit the *Ontario* during her recent visit to Brisbane, Australia. This is part of the lineup on the jetty, awaiting the start of visiting hours. (OT-2135)



be desired in the efforts to rise to the spirit of the occasion.

The usual traditional naval customs of Christmas and New Year were observed in full ceremonial form with the captain and officers visiting all messes, officers serving meals, and the oldest and youngest man aboard "ringing in" the New Year.

Having received a request for a donation to the Queen Alexandra Solarium in Victoria, the ship's company rose to the occasion in the spirit of generous Christmas giving by subscribing the sum of \$350. A cheque for the amount was presented by CPO Robert McLellan and Ldg. Sea. Lorne E. McInnis to the commanding officer, Cdr. A. H. Rankin.

Communications Training Centre

The new year has seen a large number of changes in personnel in the Communications Training Centre. Recent arrivals to the staff are CPO Tom MacIntyre to relieve CPO Lang Lendrum as Regulating chief. CPO Al Bouchard has returned to the fold after a holiday in Alberta on recruiting duties. PO N. F. Williams has returned from a TG3 course and CPO W. J. Howarth from the *Crusader*.

Departures to the fleet include PO A. G. Olynick, PO J. B. Smith and PO R. F. Brown, all of whom recently returned from successful completion of the Trade Group III course. AB A. E. Burton, AB T. N. Acheson and AB H. J. Crowther joined the *Ontario* for the cruise.

Farewells have recently been said to CPO Don Waring and CPO Ike Walters, who are on rehabilitation leave.

HMCS Comox

The 36 crew members of the mine-sweeper *Comox* played Santa Claus to the crippled children at the Queen Alexandra Solarium, Victoria, last December.

On pay day the men passed the hat and collected enough money to buy presents for all the children at the Solarium. The Hudson's Bay Company matched their donation, enabling the ship to purchase some very fine gifts.

HMC Ordnance School

The festive season passed with its usual expressions of good will, special leave was granted to all personnel enabling most of them to spend Christmas with their families. The School entrance looked very gay.

The Misses Lettice and Woodford and Mrs. Hunt produced and decorated beautifully the Christmas tree, complete with parcels for all. All these parcels,

The Hong Kong Memorial

The *Sioux* was proud of the opportunity to make a contribution to the impressive ceremonies surrounding the unveiling of the War Memorial at Saiwan Bay Cemetery, Hong Kong, on Sunday, February 20.

The memorial, unveiled by Sir Alexander Grantham, Commander-in-Chief, Hong Kong, was erected by the Imperial War Graves Commission, to perpetuate the memory of 2,200 officers and men of Commonwealth and allied forces who died in the defence of Hong Kong in December 1941 or later in captivity and who have no known grave.

Within the memorial 2,056 names of the missing dead are recorded on stone panels and on a separate panel are the names of 144 defenders of Hong Kong whose remains are known to have been cremated. In the surrounding cemetery, on a headland a thousand feet above the sea, are the graves of 1,500 of their comrades, commemorated by individual headstones. Seven hundred others are buried in other cemeteries in the colony.

Canada's official representative at the ceremony was the Hon. T. C. Davis, Canadian ambassador to Japan.

The share which the *Sioux* had in the ceremonies began when she called at Inchon, Korea, and took on board Lieut. T. M. C. Marsaw and 12 men, members of the Second Battalion, Queen's Own Rifles of Canada, and gave them transportation to Hong



The Royal Canadian Navy and the *Sioux*, only Canadian warship remaining on Korean patrol duty, were represented at the unveiling of the War Memorial at Saiwan Bay Cemetery, Hong Kong, in February, by CPO Robert McLellan and PO Murray N. Mitchell. (SO-513)

Kong, where they represented Canada as part of the guard of honour. The *Sioux* also had the privilege of providing transportation for Brigadier C. B. Ware, commander of the Canadian Military Mission in the Far East, who was the official Canadian Army representative at the unveiling ceremony.

The *Sioux* and the Royal Canadian Navy were represented by CPO Robert McLellan and PO Murray N. Mitchell, while AB Edward Kochanuk attended as the ship's official photographer.

it was found on examination, would have been "misfires" as they were all duds.

Now that the new year is here, classes are hard at it. An Officers' Class, Technicians Qualifying, an Armourers Class and two Armourers' Mates Classes are ensuring that everyone is hard at work. The machine shop is going full bore, all machines being used by personnel qualifying for Trade Group Four.

PO W. A. Steadman has gone to Halifax to commission HMCS *Ste. Therese*. Additional drafts are Ordinary Seamen G. S. Dunning and B. S. Smiley to the *Ontario*, R. W. Simpson to the *Brockville* and L. J. McLaren to the *Digby*.

HMCS Stettler

The *Stettler* left Esquimalt on January 5 with the *Jonquiere*, accompanying HMCS *Ontario* to Pearl Harbour on the initial leg of her three-month cruise to the Antipodes.

Throughout the passage the ships carried out various exercises and gen-

eral drills including squid firing, gunnery shoots and seaboard drills. The constant fleet manoeuvres, screening and search exercises gave all personnel much valuable operational training.

From the moment that the ship was met at her berth by a troupe of hula dancers and singers until the U.S. Navy Band played "Aloha Oe" on departure, the visit to Hawaii was a memorable one, especially to a number of ordinary seamen under training aboard.

On arrival, a busy week-end was spent in official receptions, organized tours of the island of Oahu, swimming parties, and making full use of the splendid recreational facilities kindly made available ashore by the U.S. Armed Forces and private clubs. This was followed by a week of intensive anti-submarine training coupled with a surface and AA gunnery shoot with units of the U.S. Fleet. A number of officers and men took the opportunity

of spending a day submerged aboard a U.S. submarine to observe the underwater craft in operation.

The Stettler arrived home at Esquimalt January 30 and prepared to commence refit and annual leave for most hands.

The Stettler was sorry to lose Lieut. (E) W. H. DeCosta who was appointed February 11 to the staff of the Mechanical Training Establishment at Naden. This shore appointment for the popular officer before his retirement, follows a lengthy sea career, the last four years of which have been spent as engineer officer aboard the frigates *Antigonish* and *Stettler*.

HMCS Digby

A ship under refit is somewhat like a home under spring cleaning. Just somewhat. It would take a pretty energetic housewife to reduce her home to the apparent shambles that is a warship at refit time.

These thoughts were prompted by the condition in which the *Digby* and her sister Bangor coastal escort, the *Brockville*, found themselves when they went into dockyard hands for the remedying of defects and the scraping of hulls—some of whose encrustation was gained on the 8,000-mile journey from Halifax through the tropics to Esquimalt.

There are the "A's & A's" (alterations and additions) as well to be taken in hand at such a time. The engine-room is perhaps the most chaotic part

of the ship and only an engineer could imagine how the apparently helter-skelter jumble of parts could ever be assembled again.

But if the ship's interior had a strange and forbidding look, the refit brought to at least one man of the *Digby's* ship's company unexpected pleasure. He is CPO W. P. M. Shaw who made the discovery that beneath the grease and civilian working garb of the "dockyard maties" was a host of old friends.

