

The CROWSNEST

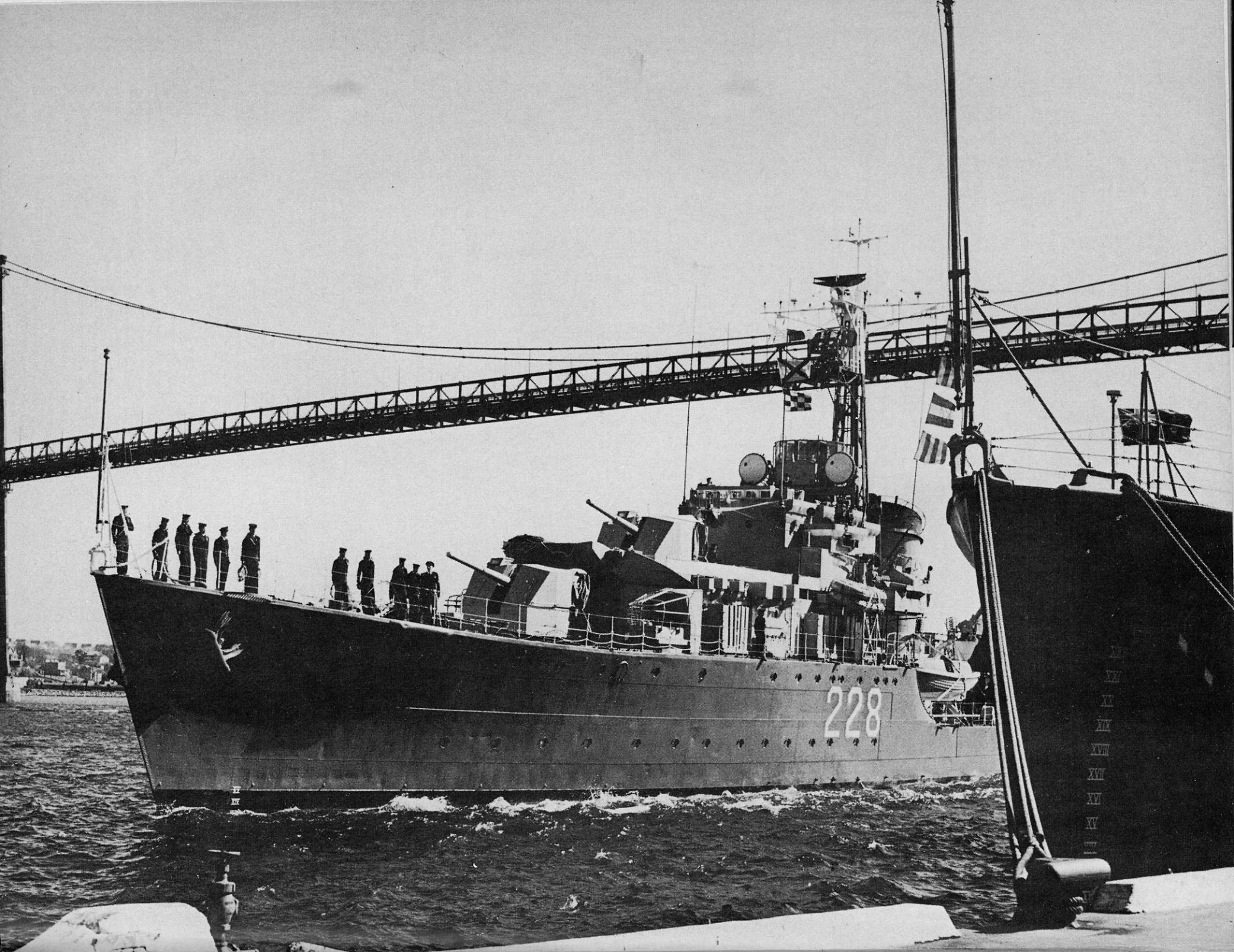
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The CROWSNEST

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Cover Photo—At this stage of the proceedings, *Venture* Cadet M. D. Irvine, of St. Mary's, Ont., a long way from home and none too close to the terrestrial globe, may well have been mentally revising the song "Clancy lowers the boom" into a sort of prayer to fit the occasion. The photograph was taken during a boatwork training period while HMCS *Ontario* was anchored in Platypus Bay, Queensland, Australia. (OT-2117-V)

LADY OF THE MONTH

The change from West Coast command to East Coast is symbolized in the picture on the opposite page of HMCS *Crusader* as she passed under the Angus L. Macdonald bridge in Halifax on her way to HMC Dockyard. At the right is the bow of the frigate *Sussexvale*, which has been commissioned by the officers and men who brought the *Crusader* to Halifax. The *Sussexvale* will join the Second Canadian Escort Squadron at Esquimalt.

First commissioned in the Royal Canadian Navy on November 15, 1945, the *Crusader* sailed from the United Kingdom for Esquimalt where she arrived in January 1946.

After five years in the Reserve Fleet, the *Crusader* rejoined the active fleet in 1951 and that same year had the honour of carrying Her Majesty Queen Elizabeth (then Princess Elizabeth) and the Duke of Edinburgh to and from Vancouver Island during the Royal Visit.

In 1952, the *Crusader* sailed from Esquimalt on her first tour of duty in the Korean war theatre and bagged four-plus enemy trains for the "train-busting" championship of the UN fleet. She returned from her second tour in Korean waters last September. (HS-35182)

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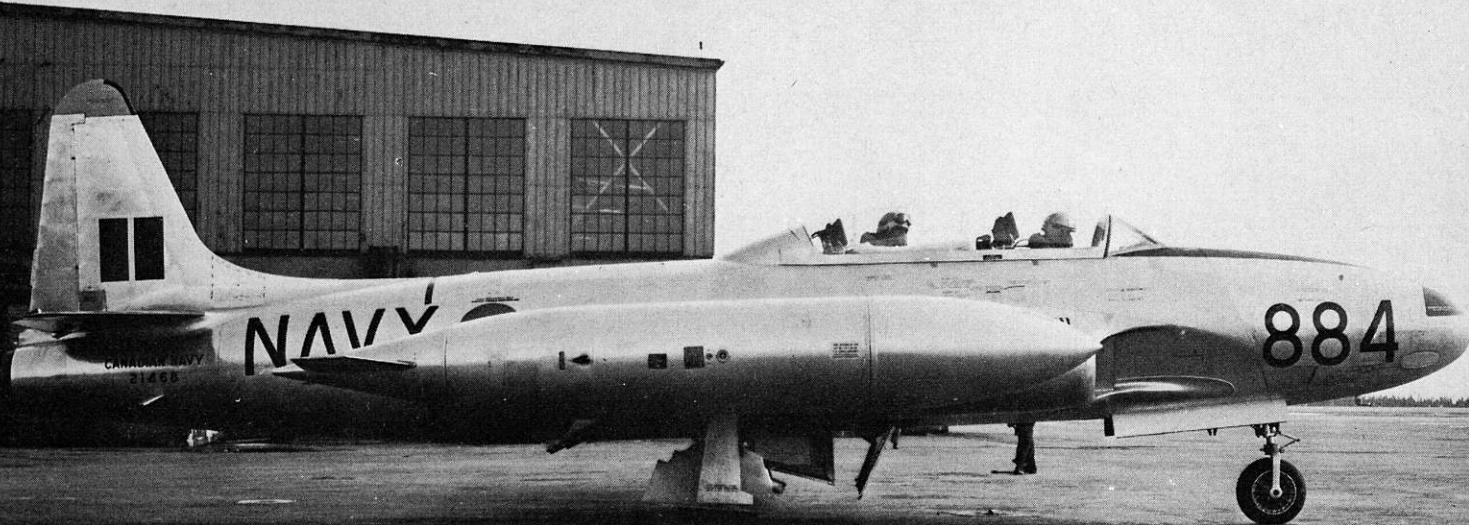
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RCN NEWS REVIEW

One of the T-33 jet trainers now in service at Shearwater to prepare personnel for the advent of F2H3 Banshee all-weather jet fighters. (DNS-13506)

Oceanographic Station Opened

HMCS *Shelburne*, the Royal Canadian Navy's section of the joint RCN-USN oceanographic research station at Shelburne, Nova Scotia, was commissioned on April 1. Lieut.-Cdr. R. L. Ellis is commanding officer of the Canadian establishment.

The station will provide information on ocean currents, temperature and salinity and data for oceanographic surveys being carried out by the two navies.

Sweepers on W. Indies Cruise

Ships of the First Canadian Mine-sweeping Squadron were on the last leg of their spring cruise to the Caribbean and southern United States ports late in April.

By the time the *Gaspe*, *Trinity*, *Un-gava* and *Quinte* return to Halifax on May 1, they will have visited Bermuda, St. John's, Antigua; Bridgetown, Barbadoes; Port au Prince, Haiti; Nassau, Charleston, S.C. and Yorktown, Va.

Huron, Iroquois Back from East

HMC Ships *Huron* and *Iroquois* returned to Halifax from the Far East on March 19, leaving the *Sioux* to represent the RCN in the Korean theatre.

The *Huron* and *Iroquois* left Hong Kong in mid-January and by the time they arrived at their home port they had visited no fewer than ten cities in eight countries. They included Singapore, Colombo, Cochin and Bombay, Karachi, Aden and Port Said, Malta, Gibraltar and Ponta Delgada.

During their visit to India, Acting Captain J. C. Pratt, of the *Huron* and a party of officers and men from the two ships paid a visit to New Delhi, where Captain Pratt was received by the President of India, Dr. Rajendra Prasad and the Vice-President, Dr. S. Radhakrishnan, as well as the Commander-in-Chief of the Indian Armed Forces. Captain Pratt laid a wreath at the Samadhi at Rajghat, and the visitors were honoured at a reception by INS India, the naval shore establishment.

At Karachi, officers and men of the ships attended receptions in their honour

and met personally with members of the Pakistan Navy. During the visits to Bombay and Karachi several sports events were held between the visitors and their hosts.

When the ships left India, Captain Pratt received the following message from Canadian High Commissioner Es-cott Reid:

"Please convey to ships' companies of the *Huron* and *Iroquois* my congratulations on the magnificent impression which they have left in India. They have been first rate ambassadors of goodwill from Canada to India."

First Submarine Takes up Duties

HM Submarine *Astute*, the first boat of the Royal Navy's Sixth Submarine Squadron, arrived in Halifax early in April. The *Astute* is under the command of Lieut.-Cdr. Tom Dowling, RN.

Ten days after her arrival she was at sea again in the Bermuda area exercising with the *Penetang*. The *Astute's* sister boats, the *Ambush* and *Alderney*, are preparing now for their Canadian commission. The *Ambush* is scheduled to arrive in Halifax late in May.

Labrador to Join DEW Line Survey

The Royal Canadian Navy's Arctic patrol vessel *Labrador* will play an important role in operations to be carried out this summer in Canada's eastern Arctic.

The operations involve the transportation of personnel and equipment for construction on the eastern portion of the joint U.S.-Canadian Distant Early Warning—or DEW—line, a radar sys-

Retired List Mail Returned

The mailing of a circular from Naval Headquarters recently has brought to light the fact that many officers and men on the Retired and Emergency Lists have not informed Headquarters of their current addresses.

One of the requirements for the retention of names on these lists is to keep the Naval Secretary informed of changes of address and it is evident that this has not always been done.

Retention of rank in the event of mobilization during an emergency is one of the main advantages of being on the lists. Retired and emergency list personnel frequently have the opportunity of undergoing naval training, either ashore or on training cruises, or of serving for short periods of special duty. There is the additional opportunity of serving in the Active Reserve when openings occur.

The greatest privilege of all, however, lies in the fact that maintenance of Retired and Emergency List status gives the veteran a lasting link with a service in which he has served and in which he stands ready to serve again if the need arise.

tem which will extend eventually across the Canadian Arctic.

In company with a group of USN and U.S. Coast Guard icebreakers, the *Labrador*, as senior ship, will carry out survey work off Baffin Island, after entering the area from Hudson Strait as early in July as ice conditions permit. The United States ships will be the USS *Edisto* and USCG ships *Eastwind* and *Westwind*.

The *Labrador* will survey beaches and possible landing sites carrying the necessary hydrographic and scientific personnel to complete the work.

Following the survey, the *Labrador* and U.S. icebreakers will retire to Hudson Strait, where they will meet U.S. transports carrying men and equipment, and escort them to the landing areas. The *Labrador* will remain in the area as long as feasible.

The *Labrador*, under the command of Captain O. C. S. Robertson, of Montreal, has undergone refit at Halifax. She will carry out survey work in the Strait of Belle Isle and Davis Strait during the latter part of May and the month of June, before taking part in the northern operation, which will be under the overall command of the United States Navy.

"Maggie" on Spring Cruise

After completing post-refit trials the *Magnificent*, with her aircraft embarked, headed southward in mid-April on a spring cruise that will take her to the Caribbean, Bermuda and the United Kingdom. The *Haida* and *Micmac* are in company.

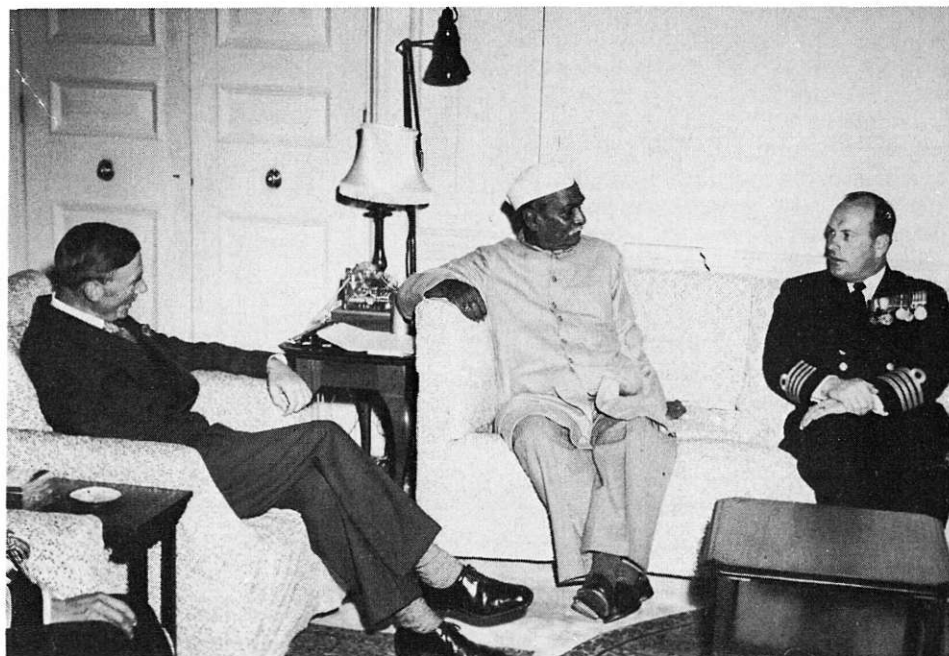
The task group visited San Juan late in April and is scheduled to carry out ASW exercises with the USN in the Bermuda area until May 10, when it leaves for Portsmouth.

The *Magnificent* will embark the staff and course members of the National Defence College in Portsmouth and return with the destroyers to Halifax early in June. The ships will exercise with HM Submarine *Astute*, the First Canadian Escort Squadron and aircraft of the RCAF during the trip to Halifax.

Largest Fleet Yet For Great Lakes

The largest number of Canadian warships ever assembled on the Great Lakes will be based at Hamilton this summer to train naval reserves from all parts of Canada.

Sixteen ships ranging in size from 1,300-ton Algerine escort vessels to 65-ton patrol craft will form the Great Lakes training fleet to provide sea training for 1,500 new entry naval reserves



The president of the Republic of India, Dr. Rajendra Prasad, is shown chatting with Acting Captain J. C. Pratt, commanding officer of the *Huron*. At the left is Escott Reid, Canadian High Commissioner to India. Captain Pratt went to New Delhi during the visit of the *Huron* and *Iroquois* to Bombay. (Photo from Press Information Bureau, Government of India.)

from 22 naval divisions. The ships are scheduled to make a series of two-week cruises during which they will call at Canadian and American ports on the Great Lakes. The ships will leave on the first of these cruises in early June and on the last in late August.

Heading the fleet will be two Algerine escort vessels, veterans of the North Atlantic convoy duty in the Second World War, the *Wallaceburg* and the *Portage*, at present based at Halifax. The Algerines are the largest warships which can enter the Great Lakes.

Other ships in the fleet will include a Bangor coastal escort, five Fairmile patrol craft, three gate vessels and five minesweepers recently completed under the navy's ship-building program.

The Algerines, the Bangor escort and the three gate vessels are expected in Hamilton in mid-May and they will join the five Fairmiles which are based at naval divisions on the Great Lakes. The five minesweepers will arrive late in June and will remain for two months to assist the other ships during the peak training periods from July 1 to September 1.

The Great Lakes are being used more extensively than ever before for the training of officers and men of the naval reserve. Since the Great Lakes Training Centre was established four years ago the number of trainees per summer has increased from approximately 150 to more than 800 in 1954. It is expected that the 1955 total will exceed 1,500 officers and men.

Admiral Hibbard Soon to Retire

The forthcoming retirement, due to ill health, of Rear-Admiral James C. Hibbard, DSC and Bar, CD, RCN, of Victoria, B.C., after a distinguished operational and administrative career in the Royal Canadian Navy, was announced with much regret by Hon. Ralph Campney, Minister of National Defence, in February.

Admiral Hibbard will proceed on retirement leave on July 7 and will be succeeded as Flag Officer Pacific Coast at Esquimalt by Rear-Admiral Hugh Francis Pullen, OBE, CD, RCN, of Oakville, Ont., and Halifax, N.S., present Chief of Naval Personnel at Naval Headquarters in Ottawa.

Admiral Pullen will go on annual leave on May 27 and will be succeeded on that date as Chief of Naval Personnel by Commodore Herbert S. Rayner, DSC, CD, RCN, of St. Catharines, Ont., whose present appointment is Naval Assistant to the Chief of Naval Staff, Ottawa.

Training Cruisers Return Home

The cruisers *Ontario* and *Quebec* returned to Canada in April after respective three-month cruises to opposite ends of the globe.

The *Ontario* steamed into Esquimalt April 2. On board were 79 *Venture* cadets with their first taste of life at

sea. The cruiser had visited Pearl Harbour and Hilo in Hawaiian Islands, Suva, Australia and New Zealand—the ship's third cruise to the Antipodes.

