

The CROWSNEST



Vol. 4 No. 3

January, 1952

A New Year's Message to the Fleet

Among the achievements of the Navy during 1951 were three items which, to me, stood out.

Our ships and men serving in Korea continued to set a fine record, and to earn the esteem of all Canadians. The training received in Korean operations will stand the Navy in good stead in future years.

As a direct result of the exercises which our ships carried out in European, Mediterranean and Australian waters, many highly favourable comments have been received on the outstanding good behaviour of Canadian sailors. It is difficult to overestimate the value of the good will and respect so engendered. Not only do the visits to other nations in the North Atlantic Treaty Organization show that we mean business, but also they advertise Canada and Canadians. Your bearing is proof that Canadians live by the principles of decency in human conduct which we advocate.

The Navy's new construction programme is also producing results. At least one of each type of ship under construction has been launched. This programme will move forward with increasing speed during 1952.

In the coming year I look to every officer and man to add his contribution, to the end that 1952 will be an even more profitable year for our Navy. We must encourage and continue to develop team work in all our contacts with the Canadian Army and the Royal Canadian Air Force. Canada's strength lies in wholehearted co-operative effort, and nowhere is this more true than in the Services.

Good sailing and a successful New Year to all.



(E. R. Mainguy)
Vice-Admiral, RCN
Chief of the Naval Staff

The CROWSNEST

Vol. 4 No. 3

THE ROYAL CANADIAN NAVY'S MAGAZINE

JANUARY, 1952

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There continues to be some understandable confusion as to whom correspondence for The Crowsnest should be addressed. This misdirection of mail isn't a particularly serious matter—everything reaches the right hands eventually. But it would ensure more prompt delivery if those who have occasion to write to The Crowsnest would remember that the King's Printer looks after paid subscriptions only (see application instructions below). Except for material collected by the associate editors at Halifax and Esquimalt, all else—articles, reports, photos and letters (favorable or otherwise)—should be addressed to

**The Editor,
The Crowsnest,
Naval Headquarters,
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Cover Photo — Able Seaman David Williams, of Hespeler, Ontario, is a member of one of the Navy's newest, smallest and most exclusive branches. He is an observer's mate, one of 27 carrying out aircrew duties in the anti-submarine Avengers of 880 and 881 squadrons of the RCN. The observer's mate branch came into being in 1950, following the acquisition of the three-seat Avenger by the RCN. Its members are the only men from the lower deck engaged in flying duties. For more about observer's mates, see page ten. (*MAG-3389*).

The Year in Review

THE ROYAL CANADIAN NAVY logged a lengthy list of accomplishments in the year 1951.

Ships of the RCN steamed half a million miles, served with United Nations forces in the Korean war zone, conducted training cruises in the Atlantic and Pacific Oceans, the Caribbean and Mediterranean Seas, and, in both operations and exercises, strengthened greatly the ties with other Commonwealth navies and the fleets of friendly nations.

In shipyards across Canada, craftsmen were busily fashioning new warships for the RCN. Some, including the first of 14 anti-submarine destroyer escorts, were launched during the year, while other ships were in varying stages of construction.

In naval shore establishments, facilities both with respect to training and accommodation were expanded and improved.

During 1951, the RCN shouldered heavier undertakings and commitments than ever before in peacetime. That these would continue to increase in size was foreshadowed by the announcement of a program aimed at producing a navy of 100 ships and 21,000 men by 1954.

Korean Operations

Throughout the year, the RCN maintained three destroyers in the Korean theatre. Screening of aircraft

carriers, inshore bombardment and blockade patrols were among the tasks undertaken by these ships.

In January, a system of reliefs came into effect, with HMCS Nootka steaming 12,000 miles to relieve the Sioux. The Cayuga was relieved in March by the Huron, and the Athabaskan, after nine months of service in the Far East, was replaced in May by the Sioux, returning for her second tour of duty.

The Cayuga rejoined in July, relieving the Nootka, while the Athabaskan started her second tour in August, relieving the Huron. By the end of the year, the three "originals" — the Cayuga, Sioux and Athabaskan — were once more together.

Approximately 1,800 officers and men of the RCN have now served in the Korean theatre. The experience gained, both of actual war conditions and of working in the closest co-operation with ships of other UN countries, has been of the utmost value.

Training Cruises

Training cruises ranged far afield and contributed greatly to a steady increase of efficiency in the fleet.

Among the more important cruises were those of HMCS Ontario to the Antipodes and of HMCS Magnificent and HMCS Micmac to the Mediterranean. The training carried out on these two cruises ranged from the

elementary instruction of young seamen to advanced anti-submarine exercises, with naval aircraft occupying a position of high prominence in conditions closely approximating those of actual combat.

The Ontario visited Hawaii, the Samoan and Fiji Islands, Australia, Tasmania and New Zealand. Manœuvres with naval units of the United Kingdom, Australia and Pakistan were carried out off the Australian coast.

The autumn cruise of the Magnificent and the Micmac — with the 30th Carrier Air Group embarked in the former — involved intensive training activities in co-operation with units of the Royal Navy and French Navy. The air group set a new RCN flying training record, logging 1,016 flying hours in 31 days, and during the 11-week cruise flew a total of 2,155 hours and carried out 1,052 deck landings.

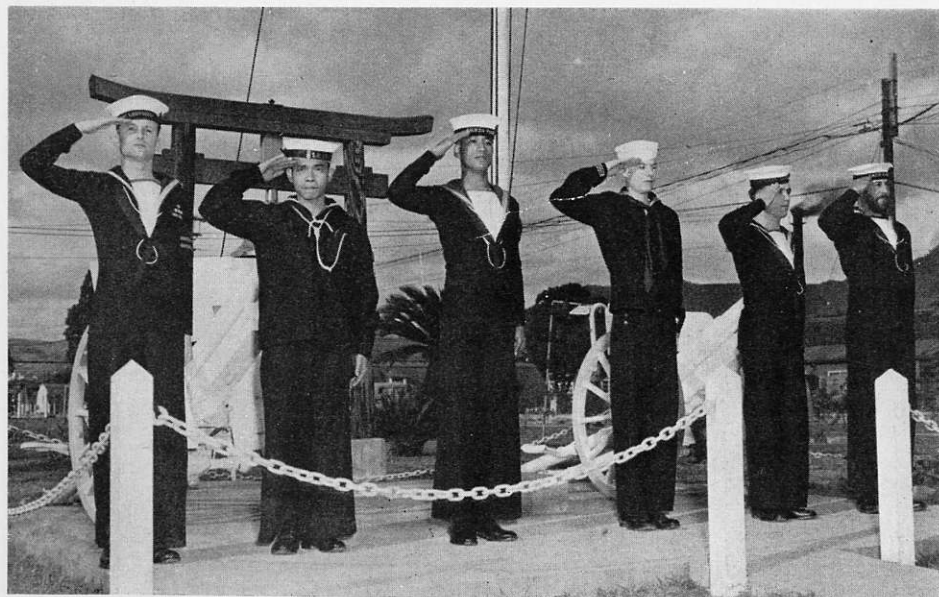
Training afloat generally was maintained at a vigorous pace through the year, with particular attention being paid to the anti-submarine aspect. Numerous exercises were conducted with submarines of both the Royal Navy and the U.S. Navy. Further training cruises, of varying duration, were carried out and accounted for many thousands of miles steamed.

An extensive training program was provided for the cadets of the University Naval Training Divisions. This included three training cruises to the U.K. from Halifax by HMC Ships La Hullose, Crescent and Swansea, and two cruises from Esquimalt to Pearl Harbor and one to Los Angeles by HMC Ships Crusader, Beacon Hill and Antigonish.

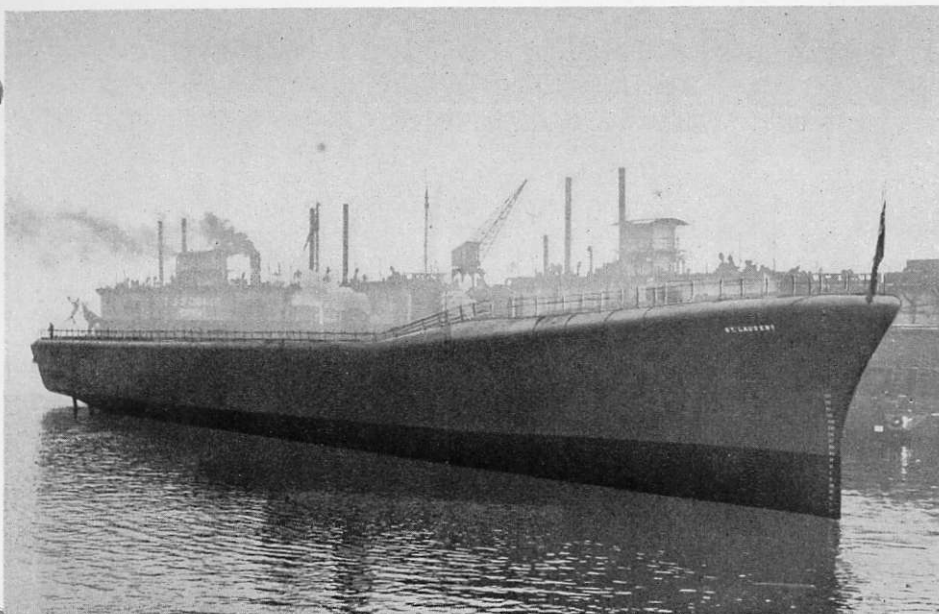
A further step in the training afloat of the RCN (Reserve) was taken in July with the establishment of the Great Lakes Training Command. This force, consisting of six 125-foot Fairmile motor launches, carried out a full summer training program on Lakes Erie, Ontario, Huron and Superior.

Royal Visit

Participation by the RCN in the welcome to Their Royal Highnesses, the Princess Elizabeth and the Duke of Edinburgh, was a highlight of the year. Two RCN ships, the Ontario and Crusader, were honored with an opportunity to put to sea with the Royal couple.



Sailors of five navies salute as the United Nations flag, under which they are all serving together, is hoisted at a UN naval base in Japan. Represented, left to right, are the United Kingdom, Thailand, New Zealand, the United States, Australia and Canada. The Canadian is Ldg. Sea. Hugh Mutter, of HMCS Sioux. (SO-1)



The first of 14 anti-submarine destroyer escorts to be built in Canada for the RCN was launched at Montreal November 30. More than one observer noted that the vessel's hull looked much like that of the undersea craft it was designed to pursue.

Naval guards of honor were mounted at Halifax and Esquimalt during the visits of Their Royal Highnesses to naval establishments, as well as at many other points on the tour.

New Construction and Modifications

The first of 14 new anti-submarine destroyer escorts was launched at Montreal on November 30. Christened HMCS St. Laurent by Her Excellency, Lady Alexander, this vessel is the prototype of a radically new all-Canadian naval design. Thirteen more ships of this new class are either under construction or on order. These are the first warships to be completely designed and built in Canada.

On November 12, two 390-ton minesweepers, the Gaspe and Cowichan, were launched at Lauzon, Quebec. The sponsors of these vessels were Mrs. Hugues Lapointe, wife of the Minister of Veterans Affairs, and Mrs. H. T. W. Grant, wife of the then Chief of the Naval Staff. Twelve other 'sweepers of this type are under construction.

The last naval launching of the year took place without ceremony at Sorel, P.Q., on December 15. This was the arctic supply and patrol vessel, capable of ice-breaking operations, to be used by the RCN to facilitate operations in northern waters. The ship will be named Labrador at a ceremony to be held some time in the spring of 1952.

The shipbuilding program for the Navy will be completed by the construction of five gate vessels for harbor defence duties, one loop-laying vessel for the same purpose, two steel crane lighters and two modified Norton class tugs.

In addition, 34 ships have been recalled from strategic reserve for improvement and modification to meet modern requirements. Sixteen of the 34 are frigates and the remainder are Bangor class mine-sweepers. The first to be taken in hand, HMCS Prestonian (frigate), will serve as the prototype for the changes to be made in all ships of her class.

Personnel

Canada's top navy post changed hands December 1 when Rear-Admiral E. R. Mainguy, formerly Flag Officer Atlantic Coast, succeeded Vice-Admiral H. T. W. Grant as Chief of the Naval Staff. The former was promoted to vice-admiral concurrently with taking up his new appointment. Admiral Mainguy was succeeded as Flag Officer Atlantic Coast by Rear-Admiral Roger E. S. Bidwell.

Recruiting was open in all branches of the service throughout the year. In January 1951 the regular force had a strength of 10,199 officers and men. This was increased to 12,500 by year's end. Recruiting for the RCN (Reserve) was also "wide open", and the 12-month period saw that naval potential increased from a figure of



An Avenger from HMCS Magnificent, flying in formation with other aircraft from the carrier, wings over Rome in a farewell fly-past which followed the visit of the Magnificent and Micmac to Naples during the Mediterranean cruise. A flight of four Avengers can be seen below the air-screw. Dominating landscape is St. Peter's Basilica. (MAG-3473).



Vice-Admiral H. T. W. Grant, left, turned over the helm of the RCN to Rear-Admiral E. R. Mainguy on December 1 after more than four years in office as Chief of the Naval Staff. Admiral Mainguy was promoted to vice-admiral on taking up Canada's No. 1 naval appointment. (0-2129-1).

4,951 officers, UNTD cadets and men to nearly 6,000.

The Wrens returned to the navy in July when recruiting commenced for 150 women to serve full time as members of the Women's Royal Canadian Navy (Reserve) in naval radio stations. In September, recruiting was opened to women for reserve training in the 21 naval divisions across Canada.

By mid-December, the first 53 Wrens recruited for full time duty as communicators had completed their basic training at Cornwallis and were undergoing a six-month technical course at the HMC Naval Radio Station Coverdale, near Moncton, N.B.

New type uniforms for men were introduced in 1951. Jacket type jumpers, as opposed to the former "sweater type", provide a smarter fit, greater ease in dressing and more freedom of movement.

Most striking of the new women's uniforms is the summer "walking out" dress consisting of a white monkey jacket and distinctive "skipper blue" skirt.

Naval Aviation

For naval aviation, the year was one of solid achievement. Avenger aircraft came into service following their modification for their specialized anti-submarine role. The naval air squadrons were re-organized into two new air groups — the 30th Carrier Air Group and the 31st Support Air group, each composed of an anti-

submarine squadron and a fighter squadron.

The 30th CAG was embarked in the Magnificent for most of the year and carried out a highly successful program of training, commencing with the Caribbean cruise in the spring, carrying on throughout the summer off Halifax and climaxed by advanced exercises in the Mediterranean in the fall.

The 31st SAG was based ashore at HMCS Shearwater and carried out its training program from there. In November, the group's two squadrons flew as a unit from Shearwater to Rivers, Man., to participate in Exercise Assiniboine, a tri-service exercise which took place at Shilo, Man.

The RCN took another forward step in the field of naval aviation with the acquisition of three helicopters. At present based at HMCS Shearwater, the helicopters will be used aboard the arctic patrol vessel, HMCS Labrador, and for training helicopter pilots and maintenance crews.

Housing

The navy's housing program provided more than 300 new dwelling units for serving personnel, while construction of another 500 units

Admiral Grant's Farewell Message

The following message was dispatched by Vice-Admiral H. T. W. Grant to all ships and establishments on his leaving the post of Chief of the Naval Staff:

"On relinquishing my appointment as Chief of the Naval Staff I convey to all Flag Officers, officers and men of His Majesty's Royal Canadian Navy and Reserves, and to all civilian heads of departments and other members of the Civil Service connected with the Naval Service, my deep appreciation of your loyalty and devotion to duty over the past four and a half years. As a result of your steadfastness of purpose, the navy is close hauled and beating to windward."

"I leave in the sure knowledge that both in peace and war the seas will be kept in accordance with the traditions of the great service I have had the honour to command."

was begun during the year. Belmont Park, near Esquimalt, B.C., and Tufts Cove, at Halifax, were the two principal developments and represented a major step in easing the service housing problem in Canada's two chief naval ports.

Early in December, a new barracks block, considered to be the most modern of its kind in Canada, was opened at HMCS Stadacona, Halifax.



HMCS Ontario's 19,000-mile cruise to Australasia provided her ship's company with a geography course no text book or travelogue could match. In every port visited, their hosts arranged for the Canadians to see as much of the country as was possible during their stay. While the Ontario was at Wellington, N.Z., for instance, parties of sailors were taken by bus to a Maori village — where they saw a demonstration of native dances — and to many other points of interest. (OC-703).



Naval participation in Royal Visit ceremonies extended all across Canada, as these photographs, which arrived after last month's deadline, show.

1. At Calgary Her Royal Highness chats with Lieut. George Manolescu, of HMCS Tecumseh, officer commanding the tri-service Royal Guard.

2. At Toronto's Malton airport, Princess Elizabeth inspected a naval Royal Guard commanded by Lieut.-Cdr. T. A. Welch, of HMCS York. The Duke of Edinburgh is accompanied by Captain R. I. Hendy, commanding officer of York. (Photo courtesy The Evening Telegram).