There was William Craig, ex-CPO gunlayer, who was on convoy in the *St. Laurent* and *Skeena*; Keith Johnson, once a seaman in the *Athabaskan* and *Sault Ste. Marie*; James Wilson, who was on "A" gun in the *Loch Achanalt* when that ship and her sister Canadian frigate, the *Annan*, in 1944 sank a U-boat and collected 46 prisoners.

There was the former Stoker McLaren, who served in HMS *Anson* on the Murmansk convoy route and in HMCS *Coppercliff*, Castle class corvette, on the Derry-Newfiejohn run; Frank Hoffman, still a motor mechanic, who was in the *J. A. Cornette*, navy tug working out of Sydney, N.S.

Ted Cox, then a CPO, was a familiar figure on the West Coast during the war. He is still there as a charge hand in the dockyard and shares memories with CPO Shaw of the old HMCS *Nitinat* and the knowledge that a ship of that name really existed in the form of a small West Coast patrol vessel.

Around at refit time is "Cy" Chapman, who was captain of the only gun

on board his corvette that could draw a bead on a U-boat—a fact that, combined with good marksmanship, won him the British Empire Medal. And there is ex-Chief Jimmy Layfield, up in the Diesel Shop.

Most of them have their feet firmly on shore now, but they know warships and what is required of them, and the sailors of today have the comforting knowledge that the men who ready their ships for sea once sailed them and fought them.

Mechanical Training Establishment

A good representation from the Mechanical Training Establishment helped make a success of the Red Cross Blood Donor drive held recently in Naden.

Intermediate Technical Trades Course E.7, made up of 15 men, was the only class to complete in January. Four men were successful in obtaining percentages qualifying them for accelerated promotion.

A total of 118 engineering mechanics were under instruction during the month, with the following courses commencing: Higher Technical Trades Course E.1, Intermediate Technical Trades Course E.9 and Basic Technical Trades Course E.4.

HMCS James Bay

Christmas and New Year's leave having come to an end, the ship's company returned to its duties with renewed vigour.

First of the tasks after the New Year was that of sweeping a channel to Cape Flattery for the *Ontario* and her escorts when they left for Pearl Harbour. As in a previous search sweep in front of the *Magnificent*, when she left Esquimalt on her return to Halifax, the operation was carried out under simulated wartime conditions.

The exercise provided the old hands with a chance to reminisce and all with valuable experience. Coupled with the ordinary difficulties encountered in minesweeping was the added hazard of a fresh breeze and a not-so-gentle swell.

On January 17 the ship sailed with the rest of the squadron on a week's exercises which saw the *James Bay* sweeping in waters adjacent to Vancouver Island. Part of the exercise was conducted at night and provided the ship's company and a few sleepy fishermen some added thrills. It must have been most disconcerting for them to wander up on deck and find three ships bearing down on them with minesweeping and station-keeping lights burning in addition to steaming lights and look-

The 'Prep' School



Quiet Junior! It's Daddy—I recognize the hat.

ing for all the world like three misplaced Christmas trees.

During this period the ships were targets for the cameras of CBUT television, which was filming a documentary.

After a brief but enjoyable weekend in Vancouver the squadron returned to Esquimalt.

HMCS Fortune

Between rain storms and before television cameras, HMCS *Fortune* was commissioned on November 3, 1954, at Esquimalt. The Flag Officer Pacific Coast, Rear-Admiral J. C. Hibbard, the ship's sponsor, Mrs. B. R. Spencer, wife of Commodore (E) Spencer, the commanding officers of most of the ships and establishments of the Pacific Command, representatives of the shipbuilders, Victoria Machinery Depot, and several ships' company guests were present.

Within a week the *Fortune* joined the Second Canadian Minesweeping Squadron to visit the Albernis. After this began two weeks of working up exercises on her own in that West Coast paradise, Bedwell Harbour, a place destined to catch the rain on its way both to and from Vancouver, but well suited to the job at hand, and the washing of wooden decks.

As December came, the *Fortune* returned once again to civilization. To mark the return, a ship's dance was held; and what at first appeared to be half the children of the Pacific Command were christened on board without a single fight or cry. However, for days after, half-eaten pieces of christening cake and sticky buns were found in the engine room, amongst the navigator's charts, and even inside the ship's TV set.

A short visit was made to Bremer-ton, Washington, during which time the

514 Gallons Of Blood Given

Five hundred and fourteen gallons, enough, if it were gasoline, to refuel two Avenger aircraft of the RCN; enough, since it is blood, to replace completely all the blood in 616 adults. This by way of saying that *Stadacona*, *Shearwater*, *Cornwallis* and HMC Dockyard personnel contributed 3,080 pints of blood to the Red Cross Blood Bank, Halifax, in five weeks.

Late in December 1954, a Red Cross Mobile Clinic visited *Cornwallis* and collected 762 pints. In January they called on *Shearwater* for another 701 pints and for 652 from Dockyard personnel. The final clinic, held at *Stadacona*, accounted for the remainder, 964 pints, although a record 1,080 turned up for the clinic.



Attaching a practice rocket projectile to the wing of an anti-submarine Avenger aircraft in preparation for an aircraft armament demonstration is AB Robert Brown of Blenheim, Ont. This demonstration recently took place off the east coast of Nova Scotia. The aircraft taking part were from *Shearwater*. (DNS-13332)

Fortune berthed in state with the *Comox* and *James Bay* in the shade of two American ships, the battleship *Missouri* and the carrier *Hancock*, both able to lose the ships in their deep freezes.

Throughout December and January, the ship was kept busy with the Squadron, trying to close the six-month head start of the others in the art of mine-sweeping, parting wires and losing gear. Fortunately, however, she showed much determination in trying not to become the "little Miss" of the Command to which her name lends itself.

ATLANTIC COMMAND

HMCS Quebec

After three days crammed with social engagements for her officers and men the *Quebec* sailed from Port Elizabeth at 10 o'clock February 15, 1955, for Durban. Upon her arrival in Port Elizabeth, Captain E. W. Finch-Noyes, commanding officer, received calls from the commanding officers of SAS *Donkin*, His Worship Mayor Louis Dubb, accompanied by the town clerk and the chief magistrate, the doyen of the consular corps, Colonel O. J. Oosthuizen, consul for Sweden, who was honoured by a seven-gun salute, and the officer commanding Eastern Province and Border Command, Colonel H. Cilliers.

This was followed by a reception on board the *Quebec* by Captain Finch-

Noyes and his officers for about 250 guests.

On Sunday a steady stream of pedestrians and cars from the city and Uitenhage entered the docks and flocked to see the ship. It was estimated that 4,200 Port Elizabeth people visited the ship in that one afternoon.

During her stay the officers and men of the *Quebec* were taken for drives and entertained in private homes. Five Canadian couples residing in Port Elizabeth entertained about 14 officers by taking them for a drive in the town and suburbs and in the evening a *braai* (barbecue) was held for them.

A large number of ship's company gave a good account of themselves when they took part in the variety of sports arranged by the various clubs in Port Elizabeth. The *Quebec* soccer team met the Port Elizabeth South African Railways team in two games and a cricket match was played with the Walmer Club where the Canadian team was a guest for a luncheon on Sunday. Baseball was played at the Walmer Club. Water polo at the Eastern Province and Border Command was also very popular. The golf course at the Walmer Club was thoroughly enjoyed by Canadian golf enthusiasts.