Immediately she arrived, the *Ontario* became a hive of activity as her officers and men prepared to embark another 100 cadets from *Venture* and the Canadian Services Colleges for a four-month cruise to the United Kingdom and northern Europe, leaving Esquimalt April 25.

The *Quebec* returned to Halifax in mid-April after a 20,000-mile cruise around the continent of Africa and visits to south European ports in France and Spain. She was not only the first Canadian naval ship to circumnavigate Africa, but also the first to visit South Africa.

CNS on Annual West Coast Trip

Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, carried out his annual inspection of ships and establishments in the West Coast command between March 19 and 27.

En route to the West Coast, he visited industrial plants at Toronto and Hamilton; later, at Saskatoon, he addressed a meeting of the United Services Institute.

Arriving in Toronto Sunday evening, March 13, Admiral Mainguy visited the John Inglis plant at Scarborough Monday morning and the de Havilland Aircraft plant in the afternoon. On Tuesday morning he travelled by car to Hamilton, where he visited the Canadian Westinghouse Company Limited



The "Safe Flying Award", presented by Commodore K. F. Adams, Commanding Officer Naval Divisions, which will be awarded annually to the reserve squadron achieving the best safe flying record of the year. The first winner is VC-921, attached to HMCS Cataraqui, the Kingston naval division. (Story on page 10.)

plant. All three companies are producing weapons or equipment for the Royal Canadian Navy.

Departing by air for Saskatoon, he addressed the United Services Institute on the evening of March 17 at HMCS *Unicorn*, the Saskatoon naval division, departing the following day for Victoria.

Sussexvale Sails For Pacific Coast

HMCS *Sussexvale*, modernized frigate, sailed from Halifax April 17 for Esquimalt, where she will join the Second Canadian Escort Squadron on her arrival in May.

Damage Control Lectures Given

Naval officers from *Stadacona*, were at Digby in mid-April to instruct officers and men of the Canadian Pacific Railway's Bay of Fundy steamer *Princess Helene* in the latest methods devised by naval technicians in combatting and preventing fire and other damage aboard ship.

During the 4,000-ton ship's four and a half hour lay-over at Digby before returning to Saint John, two lectures, "The Prevention and Subsequent Control of Damage to Ship's Structure and Machinery" and "Shipboard Fires—Their Prevention, Control and Fighting" were delivered by the naval officers, and a film "Seven Sailors", which deals with

the part played by personnel in preventing and controlling damage, was shown.

The special shipboard instruction is part of a system-wide Canadian Pacific safety and damage prevention campaign in the interests of passengers, employees, goods and equipment.

Coastal Escorts Form Squadron

The Eleventh Canadian Escort Squadron, composed of the *Wallaceburg*, as senior ship, *Portage* and *Minas*, was officially formed on April 15.

The *Minas*, brought out of reserve and commissioned March 15, left Halifax for Bermuda for two weeks trials in mid-April. The *Wallaceburg* and *Portage* will do post-refit trials off Bermuda early in May.

More Wrens Aim Of Western Tour

Commander (W) Isabel J. Macneill, of Galt, Ont., and Halifax, Staff officer (Wrens) to the Chief of Naval Personnel at Naval Headquarters, toured Western naval divisions during late March and early April.

Accompanying Cdr. Macneill was Lieut. (W) Jean Crawford-Smith, of Toronto, Staff Officer (Wrens) to the Commanding Officer Naval Divisions at Hamilton.

The purpose of the tour of naval divisions is to interest young women in joining the RCN(R). From the reserve the majority of RCN regular force Wrens will be recruited in accordance with the decision to build a small group of regular force women.

RCN in Running For Longest Title

Vice-Admiral Arthur D. Struble, USN, who is Navy representative of the Joint Chiefs of Staff on the Military Staff Committee of the Security Council of the United Nations has, according to the January, 1955, issue of "All Hands", the USN Bureau of Naval Personnel Information Bulletin, "surely one of the longest titles ever held by an admiral".

If the editors look into Canada's naval representation in Washington, they will find Rear-Admiral Harry George DeWolf, CBE, DSO, DSC, CD, RCN, has enough titles to put Admiral Struble right back into the paddock.

Admiral DeWolf is, and here goes, "Principal Military Adviser to the Canadian Ambassador in Washington, Chairman Canadian Joint Staff, Washington Representative in Washington of the Chiefs of Staff, Canadian Representative of the Military Representatives Committee of the North Atlantic Treaty Organization and Canadian Liaison Representative to SAC-LANT".

Match that one!

Stokers Vanish From Royal Navy

Paralleling changes made in the Royal Canadian Navy a year and a half ago, the title "stoker" has been dropped by the Royal Navy.

The term "engineering mechanic" has been substituted for "stoker", since coal-burning vessels in the Royal Navy now are few in number and it was felt the new title would give the public a truer picture of the men's duties. "Junior Stokers" will henceforth be known as "Junior Engineering Mechanics" and "Chief Petty Officer Stoker Mechanics" will be known as "Chief Engineering Mechanics".

Electrical Branch titles have also been revised in the Royal Navy, the word "mechanic" being substituted for the former "mate". Thus "Leading Electrical Mechanic" is the new title of the former "Leading Electrician's Mate".

The Royal Navy's system of rank designation continues to differ from the postwar RCN system in that the trade still forms part of the title by which RN seamen are addressed.

Rear-Admiral Hibbard's Retirement Announced

A DISTINGUISHED naval career, both operational and administrative, is drawing to a close for Rear-Admiral James C. Hibbard, DSC and Bar, CD, RCN, whose forthcoming retirement for reasons of health was announced with regret in February by Hon. Ralph Campney, Minister of National Defence.

Rear-Admiral Hibbard will go on retirement leave on July 7, at which time he will be succeeded by Rear-Admiral Hugh F. Pullen, OBE, CD, present Chief of Naval Personnel.

Arduous convoy duty in the North Atlantic and fierce surface battles in the Bay of Biscay and English Channel are among the recollections of Admiral Hibbard, who followed the footsteps of an elder brother, now Commodore G. M. Hibbard, CBE, RCN (Ret'd), into the naval service.

James Calcutt Hibbard was born on March 26, 1908, at Hemison, St. Malachie, Quebec, the son of the Rev. G. F. Hibbard and the late Mrs. Hibbard.

In 1924 he joined the Royal Canadian Naval Volunteer Reserve as an ordinary seaman and carried out summer training on the East Coast each year until he entered the Royal Canadian Navy in 1926 as a cadet. In the same year he went overseas for training in HMS *Erebus*. He was promoted to midshipman while serving in the battleship *Emperor of India*.

He returned to Canada in 1931 and saw service in the destroyers *Vancouver* and *Champlain*.

Rear-Admiral Hibbard went back overseas in 1936 and, following courses ashore, became Executive Officer of the British destroyer *Ambuscade*. Later he held a similar post in HMS *Bulldog*, attached to the 4th Destroyer Flotilla of the Mediterranean Fleet, which formed a part of the Non-Intervention Patrol off the coast of Spain during the Spanish Civil War. In 1938 he was appointed to Halifax where he joined the training schooner *Venture*, after which the present Naval Officers Training Establishment at Esquimalt is named, and at which his son is serving as a naval cadet.

At the outbreak of the Second World War he was serving in the destroyer HMCS *Restigouche*, but joined HMCS *Assiniboine* (destroyer) in England in October, 1939. He was appointed in

command of the destroyer *Skeena* in April, 1940, which was employed in the Approaches to the United Kingdom and on numerous Atlantic convoy crossings early in the war. On one of these, in September, 1941, the escort group of which he was Senior Officer, and its convoy, were under attack for 66 consecutive hours. Seventeen ships of this convoy were sunk in one of the heaviest U-boat assaults of the war. For his part in this action he received the Distinguished Service Cross.

In January, 1942, he was appointed to Halifax as training commander in charge of the training of the crews of Canadian warships for the Battle of the Atlantic.

In July, 1943, Rear-Admiral Hibbard was appointed to command HMCS *Iro-*



(Photo courtesy Goertz, Victoria)
REAR-ADMIRAL J. C. HIBBARD
DSC and Bar, CD

'Loyalty' Greatest Memory of Service

Commenting on the forthcoming retirement of Rear-Admiral James C. Hibbard, Flag Officer Pacific Coast, an editorial in the *Victoria Times* of February 25 said in its concluding paragraphs:

As Flag Officer Pacific Coast, Admiral Hibbard was quick to emphasize the need for good relations between the Navy and the community on which it was based. He was a moving spirit in the liaison between Navy and business which led to the formation here of the Armed Forces Leave Centre, but on distinct principles: he insisted that his men should make their own way, and contributed as much to Victoria as they received.

In announcing his retirement, Admiral Hibbard expressed the hope that his health would be restored so that he could find a "useful role" in this community. This sentiment will be re-echoed by his many friends in the city of his adoption.

On the day his retirement was announced, Admiral Hibbard was interviewed in his home by Monte Roberts of the *Times* staff. Mr. Roberts asked him to name his greatest memory of the service. Admiral Hibbard's reply was: "Loyalty".

"Loyalty not only to the service and the country," he said, "but loyalty of men to officers, of officers to men. And, perhaps most of all, loyalty of man to man."

quois, Tribal class destroyer. Employed on the Murmansk convoy run for several months, the *Iroquois*, with her sister Tribals, the *Haida*, *Huron* and *Athabaskan*, formed part of the close escort of the convoy which was unsuccessfully attacked by the German battleship *Scharnhorst* only hours before the *Scharnhorst* was sunk on December 26, 1943.

In actions before and after D-Day, the *Iroquois* and other RCN Tribals distinguished themselves in damaging attacks on enemy shipping in the English Channel and the Bay of Biscay. The *Iroquois* participated in the sinking of 21 enemy surface craft.

Rear-Admiral Hibbard was awarded a Bar to his DSC in November, 1944, for his service in attacks on enemy sea communications.

The successful actions fought by the *Iroquois* in the Channel under Rear-Admiral Hibbard also brought him two French awards—the Legion of Honour and the Croix de Guerre with Palms. Norway honoured him with the King Haakon Cross of Liberation.

Granted the acting rank of Captain in May, 1945, Rear-Admiral Hib-

bard was appointed Captain (D), Halifax, in charge of Canadian warships operating out of that port.

Rear-Admiral Hibbard was appointed Deputy Chief of Naval Personnel at Headquarters in December, 1945, and in July, 1947, was named commanding officer of the cruiser *Ontario*. Two

years later he left the ship for a year's advanced war courses ashore. He was appointed Chief of Naval Personnel in August, 1950, and was promoted to the acting rank of Rear-Admiral on September 1, 1952. He was confirmed in rank on March 15, 1953, shortly after taking up the appointment of Flag Officer Pacific Coast at Esquimalt.

A Place for the Sailor In Civil Defence

In the face of disaster, whether inflicted by man or nature, officers and men of the Royal Canadian Navy have training and experience suited to the needs of the civilian communities in which they may find themselves. How they can co-operate with Civil Defence is suggested in the following article prepared for "The Crowsnest" by Major General F. F. Worthington, Federal Civil Defence Co-ordinator.

DURING the Second World War, in a survey taken among the armed services, it was found that the morale of United Kingdom men serving at sea or on foreign soil was greatly improved by the knowledge that a strong civil defence was organized at home.

The men knew that in the event of enemy attack, capable trained units would give all possible help and protection to the families left at home; that medical and welfare services, rescue squads and fire fighters were ready to go into action promptly; and that in case of need, machinery would be set in motion to evacuate civilians, young and old, to safety.

Canada's Navy is not completely a sea-going service. There are a great many shore stations and naval establishments situated in what are considered danger areas. Some of them may constitute the targets, themselves. If the people working in these establishments have homes and families in nearby communities, these homes would be in equal danger with the primary target. Such situations are a major reason for a highly trained Civil Defence.

Canada may never experience either atom or hydrogen bombs—but we have had natural disasters by flood and by serious fires during the past decade. Where there was a civil defence set-up at hand, it was obvious that such trained groups can make a great contribution in welfare service as well as

saving life and minimizing property damage.

There may be the feeling that so long as there is no emergency actually in sight there is no need to rush organization. But emergencies don't give long warning of their approach—they just occur.

There is no time to organize civil defence in a few hours. Workers trained to a peak of efficiency to do the essential jobs, trained to work together and to carry out orders, cannot be gathered in a few hours or days.

Small private groups, regardless of their zeal and desire to help, cannot do the job alone, but they can become part of a nationwide organization of Civil Defence, working through three levels of government—Federal, Provincial and Municipal.

The Federal Government is taking its part in providing advice and guidance in planning organization. For the past year, the Federal Government has operated the Canadian Civil Defence College at Arnprior, Ontario, for the training of key persons and instructors

from all over Canada. After their courses, these people return to their own communities, there to pass on their knowledge and skills by training others in their provincial or municipal organizations. During 1954 the Civil Defence College trained 1,485 persons, men and women. This year, in addition to the regular training, specialized courses are being taken by physicians, hospital officers, welfare workers and information officers.

These training facilities are available at the Federal level. Additionally, training equipment is supplied to the provinces, which in turn make the distribution to their own municipalities.

The municipalities are responsible for their own protection, with whatever help they can obtain from federal and provincial sources.

Many members of civilian personnel in naval establishments are members of their local civil defence groups. Their wives are, in many cases, volunteers in various branches of the local organizations.

There is a place for everyone in Civil Defence, both men and women, young and old. The training given is of the kind that can be valuable to anyone, in peace or war. First aid alone is of inestimable value to everyone, to the housewife, the car driver, the teenager—to anyone who takes a normal part in daily life. There is not a single branch of Civil Defence training that cannot be of value in ordinary everyday existence where emergencies occur.

We have a very large land mass in this Canada of ours; we have only a small population to protect it. Civil Defence of Canada is everybody's job.

HMCS York Forms Rescue Unit

Following the important part which it played in rescue operations at the time of Hurricane Hazel in October, 1954, *York* is now in process of organizing a special Search and Rescue Manning Pool.

In an article appearing in "The Yorker", the Toronto naval Division's monthly magazine, it is pointed out: "Going out to save life is not an official requirement of RCN(R) personnel, but it is an unwritten law of the sea and the unwritten duty of every seaman.

"The pool wants willing volunteers who understand the risks and inconveniences of search and rescue operations."

Volunteers are liable to be called on at any hour, night or day, if life is in danger on Lake Ontario or its tribu-

taries and their duties will be to man whalers, dinghies or ships, or shore posts, in all kinds of weather during the Great Lakes navigation season.

It is emphasized that anyone volunteering for this duty must be in top physical constitution as such operations can mean long, wet vigils in small craft in poor weather, calling for considerable physical and mental stamina.

All search and rescue operations will be directed and planned by the search and rescue group, comprised of officers appointed by the commanding officer. Volunteers for the pool will be listed on special "ready lists," showing phone numbers and qualifications and they will be phoned as needed.

"Availability," the article points out, "is the key factor."

Great Britain's Navy In the Nuclear Age

"Sea Power, with its unique characteristics of mobility, and ease of both dispersal and concentration, will be made more important, not less, by the advent of nuclear weapons."

—The Rt. Hon. J. P. L. Thomas, MP, First Lord of the Admiralty.

WHATEVER the scope of a future war and whatever the nature of the weapons used, the task of the Navy will still be to control the seas, to assure the safe passage of supplies and to support the other armed forces.

The unchanged obligations of the Navy were emphasized in an address by Admiral of the Fleet Sir Rhoderick McGrigor, GCB, DSO, LLD, on the occasion of his installation as Rector of Aberdeen University on January 21. Sir Rhoderick has since been succeeded as First Sea Lord by Admiral Earl Mountbatten of Burma.

In his Aberdeen address, Sir Rhoderick had the following to say on the place of sea power in the world today:

TODAY there is much uninformed talk about the role and future of the Navy in this nuclear age, and amateurs in every walk of life have no hesitation in expounding their views on this subject. These are the facts:

As long as we need merchant ships to supply us and to carry and support our forces overseas, they will need protection against whatever danger may threaten them. That protection is the task of the Royal Navy; that is the reason why we have a Navy. Where so many have gone wrong is that they have not realized that air power at sea is not something which replaces the Navy, but it is the instrument by which the Navy today so largely exercises its sea power. Whether the aircraft are shore-based or carrier-borne must be a matter of convenience, of geography, and of availability of shore bases.

The aircraft today is both the striking power of the Fleet, largely replacing the 15-inch gun of the battleship, and the eyes of the Fleet, largely replacing the cruiser in this respect. It plays its vital part in a number of other roles such as killing the U-boat, defence against air attack, and minelaying. In co-operation with the surface ship and the submarine, it is an essential part of sea power.

Since the war we have embarked on a new era of nuclear power. Today it is more than ever necessary for all the fighting services to walk hand in hand

with the scientist to ensure that the lessons they draw from the past are still valid and that they are not preparing to fight the last war over again.

Let us see how far the lessons of the past apply in the conditions of the future.

The first lesson which we never really seem to have learned is not to neglect the Navy. The museum at Amsterdam testifies to the neglect of the past with its collection of trophies and ensigns captured by the Dutch when they sailed up the Medway in the reign of Charles II.

Our experience in the last war points to the same neglect when we so nearly lost the vital Battle of the Atlantic and were driven to bargain bases in our West Indian Islands for a number of ancient U.S. destroyers. There have always been excuses for not spending money on the Navy. Either the finances of the country are said not to permit, or there is no likelihood of war, or there is no Naval power to fight or, as it was recently suggested, the Air Force might be able to do it cheaper. An Admiral I served under many years ago had these words written over his door:

*"God and our sailor we alike adore
When danger threatens, not before.
The danger past, both are alike requited,
God is forgotten, and the sailor slighted."*

We run true to form. Let us look at other lessons we have learned:

IT IS ONLY ten years since we finally won the Battle of the Atlantic against the German U-boats which threatened to cut the life-lines on which we in this Island depended for our very existence and on which our Armies and Air Forces depended for that support without which they would have been unable to fight or fly.

Today Russia has a great and growing fleet of surface ships, U-boats and shore-based naval aircraft, presenting a naval threat greater than we have experienced before. As for us, we still live on an Island and it is still vital to us that supplies should continue to reach us from overseas, so that our

Ark Royal Has All the Latest

The world's first aircraft carrier to be equipped with all the post-war aids for landing and taking off, HMS *Ark Royal* was commissioned by the Royal Navy in February.