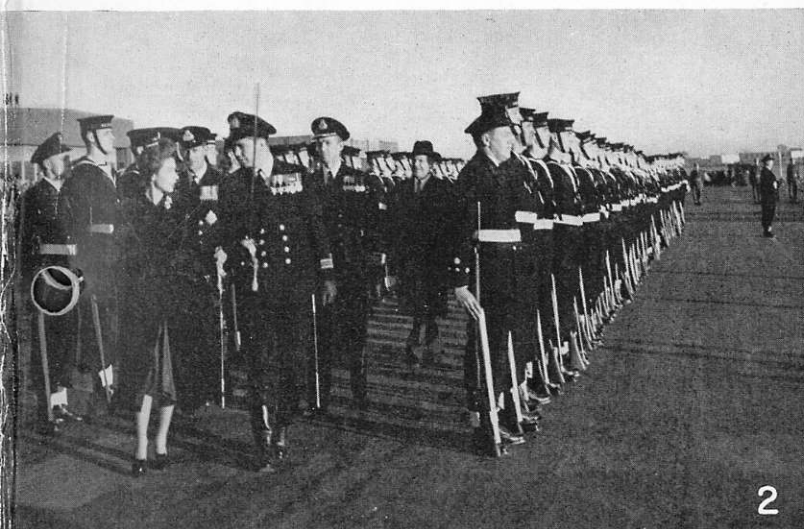
3. Another inspection scene, this time at Regina, where naval members of the composite guard were drawn from HMCS Queen. (Photo by G. L. Hillyard).

4. On top of Mount Royal, overlooking the city of Montreal, Her Royal Highness inspects a naval Royal Guard from HMCS Donnacona.

5. In Saskatoon, Princess Elizabeth inspects the naval section of a tri-service Royal Guard Flight-Lieut. D. Ackerman is officer of the guard. (Photo courtesy The Saskatoon Star-Phoenix).

6. Veterans from Deer Lodge Hospital, Winnipeg, travelled to the Canadian Joint Air Training Centre, Rivers, Man., to meet the Royal Couple. Ex-Ldg. Sea. John Jenkins, who served in the same gun turret as His Majesty The King at the Battle of Jutland, is shown talking with the Princess.

7. Royal Guard personnel from HMCS Griffon and RCSCC Vindictive, Port Arthur, are inspected by Princess Elizabeth. Officer of the guard is Lieut.-Cdr. J. L. Freeman.



A Voyage to Remember

It was a Great Occasion When
HMCS Ontario Played Host
to the Royal Couple

IT was a proud ship's company that played host to Their Royal Highnesses, the Princess Elizabeth and the Duke of Edinburgh, while they were embarked in the cruiser HMCS Ontario for passage from Charlottetown, Prince Edward Island, to Sydney, Nova Scotia, and thence to St. John's, Newfoundland, on the closing stages of their tour across Canada.

After leaving Halifax on October 30, the Ontario slipped into the solitude of Sheet Harbor, a few miles up the coast, in order to clean and paint ship. On the fourth day, anchor was weighed and the ship proceeded to make a "dummy run" on Sydney in preparation for bringing Their Royal Highnesses to the city the following week.

The citizens of Sydney were busy organizing for the Royal Visit but nevertheless devoted a good share of their time to extending hospitality to the personnel of the cruiser. Several dances were organized for the officers and men and tours to the Dominion Steel and Coal Company plants were arranged. While the ship was in the

Cape Breton port, a group of junior officers had the opportunity to visit one of Canada's more famous historical sites when they went down the coast to see the ruins of Fort Louisbourg.

The four-day visit ended on the afternoon of November 6 and the Ontario slipped and proceeded to Charlottetown. The short passage was made during the night, enabling the ship to come to a first class mooring the next morning.

The climax of the cruiser's long voyage was at hand. While steaming the thousands of miles to this destination, the many hours of chipping and painting, in hot climates and cold, resulted now in a gleaming, spotless cruiser. Below decks all was in readiness. In redecorated cabins aft, accommodation for the whole royal entourage had been prepared, with the Admiral's quarters now the Princess's suite. One large messdeck was cleared and converted into accommodation for the RCMP officers, press and radio representatives.

Many of the ship's company braved the rain and went ashore during the

two-day stay in Charlottetown, although on the first night some 200 men unexpectedly became overnight guests of HMCS Queen Charlotte when rough weather forced the discontinuation of liberty boats.

On the 9th, the tug Riverton had not arrived, having been delayed by gales encountered while enroute from St. John's to Charlottetown. However, two civilian tugs rendered yeoman service carrying press members and baggage from shore to ship and, later, in helping to swing the ship prior to unmooring.

The first actual part the Ontario had to play in the Royal Visit came at 1130, when a 21-gun salute, heralding the arrival of Their Royal Highnesses in the city, was fired. From the ship, crowds could be seen scurrying along the parade route to Government House, which was just across the bay. After sunset the town's appearance changed radically. Prominent buildings in the business section were floodlit, as were Government House and the wharf where the Royal couple was to depart. Out in the bay, the Ontario was illuminated with backbone lights and floodlighting on the superstructure.

At 2100 HMCS Micmac, which had arrived earlier in the day and anchored not far from the cruiser, weighed anchor and proceeded to seaward. The destroyer was to act as escort while the Ontario was carrying the Royal Standard.

Shortly after 2130 the royal barge was hoisted outboard and proceeded inshore. The quarterdeck became a hive of activity as the Royal Guard and band were paraded, and the ship's senior officers readied themselves at the head of the accommodation ladder. Forward and above this scene, in the afterpart of the superstructure, the rest of the ship's company was massed, silent but interested spectators.

As the lights of the barge drew closer, the age-old hail, "Boat Ahoy!", was made from the quarterdeck. The muffled cry of "Standard" came back, signifying the presence of members of the Royal Family. Minutes later, flying the Royal Standard, the boat drew alongside the accommodation ladder, its fresh paint and new chromium gleaming in the reflected



The ships' companies of the Ontario and Micmac joined together in three rousing cheers for Their Royal Highnesses as Princess Elizabeth and the Duke of Edinburgh stepped ashore in St. John's, Newfoundland. (OC-1028-61).

light of the quarterdeck. The "Alert" rang out from six bugles, the Royal Guard presented arms, and as the band played the National Anthem, HRH the Princess Elizabeth, followed by HRH the Duke of Edinburgh, stepped aboard HMCS Ontario.

After meeting and chatting with Captain Tisdall, Their Royal Highnesses went below to their quarters. As the cruiser slipped from the buoy, the Islanders in a farewell salute lit up the bay with a display of fireworks.

The next morning the Ontario and Micmac sailed into Sydney harbor to be greeted by a truly amazing tumult. All the shipping in the harbor was gaily dressed with flags and pendants and welcomed the Royal couple with an ear-shattering chorus from whistle, sirens and bells.

At 1030 Their Royal Highnesses came on the quarterdeck. Lieut.-Cdr. R. W. Timbrell reported the Guard to Her Royal Highness and she proceeded to inspect the 60-man Guard. Second officer of the Guard was Commissioned Gunner Leslie Parry and Petty Officers of the Guard were PO Don McCulloch and PO Tom Miller. The Princess appeared to be well pleased with the Guard, which was composed of ordinary seamen under training.

Their Royal Highnesses then went ashore for a visit to the Nova Scotia city. Their subsequent return to the ship 15 minutes ahead of schedule and the immediate departure of the



Prior to leaving the Ontario in St. John's, Princess Elizabeth presented engraved bosn's calls to four ordinary seamen who had obtained top marks in their classes. Here Her Royal Highness presents his prize to one of the men. In the background, Prince Philip chats with Lieut.-Cdr. F. C. Frewer, commanding officer of the Micmac. (OC-1028-62).



Their Royal Highnesses were guests at a mess dinner in the wardroom of the Ontario on Saturday evening, November 10, while the ship was en route from Sydney to St. John's. Shown at the head table are, left to right: Ordnance Commander E. H. H. Russell, Princess Elizabeth, Commander M. G. Stirling, executive officer of the Ontario and president of the mess; the Duke of Edinburgh and Commander (E) H. A. Winnett. (OC-1028-59).

cruiser caused two reporters and a radio man literally to "miss the boat." (They were flown to St. John's and were there to meet the ship on arrival). The crowds jamming the quays to witness the departure from Sydney were not disappointed as they had an excellent opportunity to view the Royal couple waving farewell from the quarterdeck as the ship manoeuvred into the harbor. Their Royal Highnesses remained on the quarterdeck making movies until the ship had cleared the mouth of the long harbor.

During the afternoon they spent considerable time walking around the ship, inspecting the messdecks and speaking to members of the ship's company. One of those fortunate enough to meet the Princess was 21-year-old AB Donald McClain, of Rimby, Alberta, a patient in the sick bay. She asked after his health and wished him a speedy recovery.

In the evening the Princess and the Duke were guests of honor at a mess dinner held in the wardroom, and, before retiring, paid a visit to the gunroom. Shortly before, one of the midshipmen visited the royal suite, begging Royal clemency for himself and others in the ship who were under stoppage of leave because of minor offenses. This was duly granted.

The passage to St. John's, Newfoundland, was smooth, the way lit by

a brilliant moon and patrolled by two RCAF Lancasters. In the morning, good weather once again favored the Ontario as she steamed into the landlocked harbor.

Church bells echoing from the surrounding cliffs sounded a warm welcome on the Sabbath and hundreds of flags on rooftops and steeples fluttered in the breeze. The cruiser secured to a pier near which numerous dignitaries watched and waited expectantly for the royal disembarkation. Above them, the tiers of streets on the hillside were lined with people, clearly indicating the route of the procession through the city.

Prior to disembarking, Princess Elizabeth presented engraved bosn's calls to four ordinary seamen who had obtained top marks for all-round efficiency in their training classes. They were Ordinary Seamen Robert Recknagle, Jasper, Alberta; Wilfred Lebert, Windsor, Ontario; Frederick McBride, Digby, N.S., and Andrew Cairns, Toronto.

The ranks of Ontarios, swelled this time by officers and men of the Micmac, once again crowded on the afterparts of the cruiser to witness the royal departure. Princess Elizabeth smilingly acknowledged the three cheers from the ship as she went down the brow for the last time. Soon the watchers aboard lost sight of the Royal couple as the cortege of limou-



From a vantage point on the Ontario's bridge, the Duke of Edinburgh got a first-class view of the harbor and city of St. John's as Captain Tisdall took his ship through the narrow entrance and brought her alongside on Sunday morning, November 11. (OC-1028-64)

sines left the waterfront and disappeared in the city's streets.

The next morning the Ontario fulfilled the last of her duties in connection with the Royal Visit—namely, escorting, with the Micmac, the liner carrying the royal party out of Canadian territorial waters. As the Ontario entered Conception Bay, choppy waves and a strong, cold wind promised to make the transfer of the royal entourage from the shore to the waiting Empress of Scotland an uncomfortable one. Outside, lowering skies and a gray sea indicated that weather conditions would continue to deteriorate.

After a few hours' wait, the transfer was effected and a 21-gun salute from the Ontario marked the hoisting of the Royal Standard on the liner. The three ships immediately set sail on an easterly course, steaming abreast through the driving rain.

At sunset, under clearing skies, the Ontario and Micmac broke off escort. The original plan of manning the ships' sides was not possible, because of the rough sea, but the cruiser fired a royal salute upon parting company. The two warships separated in the evening, the Micmac heading for Halifax and the Ontario continuing her southerly course for warmer climes and the long passage home.

The cruiser's part in the royal tour was appropriately concluded by a message from the Captain to his officers and men. Captain Tisdall simply said, "Your best was more than enough." This praise was amplified by a "Well done, Ontario" from the Flag Officer Atlantic Coast and a message of appreciation from the Princess' equerry on behalf of Her Royal Highness.

NAVAL AIR STRESSED

*Vice-Admiral Grant Outlines
Navy's Task in Speech
to Navy League*

The vital role of naval aviation in present-day naval strategy was stressed by Vice-Admiral H. T. W. Grant, retiring Chief of the Naval Staff, in an address to the Dominion Council of the Navy League of Canada at the annual dinner in Toronto.

Admiral Grant told the gathering that "without carriers any navy is vulnerable to the enemy from the air and from beneath the sea." The Royal Canadian Navy, he said, would

be "drastically handicapped" in performing its main task, that of anti-submarine warfare, if it were to lack an integrated aerial component.

Admiral Grant said that in the event of hostilities, merchant shipping would play "an even greater role than was the case in the last war, when we had on the average 400 ships on the high seas each day." The mechanization of the army and the advent of the jet plane implied a greatly increased consumption of fuel—with a resultant heavy boost in tanker tonnage alone.

The navy's task, he said, was to see that the merchant ships and stores reached their destination, "and to this end the Canadian Navy has assumed definite commitments." He outlined them as: (1) Defence of Canada's ocean terminals, (2) mine clearance in the approaches to Canada's harbors and coastal routes and (3) the "major task" of providing anti-submarine protection on coastal routes and across the Atlantic.

He said he considered the advance in technical "know-how" of building anti-submarine vessels, minesweepers and other ships in Canada as "one of the most significant contributions to our defence effort and it is comforting to know that we are a great many years ahead in this respect compared with 1939."

During the course of his address, Vice-Admiral Grant presented embossed "Scrolls of Appreciation" from the Royal Canadian Navy to James M. Moffat, of Owen Sound, Ont., former National Chairman of Sea Cadets, and to Harry Gillard, National Secretary of the Navy League of Canada, in recognition of loyal service to the Sea Cadet movement.

In conclusion, Admiral Grant paid tribute to the Sea Cadet program and said that the Navy was "most conscious" of the fine work achieved by the Navy League.

During the assembly, the Navy League of Canada went on record as continuing to advocate and stress the importance of sea power; expressed recognition of the support given to the Sea Cadet training program by the Minister of National Defence and the Royal Canadian Navy, and expressed gratitude for the Royal Canadian Sea Cadets being permitted to participate in training cruises aboard RCN ships.

He Knows His Destroyers

*CPO George Vander Haegan,
HMCS Crusader's 'Buffer',
Has Served in Six*

HMCS Crusader had four days in which to elect a Man of the Month, and could have done so in one. For the choice of the ship's company was unanimous, the popular vote going to Chief Petty Officer George C. Vander Haegan, blond, 200-pound Chief Boatswain's Mate of the West Coast training destroyer.

CPO Vander Haegan is another of those men from the prairies who never saw the sea before enlisting. The son of a Belgian farmer and his Dutch bride, Vander Haegan was born on the 17th of Ireland, 1919, on a farm outside Yorkton, Saskatchewan.

He answered the "call of the sea" in April 1938 and underwent basic training at Naden before being drafted to the destroyer HMCS Ottawa. He remained in this staunch old ship until December 1940, with the exception of three months spent ashore in the Gunnery School at Halifax qualifying as a layer rating third class.

It is interesting to note that the Ottawa, his first ship and consequently one which provides a lot of memories for Vander Haegan, was originally HMS Crusader, having borne that name before being turned over by the Royal Navy to the RCN.

In December 1940 he went to HMS Drake, at Plymouth, for an LR2 course and was there during the devastating Plymouth blitz. On the successful completion of this course, he joined HMCS Saguenay at Greenock, Scotland, and a short while later was advanced to leading seaman.

The Saguenay was engaged in Atlantic convoy work and, of his experiences in her, Vander Haegan best remembers a storm so bad that those who went through it still speak of it with awe. The Saguenay lost all her boats and carley floats; guard rails were wiped off; the upper deck was practically stripped of gear; the main steering system broke down and the ship had to be steered from the tiller flat.

Worst of all, plates and frames were sprung and the Saguenay began taking in tons of water. At one stage she was shipping 450 tons a day and

her pumps were only handling 350 tons. The storm subsided after seven days, and the Saguenay was able to reach port under her own steam. So badly was she damaged that it took three months to fit her for sea again.

From the Saguenay Vander Haegan went to Stadacona for his LR1 course. While there he met Miss Constance Kennedy, who in June 1942 became Mrs. Vander Haegan. Shortly after this the young bridegroom joined HMCS Assiniboine and while in her was awarded his CPO's buttons.

He was in the ship's director on that memorable day in September 1942 when the Assiniboine battled with a surfaced submarine and successfully rammed her. Vander Haegan was in charge of the guard which stood over the 18 prisoners the ship brought back to Canada.

In the early spring of 1943, CPO Vander Haegan went back to Stadacona, this time as an instructor in the Gunnery School, and was in the advance guard which opened up HMCS Cornwallis at Deep Brook,

N.S. He recalls that he was in charge of the first class under instruction there—a class of six shipwrights who were initiated into the mysteries of parade training by doubling up and down the highway!

In December 1943 Vander Haegan joined HMCS Sioux at Cowes in the Isle of Wight. He was the first man victualled aboard and shortly afterward became the Coxswain, "even though I was an LR1".

He saw service in the Sioux on D-Day and for many days after in the busy American and British sectors, as the ship alternately bombarded a harassed but hard-fighting enemy and recovered a variety of survivors from the crowded channel waters.

It was during this period that he won the coveted Distinguished Service Medal. And, although the citation says the award was for "gallantry and outstanding service in the face of the enemy", the close-mouthed Chief refuses to talk about it. "Just a pusser's issue", is all he will say.

During the winter of 1944-45, Vander Haegan was on the Murmansk convoy run when the Sioux and a Royal Navy running-mate were the only two ships to make three consecutive trips to that North Russia port. The "buffer" feels that this was definitely the roughest show he was in on.

CPO Vander Haegan was on 93 days' accumulated and Pacific leave when the war ended and thereafter served ashore at Peregrine, Stadacona and Naden until July 1947, when he joined the Crescent as Chief Boatswain's Mate. In July 1948 he was drafted to Royal Roads, where he instructed cadets in seamanship until commissioning the Crusader, his sixth destroyer, in April 1951.

He has two children, a girl eight and a boy five. "Just a man-sized family", says the buffer.

Asked what he intended doing on his retirement, the Chief looked surprised and stated, "I expect to remain in the Navy for twenty-five years—and longer if they'll have me. It's a good life: excellent". His shipmates agree that it has worn well on him.



