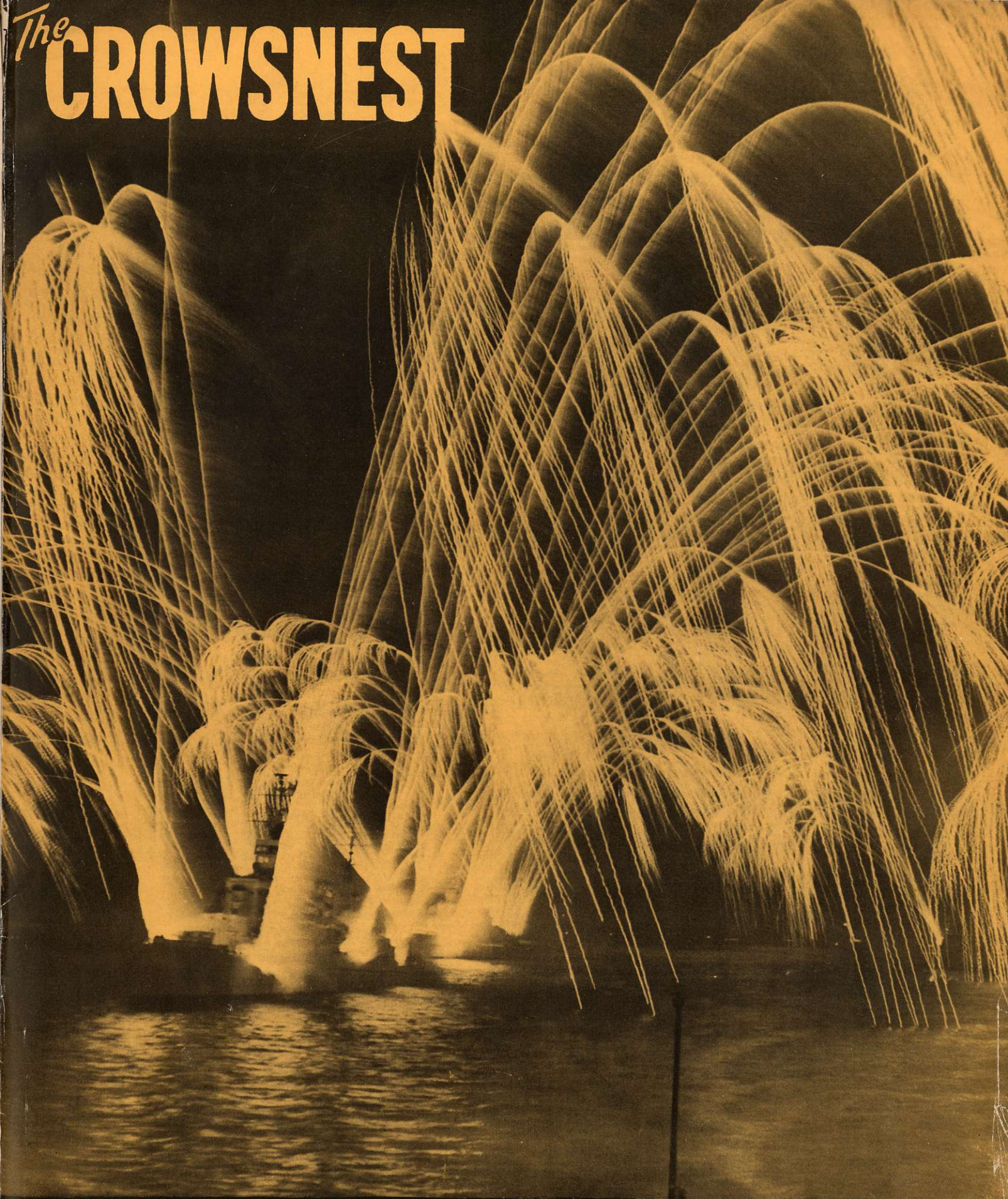


The CROWSNEST



Vol. 5, No. 9

July, 1953



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THE ROYAL CANADIAN NAVY'S MAGAZINE

JULY, 1953

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Cover photo—The Coronation review at Spithead, at which Canada's Coronation Squadron was the largest group of ships except for the Royal Navy's representation, was the Navy's way of honouring the newly-crowned Queen. Pictured is a small corner of the fireworks display by the mighty armada during the closing hours of the review.—(QB-911).

LADY OF THE MONTH

The yachting season is here again and the naval yachtman's prayer is for fresh breezes and sunny skies. The trim craft on the opposite page is The Royal Canadian Naval Sailing Association's Sailorette-class *Red Start*, as she appeared at the 1952 Pacific International Yachting Association Regatta on Lake Washington. She was skippered by Lieut.-Cdr. J. H. Marshall.

The RCNSA had several entries in the big regatta and made a good showing against representatives of almost every yacht club in the Pacific Northwest. This year's regatta was set for June 27 to July 5 at Vancouver, B.C., with the RCN entering six Sailorettes and ten Snipes.

The *Red Start* is one of the three original Sailorettes owned by the Sailing Association, which added three new ones for the present season. (Photo by Ray Krantz, Seattle, Wash.)

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Canadian Contingent in Coronation Procession, (COR-390)

Queen Elizabeth Replies to Message

Her Majesty the Queen has replied to a message of loyalty and devotion sent on behalf of the officers and men of the Royal Canadian Navy and the Reserve by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff.

Vice-Admiral Mainguy's message said:

"The officers and men of the Royal Canadian Navy, present their humble duty to Your Majesty and beg to renew their expression of loyalty and devotion on the occasion of Your Majesty's Coronation."

From Buckingham Palace came the reply:

"Please convey to all officers and men of the Royal Canadian Navy, regular and reserve forces, my sincere thanks for their kind message on the occasion of my Coronation. Elizabeth R."

Coronation Ships Have Tales to Tell

The Canadian Coronation Squadron returned to Halifax June 25, its officers and men brimming with tales of the great events in which they had taken part and of others they had witnessed. Led by HMCS *Quebec*, flagship of Rear-Admiral Roger E. S. Bidwell, the squadron sailed into Halifax in brilliant sunshine, a condition that contrasted sharply with the weather which had beset the ships during most of their crossing.

Accompanying the Canadian ships was the Australian carrier *Sydney*, homeward bound by way of the Panama Canal. The *Sydney* spent four days in Halifax before resuming her long journey back to Australia. The *Sioux*, bound for her home base at Esquimalt, accompanied her as far as Chesapeake Bay, from where she carried on independently when the *Sydney* turned in to visit Annapolis, Md.

Other ships in the returning group were the *Magnificent*, *Swansea* and *La Hullose*. Missing was HMCS *Ontario*, which had remained in the United Kingdom for repairs to a propeller shaft damaged last fall at Buenos Aires.

An extensive exercise program which had been planned for the return voyage had to be considerably modified, due to heavy weather more like that of March or October. This ill wind did blow some good, however, providing plenty of practice in pure seamanship.

It added one more yarn, too, to the fund collected by the returning sailors, already chock-full of stories of the Cor-

onation, the Spithead Review, tours of London and the English country-side, visits to hospitable British ports, the Royal Tournament, the Trooping of the Colour and other memorable experiences.

Blood Donated To Save U.S. Girl

Men of HMCS *Algonquin* joined together in an effort to help save the life of the fiancée of a U.S. Marine when the ship stopped over in San Diego recently.

Miss Nancy Davidson, 20, engaged to Sgt. Guy Warren of the Marine "Death Angels" air squadron based in Hawaii, needs a pint of fresh blood every two days for treatment of severe anemia.

CPOs L. W. Murray and Carmen Driscoll read of Miss Davidson's plight in the San Diego newspaper and, with the permission of Cdr. Patrick F. X. Russell, canvassed the crew for blood donors.

Nearly the entire ship's company volunteered.

Sgt. Warren had devoted all his month's leave to obtaining blood for Miss Davidson who has no family to turn to. The *Algonquin's* offer came just as he was starting back to Hawaii at the end of his emergency leave.

"That's wonderful," he declared, "those Canadians are all right."

Great Lakes to Be "Third Sea"

The RCN plans to use the Great Lakes as a "third sea" to train reserves and to increase "many times" the training facilities now in existence there, Commodore Kenneth F. Adams, Commanding Officer Naval Divisions, said in Vancouver on June 18.

Appointed recently as commanding officer of the new headquarters for the RCN(R) at Hamilton, Ont., Commodore Adams was on a tour of western cities and naval divisions at the time.

SHADES OF NELSON

Across the deck of "*Coverdale*",
The ghost of Nelson strode,
Come back from out the shadowed pale
To visit our abode.

But half way o'er the quarter patch,
He paused, and looked aghast
As by his eyes the latest batch
Of Wrens trooped gaily past.

He clutched his brow, and muttered low,
Then bellowed "Quartermaster"!
A Wren peeked out like frightened doe,
He gulped, and looked aghaster.

Into the galley he turned and met
A stream of girlish glee.
In wonderment his pale jaw set
With mute, unspoken plea.

Then swiftly, and with mounting wrath,
He strode about the "ship"
As myriad maidens blocked his path
He bit his quiv'ring lip.

At length, he headed back, and wrote
With nib of shaky steel,
A terse report from which I quote,
"There's been a change, I feel."

Then to the Admiralty he stumped
And, hailed before the Board,
Before their startled eyes he plumped,
With ringing crash, his sword!

—George William Inglis.

Purpose of employing this third sea is to relieve pressure on the Atlantic and Pacific commands of the RCN. Though technical schools on the coast will still be used for the training of reserves, "from a sea-going point of view" it is hoped to assume much of the burden hitherto carried by the coasts.

The Canada-wide command plans to increase reserve strength from 7,000 to 15,000. Included in the Great Lakes scheme would be cadets of the University Naval Training Divisions. The plan, to be built up gradually, will begin next year.

Earlier in the month, Commodore Adams was guest speaker at the annual meeting of the Naval Officers' Associations of Canada, Dominion Council, at Calgary, on June 4, 5 and 6.

Andrew Sets Undersea Record

HMS/M *Andrew* became the first submarine to cross the Atlantic Ocean without surfacing when she completed her 2,875-mile voyage from Bermuda June 15 in the English Channel.

The *Andrew* had been on loan since February to Canada to exercise with units of the RCN and RCAF under a long-standing arrangement with the British Admiralty. Bermuda is the normal departure point for RN subs re-

turning to the United Kingdom from Canada.

Under command of Lieut.-Cdr. David Stewart Scott, RN, the 1,600-ton *Andrew* "snorted" for most of the distance and her crew was able to pick up broadcasts of the Coronation, the conquest of Mount Everest and cricket results. They spliced the main brace on June 2.

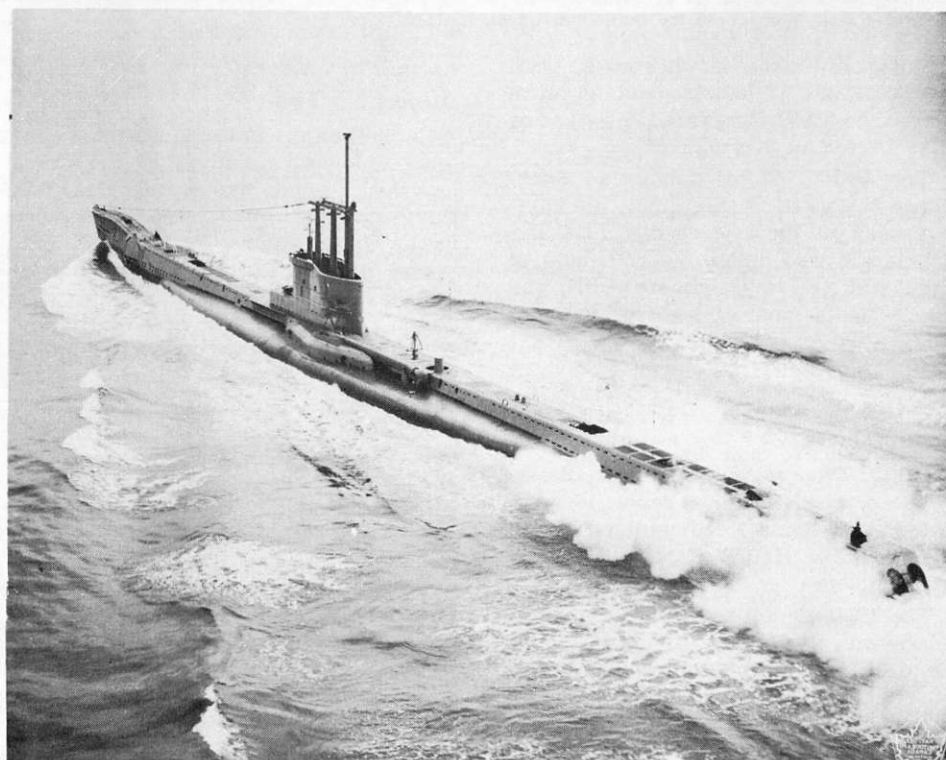
The *Andrew*, designed originally for Pacific service during the latter part of the Second World War, carries 60 officers and men and can do 18 knots on diesel engines. An old friend of Canada, the "A" class boat exercised from Halifax in the autumn of 1950.

Time of the crossing was not announced by the Admiralty, but it was said that she arrived home "well ahead of schedule" and that the trip was carried out "for normal experiments and to test the snort apparatus".

One of the diesel engines broke down and trouble developed in the main periscope but both were fixed under water. There were no special rations, the crew having fresh food for the first six days out and then falling back on canned goods. The commanding officer said he was pleased with his crew. "Temper sometimes get frayed, but not this time".

When the *Andrew* surfaced before dawn off Britain's southwest coast, she headed for the naval review at Spithead 50 miles to the east.

HM Submarine "Andrew", on completion of her loan period for exercises with the RCN and RCAF, recently journeyed from Bermuda to the United Kingdom under water the whole way, thereby setting a record for long-distance underwater travel. The picture is of a sister ship, HM S/M "Artful". (DNS-6397)



Fleet Air Arm Regains Old Name

The British Admiralty announced in May that the term "Fleet Air Arm" was to be officially used again in the Royal Navy, replacing "Naval Aviation" which had been substituted seven years ago.

Cdr. A. H. P. Noble, Parliamentary and Financial Secretary to the Admiralty, in announcing to the British House of Commons the reintroduction of the term, said that the Admiralty had been strongly influenced in favouring the old term by "... the strong appeal of its glorious war-time associations".

Sweepers Join A/S Exercises

HMCS *Portage* sailed from Halifax June 15 to join another minesweeper, the *Wallaceburg*, in the Bermuda area for anti-submarine exercises with the US Submarine *Irex*. The *Wallaceburg* sailed June 6.

The two Canadian ships returned June 26 on completion of the exercise, and the submarine returned to her base at New London, Conn.

Officers View Underwater TV

A demonstration of underwater television by the National Research Council was held in May at Rideau Lake for an interested group of officers from Naval Headquarters.

Embarking at Portland, Ont., aboard the *Radel II*, a converted Fairmile operated by NRC, over 20 officers and civil technicians headed by Commodore H. N. Lay, Assistant Chief of Naval Staff (W), and Dr. G. S. Field, Scientific Adviser to the Chief of the Naval Staff, spent an afternoon observing the capabilities of underwater TV.