The *Ark Royal* was fitted during construction with the angled deck, the steam catapult, deck edge lift and, newest of all, the mirror deck-landing aid.

More than 800 feet long, the *Ark Royal* displaces 36,800 tons and has a complement of 1,632 officers and men in peacetime. The wartime complement would be nearly 600 higher.

A sister ship, HMS *Eagle*, was completed first, but the *Ark Royal* will give her name to the class.

people may eat, our armies may fight, and our aircraft may fly.

However, it is claimed that nuclear weapons will be used, which will so devastate the countries of the opponents that the war must finish in a matter of weeks or even days. One is reminded of the statement of the German Chancellor at the outbreak of war in 1914: "It will be a violent storm, but very short. I count on a war of three months and I have organized all my policy on that assumption".

Well, the Chancellor was wrong by four years!

Whatever might in fact happen, the use of nuclear weapons would cause inconceivable mutual destruction. The aim today must be to prevent war, to deter war, to be so ready and so armed that it will be apparent to any aggressor that even if he brings off a surprise attack he will by the inevitable retaliation suffer such devastation to his own country that aggression is not worth while.

In this new era, such a mutually suicidal war must surely be improbable, provided NATO retains its unity, its strength and its readiness. What is probable is a continuation of this uneasy peace with the likelihood of outbreaks of shooting war, such as occurred recently in Korea and Indo-China . . .

It is the task of the Navies of the Commonwealth to help those in distress, and to prevent trouble or deal with it if it does become active. That duty is world wide. The arrival of a warship has so often calmed an ugly situation, restored confidence and allowed wiser counsels to prevail. When, nevertheless, major trouble does occur we may remember as an example how quickly ships of the Royal Navy arrived off Korea, and brought naval guns and air power to the assistance of the hard-pressed soldiers and marines ashore.

WE MUST also not forget that that campaign opened with a naval action against North Korea torpedo boats. Another time the enemy may well have larger surface vessels, U-boats and aircraft, which have been transferred to him by his sympathizers.

The lesson of the Pacific and other campaigns in the last war was borne out, that in outlying parts of the world, where air bases are scarce, it is on the Navy that the Army must chiefly depend not only for the safe arrival of its troops and supplies, but also for their support both by gunfire and by air power. That is a lesson which still holds good and is one of the factors which requires that in the foreseeable future we should have aircraft carriers as the core of the fleet both in peace and war.

As we progress, methods change, new ships and equipment are brought into

service, but the problem of sea power remains the same. The task of the Navy is to control the sea so as to ensure the safe arrival of supplies, the support of our forces overseas, and the denial of the use of the sea to our enemies. Air power at sea is all important and its place is as the instrument of the Navy in the application of Sea Power.

The fleet we need today is that required to meet our world-wide commitments in support of our Commonwealth interests and trade and in such local wars as may occur in these uneasy days of peace.

We need, too, such additional ships and aircraft as are necessary to ensure that we can play our part in NATO in the deterrent to nuclear war, and in retaliation and support of our Island and of our forces overseas should the deterrent fail.

trate at will, they remain in the H-bomb era both a hard-hitting and elusive force.

The modernized fleet carrier embodies three British inventions, angled deck, steam catapult and mirror landing device, and can operate the latest types of aircraft including those that will be capable of delivering the atomic bomb.

"Carriers are the fists of the fleet and provide it with a formidable punch," the Admiralty said.

Carriers will be supported by cruisers which have proved their worth in peace and war, and later by guided-weapon ships. The Royal Navy has for some time been building and modernizing destroyers and escorts which make an important contribution in peace and war. It has also been especially active in the design and construction of submarines and of craft such as mine-sweepers.

It was noted that after the Second World War emphasis had to be placed on rebuilding the merchant fleet and, as a consequence, the average age of the fleet was now too high. But in 1950, when rearmament started, particular attention was given to the need to build up anti-submarine and mine-sweeping forces and to expand the Fleet Air Arm. A large program of conversions and modernizations had also started. The result was that five carriers, eight Darings, about 90 mine-sweepers and 27 destroyers converted to frigates had already joined the fleet

The RN Plans for the Future

A LOOK at the Navy of the future was given the world when the Royal Navy's estimates were presented in the British House of Commons in February and that glimpse presented a picture of aircraft carriers capable of providing a floating base for atomic bombers and of guided missile ships eventually replacing the RN's cruiser fleet.

The tabling of the estimates was accompanied by the announcement that Great Britain intended to produce hydrogen bombs to supplement her present stock of A-bombs and the role of the three services in the nuclear era was outlined. The mobility of the Navy and its relative independence of bases were regarded as outstanding assets in a nuclear war.

It was felt that development of weapons of mass destruction might affect maritime warfare but did not diminish the need for navies. For those living in the United Kingdom and dependent on seaborne supplies, the new threat had increased the need for a navy. In peace, it continued to support national policy overseas and protect Britain's world-wide trade. In local war, as in Korea, the Royal Navy with its air power could be effective in any part of the world.

The role of the Navy, if global war were to come, was clearly:

- (a) to destroy the enemy's ships and prevent him from using the sea;
- (b) to protect communications and safeguard supplies;

- (c) to provide air support for operations ashore and afloat in those areas where it cannot readily be given by shore-based aircraft.

The Royal Navy, as part of its contribution to the allied navies, foresees battle groups of carriers, guided-missile ships and their escorts replacing the concentrated fleets of former times. By their ability to disperse and reconcen-



and the first new-construction frigates would join this year.

From programs of recent years, the Royal Navy intends to complete the *Hermes* (aircraft carrier), three Tiger class cruisers, 26 frigates and another 100 small minesweepers. The *Victorious*, (carrier) *Royalist* (cruiser) and some destroyers are being modernized; six destroyers are being converted to frigates.

The guided missile and its associated equipment are now far enough developed for the Admiralty to feel confident that it can proceed with the design and construction of operational guided-weapon ships to replace the aging cruiser fleet. The first ships will be armed with a deadly ship-to-air guided missile and with medium calibre guns for surface fire and bombardment. It is the intention to replace the guns with ship-to-ship guided weapons which will come into service later.

The Royal Navy also intends to order this year two of a new class of fleet escorts which will embody the newest in the destroyer field. Eight more frigates, both specialized and general pur-

pose, will be ordered, as will ten coastal minesweepers and other small craft.

The British government's statement on defence said that the H-bomb threatened devastation on an enormous scale and therefore served as the strongest possible deterrent to another world war. The Navy reinforced this deterrent by providing a means of hitting back at an enemy by contributing to the allied striking fleet.

Should the deterrent fail, says the statement, and major war break out, the Navy will have a vital task, that of helping to strike back at the enemy and gaining control of the seas. Under attack by H-bombs, one of the jobs which would receive absolute priority was that of getting the Navy to sea. Consideration was being given to the further dispersal of the reserve fleet both within and outside the United Kingdom and to increasing the proportion of ships to be maintained at the highest state of readiness.

"In major war, the Navy must be ready to make full use of its mobility and to act at once to secure command of the seas," the statement says.

An RNVR Officer Looks At Canada's Reserve

By Commander Jack Heming, RNVR

The writer last year made an extensive tour of Canada, during which he made his number with such RCN(R) establishments as were within reach. This article is reprinted from "The Wave", RNVR Officers' Association magazine.

ONE IS impressed on arrival in Canada with the virility of the Canadians and with the enthusiasm with which they work at the things which come most easily to them, and since these are fortuitously what the Dominion most needs at the moment, it is not surprising to find their currency leading the world.

The same atmosphere is discernable in the Naval establishments I visited. Keeness and efficiency were very evident, and while there was a gratifying regard for tradition and established routines, one was nevertheless kept aware that this was the Canadian Navy and not just a command administered by their Lordships.

It is hard to put a finger on what fostered this impression, although the uniform differences perhaps give a lead. They make no distinction between reserve and regular. In the summer they wear khaki in the full American style, which I for myself deplore. True they

have to cope with temperatures which are only a memory to us at home, and they say the khaki is cool and practical.

HMCS *Discovery* at Vancouver is a brick-built establishment situated on Deadman's Island in the Burrard Inlet which divides the city into north and south sections. Access to it is by a causeway from the beautiful Stanley Park. To the west are the Royal Vancouver Yacht Club, the local Rowing Club, Lost Lagoon, golf and tennis, in that order.

The place shines and obviously runs on the slickest of roller bearings. It is a Commander's command and the present CO has been kept pretty busy in recent times doing ADC and other duties for Royal, and other visits. The complement is in a healthy condition, although at times of heavy seasonal employment on the shore side attendances always fall off a lot.

It was surprising to find an establishment in the heart of the prairies. This is HMCS *Queen*, at Regina, in Saskatchewan, which is 1,300 miles from the nearest salt water. Here again one received the impression of untroubled efficiency. Although in normal times recruitment is not heavy, it is fairly steady and in time of war, a quite re-

markable tally steps up from the vast flat plains.

HMCS *Queen* will soon make history because she is moving from her existing wooden huts to a magnificent new building alongside Wascana Lake, near the provincial parliament buildings. It is not the move that will cause a stir (beyond the CO's staff), but the new establishment. Built at a cost of \$750,000 (something under £250,000), it was especially designed for the job with great attention to detail, particularly in the classrooms and in the ward-room, ante-room and messes. The layout is most attractive and yet useful. I doubt whether any other reserve establishment will compare with it when it is fully in commission.

There was a very cheerful spirit about *Queen*. There were not the same opportunities as in Vancouver for shine, nevertheless there was a seamanlike adaptation of unpromising material.

My last call was upon NOIC Montreal. It was a joy indeed to see the large ensign hanging over the pavement in this French-Canadian city. In a place where one felt almost a stranger, the sudden sight of the flag tugged at the heart.

In all these places one was received with typical warmth and hospitality. Differences there may be in detail, but one knew that if the fleets were to muster again, we should once more find those courageous and able gentlemen of the Canadian reserve wherever there was work to be done.

WHY RPOs GET WRITER'S CRAMP

Sailors come and sailors go and the "reg" office has to keep track of them forever. In this era of an expanded Navy, that means a lot of paper work for the regulating staff.

Some of the older hands (forgetting questions of pay and living standards for the moment) grow a bit wistful about the old days when the master-at-arms and his cohorts knew every man jack that came or went from base or ship and bookwork was approached reluctantly as a mere frill.

The regulating staff at *Naden* recently went to work and came up with statistics on the amount of paper work it required during 1954 to keep track of the movements of men to, from and at the West Coast base. The figures are exact, except for the number of pieces of mail received and delivered, in which case a round figure is given.

Men drafted into <i>Naden</i>	4,205
Men drafted out of <i>Naden</i>	3,594
Men proceeding on Long Leave	3,200
Station cards made out	8,680
Requestman and Defaulters	6,466
Subsistence Allowance Vouchers	3,854
Mail delivered and received	95,000

OFFICERS AND MEN

Two Officers Win Herbert Lott Prizes

Two junior officers of the Royal Canadian Navy have won Herbert Lott Trust Fund Cup prizes as the best all-round pupils in their respective anti-submarine operational flying courses recently in the United Kingdom.

They are Sub-Lieutenants David Frederick Williams, 24, of Hespeler and Galt, Ont., and Geoffrey Hugh Craven, 20, of Victoria.

Sub-Lt. Williams, now with Avenger anti-submarine squadron 881, normally embarked in the aircraft carrier *Magnificent*, was best pupil of course 38 at Royal Naval Air Station Eglinton, Northern Ireland. Sub-Lt. Craven, now in VS-880 at *Shearwater* received his prize on completion of a previous anti-submarine course overseas.

Their flying courses at Eglinton were part of the normal cycle of instruction given to Canadian naval pilots before attachment to front line squadrons of the Royal Canadian Navy. They trained

alongside pilots and observers of the British and Commonwealth navies.

Sub-Lt. Williams entered the RCN as an ordinary seaman at Toronto in September, 1949. After basic training, he went to *Shearwater* to qualify in naval aircrew as an observer's mate, subsequently serving in the carrier air group operating from the *Magnificent*.

Promoted to midshipman (Air) in mid-1952, he underwent training at *Cornwallis*, and then joined the *Quebec* for his cruiser training period in January, 1953. While in the cruiser he witnessed the historic Coronation Naval Review at Spithead, England, that June.

Sub-Lt. Williams began a basic pilot course at RCAF Station Centralia, Ont., in July of that year, on completion of which he was awarded the J. D. Siddle flying proficiency trophy in April, 1954. The anti-submarine operational flying course overseas preceded his appointment earlier this year to VS-881.

His mother, Mrs. Minnie Edith Williams, lives on Forbes St., Hespeler, and his wife is the former Joan M. C.

Bowie, of 90 Water St., Galt, Ont. Married in April, 1954, they are currently residing in Dartmouth, N.S.

Sub-Lt. Craven entered the RCN as a midshipman (Air) in January, 1952, after 14 months in the University Naval Training Division at Victoria, College.

After taking the Junior Aviation Officers' Basic Training Course at *Cornwallis*, he joined the cruiser *Ontario* in September, 1952, and seven months later went to Centralia for pilot training. He took the anti-submarine operational flying course overseas and then joined VS-880 at *Shearwater* in the latter part of 1954.

His parents are Cdr. D. H. S. Craven, OBE, RCN(R), (Ret'd), and Mrs. (Avis) Craven, 3821 Miramontes Road, Ten Mile Point, Victoria.

Safety Award Won by VC-921

HMCS *Cataraqui's* air squadron, VC-921 became the first winner of the Naval Reserve Safe Flying Award by completing the 1954-55 training year without a single accident.

The award, which will be presented annually to the reserve air squadron with the best safety record, was donated for competition by Commodore Kenneth F. Adams, Commanding Officer Naval Divisions.

The Kingston squadron logged 1,092 accident-free flying hours and won the award over the other reserve air squadrons at Toronto, Quebec, Calgary and Victoria.

The award was presented to Lieut.-Cdr. (P) Allan Burgham, RCN(R), commanding officer of VC-921, by Captain Francis B. Caldwell, Chief of Staff to the Commanding Officer Naval Divisions. The presentation was made during the annual inspection of *Cataraqui*.

Resident instructor and staff officer (air) at *Cataraqui* is Lieut.-Cdr. (P) William Gourlay.

Navy Eyes Spot Downed Aircraft

At Fort Churchill, Manitoba, where the armed forces of two nations live and work together, there is no closer co-operation than that between the Royal Canadian Navy and the Royal Canadian Air Force. It was only natural, therefore, that when an RCMP



Captain F. B. Caldwell (right) congratulates Lt.-Cdr. Allan Burgham, officer commanding VC-921, reserve air squadron at HMCS *Cataraqui*, Kingston, Ontario, on the squadron's safety record for 1954-55. The Squadron logged 1,092 accident-free flying hours and won the Naval Reserve Safe Flying Award which was presented for the first time during the annual inspection of the ship Friday, March 25. In the background is Cdr. George Whalley, Commanding Officer, *Cataraqui*. (Photo by Dick Herrington, Kingston)

aircraft with seven persons aboard vanished on a flight from Churchill to Ennadai Lake in the Northwest Territories in February, the men of the navy immediately volunteered to assist the airmen in the search.

The offer was gladly accepted and every aircraft that lifted from the runways at Churchill to search the area where the missing aircraft was presumed to have gone down carried men in navy blue alongside their friends in the air force.

When Dakota 692 took off from Churchill at 1100 on Thursday, February 24, she carried a typical mixed group. The aircrew, from the Air Navigation School at Winnipeg, consisted of the pilot FO D. Henniger, co-pilot, FO L. H. W. Shumka; Navigator, FO D. A. Corker, and navigator, FO Murphy. In the back of the plane were seven Navy men acting as spotters. They were PO James A. Mason, 38, of Ottawa and Victoria; PO Walter G. Rowan, 27, of Winnipeg and Victoria; PO James Wood, 26, of Hartney, Man. and Winnipeg; Ldg. Sea. Donald A. Lane, 23, of Toronto; AB Clifford G. Wilson, 26, of Altamont, Man.; AB J. McArthur, 22, of Edmonton, and Ord. Sea. J. E. MacLean, 18, of Long Creek, P.E.I.

For four hours the aircraft droned over the featureless barrens, sweeping a predetermined area. At 1528 AB Wilson, on the starboard lookout, saw a black dot on the vast expanse of whiteness below. As he watched, he saw a yellow orange streak flash from it. He called Ldg. Sea. Lane and PO Rowan. They saw the spot and another streak which they identified as a flare. They called PO Mason who rushed forward and notified the pilot.

The aircraft swung to starboard and went back. There on the snow was the blue RCMP plane with five of the passengers and crew outside waving wildly. They had set up a tent and had tramped out the word "FUEL" in the snow. The aircraft radioed the position to Churchill and relief aircraft took over until the rescue plane could arrive. The search as such was over and inter-service co-operation had paid off.

In all 43 sailors had flown with the air force in the search.

Petty Officer Wins Gunnery Award

Petty Officer Samuel Henry Shaw, 27, of Medicine Hat, Alta., has been awarded the Commander Llewelyn Prize for the highest average in a recent gunnery instructor course in England.



Naval personnel from Churchill Naval Radio Station shared in the search for a downed RCMP aircraft with seven persons on board in late February. The search was conducted by RCAF aircraft and it was a Navy crew of spotters which first sighted the missing plane. Front row, left to right: PO G. W. Rowan, PO J. W. Wood and AB C. G. Wilson, who was the first to see the RCMP party. Back row: AB J. N. McArthur, Ord. Sea. J. E. MacLean, PO J. A. Mason and Ldg. Sea. D. A. Lane.

PO Shaw attained an average of 88.6 per cent, the highest since 1942 and second highest since 1922, during the autumn 1954, term at HMS *Excellent*, Royal Navy gunnery school at Portsmouth, England.

Results were from 20 oral, written and practical examinations of members of the British and Commonwealth navies. At present PO Shaw is serving on the instructional staff there.

The prize was founded in 1917 in memory of the late Cdr. Robert Harmon Llewelyn, RN, who was killed in action on board HMS *Queen Mary* at the Battle of Jutland the year previous. It is made quarterly or half-yearly with money from a trust fund set up by his parents and sisters and held at Admiralty. It consists of £5 and a sheepskin document suitably inscribed.