CPO GEORGE VANDER HAEGAN



An Avenger's crew holds a last-minute discussion on the "Maggie's" flight deck prior to taking off for an exercise during the Mediterranean cruise. Left to right are Lieut. H. D. Buchanan, of Vancouver and Halifax, the pilot; Lieut. John Lewry, of Toronto, the observer, and Able Seaman Robert Rogers, of Ottawa, observer's mate. (MAG-3392).

'THE THIRD MAN'

Observer's Mate Becomes Member of Aerial Anti-Sub Team

THE NAVY has its own version of "The Third Man," but his incidental music is provided, not by a zither, but by a roaring aircraft engine and a variety of vocal but un-harmonic instruments.

He is the Observer's Mate, "third man" in the RCN's anti-submarine Avenger aircraft and the only airborne member of the lower deck. Twenty-seven of them are now flying in the RCN, serving in the Avenger squadrons of the 30th Carrier Air Group and 31st Support Air Group.

The increasing emphasis on the aerial aspect of anti-submarine warfare has multiplied the responsibilities of the observer. He has had to direct the search in the air, navigate his plane and implement the chosen tactical plan, as well as handle an increasing amount of radio traffic and maintain an effective radar watch.

It became obvious that all this was too much for one man to cope with efficiently, and when the RCN acquired the three-place Avenger to fill the anti-submarine role in the air, the observer's mate branch was created. Candidates were selected and trained

and are now serving in the highly specialized anti-submarine team.

The careers of two young observer's mates in 881 Squadron of the 30th CAG will illustrate what these aircrew men do and how they are trained.

Able Seaman Robert Rogers, 21, of Ottawa, joined the RCN in March 1948. After new entry training at Cornwallis, he became interested in the airborne navy and, as there were then no opportunities for lower deck men to fly, he entered the aircraft controlman branch. When the observer's mate rating was introduced, he immediately applied.

In June 1950, having passed the strict medical examination and qualified in respect of age, aptitude and education, he started the first observer's mates course. For six weeks he and about 20 other ordinary seamen and able seamen studied a concentrated syllabus of general communications and radio at the Communication School at Halifax.

The second phase of the 14-week course was conducted at the RCN Air Station, HMCS Shearwater. Here the trainees attended classes and

ground school lectures in the mornings, studying more communications, radar, photography and basic anti-submarine procedure. In the afternoons their studies were put to practice in the air and by the end of the course they had completed 25 hours flying time.

After winning his wings, Rogers was drafted to 881 Avenger squadron and joined the Magnificent with the squadron at the beginning of this year.

Able Seaman David Williams, 21, of Hespeler, Ontario, started his naval career in September 1949 as an ordinary seaman, candidate for naval aviation. He, too, wanted to fly and a year later started his observer's mate course. After completing the course, he was drafted to 881 Squadron just a few days before the 30th CAG embarked in the Magnificent for the 1951 flying program.

In the air, the observer's mate's first responsibilities are radio and radar. He must keep constant radio watch and man the radar set when a search is on. Also, when sonobuoys, smoke floats or marine markers are required, he is the crew member who lays them on the order from the pilot or observer. On reconnaissance flights, the observer's mate shoots photos with the big aerial cameras.

Both in the ship and at the air station, the mates have other jobs to do. They are responsible for the cleanliness of the aircrew ready rooms, the briefing room and the air intelligence room. They assist the observers and



Able Seaman Rogers demonstrates how he shoots aerial photographs from an Avenger aircraft. (MAG-3393).



Communications is one of the several responsibilities of the observer's mate. Able Seaman Williams taps out a message to the *Magnificent* from his aerial "office." (MAG-3394).

pilots in keeping flying and performance charts for personnel and aircraft.

Rogers and Williams are getting to be "veteran fliers" now. Rogers has more than 300 hours flying time and 79 deck landings. Williams has 254 hours and 74 landings on the deck. They both agree, with a combination sailor-flyer understatement, that "flying is all right."



Three observer's mates of 880 Squadron examine an aeronautical chart prior to the departure of the 31st Support Air Group from HMCS *Shearwater* on a cross-country flight to Rivers, Manitoba, in November. The group took part in a large-scale air ground scheme, "Exercise Assiniboine," at Camp Shilo. Left to right are Able Seamen Bill Dutfeld, Vancouver; Bill Hunter, Lindsay, Ontario, and Douglas Moffatt, Montreal. (DNS-6143).

A NEW YEAR'S MESSAGE

from the President of the Canadian Naval Service Benevolent Trust Fund

Once again it is my privilege as President of the Canadian Naval Service Benevolent Trust Fund to wish all serving personnel and ex-personnel of the Canadian Naval Service, and their dependents, a happy New Year.

It is also my privilege to report that during the year 1951 the Fund was able to bring a measure of relief and happiness to more than 600 homes which, through misfortune, would otherwise have been in sadly distressed circumstances. This assistance has been shared alike by serving personnel, former members of the Naval Service and dependents. While we regret that so many have met with misfortune, we are very glad the Fund has been able to help them and can only regard it as further proof of the necessity of the Fund.

The RCN, in turn, is satisfied that the observer's mates are the successful products of what was originally an experiment and are essential members of the anti-submarine fighting force.

We are particularly glad to have been able to be of assistance to some of those serving in Korea and it is gratifying to know that they, as a consequence of the Fund's support, have been able to perform their duties confident in the knowledge that their loved ones at home are neither in want nor without friendly help in time of sickness or misfortune.

I also take this opportunity of thanking all those who, during the past year, have been responsible for the increased financial support now being given to the Fund, and particularly those who are making regular personal contributions.

It is earnestly requested that all those who are in a position to make personal assignments to the Fund but who have not yet done so, give to it their most serious consideration. The Fund needs all the support you can give. Any one of you, in the future, may need the Fund's help. Misfortune and sickness respect neither rank nor person. It is still true, "The quality of mercy is not strained . . . It is twice blessed; it blesses him that gives and him that takes".

When you read this message, Christmas, 1951, will be over, but I sincerely hope its message of spiritual peace and unselfish love will remain in our hearts and bring us all an enduring personal peace which will be but the forerunner of international peace. I know we all hope that 1952 will bring a better understanding and peace between nations. Let us join in the prayer that the bells which usher in 1952 will

*"Ring out the old, ring in the new;
Ring out the false, ring in the true;
Ring in the faith that love and
right,
Will triumph over hate and might."*

G. L. STEPHENS, CB, CBE,
Engineer Rear-Admiral, RCN, Ret'd.,
President, Canadian Naval Service
Benevolent Trust Fund.



OFFICERS *and* MEN



Two CPOs Promoted in Engine Room Branch

Two chief petty officers of the engine room branch of the RCN have been promoted to the rank of Acting Commissioned Engineer. They are Stanley L. Foreman, of New Westminster, B.C., and Victoria, and John S. Harper, of Calgary and Victoria.

Acting Commissioned Engineer Foreman entered the navy in June 1938 as a stoker second class. He first went to sea in the minesweeper Nootka and was serving in the Ottawa at the outbreak of war. His war service also included sea duty in the corvette Dundas, the destroyer St. Clair and the frigate Ettrick.

In February 1951 he joined the Sioux as chief engine room artificer, and was serving aboard the ship in the Korean theatre at the time of his promotion.

Acting Commissioned Engineer Harper entered the RCNR as a steward at the outbreak of war, transferring a year later to the RCNVR as a stoker second class. During the war he served ashore at Halifax and Cornwallis and at sea in the St. Laurent and other ships of the RCN. He qualified as a chief petty officer in the engine room branch in March 1945.

Since the war, Mr. Harper has served in HMC Ships Warrior, Beacon Hill and Rockcliffe and ashore at HMCS Naden.

Navy League Presents Nine More Scholarships

Captain T. D. Kelly, CBE, RCN, Ret'd., of Toronto, chairman of the Navy League National Scholarship Committee, has announced that seven more scholarships, valued at \$150 each, have been presented to sea

cadets and ex-sea cadets upon their entering university and enrolling as cadets in University Naval Training Divisions. This makes a total of 16 scholarships awarded to date. Nine others were announced earlier.

The league is prepared to present 20 or more of these scholarships each year and, commencing in 1952, each scholarship will be valued at \$250 instead of \$150.

The seven additional scholarships mentioned have been presented to: Lloyd W. Fraser, Waterloo, Ontario (University of Toronto); Pierre Tailon, Eastview, Ontario (Carleton College); James R. Wilkes, Toronto (University of Toronto); Roland Theriault, Digby, N.S. (St. Francis Xavier); E. R. Schwarz, Edmonton (University of Alberta); F. L. Binder, Glace Bay, N.S. (St. Francis Xavier) and Bev. Carson, Windsor, Ontario (Assumption College).

Departures, Arrivals at Albro Lake Station

Recent drafts to and from HMC Naval Radio Station Albro Lake have resulted in a considerable turn-over of personnel. Among those leaving were: CPO E. Jackson, Ldg. Sea. G. Mason, AB G. Dawson and AB D. Bruce, all to HMCS Nootka; PO D. Campbell to HMCS Quebec; AB R. Binder and Ord. Sea. W. Lemon to the La Hullose; Ldg. Sea. H. Haines and Ldg. Sea. A. Roberts to the Magnificent; Ldg. Sea. R. Morehouse to the Iroquois and Ldg. Sea. H. Ward to Stadacona.

New arrivals at Albro Lake include CPO E. Jacques, PO A. Maynard, Ldg. Sea. R. Parent, Ldg. Sea. M. O'Sullivan, Ldg. Sea. J. Paquet, Ldg. Sea. T. Graham, AB S. Elliot, AB L. Sullivan, AB W. Wheeler, AB G. Akeson, AB A. Crayden, Ord. Sea. H. Simard and AB B. Desgagne.

Naden CPOs Hold First Annual Ball

The chief petty officers of HMCS Naden held their first annual ball in the main ballroom of the Empress Hotel, Victoria, on November 14.



The first Wren division and Fraser division of ordinary seamen held a joint graduation dance at HMCS Cornwallis. Shown above are two couples who attended. Left to right are Ord. Wren Lorraine Brown, best all round Wren in her class, AB David Schellenburg, best all round seaman in his class, Ord. Sea. Harold Scherman and Ord. Wren Pamela Limbrick, who was the first girl to join the WRCN(R). (DB-1140-1).

Dal Richard's orchestra from the Hotel Vancouver, Vancouver, provided the music for what was said to be one of the finest affairs of the season.

Among the guests were Commodore K. F. Adams, Commodore, RCN Barracks, and Mrs. Adams, and Mr. C. Wyatt, Victoria's city manager, and Mrs. Wyatt.

Bingo sessions are being held at the CPOs' mess and are drawing large turnouts. Prizes are electrical appliances, automobile accessories, sporting goods and chinaware.

Courses Under Way at Ordnance School

Petty Officers Colin Drew, Donald Ross, John Pitts and Vernon Little recently qualified professionally for CPO 2nd class in the Ordnance School at Esquimalt.

The first refresher course for control armourers neared its close at the school. Class members, under CPO Alfred Lee as head instructor, were CPOs Norman Tapping, Robert Langton and Kenneth Province and POs Arthur Burns, Donald Howell and Edward Alexander.

The ordnance officers' class spent a few weeks at the Colwood naval



Dr. E. G. B. Foote, Protestant Chaplain of the Fleet, meets with some of the men of HMCS Cayuga during his tour of the Korean war theatre with other Canadian chaplains and clergymen.

magazine. Instructor for this phase of the officers' course was H. S.

MacDougall, assistant SNAD (Magazines), a veteran of 25 years in the gunnery branch of the RCN who retired in 1946 and later became a civil servant. Members of the officers' class are Sub Lieutenants W. L. Wood, N. T. Malcolm and J. W. Russell and CPOs Hugh MacLean and C. J. McNeil, who are undergoing a commissioned ordnance officers' qualifying course.

Naden POs Boast Luxurious Lounge

Renewal of many fixtures, such as the draperies and lighting, and rearrangement of the furnishings, are making the petty officers' lounge at HMCS Naden a rival for any of the fashionable clubs in up-town Victoria.

Wednesday nights are set aside for bingo for mess members and guests, while Sunday evenings are theatre nights for members and their friends.

The first mess social of the season was held on December 7. It is hoped to be able to make this a monthly affair.

Several New Faces on Comschool Staff

Several changes have taken place recently in the staff of the Communications School, now located at HMCS Cornwallis.

Lieut. C. W. Fleming has joined the



Archbishop Maurice Roy, Archbishop of Quebec and Bishop Ordinary of the Canadian Armed Forces, shakes hands with PO L. C. Jorgensen, of Esquimalt, following a brief address to Roman Catholic members of HMCS Cayuga. His Grace, accompanied by senior RC Chaplains of the three services, visited the Cayuga at a naval base in southern Japan following an earlier visit to HMCS Athabaskan in another port. Among those accompanying Archbishop Roy was Chaplain M. P. MacIsaac, RCN, Roman Catholic Chaplain of the Fleet.



The annual conference of commanding officers of the 21 naval divisions was held in Ottawa November 26 to 30. Vice-Admiral H. T. W. Grant, the then Chief of the Naval Staff, gave the welcoming address and presented a silver model of the RCN's new anti-submarine destroyer escort to be awarded annually to the most efficient naval division.

Grouped above with the model in the foreground, are the delegates to the conference, along with the Director of Naval Reserves and the Reserve Training Commanders from both coasts. Unless otherwise indicated, officers named are commanding officers of divisions.

Front row: Cdr. E. O. Ormsley, Griffon; Captain R. I. Hendy, York; Cdr. G. P. Manning, Nonsuch; Captain A. G. Boulton, Director of Naval Reserves; Captain Ronald Jackson, Malahat; Cdr. W. A. Wilkinson, Hunter, and A/Cdr. W. G. Allen, Scotian. (O-2119-8).

Centre row: Cdr. Guy Mongenais, executive officer, Donnacona; Cdr. F. R. K. Naftel, Prevost; Lieut. W. J. Smith, executive officer, Chatham; Lieut.-Cdr. W. F. Moreland, Tecumseh; Lieut.-Cdr. D. F. Clark, Queen; Cdr. Marcel Jette, Montcalm; Cdr. H. Garrett, Cabot; Cdr. O. K. McClocklin, Unicorn; Cdr. G. M. Coleman, Cataragui, and Lieut.-Cdr. G. C. Hudson, Assistant Reserve Training Commander, West Coast.

Rear row: Lieut.-Cdr. J. B. Bugden, Reserve Training Commander, East Coast; A/Cdr. Glen McDonald, Discovery; Lieut.-Cdr. J. J. Trainor, Queen Charlotte; A/Cdr. G. H. Parke, Star; Lieut.-Cdr. L. B. McIlhagga, executive officer, Chippawa; Cdr. R. P. White, Carleton; A/Cdr. J. A. MacKinnon, Brunswick, and Lieut.-Cdr. G. H. Hayes, Reserve Training Commander, West Coast.

school's staff from Gloucester Naval Radio Station, relieving Commissioned Communications Officer C. J. Scott, who is at present on leave. Commissioned Communications Officer H. C. Clark has left the school to take up an appointment in HMCS Ontario. CPO J. Mackie has joined the staff from the West Coast and, in addition to running the message centre, is in charge of the new entry communications training program at Cornwallis. CPO A. P. Howard took over the duties of senior instructor when the school moved to Cornwallis.

Two Supply Branch CPOs are Promoted

Two chief petty officers in the supply branch of the RCN have been promoted to commissioned rank.

CPO Cecil G. Waite, of Dauphin, Man., and Victoria, has been promoted to the rank of acting commissioned stores officer and CPO Frank E. W. Dennis, of Boutilier's Point, Halifax County, N. S., has been promoted to acting commissioned writer officer.

Mr. Waite entered the RCN in

He was promoted to petty officer in March 1942 and served ashore for the remainder of the war. Since the war he has served at HMCS York, Toronto, HMCS Griffon, Port Arthur, and HMCS Naden, Esquimalt, and for a year and a half at sea in HMCS Ontario.

Mr. Dennis entered the RCN in August 1936 as a stoker second class and in the pre-war years served in HMC Ships Saguenay, Champlain and St. Laurent. In June 1937 he transferred to the supply branch as a writer and in October 1939 was promoted to leading writer. In the early days of the war he served at sea in the Skeena. He became a PO writer in October 1941 and two years later was advanced to CPO writer. Following the war he served in the Warrior and at Stadacona. In July 1950 he was drafted to the Magnificent, where he served until appointed to Cornwallis for an officers' divisional course.

CPO William Noel Receives Commission

A chief petty officer of the medical branch who was singled out earlier this year as an outstanding member of a graduating class at the U.S. Naval Medical School, Bethesda, Maryland, was promoted in October to commissioned rank in the RCN.

He is Acting Commissioned Officer (MT) William E. Noel, who graduated with honors from a course in radioactive isotopes at the U.S. Naval Medical School and, at the request of the commanding officer was assigned to the school for an additional year of training as an instructor in the subject. (See Crowsnest, September 1951).

July 1937 as a victualling assistant. Shortly after war broke out he was drafted to the Assiniboine and served in this ship until April 1941, when he went to the Ottawa for four months.



Pictured above are members of the twenty-third leadership course for chief and petty officers to be held at HMCS Cornwallis. Front row, left to right, are: POs S. A. Thomson, L. C. Newland and C. A. Ross; Lieut.-Cdr. E. P. Earnshaw, officer-in-charge; PO R. C. Sallis, course instructor, and POs A. R. Lupton and C. Reid. Centre row: POs K. Alanko, D. J. Pettinger, R. Dunsmore, A. Debaermaeker and I. W. Earnshaw. Rear row: POs H. N. Hansen, J. S. Archer, G. Soulsby, W. G. Mitchell and L. L. Enger. (DB-1122-1).