The actual demonstration took place while the *Radel II* was anchored in about 30 feet of water. The TV camera—specially constructed for underwater work—was lowered over the side, and two "frog men", Lieut.-Cdr. Phil Henry and Ord. Lieut. Don Loney, disappeared below the surface to assist in the operation.

The observers gathered about a television monitor aboard the ship and were soon treated to the fish-like apparitions of the frog men cavorting in front of the camera near the lake's bottom. The underwater camera, which can be controlled in transverse and fore and aft movement from the ship, was put to other tests. Hauled up from the depths, the camera was trained on the vessel's

screws which showed with startling clarity on the screen. This evolution delighted the engineer officers in the group, who suddenly had visions of themselves directing underwater repairs from the comfortable vantage point of the wardroom.

While the demonstration was conducted and observed in all seriousness, the quip of the afternoon came from one officer who broke the hushed darkness of the observation room with the remark: "Be careful, everybody. Any moment now we'll probably see a cigarette commercial."

Chief of Naval Staff Visitor to COND

Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, was in Hamilton on May 26 for an informal one-day visit to the new headquarters of the Commanding Officer Naval Divisions, Commodore K. F. Adams, at HMCS *Star*.

Admiral Mainguy visited the headquarters of the command, inspecting the buildings and facilities, and met the officers on the staff of Commodore Adams. It was the Chief of Naval Staff's first visit to the new RCN (Reserve) headquarters.

American Warships Visit Esquimalt

Two American warships arrived in Esquimalt during the Victoria Day holiday weekend.

Patrol Craft 1254, a United States Naval Reserve training vessel, com-

"Castle" Corvette Goes to Uruguay

A wartime Castle class corvette of the RCN, HMCS *Arnprior*, was re-commissioned in Halifax on June 14 as a warship of the Uruguayan Navy and re-christened *Montevideo*. The ship will sail from Halifax in September for Uruguay following workups in United States waters.

The former *Arnprior* was re-fitted at Lunenburg, N.S., and her officers and men were provided with courses at HMCS *Stadacona* before taking her over.

As one of HMC ships, the *Arnprior* served during the Second World War under the command of Lieut. Stuart D. Thom, RCNVR, from June 8, 1944 until September 2, 1945. The *Arnprior* figured in the saving of the frigate *Chebogue* which had been crippled by an acoustic torpedo from a submarine she was chasing 800 miles west of the United Kingdom, on October 4, 1944.

Castle class corvettes are still retained in the Royal Navy but have been reclassified as anti-submarine frigates. They were among the first ships to be equipped with squid.



HMCS "Resolute", tenth ship of her class to be launched, slid down the ways in a marine-railway launch at the Canadian Shipbuilding and Engineering Company yard in Kingston, Ont., Saturday, June 20. Mrs. T. R. McLagan, wife of the president and general manager of Canada Steamship lines, pronounced the traditional words. (O-1588)

manded by Lieut. S. Jaworski, USN, and carrying 12 officers and 45 men, arrived in HMC Dockyard on Saturday, May 16, for an overnight stay.

The United States submarine *Scabbardfish* docked at Esquimalt on Monday, May 18, for a seven-day visit. The submarine was under the command of Lieut.-Cdr. R. H. Gallemore, USN, and had a complement of eight officers and 65 men.

Revelstoke on Summer Duty

HMCS *Revelstoke*, a 120-foot Diesel-powered wooden minesweeper, is again based at St. John's Newfoundland, acting as tender to HMCS *Cabot*, the naval division there.

The 255-ton minesweeper was recommissioned at Halifax June 11 under Lieut.-Cdr. C. A. Binmore following annual refit. In addition to his command, Lieut.-Cdr. Binmore serves at *Cabot* as staff officer.

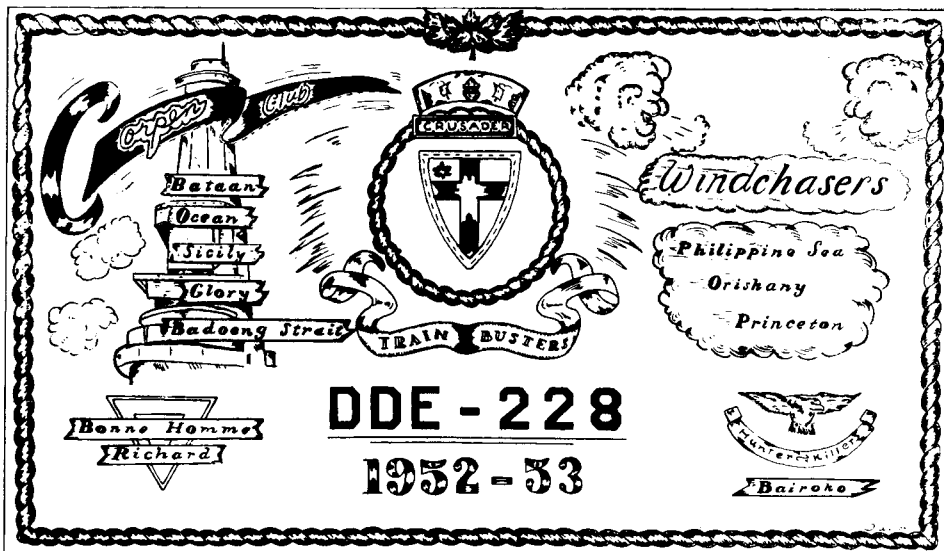
Canadian Sailors Attend US Fetes

Coronation celebrations were not confined to member nations of the Commonwealth—and the Royal Canadian Navy shared in two large ceremonies in the United States.

Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, took the salute at a march past of Commonwealth Veterans Associations in New York on June 7, with the HMCS *Stadacona* band taking part in the pageant. Vice-Admiral and Mrs. Mainguy were guests at a Coronation Ball in the Waldorf-Astoria on June 5.

A tri-service Coronation Honour Guard and Colour Party took part in Coronation celebrations at Boston Symphony Hall, Boston, Mass. The tri-service guard was commanded by Lieut.-Cdr. H. H. Smith, with CPO J. R. Leduc bearing the White Ensign.

Naval personnel in the guard were Leading Seamen William Blaxall, John Smith, Leslie Seebold and Ronald Moll.



HMCS "Crusader" was homeward bound at the beginning of July with proud memories of her years' service in the Korean war theatre. Recalling the ship's membership in three "exclusive" clubs—the Corpen Club, the Train Busters and the Windchasers—is this certificate.

Ace of Train Busters

HMCS *Crusader* turned homeward after more than 13 months on the RCN's Korea Special Force.

First ship to remain in the force for longer than a year at one stretch, she has established an enviable record.

On the ledgers are notations regarding her frequent and successful tilts with trains on the active East Coast which eventually won for her the crown as undisputed train-buster of the UN; her cherished memberships in the three clubs, "Corpen", "Windchasers" and "Train Busters"; her brushes with the enemy shore batteries.

But, also, there is the work done by the undercover men—the cooks, supply crews, bunting-tossers and wireless operators—the ones who man the jackstay inhauls, who work the wires and operate the capstan, the black gang who fuel and steam the ship. They, too, helped build up their ship's record. Without them, the job would not have been done.

Between May 25, 1952 when the ship sailed out of Esquimalt harbour and May 25, 1953, when the ship was detached from the screen of HMS *Ocean* on Korea's west coast, the *Crusader*:

Steamed 70,980 miles on 14 operational patrols.

Anchored 104 times in enemy waters, within easy range of communist guns, and hove to in the same areas countless hundreds of times.

Replenished at sea 68 times.

Screened 10 different UN carriers, all of them numerous times.

Worked in close partnership with 109 different UN ships from seven United Nation membership countries.

Captured 3 junks and took 15 prisoners.

Completed 57 jackstay and 69 helicopter transfers of personnel, in addition to hundreds of transfers of mail, and other smaller items.

Sent away the boarding party 10 times.

Went to action stations 58 times to play offensive and defensive roles, and over 200 times for routine checks of equipment and such things as defence when proceeding to night station in enemy waters.

Received 561 bags of mail from home and dispatched 535.

Handled well over 100,000 manoeuvring hoists, voice-radio messages and operational messages. On the bridge and flag deck the ship's crack communicators, were recipients of many a congratulatory message for their high efficiency.

In the radio room, the Morse maniacs handled over 60,000 messages.

In the galley, PO Peter Gosselin of Victoria, B.C. baked 18,527 loaves of bread and 34,707 hot rolls for a total of 17 tons, in addition to 2,392 pies and cakes each capable of serving 24 men.

This is not just a list of statistics; it is a chapter from the history of one of Canada's Korean ships.

In May, the ship's second last month in Korea, the *Crusader* was employed on the comparatively quiet task of screening the west coast carrier force and in the first three weeks, screened on one patrol, three successive carriers.

The ship then proceeded to Sasebo for the Coronation ceremonies and a seven-day rest period. She carried with her the Master, two Chinese and two British Officers, and nine Chinese merchantmen of the *Lady Wolmer*, which cracked up on the coast of South Korea in a heavy storm. En route to Sasebo the wreck was visited and a report forwarded to the authorities on her condition. The *Crusader* found her high and almost dry on a shoal in 11 feet of water. Her cargo? Three hundred and thirty tons of bourbon, beer and other firewater.—F.L.P.R.

Huron Publishes Ship's Paper

The Crowsnest salutes a new venture in the evergrowing list of ship's publications—the "UR'ON". The *Huron* paper's first edition was published May 24 as the ship steamed through the Pacific to start her second tour of duty in Korea.

The "Social Register" page reported two new children of *Huron* men and what the paper referred to as "A marrying rampage" shortly before the ship left for the Far East, in which seven Hurons took the solemn step.

Some features, such as a poem entitled "Ode to a First Tripper", "Pot-pourri" and a half page of classified ads lend tone to the paper. The laundry firm regrets "Our button ripper-offer is presently on the blink, but we will have it repaired as soon as possible".

In the sports section an item reporting that the captain had extended a challenge to all departments from a wardroom whaler crew ended by saying, "Note: No disciplinary action will be taken against those who do not cheer for the wardroom".

Under the honorary editorship of the captain, Commander R. C. Chenoweth, PO L. H. Phillips edits the paper. His editorial staff includes Lieut. (P) S. M. Rowell, PO B. E. Moss, Ldg. Seamen J. H. Bodnarchuk, I. D. Hayward, S. H. Izsak, Able Seamen W. H. Baxter, C. T. Frame, J. P. Laviolette and W. W. Zaslowky. The reportorial staff includes Sub-Lieut. M. A. Gosselin, PO D. R. Martin, PO D. M. Randle, PO R. H. Laychuk, Ldg. Sea. E. W. Ginley and AB J. J. Adderley.

OFFICERS AND MEN

Korean Service Brings Awards

The *Canada Gazette* of June 13 announced that Her Majesty the Queen had been pleased to approve awards to eight officers and men of the Royal Canadian Navy for their services in Canadian destroyers in the Korean war theatre.

The list brings to a total of 42 the number of officers and men of the RCN who have received such recognition for Korean service.

In a special Coronation honours list issued in London on May 31 one CPO was awarded Mention in Despatches along with eighteen officers and men of the 25th Canadian Infantry Brigade.

The nine awards were as follows:

DISTINGUISHED SERVICE CROSS

Lieut.-Cdr. John Bovey and Lieut. Douglas F. Tutte.

DISTINGUISHED SERVICE MEDAL

PO Gerald E. Jamieson.

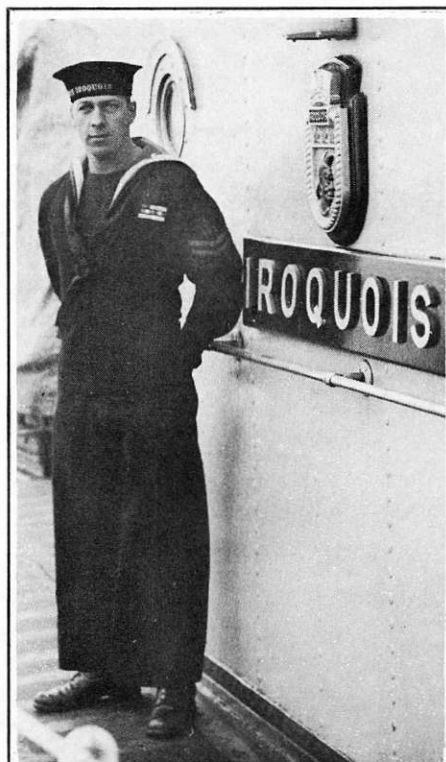
MENTION IN DESPATCHES

Capt. William M. Landymore; Lieut.-Cdr. John L. Quinn (posthumous); CPO Frederick H. Ewald (in Coronation honours list); CPO Richard Williams, and PO J. E. B. Fortin.

Lieut.-Cdr. Bovey is commanding officer of HMCS *Crusader* which has just returned from an active 12 months on service in Korea. The citation lauds Lieut.-Cdr. Bovey's "qualities of leadership . . . coolness, excellent judgment and cheerfulness . . ."

Lieut. Tutte served as Gunnery Officer in HMCS *Iroquois* during the ship's first tour of UN duty in Korean waters. His citation speaks of his "fine example of courage and leadership . . . coolness, presence of mind and determination" both while under fire and in conducting bombardments of enemy shore batteries and installations.

PO Jamieson also served in the *Iroquois* during her first tour in Korean waters. The citation for his award refers to the incident of October 2, 1952 when an enemy shell struck the ship in the quarters where he was serving as gun captain. "Although several of his men were killed or wounded, by his example of courage and coolness he rallied the gun crews and kept his guns in action. His outstanding bravery and leadership inspired the men serving under him".



PO G. E. JAMIESON, DSM

DSM Recipient Real Iroquois

By a happy coincidence, PO Gerald E. Jamieson, 28, of Ottawa and Halifax, who won the Distinguished Service Medal as a gun captain in HMCS *Iroquois* during her first tour of duty in the Korean war theatre, turns out to be an Indian of the Iroquois tribe.

When the award was announced in early June, Ottawa was given as his hometown, but his father, George Jamieson, Sr., said later he was born in Toronto and lived there until he joined the RCNVR in 1938, and that he was an Iroquois.

According to the citation which accompanied his award, PO Jamieson served the namesake of his tribe well: "On 2nd October, 1952, an enemy shell struck the ship in the quarters where he was serving as gun captain. Although several of his men were killed or wounded, by his example of courage and coolness he rallied the gun crews and kept his guns in action. His outstanding bravery and leadership inspired the men serving under him."

After an enemy shell exploded, killing three men and wounding several others, PO Jamieson, as captain of "B" gun had one barrel firing in a matter of two or three minutes.

Captain Landymore's mention-in-despatches reads: ". . . during five and one-half months in command of *Iroquois* in the Korean war area, (he) has led his ship many times into action displaying much resource and devotion to duty. The spirit and cheerfulness of his ship's company when damaged in action were very commendable".

Lieut.-Cdr. Quinn was posthumously mentioned in despatches. He was killed in action on October 2, 1952 when his ship, HMCS *Iroquois*, suffered a direct hit from a communist shore battery. The mention reads: "Throughout the whole period of Korean operations, until his death in action, he set a fine example of leadership in his quarters. His devotion to duty, courage and cheerfulness at all times were an inspiration to the gun crews he commanded."

CPO Williams' mention was made "For displaying exceptional persistence in the maintenance and repair of the gunnery fire control system (in HMCS *Crusader*) under conditions of extreme urgency. CPO Williams has at all times displayed a sense of cheerfulness and leadership which has been of great benefit to the ship."