On the last night in Port Elizabeth the officers were entertained by the mayor at a civic reception in city hall and, in a short speech to which Captain Finch-Noyes replied, the mayor

congratulated the ship's company on the manner in which they conducted themselves throughout their visit. This was added to by the *Eastern Province Herald* when it said: "A better behaved company of naval ratings has rarely been seen in Algoa Bay."

HMCS Cape Breton

Twenty-five cadets from HMCS *Cape Breton* and their commanding officer Cdr. (E) Daniel H. Fairney were guests of the Cape Breton Club of Halifax recently.

The club is composed of persons born in Cape Breton Island and the program of entertainment fittingly included Gaelic songs and square dancing.

The special speaker was Rev. J. W. A. Nicholson, who referred to some of the historic events of world importance which had occurred in Cape Breton. Among these was the linking of the Old World with the new by the laying of the first Atlantic cable and, later, by the erection of the Marconi wireless station.

Ordnance Training Centre

The new year found the Ordnance Training Centre of *Stadacona* a beehive of activity with a full program of classes, trade tests and sports to keep the staff working at capacity.

The latest addition to the branch is a welcome transfusion of young blood from HMCS *Cape Breton* in the form of five able seamen apprentices, Bruce Sine, of Peterborough, Ont.; Howard Nichol, of Vancouver, B.C.; Douglas



HMCS *York* provided a colorful display at the Toronto Military Institute's "Museum Night" at the Institute January 27. The display, shown here, featured models of the Navy's new destroyer escort, and latest types of aircraft, besides some older equipment, such as Drake's ship, the *Golden Hind* and a Flower-class corvette, at left.

Kelly, of Winnipeg Beach, Man.; Pete Hill, of Ottawa, Ont., and Vern Schwager, of Saskatoon, Sask.

This is the first group of apprentices to try their hand at the intricacies of ordnance maintenance and the staff of the Ordnance Training Centre wishes these budding machinists every success in their chosen field. The class is now busily engaged in delving into the construction and maintenance of guns and

mountings, with CPO Murray Demone as their instructor.

The annual Ordnance smoker, held recently in the Chief and POs' Mess, *Stadacona*, was a well-attended success. Consideration is being given to making the smoker a semi-annual social function, it being felt that these friendly get-togethers do much to further the spirit of fellowship. The smoker afforded the opportunity for all present to extend congratulations and best wishes to Ordnance Lieut.-Cdr. F. E. Barlow, officer-in-charge of the OTC, on his recent promotion.

HMCS D'Iberville

During the week before Christmas the harsh barks of petty officers on *D'Iberville's* drill deck gave way to the shrill shouts and laughter of the ship's seasonal party guests.

On the Tuesday before the holiday, 50 youngsters from Youville Orphan Asylum and another two score from needy English-speaking families in Quebec City were treated to "sugar and spice and everything nice" as served up by CPO B. M. Lavoie and his aides.

The following afternoon the "proud papas" of the ship's company were hosts to their starry-eyed moppets. Both groups were entertained by a talented ballet troupe (ages three to ten) from the Twentieth Century Studio under the able direction of Miss Jeannine Noreau.

January 30 saw a happy blending of RCN spirit and carnival gaiety as *D'Iberville* unveiled her ice artistry. In



Some of Montreal's younger set recently looked over the training facilities at HMCS *Donnacona*. CPO W. N. Thomson and Wren Joan Shackell are seen discussing whaler sailing with Sea Cadet Edward Hurdle and Sea Ranger Debbie Davies. (ML-1865)

a ceremony presided over by the king of the Winter Carnival revels and a bevy of fetching carnival queens, an eye-catching model destroyer was "christened".

The vessel was the RCN's contribution to the hundreds of pieces of ice sculpture that transformed Quebec City into a sparkling winter wonderland.

Preceding the "launching", the king and his formidable cortege were the guests of HMCS D'Iberville's officers' mess. From there the party set out in horse-drawn sleighs for George V Square, scene of the ceremony. There, Lieut. Derek Arnould and a squad of hardy new entries had teamed up with the elements—at times over-co-operative—to erect a 40-foot model destroyer that won the plaudits of all who saw it.

NAVAL DIVISIONS

HMCS Hunter

Something new has been added to *Hunter* with the formation of a glee club which practises every Thursday evening while the rest of the ship's company is busy with "sports night".

The glee club is under the direction of CPO Bernard Leshley of the band. CPO Leshley is the organist at All Saints' Anglican Church in Windsor and is an accomplished musician. It is hoped the glee club will be sufficiently proficient to provide some special numbers at the next band concert.

The ship's company had a busy time preparing for the annual inspection March 15 by Captain F. B. Caldwell, Chief of Staff to the Commanding Officer Naval Divisions.

Also on the calendar for March were the mess dinner on the 5th and a ship's company dance on the 11th.—R.M.P.

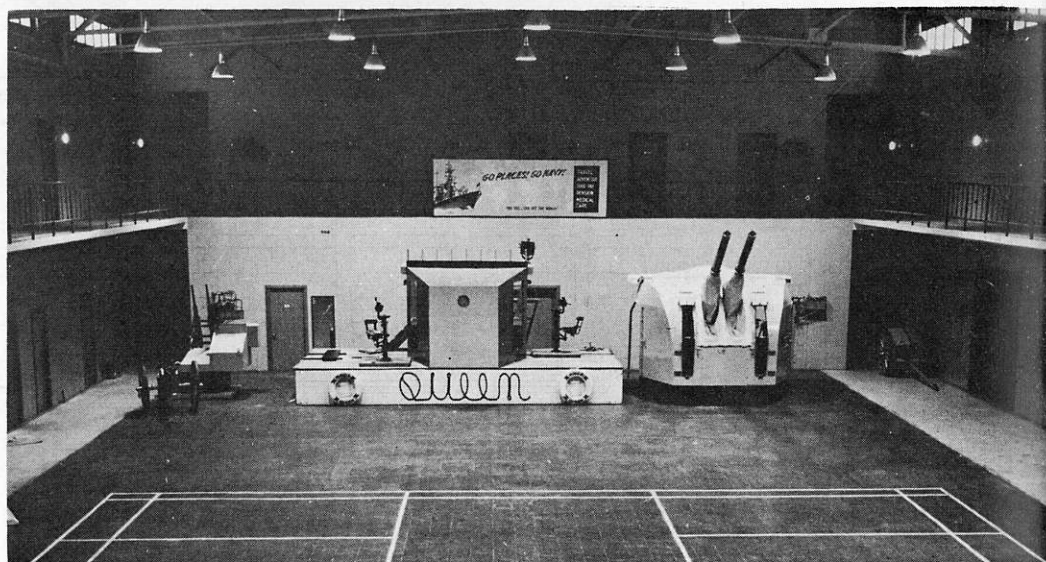
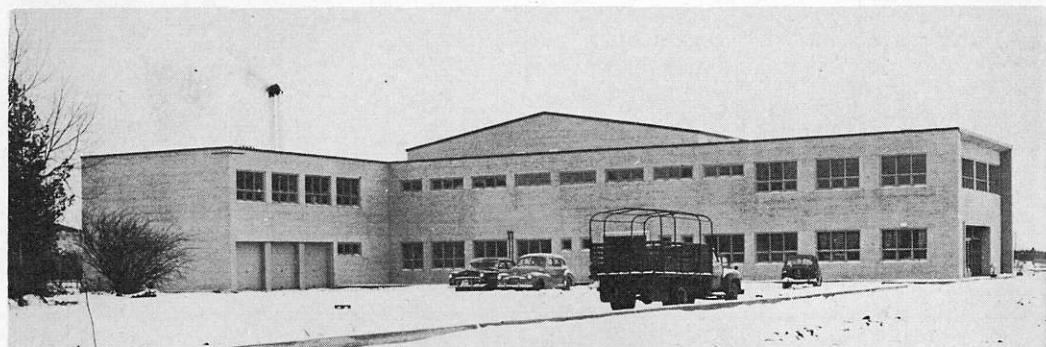
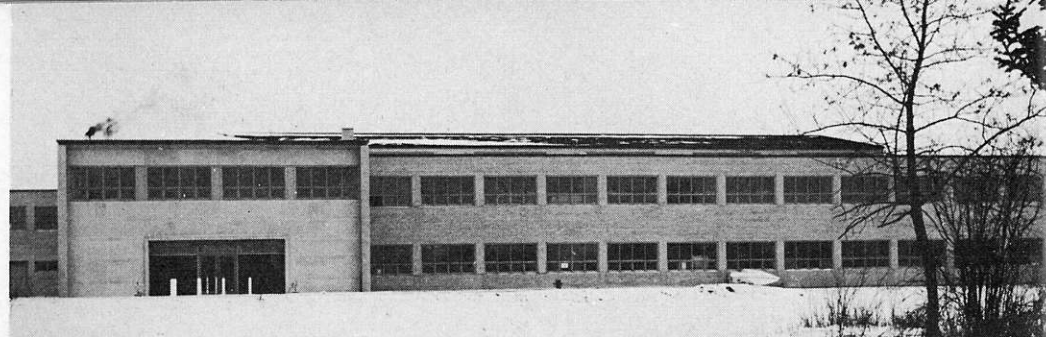
HMCS Queen