LOWER DECK ADVANCEMENTS

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

RCN

ABERCROMBIE, Henry E.....C2CR3
ALLAN, Robert J.....LSAC1
ATTON, William J.....P2AF2
BAILEY, Harold F.....LSRP1
BENOY, Irvine J.....C2AN3
BONNEAU, Joseph R.....LSOM1
BROWN, Bruce.....LSAR1
BROWN, Norman.....P2SHS
CLEMENTS, Walter A.....C1CV3
COLLINS, Reginald P.....C1AN3
COYLE, Cyril F.....P2AA1
DUGGAN, Joseph D.....LSAR1
ELLERTON, James H.....C2CV3
FEHR, Jacob.....LSCR1
FOSTER, Gordon J.....C2QM2
FRASER, William J.....P1SH4
GILLIS, Donald H.....LSAF1
HOWARD, Harold G.....LSCR1
INGLIS, Leslie J.....LSSW2
JACKSON, Robert L.....P1RA4
KILEY, John B.....C2SM3
KNOWLES, John B.....C1AT4
LEAMING, William E.....C2FM3
LUCAS, Frederick R.....P1AN3
MAHER, John O.....P1AL2
MALENFANT, George J.....C1PM4

MATTE, Honore R.....C2MA3
MELNYK, William.....LSAF1
MORLEY, Ernest A.....P1SM3
McCOUBREY, David R.....P1SM2
McKEOWN, Douglas H.....P2CV2
ORCHERTON, Roy A.....LSAR1
OSLAND, Leslie M.....P2MA2
PARSONS, John E.....LSLR1
PRICE, Ellis T.....LSMA2
PRITCHARD, Edward G.....LSCR1
RADLEY, John E.....P2CV2
REID, Donald K.....LSRCS
REID, John M.....C1CV3
ROBINSON, David G.....LSMA2
RYAN, Regis P.....C2SH4
SADLER, John W.....P2AR2
STONG, Earl A.....C2CV3
STRAUGHAN, Robert F.....P2MA2
THERIAULT, Robert G.....LSCV1
THOMPSON, James A.....P1RP2
VANDAH, Earl T.....P1AR3

WALDEN, Donald K.....LSAAS
WALLING, David R.....LSCR1

RCN(R)

BEAR, W. C.....P2QR1
CATTLE, C.....C1MR3
CLARABUT, H. G.....C2ER4
CLARK, C. J.....C2RG3
FINNER, E. A. A.....C2CV3
HARDIE, C.....P1RPS
HUNT, R. N.....LSCR1
JACKSON, E. J.....C2LR1
JAEGER, A. J.....C2ER4
JOLLIFFE, C. J.....C2ET4
KERR, N. A.....LSEM1
KING, R. L.....LSNQ5
MACAULEY, M. A.....P1CR2
McTAGGART, A.....P1ER3
MOSCOVITCH, C. H.....LSRPS

NIMAN, E. E.....C2GA4
OLANDER, A. G.....C2CV3
PARKER, H. C.....LSEM1
RAWLINSON, J. N.....P1CK2
SIMPSON, F. G.....P2RT3
SNOW, J. T.....C2MA3
SPANE, F. E.....P1CR2
STARUCH, J.....C2SH3
VANZIELEGHEM, A. O.....LSQRS
WEBB, D. C.....C1RP2
WELLS, G. H.....C2QR1
WHITE, F. L.....P2BD2
WHITEHEAD, J. B.....P1CR2

Weddings

Commissioned Communications Officer C. J. Scott, HMCS Cornwallis, to Miss Ruth Wentzel, of Bridgewater, N.S.
Petty Officer I. W. Earnshaw, HMCS Naden, to Miss Betty Bridge, of Victoria.
Petty Officer Albert Hurtubise, HMCS Iroquois, to Miss Marie Landriault, of Ottawa.
Able Seaman Richard Monaghan, HMCS Ontario, to Miss Elizabeth S. Dunn, of Halifax.
Able Seaman Donald A. Peeling, HMCS Stadacona, to Miss Elaine Marie Crawford, of Fairview, N.S.

Births

To Lieut.-Cdr. P. C. Benson, HMCS Sioux, and Mrs. Benson, a son.
To Lieut.-Cdr. Eric Earnshaw, HMCS Cornwallis, and Mrs. Earnshaw, a son.
To Lieut.-Cdr. John Husher, HMCS Crusader, and Mrs. Husher, a daughter.
To Lieut.-Cdr. J. R. Johnston, HMCS Stadacona, and Mrs. Johnston, a daughter.
To Lieut.-Cdr. W. S. T. McCully, HMCS Stadacona, and Mrs. McCully, a daughter.
To Lieut. (S) Charles Crothers, HMCS Crusader, and Mrs. Crothers, a son.
To Instructor Lieut. D. J. Hamilton, HMCS Cornwallis, and Mrs. Hamilton, a daughter.
To Lieut. W. L. Hodgkin, HMCS Cornwallis, and Mrs. Hodgkin, a daughter.
To Sub-Lieut. Rowland Marshall, HMCS Ontario, and Mrs. Marshall, a son.
To Chief Petty Officer John Bing, HMCS Naden, and Mrs. Bing, a daughter.
To Chief Petty Officer W. E. Cavanagh, HMCS Stadacona, and Mrs. Cavanagh, a daughter.
To Petty Officer Vincent McCloy, HMCS Sioux, and Mrs. McCloy, a daughter.
To Petty Officer John Heath, HMCS Ontario, and Mrs. Heath, a daughter.
To Ldg. Sea. C. W. Schwab, HMCS Stadacona, and Mrs. Schwab, a son.



The bassoon played by CPO Victor Goodridge, of St. Catharines, Ontario, drew the attention of Rear-Admiral R. E. S. Bidwell when he inspected the guard and band at HMC Dockyard, Halifax, following his arrival to take up the appointment of Flag Officer Atlantic Coast. With Admiral Bidwell is Lieut. Stanley Sunderland, of Victoria and Halifax, bandmaster. At the extreme left is AB James Gilchrist, of Windsor, Ontario. (HS-16682).



Shortly before leaving Halifax to become Chief of the Naval Staff, Vice-Admiral E. R. Mainguy flew in an Avenger aircraft from HMCS Shearwater to Norfolk, Virginia, to observe U.S. naval exercises. On his return he was greeted (above) by Captain D. L. Raymond, commanding officer of the naval air station. Pilot of the Avenger was Lieut.-Cdr. Patrick Ryan, left, of Montreal. (DNS-6217).

Defeat in the Java Sea

by R. H. L.

*Heroic but Fatal Fight
Taught the Allies
a Stern Lesson*

IT was ten years ago last month that the "Pacific powder-keg" exploded. Pearl Harbor was but the forerunner of a series of naval and military defeats that followed each other in chain reaction. By the summer of 1942, the Allies had been pressed back to the borders of India, Australasia and the outer fringe of the South Pacific islands.

The Battle of the Java Sea was the last desperate attempt of the Allies to prevent the Japanese from obtaining their main objective of the war — the oil and rubber of the Dutch East Indies.

In the last week of February 1942, by a series of quick amphibious landings, the enemy controlled the head of the Maccassar and Barker Straits and had thrust down to Timor in the east, thus closing all exits from the Java Sea save Sunda Channel.

During the previous desperate weeks, an attempt was made to form an international task force from the remnants of the British and American Asiatic Fleets and Netherlands units. This striking force, under the command of Admiral Doorman RNN, consisted of the 8-inch cruisers HMS Exeter and USS Houston and the light cruisers HMAS Perth, HNM Ships De Ruyter and Java, together with three British, five American and three Dutch destroyers.

This force, such as it was, was spread about the Netherlands East Indies on various duties when, on February 24, reports were received indicating that the Japanese had commenced operations against Java.

Their amphibious force was the largest yet assembled in the war — 96 transports covered by four battle-ships, four carriers, 13 cruisers and more than 30 destroyers. It was divided into two assault groups in order to pass down either side of Borneo and attack Eastern and Western Java simultaneously.

As there were few aircraft left in Java for reconnaissance and no more were forthcoming, accurate reports of the attacking force's movements were unavailable.

On the morning of the 25th Admiral Doorman put to sea from the naval base of Surabaya with two of his cruisers to search the Eastern Java Sea, and at the same time ordered the remainder of his force to rendezvous off the base. No contact was made that day or the next but on returning to the base at noon of the 27th, the Admiral received an aircraft scouting report that the Japanese Eastern attack force was approaching the coast.

Joined by the remainder of his force, Admiral Doorman, in the De Ruyter, led the Exeter, Houston, Perth and Java, screened by the ten destroyers, to the northward. There had been no time to make a plan, nor was there a workable system of communications between the three Allied groups except by lamp. It was one of the first occasions in the war that large units of three nationalities were to fight together.

No air cover could be provided from the decimated allied air forces, nor were there any spotting planes in the force save the one Walrus in the Exeter, which had been riddled by shrapnel from near bomb misses in the almost daily air raids that the ships had been subjected to.

First contact was made with the enemy Eastern covering force of three heavy cruisers (ten 8-inch guns), one light cruiser and 16 destroyers at about 1600 on February 27, in good visibility with a calm sea and no wind. As the range closed, Admiral Doorman found the Japanese column about to cross his "T" — the classic manoeuvre which would enable some 30 8-inch guns to rake him fore and aft while he could only bring ten to bear in reply. Course was altered to the west to bring the columns parallel and the heavy cruisers commenced slugging it out at 28,000 yards.

Since the enemy had three spotting planes aloft, his fire at this range was more accurate and he endeavored to bring about a decision quickly, before the Allies could close with their superiority of light cruisers.

The De Ruyter and Exeter were

continuously straddled by salvos fired in small tight patterns of 150 yards. Return fire was fairly accurate and straddles were observed on the enemy — the tall red splashes from the dye used in the American shells being seen easily by the naked eye.

Course was altered in an attempt to close the range and bring the light cruisers into action. This "wooded" all the after guns of the column and immediately drew a mass torpedo attack from the Japanese. Led by the light cruiser, 16 destroyers in two flotillas closed at high speed, making smoke, and at 9,000 yards launched over 50 torpedoes — none of which scored. The smoke hampered the Allied fire, they having no radar. The Japanese spotting planes, on the other hand, kept the enemy well informed.

At this moment the enemy cashed in on his superiority of heavy guns and air observation. The Exeter was straddled by plunging fire and two 8-inch shells passed through one of her twin 4-inch mountings and exploded in the forward boiler room. A fire broke out and all steam and power were immediately lost from the ruptured main steam pipe. She veered out of the line and drifted helplessly.

Now the lack of a combined signal doctrine brought disaster to the Allies. All the cruisers astern of the Exeter, thinking that some turn had been executed, altered course with her, turning away from the enemy and leaving the flagship steaming on alone. Thus, contact was lost just as the superior weight of the Allied light cruisers was being brought into action.

Smoke laid intentionally, together with that resulting from explosions and shellfire, reduced visibility to less than a mile in the gathering dusk and only occasional visual signals from Admiral Doorman reached his ships. An hour passed before he could reassemble his force.

HMS Exeter, now lying helpless between the opposing forces, became the target of a torpedo attack by the light cruiser Naka and five destroyers, in an attempt to finish her off. The

three British destroyers were ordered to counter-attack but they were widely dispersed and could not concentrate their efforts. HMS Electra, who was nearest the enemy, turned immediately and single-handedly carried out a valiant attack, pouring rapid fire into the oncoming ships. Hits were scored but her torpedoes missed and she was stopped dead and drilled unmercifully at short range by the six enemy ships in turn. She went down quickly, with her after guns still firing in local control.

By herculean efforts, the engine room department of the Exeter isolated the damage and sufficient steam was raised to run the turbo-generators and supply enough power to work the main armament. So although unable to steam, she could stand and fight. Not a moment too soon she took the Naka under rapid fire for a few minutes through the smoke. Hits were scored and the surprised Jap retired without firing a shot. However, some 24 torpedoes were fired by her accompanying destroyers at the Exeter as she lay stopped. Again no hits were scored and under cover of darkness she limped to the naval base at Surabaya.

Meanwhile, Admiral Doorman gathered his forces together for another attempt on the convoy which he knew must be nearing the coast of Java. Swinging south to shoal water, he inadvertantly steamed over a Dutch minefield which had been laid that afternoon unknown to him. At about 2100 the British destroyer Jupiter, on the starboard screen, was ripped by a vicious explosion and went down with all but 70 of the crew — a victim of friendly mines.

Still searching for the enemy in the bright moonlight, they suddenly made contact at 2300 with the same covering force. Heavy gunfire was exchanged, the enemy putting in a surprise attack with his deadly long range torpedoes. Luck was with him this time and both ends of the Allied cruiser column were caught in the wide spread. The De Ruyter and Java received multiple hits and, enveloped in sheets of flame, both sank in a few moments.

Before going down with his ship, Admiral Doorman ordered the Houston and Perth to Batavia in West Java. There these two ships fuelled, and, with ammunition low, attempted to clear the Java Sea via Sunda Strait to reach Ceylon.

At midnight on February 28, without warning, they ran into the whole of the Japanese Western attack force, which was carrying out landing oper-

ations in the narrow waters of Sunda Strait.

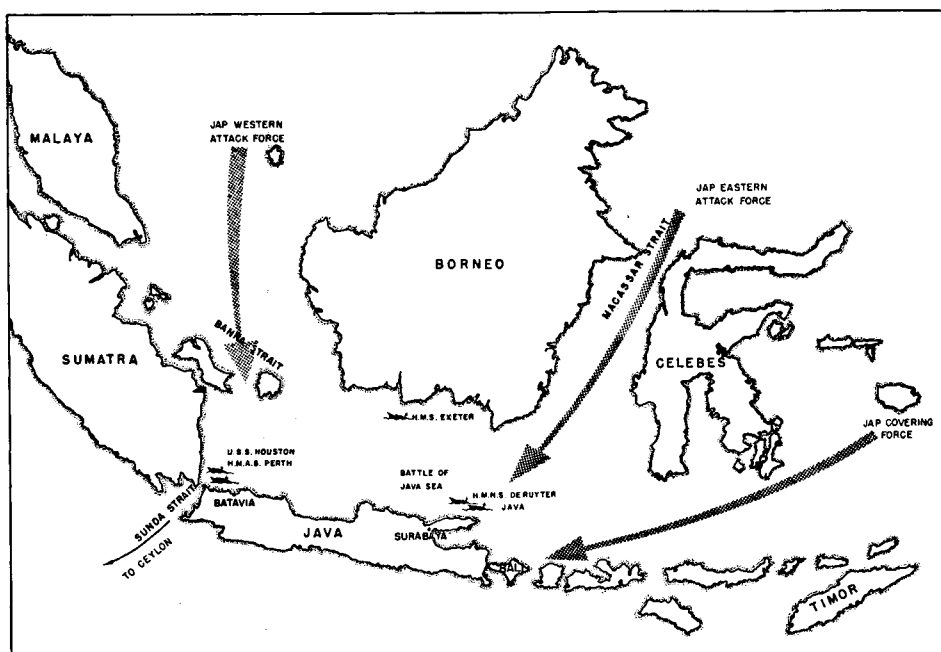
In a ferocious battle at close range, both ships went down in a welter of 8-inch and torpedo hits, but not before creating havoc amongst the ships that were unloading. Sinking four outright and damaging many more, including three destroyers, they exacted a heavy price.

The Exeter, after a 36-hour stay in the deserted base while the crew carried out hasty repairs, slipped out of Surabaya at midnight, March 1, escorted by the destroyers HMS Encounter and USS Pope. The fate of her sisters in the Sunda Strait had not been communicated to her and her orders were to take the same route out of the Java Sea.

in each, the Exeter took hits aft, where fires broke out in close range armament magazines and quickly got out of control.

At this juncture, the forward turrets ran out of 8-inch ammunition. The enemy destroyers, seeing the cruiser's fire abate, closed in with torpedo tubes ready. However, they were hotly engaged by the Encounter and Pope, as well as by the secondary armament of the Exeter, and withdrew without firing.

At 1100, after two hours of pounding, the Exeter took a serious blow in the remaining boiler room and all power was lost. Burning fiercely below, she was struck by torpedoes and, with ensign still flying, slid beneath the Java Sea, taking more



THE BATTLE OF THE JAVA SEA

Hopes for escape ran high in the Exeter, only to be dashed as the sun, rising above the horizon, silhouetted the battle tops of two Japanese heavy cruisers. Putting the enemy astern, the Exeter steamed at her full speed of 21 knots to the east, only to see another two 8-inch cruisers, accompanied by four destroyers, appear right ahead.

With spotting planes aloft, these two forces closed on the beleaguered ships and at 0900 a heavy gun duel began. Every man in the little force knew what the outcome would be. Firing in local control, since the main fire control table had been damaged in the previous engagement, the Exeter twisted and turned as she tried to dodge the rain of heavy salvos.

It was a race with death. Straddled by neat salvos, with up to 20 shells

than 300 of her crew with her.

The Encounter, having been ordered to act independently, chose to fight to the last, rather than try to escape. She turned on the nearest cruiser and, firing everything she had, closed at high speed. She didn't live long after being stopped by a number of 8-inch hits at close range.

The Pope, by steering into a heavy rain cloud, had a moment's respite, but she, too, was soon overwhelmed and joined her sisters beneath the waves.