CPO Fortin was mentioned for his services following the hit on HMCS *Iroquois* by enemy gunfire on October 2, 1952. "While serving in charge of a medical party, although wounded himself, he administered first aid to all in need, with total disregard for his own needs. His fine example of courage and devotion to duty when in danger were in the best traditions of the Medical Branch."

AB Stewart, a stoker in HMCS *Crusader* during her tour in the Far East, was mentioned for "displaying exceptional initiative and ability in the performance of his duties. To the benefit of the ship, Able Seaman Stewart has cheerfully and selflessly applied himself to all his tasks".

CPO Ewald received mention in despatches in the special Coronation honours list, the citation saying that he had ". . . displayed exceptional ability and initiative in the performance of his duties and in assisting with emergency repairs of other United Nations vessels. This man's cheerfulness and outstanding qualities of leadership have been inspirational of his shipmates".



LIEUT.-CDR. JOHN BOVEY, DSC

Officers Named to New Appointments

The following officer appointments of interest have taken place or will take place in the near future.

Captain D. W. Piers, to the National Defence College, Kingston, as Naval Member of the Directing Staff. Formerly on staff of the Supreme Allied Commander, Atlantic, Norfolk, Virginia.

Captain H. L. Quinn, to HMCS *Niagara* on attachment to the Supreme Allied Commander, Atlantic, Norfolk, Virginia. Formerly on course at the National Defence College, Kingston.

Commander C. R. Parker, to HMCS *Naden* on staff of Flag Officer Pacific Coast as Assistant Chief of Staff (Training and Administration). Formerly at Naval Headquarters as Director of Service Conditions and Welfare.

Commander G. M. Wadds, to HMCS *Micmac* on commissioning, in command. Formerly in *Stadacona* as Officer-in-Charge Gunnery School and on staff of Flag Officer Atlantic Coast as Staff Officer (Gunnery).

Lieut.-Cdr. (E) E. S. Baker, to HMCS *Crusader* as Engineer Officer. Formerly at Naval Headquarters as Staff Officer Engineering Personnel.

Lieut.-Cdr. C. J. Benoit, to HMCS *Quebec* as Navigation Officer. Formerly at Naval Headquarters on the staff of the Director of Weapons and Tactics as Hydrographer.

Lieut.-Cdr. (O) M. H. E. Page, to HMCS *Magnificent* for 30th Carrier Air Group in VS 881, in command. Formerly in HMCS *Shearwater* as Lieut.-Cdr. (Operations).

Lieut.-Cdr. D. C. Rutherford, to HMCS *Cayuga* in command. Formerly in HMCS

Niagara on the staff of the Naval Member, Canadian Joint Staff, Washington.

Lieut.-Cdr. H. H. Smith, to HMCS *Crusader* as Executive Officer. Formerly in HMCS *Stadacona* for Gunnery School.

Maritime Museum Has New Curator

A veteran master-mariner of Bridgewater, N.S., has been appointed curator of the Maritime Museum of Canada. He is Captain C. W. Gilding, who spent 40 years at sea, starting as a boy seaman in the days of sail, and rising to command a merchant liner and a naval vessel.

Today he keeps a seamanlike eye on the miniature fleet of clipper ships and model liners inside the walls of the Halifax Citadel.

The Maritime Museum of Canada, which started modestly enough five years ago in the Naval Dockyard, has rapidly developed into a full-sized museum, housing one of the largest collections of ship models and nautical relics in Canada. The appointment of Captain Gilding as a full-time curator marks the end of the museum's "Amateur" standing.

"When I sent some of my own models to the Maritime Museum", says Captain

Gilding, "I didn't dream I'd end up inside there myself!" But the captain is delighted with his new post, for he has never lost his love of the sea although he "swallowed the anchor" and retired to lead a businessman's existence in 1948.

His life story reads like an adventure yarn. Born in Halifax, he went to sea in 1910 as a boy in a sailing ship. After six years "before the mast" he became mate of the American three-masted schooner *Grace Davis*. In 1916 this vessel foundered in an Atlantic storm, and Captain Gilding was one of the survivors picked up by the SS *Belmount* and landed at Louisburg, N.S.

A few weeks later he joined another schooner bound for the River Plate, a voyage he still remembers well, since it lasted 70 days outbound, and 103 days for the voyage home.

In 1920 he turned to steam vessels as a Second Mate in the Canadian Government Merchant Marine. During the next six years he sailed to most corners of the Seven Seas, and in 1926 passed for his Master's Certificate. He sailed in ships of the Canadian National Steamships and the Dominion Steel and Coal Company. At the outbreak of the Second World War he commanded the SS *Rose Castle*. In 1940 he was com-



Captain C. W. Gilding, veteran master-mariner of Bridgewater, Nova Scotia, took over his new duties as Curator of the Maritime Museum of Canada in the Halifax Citadel recently. Above, Lieut.-Commander K. E. Grant, secretary of the Museum Board, looks on while Captain Gilding is welcomed to the Citadel by Major W. C. Borrett, superintendent of the Citadel for the Department of Resources and Development.

missioned a Lieutenant in the Royal Canadian Naval Reserve, and given command of the ill-fated corvette *Levis*, which was torpedoed in September, 1941. (A year later the *Rose Castle* was torpedoed at Wabana, Nfld.)

For the balance of the war, Captain Gilding served in two distinguished ships of the Royal Navy, HMS *Diomedé* and HMS *Dispatch*, patrolling shipping lanes in the South Atlantic. Returning to Canada in 1943, he assumed command of HMCS *Protector* at Sydney, and later HMCS *Protector II* at Louisburg, N.S. After the war he commanded a number of merchant ships until his retirement in 1948.

Still in his fifties, Captain Gilding is keenly interested in maritime matters, model-making and in "meeting people". He has found all three in his new post as museum curator, for his swelling collection of model ships is now visited by several thousand persons each month.

Six Men Complete Gunnery Course

Six men completed an RC3 course on April 24 in the Gunnery Training Centre at HMCS *Naden*. Enrolled in the class were Ord. Sea. Donald Brooks, Ord. Sea. Douglas Myle, AB Leonard Teskey, AB George Couling, Ord. Sea. Milton LaPointe, and AB Glen Wiltse.

Wrens Assume Hospital Duties

Wrens are working in the wards and offices of the Royal Canadian Navy Hospitals again for the first time since the Second World War.

Bearing the new rate of medical assistant, instead of the old one of sick berth attendant which was abolished shortly after the war, they are going through all the training routines which will bring them up to a peak of efficiency in their roles of nursing and ward aides.

The nine who made their appearance at RCNH, Halifax, started out on the job with training accompanied by introductory lectures covering their duties in the navy's medical service.

July sees them move to HMC Medical Branch School at HMCS *Naden* for the final phase of their training, a four-month professional medical assistant course, successful completion of which will qualify them for their duties.

Under the present scheme, there are two courses a year offered, one which begins in mid-January and the other in mid-July.

The preliminary training which they have been taking in Halifax includes work in central supply — sterilizing



Battle of the Atlantic Sunday observance in Ottawa on May 24 was climaxed with the presentation of Long Service and Good Conduct Medals to two Chief Petty Officers serving at Naval Headquarters in a brief ceremony at HMCS "Carleton", the naval division at Dow's Lake, following a parade to Ottawa churches. Above, Rear-Admiral Hugh F. Pullen, congratulates CPO Clarence C. Lundgren (left), on the staff of the Engineer-in-Chief, and CPO Percy T. Banning, Master-at-Arms, HMCS "Bytown". (O-4997)

medical equipment, preparing medical trays and so on—work in the admitting enquiry and records offices and ward work, including beside nursing, charting and medication, all work designed to help the medical nurses in the wards.

On completion of their *Naden* course, they will be drafted to naval hospitals to take over their full duties.

Royal Roads Cadets Join Child Search

At four o'clock in the morning of May 21 some 60 Naval Cadets at Royal Roads were roused from their beds to join in the search for a lost child, David Anderson, age three. The area of the search was in Metchosin, north of the Colwood municipality. The region is one of dense bush, rock and swamp. The night was cold and rainy.

The Cadets joined civilians who had been searching since the child was lost, about 10:30 the morning before. In the half light of early dawn, and under the conditions prevailing, little could be done. However, under the guidance of the RCMP, the area immediately surrounding the child's home was searched as well as possible.

Later in the morning, Cadets from the Reserve Training Establishment were similarly organized, and at 10 a.m., the Cadets from Royal Roads were relieved by about 75 Cadets from the RTE.

Coffee and sandwiches were prepared by the Reserve Training Establishment galley and were delivered to the search area at noon.

Radio contact was maintained between the searchers, the boy's home (which was used as field headquarters) and the city, by means of portable transmitting sets and radio-equipped cars supplied by the RCMP and Radio Station CKDA.

It was estimated that there were approximately 500 men in the bush by 10 a.m. David Anderson, clad only in the usual light denim play clothes, had been lost for 24 hours by then and during the night steady rain had fallen for more than four hours.

Just before 10 a.m. one of the civilian searchers, led by the Vancouver Island Forest Rangers and the RCMP came across one of David's little canvas shoes. All searchers were withdrawn from the area and three specially trained bloodhounds were sent for. The excessive moisture in the woods rendered the scent difficult to retain.

At 11 a.m., all searchers (Cadets, Army and civilian) were organized into three large groups and commenced a "shoulder to shoulder" search to turn over every bush and fallen tree in the area. It was reported that if men separated further than five feet it was impossible to maintain visual contact in the dense bush.

Finally at approximately 12.30 p.m., with hope waning, a glad shout went up and spread like wildfire down the lines of weary searchers. The child was found . . . asleep and unhurt, only about 30 yards away from where his shoe was first seen nearly three hours before.

They were happy, weary Cadets who arrived back in the dockyard at 2.30 p.m., that day just in time to have a shower, some tea and carry out a short rehearsal of the Parade State for the annual Battle of the Atlantic Sunday.

Leadership Course Completed by P2s

P2s' Leadership Course 42 recently completed at HMCS *Cornwallis*. Members of the class were Petty Officers Metro Zabrick, Robert Miller, Douglas Lockhart, Robert Johnson, Andrew Holmes, Wilbert Holmes, David Conkie, Clifford Vessey, Frank White, Frederick Larkin, William Parke, John Goodman, Thomas Gray, Charles Tupper, William Reed, Patrick O'Neil and Keith Powers.

Sir, Sir and Hey You!

*Former Guardsman, Now
Naval Officer, Poses
Triple Threat*

There's a man in the nation's capital who is a Commissioned Officer at Naval Headquarters by day, a Lieutenant in the Governor General's Foot Guards by night, and a private in the ranks during dress parades of the famed Ottawa reserve regiment.

He is Commissioned Officer (Special Branch), Lieutenant, Warrant Officer (1st class) or Guardsman Arthur Edwin Hill, 48, of 571 "A" Wellington St. Any one of the ranks fits, though only the Navy one is official, for his work in the Foot Guards is strictly a voluntary arrangement and he is neither enrolled nor paid for his efforts.

It all began a couple of years ago when Mr. Hill saw a parade of Ottawa's Foot Guards. Unimpressed, he remarked to another onlooker: "What a terrible looking outfit!" The retort was: "Well, perhaps, you would like to show them how?", for the man turned out to be Lieut-Col. Thomas Guy Bowie, officer commanding the regiment.

Hill took him up on it, since he is a veteran of 23 years in the Imperial Army (12 with the Grenadier Guards, 10 more in The Queen's Royal Regiment). So next drill night, he turned up in naval uniform to help the soldiers out. To avoid the embarrassment of having his troops instructed in guards drill by a sailor, the Colonel asked him to don battledress. Hill was given one with a lieutenant's two pips on the tunic and he's worn it every drill night since.

On ceremonial occasions, the naval officer and reserve army officer becomes a private and bolsters the line. Most recently the six-foot, two-and-a-half-inch sailor-soldier was left guide, front rank in the escort to the colour during Coronation Day ceremonies on Parliament Hill, on June 2.

How an ex-Guardsman ever chose the Navy is another story. After completing a 12-year hitch in the Grenadiers, he re-joined the Army in the Queen's Royal Regiment. The war found him manning anti-aircraft guns in mine-sweepers operating from Dover, England. There was a further naval association in Ireland, he being among the troops who took possession of the 70 German U-boats which surrendered



and came to Londonderry. In 1947, he retired from Army life as a WO1 and, although born and raised in England, came to Canada with an eye to trying civilian life.

He arrived with his family in Deseronto (near the Mohawk reservation between Napanee and Belleville) at 4 a.m. one day with a job lined up with his brother-in-law. At 3 p.m. that same day he signed instead as the chief of police. His ability for getting into the thick of things soon had him captain of the local volunteer fire brigade, and on the town council in 1949. In addition, he was president of the Deseronto Yacht Club and financial secretary of the local IOOF.

One spring day in 1949 he met an officer from HMCS *Cataraqui*, the Kingston naval division. Mr. Hill was asked to set up a Deseronto sub-division of the naval reserve and, since he'd been mixed up with the Navy during the war and involved in the English cadet movement, he took the job. He was enrolled in the RCN(Reserve) in March 1949, as a Warrant Officer, and three months later was commissioned.

With his aid, the Deseronto sub-division grew to 26 men who travelled 30 miles twice weekly to Kingston for naval training. Mr. Hill got his oldest son interested too, so Peter enrolled and, as a reserve, enjoyed a voyage to Australia in the cruiser *Ontario*. More recently, aged 19 and standing six feet-four, Peter dropped his Able Seaman's rate and enlisted in the regular force as an Ordinary Seaman Apprentice. Another son, Michael, 16, is a member of the *Falkland* Sea Cadet Corps in Ottawa. He also plans to become a naval apprentice.

Mr. Hill decided to make the navy a full time job a couple of years ago. He embarked on a short service appointment in April 1951 and was appointed to the staff of the Director of Armament Projects in the Directorate of Naval Ordnance at Naval Headquarters.

Social functions put on by the Foot Guards pose no problem. He wears his naval uniform on every occasion, amusing the Guards no end and confounding their friends from other units. Mr. Hill is also an active member of the famous male voice choir of Ottawa's Montgomery Branch of the Canadian Legion.

The final snag of this dual existence is ironed out, he hopes. At times, Commissioned Officer Hill has been known to throw a smart open-handed salute, punctuated by a crashing guard's halt, while coming onto the quarterdeck of one of HMC Ships, much to the horror of a telescope-bearing officer of the day.

A Place in the Community

HMCS Chatham Offers Fine Example of Service

How successfully a naval division may become integrated into the normal life of its city has been well illustrated by HMCS Chatham in Prince Rupert, B.C.

Not only does Chatham provide an exemplary guide for good public relations in its home town but, as recently shown, it has set an example of efficiency and enthusiasm which any division could follow.

For the Coronation celebrations in Prince Rupert there were to be 100 USN personnel in the military parade. The reserves of Chatham wanted to put their best foot forward for the event.

Chatham's contribution to the parade consisted of a colour party of three with a petty officer in charge, a colour guard of 30 men with one sub-lieutenant in charge, the newly recruited band which had had no previous experience at all in playing on the march, an officer platoon and a Wren platoon.

The guard was armed and came down on Wednesday nights for extra drills to brush up their squad drill. The officers' and Wrens' squads also put in additional hours of drill.