Four other Canadians have won the award. They include Lieut. Charles Leonard McDerby, RCN, (Ret'd), of Ottawa and Victoria (1938); CPO James Kenneth Luke, Prince Albert, Sask. (1949); CPO Norman G. A. Anderson, Clayoquot and Saanichton, B.C. (1951), and CPO Richard W. Aldhelm-White, Montreal and Wolfville, N.S. (1952).

PO Shaw was born on April 2, 1927, in Medicine Hat, and entered the Navy as an ordinary seaman in March, 1945. He has served in the cruiser *Ontario* and destroyers *Micmac*, *Crescent* and

Athabaskan, in addition to training and duties ashore in Canada and the United Kingdom.

He served two tours of duty in the Korean war theatre in the *Athabaskan* during 1950-51 and for his services there was mentioned in despatches.

Sea Cadet Corps Awarded Trophies

A Sea Cadet corps in Hamilton, Ont., and another in Harbour Grace, Newfoundland, some 850 miles away as the crow flies, have captured attendance trophies for last year.

Hamilton's RCSCC *Lion*, commanded by Lieut.-Cdr. Ernie Porthouse, was awarded the Gibson Trophy for being the corps of more than 100 members having the best attendance for the year. The presentation was made February 16 during "open house".

In Harbour Grace, RCSCC *Beothic* gained similar honours for corps with less than 100 enrolled cadets. Lieut. R. G. Callahan, commanding officer, received the huge silver bowl from local Navy League officials during a ceremony on February 11 drill night.

Chief Promoted to Cdr. Gunner (TAS)

The promotion of Chief Petty Officer George Voldar Hartman, 33, of Kingston and Trenton, Ont., to the rank of

acting commissioned gunner (TAS) has been announced.

Born in October 11, 1921, in Kingston, Mr. Hartman entered the Navy as a boy seaman at Trenton in August, 1939. During the Second World War he served in the destroyers *Saguenay*, *St. Francis* and *Qu'Appelle*, the frigate *Saint John* and the corvette *Oakville* as well as in various shore establishments in Canada and the United Kingdom. He also served in the coastal escort *Wallaceburg* before his demobilization in November, 1946, when his seven-year engagement was completed.

After two years as a grocer, Mr. Hartman returned to the Navy and since then has served in the frigates *Swansea* and *La Hullose*, the destroyer escorts *Micmac*, *Crescent* and *Haida* and the coastal escorts *Portage* and *Wallaceburg*.

His promotion to commissioned rank came during advanced Torpedo Anti-Submarine courses in HMS *Vernon* training establishment in England.

School Offered Space at Queen

"It was a great relief when we were offered HMCS *Queen*", commented Mrs. H. B. DeGroot, founder of the Regina School for Mentally Retarded Children, which took over daytime quarters in the establishment recently.

The latest move was the school's ninth since its inception four years ago. While using the Youth Centre, the building was sold. Mrs. DeGroot said they were becoming worried as to where they would be able to locate next.

"We were very happy and grateful when *Queen* was offered to us. The rooms are more suited to our needs than any place we have occupied to date," she added.

The new quarters are made up of three modern classrooms and a large playroom, which doubles as a gun room for the Navy. Enrolment at the school is 37 at present, but Mrs. DeGroot believes this figure may grow now that suitable space has been obtained.

Pilots Whirled In Centrifuge

Four RCN pilots recently completed a course in aircraft accident prevention as members of the only college class of its kind in the world at the University of Southern California.

The officers who took the unique course are: Lieutenant-Commanders John Martin Burns, Donald John Sheppard, Alan Thomas Bice, and W. H. (Hal) Fearon.



These are the members of the No. 32 Officers' Divisional Course held at Cornwallis between January 10, 1955, and February 21, 1955. Front row, left to right: Instr. Lieut.-Cdr. (P) David D. Mackenzie (Course Officer), A/Sub-Lt. (W) Barbara Lawrie, Lieut. (W) Mary Stephens, CPO David Graves (Course Chief Petty Officer). Second row: A/Cd. Gunner (TAS) Brian J. Brown, A/Cd. Radio Officer Dennis Morris, Cd. Officer (SB) Edward Jones, A/Sub-Lt. A. Shard, A/Cd. Boatswain (PR) Dallas Rogers. Third row: A/Lieut. (E) David Miller, A/Lieut. (E) William Nord, Cd. Officer (SB) Elmer Kennedy, A/Cd. Stores Officer Reginald Skinner, Lieut. (P) Leslie Hull, A/Instr. Lieut. Stewart Morse, A/Sub-Lt. R. Williamson. Back row: A/Cd. Electrical Officer Irvin Johnston, A/Cd. Radio Officer Donald Tripp, A/Cd. Officer (SB) Douglas Walker, A/Cd. Boatswain (PR) Edward Percival, Lieut. Mathew Davidson, A/Cd. Gunner (TAS) Edward Bonsor, A/Cd. Electrical Officer Arthur Brevic, Lieut. (O) Colin Macaulay. (DB-4927)

The No. 56 Chief and Petty Officers' Leadership Course was held at Cornwallis from January 17, 1955, until February 28, 1955. Front row, left to right: CPO R. Biggar, PO Cyril Thomas, CPO J. V. Maxie, Cd. Writer Officer Alonzo L. Hayley (Course Officer), CPO David E. Graves (Course CPO), PO Alan Vaughan, CPO James Wickes. Second row: PO Ernest Milan, PO Gerald Jones, CPO Joseph McCall, CPO Howard Ward. Third row: PO Robert Rogerson, PO Norman Bourne, PO Torrance Williams, CPO James Monohan, PO Gordon Cook. Back row: PO John Henderson, CPO Gordon Scougall, PO Peter Hunter, PO John Thomas, PO Gerald Lavery, PO Kenneth Curtis. (DB-5004)



Also taking part in the course were 15 U.S. Navy and Marine officers. All the students were pilots and many, including the four Canadians, were veterans of the Second World War.

During the training period, which lasted for eight weeks, the officers attended daily lectures in aeronautical engineering and aviation physiology and psychology to enable them to teach aviation safety at their bases and make scientific investigations of crashes to help prevent similar accidents.

Great emphasis was placed in the class on the human factor in aircraft accidents. The students were also given public speaking training so they would be able to conduct better flight safety classes at their home bases. The courses are to continue at regular intervals.

Each Saturday morning the pilots donned "G-suits" and rode the university's human centrifuge—an aircraft cockpit at the end of a 23-foot arm in a closed circular building. The boom is whirled around to subject the pilot to gravity forces he would encounter in high-speed flight.

Lieut.-Cdr. Burns is now on the staff of the School of Naval Aircraft Maintenance in Dartmouth, N.S.; Lieut.-Cdr. Sheppard is Lieutenant-Commander (flying) at the Dartmouth naval air station; Lieut.-Cdr. Bice is in charge of the Accident Investigation and Prevention Section in Ottawa, and Lieut.-Cdr. Fearon is Lieutenant-Commander (flying) in the *Magnificent*.

WEDDINGS

Leading Seaman André Bourgoon, Toronto, to Miss Helen Ann Gallant, St. Nicholas, P.E.I.

Sub-Lieutenant Reginald A. Coombs, Toronto, to Miss Jean Elizabeth Margaret Stevens, Montreal.

Able Seaman S. P. Cooper, Ungava, to Miss Jean Baird, St. John's, Nfld.

Leading Seaman Robert G. Guy, Stadacona, to Miss Helen L. Sonier, Summerside, P.E.I.

Wren Ellie Henaut, Naden, to Able Seaman Robert Barr, Naden.

Able Seaman Frederick Madson, Lauzon, to Miss Elizabeth Stone, London, Ont.

Leading Seaman Frederick Muise, Resolute, to Miss Rose Marie Moulinson, Yarmouth, N.S.

Wren Maureen Mumford, Naden, to Able Seaman Fred Doig, Naden.

Leading Seaman George McNichol, Albro Lake Radio Station, to Miss Florence Ferguson, Charlottetown, P.E.I.

Able Seaman Frederick W. Parsons, Toronto, to Miss Vera Frances Coleman, Cody's Bay, N.B.

Leading Seaman Richard H. Penwarn, Penetang, to Miss Nicole Guenette, Levis, P.Q.

Leading Seaman Hugh Rutter, Donnacona, to Miss Bessie Christine Fraser, Pictou, N.S.

Wren Grace Sabourin, Naden, to Able Seaman Roy McGibbon, Naden.

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

Able Seaman Robert Wilson, Penetang, to Miss Catherine Simms, Halifax.

Able Seaman J. A. Winters, Ungava, to Miss Patricia Sprould, Pictou, N.S.



(Photo courtesy Frank Oliver Studios, Edmonton)

A/CD STORES OFFICER C. M. SMITH, RCN(R)

Petty Officer Commissioned

PO Charles Maxwell Smith, a reserve officer in *Nonsuch*, the Edmonton naval division, was recently appointed acting commissioned stores officer, one of the few promotions made to that rank in the RCN(R) since the end of the war.

He served during the war in the frigate *Port Colborne*, from the time the ship was commissioned in Victoria in 1943, when it was based at Londonderry, Plymouth and Gibraltar and, later, on the Murmansk run.

Discharged in 1946, he joined York, the reserve division in Toronto, the following year and in 1953, when he moved to Edmonton, he joined *Nonsuch*.

He is the western sales representative for DeHavilland Aircraft of Canada and is an active member of the Canukeena Club, an ex-servicemen's organization.

Kit Upkeep Allowance Down

Kit upkeep allowances have been reduced, effective April 1, but worn out working clothing will be exchanged for new without charge, and the cost of other clothing has been reduced.

The general feeling of officers in the Supply Branch concerned with the changes is that the reduction in the allowance is offset by reduced clothing prices and the items now listed which may be exchanged at no charge.

Instead of the former \$10 allowance, the following monthly rates will be paid:

Men, class I uniform, \$8.00; men, class II, \$7.00; women, classes I and II, \$8.00 plus \$1.00 clothing allowance for items not sold in naval stores.

Working clothing, worn out through fair wear and tear will be exchanged gratuitously, the items affected including kit bag, working shirts, cap box, working trousers, utility bags and working jackets.

The cost of raincoats has dropped from \$35 to \$25 and overcoats now may be obtained on repayment for \$26, instead of the former \$40. Substantial reductions have also been made in the cost of boots and other items of clothing.

Dixon Heads Victoria NOA

Elected president of the Naval Officers' Association of Victoria at the annual meeting on January 26 was G. C. Dixon.

Other officers included. K. Jones, vice-president; P. L. Sampson, secretary, and P. A. Fecteau, treasurer.

The executive committee includes H. P. R. Brown, V. G. Pinhorn, A. L. Bristowe, D. H. S. Craven and H. S. MacDougall.

BIRTHS

To Petty Officer William Backewich, Lauzon, and Mrs. Backewich, a daughter.

To Lieutenant-Commander Walter S. Blandy, Stadacona, and Mrs. Blandy, a son.

To Leading Seaman R. G. Blondin, Stadacona, and Mrs. Blondin, a son.

To Petty Officer Lionel J. S. Brownsey, Naden, and Mrs. Brownsey, a daughter.

To Chief Petty Officer S. R. Crossley, Stadacona, and Mrs. Crossley, a son.

To Leading Seaman Donald G. Curry, Stadacona, and Mrs. Curry, a son.

To Petty Officer Donald Dennis, Albro Lake Radio Station, and Mrs. Dennis, a son.

To Lieutenant (S) Norman Denney, Toronto, and Mrs. Denney, a daughter.

To Petty Officer Angus Doucette, Toronto, and Mrs. Doucette, a son.

To Chief Petty Officer Ronald Fenwick, Albro Lake Radio Station, and Mrs. Fenwick, a son.

To Lieutenant (E) D. Ewen Galbraith, Naval Headquarters, and Mrs. Galbraith, a daughter.

* To Lieutenant-Commander (SB) Beverley J. Gillespie, Naden, and Mrs. Gillespie, a daughter.

To Leading Seaman Raymond Heddle, Resolute, and Mrs. Heddle, a son.

To Lieutenant Frederick C. Henshaw, Toronto, and Mrs. Henshaw, a daughter.

To Leading Seaman George Hunt, Toronto, and Mrs. Hunt, a daughter.

To Leading Seaman Roy Janes, Toronto, and Mrs. Janes, a daughter.

To Able Seaman Fred (Scotty) Larkin, Naden, and Mrs. Larkin, a daughter.

To Lieutenant Rowland C. Marshall, Toronto, and Mrs. Marshall, a son.

To Petty Officer Donald A. McHardie, Naden, and Mrs. McHardie, a daughter.

* To Lieutenant (SB) R. Stuart Murray, Naval Headquarters, and Mrs. Murray, a daughter.

* To Lieutenant-Commander (SB) William L. Patton, Naval Headquarters, and Mrs. Patton, a son.

To Chief Petty Officer Andrew Reid, Lauzon, and Mrs. Reid, a daughter.

To Leading Seaman Thomas Smith, Resolute, and Mrs. Smith, a son.

To Able Seaman William J. Venator, Toronto, and Mrs. Venator, a daughter.

* To Lieutenant (SB) Howard C. Wallace, Naval Headquarters, and Mrs. Wallace, a son.

To Lieutenant G. B. Wither, Stadacona, and Mrs. Wither, a son.

* Naval Information Officers.



Shown on these pages are pictures of officers and men ashore and afloat in distant parts of the world visited by warships of the Royal Canadian Navy during the past winter. Clockwise from upper left the photographs show:

HMCS Quebec threading her way cautiously through a maze of ships at the northern end of the Suez Canal, before entering the harbour of Port Said, Egypt. Shown on the cruiser's bridge are her captain, Captain E. W. Finch-Noyes, and the Egyptian pilot.

Venture Cadet Douglas Fanger, of Toronto, cleaning up a 6-inch gun barrel aboard the cruiser Ontario during her recent training cruise to Australia and New Zealand.

HMCS Ontario receiving a new coat of paint during her stay at Platypus Bay, Queensland, Australia. Cadets of HMCS Venture, embarked in the ship, worked alongside the cruiser's seamen to repair the ravages of sea and weather prior to visiting ports in Australia and New Zealand.

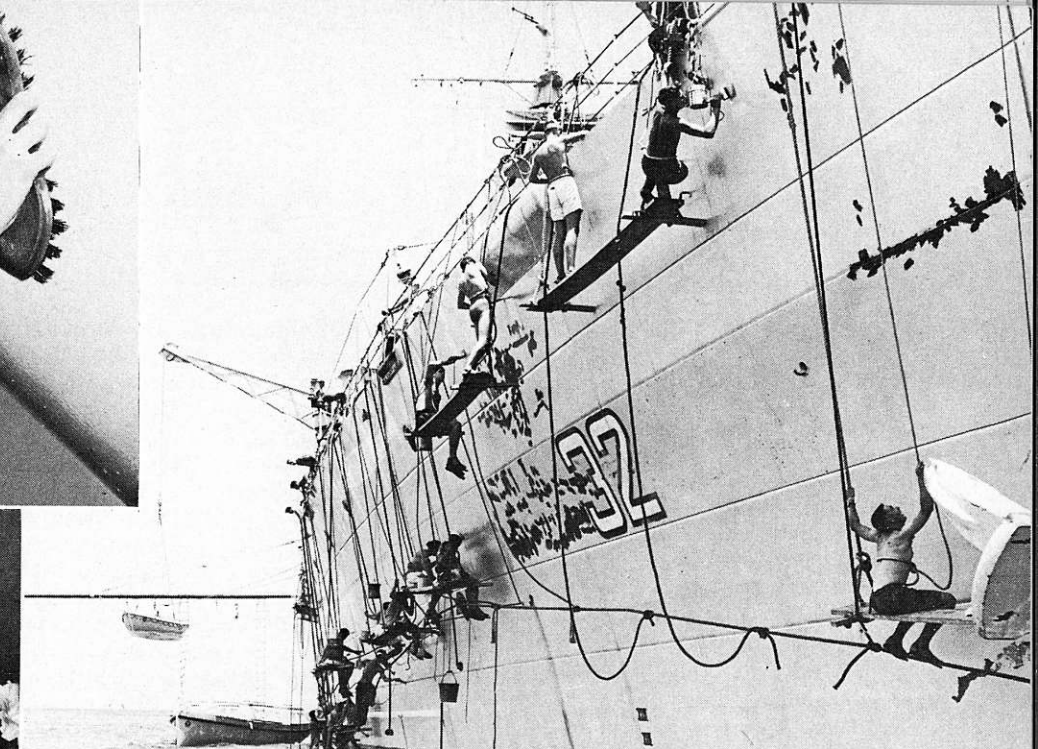
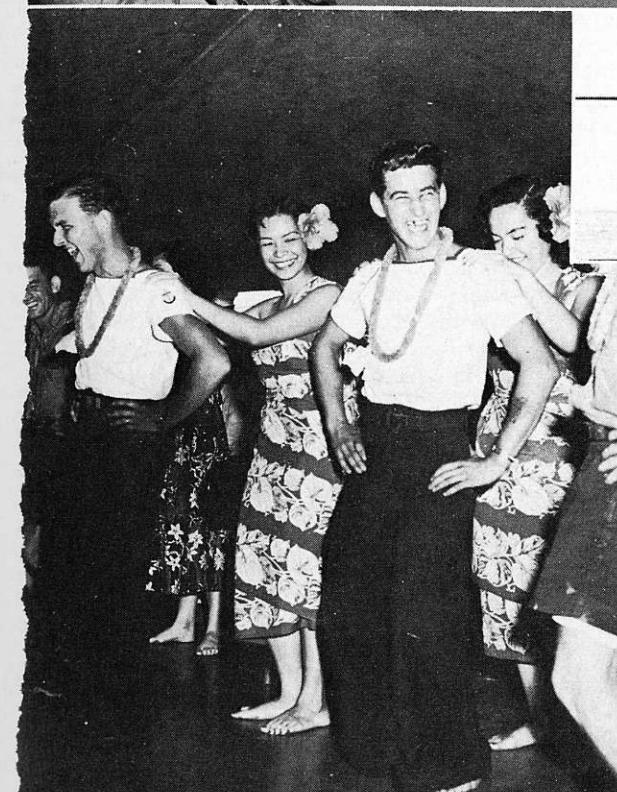
Lieut.-Cdr. Henry V. Irving, of Victoria, giving instruction in the use of a sextant to Venture cadets embarked in Ontario.