The exhausted survivors were picked up on the third night, to face three and a half years of starvation and brutality in camps in the Dutch East Indies.

* * *

It is hardly necessary to point out
(Continued on Page 32)

Afloat and Ashore

ATLANTIC COAST

Albro Lake Radio Station

Although Their Royal Highnesses did not visit Albro Lake in person, the station had reason to be well aware of their visit to Canada.

During the royal party's trans-Atlantic flight from London to Montreal, Albro Lake maintained constant communication with HMCS LaHulloise, HMS Wizard and HMS Burghhead Bay, who, together with other naval units, formed part of a great trans-ocean radio chain along the route taken by the aircraft.

As Their Royal Highnesses proceeded inland, the number of messages slackened, only to increase again when the Royal couple embarked in HMCS Ontario for the last leg of the tour. Through the ship to shore communication facilities came numerous messages and, particularly, press releases from correspondents, while Albro Lake personnel were kept busy dispatching special weather forecasts and scores of other messages relative to the ship and her royal passengers.

During this period the staff at Albro Lake was augmented by a petty officers' qualifying class on loan from the Communications School.

HMCS Brockville

The Brockville commenced the winter training season with a new commanding officer, Lieut.-Cdr. J. H. Maxner having succeeded Lieut.-Cdr. J. C. Marston, who has taken up an appointment as staff officer at HMCS Catarqui, Kingston.

The Brockville was employed throughout November on local exercises and daily and weekend training trips for RCN(R) personnel from HMCS Scotian, UNTD cadets from Dalhousie and Mount Allison Universities, the junior officers' technical course and the seamanship school.

Sandwiched in between these short assignments was a trip to St. John's, Nfld., with 48 ordinary seamen on draft to HMCS Ontario. At St. John's, the ship picked up an exchange draft of 28 ordinary seamen for transportation back to Halifax. As a parting gift, the outbound draft

received a cake from Lieut.-Cdr. R. W. Timbrell, training officer in the Ontario. The recipients of the cake invited the entire crew of the Brockville to join them in testing this West Coast special.

The Brockville took part in Remembrance Day ceremonies at St. John's and a wreath was laid at the War Memorial by Lieut.-Cdr. J. H. Maxner, escorted by PO A. N. Nielson, AB Maurice J. Huneault and AB Kenneth L. James. — *O.F.*

Communications School

The Communications School is getting well established in its new home at HMCS Cornwallis and, with more instructional time available, has begun to show an increase in training efficiency.

The first class of 25 Wren communicators completed its course November 17 and the second graduated a short while later. CPO Geoffrey



The movement of 410 Fighter Squadron, RCAF, to the United Kingdom brought two brothers together on board HMCS Magnificent. They were CPO K. A. Campbell, a senior electrical technician in the Magnificent, and FO C. M. Campbell, adjutant of 410 squadron. The brothers originally hailed from Saint John, N.B., but had not been together for the past 12 years. They were photographed following Remembrance Day services on the flight deck of the carrier.

Bate instructed the first group while PO P. Donaghy was instructor of the second class. The Wrens are given instruction in morse code and an introduction to naval communications before going on to Coverdale for more advanced training.

Classes CR42 and CV43 completed instruction at the school November 2, with the former getting annual leave prior to proceeding on draft to sea.

Early in December the school's "A" entry was leading the inter-part hockey league with an unbeaten record. At the same time, Comschool "A" was holding third place in the inter-part bowling and had set an unofficial league record of 1,200 points in one game.

HMCS Cornwallis

The Red Cross blood bank got a real boost when it visited HMCS Cornwallis, more than 640 pints of blood being given to a mobile clinic by the officers and men of the training base.

Nearly two thirds of the entire ship's company volunteered and kept the 11-member clinic busy for two days. This was the third clinic to visit Cornwallis in a little over a year and Red Cross officials said the turnout "was exceptional." They had expected no more than 400 volunteers.

Many young seamen were turned away on opening day because they were 17 years of age, too young to donate blood. However, the next day there were no more 17-year-old volunteers; they had all "just turned 18."

Each donor got a soft drink before giving his donation and received a cup of coffee at the other end of the line.

HMCS New Liskeard

The Admiral's inspection was the highlight of activities aboard the New Liskeard during the month of November. The ship was anchored in mid-stream, where the final spit and polish were added for the occasion.

During the same period, considerable sea time was logged by the ship on exercises, with the result that sports and social activities were reduced, of necessity, to a minimum.

Among the changes in the ship's company in the past month were the departures of Lieut. Ward Palmer, Lieut. A. A. (Andy) MacMillan and Petty Officers John Mason and Ed Legault.

HMCS Iroquois

HMCS Iroquois re-commissioned on October 21, Trafalgar Day, following which all activities were directed toward preparing the ship for trials and workups in December.

HMS Burghead Bay, a visiting Royal Navy frigate, took the measure of the Iroquois in an exhibition soccer game in November, winning by a one-sided 9-1 score. The lone goal for Iroquois was scored by PO Bill Hodgson.

Twenty-eight members of the ship's company went to Bedford ranges November 9 for a small arms familiarization course. Ldg. Sea. "John" Johnson was top marksman with a score of 93.

Navigation Direction School

Six classes completed courses at the ND School during October and November. Included were the long course TAS officers, long course gunnery officers, basic training course officers, long course communications officers and the junior officers' technical course.

Petty Officers John Meadwell and George Jones have left the school for England to qualify as instructors. At the same time, CPO Willard Carruthers and PO Bill Carter returned to the school after completing a four-week course with the USN at Norfolk, Va.

HMCS Llewellyn

After serving as tender for HMCS Brunswick since last April, the Llewellyn sailed for Halifax October 13 and, after taking part in mine-sweeping exercises off the east coast naval base, was placed under care and maintenance for the winter.

During the six-month period she was based at Saint John, the Llewellyn was sailed on nine cruises to ports in the United States and the Maritime provinces, in addition to making several short trips up the Saint John river. A number of officers and men from Brunswick took advantage of the cruises to receive training in watch-keeping, seamanship, boat work and anchoring. Before her departure, Capt. C. H. Bonnycastle, commanding officer of Brunswick, carried



The 1st Belmont Cub Pack, formed at the new naval married quarters community near Esquimalt, was presented with its official charter November 23. E. Estlin, District Scout Commissioner, presents the charter to J. J. Clark, head of the committee which formed the Cub pack. With Mr. Clark are CPO J. R. Ross, secretary of the pack, and PO J. Plastow, committee member. (E-17020).

out the annual inspection of the vessel.

The Llewellyn's commanding officer, Lieut.-Cdr. R. J. Mann, has returned to Brunswick to continue his duties as staff officer training at the division. Several other members of the crew also returned to assume duties at the base.—R.S.M.

PACIFIC COAST

HMCS Crusader

Accompanied by the frigates Antigonish and Beacon Hill, the Crusader paid an informal visit to Port Alberni, B.C., in November and had a most enjoyable stay at the "oasis in the desert." A dance held by the Canadian Legion, at which charming partners were provided, was a feature of the visit. A return to Alberni would not be amiss.

Two popular get-togethers were held in November, marking the close of a busy season which included the long summer's training program and two trips with Their Royal Highnesses aboard.

The first event, held in the wardroom, saw the officers and their wives sit down to a repeat performance of the meal served Their Royal Highnesses, the evening culminating in an en masse attendance at the annual Police Ball.

The other was a well-organized ship's dance held at the Crystal Gardens November 21. With Len Acres' orchestra in attendance and a fine bill of entertainment lined up, members of the ship's company had a most enjoyable evening. CPO Douglas Ingram and PO John Ireland did a most commendable organizing job.

The ship was carrying out training for ordinary seamen in November but was scheduled to go alongside in December for an extensive face-lifting and overhaul.

TAS Training Centre

A new class of torpedo detectors 3rd class has started training at the TAS Training Centre in Naden. CPO Gerald Freeman is instructing the class, whose members are PO Frank Pramberg and ABs Charles Pearson, Anthony Sutton, Delmar Brown, William McCune, Patrick Stirling, Wilbert Robinson and Robert Elvidge.

Recent arrivals from the East Coast are CPO Gordon Board, who is standing by HMCS Quebec, and CPO Enslie Anderson, who has entered the Prep. School. Just released from Shaughnessy Hospital, Vancouver, is PO Edgar Carter, who has joined Naden TAS staff. PO Roy



Delegates to meetings in Ottawa December 6-8 of the executive committee of the Dominion Council of the Naval Officers' Associations of Canada and the Naval Defence Conference are pictured above with three senior officers of the RCN. Front row, left to right, are: R. W. Underhill, Vancouver; Vice-Admiral E. R. Mainguy, Chief of the Naval Staff; F. C. Aggett, Toronto, president of the Dominion Council; Vice-Admiral H. T. W. Grant, former Chief of the Naval Staff; Barry German, Ottawa, and Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services. Rear row: Harry McClymont, Ottawa; W. G. Curry, Windsor, Ont.; A. W. Baker, Guelph, Ont.; Dr. W. Graham, Toronto; J. D. Prentice, Victoria; G. A. Rotherham, Toronto; R. A. Judges, Montreal; A. D. M. Curry, Halifax; John M. Stairs, Montreal; J. C. Maynard, Toronto; J. A. McAvity, Toronto, and G. F. O'Connell, Saint John, N.B. (O-2137-2).

Davis has joined the Beacon Hill, relieving PO Morley Middleton, who has returned to Naden.

Communications Training Centre

Personnel from the CTC were loaned to assist in the ships escorting HMCS Crusader during the latter part of her passage to Victoria from Vancouver with the Royal couple on board.

The most unusual duties, however, were carried out by three chiefs and one petty officer from the centre, who, emulating the Greeks of old, ran great distances armed, not with torches, but with Royal Standards to be hoisted on high for the Princess Elizabeth.

Recent drafts sent PO Robert Stewart, PO William Edwards, PO F. Lawrence and AB James Puddifant to HMCS Antigonish, CPO Thomas Fraser to Discovery and CPO George Holt to Aldergrove. PO Donald Hayward has joined from the Antigonish.

HMCS Antigonish

A party of 30 men from the Antigonish assisted in lining the streets of Victoria for the Royal Visit and the remainder of the ship's company saw Their Royal Highnesses while lining the route through the dockyard. Later in the week of the Royal Visit, the ship carried a number of army personnel to Vancouver. These men formed the guard and saluting gun crews at New Westminster. The next day the Antigonish acted as guard ship off the entrance to Vancouver harbor and for the second time her crew had the honor of cheering Their Royal Highnesses as they

passed in the Crusader.

Following the Royal Visit, the ship was employed in the training of ordinary seamen. Much of the time was spent at Bedwell Harbour and Mayne Bay. Port Alberni was also a port of call and proved to be a popular one.

In off-duty hours at Bedwell and Mayne Bay, fishing proved a popular sport, with the proudest catch being a 15-pound salmon caught by the chief bos'n's mate. In the last whaler race of the season, the Antigonish was victorious over the Beacon Hill. The winning crew was trained and coxswained by Ldg. Sea. Paul Bernard.

Aldergrove Radio Station

Nine chief and petty officers from HMC Naval Radio Station Aldergrove assisted local authorities at New Westminster during the visit of Their Royal Highnesses, The Princess

Elizabeth and the Duke of Edinburgh.

Lieut. W. H. Waters, officer-in-charge, and members of the staff helped out at the scene of a tragic motorcycle-truck accident on Jackman road near the station. A motorcycle carrying two civilians crashed into the rear of a parked truck, killing the driver and injuring the passenger. The injured man was taken to hospital in the station's panel truck. A note of thanks for the assistance given was received from the RCMP.

Personnel changes at Aldergrove in recent weeks saw CPO W. (Bluenose) Walters go to Cornwallis and PO William Clark to the Athabaskan via airlift. CPO G. Holt, Able Seamen L. Kirkaldy and G. Freeman and Ord. Sea. G. McNichol joined the staff from Naden.

Ordnance School

Ordnance Lieut.-Cdr. W. A. Tangye has taken over as executive officer and senior instructor at the school. He recently arrived from Halifax, where he was Inspector of Naval Ordnance.

Ordnance Lieut.-Cdr. E. L. Borradaille has returned to the school to take charge of mine disposal training and other "mystical" units. He was in the United States for a period, studying methods of instruction in his specialized field.

Gunnery Training Centre

Training of guards was a main item on the centre's daily curriculum during the latter months of 1951. First there was the Royal Guard for Their Royal Highnesses, the Princess Elizabeth and the Duke of Edin-

'Navy Mothers' Send Comforts to Korea

Navy Mothers, an organization in Saskatoon, Saskatchewan, which did splendid work during the war years, is in operation again, providing reading material and other comforts for sailors in the Canadian destroyers in the Far East.

The Saskatoon women meet every two weeks to pack books, magazines and woollens for officers and men of the Cayuga, Sioux and Athabaskan. Receipt of a recent shipment was acknowledged in a letter to Navy Mothers from Commander James Plomer, commanding officer of the Cayuga. Commander Plomer expressed appreciation on behalf of his ship's company for a thoughtful contribution of books and magazines.

burgh. Then, more recently, the school trained guards for Commodore K. F. Adams on his taking over command of HMCS Naden and for his predecessor, Commodore (now Rear-Admiral) R. E. S. Bidwell, upon his departure to take up the appointment of Flag Officer Atlantic Coast.

Commissioned Gunner A. E. MacFayden and CPO W. E. Pickering, parade gunnery instructor, were in charge of the incessant drilling involved.

At the end of November, only two qualifying classes were enrolled at the school, a class of AA2s and one of AA3s.

NAVAL DIVISIONS

HMCS York (Toronto)

A scene reminiscent of the war years was enacted November 14 when 30 newly enlisted members of the Women's Royal Canadian Navy (Reserve) came aboard York for the first time, paying the proper respects to the quarterdeck as they did so. The Wrens took their place at divisions and were welcomed by the commanding officer, Captain R. I. Hendy, on behalf of the ship's company.

The group included medical assistants, communicators, motor mechanics, pay and administrative writers, naval airwomen and a member of the ordnance branch.

Sight Shocks Stoker, But Fails to Stop Him

"Next time I say 'catch me'—catch me!" said the husky, red-haired stoker mechanic, picking himself off the floor and growling at the man who had been standing behind him in the blood clinic queue.

The stoker was one of more than 600 men who had volunteered to give blood at a two-day Red Cross clinic held at Cornwallis. As the line of donors moved forward and it came his turn to have a finger punctured for a drop of test blood, the stoker told his next astern, "Be ready to catch me." But his shipmate, thinking he was merely joking, could only stare in surprise when the stoker's knees buckled and he slumped to the deck.

Later, as he took his place on the bed and prepared to give his donation, the stoker confessed with a smile, "That always happens to me."

He was a three-time donor before joining the Navy.

York took part in the colorful Grey Cup parade held in Toronto November 24. A 30-foot float designed and built by the ship's staff was entered to promote recruiting in the Royal Canadian Navy and Royal Canadian Navy (Reserve). Fifty thousand Toronto citizens and another 5,000 from Regina and Ottawa watched and applauded the 20-odd floats and six bands of the parade.

A replica of a small naval vessel, York's float was supported on a low bed trailer pulled by a diesel tractor.

Signal flags waved from stem to stern and recruiting posters were hung on each side of the false hull. A dinghy rested on the "quarterdeck," while amidships were depth charge throwers and an anti-aircraft gun. Compass, life-buoys, side lights and bridge telegraph completed the nautical theme.

It was a cold day but the weather had little effect on the float personnel, who were warmly dressed in naval winter clothing. Frequently the ship would be forced to stop amid the close-packed spectators and this gave the float's crew an opportunity to pass out recruiting pamphlets to interested people. Approximately 250 were distributed in this manner.

The following reserve personnel served aboard the float: Ldg. Sea. F. Storey and Ordinary Seamen J. A. Brown, J. Hurd, H. Shaw, R. Moyes, M. O'Leary and N. Penstone.

Lieut.-Cdr. G. G. K. Holder, CPO W. R. Franklin, CPO F. J. Derrick and PO S. D'Amico designed and built the float, while Sub Lieut. S. Lyons was in charge during its participation in the parade.—A.C.T.

HMCS Chippawa (Winnipeg)

HMCS Chippawa's high-powered recruiting campaign — Operation Recruitrace — proved highly successful, steering some 125 prospective candidates for the RCN(R) to the division's recruiting office. By the



The first ten Wrens to be attested as members of the ship's company of HMCS York are pictured with their divisional officer, Lieut. Jean Crawford-Smith. Next to Lieut. Crawford-Smith is Ord. Wren Joan Catherine Magee, first Wren to be entered at York. A secretary in the Royal Bank of Canada in civilian life, she is a communicator in the WRCN(R). (Photo by Gordon W. Powley, Toronto).

end of November about 70 of this total number of applicants had been attested.

Wren recruiting has been no problem, 70 Winnipeg girls having applied to fill the division's allotted quota of 35. By November 25, 21 had been attested.

The Wrens attend Thursday drill nights along with new entries and are able to keep pace with the men in the training program. They have also taken part in inter-divisional competition and on one occasion outshone the men in, of all things, target shooting.

The annual children's Christmas party turned the drill deck into a miniature three ring circus when pirates, kiddies, Santa parades and the like were thrown together in the usual welter of Yuletide cheer.—*T.W.C.*

HMCS Star (Hamilton)

Permanent and reserve force units of the three services joined in the observance of Remembrance Day at Hamilton November 11. A naval detachment from Star was reinforced by the band and cadets of RCSCC Lion. Color party for the parade was supplied by Star and was under the charge of PO Lloyd J. Fryer.