* * *

On Monday, May 11, a Canso passenger plane of the Canadian Pacific Air Lines crashed in the harbour with 17 passengers aboard. Two persons were killed.

When the aircraft crashed the RCN personnel of Chatham and Lieut.-Cdr. J. O. Pearson, staff officer of the division, went out immediately in the tug Marysville and assisted in the rescue of the survivors. The last passenger was removed by chopping a hole in the stern of the aircraft. The forward section was all under water including most of the fuselage. The tail was held out of the water by attaching a heavy hawser around the tailplane and taking the weight on a fish boat's winch.

An RCMP constable and the stewardess lost their lives.

For eight days following the crash the Staff Officer and his staff, in the Marysville, assisted the RCMP in dragging the harbour for the missing constable. The body of the stewardess was discovered when the aircraft was docked in the local floating drydock.

Two weeks later Lieut.-Cdr. Pearson received the following letter from Grant

McConachie, president of the Canadian Pacific Air Lines.

Vancouver AMF, B.C.,
May 26, 1953

Lt.-Cdr. Pearson,
HMCS Chatham,
Prince Rupert, B.C.
Dear Commander:

I would just like to take this opportunity to personally thank you and your officers and men for the very able manner in which you assisted with the rescue and salvage occasioned by our recent accident in Prince Rupert.

The immediate response and the efficient handling of all details kept panic at a minimum and great credit is due all those who so willingly assisted.

Again, my sincere thanks.

* * *

Co-operation works both ways and soon after assisting the civic authorities during and following the rescue and salvage, Chatham itself profited from its exemplary public relations.

The Mayor of Prince Rupert had requested that the division fire a 21-gun salute at the conclusion of the city's Coronation celebrations. The only available armament at hand was a 12-pounder in the drill hall. The problem

was to remove the gun over 70 feet of not-too-secure flooring before it could be mounted.

The permanent RCN staff tried to remove the two-ton piece without avail.

A local construction company was called in and, with RCN assistance, the gun was jacked up and rolled over borrowed planks to the main door of the drill hall.

The next headache was to mount the gun on a solid base that could be moved up to the saluting base.

A two-ton low-bed trailer was borrowed from the provincial government Department of Public Works. A wooden pattern was made of the base of the gun and the Prince Rupert Dry Dock Company cut the necessary half-inch steel plate and supplied the bolts required.

The rent of the trailer, \$12 a day, was waived. The steel plate and bolts were donated by the dry dock company. The North West Construction Company charged \$60 for their estimated expenses of \$300 and the \$60 expense was borne by the Coronation Committee of Prince Rupert.

The gun was given a fresh coat of grey paint, bolted to the trailer (also painted grey), and drawn to the centre of the city by a three-ton truck. Four shots were fired to test the strength. None of the nearby windows were broken and the trailer had not moved.

For the 21-gun salute the gun's crew consisted of an RCN petty officer and two RCN stokers as ammunition numbers.

And that is one story of civilian-naval co-operation in Prince Rupert.

The memory of the Royal Canadian Navy warships lost during the Second World War was honoured during the annual May Day procession of the Roman Catholic Church at HMCS "Cornwallis". Captain James Plomer, commanding officer of "Cornwallis", handed garlands to children of naval personnel bearing placards naming each lost ship. (DB-2889)



Prairie-Raised Sailor

*Even Texans Look Up
To Petty Officer
"Tiny" Reid*

HMCS *Unicorn's* choice for Man of the Month, 33-year-old Petty Officer Lloyd Alex "Tiny" Reid, a prairie-raised seafarer, climaxed his naval service in the Second World War by taking part in an action which saw an English Channel patrol of Canadian ships knock out the last German submarine to be sunk by the Allies before VE Day.

For the record, "Tiny" and his shipmates aboard HMCS *Sussexvale*, under command of the near-legendary "Mad Spaniard", Lieut.-Cdr. L. R. Pavillard, DSC, RCNR, were ordered from the scene of attack, outside Derry, just before Jerry officially gave up the ghost and started coughing up survivors. They left the situation in good hands, however, and a Canadian ship HMCS *Thetford Mines*, was able to write finis to the episode by picking up 36 members of the U-boat's crew.

The kill was officially credited to HMCS *New Glasgow* with *Beacon Hill*, *Jonquière*, *Ribble* and *Sussexvale* assisting. They were joined later in the action by *Strathadam*, *Thetford Mines* and *La Hullose*. The sub had been mortally wounded early in the action and remained on the bottom only to be abandoned two days later.

The group had been ordered into Derry to refuel and continue their original patrol which had been interrupted when the *New Glasgow* struck what was identified as a sub's snorkel. The group had barely made the refueling jetty at Derry, half an hour away, when *Thetford Mines* signalled she was picking up survivors from the doomed sub.

Less than a week later, while doing that Channel patrol, the group heard Prime Minister Winston Churchill's announcement that the war in Europe was at an end.

PO Reid started his service career in the RCAF, enlisting in January 1941, as a pilot. He had 50 hours of soloing when he washed out because of poor eyesight. Not interested in sitting out the war on the ground, he applied for a discharge so he could join the Navy. He was accepted in the RCNVR at HMCS *Unicorn*, in Saskatoon, in October 1941, as an Ordinary Seaman. If he had any early doubts about his change

of services, they were dismissed at the near-beginning of his Navy career when a team of Tars on which he played blanked an RCAF squad 11-0 in an inter-service rugby clash in Saskatoon.

"Tiny" went to HMCS *Naden* for his Able Seaman's qualifying course early in 1942. He also completed a Submarine Detector's course at *Naden* and had the ground-work for a trade which he has followed throughout his naval life, although in emergencies he has been Johnny-on-the-spot for other chores.



PO L. A. "TINY" REID

After his *Naden* courses, "Tiny" spent a year on the Alaska convoy route, serving in the Bangor class sweeper HMCS *Lockeport* under Lieut. D. Trail, RCNVR, and HMCS *Quatsino* commanded by Lieut. A. E. Gough, working out of Esquimalt and Prince Rupert.

He got his first taste of that tight feeling which comes with impending action aboard the *Lockeport* in 1942 when the ship, just coming in off a long patrol, was ordered back out for a sweep in search of a Japanese submarine which shelled Estevan Point on the west coast of Vancouver Island.

It was in the *Quatsino* he learned that the Japanese and Germans weren't the sailor's only enemies.

In one of those gales for which the North Pacific is infamous, it took the *Quatsino* 28 hours to make 13 miles while coming in off a run.

In June 1943 PO Reid was drafted from the *Quatsino* for a Leading Seaman's course in HMCS *Chatham* at Prince Rupert. From there he went to *Naden* for a higher submarine detection course. Halfway through the latter he was sent to HMCS *Cornwallis* in sunny Nova Scotia for completion of the course.

January 1944 saw him in HMCS *Stadacona* awaiting sea draft.

In March he was ordered to Galveston, Texas, for his first service aboard a corvette. The ship was HMCS *Sackville*, under Lieut.-Cdr. A. H. Rankin, which was being refitted as an extended foc'sle craft in the Gulf of Mexico port.

Texans, PO Reid agrees, do everything in a big way. But six-foot-three-inch 211-pound "Tiny" was one Canadian tar who didn't have to look up to talk to any of his hosts.

Quartered at Crockett Field, an Army-Air Force base, while waiting for the *Sackville* to complete conversion, the Canucks came closer than PO Reid likes to remember to losing their ship before they left the dock.

A sudden Gulf hurricane threatened to sweep her from her moorings. The crew raced for the ship, but only "Tiny" and three other managed to get aboard before the gangplank broke away. The quartet proved to be enough, but they spent some frantic minutes throwing out the extra lines needed to hold her fast.

The *Sackville* cleared Galveston in May. Halifax, WUPS off Bermuda and she was ready for the North Atlantic convoy run.

In September, the *Sackville* went limping back to Halifax after splitting a boiler while in harbour at 'Derry. She survived for a few weeks as a training ship for HMCS *Kings* and was decommissioned.

Even the few weeks at *Kings* had their interesting moments. "Tiny" re-

calls. When the officers' training ship HMCS *Charney* went aground in Chester Bay, PO Reid replacing the sick buffer, took charge of the towing party aboard the *Sackville* which went to the rescue.

A HSD refresher course at Cornwallis, and "Tiny" was ready to join the advance party sent to pick up the frigated HMCS *Sussexvale* which was being commissioned at Quebec City.

The *Sussexvale* was PO Reid's last ship of the war; and the veteran Lieut.-Cdr. Pavillard, (one definite and a probable in HMCS *Camrose*) was his last captain.

Bermuda for more WUPS and the *Sussexvale* set out for 'Derry to pick up EG-26 Group on Channel escort duty.

In April 1945 while the *Sussexvale* was in 'Derry on a layover, "Tiny" passed for his Petty Officer's rating.

When the shooting was over in Europe, the *Sussexvale* returned to Canada (July, 1945) for tropical refit at Shelburne. PO Reid left her there and returned to HMCS *Unicorn* for discharge. He got his ticket August 14, 1945, the day the Japanese decided to call it quits in the East.

He was back a year and a half later, on January 7, 1947, six years to the day after he had first enlisted in the armed forces, as an RCAF pilot. He was taken on strength in the RCN(R) at *Unicorn* as an Acting Petty Officer, and in July 1947 rated a P1TD1.

He has been aboard ever since, doing a first rate job on maintenance of Asdic and other sub detection gear, plus regular instruction chores. In 1953 he won the HMCS *Unicorn* Proficiency Trophy, top award presented annually.

A native of Cloan, Sask., 114 miles west of Saskatoon, he was born June 19, 1920. He moved to the Hub City of the prairies at the age of five, before there was any danger of contamination, and so is for all practical purposes a full-fledged Saskatonian, and any way you look at him, a dyed-in-the-wheat-belt Westerner.

He was married in December 1950 to the former Margaret Thokle, of Radisson, Sask., 52 miles northwest of Saskatoon.

When he's not aboard *Unicorn*, or swimming or skating, his favourite recreation (he's in his fifth year as president of Saskatoon's unique Wednesday Night Skating Club) "Tiny" fabricates steel for John East Iron Works. A good friend and an honest worker, it's the only thing he does fabricate.

As Others See Us

The Royal Canadian Navy through British eyes (or are they "British" eyes?—for it is recalled that the former marine reporter of The Vancouver Sun, Patrick Keatley, is now on the staff of the quoted newspaper) is presented in the following article, which appeared in The Manchester Guardian on May 18:

R.N. DISCIPLINE—CANADIAN COMFORT

From our Special Correspondent

The Royal Canadian Navy has not lost the Nelson touch—no fear of that—but it has added a maple leaf touch all its own. The result is a fighting force that has the British respect for discipline, the American love of gadgetry, and an informality that is distinctively Canadian.

HMCS *Quebec*, the flagship of the squadron which the Royal Canadian Navy is sending for the Coronation review at Spithead, is commanded by Captain Patrick Budge, who finds time, in addition to the tasks of running a 730-man cruiser, to play in the ship's cricket team and to act as ship's choir-master.

The choir's members range from stokers to lieutenant-commanders, and officers and men mix equally well in the ship's baseball team, while in HMCS *Magnificent*, the aircraft carrier, there is an enthusiastic painting society, another mixed affair, which recently held its first formal show with water-colours and oils "hung" on the steel walls of one of the big hangars below decks.

Darings Form Separate Class

The new "Daring" class vessels of the Royal Navy have become a type of ship as well as a class. In other words, ships of this new class will be known simply as "Darings", and not destroyers, in much the same way as the old superbattleship *HMS Dreadnought* gave her name to a whole new conception in battleships.

The Darings, says Admiralty, "... are now used tactically as light cruisers. They are equally effective in the roles of destroyers, anti-submarine frigates, or anti-aircraft ships ..."

Eight Darings have been constructed or are building. Six have been completed and four of them were on Review at Spithead when Her Majesty the Queen reviewed her fleets June 15.

Yet the Nelson touch is still present in the brisk discipline aboard these Canadian ships and in the dozen small points of Royal Navy protocol that are as strictly observed as in ships of the Home Fleet.

Spring Mattresses

In the matter of comforts and recreation there is much of the New World, however. The destroyer HMCS *Sioux*, for example, which has been through two years of fighting in the Korean war, looks like a standard destroyer, but below decks an extraordinary transformation has taken place since the ship originally went to sea. Hammocks have been scrapped and in their place are bunks with spring mattresses for all hands, from the captain to the lowest ordinary seaman.

Every man has a corner of the ship he can call his own with a locker and space for personal things. At meal times there is a cafeteria with electric stoves and steam tables, a choice of menu and self-service with trays (five courses and as much as you like of each).

The Duke of Edinburgh inspected the *Sioux* during the royal tour of Canada and came away highly impressed, and the Canadian sailors believe that the Royal Navy is preparing to follow suit on many of these refinements.

Changes in Uniform

About two years ago the Royal Canadian Navy decided to break away from Royal Navy specifications in the matter of sailors' uniforms, at the same time keeping the appearance as similar as possible. There is little to distinguish the Canadian at first glance except the "HMCS" in his cap band. But a closer look reveals many changes. Instead of tight sleeves pressed inside out there are coat-style, loose ones, the jumper of rough wool is replaced by a jacket of smooth serge with concealed zips, and the trousers have zip fasteners too. The cap is different too, the white top being coated with patent, non-drip plastic which sheds the rain. The old uniform costs \$14, the new one \$37.50.

Off ship, as is the Canadian custom, rank distinctions tend to blur. Perhaps this is best illustrated by the young leading seaman (stoker mechanic) who showed me his \$300 set of golf clubs and explained his plans for the Coronation visit. His golfing partner, he said, is his lieutenant-commander. They expect to visit St. Andrews.

The RCN and the Coronation





MINISTER OF NATIONAL DEFENCE

Ottawa, June 10, 1953.

Vice Admiral E.R. Mainguy, O.B.E., C.D.,
Chief of The Naval Staff,
National Defence Headquarters,
Ottawa, Ontario.

Dear Admiral Mainguy,

In a statement issued on Coronation Day, as well as in conversation with you personally, I have already expressed my appreciation for the part played by officers and men of the Royal Canadian Navy in connection with the Coronation.

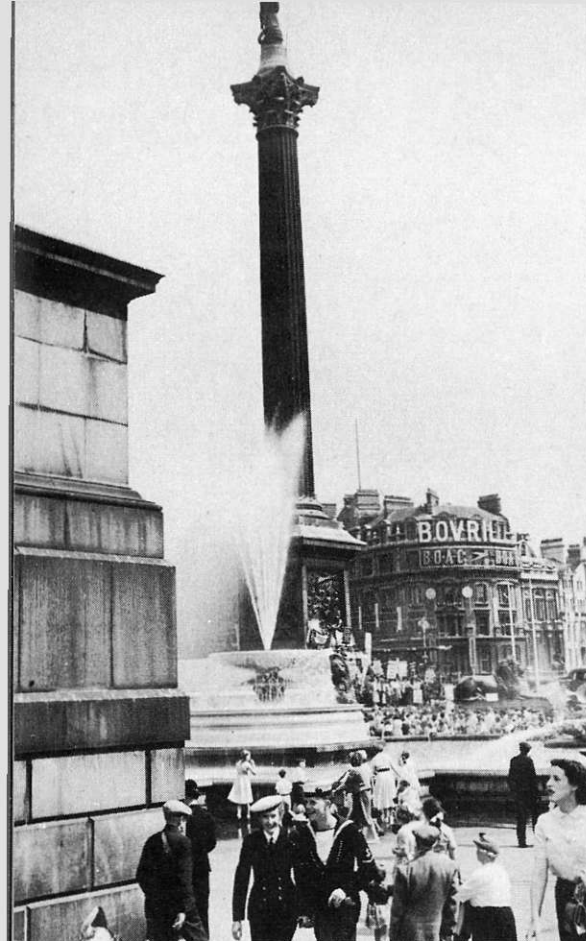
The retreat on Parliament Hill was carried out with great smartness and received wide praise. I have already heard from many different parts of Canada how well the members of the Royal Canadian Navy conducted themselves on this occasion.