The transfer of *Queen* to the new building has at last been effected.

The RCN staff with voluntary assistance from RCN(R) personnel managed the task in record time. During this period *Queen* managed to hang the "business as usual" sign out on drill nights, and even managed to increase the tempo on the social side with two ship's company dances, one in December and the other in February.

Credit for the major part of the change-over goes to the regular force staff under the able direction of PO G. A. Grainger. The gunnery department with PO P. M. "Dolly" Doyle at the helm had range activity under way before the paint was fully dry.

Now that the Regina naval division has a home to be proud of, interest



After making the best of "temporary" huts, left over from the Second World War, HMCS Queen, the Regina naval division, at last has a permanent home, plus water frontage on Lake Wascana. Before the war, the division shared the Regina Armouries; during it, headquarters were in the Wascana Winter Club building. In recent weeks, the division has completed the move to the new building, three views of which are shown here. (O-7612; O-7614; O-7611.)

and activity in connection with reserve training is expected to reach new heights.

While the new divisional headquarters will not be dedicated until later this year—to coincide with the Golden Jubilee of the province of Saskatchewan—*Queen* has already been the scene of a christening.

The first such event took place in the new barracks on January 9 when Brenda Harriet, the infant daughter of Lieut. Benjamin N. Weber, Staff Officer (Administration) and Mrs. Weber was christened by Chaplain (P) Norman R. Sparks.

Departures from Regina have included Petty Officers J. G. Boyd, G. A.

Grainger and N. E. Richardson. New-comers are Chief Petty Officers M. J. Brunett and R. A. Aitken, Petty Officers J. H. Turner and S. A. Escott, and AB Ronald Bailey.

HMCS Queen Charlotte

On the evening of February 10, a farewell smoker was held in the newly re-decorated seamen's mess in honour of Ldg. Sea. Howard James who was recently drafted to *Shearwater*.

It was largely attended by his many friends—made over the past 18 months, who were determined to give him a good send-off. A toast was proposed by Ldg. Sea. Ed Banks, and Ldg. Sea. James responded with a short speech. This was followed by a general sing-

song accompanied by guitar music from AB James MacEachern, AB "Trapper" Forbes, and Ord. Sea. Lyman Moore.

An enjoyable lunch was served later in the evening, and the smoker was voted a tremendous success by all attending.

Honoured guests for the occasion were Lieut.-Cdr. J. N. Kenny, commanding officer, *Queen Charlotte*, and Lieut. J. Clapton, staff officer.

HMCS York

Wren J. E. Fraser was awarded the supply officer's prize recently at York.

The cash award and a York lapel pin are presented twice each year to the man or Wren of the Supply Branch serving on the active list of the division who is adjudged to have made the greatest contribution to the supply branch and the division. Wren M. E. Gillham received a runner-up cash award.

Both presentations were made by the Commanding Officer, Captain R. I. Hendy, before members of the ship's company.

The division provided a colourful display at the Toronto Military Institute's "Museum Night" held at the Institute on January 27. The display featured models of the Navy's new destroyer escort, and latest types of aircraft, besides some of the older equipment such as models of Drake's *Golden Hind* and a Flower-class corvette.

HMCS Scotian

The East Coast naval division at Halifax, HMCS *Scotian*, has had a new training tender since November 1. She is the new 390-ton coastal minesweeper HMCS *Quinte*, commissioned October 15 at Port Arthur, Ontario. She was to leave Halifax on March 11 for Caribbean and southern U.S. ports with the First Canadian Minesweeping Squadron.

Lieut.-Cdr. Daniel P. Brownlow, 34, of Edmonton and Halifax, commands the *Quinte*. He entered the Navy as an ordinary seaman in 1939, and was promoted sub-lieutenant in 1943 following service in the North Atlantic. For the remainder of the war he was on the staff of the naval officer in charge of Saint John, N.B., and served as officer in charge of the communications station at Mispec, near Saint John.

Since the war, Lieut.-Cdr. Brownlow has had several sea and shore appointments, and served on board the *Huron* during her second tour of duty in Korea. His most recent appointment was as commanding officer of the *Granby*, which the *Quinte* replaces as tender to *Scotian*.



Although he has not yet had the opportunity of visiting the distant worlds of Mars, Pluto, Ceres or Venus which are the stamping grounds of his comic-strip namesake, PO Charles "Flash" Gordon does get around. Last summer (brr) he was photographing icebergs, walrus and polar bears from convenient ice flows. This winter (whew) he was training his camera on palm trees, coral-fringed shores and other tropical delights. That's what comes of being a naval photographer and liable to draft to the Labrador on an Arctic expedition at one time of the year and to the Ontario on a winter training cruise at another. (LAB-271; OT-2074.)



THE NAVY PLAYS

Navy Hoopsters Unbeaten Champs

The Tri-Service Basketball League comprised of teams from Navy, RCAF, Comox, RCAF Sea Island, Army Chilliwack and Army Esquimalt Garrison, drew to a close on February 27, the Navy taking the championship without knowing the taste of defeat.