A colourful Zulu dance, one of the many events arranged for the entertainment of personnel of the Quebec when the Canadian cruiser visited Durban, Natal.

An ornately clad rickshaw driver in Durban, Natal, comments on the plainness of the uniform worn by Ord. Sea. G. R. McKinnon, of Fergus, Ont., a crew member of the Quebec.

Two crewmen of the Iroquois trying out a "ship of the desert" during the destroyer escort's visit to Karachi, Pakistan.

Centre photo: Men of the Ontario get expert instruction in the art of hula dancing from members of a troupe which entertained the Canadians at Hilo, Island of Hawaii.



AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Crusader*

The Crescent class destroyer *Crusader* has transferred from the Pacific to the Atlantic Coast. She sailed from Esquimalt, B.C., on February 14, and arrived at Halifax, N.S., March 12. Ports of call en route included Long Beach, Cal.; Manzanillo, Mexico; Balboa and Colon, Republic of Panama and Bermuda. Lieut.-Cdr. Richard H. Leir, of Penticton and Victoria, B.C., was in command.

It was originally thought that the destroyer would be sent back to Korea, from where she returned in September last year, but with the reduction in commitments in that area, she was ordered to proceed to the East Coast, to be exchanged on arrival for the most recent of the Navy's modernized frigates, the *Sussexvale*.

The first port of call on the voyage from Esquimalt to Halifax was Long Beach, Cal., where the *Crusader* arrived on February 17. After berthing along-

side the USS *Weeden*, an American destroyer, Lieut.-Cdr. Leir paid official calls upon Captain J. L. Melgaard, USN, commanding officer of the American naval base at Los Angeles, and Rear-Admiral R. N. Smoot, USN. The *Crusader* left Long Beach, Cal. on February 20, to continue the southward leg of her voyage.

On the morning of February 21, shortly after 8:30, the destroyer picked up a distress call from a yacht, reported to be beached on Cedros Island, off the coast of Lower California. Speed was immediately increased to 24 knots, and a short time later a U.S. Coast Guard seaplane appeared, also in answer to the distress call.

Both the Canadian destroyer and the American seaplane began to circle Cedros Island to locate the stricken vessel, which was eventually found driven ashore on a sand strip. The seaplane spotted the yacht first, and subsequently directed the Canadian warship toward her. The *Crusader*, coming in fast at 30 knots, finally

sighted the yacht at 11:05 a.m., roughly two and a half hours after receiving the first distress call.

The vessel was identified as the yacht *Goodwill*, a beautiful craft of about 400 tons, measuring 161 feet in length, registered at Balboa, Cal., she was the property of Mr. Ralph Larabee, who was aboard together with several guests.

The *Crusader*, her crew alerted and at their stations, came in as close as she dared to the stricken yacht, finally dropping anchor in only 18 fathoms of water and about three quarters of a mile away from the *Goodwill*. The destroyer's motor cutter was quickly lowered, and a rescue party commanded by Lieut.-Cdr. V. J. Murphy, the destroyer's executive officer, was sent to investigate the trouble. Fortunately, the yacht, although well and truly stuck on the sand strip, was not damaged to any appreciable extent, and certainly in no danger of breaking up. The yacht's owner was hopeful that the Canadian destroyer would pull his vessel off the beach, but there was not enough cable to bridge the distance between the two ships, and so there was little the Canadians could do.

After making sure that the people aboard the *Goodwill* were unhurt, and sufficiently supplied with food, the *Crusader* radioed appropriate American authorities and arranged for a tug to be sent to refloat the stranded yacht. Motor cutter and rescue party returned to their ship, and the *Crusader* continued her voyage southward, arriving at Manzanillo, Mexico, the morning of February 23.

At Manzanillo, the commanding officer paid an official call on the Officer-in-Charge, Sixth Mexican Naval Division, and within only a few hours, the Canadian warship was again under way, this time heading for the Canal Zone and Balboa. That same afternoon, however, a brief stopover was made in Santiago Bay, where members of the crew were given the opportunity of a swim.

At Balboa, where the destroyer arrived on March 1, the customary official call was made, this time to Captain J. Tucker, USN, commanding the Rodman Naval Base. The *Crusader* subsequently passed through the canal locks to Colon, and began her northward voyage through the Caribbean towards Bermuda and Halifax.



YEE-EE-OWWww! — The somewhat alarmed expression on the face of bandsman AB Herbert Airth, Victoria, reflects his concern over what happened to this pair of dungarees in the laundry of HMCS Ontario. And judging by the pose of laundry staff member PO Alan Black, of Prince Albert, Sask., it's a case of "Well, that's the way she goes!" Actually the laundry of the Ontario does a fine job, and this gag shot employs a pair of junior-sized jeans that AB Airth picked up at Pearl Harbor as the cruiser returned from her recent three-month training cruise into the South Pacific.

She arrived at Ireland Island, Bermuda, on March 8, and berthed next to HMCS *Nootka*, which had arrived a few days earlier from Halifax.

The *Crusader*, who among her other attributes, boasts the soccer championship of the Pacific Command, lost no time in challenging the *Nootka* to a match, and won handily by a score of five goals to nothing. The *Nootka* avenged herself, however, by beating *Crusader* at baseball, the score 15-4. The morning of March 10 saw the *Crusader* back at sea, headed for her final destination, Halifax, N.S.

After she came back from her last tour of duty in the Korean theatre last September, the *Crusader* spent the following weeks in company with the *Sioux*, during the latter's final working up before replacing the *Crusader* in Korean waters. Early in December of last year *Crusader* went into the Naval Dockyard at Esquimalt, B.C., for refit, from which she emerged to join the Atlantic Command.

HMCS D'Iberville

Included among a number of frost-bitten observers at the Army-Air Force "Operation Breakey", held outside of Quebec City in February, were three officers from *D'Iberville*. After watching the three-day manœuvres, Instr.-Lieut. Robert K. Sparks, Lieut. George Schober and Cmd. Wtr. Off. George Harvey judged winter to be the real winner. The tons of snow which was accompanied by a howling gale left the three officers happy to return from the blizzard conditions to navy routine.

Commander Dunn Lantier, commanding officer, acted as judge at the Winter Carnival Quebec-Levis boat race across the ice-jammed St. Lawrence last month. The Lachance brothers of Montmagny out-hauled seven other crews to finish two minutes before their closest contenders.

When the results of the Quebec carnival ice statuary competition were announced, *D'Iberville's* name topped the list. Out of hundreds of models, the judges chose the Navy's 40-foot destroyer as the best exhibit by a military establishment in the Quebec area. The trophy was handed over later in the month at a ceremony in Quebec City Hall.

A recent visitor to *D'Iberville* was Dr. Thomas Greenwood, head of the department of English language and civilization, University of Montreal.

During his visit he addressed the ship's company on the strategic aspects of the Formosa situation.

Father George Levesque, head of Laval University's social science department, accompanied Dr. Greenwood on his visit. Father Levesque was recently nominated to the Senate of Canada, but declined the honour.

HMCS Buckingham

Based at Digby, N.S., as a tender to *Cornwallis*, the primary function of the *Buckingham* is to give new-entry seamen their first taste of the sea aboard a Canadian fighting ship. The 17th week of the training syllabus at *Cornwallis* is set aside for this purpose, and a division is usually embarked on a

Monday morning for a full week of training before disembarking the following Monday.

The time aboard ship is spent hoisting and lowering the seaboard, standing watch as helmsman, lookout, lifebuoy sentry, radar plotter etc. They are also familiarized with the different parts of the ship, and some of the various types of anti-submarine equipment carried.

It is the first opportunity for new-entry seamen to practise the theory that they have learned at *Cornwallis*, and one can imagine the real thrill of taking the wheel for the first time, and the feeling of pride in the knowledge that theirs is the responsibility for keeping the ship on her course.

On her training cruises, the *Buckingham* has visited quite a variety of Atlantic seaports. In November of last year, she called at New London, Conn., where the ship's company had the opportunity of seeing the *Nautilus*, the world's first atomic-powered submarine.

A short trip around the Nova Scotia coast to Liverpool, N.S., was undertaken during January, at which time personnel visited the paper mill of the Mersey Paper Company. Later in January another short cruise was made to Portsmouth, N.H., the large U.S. Naval Base primarily devoted to the building and refitting of submarines. Spring cruises promised to be even more interesting.

In the sports department, the ship's hockey team, dubbed the "Buckingham Boom-Booms", kept up the ship's good name in the first four games played.

This is HMCS *Boule-de-Neige* (Snowball), which, like the schooner *Hesperus* sailed the wintry seas, and won the grand award for ice sculpture at Quebec City Winter Carnival for HMCS *D'Iberville*, the new entry training establishment there.



Losing only one game to the *Cornwallis* Leadership School team, they won against both the *Cornwallis* Communications School team and the *Cornwallis* staff team, while a subsequent game against the *Cornwallis* staff team was called because of lack of time.

Albro Lake Radio Station

Two pleasant parties recently took place at the Albro Lake Naval Radio Station, with a good turnout on both occasions.

In sports, AB Lloyd Hall is doing well in the Halifax Garrison Indoor Rifle League, standing second for the high aggregate in the Juniors and winner of a spoon for the highest score in the fourth week of the shoot. The station hockey team, however, was eliminated in the *Stadacona* Interpart Hockey League.

Changes in Albro Lake personnel include Chief Petty Officer Edward Jackson, drafted to *Bytown*; PO Daniel Kostuk to the Communications Training Centre; and Ldg. Sea. Charles Titford to the *Gaspé*. Newcomers are Ldg. Sea. Allan Bellamy, Ldg. Sea. Jack Brown and AB Garnet Horsman.

HMCS Toronto

Upon returning from her fall cruise in the Mediterranean on 10 December, 1954, the *Toronto* spent a month in Halifax over the Christmas and New Year season and then commenced her annual refit at Saint John, N.B., in the second week of January.

Many members of the ship's company took their annual leave, while others underwent courses to further their advancement in the service. The most noteworthy course, since the *Toronto* is an A/S ship, was the weekly TAS exercises at *Brunswick*, the Saint John naval division which very kindly offered training facilities for this purpose. A fairly large percentage of those eligible also took a two-week ABCD course at *Stadacona*—a good thing in this day of modern warfare.

Although lack of facilities precluded the major winter sport—hockey—weekly sports afternoons were held in the Saint John YMCA gymnasium, and several basketball games were played against both *Prestonian* and *Brunswick*, as well as against local schools and clubs. In most of these games, the *Toronto* team emerged the victors. A weekly rifle shoot at the Armouries also drew a good turnout and some fine marksmanship was displayed.

While a stay in port is always welcome—particularly to the married men—it is also a pleasant relief to return to sea again, if only to get away from



The sword of the late Lieut. John D. Armour, RN, has been presented to HMCS *Star*, the Hamilton naval division by his father, Stuart D. Armour, DSO, of 216 Aberdeen Avenue, Hamilton. Lieut. Armour, who joined the Royal Navy in May 1940, was accidentally killed in HMS *Scorpion* on July 6, 1951. Cdr. John H. Curtis, is shown above receiving the sword from Mr. Armour. It has been placed on display on the quarterdeck of *Star*.

the incessant "rat-a-tat-tat" of "windy hammers" and the intricate tangles of dockyard pipes, lines and wires, which criss-cross the decks and alleyways like giant spiders' webs.

PACIFIC COMMAND

HMCS Fortune

"Into each life some rain must fall", sang the poet. But it is the considered opinion of the Ship's Company of HMCS *Fortune* that we got more than our share when we visited Prince Rupert along with the *Comox*. After six days of solid rain interspersed by bursts of freezing snow, there isn't a quotation from Bartlett's that would do justice to the force of our collective feelings on the subject of rain.

On Monday, February 7, we left Esquimalt in a heavy rain, the type of rain we learned to call "Scotch Mist" in Prince Rupert. The second day out, the gyro gave out, in spite of the incantations that had been chanted over it by the Dockyard experts. It pointed firmly south, nothing we could do could make it change its mind for very long. Although the more superstitious members of the ship's company took this as an ill-omen we carried on North steering by magnetic compass, this being no mean feat in the *Fortune*, as our magnetic compass—which works by means of periscopes and prisms—is one of the

most complicated on the high seas and required a master's degree in physics to operate.

The voyage north proved uneventful although we did visit such exotic places as Alert Bay, which boasts a nurses residence; Bella Bella, whose claim to beauty is backed by a magnificent clam bank, and Lowe Inlet, a lovely anchorage in Grenville channel. A vicious cribbage and ukkers tournament relieved the monotony of staring at Canada's Evergreen Playground through a steadily increasing haze of rain.

Prince Rupert welcomed us with a splash. The inhabitants proved most friendly whenever we came across any in the mist and rain. HMCS *Chatham* did all possible to make our stay pleasant.

The tides in Prince Rupert also proved impressive and a bit bewildering to the uninitiated. A person would proceed ashore for an evenings entertainment by climbing down ten feet from the brow to the jetty. He would return aboard around midnight by the simple process of falling ten feet from the jetty on to the bridge.

The Tuesday after our arrival we took members of the City Council to watch a demonstration of minesweeping. But the weather proved to be too much even for the locals and they were forced to spend most of the time in the Wardroom.

The next day we were overwhelmed by hordes of young Sea Cadets and Wrenettes. Neither rain nor snow could discourage them a bit and after a brief tour of the ship (to find out which was the blunt end and which the sharp end), they were immediately transformed into enthusiastic sailors and attempted to take over the running of the ship.

They steered the ship, under very close guidance, stood lookout watches, sent signals by lamp and flag, gave expert advice to the engine room personnel and took turns shooting down sea-gulls with the Bofors. Their only complaint was that we had to return to harbour. They left the ship in a cloud of snowballs and with energy unabated, while we made a swift check for stow-aways and then collapsed from fatigue and prolonged mental strain.

We had to leave Prince Rupert on Thursday, for it was discovered that our hair was becoming mildewed, fungus was growing behind our ears, and several stokers were complaining that their toes were webbing together. As we proceeded south, the clouds slowly lifted, the rain cleared until we burst into the glorious sunshine of Victoria and the pleasant prospects of our Annual Inspection.—L.G.S.

Churchill Radio Station

The week of February 9 to 16 will always be known around Churchill as "The Week the Navy Band Was Here". Thirty-five bandmen under Lieutenant (SB) S. E. F. Sunderland and accompanied by Chaplain (P) W. W. Levatt arrived from HMCS *Stadacona* at 2200 on the 9th and stepped from their RCAF aircraft into one of the coldest nights of the winter. A 30-knot wind and 35-below temperature, combined with driving snow, really convinced them that they were in the North. Having a member of the band freeze his face in the next ten minutes did little to change their minds.

The bandmen were billeted in HMC Naval Radio Station, and after a good night's sleep and a hot breakfast found out that the North wasn't too bad, after all. The weather was cold but clear for the remainder of their stay, and they saw more sunshine than they had seen in Halifax in months.

They had a busy week. On Thursday evening, February 10, they played a band concert to a packed audience in the Garrison Theatre in Fort Churchill. On Friday afternoon a special concert was put on for the children and on Friday evening the dance band provided the music for the annual naval ball in the station, which was the highlight of the social season.

Symbol on Funnel Wins Admirers

Canada's maple leaf emblem, carried on the after funnel of the cruiser *Ontario*, made a real hit with New Zealanders during the ship's four-day Auckland visit, according to Grant Howard, Auckland newspaperman.

"Many folk, particularly Navy men, would like to see New Zealand's own silver fern worn on the funnels of its ships," he wrote.

"Silver as a colour has the disadvantage that it would simply merge into the man-o-war grey background. The most popular suggestion for beating this problem is to have the fern leaf on a black field, as it is on the jerseys of the Dominion's famous 'All Black' rugby footballers.

"Khaki summer uniforms, not on issue to New Zealand officers and petty officers, have won a big following too. Many men have been impressed by the practicality of the colour as lined up against the 'whites' issued now.

"There is strong feeling also for a change in non-substantive rate badges. Here again the silver fern could well follow the maple leaf and replace the Admiralty six-pointed star used normally. The change would give more individualism to the Dominion's young and growing Navy."

On Saturday the band made some tapes for the local radio station, and on Saturday night the dance band again beat out the music at a ship's company dance. On Sunday, traditionally a day of rest, a small group played a special

concert for the hospital patients, and in the evening the dance band was the attraction at the sergeants' mess, Fort Churchill.

Monday the band played in the town-site of Churchill, for the civilian personnel. This is the first time that a band has put on a special concert for the townspeople, and it was very much appreciated. On Tuesday evening they closed their schedule with a dance in the "other ranks" mess in Fort Churchill.

When they were not practising or playing, the band members spent their time taking photos of dog teams, snow, Indians and Eskimos, or riding around in oversnow vehicles. At 9:30 a.m. on the 16th they left Churchill by RCAF transport, bound for Halifax, the *Stadacona* parade, and the rain.

Throughout their stay the band members impressed everyone with their behaviour, appearance and ability. As one Army officer remarked "That's the liveliest talent we've had here in a long time".

HMCS Ontario

The *Ontario* spent February in Australian waters, coming to anchor on the first in Platypus Bay where she remained for three days. This Bay is an indentation in Hervey Bay, situated at the southern end of the Great Barrier Reef. It is about the size of Lake Ontario. Its waters are thickly inhabi-



A distinguished naval officer, who was known to hundreds of Canadians who served in the Battle of the Atlantic, was a visitor on board the cruiser *Ontario* when she visited Bay of Islands, New Zealand. Now living in retirement in New Zealand, Rear-Admiral G. W. G. (Shrimp) Simpson was wartime Commodore (D) Western Approaches, with headquarters in Londonderry. He is shown chatting with Captain D. W. Groos, commanding officer of the *Ontario*. (OT-2240)

ted by sharks, sting rays, manta rays, and other deadly tropical fish.

In recent months an interesting new-comer from northern tropical seas called a "sea wasp" has spread down into these Australian waters. It is said to be a distant relation of the more familiar Portuguese-man-of-war jelly fish, with the difference that contact with this new arrival is said to be fatal within two or three minutes. As a result, while miles of wonderful golden sandy beaches line this area, swimming held about as much appeal for the ship's company as a case of leprosy.