Thanks to the C.B.C. and the R.C.A.F. we have already seen on television pictures of the Canadians in the procession at London and I have heard from all sides that the Canadian contingent forming part of the procession or lining the streets was noteworthy for its smartness of appearance and fine bearing, bringing great credit to the country.

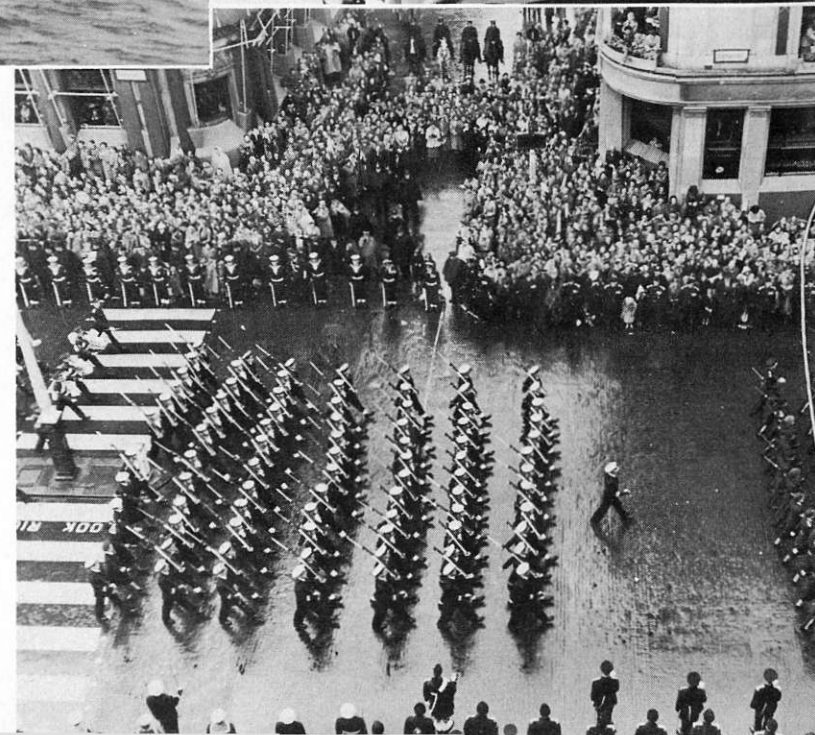
Would you be good enough to convey to all officers and men who were responsible or who participated, my heartiest congratulations and thanks for having done so good a job.

Yours sincerely,

Brother Robert



The Coronation of Her Majesty Queen Elizabeth was celebrated in far corners of the earth by officers and men of the Royal Canadian Navy. On the preceding page the Canadian contingent is seen approaching Canada House where Canadian sailors lined the route. On these pages are shown highlights of the Coronation period—visits to places of historical interest, the "hotdog" party for Commonwealth troops given by RCN personnel at Pirbright Camp; the salute at Spithead; Canadian ships in the Thames; the inspection by HRH the Duke of Edinburgh, and Wrens preparing for a dance.



The Coronation at Home



At home in Canada, the Royal Canadian Navy and Reserve were in the forefront of Coronation celebrations. In Ottawa a guard and band from HMCS "Cornwallis" beat the retreat on Parliament Hill on Coronation eve and joined in the Coronation Day parade. Prayers went up for the newly-crowned Queen at services in Ottawa. The Roman Catholic service is shown.

Halifax servicemen and women paraded 1,500 strong, led by the Colour Party bearing the Queen's Colour and a 100-man Guard of Honour. The shipwright's shop at HMCS "Naden" produced the Armed Forces float in the Victoria parade and a float was entered by HMCS "Brunswick" in the Saint John, N.B., parade. Margaret Gelson was crowned May Queen by Mayor Claude Harrison of Victoria, at a Coronation pageant staged by pupils of John Stubbs Memorial School, Belmont Park.



International Officer

*Personnel of 8 Navies
Under Supervision
of Canadian*

While awarding 21 petty officer promotion certificates to enlisted members of the United States Navy recently, a Royal Canadian Naval officer added another portion to the already well-mixed "salad" of "internationalism" that prevails at the Headquarters of the Supreme Allied Commander Atlantic (SACLANT), in Norfolk, Virginia.

Captain Desmond W. Piers, RCN, the Assistant Chief of Staff for Personnel and Administration at the international ocean command headquarters of Admiral Lynde D. McCormick, USN, has a job range that includes the supervision of over 200 enlisted and 140 officer personnel of eight different nations, to seeing that the grass on the headquarter's lawn is freshly cut.

Within his command he formulates the policies and conditions that involve housing, religious activities, recreation and morale. Transportation, working conditions, and personnel administration are other activities that are supervised by the Captain.

A representative of SACLANT in NATO administrative conferences, Captain Piers is also a recognized public speaker of the highest caliber. He is in constant demand as a guest speaker at civic functions of all types. Although NATO and SACLANT are naturally his most prominent subjects for talks, the Captain is frequently called upon to speak about Canada, its people and its history. And Canadian history poses no problem for him, as Captain Piers' ancestors began settling in Nova Scotia in 1749.

One of the first Canadian officers (there are now nine) to report to the world's first international navy, he reported to Norfolk in March of 1952, after serving as Director of Naval Plans and Operations in Ottawa, Canada.

A zealous worker at his multitude of daily jobs, Captain Piers is even more industrious in his regard for the welfare of the personnel attached to SACLANT.

A friendly greeting and an informal chat by Captain Piers with every new arrival at the Atlantic Command headquarters of NATO go far to impress the individual with the comradeship of that international gathering at Norfolk. Arrangements for tours and visits by civilian and military people are also arranged by him.

A native of Halifax, Nova Scotia, he is more than familiar with the territory encompassed by the North Atlantic Treaty Organization. Sixty-three of the 68 months of the Second World War saw the Captain at sea and the majority of those days were spent on the waters of the North Atlantic.

A veteran of the famed Dunkirk evacuation, convoy duty in the North Atlantic, and the pre-invasion bombardments of Normandy, Captain Piers has served as commanding officer of two destroyers: HMCS *Restigouche*, and HMCS *Algonquin*, and as executive officer of the aircraft carrier HMCS *Magnificent*. He was awarded the Distinguished Service Cross in 1943 while serving as commanding officer of the *Restigouche* during convoy operations.

Due for replacement shortly under the international command's rotation system, the personable Canadian officer is undoubtedly adding more portions to the international "salad" following his return from the Coronation Ceremonies in London.



With the assignment of the first USN Wave to the international staff at SACLANT headquarters (she's Yeoman Joan Maki), Captain D. W. Piers, assistant chief of staff for personnel and administration, sees that she is introduced to the Supreme Allied Commander Atlantic, Admiral Lynde D. McCormick, USN. (Official SACLANT photo).

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Crusader

Recently, CPO Alexander Allen of Victoria, B.C., HMCS *Crusader's* coxswain, dropped his dental plate and fractured it while the ship was on the carrier screen. The dentist aboard HMS *Glory* came to the rescue and promised to repair it.

A few days later, the second last day of the *Glory's* final operations before returning to England, a jackstay transfer was done between the two ships to exchange personnel and other super-cargo.

In the rush, one small parcel in the bottom of the transfer bag was overlooked and returned to the *Glory*. The destroyer rejoined the screen. You guessed it—that small package contained the coxswain's all-important teeth.

This oversight prompted the following exchange of messages:

From *Glory* to *Crusader*

*We sent the bag, with teeth intact,
You sent it back, still fully packed.
The next event we'll try by chopper,
(helicopter)*

*Flown by our most expert dropper.
Please get the coxswain underneath
Mouth open wide—to catch his teeth!*

From *Crusader* to *Glory*

*We're sorry that the bag, unpacked,
Returned to *Glory* all intact.
Our coxswain, poised, as seems most
proper,*

*To catch his teeth will wait your chopper.
With many thanks your dentist's due,
We'll try to stick them in with glue.*

P.S.—The 'copter arrived and CPO Allen had steak for dinner that night.

HMCS Sault Ste. Marie

Since the completion of her refit in late January, HMCS *Sault Ste. Marie* has been engaged in a varied and interesting program.

The ship was honoured by the presence of the Senior Officer in Chief Command, Commodore K. F. Adams, who inspected on February 6. From February 13 to 17 the ship was engaged in a work-up cruise. This included all possible exercises and evolutions and the ship's company carried them out with enthusiasm and good humour. The rest of February was taken up with a cruise to Vancouver, sea training of HMCS *Malahat* personnel, and A/S ex-

ercises with HMCS *Sioux* and USS *Besugo*.

On March 4-6 there was a cruise to Nanoose Harbour and Jervis Inlet, for the training of Quartermaster Instructors. March 8 to 11 was occupied with ASP exercises in company with HMCS *Antigonish*, *Beacon Hill*, *Sioux* and USS *Besugo*. A convoy exercise in the Pacific Ocean, March 19 to 22, involved the same ships.

On March 25 a party of 60 was embarked, representing the Engineering Institute of Canada, for a short trip in local waters.

On April 1, the *Sault Ste. Marie* came under the administrative control of *Malahat*. Officers and men from *Malahat* were embarked for short training cruises to Everett, Washington and New Westminster, B.C. On April 29, a TAS class from HMCS *Naden* joined for minesweeping exercises, and on May 12 the ship began a fortnight of anti-submarine exercises.

Chief Petty Officers H. Silvester and J. Drew were awarded the Canadian Forces Decoration. The award was made by the commanding officer at a special presentation ceremony.



Adoption of a Japanese orphanage by HMCS "Haida" at Christmas was far from the beginning and end of the ship's company's interest in the children. In the following months they chipped in \$127 for the children at the Kure institution. CPO John Underdown, shown upper left, headed the delegation making the presentation. (HA-490)

HMCS Athabaskan

The four-inch guns of HMCS *Athabaskan*, which for the last six months has been hurling high explosive shells at the communist forces in Korea, opened up again in a happier cause as the *Athabaskan* fired a 21-gun salute in honour of the Coronation of Her Majesty Queen Elizabeth.

The *Athabaskan's* gun crew, under Commissioner Gunner D. S. Taylor, fired specially prepared blank charges in unison with guns of the New Zealand artillery ashore at Anzac Park in Kure.

At the park, sailors from the Royal Navy, Royal Canadian Navy, Royal Australian Navy and Royal New Zealand Navy marched at the head of a parade composed of British Commonwealth fighting men, while jet aircraft of the Royal Australian Air Force streaked overhead.

The *Athabaskan* landed a platoon of 24 men under Lieut. John Hertsberg and Sub-Lieut. Keith Young. CPO Anderson was the company's gunner's mate.

The salute was timed by Lieut.-Gen. Wells, Commander-in-Chief of the British Commonwealth Forces in Korea.

Following the parade the *Athabaskan*, as senior officer present afloat, hoisted the traditional signal "Splice the main brace" and officers and men in all the ships drew their extra tot to toast the health of their Queen.

At sunset all the ships were illuminated and the day of ceremonies ended with a brilliant display of fireworks.

Diving Tender No. 2

The Diving Tender has been busy the last two months completing two large projects—one, the blasting of pilings at the boom defence, and two, the laying of pipeline for the new Pacific Naval Laboratory.

A qualifying class of third class divers started on May 4. Enrolled in the class are Ldg. Sea. Russell Connelly, Ldg. Sea. Thomas McCaul, Ldg. Sea. Malcolm Longmuir, Ldg. Sea. Charles Greengrass, and AB William Fenn.

Three men completed a short course in the Explosive Disposal Unit at the Ordnance School. They were CPO Robert Wigmore, Ldg. Sea. Dennis Law and AB Frederick Olkovich.

Lieut. Charles Corbett, diving officer, will leave for Halifax in July, where he will take charge of the standard diving unit. Cd. Bos'n Harry Myers will succeed him as officer-in-charge of the West Coast standard diving unit.

A fairly heavy schedule of diving classes is scheduled for the UNTDs

during the summer months. Instructions will be given by CPO Robert Wigmore and PO George Ackerman.

Belmont Park

The Coronation festival was opened in the naval community of Belmont Park by a gay afternoon and evening of festivities on May 30 followed by participation in the Coronation parade in Victoria on June 2.

The May Day celebration, first of its kind for Belmont Park, saw a record

Martello Towers Napoleonic Relic

Deep in the woods of Point Pleasant Park at Halifax stands an old, round stone tower, thick of wall and with narrow gun slits. Similar towers stand as outposts of old Fort Henry at Kingston, Ont. Canadian sailors have seen their counterparts in Bermuda and along the south coast of England.

Known as "Martello towers", the old forts stem from a pre-Victoria outbreak of what has become known in more recent years as "Meginot line mentality".

A note on the origin of the towers appeared early this year in "The Bermudian" in an article by John Stow.

Mr. Stow writes:

"Ever since February 1794 (when a tower of this type garrisoned by 33 men with two 18-pounders and a 16-pounder, and commanding from its position on Cape Martello Corsica, the only safe anchorage in the Gulf of San Fiorenza, had held off a landing party of 1,400 men and stood a bombardment of 2½ hours from HMS *Fortitude* and HMS *Juno*, setting the *Fortitude* on fire and inflicting 62 casualties in her alone) the British military mind had been obsessed with Martello towers.

"During the Napoleonic Wars large numbers of them were built at great expense along the south coast of England, and never used."

assembly of residents of the community and citizens of neighbouring districts turn out to witness the crowning of a May Queen by His Worship Mayor C. L. Harrison of Victoria. Members of the Royal Canadian Mounted Police, arrayed in their traditional red coats, gave added colour to the ceremony.

Distinguished guests attending the celebrations were Rear-Admiral and Mrs. J. C. Hibbard; Commodore and Mrs. K. L. Dyer; Captain and Mrs. L. L. Atwood and Lieut.-Cdr. and Mrs. I. H. MacDonald.

The May Queen, Miss Margaret Gelson, with her attendants, the Misses Caroline Younger-Lewis, Bunny Cornfield, Dianne Stuart, Margaret McDiar-mid and pageboy Master David Robin-

son, arrived in their finery led by the band of HMCS *Naden* and Scout, Cub and Brownie groups of the community. A bouquet of flowers was presented to the Mayor, in the absence of Mrs. Harrison, by Miss Penny Chamberlain.

Following the crowning, students of John Stubbs Memorial School participated in a traditional Maypole Dance, folk and Highland dancing along with a track and field meet. During the events a fair for the children of the community was held.

The grand finale to the day's activities was a May Day dance held in the auditorium of the school.

The Coronation parade in Victoria, of great interest to the residents due to the large Naval contingent taking part, was further enhanced by the entry of a Belmont Park float bearing the May Queen and her party. Built by members of the community, it displayed a giant seashell drawn by three seahorses and was awarded second prize by the parade judges—G.A.C.