In league play each team played a total of eight games on a home-and-home series basis. Throughout the entire league schedule the Navy representatives remained unbeaten. In the playoffs with RCAF Station Comox the RCN maintained its undefeated record, winning by a close margin in the home-and-home final series.

In a pre-season invitation tournament hosted by HMCS *Naden* the Navy aggregation won out in a double elimination series in which all services were

represented by two teams. The following were members of the team:

CPO William Stanley Gordon James, Ldg. Sea. Frederic Harvey Eggleton, AB Charles Alfred Doig, AB Adam James Smith, Ord. Sea. Gerald Ernest Vowles, PO John Shelton, Ord. Sea. Gerald King Mulholland, AB Alexander Girvan Peden and AB Donald Howard Little.

Chief and POs Top Volleyball

A five-team volleyball league is half-way through a heavy schedule at Hunter, the Windsor naval division, with the chief and petty officers' team at present leading the league.

Judo instruction is given to interested members of the ship's company each Thursday evening by Mitchell Kozma of the Windsor YMCA.

Twenty players are also turning out each sports night for the basketball team. Games are being arranged with teams in Windsor league.

Ontario Out-Swims New Zealand Team

By a point score of 72 to 32, a nine-man team from the Ontario beat a Royal New Zealand Air Force team in a challenge swimming meet at Suva, in the Fiji Islands. It was one of several sports events arranged for members of the ship's company during a four-day stay at Suva.

PO Gordon Lawrence, Victoria, former star of that city's internationally known YMCA Swimming Club, and Ldg. Sea. John Parent, also of Victoria, proved to be pillars of strength for the RCN contingent. Both captured points in free style, breast stroke and back stroke events.

The aquatic contest was staged in the open-air, salt-water pool of the Suva Swimming Club described by most of the Navy's competitors as having the saltiest water in which they had ever raced. Other members of the Ontario's team were Lieut.-Cdr. Michael Patterson, Toronto; Sub-Lt. Garry Ernst, Halifax; PO Robert Garrioch, Winnipeg; Naval Cadet Maurice Robins, St. Hyacinthe, Que.; Ldg. Sea. Thomas McGuire, Toronto; AB Clarence Currie, Bridgeport, Ont., and AB Ronald MacKenzie, Welland, Ont.

Lauzon Makes It Three Straight

Hockey has provided a subject of interest in the *Lauzon* as the ship's hockey team has proved itself, losing the first game to the *Toronto* 7-4, then winning the next three against the *Algonquin* 9-7, *New Liskeard* 11-2, and *Pene-tang* 7-3.

Unicorn Has Big Sports Program

Hockey, basketball, volleyball, curling, target-shooting, badminton!

You name it and sports officer, Sub-Lt. C. J. "Chuck" Meagher, RCN(R) can probably fit you in on the recreation of your choice as part of the most vigorous sports program seen in years aboard HMCS *Unicorn* in Saskatoon.

As in past years, it's the Navy-sponsored basketball team that's getting the



HMCS *Naden*'s undefeated hoopsters in the Tri-Service Basketball League are shown here. Front row (left to right): PO John "Dick" Shelton, London, Ont.; Ord. Sea. Gerald K. Mulholland, Winnipeg; CPO W. Stanley James, Victoria; Ord. Sea. Gerald E. Vowles, Powell River, B.C., and AB Adam J. Smith of Winnipeg. Back row: AB Alexander G. Peden, Edmonton; AB Don H. Little, Chilliwack, B.C.; Lieut. (P & RT) R. P. Mylrea, team manager; AB C. Alfred Doig, Vancouver; Ldg. Sea. Frederick H. Eggleton, Lindsay, Ont., team coach. (E-30448)

ship its sports headlines. With the schedule near the half-way point, the high-scoring quintet, which wears *Unicorn* colours, looks like a shoo-in to repeat as champions of the Saskatoon Basketball League. So far the Navy hoopsters have dropped only one of nine league games, and that by a whisker.

Their total won-and-lost record, including exhibition games stands at ten and three on the season's play. Team manager Lorne Ellis thinks his charges are a sure thing to cop the provincial honours they so narrowly missed last year.

Also holding their own against stiff opposition in the Saskatoon Commercial League are *Unicorn's* puck chasers. Eight members of the ship's company have caught regular berths on this year's hockey team. Their league record to date is two and two.

Unicorn's team recently made one of its few "road" trips of the season, journeying to Vonda, 40 miles from Saskatoon, to play an exhibition game against the Saskatoon RCAF Station's squad as the main attraction at the official opening of the Vonda Memorial Arena.

As has been the case since the new indoor rifle range in *Unicorn* was opened in the fall of 1953, rifle shooting is an increasingly popular sport with everyone, including Wrens, in the ship's company.

Due largely to the considerable efforts of Lieut. Alex Rowney, the ship's training officer, a Navy rifle association was organized, late in the fall.

Sub-Lt. Ken Bishop, RCN(R) has taken over responsibility for activities of the association since it was formed. A *Unicorn* team has been entered in the annual fall and winter competition sponsored by the Saskatoon Services Rifle Association and to date is still very much in the running.

In addition, members of the association get in regular practice sessions and are also engaged in individual inter-association matches.

On the general sports scene, Lieut. Meagher is at the moment deep in detailed plans for a ship's company sports invasion of Regina immediately following the official opening of HMCS *Queen*. The inter-divisional competition will see *Queen* and *Unicorn* teams competing in curling, hockey, badminton, rifle shooting and volleyball.

Also in the planning stage are a number of divisional sports nights.

Bangor Pucksters Out in Front

The combined hockey team of the *Digby* and *Brockville* has been giving a good account of itself during the



The Directors Cup of the Naval Officers' Associations of Canada, Toronto branch, was presented to Lieut.-Cdr. T. A. Welch, RCN(R) (Ret'd), by Cdr. L. D. Stupart, executive officer of York, at the annual sailing night in the Toronto naval division. The trophy is presented annually to the skipper of the winning whaler in a race between active and retired officers of York.

winter, while the two diesel escorts are undergoing refit at Esquimalt. The ships' companies have been able to take part in numerous sports and to distinguish themselves, particularly on the ice.

The first game of the series was won by the *Cayuga* hockey team 2-1 against *Digby-Brockville*. The second game was carried by the *Digby-Brockville* team 7-3 on a return game against the *Cayuga*. The third game, against the *Athabaskan*, was again won by the *Digby-Brockville* combination 5-1, so that the latter combined team is on top and, according to PO W. B. Pinkos, *Digby-Brockville* coach, they expect to stay there now that some earlier lack of organization has been ironed out.

Outstanding players on the leading team were Ord. Sea. W. J. Feist, AB D. G. Downey, Ldg. Sea. E. J. Bellefontaine and Ldg. Sea. J. Fortin, while leading in goal scoring are defencemen AB E. Woods and Ldg. Sea. O. S. Coulter.—W.P.M.S.

Shearwater Lags In Hockey League

In tri-service hockey the following are results to date in the Tri-Service League: *Shearwater* vs. *Cornwallis* 3-4; *Shearwater* vs. *Army* 0-3; *Shearwater* vs. *Stadacona* 5-3; *Shearwater* vs. *Stadacona* 4-8, and *Shearwater* vs. *Stadacona* 3-3.