While at anchor the *Ontario* underwent a most ambitious and rewarding cleaning and painting by seamen and cadets in order to repair weather damage suffered by the ship during the passage from Suva.

A popular pastime proved to be fishing—particularly shark fishing—but as home-made hooks of bar steel were used they proved ineffective in most cases as they were usually bent out straight. As a result no sharks were landed.

From Platypus Bay, the *Ontario* proceeded to her first call at an Australian port by going to Brisbane. This friendly tropical city is Australia's most northern city and a true sailors heaven. The populace is very hospitable so that all in all it was a thoroughly enjoyable six-day visit here for all in the ship.

After leaving Brisbane the *Ontario's* intensive training program was rigorously maintained throughout her visit to Jervis Bay. Jervis Bay is about 120 miles south of Sydney and provides a large and very beautiful anchorage that is almost totally enclosed and protected by land. In size and shape it is not unlike familiar Bedford Basin. The *Ontario* anchored off the pretty cluster of buildings which were formerly the Royal Australian Naval College. The ship's company were interested to find that these buildings have since been leased and are now used as the residences for a popular ocean-side resort.

During our week in Jervis Bay the scope of training opportunities was greatly increased by the arrival there of other Commonwealth warships. By the week's end the cosmopolitan group present was composed of HM Australian Ships *Sydney* (wearing the Flag of FOCAF) *Anzac* and *Arunta*, HM New Zealand Ships *Hauvea* and *Black Prince*, the RN submarine *Thorough* and, of course, the *Ontario*. As the *Thorough* proceeded to sea daily on exercises it was possible for some of the *Ontario's* cadets to spend the day at sea in her.



Like the Colonel's lady and Judy O'Grady, children the world over show a strong kinship under the skin. The little Maori girl's face betrays that she is thinking the Maori version of the old slander of the bagpipes: "An ill wind that nobody blows good." Furthermore it appears that the Band-aids (adv't.) are raided as regularly in New Zealand as in northern climes. And when Ord. Sea. J. E. Ford visited the Valley of the Thousand Hills in Natal, on the east coast of Africa, he found his little African friend to be just as avid a collector of used flash bulbs as any child who ever rode a trike in Canada. The saxophonist in the top picture is PO Reinhold Maas and the photographs were taken during the two major training cruises of the past winter—the cruiser *Ontario* to the Antipodes and the *Quebec* around Africa. (OT-2248; QB-2080)

The *Ontario* departed from Jervis Bay in company with the New Zealand cruiser *Black Prince* spending the day at sea engaging in exercises. While fuelling from the *Black Prince* by the abeam method, the *Black Prince* sent over members of her Haka party by

jackstay. These are Maori members of her ship's company who perform ritual tribal dances in native costume to their own singing accompaniment. The team of over 20 members performed on the *Ontario's* quarterdeck, where if anything, the dancing was more spirited

than usual, as our hot deck proved too much for even their tough-soled bare feet.

The jackstay held and eventually the team was returned but unfortunately the fuelling hose; due to an imperfection, did not. Hence, when it suddenly burst on our deck an unwelcome black fountain greeted hundreds of pairs of horrified eyes, not the least concerned of which were the Engineer Commander's.

The pumping of fuel oil was stopped at once but unfortunately at the moment of breaking the hose had gushed a liberal coating of oil onto the boat deck, pools of it rolled in the Captain's motor boat, the port whaler and port whaler space, while a wide black streak appeared down the ship's port side. Happily the oil was cleaned up in time so that no visible clues remained to betray the recent disaster when the ship entered Sydney the following day.

Sydney, with a population of over two million, offers all the usual big city entertainment that one would expect. It is a busy city; an important sea port, and is referred to by Australians as the "Chicago of Australia". There is a sizeable Canadian community residing in and around Sydney, so during the ship's visit a children's party for these young Canadians was held aboard and proved most popular.

The ship's visit ended all too quickly as the *Ontario* sailed from Sydney, at 0900 on 24 February in a downpour of rain. This rain continued, and a few days later caused the damaging floods in the areas north of Sydney.

Following our departure from Sydney the month's end saw *Ontario* crossing a calm though brooding Tasman Sea toward New Zealand—R.R.B.

HMCS *Jonquiere*

Early February found the *Jonquiere* in harbour at Esquimalt. From February 1 to 5, there was little activity on board. The ship's company was given the opportunity of toasting their feet before the home fires. On the latter date, the ship was loaded down with oceanographic equipment and the scientists to operate it, and was told to proceed to the Queen Charlotte Islands for oceanographic survey duty.

The survey consisted of steaming from station to station—a total of 75—and taking samples of the water. The scientists then take the water to their laboratories, and after extensive research into its properties, adjudge it to be fit for fishing.

The trip would probably be nice in the summer, when the weather is balmy and the seas are calm, but at this time

of the year, it trains sailors in the art of balancing and holding their meals down.

The *Jonquiere* stood up well under a ten-day period of continuous rough weather and rain, but had to put in to Prince Rupert over night to land a casualty. There were two casualties on board caused by the weather—one an engineering mechanic who was rather badly banged on the left side of the head while watchkeeping in the engine room. The Captain had just decided to put in to Prince Rupert to land the sick man, when it was reported to him that the Engineer Officer had sustained a black eye when clobbered by one of his large engineering manuals.

As the ship was set on her course for Prince Rupert, into the teeth of a 50-knot gale, the following mutter was heard: "At times I think we do too much for science."—R.J.P.

NAVAL DIVISIONS

HMCS *Chippawa*

The Wrens of *Chippawa* are justifiably proud of three messmates, Ldg. Wren Christine Knight, Wren Heather Mellor and Wren Betty Burdeny, the first Wrens in the RCN(R) to pass Part II of a Seamanship Squadron Board.

Ldg. Wren Knight, who also passed Part I of the board, was among the first group of women to join the RCN(R), in the fall of 1951, and was one of three Wrens to go to England as part of the Canadian Contingent to the RNVN Jubilee, in June 1954.

Wren Mellor joined the Wrens in 1952 and has been outstanding in rifle shooting for which she won the annually awarded Pinfold Trophy for the highest score achieved by a member of the Winnipeg naval division.

Wren Burdeny joined in 1953 and won the Outstanding New Entry Wren award. All three are taking a QMII course and are exercising their power of command as acting petty officers of Wrens' divisions.

HMCS *York*

Toronto's University Naval Training Division held its first annual promotion ceremony at *York* recently. Nearly 200 guests, including parents and members of the University faculty viewed the awarding of the Queen's Commission to 30 senior cadets. All graduates had completed the three-year UNTD training program.

Following an inspection by Captain R. I. Hendy, commanding officer of *York*, Lieut.-Cdr. (E) H. U. Ross, commanding officer of the University Naval Training Division, addressed words of



Honorary membership cards and official club pins were presented by Harold Bailey, president of the Naval Veterans' (Association) Club, of Toronto, recently to Surgeon Commodore Archie McCallum, former Medical Director General, now retired, and Captain Robert I. Hendy, commanding officer of *York*, the Toronto naval division. The association, believed to be the largest of its kind in Canada, has as its patrons the First Sea Lord, Admiral the Earl Mountbatten of Burma and Vice-Admiral E. R. Mainguy, Chief of the Naval Staff. (Photo courtesy The Globe and Mail, Toronto.)

welcome to the guests and introduced the inspecting officer. Captain Hendy spoke briefly to the guests and members of the graduating class and presented promotion scrolls.

Awards were made to the outstanding cadets of the first, second, and senior year. Lieut.-Cdr. J. D. Goad, RCN(R) (Ret'd), president of the Toronto branch of the Naval Officers' Association of Canada, presented the award to the outstanding cadet of the class, Cadet W. E. Paterson.

Cdr. L. D. Stupart, executive officer of York, presented the award to the outstanding cadet of the second year, Cadet R. L. McMinn. Lieut.-Cdr. Ross awarded the book prize to Cadet D. F. Barr, the outstanding cadet of the first year.

The evening's ceremony was concluded with a march past by the guard, the graduating class and two platoons of first year cadets. York's band was in attendance.

The following cadets formed the graduating class: G. H. S. Ablack, K. F. S. Allen, P. Bacon, J. D. Bodrug, C. H. H. Bourne, W. A. Breukelman, J. R. Burrows, K. H. Clark, W. J. Corcoran, W. B. Dymond, J. D. Floyd, R. J. Garlick, S. P. Godwin, T. I. C. Hamilton, A. F. Haywood, D. M. Hector, W. J. Lovering, W. B. McMinn, D. P. Mitchell, R. H. T. Owston, W. E. Paterson, J. R. Petrie, J. S. Rogerson, W. J. Runball, W. J. Saunderson, J. B. Smith, I. G. Scott, M. A. Tyber and J. B. Curtis.

"First class by any standard," were the words applied by Major-General C. Vokes, GOC Western Command, to the guard paraded by HMCS Nonsuch, the Edmonton naval division, for the opening of the Alberta legislature. The ship's band also took part in the ceremony. Lieutenant-Governor J. J. Bowlen, accompanied by Sub-Lt. W. J. Qualtrough, officer-of-the-guard, is seen inspecting the guard. (Alberta Government Photo by Chuck Ross.)



Captain Francis B. Caldwell, Chief of Staff to the Commanding Officer Naval Divisions, Hamilton, reported to the officers and men of York at the recent annual inspection that he was impressed with the standard of deportment and dress of the Toronto naval division.

Captain Caldwell remarked that the keenness of the division as a whole was encouraging. He was particularly impressed with York's flying squadron, VC 920. He also praised the engineering and ordnance branches of York for their training and divisional performances.

To mark the occasion of the annual inspection, up to 600 officers, men and Wrens at York turned out. Both the trumpet and military bands were present.

HMCS Hunter

Highlights of March at the Windsor naval division was the annual inspection on the 15th.

A total of 231 men and Wrens attended ceremonial divisions and were inspected by Captain F. B. Caldwell, Staff Officer, Commanding Officer Naval Divisions, Hamilton. Captain Caldwell and his staff carried out a complete inspection of the division following which he addressed the ship's company, outlining the tasks confronting the reserve divisions.

The wardroom's annual mess dinner was held on March 5. The guest speaker was Commodore Kenneth F. Adams, Commanding Officer Naval Divisions, who spoke about the problems of the naval reserve in the "cold war". Among the head table guests were several American officers from Detroit: Rear-Admiral L. J. Jacobi, Commander of the Michigan Naval Forces; Lt.-Col. H. B. Calahan, U.S. Marine Corps, and Cdr. C. Cleland, U.S. Naval Air Station, Grosse Ile.

After an enjoyable dinner, during which the mess president all but wore out his gavel, Rear-Admiral Jacobi commented on the uniqueness of mess dinner customs.

On March 11, about 500 persons attended the ship's company dance at Hunter. The evening's festivities really served a dual purpose—an opportunity for Hunter's friends to spend a social evening—and a chance for all to mark that day of days, St. Patrick's Day. The drill deck was beautifully decorated with all those many little items signifying the special day of the Emerald Isle. Guests of the commanding officer, Cdr. W. G. Curry, and Mrs. Curry, were Mr. and Mrs. W. Wilkinson and Rear-Admiral Walter Hose (Ret'd).

HMCS Montcalm

February 22 marked the end of Quebec City's Winter Carnival and some of the most colourful aspects of the Carnival were the many snow and ice statues erected by the enthusiastic citizens.

Snow has been in particular abundance this year and many cubic feet of this were utilized by the Quebec City naval division and HMCS D'Iberville to form a 37.7 feet long model of a Tribal class destroyer appropriately "christened" HMCS *Boule de Neige* (Snowball).

The ship was designed by Lieut. V. D. A. C. Arnould, of D'Iberville, and later "launched" on the large open space in front of the ancient armouries, next the building occupied jointly by the two naval establishments. The "launching" and "christening" ceremonies were carried out by the Carnival King, "Bonhomme Carnaval", who was attended by five of the Carnival Queen candidates and by Cdr. W. G. Mylett, commanding officer of Montcalm, Cdr. Dunn Lantier, commanding officer of D'Iberville and officers of both establishments.

On February 4, the United Services Institute sponsored the annual garrison ball at the Chateau Frontenac and, under the chairmanship of Cdr. Mylett, the ball was voted one of the most successful events of the carnival celebrations.

Montcalm was again very much in evidence on this occasion since almost 100 per cent of the officers attended this function, and Montcalm under the direction of Lieut. W. Brodrique contributed greatly to the success of the ball.

On Monday, February 14 a ceremonial parade at Montcalm was inspected by Lt.-Col. J. D. Caine and officers of the Royal Rifles Regiment of Canada.

After the inspection, the army officers were taken on a tour of the division and were acquainted with the work and training of the various departments. They were then entertained at a reception in the wardroom.

The visit is the result of a recent innovation introduced by the commanding officer of Montcalm to cement the relationship among Quebec City reserve units. The officers of the Quebec City RCAF Reserve Radar Squadron under Squadron Leader G. Taschereau had similarly inspected the division in December 1954 and invitations are being extended to the officers of Montcalm to return the visits to the Army and Air Force units in the near future.

The Wavy Navy's Own Private Shipwreck

IT WAS NOT another *Birkenhead* nor *Titanic*. In fact no one would have thought of calling it a shipwreck except the 40-odd reservists from the Prairies who happened to be on board, most of them on their first cruise.

To the Navy it was an unfortunate incident, but in light of later events it may have been a fortunate one, for there can be little doubt that the experience gained by the VRs, who happened to be on board, paid handsome dividends in the years of war.

Some 25 years ago in the dusk of a summer evening HMCS *Armentieres* was nearing Comox Harbour with a number of men drafted for a gunnery course. She crossed the bar intending to alter course as Goose Spit light came abeam.

Visibility was poor due to forest fires and mist, resulting in a fire ashore being mistaken for The Light which had been in fact obscured. Suddenly the shore loomed up ahead and the engines had barely been reversed when the ship grounded, running high upon a shingly beach.

It was near high tide and the stem of the minesweeper almost touched the trees. The lookout stationed in the bows was thrown sprawling to the deck, but speedily regained his feet and resumed his post, staring conscientiously into the firs and spruce.

"Why, in Heaven's name, didn't you sing out and report land ahead?" he was asked.

The reservist gave the officer an injured look.

"I thought you could see it as well as I could, sir."

As the tide ebbed, it became obvious that before low water the ship would keel over, as she had already a slight list to port. The Captain ordered a working party to the beach to cut timbers to be used in shoring up as the tide fell. Fortunately there were one or two ratings who had worked in lumber camps and their skill was invaluable.

The water was cold, but the spirit of all on board was excellent. There was a job to do and they meant to do it, wading out to place the timbers in position and working waist deep in the icy water until all was secure.

Shortly after dawn the officer of the watch was making his rounds when a man walked out of the trees, apparently some farmer who had heard noises in the night and had come down to investigate. After inspecting the shoring from stem to stern, he looked up at the officer. "Hi, Mister," he said, "know what you ought to do?"

Thinking he had some suggestion for improving the shoring, the officer bit. "No, what?"

"Put wheels on her, Mister, and keep on going."

The farmer made his way up the beach chuckling to himself, but needless to say the officer saw nothing funny about it—it wasn't funny at all!

At 0630 all hands turned to for the job of lightening ship, which had to be accomplished before there would be any chance of getting her off the beach. Two hundred tons of coal had to be dumped and the work done by hand. Officers and men alike turned to with a will and by noon there were large heaps of coal on both side of the ship.

The SNO Esquimalt arrived to inspect the situation and it was suggested that the VR officers be replaced by RCNs. However the SNO remarked dryly that the VRs had helped run her aground and they could help get her off. Later he commended a VR officer and crew for a seamanlike job in laying out kedge anchors to aid refloating.

At high water that night she was refloated without damage and so far as the VRs were concerned, despite the night and day of gruelling work, they had their reward in a job of real work well done. Besides, they could return to their prairie homes and tell tall stories to their less fortunate shipmates of shipwreck on the Pacific Coast.—A.C.E.

New World For Labrador to Win?

Has our fair world a hole in its head? And, if so, will this offer the Royal Canadian Navy's pride of the north, HMCS *Labrador*, new worlds to conquer?

Ninety-one years ago Jules Verne, who also wrote stories about submarines and trips to the moon, told the tale of a voyage to the centre of the earth. The thesis of the story was that the earth was not a solid ball, such as seismologists and other dull people believed it to be, but was hollow, with a weird concave landscape lighted by a stationary central sun.

Jules Verne's travellers descended to this subterranean world through an extinct volcano in Iceland and were unceremoniously returned to the outer world by a volcanic explosion in the region of Mount Etna. In more recent years, Edgar Rice Burroughs borrowed the hollow-world theory to accommodate the adventurous Tarzan.

Both the late M. Verne and the late Mr. Burroughs had, however, a worthy antecedent in the author of the "Book of Enoch" (one of the so-called "lost books" of the Bible) and reference is made to this in a letter written to Captain O. C. S. Robertson, commanding officer of the *Labrador*, who took the Arctic patrol ship through the Northwest Passage on her maiden voyage.

The letter says in part:

"Today Rear-Admiral Byrd's Antarctica expedition left Boston for Little America, there perhaps to discover the lost Garden of Eden.

"One of you is going to be another Christopher Columbus; perhaps each of you will discover the bottomless pits at both ends of the Great Earth, which Enoch describes, and perhaps you will sail your ships into Eden, the centre of Earth.

"I know that you must consider yourself a man of destiny to be the second Captain to have traversed the Northwest Passage, which mankind has been trying to do since 1,000 AD when the Vikings and the other explorers tried so hard to find the great Passage.

"This booklet which describes the electro-magnetism of the North and South Poles could easily be the one idea which can be your great destiny in the North.

"If you can make this discovery, the name of Robertson will be as very famous as Christopher Columbus, 1492.

"All we ask when you do is to make it known where cometh your inspiration and from what source your knowledge."



THE NAVY PLAYS

Naval Boxer "Golden Boy"

Leading Seaman Trent Ketcheson, 24, an electrician's mate in *Naden*, who became the 1955 British Columbia Amateur Boxing Champion in the middle-weight division at the end of March, has also restored a boxing title to the RCN which it has not held since 1947.

In addition to winning the amateur championship, he was also chosen from 61 fighters as the Golden Gloves winner. The Navy has not had a "Golden Boy" in this tourney since PO Eddie Haddad, a southpaw, took the award in 1947.