Communication Training Centre

The summer round of activity has commenced in the Communication Training Centre at HMCS *Naden* with the first class of cadets under instruction under the watchful eye of CPO W. A. Clements.

Latest advancements have Jack Garson and Jack Mooney, a recent arrival from Cornwallis staff, proudly sporting the buttons of Radio CPOs. Ldg. Sea. Bob McPherson another "IN" from Comm School was advanced to Petty Officer 2nd Class on arrival, and wearing a brand new hook is Ldg. Sea. Peter Vergouwen.

Other arrivals included Ldg. Sea. Peter Oslie from Aldergrove, who has since departed on discharge and Ord. Sea. William Burke and Ord. Sea. William Osland prior to joining HMC Ships *Beacon Hill* and *Cayuga* respectively.

Further losses to the CTC include PO Gordie Fraser to the *Sault Ste. Marie* and AB John Aasen to the *Antigonish*.

HMC Ordnance School

The second class of Ordnance Technicians completed their course on May 8. Its members were CPO Wilfred Adams, Frank Blosser, Walter Cunningham, James Haywood, Richard Lower, Ellis Parker, Charles Penney, Herbert Thomas, Paul Wentzell and William Wynn.

New arrivals at the school included PO Leslie Alliker for Armourers Course. Also at the school awaiting the start of the second Armourers Mates course,

are Ordinary Seamen Russell Rosell, Jean Marcoux, Thomas Thurber and James McCord.

PO Ralph Stanfield has left the school to join HMCS *Antigonish*.

Ordnance Cdr. J. F. Cosgrove recently paid a visit to Vancouver where he inspected Sea Cadet Corps.

Ordnance Lieut. Fred Denison is back at his job at Navarmdep, Esquimalt, after having spent several months on course with the USN in Key West.

First year Ordnance Cadets have arrived at the school to start their summer studies.

NRS Aldergrove

Personnel from as far away as HMCS *Cornwallis* have joined the Aldergrove Naval Radio Station in time to enjoy the balmy Pacific Coast summer.

The newcomers include CPO Arthur Sharpe and Ord. Sea. Herbert Airth from HMCS *Naden*, and four leading seamen, Robert Wilkins, Thomas Hill, Melvin Millar and Wilbert Stephens from *Cornwallis*.

CPO Deryk Granlin and AB Edgar Rogers left for *Naden* and PO John Riva for HMCS *Stadacona*.

Earlier arrivals included Leading Seamen Donald LeGrand and Wesley Garvin and AB David Pinkerton, while Leading Seamen Ralph McDonald and Peter Oslie left for honourable release and AB Eugen Sheplawny went to hospital at *Naden* for an operation.

HMCS Beacon Hill

The month of May commenced for HMCS *Beacon Hill* on a highly festive note with a visit to Bellingham, Washington for the four-day centennial celebrations of that city.

With the band and a seventy man guard from HMCS *Naden* on board, the ship arrived alongside to receive the traditional American welcome by the Mayor, the beauty queen with her court of lovely damsels and a high school band in colourful uniforms.

The two bands competed to determine which could more completely drown out the orders from the bridge as the ship's crew secured her to the jetty. However, the real competition came from the bevy of beauties who claimed the attention of every sailor in the ship.

Nearly every man in the welcoming committee wore a beard, and these were varied and wonderful, ranging from side-whiskers and goatees to great forests from behind which the eyes of the owner appeared like button on a ripped open hair mattress.

It was discovered that beards were compulsory in Bellingham for all men who did not wish to pay \$1 for a badge bearing the discrediting motto "I am a Paleface".

On the following day, the *Naden* guard and band took part in the grand parade which lasted two and a half hours. The captain, Lieut.-Cdr. J. W. McDowall; the first lieutenant, Lieut.-Cdr. P. C. H. Cooke; the executive officer of HMCS *Naden*, Cdr. G. H. Davidson, and the Command Security Officer, Lieut.-Cdr. W. Clayards, were whisked downtown prior to the commencement of the parade, and, in due course, each found himself provided with limousine and driver, leading the parade through streets lined with cheering citizens. The first lieutenant observed that "One felt like the Duke of Edinburgh on his way to the Coronation".

At the "Pageant" that evening the guard and band again acquitted themselves with distinction to the great pride of all Canadians who saw them and the profound wonder and respect of the Americans, several of whom were of the opinion the RCN had stolen the show.

The hospitality of Bellingham, the gala occasion of the centennial, and the warm regard of the citizens for Canadian sailors, whose exemplary conduct ashore fostered that regard, made the visit one to be long remembered.

On May 9, the *Beacon Hill* embarked 40 cadets for the first cruise of the UNTD summer training period, and buckled down to hard work, Bedwell Harbour becoming the centre of operations.

Navigation Direction Training Centre

Two Quartermaster Instructor's courses have completed at HMCS *Nadens'* Navigation Direction Training Centre, with the following men successfully qualifying in the first one: CPOs Walter Dallin, William Wilson, Robert

Webber, Robert Crighton, Victor Dovey, Robert Miller, Max Guthrie, John Goucher and Max Bernays.

The second course consisted of CPOs Ernest Woolley, Reginald Player, Walter Graham, Brian Inglis, John Rogers, Bruce Mancor, Harold Silvester, Robert McLellan, John Lawrence and Robert Marshall.

Recent staff changes include PO N. T. Read from HMCS *Ontario*, PO L. J. Paget from HMS *Dryad*, where he successfully qualified as Plot Radar Instructor, and PO F. McKay to HMCS *Ontario* to replace PO Norman Hill, who went to HMCS *Algonquin*. CPO Leo Benish is now on board HMCS *Ontario*. CPO George Hogg has joined the staff of HMCS *Sault Ste. Marie*.

The ND Training Centre is looking forward to a busy summer with classes for QM1, QM2, RP3, as well as RCN(R) officers, men and Wrens.

ATLANTIC COMMAND

It had been anticipated by many that when the Canadian Coronation Squadron sailed for its appointment at the Spithead Review things would be rather quiet in the Atlantic Command. Such, however, has not been the case.

Following the sailing of the Squadron a guard and Colour Party of over 300 officers and men were trained to a peak of smartness to parade the Queen's Colour in Halifax, only to be rained out on the eventful day.

No sooner was this over than some 1,600 officers and men in the Atlantic Command attended Battle of the Atlantic Sunday parade to commemorate the part played by the RCN and the Merchant Navy in the Second World War.

This finished, a tri-service guard was organized, trained and despatched to Boston, Mass., to mark the Coronation celebrations for Canadian and British residents in that city. Meanwhile, 150 Cadets of the UNTD and a 100-man Guard of Honour went through their paces in preparation for participation in the big Coronation Parade in Halifax.

Training in the Command, during the Coronation period, went on apace. Schools and departments, already geared for the annual influx of reserves and Cadets, swung effortlessly into their training schedules.

HMCS Haida

Homeward bound, the *Haidas* look back on a busy and highly successful seven months on the Korea station. All hands were looking forward to the west-about trip to Halifax which completes a round-the-world voyage for the ship in this commission.

Haida Praised for Far East Service

On the departure of HMCS *Haida* from the Korean war theatre on her return journey to Halifax by way of the Mediterranean, the following message was received from Vice-Admiral R. P. Briscoe, USN, Commander U.S. Naval Forces Far East:

"Your strong determination and tireless effort on behalf of the United Nations have resulted in an outstanding record of achievement. Your combat effectiveness reflects great credit on the Royal Canadian Navy. My sincere best wishes and well done."

During one of the ship's last stopovers in Sasebo, CPO Harry Carson of Windsor arranged a bus trip for 36 of the Haidas to Nagasaki, scene of the second atomic-bomb explosion in the Second World War.

By bus over the battered Japanese roads it is a three-hour trip from the naval base to Nagasaki. However, warm weather and a wonderful variety of scenery made the time pass quickly. The crops were in full bloom and the fields prospered with yellow mustard, purple clover and rich green shoots of rice. On the wooded slopes the graceful bamboo made a striking contrast to the dark green cedar. The camera fans were shooting furiously along the way.

A guide joined the party in the city and gave a running commentary on the interesting highlights. The group stopped at a house high on a hillside overlooking the harbour which is reputed to be the home of Madame Butterfly, heroine of Puccini's tragic opera.

They saw the Roman Catholic cathedral which was demolished in the bomb blast and the simple commemorative tablet at the scene of the bomb's "ground zero". The Japanese are industrious and resourceful people and there is little evidence to be seen of the bomb's terrible destruction.

A visit to a Shinto shrine wound up the tour and the guide told some very interesting facts about the Japanese form of worship.

The Haidas had to bow to the U.S. Air Force one bright day up the west coast of Korea. While the ship lay at her day anchorage off one of the friendly islands north of the 38th Parallel, a sports party was sent ashore for a few hours recreation. The ship's motor cutter took the troops in and they went ashore for a look around and to shoot some pictures.

In the course of the afternoon, much to the Navy's shame, the ebbing tide left the cutter high and dry on the beach. Somewhat sheepishly, the Haidas called on a local Air Force detachment for assistance. The Air Force produced an amphibious "duck", loaded the sailors on board and delivered them to the ship.

Forty sailors boarded one of Her Majesty's Canadian destroyers from an Air Force boat. They winced when the Air Force Master Sergeant waved them a cordial farewell and remarked, "Always happy to supply water transport for the Navy".

Coverdale

Battle of the Atlantic Sunday was observed in Moncton, N.B., where personnel from HMC Naval Radio Station,

Coverdale, paraded to St. George's and St. Bernard's churches for morning services.

At the conclusion of the two services the parade marched down Main Street, past the City Hall steps where Mayor Harris Joyce took the salute, accompanied by Lieut. D. S. K. Blackmore, Commanding Officer of the Naval Radio Station, Lieutenant Colonel A. C. Ross, Officer Commanding the Moncton Garrison, and Group Captain H. W. Hows, Commanding Officer of No. 5 Supply Depot, RCAF.

The officer in charge of the parade was Lieut. (S) D. E. Wigmore. The men's platoons were under CPO Samuel Miller and CPO Harry Cuttress. The Wrens' platoon was led by Sub.-Lieutenant (W) Norma Wren Higgs.

HMCS Portage

The Algerine minesweeper HMCS *Portage* completed her annual refit late in May and sailed immediately for Bermuda where she conducted trials and a working-up program.

In addition to her regular ship's company the *Portage* carried 14 new entries for training, which includes daily instruction in addition to practical work, and two reserve officers and 6 men of the RCN(R).

Lieutenant-Commander T. E. Connors, after 16 months as Executive Officer, was appointed recently to HMCS *New Liskeard* and succeeded in the ship as executive officer by Lieut. L. I. Jones. A mess dinner was held for the three-fold purpose of congratulating Lieut. Connors on his promotion to Lieutenant-Commander, of saying farewell to him on his new appointment and of welcoming his successor, Lieut. Jones.

HMCS Cornwallis

HMCS *Cornwallis* as in other years, participated in the colourful annual Apple Blossom Festival in Kentville, N.S.

While thousands looked on and traffic backed up for miles, the huge parade wound through the streets to the park where the judging and other events took place.

Included in the parade were two floats from HMCS *Cornwallis*. One float represented modern communications equipment and was manned by communications personnel. The other float represented, at one end, an igloo and outside the igloo were two Wrens dressed in parkas, and a sailor in blues. At the other end of the float two Wrens in modified versions of Hula skirts strummed banjos. The legend "It's a wonderful world. Join the Royal Canadian Navy" told the story.

Also in the parade were 40 men from *Cornwallis* and 30 Wrens. In addition hundreds of naval personnel, both from Halifax and *Cornwallis*, attended the parade as spectators. Included with them was Captain James Plomer, commanding officer of *Cornwallis*.

Captain J. C. Littler, Chief of Staff to the Flag Officer Atlantic Coast, attended in an official capacity on the invitation of festival authorities.

Under the expert guidance of Chief Petty Officer Frank Fenn, CV58 completed its training in HMC Communication School. The Matheson Flag Hoisting Trophy was won by this class during the final month of their class. Ord. Sea. Michael Sokoliuk led the class.

CR57 has also completed its training and graduates are now en route to their billets in the fleet. Ord. Sea. C. G. Ruddy and T. A. Henry topped the class.

Lieut.-Cdr. E. J. Semmens, senior instructional officer in HMC Communication School, is the new choirmaster in St. George's Protestant Church, *Cornwallis*. Formerly lead tenor of the noted choir, he has taken over the baton from Commander R. W. Murdoch, who relinquished it owing to pressure of other duties after a year and a half as choirmaster.

TAS School

New arrivals on the staff of HMC Torpedo Anti-Submarine School at HMCS *Stadacona* are Lieut. F. G. Henshaw and Lieut. M. A. Martin who have completed their qualifying Long TAS Course in the United Kingdom.

Leaving the staff is Lieut. A. R. McClung who is appointed to the TAS Training Centre at HMCS *Naden*.

Six officers have completed the Special TAS Qualifying Course at *Stadacona* and have been appointed as follows: Lieut. Frederick Lubin, Staff Officer (TAS) to the Flag Officer Atlantic Coast; Lieut. D. E. Rigg and Lieut. Russell Freeman, staff of TAS Training Centre at HMCS *Naden*; Lieut. E. C. H. Norman, HMCS *Prestonian* as TAS Officer, and Lieut. F. C. Laphen and Lieut. J. F. Perrault, *Stadacona*, on the staff of the TAS School.

NAVAL DIVISIONS

HMCS Nonsuch

The annual inspection and award night of HMCS *Nonsuch* was held early in June, with Commodore K. F. Adams, Commanding Officer Naval Divisions, in Edmonton for the dual occasion.

Two of the awards went to Ord. Sea. W. T. Qualtrough, who won the Dwyer

Memorial Trophy for proficiency and the cup for the best all-round new entry.

Other awards were made to: CPO E. V. Wood, for regular attendance; PO W. C. Donald, for outstanding interests in mechanical training; Ldg. Sea. P. J. Maxwell, for outstanding interest in the communication department; Wren B. V. Leitch, for outstanding interest in the Wren division; Ldg. Sea. D. F. Hughes, best rifle shot of the year; and PO J. Schtymechuk, of Smoky Lake, for outstanding interest in the band.

Wren B. A. Vosburg was winner of the cup for outstanding interest in the supply department, but was not present to receive the award. The "best division" award went to the Wrens.

Commodore Adams presented CPO C. A. Mancor with the Long Service and Good Conduct medal.

Following the presentations, the ship's company and Sea Cadets carried out a march past, with the salute taken by Commodore Adams.—E.W.H.

HMCS Prevost

Lieut.-Cdr. Charles H. Aharan, executive officer of HMCS *Prevost*, has been appointed Reserve Training Commander Great Lakes and Officer-in-Charge Naval Personnel.

Lieut.-Cdr. Aharan took over his duties at HMCS *Star* in Hamilton at the middle of May and will continue there until the middle of September.

PTC 779 has been recommissioned for the summer after a winter refit at Erieau. About 35 officers and men of the RCN and RCN(R) were on hand for the brief ceremony. The Fairmile took her first cruise to the annual tug boat races in the Detroit River in May.

Lieut. G. C. "Tug" Wilson, recruiting officer at *Prevost* and HMCS *Hunter* has been promoted to the rank of Lieutenant-Commander.