In inter-part hockey in the 15-team league, VT40 are leading with six points, followed by School of Naval Air Maintenance with four points.

In the city volleyball league, *Shearwater* is holding down fourth place with nine wins and six losses, a percentage of .600.

In the last basketball game played in the Halifax and District League, *Shearwater* bowed to Studley 78-108. In an exhibition game against Greenwood, *Shearwater* took the back seat again by 50-47.

Naden Boxers In Keen Bouts

The Naden Boxing Club Team made a good showing in the Pacific Northwest Championships held in Vancouver, January 28-29.

Coached and managed by CPO Thomas W. Rayson, the RCN representatives matched punches with a more experienced team of army boxers from Fort Lewis, Washington.

AB Ira Lefebvre reached the finals in the featherweight class, and received the runner-up award for the Diamond Belt. After a fierce fight AB Gerald Robidoux was finally defeated by Abe Limiras, Fort Lewis, the 1953 Tacoma Golden Gloves champion.

A five-man team from *Naden* represented the RCN at Port Alberni in the annual Athletic Association Boxing Tournament, February 4. AB R. A.

"Buddy" McDonald reached the finals before he was outpointed by a narrow margin, by Dave Sandburg, classy Island pugilist.

More recently in Seattle in the Seattle P.I. Golden Gloves Tournament for the Pacific Northwest Championships, Ldg. Sea. Trent W. Ketcheson represented the RCN in the 165-pound class. The 1953 Canadian middleweight champion lost an unpopular split decision in the semi-final event to L. Hayes of Fort Lewis.

The crowd clamoured for a return match which is being arranged, perhaps for "King's Ring", KING television, Seattle, in a few weeks time, according to coach CPO Thomas W. Rayson. The energetic instructor was also keeping his boys in trim for the provincial Golden Gloves Tournament in Vancouver March 25-26 and had high hopes for a winner in at least two events.—A.J.C.



CPO Thomas W. Rayson, coach and manager of the Naden Boxing Team, shown in the ring instructing AB Gerald J. Robidoux (left), and AB Ronald A. McDonald. Watching along the ropes (left to right) are AB Louis Smith, AB John Thompson, Ldg. Sea. Trent W. Ketcheson, AB Donald F. Akers, AB Harold R. Roberts, and AB Theodore D. Herrington. (E-30204)

Navy Out Front In Garrison Shoot

The RCN's Atlantic Command was well represented when the first match of the 1955 season of the Halifax Garrison Indoor Rifle League was fired on January 14, with seven teams in the

senior division and 12 teams in the junior division.

There are two teams from *Stadacona* and one team from *Shearwater* shoot-

ing as seniors, and one team from *Stadacona*, one from *Shearwater* and three from the *Magnificent* in the junior league.

The Navy put up a fine effort in both divisions with seniors taking first and second place and juniors taking second and third place.

Stad Defeats Studley Grads

In the Halifax and District League, the *Stadacona* representative basketball team pulled the props out from under the highly-touted Studley Grads on January 17 in a fast and rugged game. Until this upset the Grads had been undefeated and were probably a little over-confident.

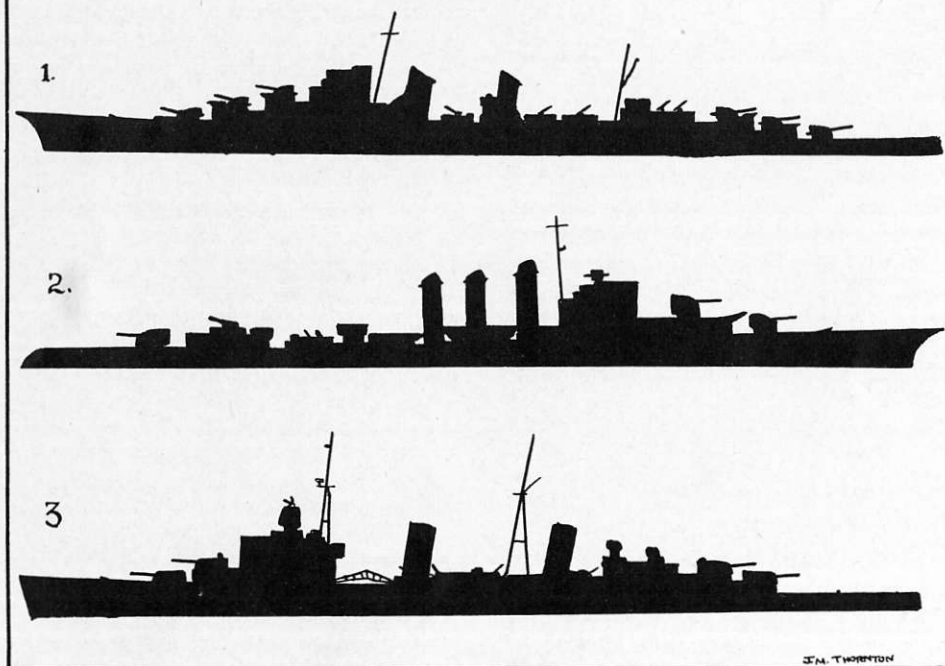
The biggest point-getter was Lieut. (SB) Scott Henderson, team captain, who made 17 of the 48 points for the winners. This was made possible by the strong defence and close checking of the team. They were spurred on by CPO Bob Coe who kept the Grads' star players Lorne White and Dixie Walker busy all by himself. Final score *Stadacona* 48, Studley 39.