Ldg. Sea. Ketcheson, as well as taking the middleweight crown, also won the Irish Fusiliers "Most Scientific Boxer" Trophy and the Debrett Trophy, awarded annually to the "Golden Boy" of the tournament. He is now readying himself for a crack at the Dominion Championship in Regina in May.

Ketcheson had to battle a semi-finalist and a finalist in quick succession to win the middleweight class. He took the semi-final with a technical knock-out over Gary Oakden, who was voted the most aggressive boxer, in the third round. This was the scientific display that helped win for Ketcheson the "Irish Fusiliers Boxing Club Trophy". Following a toe-to-toe slug-fest he took a points decision against his opponent in the final, Darrell Elmore of Langley, B.C. This bout had the 3,000 spectators on their feet, screaming from start to finish. Despite taking a gruelling punishment in the second round, Elmore rallied sufficiently to be voted the boxer with the best "left hand"—and Ketcheson finished the fight with a beautiful right eye "shiner" to substantiate Elmore's rating.

Ketcheson, a veteran of some 70-odd amateur bouts—he's not sure of the exact number himself—has been fighting since his first bout at the age of 13 in Saskatoon and has been a consistent winner ever since.

He ventured into the lightweight division in Nova Scotia in 1953 while stationed at Halifax with the Navy and succeeded in winning the provincial title for that year. In the previous year, 1952, he was the Dominion middle-weight champion. Last year he reached the final bout before being forced to retire with a cut eye. At the present time

he is planning on a few warm-up fights in Seattle before travelling east under Optimist Club sponsorship for the Canadian championships.

Now training under CPO Tom Rayson at *Naden*, he may also take in the western Canada championships, scheduled to be held in Calgary in April.

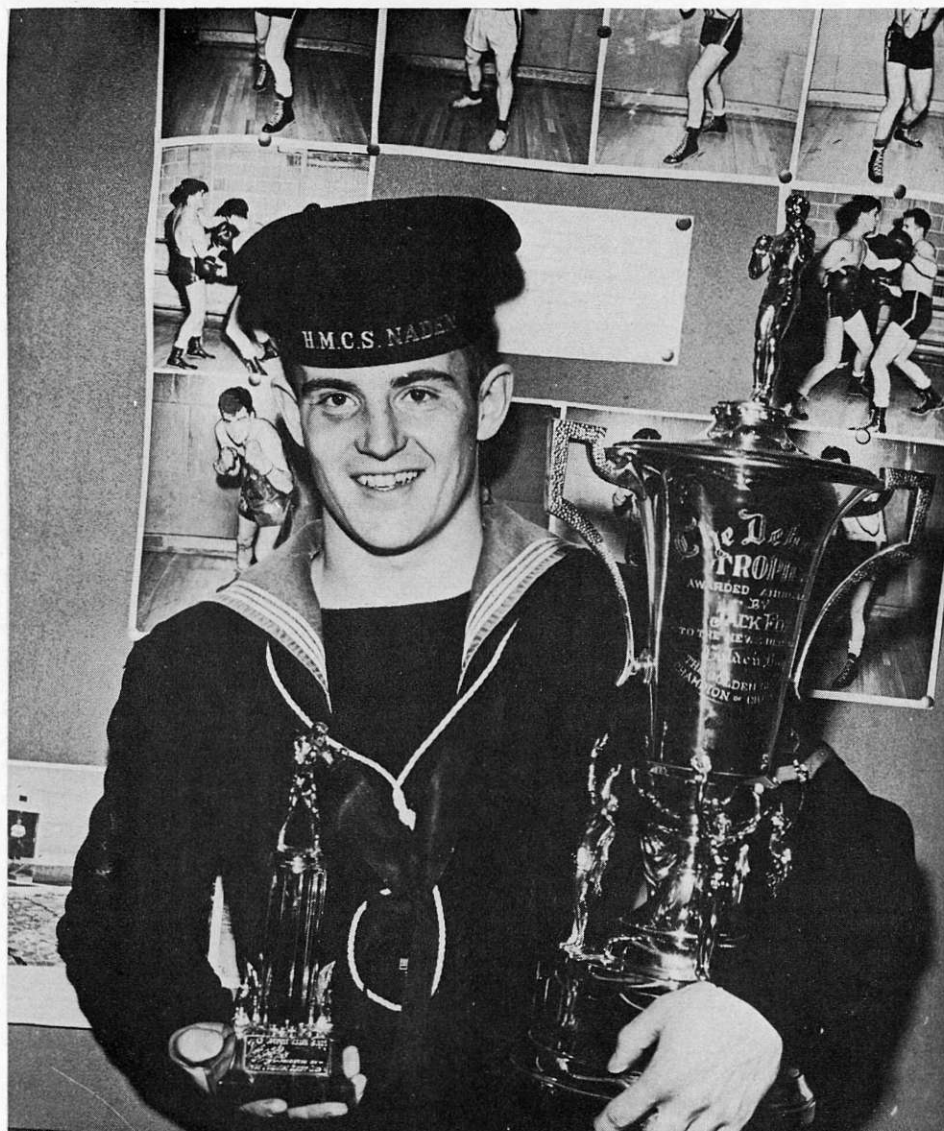
While proud of his boxing success, Ketcheson considers his four years of ring experience while in the navy as "just for fun". He has no intention of turning professional.

Born in Norquay, Saskatchewan, Ketcheson is married and lives with his wife and infant daughter, Colleen, in Victoria.

Not Enough Ice To Suit Curlers

Interest in curling in the Pacific Command has grown to such an extent that ice time could not be made available for all wishing to take part in the Command League during the past season.

Five teams from the league entered the Victoria Open Bonspiel, which had



Holding the two trophies he won in the Golden Gloves Tournament held in Vancouver in March is Leading Seaman Trent Ketcheson of the Naden Boxing Club. Ketcheson pounded his way to the B.C. Middleweight crown along with winning the Irish Fusiliers "Most Scientific Boxer" Trophy, left, and the Debrett Trophy awarded annually to the "Golden Boy" of the Tournament. (E-30768)

an entry of 78 rinks, including top curlers from Saskatchewan, Alberta and British Columbia. The Navy teams gave a good account of themselves, particularly that which was skipped by CPO H. G. Day. This team took third prize in the main event, and other members were CPO J. C. Anderson, CPO R. C. MacPherson and CPO K. A. Toll.

Volleyball Crown To Cape Breton

The Inter-ship Volleyball League crown was won recently by the *Cape Breton* when they defeated the *Magnificent* 16-14 and 15-6 at the *Stadacona* gymnasium.

The *Cape Breton* thus qualified to represent the Intership League in the Atlantic Command championships.

Naden Retains Golf Trophy

With a score of 443, *Naden* retained the George Cole Sports Shop Trophy in the RCN Golf Association monthly inter-ship tournament in March.

HMC Dockyard took second place with 480 and HMC Ships trailed with 499.

Other events scheduled during the 1955 season for RCNGA golfers will include the open championship, match play handicap tournament, Corby-Wiser Cup medal competition, team matches against USN (Bremerton), HMC Dockyard civilian employees and the Cowichan Golf Club.

Instr.-Cdr. G. L. Amyot was elected chairman of the association at the annual meeting, held in February.

Cataraqui Hopes To Win Next Time

Despite being effectively trounced by 54 to 26 points in a recent series of sports events, a group of Kingston reservists were eagerly awaiting a return engagement with *Carleton*, the Ottawa naval division.

In four basketball games, *Cataraqui* took three and lost one; in volleyball they took one and lost three; in 20 badminton matches they lost 14 and won six; in the hockey game—the clincher for the Ottawa sportsmen—*Cataraqui* lost 4-0.

RCN Team Beats USAF Boxers

Recently, at Stephenville, Newfoundland, an RCN team of boxers from Halifax defeated U.S. airmen of the Ernest Harmon Air Force Base by four matches to three.

Ord. Sea. Nelson Lewis, 142 lbs., of *Haida*, who was the 1954 Maritimes

Golden Gloves champion, dropped a close decision to "Nat" Oliphant, 147 lbs. who won the AAU championship in 1952.

Results of other bouts: Ord. Sea. R. E. Hesson, 185 lbs., of *Stadacona*, defeated Charles Hart, 187 lbs.; Maxum Jonston, 116 lbs., EHAFB, defeated AB Pat G. Doyle, 107 lbs., of *Micmac*; Excel Kelly, 130 lbs., EHAFB, defeated Ord. Sea. Roland J. Thibault, 140 lbs., of *Shearwater*; AB D. P. Kane, 134 lbs., of *Shearwater*, defeated Jerry Tarlton, 126 lbs., EHAFB; AB Karl Kowalsky, 144 lbs., of *Micmac*, defeated Paul Frazier, 147 lbs., EHAFB, and Ord. Sea. T. H. Ahern, 154 lbs., *Stadacona*, defeated Reggie Hayes, 154 lbs., EHAFB.

Stadacona Wins Atlantic Curling

Skipped by CPO E. C. Mills, a rink from *Stadacona* won the RCN Atlantic Command curling bonspiel, held on March 24-25 at the Mayflower Curling Club, Halifax.

The event attracted 22 entries from *Stadacona*, *Shearwater*, *Cornwallis*, *Magnificent*, *Iroquois*, *Haida*, *Sussexvale* and *Micmac*.

Match committee for the bonspiel was composed of Instr.-Cdr. J. D. Armstrong, club president; Lieut. (S) A. C. Tassie, secretary; CPO R. R. Curtis,

vice-president; CPO R. L. Henry, PO R. J. Burbine and Mr. J. Wilkie.

On the final night of the 'spiel the prizes were presented by Commodore E. P. Tisdall at a smoker. Other members of the winning team were PO Joe Schreuer, mate; PO D. F. Newton, second, and CPO Harry Patrick, lead.

CMR Captures Claxton Cup

In a weekend Canadian Services College Sports Tournament held at St. Johns, Que., Collège Militaire Royal de Saint Jean defeated Royal Military College, Kingston, and Royal Roads, Victoria, to win the Brooke Claxton Cup.

CMR, the hosts, took first place in volleyball, boxing and swimming.

In the basketball games, Royal Roads defeated CMR by 58 points to 49; RMC defeated CMR 73 to 43, and Royal Roads beat RMC 72 to 49.

Volleyball saw CMR defeat RMC 15-4, 15-8, 15-12. CMR beat Royal Roads 15-8, 11-15, 15-3, and RMC defeated Royal Roads 15-9, 14-16 and 15-5.

Points in the rifle shooting competition were: RMC 487, CMR 485, Royal Roads 484.

Cadet A. Christie of London, Ont., led CMR to victory in the swimming events, winning the 50-yard free stroke and the 50-yard back stroke. The 100-yard free stroke was won by Keith



Proud possessors of the RCN Atlantic Command curling championship, the four members of the winning rink from *Stadacona* are seen here with their trophy. Left to right: CPO Harry Patrick, lead; PO D. F. Newton, second; PO J. M. Schreuer, mate, and CPO E. C. Mills, skip. The bonspiel was held March 24-25 in the Mayflower Curling Club, Halifax and there were 22 rink entries from *Stadacona*, *Shearwater*, *Cornwallis*, *Magnificent*, *Iroquois*, *Haida*, *Sussexvale* and *Micmac*. (HS-35439)



A thrilling 12-ender in the finals of the British Columbia Tri-City Curling Trophy held at Vancouver recently saw one of the four Naden entries edged out by an 8-7 margin. Victors in the bonspiel were members of the RCAF Sea Island rink which was skipped by Squadron Leader George Moir. The Navy curlers who received runner-up awards are seen here, left to right: CPO Harvey G. Day, skip; CPO J. G. Anderson, third; CPO R. C. MacPherson, second, and CPO K. A. Toll, lead.

Stewart, from Johannesburg, South Africa, swimming for Royal Roads. Bill Broughton of Ottawa took the 50-yard backstroke for Royal Roads while RMC entry G. G. Freill of Montreal won the diving competition.

In the boxing events, CMR registered one win in the lightweight division, two wins in the welterweight, one win in the middleweight, one win in the light-heavyweight and one win in the heavyweight.

Royal Roads had one win in the lightweight. RMC had one win in the middleweight division, one in the light-heavyweight and two in the heavyweight.

Combined points scores for the various events were as follows: basketball, CMR 1, RMC 3, Royal Roads 5; volleyball, CMR 5, RMC 3, Royal Roads 1; rifle shooting, CMR 3, RMC 5, Royal Roads 1; boxing, CMR 5, RMC 3, Royal Roads 1; swimming, CMR 5, RMC 1, Royal Roads 3. Total points: CMR 19, RMC 15 and Royal Roads 11.

"Nav-Airs" Win Air Station Title

The RCAF inter-station league championship was won recently by Toronto's "Navy" hockey team. While named Downsview Nav-Airs because the players were drawn from both the Navy and Air Force, the champions flew navy colours all season.

In a league of 14 teams, they finished in second place at the end of the schedule. They took semi-finals in two games straight and in the finals they also won both games straight in the best two out of three series.

They then completed for the Hiram Walker Trophy, emblematic of supremacy among the reserve divisions of Southwestern Ontario. Teams entered were from *Hunter*, *Prevost*, *Star* and *Nav-Airs*. The Toronto team trounced *Star* by nine goals in their two-game series, but were knocked out of the running by *Prevost* who took a nine-to-five goal margin.

Lieut. (P) M. Turner, manager of *Nav-Airs*, has promised that the team will be back again next season, stronger than ever.

New Glasgow Shines at Hockey

During the past hockey season the *New Glasgow* performed creditably, winning four out of five regular games. Victories were over the *Stettler*, *Jonquiere*, *Fortune* and *Crusader* and the only defeat was met at the hands of the *Cayuga*. In the first playoff game, the *Stettler* proved to have the better team, eliminating the *New Glasgow* from further participation by a 3-1 score in a hard-fought game.

Basketball has become popular with the ship's company and after two wins over the *Jonquiere* and a team selected

from the Second Minesweeping Squadron, they appear confident about going on to victory in the playoffs.

Curling also took hold in the ship. An officers' rink, skipped by Cdr. G. A. LaRue, competed for honours with seven other rinks from the ship's company. However, they met stiff competition, principally from the rink skipped by AB Bill Francis, which showed the best form in early competition winning six games without a defeat.

In addition to inter-ship competition, the *New Glasgow* curlers entered a rink in an open bonspiel at Victoria in February. Although gaining no laurels, the team, all engineering mechanics skipped by PO Jim Redlin, made a good showing.

60 Entries in Squash Tilt

A total of 60 entries were received for the first open squash tournament, held at the P&RT Centre, Naden.

The winners and finalists were: Class "A", Lieut. (P) B. Bell-Irving defeated CPO J. C. Waldron; Class "B" PO R. M. Padget defeated CPO J. C. Waldron; Class "C", PO J. H. Jack defeated CPO J. A. Stoddart; Class "D" PO J. S. Searle defeated Lieut. (S) C. P. Ilsley; Beginners, CPO N. G. Anderson defeated A/Ord. Sub.-Lt. R. A. McLean.

Curling Trophy Eludes RCN Rink

The RCN entry, representing Victoria, was edged out of the British Columbia Tri-City Curling Trophy recently when RCAF of Vancouver took a 12-end win 8-7 at the Pacific Curling Club.

Four participating RCN rinks, including that which was defeated in the finals, were from Naden. The Navy curlers who received runner-up awards were: CPO Harvey G. Day, skip; CPO J. C. Anderson, third; CPO R. C. MacPherson, second, and CPO K. A. Toll, lead.

In the final the RCAF Sea Island foursome defeated Day's rink in a thrilling 12-ender with the 8-7 score. At the end of the eleventh end Squadron Leader George Moir, skip, had last rock going home and had to take out Day's rock shot. He was successful and left himself lying one, to win the match and trophy.

Unicorn Takes City Hoop Title

Navy hoopsters continue to make a name for themselves in Saskatoon's senior basketball league.

Unicorn once again walked off with the city championship and had their star, Maurice Anderson, picked as the most valuable player in the loop on his season's play.

The team will now meet a representative group from the south for the provincial title, an honour they are favoured to take this year following their near miss in a tightly contested final last spring.

Discovery Mans 8-Oared Shell

What is believed to be the first eight-oared shell crew in the RCN(R) is scheduled to make its appearance in Canadian regattas this summer.

Made up entirely of reserves from *Discovery*, the crew began its water program on March 15, coached by Lieut.-Cdr. (S) A. C. Penley, who has been boosting the idea since he joined the division in 1953.

The winter training schedule included skiing on Grouse Mountain, to toughen legs and develop co-ordination; rowing in Vancouver harbour whenever weather permitted; playing water polo and making regular runs up to four miles through Stanley Park. To vary the program they sometimes played basketball and once visited an industrial plant—anything to stay together.

After initial training in a flat-bottomed coaching barge, the crew joined the Vancouver Rowing Club since they did not have a shell of their own, or any practice equipment. Membership in the VRC was provided through the ship's fund while the crew members purchased their own strip and training equipment out of their pockets.

The water training commenced March 15 with the crew out in Vancouver harbour daily at 6.30 a.m. for an hour's workout before going to work.

The first event which they will enter will be the Victoria Regatta on May 24 and, in the words of Coach Penley: "If we are good enough, we have set our sights on the Canadian Henley later this summer."

It is also hoped that the crew may have some workouts with the crew from the University of British Columbia which will be competing in the British Empire Games this year.

Lieut.-Cdr. Penley began his rowing activities in England before the war when he stroked his crew from Beaumont College, Old Windsor, to its first victory in 12 years over Eton.

The crew of the eight, apart from the coxswain, Barry MacDonald, an 80-pound Sea Cadet, is composed of AB Albert Holt, No. 8 oar; Sub-Lt. Victor V. Stewart, 7; Ldg. Sea. Ken Johnstone, 6; A/Lieut. Richard Buxton, 5; Lieut.-Cdr. Penley, 4; Ldg. Sea. Ian Muir, 3; AB Ted Roach, 2, and Sub-Lt. Alex Webster at bow. Spare is AB Tom Taylor.

Volleyball Title To Ordnance School

The Naden volleyball championship was won by Ordnance School in a closely contested final with Supply School (Staff).

Anglers Organize On Pacific Coast

"Gone fishin'," it would seem, is going to be an even more common phrase in Navy circles on the West Coast than usual. This observation is prompted by the recent news of the formation of the Royal Canadian Navy Anglers' Association.