Nearly 90 officers, men and women of HMCS *Prevost* and the band of RCSCC *Courageous* took part in Coronation Day ceremonies in Victoria Park, London, in conjunction with ceremonies in London, England.

The Guard of Honour, made up of picked men of the Navy, Army and Air Force fired the "feu de joie". The firing was followed by three rousing cheers for Her Majesty from the men and women of the forces.

AB Albert J. Armstrong was appointed Man of the Month for June for *Prevost*. AB Armstrong joined the RCN(R) as an Ordinary Seaman Stoker Mechanic on May 30, 1949. He has served on special duty aboard HMC Ships *Portage*, *Stadacona*, *Naden* and *Sioux*.

HMCS Unicorn

Well over 4,000 Saskatonians, aside from Naval personnel and Sea Cadets, made use of facilities at HMCS *Unicorn* during May.

The biggest single turnout was for the two-day display of the Saskatoon Arts and Crafts Guild, an annual event at *Unicorn*, viewed this year by close to 3,000. The display was set up on the main deck May 5 and 6.

Nearly 850 persons attended a reception for graduates of the Saskatoon City Hospital School of Nursing held aboard *Unicorn* following convocation exercises May 20.

The annual spring dance for the ship's Chiefs and Petty Officers held May 16, brought out more than 125 couples.

A rundown on other regular monthly events and a couple of specials, show such widely varied groups as the Navy Mothers' Auxiliary; the Saskatoon Amateur Radio Club; the Naval Officers' Association of Canada (a monthly meeting and an extra session to hear from Capt. Wight-Boycott, RN, a May visitor to Saskatoon); and some 80 University of Saskatchewan faculty members, guests of UNTD Commander J. B. Mawdsley, make use of facilities in *Unicorn*.

Harold Watkins, well known BBC reporter addressed the members of the Wardroom following evening quarters, giving an informative résumé of his travels through the East and answering many questions on conditions as he found them.

Also aboard *Unicorn* briefly during May was Lieut.-Cdr. W. E. Mason, area recruiting officer from HMCS *Chippawa* in Winnipeg, who was in Saskatoon with his recruiting team.

Thousands of Saskatonians lined the city's streets to watch the sailors and their Army and Air Force comrades in arms swing past in a Coronation Day parade under the command of *Unicorn's* Staff Officer Lieut.-Cdr. J. R. Strachan.

Besides his duties as Parade Commander, Lieut.-Cdr. Strachan also served on the city's Coronation Day Committee.

Naval uniforms were in evidence in every church in the city of Saskatoon on Battle of the Atlantic Sunday, May 24.

HMCS Hunter

Hunter celebrated the Coronation three days ahead of time with a ball, held on the drill deck in a glittering Coronation setting, which was highlighted by a huge gold crown, the handiwork of Wrens Grace Bannister and Joan Featherstonhaugh. Music was supplied by Hunter's band. There were spot dances, many door prizes and surprises.

The division also took part in ceremonies at Jackson Park on Coronation Day.

Battle of the Atlantic Sunday was observed with a church parade in the evening to St. Paul's Church, where Rev. B. A. Silcox conducted the Service, and to St. Clare's Church.

A clean-up party was held for the PTC 762 which arrived the middle of the month from Erieau under the command of Commander W. G. Curry. It is expected she will stay in Windsor for the summer.

PO Howard (Happy) Daye joined the RCN staff to take over naval stores from PO John Bird, who left to join the 30th Carrier Air Group in the *Magnificent*. Chiefs F. E. Noble and T. B. Henderson have also left for Halifax, to return to Hamilton for the Great Lakes training season.

Chief and Petty Officers enjoyed their garrison dinner May 9.

An interesting judo exhibition was presented by the Sea Cadets at Hunter during the month.—E.L.D.

HMCS Malahat

At the time of this writing HMCS *Malahat* is a naval division without a home to call its own.

Premises at 1350 Esquimalt Road which served as divisional headquarters are currently being remodelled to serve as a Wrens' barracks. A small portion of the two-storey building is being retained, however, for administrative offices.

Weekly drills for the balance of the current training season are to be held at HMCS *Naden*. Meanwhile the reservists are keeping high hopes that ultimately new divisional headquarters may be established in the downtown area of Victoria.

Tremendous interest was shown by citizens of Greater Victoria in a special Navy booth established at the city's annual B.C. Products Fair, held recently in the Memorial Arena.

Malahat was responsible for the display, which featured the showing of various films dealing with life in navy blue. The booth was manned by the reservists, who report there were many inquiries about naval service.

A welcome has been extended to Lieut. John E. Gormley, who is now *Malahat's* new supply officer. His appointment became effective May 1. Previously Lieut. Gormley had served in HMCS *Sault Ste. Marie* and HMCS *Naden*.

Members of the Victoria naval division observed Battle of the Atlantic Sunday by attending church parades at St. Paul's Garrison Church and Queen of Peace Church.

The Sea Cadets of Lakefield

Notable among Canadian boys' schools, as far as the Navy is concerned, is the Lakefield Preparatory School, Lakefield, Ont., near Peterboro. What distinguishes it from the others is that its pupils are organized into a Sea Cadet corps, RCSCC St. George.

The annual inspection of the corps was conducted on May 23 by Commodore K. F. Adams, Commanding Officer Naval Divisions.

Following ceremonial drill, the Sea Cadets went to seamanship classes in their "ship"—part of the school grounds on which they have constructed foc'sle, bridge and other parts of ship.

The cadets manned the rail as the Commodore left the ship and followed with a display of sailing and cutter pulling on Lake Katchewanooka.

At evening quarters Commodore Adams awarded the Shedden Shield to the winning platoon.

In the accompanying pictures the Sea Cadets are shown executing sailing manoeuvres by following International Code signals flown from a mast ashore; preparing to march past the inspecting officer, and awaiting Commodore Adams' pronouncement on their seamanship as demonstrated in the knots and splices class.

(Photos by Parks Studio, Peterboro)

Navy Provides Coronation 'Bus'

The Royal Navy ran a "bus" service for the Coronation celebration at Port Stanley, Falkland Island. Sixty-seven men, women and children were brought from outlying areas in HMS *Bigsbury* Bay. Due to a heavy swell, all but three of the passengers were seasick, but made quick recovery in port.

Convenient Way To Abandon Ship

U.S. representatives and Swedish shipyards are negotiating it is reported, over the building in Sweden of new-type tankers with a total tonnage of 77 thousand at a cost of approximately \$24 million. The vessel will have a speed of 18 knots and will be 2,000 tons deadweight.

The bridge on these tankers will be constructed on a pontoon base which, if necessary, can quickly be freed from the hull. There will also be space for the whole crew on the bridge, from which all operations during a military engagement can be remote-controlled.

(From "Foreign Trade", March 7, 1953)





The Navy Plays



York Softball Team out Front

HMCS York softballers in the past few weeks have certainly proved the age-old proverb "practice makes perfect". At present the Toronto division's hustling ball team holds down first place as a result of four wins and one loss. Recent victories include a 6-4 win over Customs, 14-6 win over the RCAF, 6-4 win over Westsides Post Office and a 12-5 win over HMCS Granby.

The Toronto sportsters barely squeezed the win from the hard-trying Customs team in their third game of the season. Blantyre Park in the East end of Toronto was the scene of the triumph, played under flood lights. The game was uneventful until the top of the 8th with the score resting at 1-0 in favour of York when Ldg. Sea. James Crilly, drove a long ball over the centre fielder's head for a home run with two men on, to cash three fast runs.

In York's fourth game of the season, against the RCAF, the Navy diamond-

eers waltzed onto Blantyre field sporting colorful new uniforms. The easy win must have been inspired by the new suits. The team as a whole in this game, fielded and hit well.

In the game against the Westsides Post Office, the team played errorless ball all the way. A game catcher, Lieut. F. W. Galloway, smothered the opposition with 4 hits for 5 tries.

With the minesweepers Granby and Digby spending the summer in Toronto, more friendly games are anticipated between the "Stone Frigate" sailors and the sea-going baseballers.—R.W.

Stadacona Boxers Chalk up 25 Points

Milling away in front of a thousand spectators, HMCS Stadacona boxers belted up a total of 25 points to win the Atlantic Command Boxing Title this year in their gymnasium. Five teams, with a total of 22 contestants, provided one of the finest displays of amateur boxing seen in Halifax in recent years,

with no less than eight knockouts to prove it.

Shearwater came a close second with 23 points while Cornwallis, winner last year, trailed third with 15 points. The Quebec and the Magnificent netted 12 and seven points respectively. Rear-Admiral R. E. S. Bidwell presented prizes after the matches.

Results of the finals were as follows:

Flyweights: Ord. Sea. Ian McNeil won popular decision over Ord. Sea. Murray O'Connor, both from Cornwallis.

Bantamweight: AB R. D. Howsan, Magnificent, decisioned AB Joe Paris, Shearwater, after Howsan took an eight count in round one and dropped Paris twice for counts of eight and seven.

Featherweight: AB C. F. Mancari, Stadacona at a close decision over Ord. Sea. Robert O'Reilly, Cornwallis.

Lightweight: AB Fred Deegan Stadacona (now Dominion champ), k.o.'d Ord. Sea. Mullin, Cornwallis in 35 seconds of third round. Mullin fought hard but went down for counts of seven, nine and three before staying on the deck.

Welter: AB L. Jones, Quebec, decisioned Sea Cadet B. Kilgar, Shearwater, after a great battle.

Middleweight: AB Trent Ketcheson won close decision over stablemate AB Giles Doucet, Stadacona.

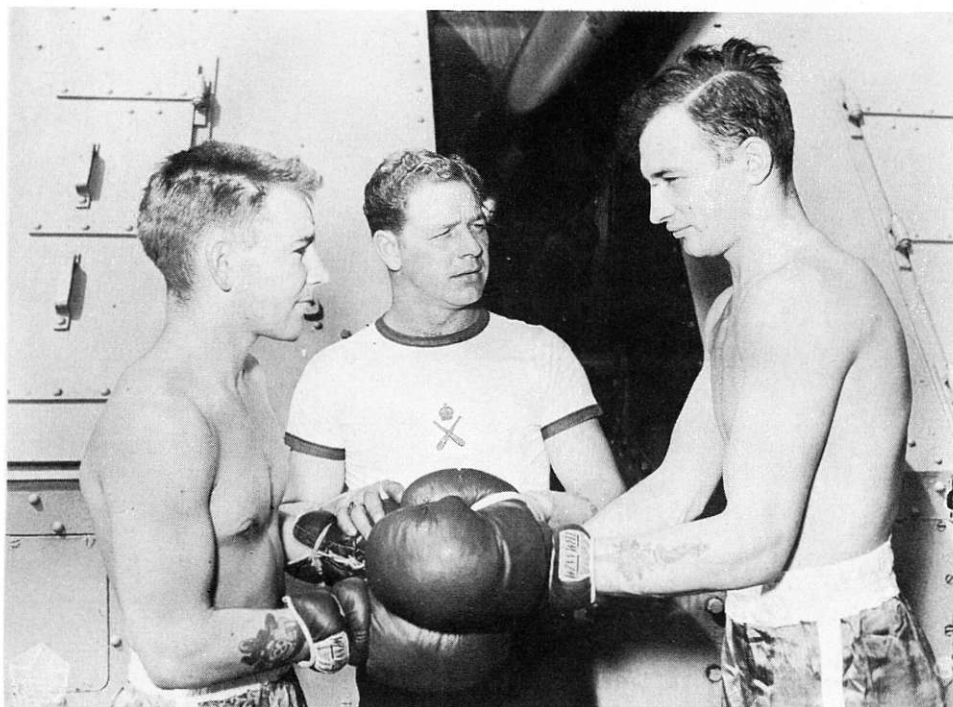
Light-heavy: Ldg. Sea Jim McArthur won unanimous decision over Ord. Sea. William Atkinson, Cornwallis.

Heavy: Ord. Sea. Wyman Mingo, Quebec, k.o.'d Ord. Sea. Donald Turley, Cornwallis, in 35 seconds of first round.

Columbia Division Gives PT Display

Columbia division put on a well-received physical training table during the visit of Rear-Admiral W. B. Creery, Vice-Chief of the Naval Staff, to HMCS Cornwallis. CPO Joseph R. Creese directed the 25-minute display which highlighted the division's 11th week of new entry training.

Columbia also won a skating meet on May 4, marking the close of the Cornwallis rink for the winter season. There were 11 divisions competing, with Canada division placing a close second in the events, which included straight



HMCS "Crusader" boxers made their presence felt in the ranks of their kind from the United Nations fleet when the Canadian destroyer was alongside between Korean patrols. The fistic efforts of the Crusaders were under the guidance of PO Ronald (Duke) Dawson, the ship's PTI. He is shown as he divulges a few pointers to (left) AB John Lawrence and (right) Ldg. Sea. John Thurmier. (CU-600).

racers, hurdle, barrel-jumping, three-legged and relay races. A comic half-time feature was a scoreless broom ball contest between the division chiefs and the divisional officers.

The *Cornwallis* basketball team beat the *Sioux* in a close 46-41 contest, although 94 of the destroyer's ship's company motored to *Cornwallis* to support their team. *Haida* division won the interpart finals by edging *Crescent* division 37-36. *Crescent* division fared better in a knockdown tug-of-war tournament, winning the nod over *Canada* Division in the final 2-0.

The *Cornwallis* bowling team was second only to *Stadacona* in the Atlantic Command playdown, trailing them by nine fateful pins.

St. Laurent Division, with a final score of 21, won the new entry knockout deck-hockey tourney. On ice, the hockey season ended with the Communication School winning the Interpart finals for the second year in a row. The Communication School took the semi-final in three straight games against Ship's Company and went on to meet the Chiefs and Petty Officers who had ended the 27-game league schedule in first place.

East and West Coast chief and petty officers clashed with east-coasters winning 6-4. The west-coasters are becoming better acclimatized to the rigours of east-coast winter sports, for they showed much improvement over the previous year's play and promise to be better next season.

The *Cornwallis* Cougars lost a challenge match to *HMCS Sioux*, 9-3, but went on to humble the *Quebec*, 4-2, in winding up their hockey season.

Restigouche Division won an inter-divisional swimming meet on May 20 in which four new pool records were established. Ord. Sea. E. A. Morrison, *Huron* Division, did the 40-yard backstroke in 27.5 seconds; Ord. Sea. P. J. Ambrose, *Kootenay*, free-styled 80 yards in 46.0 seconds; and Ord. Sea. P. C. Coffin, *Haida*, took one-minute and 7.0 seconds in the 80-yard breast stroke. A four-man free-style relay team from *Huron* division swam 160 yards in a record one-minute, 34.5 seconds.

Four physical training instructors put on a life-saving display at intermission and featured "Shirt Tail Drill" whereby it was demonstrated how shirts, trousers and even an inverted bucket or sea-boots provide sufficient buoyancy.

Carrier Event for Air Models

To interest more people in carrier flying, Naval Aviation has introduced a new competition for model aircraft



The RCN Carrier Event, introduced for the first time at the St. Lawrence Zone Canadian National Model Aircraft competition on June 27 at Rockcliffe airport, Ottawa, proved to be the most popular of a dozen control-line events. Above, modeller Al Wood of Ottawa, shows the retracting undercarriage on his scale *Sea Fury* to Captain P. K. Hill, USN, Deputy Chief of Naval Aviation, and Commodore W. L. M. Brown the Royal Canadian Navy's new Assistant Chief of Naval Staff (Air), just prior to the event. Looking on (right) is Jack Crawford, president of the Ottawa Model Aircraft Club. In the lower photo, Mr. Wood looks at the wreckage of his *Fury* model which went into a torque stall on take-off for its maiden flight. Another Ottawa, Warren Sanderson, won the contest.

enthusiasts of Canada, involving control-line scale models of carrier-borne aircraft, a model flight deck and a regular scoring system.