Albro Lake Wins Two Out of Three

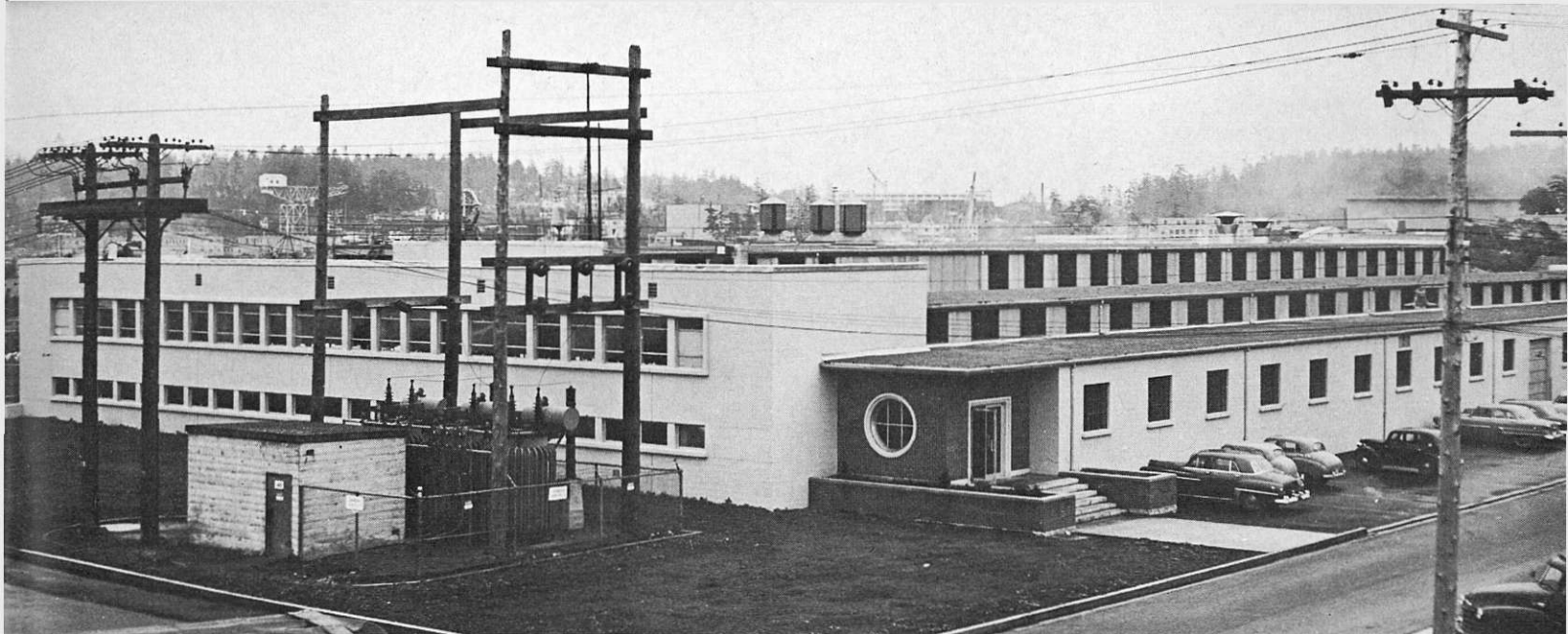
The Albro Lake Naval Radio Station hockey team is enjoying considerable success, having played three games and won two by a good margin.

Warship Recognition Quiz

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



(Answers on page 28)



The new Electrical Workshops building at HMC Dockyard, Esquimalt, opened January 28 by Commodore (L) W. H. G. Roger, Electrical Engineer-in-Chief at Naval Headquarters. (E-29877)

THREE SHOPS UNDER ONE ROOF

Esquimalt Electrical Work Centred in New Building

A new Electrical Workshops Building to house, under one roof, all electrical and electronic activities in the naval dockyard at Esquimalt, was opened January 28 by Commodore (L) W. H. G. Roger, Electrical Engineer-in-Chief at Naval Headquarters, Ottawa.

Construction of the new building began in September, 1953. General Contractor of the project was J. A. Pollard Construction of Victoria. Cost of the building was over \$800,000.

Under the supervision of Commodore (E) B. R. Spencer, Superintendent of HMC Dockyard, and Cdr. (L) S. E. Paddon, Manager Electrical Engineering, all major electrical and electronic installations and repairs to HMC ships in the command will be carried out through the facilities of the new electrical workshops. These include repairs to radio, radar, sonar, weapon control, motors, generators and intercom equipment. In addition, this establishment is responsible for all electrical maintenance of naval shore establishments and repair and maintenance of power distribution and live communications facilities within the command.

The total enclosed space is 55,400 square feet, approximately four-fifths of which is working space and the remainder is for the administrative and service section. The working spaces include machinery, electronic work-

shops, crane and vehicle ways, stock and tool rooms and storage spaces. In the administrative and service section there are first aid room, washrooms, lockers, showers, offices and lunch room.

Electrical supplies of more than a dozen different voltages and frequencies can be provided covering every requirement of electrical and electronic work. When completely equipped the new building will be the latest in electrical workshops.

Commodore Spencer, who introduced Commodore Roger, said that at least as early as 1948 it was fully realized that the facilities for electrical work, electronics and shore electrical maintenance were inadequate.

The electrical workshop was housed on the second floor of the wooden shipwright shop in a small and congested space. The electronics workshop was in the building which served as the Royal Naval College of Canada at the end of the First World War and which was already old then. It later became the naval armament depot and later still the asdic storehouse before becoming the electronics workshop.

The shore electrical maintenance workshop was in an old building originally built for the Department of Transport as a maintenance shop for their radio services. It did duty as the Mechanical Training Establishment during the Second World War.

Commodore Spencer pointed out that in 1948 these buildings and their inadequate facilities service seven warships and 21 auxiliary vessels and harbour craft. By 1955, a total of 17 warships and 23 auxiliary vessels and yard craft were dependent on the same facilities. The work had, in fact, just about tripled, because of the increased amount and complexity of electrical equipment on board ship.

The new building, he said combined under one roof the three electrical workshops, making for increased efficiency in administration and the avoidance of duplication of facilities and services.

"Canada has taken upon her shoulders the responsibility and commitments of building up a modern navy," Commodore Roger said. "Our objective is to turn out and maintain ships that can operate effectively no matter in what select company and where duty may call them.

"The building and equipping of this new shop is evidence that we take these responsibilities seriously. We hold that the place to find out weakness in equipment is on the test floor and NOT in the middle of an ocean or a battle, if we can help it. We are confident that this shop will play its valuable part in helping our ships to be a credit to our country, our navy and ourselves."

LOWER DECK PROMOTIONS

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

ADDERSON, John W.....P2EM2
AGGETT, Roger G.....LSCV1
ANDERSON, Michael W.....LSAF1
ANDREWS, Gordon G.....LSRN3
ARCHIBALD, Walter.....LSCV1
ATKIN, Charles E.....LSCS2
ATKINS, Ambrose A.....LSCS2

BARKHOUSE, George A.....LSCS2
BARNES, Gordon K.....LSCV1
BARR, Hubert T.....LSCS2
BARTRAM, Ronald E.....P2CR2
BELLEAU, Gerald A.....LSCV1
BLAIS, Wilfred J.....LSOM2
BLAKEY, Stanley E.....LSMA1
BOHN, Thomas E.....P2CV2
BOURREL, Marcel J.....LSSW1
BOUTIN, Joseph A.....P2SW2
BRAND, William.....C2NS3
BRANDER, Walter E.....P2TD2
BRISTER, Charles E.....LSBD1
BROWN, John M.....LSCV1
BURGEISS, David M.....LSCS2

CAKE, David G.....LSCV1
CAMBRIDGE, Donald J.....P1CK2(NQ)
CAMPBELL, Ronald P.....P2EM2
CARNAHAN, John W.....LSCV1
CAVAN, Leonard J.....P2CV2
CEDERLUND, John W.....LSCV1
CHAMBERS, Francis J.....LSLM2
CHRISTMAS, James R.....LSCS2
CHUBB, Peter.....LSCV1
CHURCH, Alvin E.....LSCV1
CLARKE, Warren C.....LSCV1
CLARKSON, Henry L.....P2NS2
COCHRANE, Paul R.....LSLM1
COFFILL, Gerald H.....P2CR2
COLTER, William A.....P1AW3
CORMIER, Francis E.....P2CS3
CRAIG, Donald P.....P2CK2
CROMBIE, Ernest W.....LSSW1
CROUSE, Linburn E.....LSQM1
CRUIKSHANK, George K.....P2CS2
CURRY, Donald G.....LSCV1