A highly successful Hallowe'en costume dance, sponsored by the Ladies' Auxiliary, was held on board Star. The affair was attended by 660 persons, who enjoyed a costume parade, raffles, prize-givings and other novelty events, in addition to the dancing.—*A.T.O.*

HMCS Montcalm (Quebec City)

Personnel of Montcalm turned out in force for the Remembrance Day parade on November 11. Two weeks later the ship's company was on parade again, this time to attend church in a body.

Ldg. Sea. J. P. Vaudreuil recently passed examinations qualifying him as a quarters rating third class. His course lasted three months and included two weeks in the Gunnery School at Stadacona.

Petty Officers P. Bourdage, R. Fortin and M. Champoux, all RCN(R), have left the division to serve on continuous naval duty.

A mobile recruiting unit from the division recently toured the province of Quebec and met with a good response, especially in Sherbrooke, where more than 25 men were enlisted.—*S.P.*

HMCS Donnacona (Montreal)

Members of the ship's company of HMCS Donnacona observed November 11 with a church parade, march past and a wreath laying ceremony at the cenotaph.

Earlier in the month, the Montreal naval division provided a guard of honor for Their Royal Highnesses, The Princess Elizabeth and the Duke of Edinburgh. Reservists from Donnacona also lined the streets during the Royal couple's visit and provided a security guard on the occasion of their attendance at a hockey game in the Montreal Forum.

The division said farewell to Lieut.-Cdr. J. B. Bugden, who, after two

Navy League Broadens Scholarship Scheme

On the occasion of the annual meeting of the Navy League of Canada in Toronto, it was decided not only to continue the awarding of ten scholarships each year to Royal Canadian Sea Cadets upon entering the Canadian Services Colleges as naval cadets, but to extend these awards to ex-sea cadets subject to such applicants being able to produce a satisfactory record of sea cadet membership.

These scholarships are valued at \$580 each, covering the first year's tuition fees, the cost of uniform and membership in the Recreation Club.

years as staff officer at HMCS Donnacona, has taken up the appointment of Reserve Training Commander, East Coast. His successor is Lieut. A. F. Rowlands, a native Montrealer.

Social activities at Donnacona in recent weeks included a variety of events. The seamen's mess held a highly successful fancy dress ball the end of October; in mid-November the Montreal Garrison Sergeants' Ball was held on the drill deck of Donnacona and more recently the main deck was the scene of a reception held by a local French-Canadian organization to raise funds for its hospital visiting projects.—*R.F.D.S.*

HMCS Griffon (Port Arthur)

Commander E. O. Ormsby, commanding officer of Griffon, was in charge of service participation in the Royal Visit to the Lakehead and was responsible, among other things, for organizing a tri-service Royal Guard, saluting guns crews, automobile transport and a security guard.

The Royal Guard was commanded by Lieut. Cdr. J. L. Freeman, while Lieut. T. C. Luck was in charge of the naval section of the guard.

Training of the guard began at Griffon September 17. The naval section included one petty officer and 32 men, 22 of whom were seamen from Griffon and the other ten Port Arthur sea cadets from RCSCC Vindictive.

In addition to the guard, HMCS Griffon provided two guns crews, under Sub-Lieut. W. T. Watkins, who were responsible for firing the royal salutes upon the arrival and departure of Their Royal Highnesses. The breaking of the Royal Standard was carried out under the supervision of two Griffon officers, Commissioned Master-at-Arms A. A. MacDonald and Sub-Lieut. G. D. Loewen.



Commander P. A. Langlois, commanding officer of Donnacona, places a wreath on the Cenotaph during Remembrance Day ceremonies in Montreal.

HMCS Malahat

(Victoria)

Since moving into its new headquarters, the Victoria naval division has gone into high gear, both from a point of activity and expansion. Every man has taken on the enthusiasm of a recruiting officer in bringing new blood into the unit, while each week finds more to do and more to plan.

The division's paper, The Malahat News, has been re-activated on a bi-monthly basis under the co-editing of Lieut. A. J. Collins and Lieut. Ray Wormald, Victoria radio and newspaper men, respectively. Staff members represent each mess and the Wrens.

Malahat had a proper house-warming in playing host to UNTDs from HMCS Discovery on the weekend of November 3. A group of 61 UNTDs boarded HMCS Sault Ste. Marie at Vancouver and spent the weekend between training aboard ship and being guests of the Victoria UNTDs. On Saturday afternoon there was a hotly contested sports meet, followed in the evening by a dance on board the new Malahat headquarters.

Personnel of the division paraded to St. Paul's Garrison Church, Esquimalt, for Remembrance Day services.

On October 15, 17 young ladies became members of the Women's Royal Canadian Navy (Reserve) at HMCS Malahat. In charge of training the Wren division is Sub-Lieut. Margaret Trevor, WRCN(R), a war-time member of the Women's Royal Canadian Naval Service.

Of the 17 recruits, two have gone to Cornwallis for basic training. The other girls have joined the Active List of the WRCN(R) and will train one night per week at Malahat.

— A.J.C.

HMCS Prevost

(London)

Lieut.-Cdr. Peter Shuttleworth has been appointed training commander at Prevost and will work with an enlarged training staff. The division has completed plans for a quarter-masters' course, a new course approved for inland divisions for the first time. It will begin early in the New Year.

The division has its Wren complement nearly filled. Twenty-four of a possible 25 girls have been recruited. Lieut. Elizabeth MacKenzie is divisional officer.

The division opened the Christmas-New Year's season early with a turkey raffle. It was followed by a Christmas

Number Three Gun, Fire!

A five-year-old boy saw his duty and "done it" recently at HMCS Stadacona.

As per tradition, a guard had been mounted, the band was in attendance and two field pieces were ready on the parade square to herald the opening of a court-martial at Stadacona.

Promptly at 0930 the order to fire was given. But number one gun didn't respond. Gaitered gunners quickly switched to number two gun. The charge was rammed home, but the breech would not close. The gunnery officer, his staff and some ordnance men leaped to correct the difficulties.

Meanwhile, young Barry Jensen, son of Lieut.-Cdr. L. B. Jensen, first lieutenant of Stadacona, had been watching the proceedings with boyish interest. He thought he had a way to help the adults out of a situation.

He quickly advanced to the gunner in charge of the field pieces—and politely offered his loaded cap pistol.

party for children and younger brothers and sisters of the division's officers and men. A ship's company stag was another Yuletide social event. — N.C.

HMCS Unicorn

Navy Week celebrations in Saskatoon had a gala opening when the Naval Officers' Association presented its annual Trafalgar Ball on the main deck of HMCS Unicorn. The guests were received by the president, P. V. Ross, and Mrs. Ross, and the secretary, Dr. H. H. Cowburn, and Mrs. Cowburn, as they crossed the quarter-deck, smartly saluted by members of the ship's company.

Dancing was enjoyed beneath a blue and white canopy, and the gaily decorated tables which circled the main deck had as a background hundreds of multi-colored naval signal flags which were flown from the gun turrets and bulkheads.

The motif of the ball was supplied by a miniature Tribal class destroyer which was silhouetted by cleverly concealed lights. — J.B.W.

HMCS Discovery

(Vancouver)

A group of 48 first-year UNTD cadets attached to Discovery took part in a training cruise to Esquimalt the first weekend in November on board the minesweeper Sault Ste. Marie. The trip afforded an opportunity for the majority of the group to get their first experience of life at sea. A return cruise is anticipated early this year when cadets from the Victoria division visit Vancouver.

Discovery was the scene of a father and son night November 9 when parents of first-year cadets were invited on board to witness naval training at first hand.

HMCS Brunswicker

(Saint John)

Officers and men of Brunswicker played a prominent role in connection with the Royal Visit to Saint John. Captain C. H. Bonnycastle, the commanding officer, served as chairman of the committee in charge of armed forces arrangements, which included co-ordinating the role of service personnel and members of veterans' organizations in the overall civic program.

Brunswicker personnel made up half of the 100-man Navy-Army Royal Guard, which was inspected by Princess Elizabeth shortly after her arrival at Union Station. Lieut.-Cdr. George F. O'Connell, of Brunswicker, was guard commander and Lieut. A. P. Gregory commanded the naval section. The latter was composed of volunteers from the division who trained alongside men of the army for more than six weeks in preparation for the event. The unit received high praise for its smart appearance.

The pipe and drum band of Brunswicker, under Pipe Major Fred Hayter, participated in the program and added its music to that of the other bands which entertained the crowds lining the route. At one stage the band led a party of 200 officers and men from HMCS Cornwallis who assisted in lining the route. The smart appearance of the Cornwallis group, under the command of Lieut.-Cdr. W. N. Inman, reflected the high degree of training received at the establishment. The men were quartered at Brunswicker during their two-day stay. — R.S.M.

Retirement

CPO FREDERICK HENRY WATT

Rating:	C1SM3
Age:	41.
Address:	65½ Connaught Ave., Halifax.
Home town:	Waterford, Ontario.
Joined:	October 1931 as a Stoker 2nd class.
Served in:	HMS Victory, Kent and Pun-cher; HMCS Stadacona, Saguenay, Skeena, Ottawa, Avalon, Niobe, Peregrine, Magnificent, Iroquois, La Hullose, Naden and Crescent.
Awards:	Long Service and Good Conduct Medal.
Retired:	October 28, 1951.

GUNNERS AREN'T ALWAYS GRIM

*Poke Fun at Selves
With West Coast
'Investiture'*

Who says gunners haven't a sense of humor?

Commissioned Gunner E. A. MacFayden, training officer of the Pacific Command's Royal Guard, has evidence to prove that they have: two elaborate medals presented to him at an hilarious "investiture" held in his honor in the Gunnery Training Centre at HMCS Naden.

All because of a slip of the tongue, Mr. MacFayden was awarded "The Honorable Order of Latin Interpreter, Hero Class", at a tongue in cheek ceremony conducted with all the pomp, color and formality which only gunners can devise.

The award had its origin in an incident which occurred during the training of the Royal Guard. One rainy afternoon, Mr. MacFayden decided to tell the members of the guard some of the history behind the King's Color.

He was doing famously — until he made the slip of the tongue. Translating the Royal Motto, "Honi Soit Qui Mal Y Pense", Mr. MacFayden got his languages slightly mixed and referred to the motto as being "Latin".

That was all his mates in the Gunnery Training Centre needed.



Lieut. Harold Shergold sonorously intones the words of the citation to Mr. MacFayden on the occasion of the latter's investiture with the Honorable Order of Latin Interpreter, Hero Class. (E-16824).



Accompanied by Lieut. Earl Grant, Mr. MacFayden inspects the "guard" which was mounted in his honor. (E-16823).

A few days later, Mr. MacFayden was notified that he was to attend an investiture in the GTC. He arrived to find a guard of honor — one such as he had never seen before — drawn up in two ranks.

Accompanied by the officer of the guard, Lieut. Earl Grant, he inspected the guard, then was escorted to a dais, on which stood Lieut. Harold Shergold, representing the Naden "Honors and Awards Committee" and holding an elaborate scroll.

Lieut. Shergold (wearing false nose and glasses) read the citation; CPO Wrangham Pickering, carrying the medals on a velvet funeral cushion, stepped forward, and, as a token force from the Naden band played "Colonel Bogey" and the guard presented arms, Lieut. E. D. (Ted) Robbins formally presented Mr. MacFayden with his medals.

The principal medal was a brass star inscribed with the fateful phrase, "Honi Soit . . . etc." and surrounded by a pink lady's garter with two black bows. Above this again was a smaller garter, and the whole was suspended from a ribbon of "boudoir blue." The other medal, a miniature, was a brass disc on which the recipient's name was engraved. It hung by a brightly-colored hair-ribbon.

These colorful awards were devised and "struck" by Lieut. Thergold, with

the assistance of the gunnery instructors attached to the GTC.

The ceremony was an exclusive affair and was witnessed only by members of the GTC staff.

Members of the guard were CPOs Bruce Colegrave, Bert Dodds, Daniel Cramm, Bill Aveling and Bill Kelly and POs Stan Birch, "Bunker" Hill, Harry Green and Ernest Tuttle.



Mr. MacFayden smiles happily as he sports his newly awarded decorations, presented to him by Lieut. E. D. Robbins, acting Gunnery Officer, West Coast. (E-16825).

ROMPING WITH RUTH

by P.C.B.

Sioux's Own Story of Experiences in Typhoon

ON BOARD HMCS SIOUX — Ships in harbor had been watching the advance of Typhoon Ruth for about two days, noting that the usual curve to the northeast was not developing quite as quickly as hoped for.

Late in the evening of Saturday, October 13, typhoon condition 3 was set, and the ship was ordered to be at immediate notice by 0900 Sunday.

Sunday morning brought orders to be prepared to sail at a moment's notice with HMAS Sydney and HNMS Van Galen. The ships sailed at 1000, closely followed by HM Ships Belfast and Unicorn and HMCS Athabaskan, and leaving behind a mess of organized chaos as the remaining warships and sundry depot ships busily buttoned onto buoys vacated by those who had been ordered to sea.

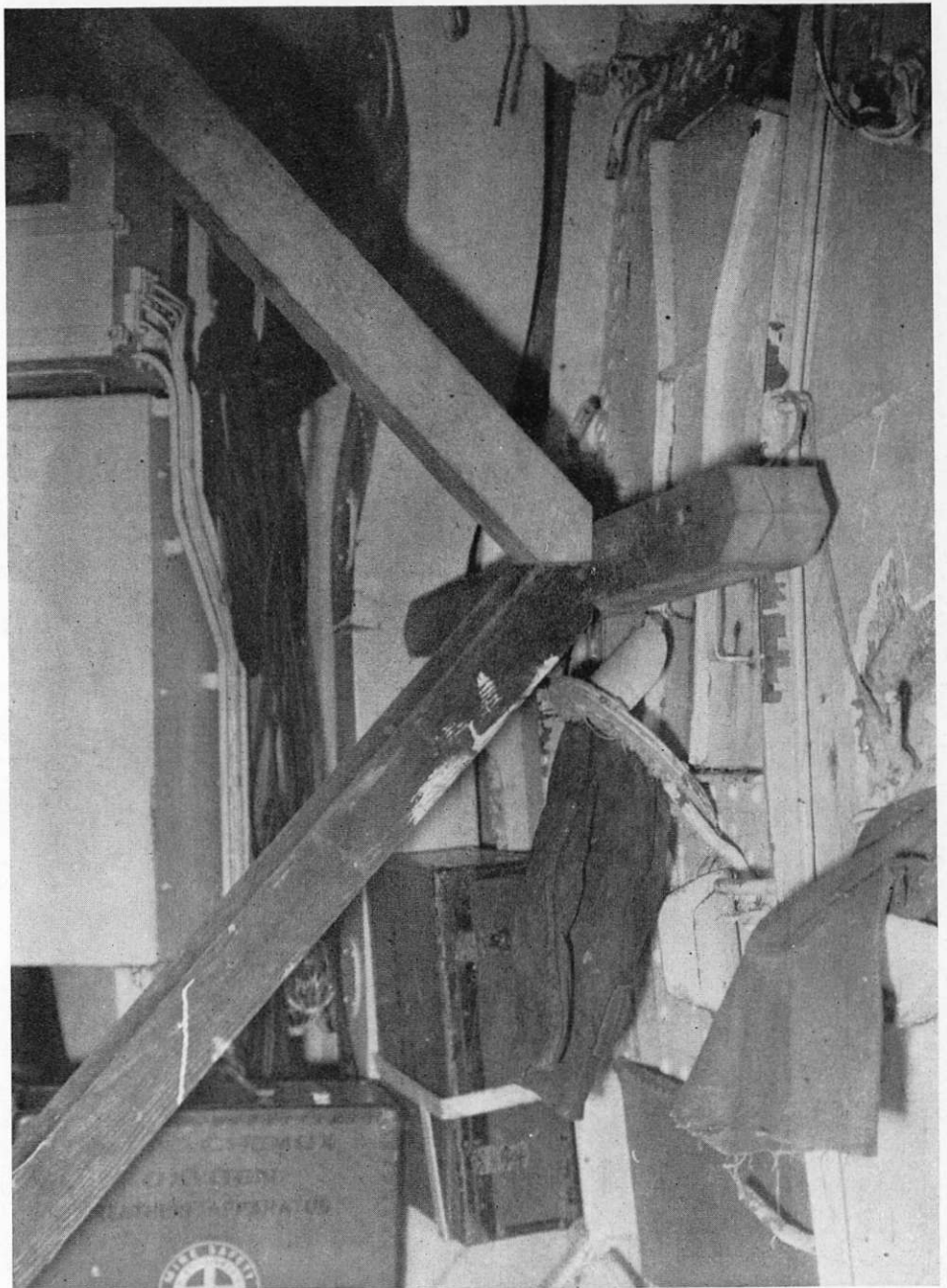
It was obvious that our sailing orders had come none too soon, as it was gusting even as we cleared the harbor entrance, with winds of up to 20 knots. The hands busily secured everything movable, as it was now plain that we were in for a rough time.

About a half hour later, a signal was received detaching the Sioux to assist an ocean tug and US naval transport in locating and aiding a Japanese vessel aground with 500 passengers aboard. The wind, in the meantime, had increased to 35 knots.

The storm had been plotted from the numerous reports coming in, and the Acting Temporary (unpaid) "Met" Officer, in the person of the First Lieutenant, confidently reported to the Captain that the winds would decrease around 1500. (A report had just been received from the TS stating that the wind speed had increased to 40 knots).