The new group is restricted to active and reserve naval personnel, civilians employed by the Navy and the Sea Cadets.

Five trophies have been put up for competition, including the Victoria Colonist Trophy, which will be awarded to the member who catches the largest salmon of the season.

The executive of the association is composed of CPO Jack W. Pottinger, president; Cd. Communications Officer A. E. Hawkins, first vice-president; CPO B. E. Colgrave, second vice-president; PO H. E. George, treasurer, and D. F. Coburn, secretary.

Naval Entries in Squash Tourney

Eleven members of the Pacific Command Squash Club took part in the Victoria Squash Club annual invitation tournament.

PO D. I. Barwis was a finalist in the Class "C" competition while CPO C. A. Bryan was the winner in Class "D".

Shearwater "A" Bowling Champs

Shearwater "A" recently won the RCN Atlantic Command bowling championship when they defeated *Stadacona* in the final round 3-1 at the Clarence Park alleys.

Shearwater "A" chalked up a total of 11 points in winning first round in "A" section and *Stadacona* won "B" section with 10. In the semi-finals *Shearwater* downed *Cornwallis* 3-1 while *Stadacona* defeated *Cornwallis* officers 4-0.

Training strenuously for regatta competition this summer are the crew members of HMCS *Discovery's* eight-oared shell. Manning the oars when the picture was taken were: Sub-Lt. D. R. Nesbit, bow; AB E. V. Roach; Ldg. Sea. I. M. Muir; Ord. Sea. J. W. Taylor; Lieut. Richard Buxton; Ldg. Sea. K. R. Johnstone; Sub-Lt. V. V. Stewart; AB Albert Holt, stroke, and Sea Cadet Barry MacDonald, coxswain. (Photo courtesy R. Carphin, Vancouver.)



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.

ABLETT, Edwin J.....C2SH4
 ADDERLEY, John J.....LSCR1
 ANCTIL, Normand J.....LSCS2
 ANDERSON, Earl M.....LSEM1
 ANDREWS, Frank R.....C2T14
 ANSELL, Albert H.....LSEM1
 AUSTIN, Robert O.....LSCS2
 BARBER, Andrew P.....LSCV1
 BARRIE, Robert W.....P1EM2(NQ)
 BATEMAN, Charles H.....C2BD4
 BEACOCK, Bruce P.....LSMA1
 BEDFORD, John C.....LSEM1
 BELL, Harvey C.....LSSW1
 BESSEM, Nicholaas T.....LSLM2
 BIRD, Wilfred L.....LSRP1
 BLACK, Alan L.....P2EM2
 BLAKE, Robert A.....LSVS1
 BOWCOTT, John.....P2EM2
 BOYD, Ross C.....LSEM1
 BRADBURY, Gordon B.....LSVS1
 BROWN, James E.....LSAR1
 BROWSEY, Lionel J.....P1SH4
 BRUCE, Donald E.....P2CR2
 BRUNER, Peter C.....LSOM2
 BUSSLINGER, Jacob W.....LSEM1
 BUTLER, Gerald M.....C2ER4
 CAIN, Arthur.....P2QR2
 CAMPBELL, Ronald M.....LSEM1
 CHAISSON, Joseph B.....LSCR1
 CHAMBERS, Reginald M.....LSSW1
 CHAPMAN, Thomas E.....LSCR2
 CHORNABY, Victor W.....LSAA1
 CHRISTIANSON, Russell J.....C2ET4
 CLARK, Ernest W.....C1EM3(NQ)
 CLARK, Geoffrey J.....C2VS3
 CLARK, Peter F.....LSQM1
 CLAY, Ronald W.....P2BD2
 DACHUK, Archie.....P2EM2
 DAOUST, William M.....P2QM2
 DARRAH, Murray D.....P2AA2
 DICK, Edward C.....LSCV1
 DIOTTE, Samuel J.....LSCV1
 DITCHEBURN, Kenneth.....LSCR1
 DIXON, Alan W.....LSLM2
 DONKIN, Charles F.....P2EG3
 DOYLE, Edward H.....LSEM1
 DUQUESNE, Nicholas D.....LSCR1
 DYER, William R.....LSCR1
 EARLE, Edwin B.....LSEM1
 EISON, Earl J.....P2CK2
 ELLIOTT, Bryan W.....LSCV1
 ELLIOTT, James A.....LSEM1
 ELLIOTT, Ronald E.....P2QM2
 ENGLAND, Charles A.....P1EM2(NQ)
 EVANS, Donald C.....LSEM1
 FALCONER, Stanley V.....LSEM1
 FEINDELL, Newton R.....P2CK2
 FIELDING, Ross S.....LSCV1
 FORBRIGGER, John S.....LSNS1
 FOYLE, Ronald J.....LSEM1
 FRASER, William J.....C2SH4
 FUDGE, Angus G.....LSAC1
 GALE, Andrew B.....LSQM1
 GALE, John S.....P2QM1
 GALLANT, Allan J.....P2SW2
 GAUDET, William R.....P2CR2
 GEARY, Robert D.....P1SH4
 GIGUERE, Jean-Paul.....LSSW1
 GIRARD, Armand J.....LSSW1
 GRAHAM, Leslie V.....LSCV1

GRANT, Frederick R.....P2AR2
 GRUNDY, Roger F.....LSCR1
 HANNAH, Allan G.....LSLM2
 HANSEN, Frank A.....P1EM2(NQ)
 HARRIS, Ralph B.....LSCV1
 HARTIN, Alton C.....P1TD2
 HAUGEN, Ivor L.....P1SH4
 HAZEL, Russell J.....LSCR1
 HILL, Arthur R.....P2CR2
 HITCH, William L.....C2ER4
 HOFFENDEN, Leonard A.....LSMA1
 HOPCROFT, Frederick E.....C1PN2
 HOYLE, Frederick W.....P1SH4
 HUGHES, Edward J.....LSEM1
 HURDLE, James.....P1EM2(NQ)
 IZSAK, Steven.....P2QR2
 JEFFREY, John J.....P2EM2
 JOINER, Leo M.....P1EM2(NQ)
 JONES, Percy J.....LSCS2
 JOUDREY, William O.....P2EM2
 KELLY, Peter J.....LSEM1
 KENNEDY, David.....P1EM2(NQ)
 KENNOUGH, John L.....C1ER4
 KERGOAT, Raymond G.....P1CS4
 KING, Eric T.....P2RS3
 KIRKEY, Donald L.....LSAW1
 LANDER, John R.....LSLM2
 LANGENECKER, Frank J.....LSQR1
 LARKIN, Thomas P.....P2CV2
 LAURIE, Douglas T.....C1EM3(NQ)
 LECLAIR, Michael J.....LSAC1
 LEHAN, Ralph E.....LSSW1
 LINTON, Frederick C.....LSCS2
 LISTER, David G.....LSRP1
 LONGCHAMP, Fernand T.....LSEM1
 LONGMORE, Norman.....C1ER4
 LOVERING, Arnold R.....LSEM2
 LYNCH, Delbert J.....P1EM2(NQ)
 MAHAR, Freeman L.....P2SW2
 MARQUIS, Henri P.....P1CK2
 MASON, Gerald L.....C2ET4
 MIDDLETON, Ernest G.....LSSW1
 MOHNS, Boyd D.....P1TD2
 MORISSETTE, Claude J.....LSMA1
 MORRISON, Harry V.....LSCS2
 MORRISON, John.....P2BD3
 MUSTARD, Robert G.....LSAF1

FRENCH, SPANISH TAUGHT AT NADEN

Classes in conversational French and Spanish are being held at the Educational Training Establishment at Naden under Instructor Cdr. C. H. Little.

The classes proved very popular, with 60 civilian and service people enrolled. The emphasis is on conversation and phonograph records are utilized, so that learning with the ear approaches as closely as possible the desirable method of "learning with the people". The classes are held twice weekly.

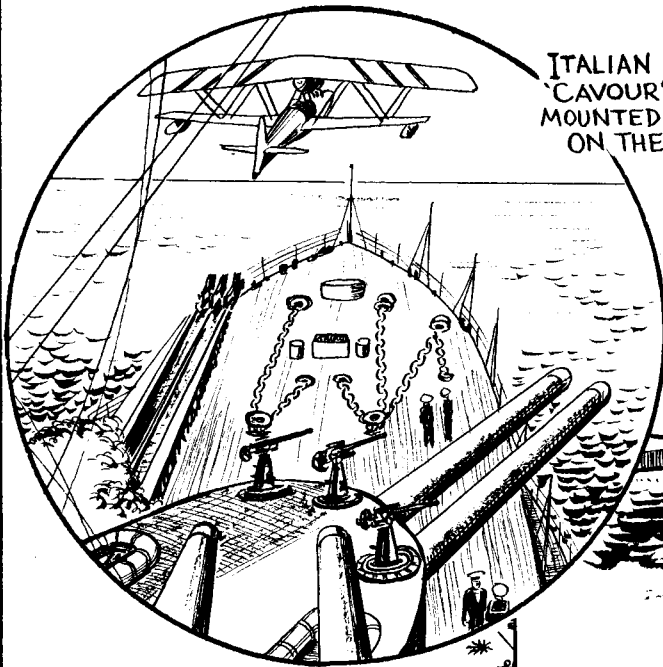
Cdr. Little, for a number of years in charge of educational facilities at Esquimalt, speaks five languages himself, so has little difficulty helping to fill what has been a long felt need on the West Coast.—W.P.M.S.

MacCOY, Stanley A.....P2MA2
 MacDONALD, Howard A.....LSEM1
 MacKENZIE, John R.....LSEM1
 MacKINNON, Raymond J.....LSEM1
 MacPHAIL, Thomas G.....P2SW2
 MacRAE, Donald B.....LSEM2
 McCARTHY, Thomas J.....P1TD3
 McCUIISH, Kenneth D.....LSEM1
 McDONALD, John F.....P1EM2(NQ)
 McIntOSH, Alexander S.....P2SW2
 McNEILLY, Roy E.....P2SW2
 McROBB, James F.....LSNS2
 NEILL, Francis G.....LSPW1
 NESS, Donald.....LSQM1
 NEWANS, George W.....LSCK2
 NEWTON, John D.....P2QR2
 NICHOLSON, Frederick M.....P2BD3
 NOBLE, James P.....LSEM1
 NOWELL, Charles M.....LSAM2
 O'DONNELL, Joseph D.....P1EM2(NQ)
 ORCHARD, Kenneth J.....P1EM2(NQ)
 ORMAN, Lloyd E.....LSVS1
 PALY, William C.....P1CS4
 PEASLEY, Roland L.....LSCV1
 PHILPO'TT, Earl J.....LSAR1
 PINK, John A.....LSCV1
 PROBERTS, Ronald E.....LSEM1
 PYETTE, Kenneth L.....LSEM1
 RASMUSSEN, John H.....LSEM2
 READ, Norval T.....P1RP3
 REID, Robert H.....C1ER4
 RHODES, William E.....C2ER4
 RILEY, Gerald A.....LSCV1
 RIOUX, Ernest.....P2RW3
 ROBERTS, William J.....P1TD3
 ROBINSON, Charles W.....LSAR1
 RODGERS, Keith D.....LSCV1
 ROSE, Douglas L.....LSSW1
 ROWE, Eli W.....P2PW3
 RUDDY, Cornelius G.....LSCR1
 RUFFELL, Douglas G.....LSSW1
 RUYMAR, Michael A.....P1CS4
 RYAN, Philip G.....P2AW2
 RYAN, Ronald M.....LSPW1
 ST. PIERRE, Yvon J.....LSSW1
 SALM, Gerard F.....LSCV1
 SHERWOOD, Wilfred S.....LSSW1
 SIMPSON, James E.....LSCV1
 SNUTCH, Donald A.....LSCS2
 SOUBLIERE, George H.....P1EM3(NQ)
 STAPLEFORD, George D.....P2AR2
 STEWART, Robert W.....P1EM2(NQ)
 STRYCKER, Howard K.....P1VS3
 SULLIVAN, Donald A.....LSCV1
 TAKOOKA, James K.....LSMA2
 TAYLOR, Wayne E.....LSCR1
 TILBURY, Albert E.....P2EM2
 TINLINE, Franklin A.....P1EM2(NQ)
 TOMKINS, Dennis T.....C2ER4
 TRAPNELL, Brian W.....LSCR1
 TURCOTTE, Bruno J.....LSCR1
 TURNBULL, Norman K.....LSEM1
 VAIR, John G.....LSQM1
 VANSTONE, Russell D.....P1EM2(NQ)
 VENNALL, Charles E.....LSCR1
 WALCZAK, Eugene.....LSCV1
 WALLACE, William N.....P2BD3
 WALSH, Harold E.....LSCV1
 WAPOLA, Frank E.....P1SH4
 WICKMAN, Harry M.....LSEM1
 WILSON, John C.....P1CS4
 WITWICKI, Stanley W.....LSAC1
 WOOD, Frederick K.....P2EM2
 YOUNG, Thomas J.....P1EM2(NQ)

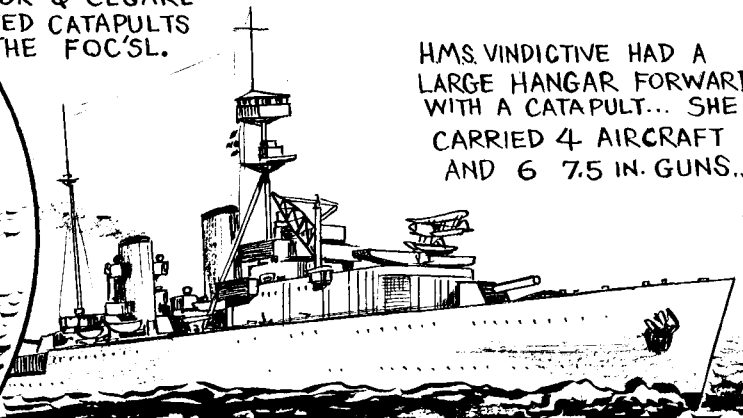
NAVAL LORE CORNER

NO. 27

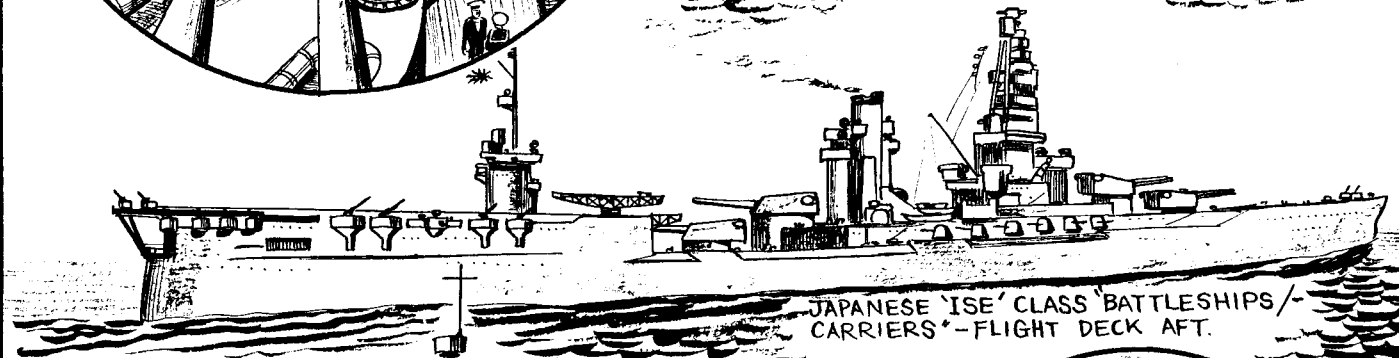
SHIPBORNE CATAPULTS



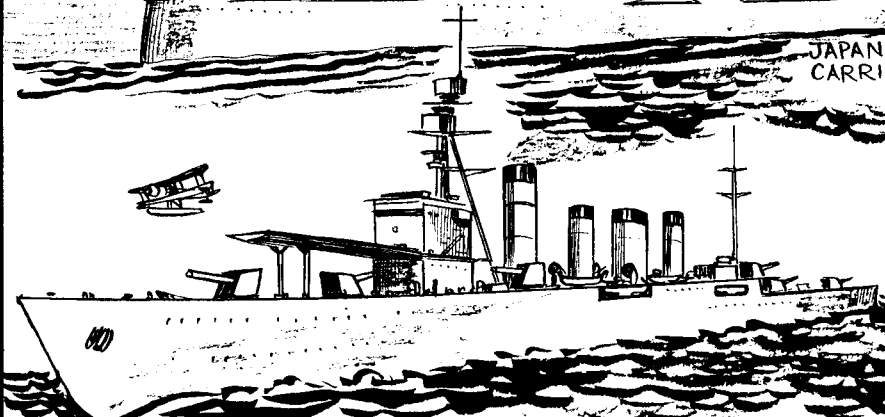
ITALIAN BATTLESHIPS
'CAVOUR' & 'CESARE'
MOUNTED CATAPULTS
ON THE FOC'SL.



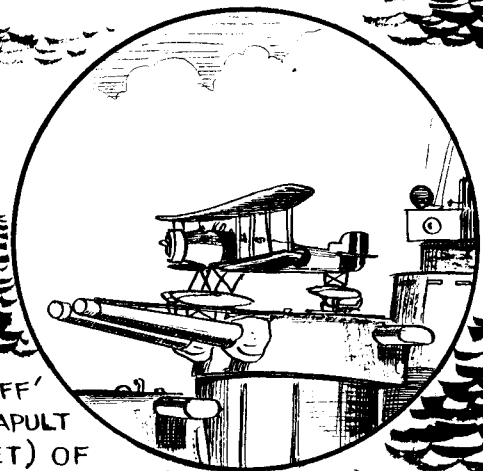
HMS VINDICTIVE HAD A
LARGE HANGAR FORWARD
WITH A CATAPULT... SHE
CARRIED 4 AIRCRAFT
AND 6 7.5 IN. GUNS...



JAPANESE 'ISE' CLASS BATTLESHIPS /-
CARRIERS'-FLIGHT DECK AFT.



JAPANESE 'JINTSU' CLASS CRUISERS
(5195 TONS - 7 5.5 IN. GUNS)
HAD CATAPULT PLATFORM
FORWARD....



BRITISH 'FLY OFF'
TURRET (CATAPULT
ON 'B' TURRET) OF
BRITISH BATTLESHIPS (WORLD WAR I)