DALE, Terence L.....LSCV1
DEAN, Raymond A.....LSCS2
DEMPSTER, William A.....LSCV1
DERRY, Roy V.....P2BD2
DEVRIES, William P.....LSLM2
DIXON, Leonard J.....P2CS3
DOUCET, James G.....LSCS2
DUBINSKY, Fred.....P1NS3
DUNCAN, James A.....LSCV1
DUNN, Eugene A.....LSNS1
DUNN, William J.....P2CK2

EARLE, Clyde W.....P1SW3
ELDRIDGE, Gareth J.....LSCS3

FALLAHAY, Ronald J.....P2RN3
FETTER, Edward C.....LSCV1
FINCH-FIELD, Ronald C.....P1PW3
FITZGERALD, Ernest.....P2PW2

FLOCK, Hugo W.....P1ER4
FORSYTH, William R.....LSCV1
FORTIN, Jules J.....P2MA2
FRASER, Fred.....P2CV2
FRAWLEY, Robert H.....LSCV1
FREEMAN, George F.....P2CR2
FRIIS, George A.....LSCV1
FURZECOTT, William J.....LSCV1

GAGNON, Maurice J.....P2AW2
GEHMAN, Langdon W.....LSLM2
GELINAS, Ernest L.....LSCV1
GILES, Norval E.....P1CK3
GILSON, Percy R.....LSCS2
GRAY, Edward W.....P2NS2
GREEN, Simon.....LSOM2
GRIMSHAW, Ernest W.....LSCS2
GUILBAULT, Eugene E.....P2BD2
GUY, Mervin R.....LSCV1
GUY, William O.....LSCV1

HAMILTON, Clark C.....LSCV1
HANCOCK, Eric W.....P2SW2
HARRIS, Frederick L.....P1SH4
HAYMAN, Gordon T.....P2SW2
HECIMOVIICH, Joseph S.....LSRW3
HEDDINGTON, Thomas E.....LSCV1
HENDERSON, David J.....LSCV1
HENRY, Walter G.....LSOM2
HEON, Gaston J.....LSSW1
HERRON, Robert C.....P2EM2
HLASNY, Stephen G.....LSRP1
HOLMES, James D.....LSCV1
HOMOUTH, Robert B.....LSCS2
HOUNSELL, Llewellyn.....P2SW2
HUME, Thomas W.....C2CV3

INGLIS, Cecil A.....LSMA1

JOYCE, Ronald V.....LSCV1

KENNEALY, Timothy J.....LSCS2

LACHANCE, Nelson J.....P1SW3
LAMONTAGNE, Pierre J.....P2EM2
LANDA, Gerald H.....LSCV1
LANE, Donald A.....LSCS2
LATULIPPE, Robert J.....LSCV1
LAWLER, Karl E.....P2EM2
LEHMAN, Ronald J.....LSSW1
LELLIOTT, William T.....LSCV1
LEONARD, Thomas J.....P2MA2
LIZOTTE, Rosaire J.....P2SW2
LLOYD, Carl P.....LSCS2
LOGAN, Malcolm T.....LSCV1
LOWTHER, Thomas W.....LSCV1
LYON, Howard D.....P2SW2

MALLETT, George H.....P1ER4
MARTINEAU, Joseph N.....P2BD2
MAYOTTE, Lorne D.....P2BD2
MEADOWS, Robert E.....C2CV3
MURPHY, Barry J.....P2CV2
MURRAY, Edwin S.....LSCV1

MacDOUGALL, Gordon W.....LSCV1
MacQUARRIE, Walter A.....P2AC2
McCALLUM, Graham.....LSCS2
McCULLAGH, Robert J.....LSCV1
McCULLOUGH, James A.....P1ER3
McCURRACH, Arthur.....LSRC1
McLEAN, Robert M.....LSCV1

NEVE, John N.....P2SW2
NOSEWORTHY, Frank A.....P2EM2

O'LANEY, Ranney S.....P2SW2
O'NEIL, Robert K.....P2ED3
O'QUINN, John T.....LSQR1
ORMSHEE, Leslie C.....P1SH4
ORR, Robert J.....P1ER4

PANTELUK, Peter.....LSCV1
PAQUETTE, Gaston J.....P2SW2
PATTISON, Robert O.....P2EA3
PAYEUR, George J.....P1PW3
PERRY, Gordon A.....P1CK3
POCKETT, Cecil V.....LSBD1
POITRAS, Everett J.....P2MA2
PREECE, James.....LSCS2
PROCTOR, Alan F.....LSCV1
PROKIPCZUK, George.....LSCV1
PURDY, Robert L.....LSCS2

REDDEN, Ralston V.....P2NS2
REEVES, Harold.....P1SH4
REMPER, Gordon R.....P2LA2
RENAUD, Philip E.....P2BD2
RITCHIE, Lyle E.....LSEM1
ROBERTSON, Arthur M.....P1NS2(NQ)
ROGERS, Joseph H.....P1AW3
ROGERSON, Joseph R.....LSCV1
RUMSBY, Nelson L.....P2CK2
RUSSELL, Bruce L.....P1VS2(NQ)

SCHLEEN, Donald C.....P1NS2(NQ)
SENUIK, Maurice A.....LSCV1
SEWARD, William K.....LSCV1
SHERBER, John J.....P2SW2
SHEWCHUK, William J.....LSSW1
SIEMINOWSKI, Edward T.....LSCV1
SIMISTER, Robert T.....LSCV1
SLASOR, Robert H.....P1ER3
SMITH, Donald B.....LSLM1
SORETTE, Gordon H.....LSAC1
SQUIRES, Gordon P.....LSCV1
STOBBS, Thomas W.....P2SW2
SUTHERLAND, George.....P2CR2
SUTHERN, Reginald G.....LSRD3

TAKOFF, Brian D.....LSCV1
THOMPSON, Frederick G.....LSRP1
TILBURY, Kenneth L.....C1WR4
TOURANGEAU, Charles J.....LSMA1
TURGEON, Armand J.....P2QM2
TURNER, James H.....P2PW2
TWETER, Robert L.....LSLM1

VERMETTE, Raymond W.....LSCV1
VINCENT, Dennis M.....LSCV1

WADDELL, Wilfred A.....LSCS2
WAGNER, Edward D.....LSCV1
WALKER, Douglas W.....C1CS4
WALLER, James.....C2CK3
WALTER, William I.....LSCS2
WATKINS, Ross J.....LSCV1
WATSON, Andrew P.....P2PW3
WEST, Frederick I.....P2CS3
WHITE, Raymond P.....LSCS2
WILLARD, Teddy J.....LSCV1
WILLIAMS, James A.....C1CS4
WILLIAMS, James J.....P2SW2
WILSON, Frederick W.....LSCV1
WILSON, Henry G.....LSCS2
WRATTEN, John G.....P2EM2
WRIGHT, Allen F.....P1SW3
WRIGHT, William S.....LSCS2
WUSCHENNY, Alexander.....LSCS2
WYNN, Howard A.....P1NS2(NQ)

WARSHIP RECOGNITION QUIZ

1. Spanish cruiser Mendez Nunez.
2. French destroyer L'Alcyon.
3. HMS Belfast, cruiser.

ON THE OPPOSITE PAGE

Family portrait taken on board the Iroquois in Hong Kong as she began her voyage home from Korean patrol duty. (IR-615)