After some difficulty, the vessel aground was finally located, high and dry by the bows on a lee shore. There was no chance of the Sioux getting close to her, so we detached and set course 270 degrees, speed 18 knots, in an attempt to run for it.

It was noticed at this time that the motor boat had taken on about two feet of water and the whaler about a foot. This was rectified, but



The forward bulkhead in the chief and petty officers' cafeteria in the Sioux was stove in about a foot at the height of the typhoon. The photo shows the bulkhead after being shored by CPO H. R. Weidman, chief shipwright in the Sioux.

not without a thorough soaking for the man who removed the motor boat's plug. Amazing how those plugs will hide themselves.

It soon became apparent that there was no chance of getting clear. The wind had reached 50 knots, with correspondingly high seas. The Captain then decided to turn into the wind and ride it out.

So around we went, but the "quiet, restful" speed of five knots was not for us. To keep the ship "hove-to", with her bow near the wind, it was necessary, because of her peculiarities, to have revs on for about $8\frac{1}{2}$ knots,

which is rather uncomfortable when heading into 30-foot seas.

The hour of 1500 had long come and gone, with no signs of the wind decreasing. In fact, a wind speed of 80 knots was reached before there was any sign of a lull.

The "Met" Officer faithfully plotted every report, and each one indicated the typhoon moving off to sea, eastward of Japan. However, the barometer was still falling and wind and sea were rising. The mystery was solved at approximately 2200, when a new report came in showing "Ruth" moving up through the

centre of Japan, no more than 60 miles away.

In the meantime, the usual was happening. Carley floats were disappearing at regular intervals. The whaler was on its side in the davits and the motor boat canopy had been stove in. 'Tween decks, amid the usual crashing of crockery and other loose gear, there could be heard murmurs of "recruiting posters", "Roll on my five", or "This ain't nothing, you should have been with us last November when we hit a real typhoon". Able Seaman N. E. Heide was heard to mention something about the "distribution of wealth".

The Second Officer of the Watch in the Middle saw a lump on the Operations Room deck. It sported a beard and, on closer investigation, proved to be Able Seaman L. J. Speilman, who, on being questioned on how things were, managed to gasp something about Rita Hayworth coming through the door.

Suzie, the pup dog, learned how to climb ladders that night, twice managing the trip up to the Operations Room.

At about 0100, just when life was getting a bit dull, there was a terrible crash and a rendering noise from the forecandle, and the ship came to a staggering halt. Immediate examination showed the entire bulkhead on the starboard side forward in the chief and petty officers' cafeteria had been stove in about a foot. The damage was quickly and efficiently shored by the Chief Shipwright, CPO H. R. Weidman, and very little water came through.

A limited survey of the upper deck from the questionable shelter of the flag deck revealed that the forecandle, starboard side, appeared somewhat mussed up, with no carley floats left and the smartest destroyer motor boat in the Korean theatre a complete shambles. Such odds and ends as boffin mountings, stanchions, ladders, etc., had also taken the easy way out.

At about 0400 the typhoon had passed its peak and was fast decreasing in intensity; by 0700 it was possible to turn around and, for the first time, get onto the upper deck.

The forecandle produced some interesting sights, such as "A" gun shield and breakwater stove in and ready use and washdeck lockers a twisted mess. Guard rails aft, as high as S-2 mounting, were twisted and torn. The tiller flat was flooded to a depth of four feet. This came as quite a surprise, to say nothing of causing some anxiety, as it had been per-



Hundreds of thousands of young herring — or grilse — were trapped in the Dominion Government drydock at Esquimalt on its being emptied recently. Scores of sailors from Naden waded into the shallow waters and caught some supper. In the top photo, CPO Trevor Reading and PO G. Fraser go fishing the easy way. In the lower photo, Able Seamen Ernest Charles, Kenneth Buck and Edward Kraft display the results of a few minutes' work. (E-16892 and 16891).

fectly dry around 0200. A more detailed examination showed that the storm flap at the base of the vent trunk had been torn loose, allowing water to flood in.

Also, there were ten depth charges missing from the rails and deck stowage, while the galley and mast were the worse for wear.

A slight head cut received by one

of the officers was the only casualty, if casualty it can be called.

On the way out of harbor a signal had been received from Royal Fleet Auxiliary Wave Premier reading, "Hope it keeps fine for you."

Our reply on returning was brief and to the point:

"It didn't".



The Navy Plays



Dal Dumps Shearwater to Win Grid Championship

Dalhousie University scored a 5-0 victory over HMCS Shearwater in the mud of Studley Campus to win the Halifax Canadian Football League championship and the Purdy Trophy.

The Shearwater team had toppled HMCS Stadacona, four-time winner of the trophy, in the semi-final with a 22-11 victory. But the naval airmen could not penetrate the Dal line when they got near pay dirt in the final.

Shearwater marched up the field in the final quarter and moved the ball to within one foot of the Dalhousie goal strip, but the University line stiffened and hurled back three successive thrusts.

Dalhousie's points came in the second quarter, when they scored an unconverted touchdown after a driving ground attack.

Marshall Wilson, president of the league, presented the Purdy Trophy to Dalhousie after the game.

In the Stad-Shearwater semi-final, the naval airmen scored four touchdowns, two of them converted, with a devastating first half attack. They had a 22-6 lead at the interval and succeeded in holding Stadacona to a single touchdown in the final 30 minutes.

Stadacona Scores Close Hockey Wins

HMCS Stadacona won its first two games in the newly-formed Metropolitan Intermediate Hockey League, defeating Army-Air Force Concorde 2-1 and squeezing out an 8-7 win over HMCS Shearwater. Other entries in the five-team league are City Police-RCMP and Dartmouth Royals.

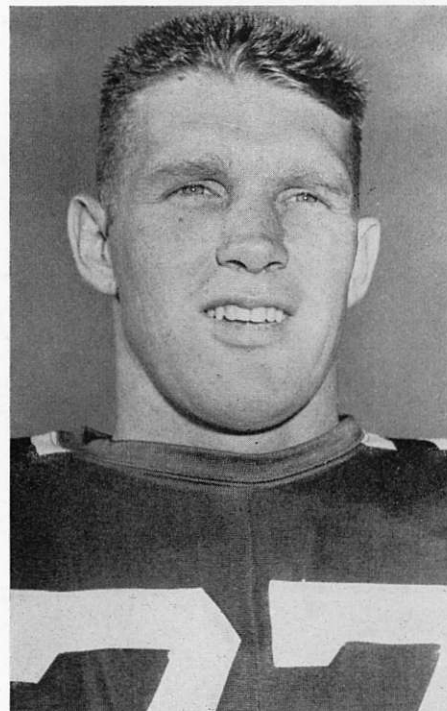
Close Competition Features Naden Sports Schedule

The winter inter-part sports season opened October 29 at HMCS Naden. Basketball, volleyball and hockey leagues will run through the winter months. PO Fred Kelly's Medical, Communications and ND team was leading the basketball league but ties were the order of the day in the other circuits.

Supply and MTE hockey teams, managed by POs Norm Richardson and Dave Sadler, respectively, were deadlocked for first place. In volleyball, a five-way tie existed, with the Ordnance, MTE "A", TAS and Electrical, Supply School "A" and the Medical, Communications and ND teams all sharing the top spot.

Soccer Team Unbeaten in Inter-Service Loop

The RCN soccer team from the Pacific Command completed the first half of the tri-service schedule with an undefeated record. The team played HMCS Discovery, Chilliwack Army and Victoria Army, scoring a total of 22 goals and giving up only one.



A naval officer, Ordnance Lieut. Don Loney, was a member of the Ottawa Rough Riders football team that defeated Regina Roughriders in the Grey Cup final, Canada's No. 1 sports event of 1951, at Toronto November 24. Lieut. Loney was co-captain and first-string centre of the Ottawa team and was a consistent star throughout the season. Formerly at Naval Headquarters, he commences a course in the Ordnance School at Esquimalt early in the New Year. (Photo by Newton, Ottawa).

The season's highlight was a 4-1 exhibition game victory over Courtenay United, up-Island champions. Manager Alex Ross came out of retirement for this fixture and showed his old fire, scoring three of Navy's four goals.

The Navy entry in the Victoria Commercial Hockey League beat Army 2-1 in the season's opener, then skidded into a losing streak extending over four games.

Cornwallis Edged in Soccer Final

The RCAF Summerside team defeated HMCS Cornwallis 3-2 in a sudden death final for the Maritime tri-service soccer championship. It was probably the most cleverly played and exciting game of the season. The score was tied at 2-2 until the final minutes of play, when the airmen notched what proved to be the winning counter. The Cornwallis team pressed hard for the equalizer but was held at bay by some expert defensive work by the Summerside eleven.

Going into the final contest, Cornwallis had scored 45 goals during league competition and had yielded only ten. Victories during the season included two over Shearwater, three over RCAF Greenwood, and one win and one tie against Stadacona.

CPO Alex Ross Heads Naden Bowling League

The rumble of bowling balls and crash of pins falling became a familiar sound in the Central Canteen of HMCS Naden as the 1951-52 Pacific Command Bowling League got under way on Tuesday, October 9. Twelve teams are rolling a 60-game schedule for the inter-departmental trophy.

The league was recently re-organized, with CPO Alex Ross as president, PO Jack Jones, secretary, and CPO Neil McLeod handling the funds as treasurer, and shows promise of becoming one of the liveliest activities on the winter sports agenda.

In order to accommodate 12 teams on four alleys, it was necessary to split the league into two sections. The teams finishing first and second

in each section will bowl for the grand championship and the third and fourth place teams will compete for the consolation title.

After 16 games had been played, Regulating held down first place in the "A" section, with Medical just one point behind and Communications and ND another point further back. Damage Control was fourth, Supply School fifth and Nurses sixth.

Ordnance topped the "B" section with 14 points, followed by Royal Roads and MTE with 11 apiece. Writers stood fourth, Cooks fifth and Civil Service sixth, only one point separating each of the last three.

Inter-Part Hockey Opens at Shearwater

The new Shearwater Inter-Part Hockey League got under way November 14 with the Miscellaneous team losing to Albro Lake Naval Radio Station 2-0. In the second game, the School of Naval Aircraft Maintenance shut out Air Department 5-0. An Air Group squad, the CAG, and a civilian team complete the league.

A Shearwater Skating Club has been formed so that personnel on the air station may pleasure-skate on Sunday afternoons. The membership is more than 200.



Seriously injured in an auto accident last summer, Sub-Lieut. (MN) Hazel Mullin still has one leg in a cast and is able to get around only with the aid of crutches. Despite these handicaps, she is among the individual leaders in the Halifax Garrison Indoor Rifle League as a member of the Stadacona senior team. Here she examines a target of 98 shot in a practice session. (HS-16701).



Commodore K. F. Adams, Commodore RCN Barracks, Esquimalt, presents the Charles McDonald trophy to Petty Officer David Sadler in recognition of the latter's efforts in fostering sports in the Pacific Command in 1951. (E-16965).

Miscellaneous Paces East Coast Hockey Loop

Miscellaneous division was leading the Stadacona Inter-Part Hockey League with an undefeated record as all seven teams completed their first three games. The Supply squad was in second place with two wins and one tie, while the Electrical School Staff had a two won and one lost record for third place.

Other teams in the league are the MTE, ND School, combined TAS, Gunnery and Ordnance, and the Electrician's Mates.

Three Basketball Teams Represent Shearwater

HMCS Shearwater has three teams entered in Halifax and district basketball leagues.

After losing their first game to Dalhousie, the seniors won the next two, defeating Nova Scotia Tech and Acadia University.

The intermediates won a thrilling game from St. Mary's College after two overtime periods. Shearwater came out on the long end of a 58-56 score.

The juniors lost an exhibition game to Queen Elizabeth High School as they waited for their league opener.

Chippawa Defending Service Hockey Title

HMCS Chippawa has entered a team in the Winnipeg Inter-Service Hockey League for the 1951-52

season and has high hopes of retaining the Baker Memorial Trophy. Coach of the team is Able Seaman Dick Guinan.

Some 60 hopefuls turned up for early practice sessions and competition for berths on the team was extremely keen.

Also entered in the league this season are teams from the Army, RCAF and RCMP.

Boxing Team Training for West Coast Bouts

CPO Dave Graves, just back from a gunnery instructor course in the United Kingdom, lost little time getting back into RCN and Victoria boxing circles. Since taking over the RCN team, Coach-Manager Graves has had a stable of eight boxers training hard every Monday, Wednesday and Friday. The team aims to cut a swath in boxing events this winter at Victoria clubs and a scheduled inter-service show.

Squash Team Splits Inter-Club Matches

The Pacific Command squash team broke even in two matches played with the Victoria Squash Club. Navy won the first match 13-7 and lost the second 9-13. Team members were Commander R. L. Hennessy, Lieut.-Cdr. J. D. McCormick, Lieut.-Cdr. R. A. Green, Instructor Lieut.-Cdr. W. H. Fowler, Lieut.-Cdr. W. J. Reynolds, Lieut. (S) J. K. Power,

Lieut. J. C. Payne, Lieut. W. E. Clayards, Lieut. E. V. P. Sunderland, CPO J. A. Stoddart, PO Dewey Barwis, PO James Jack and PO Ronald Dawson.

Teams Closely Bunched in Stadacona Bowling

Teams in the Stadacona Inter-Part Bowling League were closely bunched after two months of competition. Medical Staff, with 21 points, held a one-point lead over ND School and RCN Depot "A." MTE "A" followed with 19 points, Central Stores had 18, and Clothing Stores, Instructor Officers and Regulating Staff were tied with 17 each. Electrical "A" and Electrical "B" were deadlocked for last place with 15 points.

Restigouche Division Wins Boxing Tourney

Restigouche Division was victorious by a one-bout margin in an inter-divisional boxing tournament held at Cornwallis in October.

Ten divisions were entered and members of the P. and R.T. staff worked long and hard in organizing the elimination tournaments. After several nights of hectic leather pushing, St. Laurent and Restigouche divisions won their way into the finals.

A crowd of more than 900 was on hand for the nine-bout card and several of the matches brought the spectators to their feet. As the ninth and final match approached, the scoreboard read: Restigouche four, St. Laurent four. A close verdict in the final event gave the inter-divisional championship to Restigouche.

Restigouche division won another championship earlier, trouncing the ship's company team 23-7 in the final of the inter-divisional softball tournament.

Star Outscores Airmen in Hockey Exhibition

Tuning up for the regular season, HMCS Star's hockey team defeated the local RCAF squad 12-2 in an exhibition game. The star team is competing in the Hamilton West End Hockey League. Playing coach is PO William Saxon.

Tourney Decides Naden Badminton Team Make-up

The booming badminton club at Naden boasts a total membership of 75 officers and men, their wives and friends, and at least 45 turn out for the regular Wednesday night sessions.

The club president, Lieut. (SB) W. H. Northey, is shopping around for outside competition, a club team

Cornwallis Choir Has New Leader

The Communications branch continues to live up to the old adage, "When in trouble or in doubt, always call the Flag Jack out."

When Commander P. D. Budge left Cornwallis to take up his new appointment in command of the Quebec, the Cornwallis choir was without a leader. A crisis was averted with the timely arrival of the Communications School from Halifax, the Comschool's officer-in-charge, Commander R. W. Murdoch, taking over leadership of the choir as a spare-time commitment.

Under the direction of Commander Murdoch, the choir sang a number of carols at the main gate of the establishment. The program was recorded by the CBC and broadcast from Halifax during the Christmas season.

having been picked on the basis of a mixed doubles elimination tournament. The "winners' bracket" was taken by Mr. Tolson and Miss Godfrey, with Captain and Mrs. C. J. Dillon as runners-up. Taking the "losers' bracket" were Lieut. (E) J. R. Turner and Sub Lieut. (MN) J. B. Smith, with Commander (S) R. G. Harris and Mrs. R. Pickford runners up.

Shearwater Officer Wins Badminton Exhibition

The Shearwater Badminton Club was treated to some expert play when Bev Piers, Maritime singles champion, and Lieut. Brian Bell-Irving, a former B.C. junior titlist and United Kingdom men's doubles winner, met in an exhibition match. Lieut. Bell-Irving won by a narrow margin.

In a doubles exhibition, Mr. Piers and Lieut. Jack Anderson, of Shearwater, played Lieut. Bell-Irving and Commissioned Bos'n Jim Arnott, from HMCS Stadacona, with the latter team winning. A large number of spectators were on hand to witness this fine display of badminton.

York Officers Compete In Garrison Softball

A team of RCN(R) officers, captained by Lieut. (L) David Bate, is representing HMCS York in the Toronto Garrison Officers' Indoor Baseball League. The team lost to the Governor General's Horse Guards and the Irish Regiment in its first two games but with eight more to go is confident of showing improvement and making a strong bid for the championship. Lieut. (SB) "Tug" Wilson and Sub-Lieut. Frank Gallo-way are pitcher and catcher, respectively.



Members of the Saguenay division team that won the recent boxing tournament at Cornwallis are pictured above. Front row, left to right: Ordinary Seamen G. McGuigan, Montreal; P. Flynn, Corner Brook, Nfld.; K. Kowalsky, Simcoe, Ont., team captain; A. Cushaback, Cochrane, Ont., and R. St. Jacques, Ottawa. Rear row: Ordinary Seamen R. Whyte, Arnprior, Ont., and R. Livingston, Montreal; PO J. Tobias, Saint John, N.B., coach; Ordinary Seamen W. Wheeler, Lark Harbour, Nfld.; and R. Mackay, Strathmore, Que. (DB-1149-1).



In the Shearwater Hobby Shop, AB Norman Clode, of Toronto, left, builds a child's bunk; CPO Ken Crookston, of Victoria, gets some advice from the duty artisan, CPO Bill Clark, of Toronto and Lieut. D. G. MacKay, of Toronto, sands a chair he is making. (DNS-6140, 6141, 6139).

Amateur Craftsmen

Hobby Shop Helps Shearwater
Personnel Save Money,
Spend Spare Time

IN one corner there's a leading seaman carving out buffalo book ends from a block of wood. In another, an officer is making an easy chair. In adjoining rooms, others are engrossed in leatherwork and metal smithing.

It's a typical night at the Shearwater Hobby Shop, which is flourish-

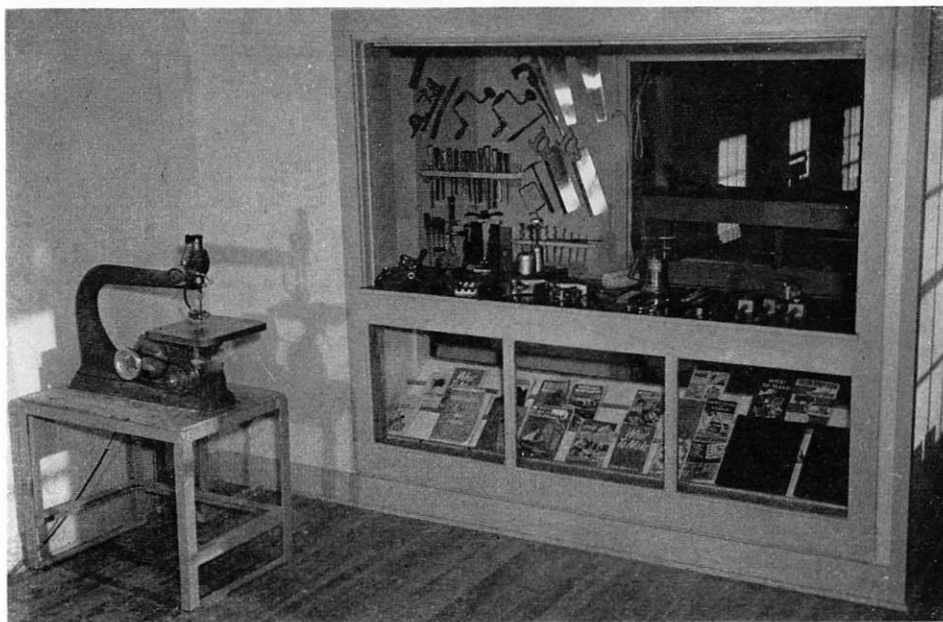
ing strongly after more than a year in operation, holding the interest, after working hours, of many service and civilian personnel at the naval air station. Their idle hours are fruitfully employed in acquiring a talent for making jewelry, purses, wallets and useful articles for their homes.

The shop was started through the efforts of Commander David W. Groos, executive officer of the air station, with CPO Douglas Moss (now retired) as technical advisor. CPO Moss ran a hobby shop in the RCAF during the war and his experience proved useful in planning the layout of the Shearwater shop.

The Women's Auxiliary of the RCN and Fairey Aviation Company donated equipment, the Station Welfare Committee contributed funds to stock a storeroom and the shop was formally opened in October 1950.

The shop consists of four large rooms on the second floor of the station gymnasium. Active hobbies carried on include cabinet making, wood carving, model building, leathercraft and silver smithing. In addition, there are facilities for copper smithing, shellcraft, plasticine modelling and rug hooking.

The place is open nightly from 1800 to 2230 and on the occasional holiday afternoon. PO James C. Instance, of Toronto and the Shearwater married quarters, is shop manager and is there at least five nights a week to assist hobbyists and to run the stockroom. The duty artisan aboard the station each evening spends his spare time at the shop to lend assistance to enthusiasts. Usually



The tool crib counter in the Shearwater Hobby Shop features an attractive display of tools and books available to hobbyists at the naval air station. (DNS-3960).

PO Instance and the duty artisan are running several projects of their own, well.

Most popular occupations are leathercraft, cabinet making and model building. Leathercraft usually takes the form of wallets made by the single men aboard. The married men favor radio cabinets and other pieces of furniture for their homes, and model builders make aircraft to fly in the Shearwater Model Aircraft Club. Modelling in plastics and solids of aircraft, ships, cars and ornaments is also popular.

In the year or so that it has operated, the shop has sold hundreds of feet of lumber and plywood to woodworkers, though they may bring their own materials if they so desire. The storeroom carries a tool crib and has kits for models, leather and other materials.

In addition to the extensive facilities offered by the hobby shop, qualified instructors give regular lectures on the various crafts. Miss Mary Matheson, a graduate of the Nova Scotia College of Art, teaches silver smithing and CPO Jack Dunn instructs in copper smithing. Leathercraft is taught by Mrs. Geoffrey S. Hilliard, a former occupational therapist and now a navy wife.

Officers and men of the 31st Support Air Group, being stationed at Shearwater, have taken the financial weight of the shop. Lieut. R. J. S. Dickinson is senior committee member, assisted by Lieut. C. J. O'Connell and other officers and men.

SHEARWATER PLAYERS PLAN NEW SEASON

CPO Robert Dalley was elected chairman of the Shearwater Players for the forthcoming drama season at the annual meeting in Halifax.

Others elected to the executive were CPO Douglas Cooke, vice-chairman; Ordnance Lieut. Ronald Marwood, production manager; Commissioned Supply Officer Jack Young, business manager, and Mrs. Sybil Cooke, secretary.

Also present at the meeting, which included seven new members from Halifax and Dartmouth, were Captain Duncan L. Raymond, commanding officer of Shearwater, and Commander D. W. Groos, executive officer of the air station, both of whom took an active part in the discussions.

The play "Grand National Night" was chosen by the dramatic group for entry in the Regional Drama Festival in Halifax early next spring. It will be another first showing in Canada by the Shearwater Players and is a type of "who-dun-it" in which the audience, knowing "who" from the start, watches the troubles of a detective as he sorts out his clues and draws the net around the culprit. It has a surprise ending, too, which, the players believe, should make for an excellent show.

The production will be directed by Lieut. Marwood and rehearsals are now in full swing. There are nine in the cast, six men and three women.

Sea Cadet Camps

The National Sea Cadet Committee, composed of representatives of the Royal Canadian Navy and the Navy League of Canada, has agreed that HMCS Comox, situated on the West Coast, and Camp Ewing, at Choisy, P.Q., be operated as Sea Cadet camps in 1952. Sea cadets from Winnipeg and westward will attend Comox and all others will attend Camp Ewing. To be eligible for camp attendance, a sea cadet must be a qualified able seaman or above and have an attendance record of approximately 65 per cent in the current training season. It is expected that a leadership course similar to that held last summer at HMCS Cornwallis will be conducted in 1952.

CORNWALLIS TAKES UP BCA STUDIES

The Bureau of Current Affairs course referred to in a recent issue of The Crowsnest is catching on at HMCS Cornwallis, where the divisional officers take a two-week course similar to that being conducted on a tri-service basis at Camp Borden, Ontario.

The task of training these officers fell to the Education Officer, Instr. Lieut.-Cdr. B. S. Lake, who engaged speakers from nearby universities to discuss up-to-the-minute developments in current affairs on both the national and international level.

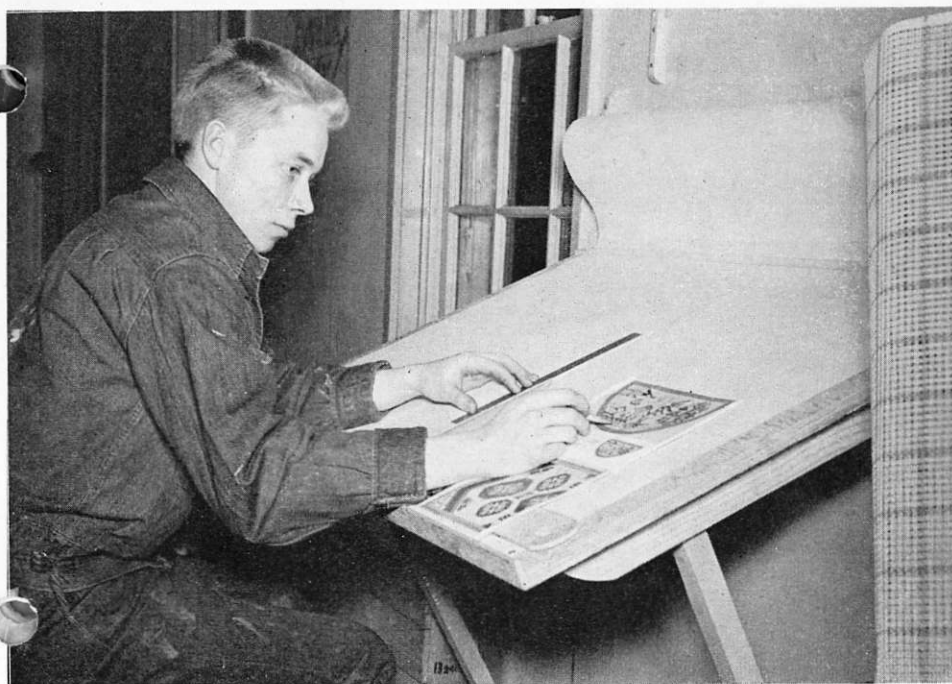
In charge of techniques and practice discussions was Instr. Lieut.-Cdr. L. B. Sellick. He was assisted by Instr. Lieut.-Cdr. George Gray and Instr. Lieut. L. W. Maundcote-Carter, who presented well-prepared talks on "The St. Lawrence Seaway" and "How Canada Is Governed," respectively.

Beginning on December 3, the ship's company undertook weekly discussion hours under the direction of the divisional officers. While it is still too early to judge results, all indications point to an enthusiastic reception to training in the "war of ideas."

PO ROLAND LEDUC HEADS MONTCALM MESS

With the arrival of chief and petty officers of the regular force to serve on the staff of HMCS Montcalm, new elections were held in November by the chief and POs' mess.

PO Roland Leduc was elected president, CPO Paul Lavertue, first vice-president, PO W. M. (Bill) Sullivan, second vice-president, and PO Laval Turgeon, secretary-treasurer. — J.A.L.T.



AB Donald Simpson, of Calgary, concentrates his attention on a hooked rug he devoted his spare time to making in the hobby shop at Shearwater. (DNS-5014).

LOOKING ASTERN

(Continued from Page 17)

the lessons learnt so bitterly and paid for so dearly in the Battle of the Java Sea. Inexistent were combined fighting doctrine and communications, without which naval forces of different countries cannot operate together. Equally essential and equally lacking were tactical information and reconnaissance.

The absence of any one of these vital conditions could doom a similar engagement. The absence of all brought tragedy.

EDITOR'S NOTE: The foregoing account was written for *The Crowsnest* by a man who "was there." Lieut.-Cdr. Richard H. Leir, RCN, was a sub-lieutenant in *HMS Exeter* when she was sunk in the Java Sea. He was picked up by the Japanese and spent more than three years in prisoner of war camps. (See *Crowsnest*, December 1950).

Prior to taking up his present appointment on the secretariat of the Personnel Members Committee at National Defence Headquarters, Lieut.-Cdr. Leir served as navigating officer of *HMCS Athabaskan* during her first tour of duty in the Korean theatre.

LETTERS TO THE EDITOR

Sir:

Re your Man of the Month article in the November *Crowsnest*. Not that I mean to belittle the record, but the *Alberni* was not the first corvette completed on the West Coast. That honor belonged to the *Wetaskiwin* (Lieut.-Cdr. Guy Windeyer, RCN). The *Wetaskiwin* was

built at Burrard Dry Dock Company Ltd., North Vancouver, and was commissioned December 16, 1940.

The second was the *Agassiz*, which commissioned about a month later. After completing trials, the two ships left for Halifax together but had to turn back to Esquimalt. They left again on the 17th March, accompanied this time by the *Alberni*, which had since commissioned at Victoria Machinery Depot.

JOHN C. GRIFFITHS,
Warrant Engineer, RCN(R),
Naval Overseer's Office,
Burrard Dry Dock Co. Ltd.,
North Vancouver.

Sir:

A number of people have approached me and told me that there was a movement afoot to organize a reunion of officers and men of the commissioning party and wartime crew of *HMCS Uganda*.

I would very much appreciate any information you have or could obtain upon publication concerning this affair.

W. J. (Pat) MORROW,
CITI3, RCN,
HMCS *Star*,
Hamilton, Ontario.

TORPEDO DETECTORS COMPLETE COURSE

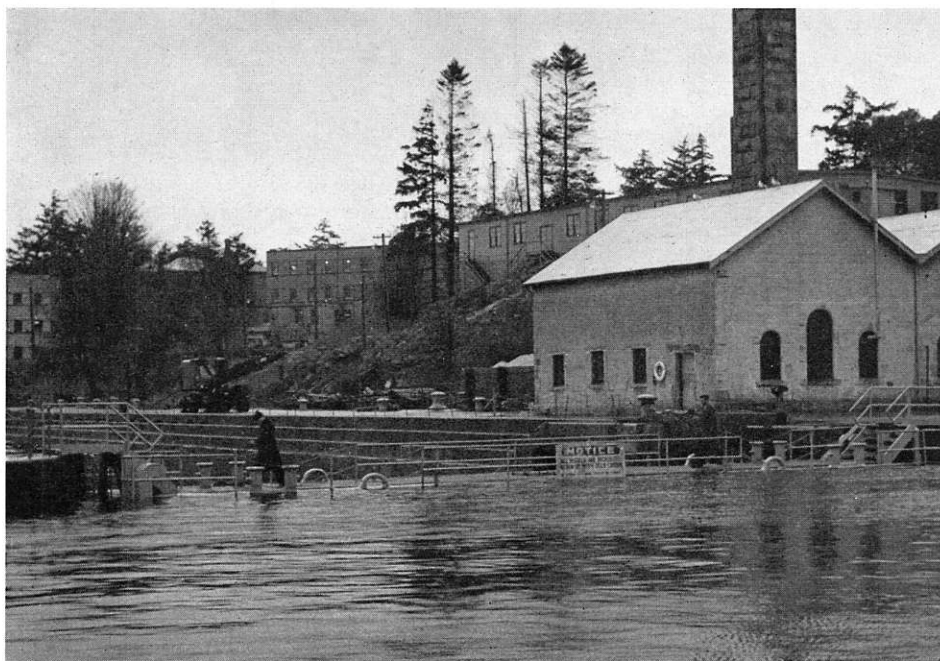
Ten men recently completed a torpedo detector second class course at the Torpedo Anti-Submarine School, Halifax, and proceeded on draft to various ships of the fleet.



CPO Alexander Burns, of Halifax and Hamilton, who had served in *HMCS Micmac* every day she had been in commission, bids farewell to the ship as he goes ashore during her paying off period at Halifax in November. The *Micmac* has been taken in hand for re- and armament conversion. Standing by the gangway are Ordinary Seamen Hubert Baldwin, Pouch Cove, Nfld., left, and Ross Elliott, South Brook, Nfld. (*HS-16616*).

The group included Petty Officers T. J. McCarthy, E. A. Janeway and R. V. Kierstead; Leading Seamen J. Payette, L. V. Westbury and D. McCoy and Able Seamen P. J. Burke, F. S. McLaughlin, J. P. Forget and W. Abbott.

Five Able Seamen specializing as torpedo detectors recently completed a TD3 course at the school. They were Able Seamen V. Donnait, J. Lest, J. Craig, C. LaPlante and B. Nobert.



The end of November brought some of the highest tides seen in Victoria in many years. Shown here is the water topping the gates of the naval drydock at Esquimalt. (*E-17126*).

ROYAL MESSAGE

On completion of the Royal Tour, Her Royal Highness The Princess Elizabeth sent a message of farewell to the Prime Minister of Canada, a copy of which is reprinted.

In forwarding this message for the information of the Navy, the Prime Minister has requested that his own congratulations and thanks be extended to the many who performed the arduous duties connected with the tour in such an efficient and courteous manner.

(H. A. McCANDLESS)
Naval Secretary



St. John's,
Newfoundland.
11th November, 1951.

My dear Prime Minister.

Before leaving I want to tell you how grateful my husband and I are to you and to your colleagues for having given us so great an experience on this journey across Canada. The welcome we received on all sides has far exceeded anything we could have believed possible, and we have been given a picture of the rich variety of Canadian life which we shall never forget, and which has interested us profoundly.

It has given us infinite pleasure to have had the chance of meeting and talking to so many Canadians in every walk of life, and we have been happy to have had with us at various times on our journey your colleagues in the Cabinet. Their advice has been invaluable, and we have much enjoyed getting to know them, particularly as they have given us an insight into Canadian affairs.

I hope that you will convey our thanks and appreciation to all members of the three Services who have done so much to make our tour a success. We are very glad that you made it possible for us to travel in two ships of the Royal Canadian Navy, and in an aircraft of the Royal Canadian Air Force: we know also how much the Army has done at all times for us. Our visits to Navy, Army and Air Force establishments impressed us greatly and we are proud to have been saluted by so many Guards of Honour of all three Services throughout the length of our journey.

I am sure I need not tell you that this, our first visit to Canada, has made us wish to come back before too long to see more of the Country and its people. I hope very much also that I will soon have the chance of meeting you again.

Yours sincerely

Elizabeth

The Right Hon. L.S. St-Laurent, P.C., K.C., M.P.,
Prime Minister of Canada
And President of the Privy Council.