The prototype carrier model, "HMCS *Fledgling*" was developed in June and introduced to the Ottawa Model Aircraft Club, which promptly entered a

half-dozen models in the Canadian National Model Aircraft Championship (St. Lawrence Zone) at Rockcliffe Airport, Ottawa, on June 27. It was one of 12 events billed in the inter-city contest.

Lieut.-Cdr. (P) A. William Stewart, on the staff of the Assistant Chief of Naval Staff (Air), borrowed the idea

from the USN and, with the aid of Lieut.-Cdr. (P) "Dickie" Bird, also at headquarters, attracted the interest of model fliers. The project will be turned over to the Commanding Officer Naval Divisions for further exploitation.

Using a 30-foot control line, a model must take off from the curved flight-deck, do seven laps at maximum speed followed by seven laps at slowest speed and land on without nosing up after it has been halted by the arrester wires. Up to 100 points are awarded for take-off, 100 for landing (a nose-up entails a loss of 50 points) 50 for trueness to scale, and two points per mile for the difference between top and slowest speeds.

The idea is being well received because of the challenge to the modeller who must devise a two-speed control for his engine and flaps or retracting wheels or both in addition to manoeuvring skill.

Softball Honours Divided at Naden

The Navy's entry in the Victoria Senior "A" softball league won three and lost two of their first five games of the season, which had them sharing second place with Butlers Aces, one-half game behind Chinese Students.

In their first time of the five, Navy shut out the Aces, 6-0, but lost to the Chinese, 4-3, in their second time out. Their first clash with Ladysmith netted them an 8-3 win over the Up-Islanders, but Butlers beat them in the last start, 5-3.

In the Naden Interpart softball schedule, which began May 5, each team had played twice, with the combined TAS and Electrical nine and Supply School "B" sharing the top with two wins apiece.

Coverdale Vies With Monctonians

Moncton athletes are seeing a lot of competition this summer from Coverdale Radio Station. The station has a nine entered in the town's hardball league and a Wren entry in the Moncton and District Women's League. In addition the station married quarters are providing a men's and women's softball team apiece for exhibition games.

The Coverdale sports field is in grand condition this year and is proving an asset to their athletic endeavours.

Supply Branch Cock of Barracks

HMCS Stadacona's Supply branch has again won the Cock of the Barracks



The Haidas became highly organized in the battle against boredom during their first completed tour of duty with UN naval forces in Korea. Throughout the messdecks and wardroom flat the hands were busy in off-duty hours hooking rugs, building model aircraft and ships, reading books from the ship's 600-volume library, even studying education courses ranging from Grade 10 to university level. The Communicators' mess served as "hobby shop" at sea and some of the craftsmen are shown working on their models. They are, clockwise from left: AB J. S. Dumaresq, PO H. F. Fisher, AB W. P. Tedlie, AB J. R. Knox and AB R. A. Donovan.

trophy, thus retaining the award gained on its institution last summer.

To keep the trophy, Supply completed the inter-departmental winter sports program in first place with a total of 560½ points. TAS School came second with a total of 485½ points.

Supply came first in hockey, bowling, tabloid and swimming meets. In addition, the branch tied for first in water-polo and volleyball. It now will make a bid to take the top score in the forthcoming summer program in an attempt to win the trophy for the third consecutive time.

Presentation of the trophy, following completion of the winter program, was made in May by Rear-Admiral Wallace B. Creery, Vice-Chief of the Naval Staff, at ceremonial divisions. The trophy was accepted on behalf of the Supply Branch by PO Douglas Brown.

Parade Team Wins Small Bore Tests

The Parade team from HMCS Stadacona won the .22 Small Bore Rifle Club competition this spring in Halifax, with 2,908 out of a possible 3,200 points. Fifteen teams took part, with Regulating placing second with 2,845 and Comm. Officers third with 2,784 points.

CPO Alvin Richard Underhill of the Regulating team won the high indi-

vidual average and PO Ray Daniel Makara of the Parade squad placed second.

Malahat Second In Rifle Contest

Personnel of the Victoria division's rifle team again distinguished themselves recently when a Pacific Command team, including reservists, captured second place honours in a challenge match held in Naden's indoor range. The Navy team chalked up an aggregate point score of 373, one less than the winning RCMP group.

HMCS Malahat sharpshooters in the competition included CPO Walter Burch, Ldg. Sea. Owen Moore, Wrens Elizabeth Paterson, Dianne Finland, Beverly Smith and Mavis Cahill.

Weather Delays Softball Season

Personnel from Aldergrove Naval Radio Station have been journeying to Chilliwack, B.C., twice a month to complete in shoots on the RCSME range.

Completion of the station's softball diamond was held up by wet weather, but play eventually got under way, with competition provided by teams from RCSME, Chilliwack, the Military Radio Station, Ladner, HMCS Discovery, and RCAF and Army teams from Vancouver.

LOWER DECK PROMOTIONS

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

AKESON, Garry J.....LSCR1
ALCORN, Donald L.....P2SE2
AMY, Ellwood G.....P2CS3
ATKINS, Peter H.....LSAR1

BACKEWICH, William S.....P2SM2
BANDET, René J.....LSCS2
BELL, Albert B.....P2CR2
BELL, George C.....P1SH4
BILLARD, Willis R.....LSCV1
BOOTSMAAN, Herbert A.....P2BD3
BROWNING, Orval C.....LSAF1
BRUNNE, James R.....LSSM1
BURSEY, Gerald F. W.....LSCS2

CAMPBELL, Robert J.....C1CV3
CHALMERS, Alexander D.....C1CR3
COLLIN, Robert.....LSCS2
COPE, Colin C.....LSCS2
CORBIN, Jules G.....P2CV2
COUTURIER, André J.....LSCR1
CRAWLEY, Carl A.....P1CV2
CRAWSHAW, Kenneth D.....LSOM1

DAROWSKI, Stanley.....LSCS2
DENNIS, Ronald G.....P2CR2
DesGAGNE, Bertrand J.....LSCR1
DESCHENES, René.....P2CR2
DRISCOLL, Kenneth.....LSCR1
DRUMMOND, Cecil W.....LSCV1

EWEN, Thomas G.....LSCS2

FENN, Frank.....C1CV3
FINNIE, George T.....LSCS2
FOWLER, Sidney.....LSCS2
FRASER, Russell A.....C1CS3

GORDON, Taylor L.....LSCS2
GRAHAM, William G.....LSCS2
GRANT, Gordon W.....LSCS2

HALL, Stewart W.....LSCR1
HALLDORSON, James N.....LSSM1
HEWITT, Ian B.....LSCV1
HUDSON, Norman R.....P2CS3
HULL, Burton P.....P2SM2
HUTCHISON, Boyd.....P2CR2

INGLIS, George W.....LSCS2
ISAACSON, Glen W.....LSCS2

JACKSON, Edward.....C1CR3
JERMY, Norman B.....P2CR2

KEMPTON, James M.....C2CS3

LAMB, Charles E.....P2CS3
LAMB, David B.....LSCS2
LEFEBVRE, John R.....LSCV1
LEVASSEUR, Omer E.....P2CS3

McGRAW, Nicholas J.....P1SH4
McKELLAR, Owen F.....LSCR1
McKETTERICK, William B.....LSCR1
McLEAN, Alan M.....P2CS3
MacARTHUR, Scott F.....LSCR1
MacDONALD, Claude A.....LSCS2
MacDONALD, Gerald J.....LSCR1
MacDOUGALL, Vernon K.....LSCS2
MacLELLAN, Ronald J.....LSCS2
MacLEOD, Max D.....LSCR1
MARK, Ronald D.....LSCR1
MARTIN, James M.....LSCV1
MASON, Douglas D.....P1ER4
MICALLEF, Frank J.....LSCR1
MILLIGAN, John H.....LSCR1
MITCHELL, Thomas D.....LSCR1
MOORE, Donald L.....LSAR1
MOREHOUSE, Robert E.....P2CR2
MURPHY, William P.....P2CV2
MURRAY, Leonard W.....C2CR3

NELSON, Charles H.....LSAR1
NIVEN, Roy W.....LSAC1
NOBLE, Robert E.....LSSE1
NUNNERLY, Richard.....P2AF2

OSTLER, Donald L.....LSCR1

PAYNE, Russel A.....P2SM2
PETTIGREW, Gordon G.....P1SH4
PILON, Jérôme N.....LSCR1
POTT, Charles H.....LSCS3
POTTER, Douglas A.....C2CR3
PROWSE, Norman A.....P2CR2

ROBERTS, Arthur.....P2CR2
ROBERTSON, Patrick S.....LSCV1
ROBINSON, Harvie A.....LSCS2

SCANLON, Basil C.....LSCS2
SCHROPFER, George W.....P1ER4
SMITH, David B.....LSAAS
SMITH, Robert T.....LSCR1
ST. JOHN, Bernard J.....LSCV1
SUDDARD, Hugh D.....LSCR1
SULLIVAN, Leonard J.....LSCR1

THOMPSON, Morris E.....LSCS2
TODD, Gordon D.....LSCS2
TREMAINE, Thomas R.....P1SH4
TUCKER, Clarence W.....LSCV1

WALKER, Warren S.....C2CR3
WATSON, William E.....LSAR1
WILSON, Robert J.....P2SM2
WOODWARD, John R.....LSCS2
WYMAN, Harold L.....P2CS3

YOUNG, Chris R.....LSCR1
YOUNG, Donald A.....P2SM2



The breaking of a bottle to launch a ship originated with the custom of drinking to the ship out of a silver cup which was then thrown overboard. This practice continued until 1690, when, because it was found too expensive, the breaking of a bottle was instituted. Until 1811 the ceremony was always performed by either a Royal personage or one of the Dockyard Commissioners, but in that year the Prince Regent introduced the custom of ladies performing the ceremony. On one occasion a bad shot with the launching bottle injured one of the spectators who sued for damages. From that day the Admiralty directed that in future the bottle must be secured by a lanyard to the bow.

AB Selected as 'All-Round Man'

Exceptional ability in parade training, a superlative kit of service clothing and a ninety per cent mark in seamanship, together with being the best all-round man in his division, led to the selection of Able Seaman Joseph Harry Madden, of Montreal, for the "RCN Young Seaman's Efficiency Award Shield" at HMCS Cornwallis. The presentation of the Shield, recently re-instated after a lapse of some years, marks the first time it has been awarded since its re-instatement recently.

AB Madden's ability is, however, not confined to strictly naval affairs. Recently transferred from the Canadian



AB J. H. MADDEN

Army, Madden is a qualified paratrooper who spent several years in the Royal Canadian Corps of Signals. A keen radio "Ham", he participated in the Cornwallis Radio Club's activities during his basic training. His other hobbies include reading of a more serious nature.

Another claim to fame which young Madden makes, and one which has, at odd times, inspired his mates to greater efforts in route marches, and at various games, is his skill with the bagpipes.

The "RCN Young Seaman's Efficiency Award" dates back to 1940, and among those who have their names inscribed thereon as ordinary seamen is Lieut.-Cdr. H. R. Taylor, Officer-in-Charge of the Physical and Recreational Training School at Cornwallis.

WEDDINGS

Leading Seaman John Manning Chute, HMCS Stadacona, to Miss Anne Belle Robertson, of Penticton, B.C.

Leading Seaman George Fisher, HMCS Naden, to Miss Belva Snider, of Victoria.

Sub-Lieutenant Lorne Fox, HMCS Hunter, to Miss Sue Roy, of Windsor, Ont.

Petty Officer Tom Gardner, HMCS Beacon Hill, to Miss Eileen Leckie, of Victoria.

Ordinary Seaman William Kerr, HMCS Cornwallis, to Miss Marion Doucette, of Mavelette, N.S.

Wren Bernice Phyllis Krupski, HMCS Shearwater, to Ronald Cadman Steeves, Moncton, N.B.

Lieutenant J. W. Logan, HMCS Stadacona, to Miss Joan Mary Whalley, of Sydney, N.S.

Leading Seaman Robert Marks, Coverdale Radio Station, to Wren Emily Balch, Coverdale Radio Station.

Able Seaman Peter McArthur, HMCS Naden, to Miss Kathleen Pearson, of Massett, B.C.

Able Seaman Eugene McMorris, HMCS Naden, to Miss Ruth Ketchison, of Victoria.

Able Seaman John B. Murison, Coverdale Radio Station, to Wren Lois Leedham, Coverdale Radio Station.

Sub-Lieutenant Vincent F. Penhold, HMCS Nonsuch, to Miss Betty C. Brietzka, of Rochester, Alta.

Able Seaman Donald Eric Warwick, HMCS Shearwater, to Miss Doris Veronica Myers, Eastern Passage, N.S.

Lieutenant Edward A. Wiggs, HMCS Cornwallis, to Miss Daphne Jean Collison, of Victoria.

To Ordinary Seaman R. G. Ettinger, HMCS Cornwallis, and Mrs. Ettinger, a daughter.

To Chief Petty Officer H. J. Hancock, HMCS Cornwallis, and Mrs. Hancock, a daughter.

To Leading Seaman M. D. Jones, HMCS Stadacona, and Mrs. Jones, a son.

To Petty Officer William Joy, HMCS Algonquin, and Mrs. Joy, a daughter.

To Petty Officer I. G. Kaiser, HMCS Huron, and Mrs. Kaiser, a daughter.

To Chief Petty Officer Norman Keziere, HMCS Naden, and Mrs. Keziere, a son.

To Able Seaman H. J. LeBlanc, HMCS Cornwallis, and Mrs. LeBlanc, a daughter.

To Lieutenant Donald A. McDonald, HMCS Algonquin, and Mrs. McDonald, a daughter.

To Able Seaman Charles Moore, HMCS Algonquin, and Mrs. Moore, a son.

To Leading Seaman Clayton Moran, HMCS Naden, and Mrs. Moran, a daughter.

To Able Seaman Charles Nowell, HMCS Naden, and Mrs. Nowell, a daughter.

To Petty Officer William Paly, Coverdale Radio Station, and Mrs. Paly, a daughter.

To Leading Seaman Ronald Robertson, HMCS Hunter, and Mrs. Robertson, a daughter.

To Leading Seaman J. J. Y. R. St-Onge, HMCS Portage, and Mrs. St-Onge, a son.

To Petty Officer F. Scott, HMCS Portage, and Mrs. Scott, a daughter.

To Petty Officer R. F. Wheeler, HMCS Cornwallis, and Mrs. Wheeler, a son.

To Lieutenant J. H. Wilke, HMS Excellent, and Mrs. Wilke, a daughter.

To Able Seaman Carrol Wright, Coverdale Radio Station, and Mrs. Wright, a son.

BIRTHS

To Petty Officer Alfred Calder, HMCS Algonquin, and Mrs. Calder, a daughter.

To Able Seaman Colin Cope, Coverdale Radio Station, and Mrs. Cope, a son.

To Able Seaman J. R. Doucette, HMCS Huron, and Mrs. Doucette, a son.

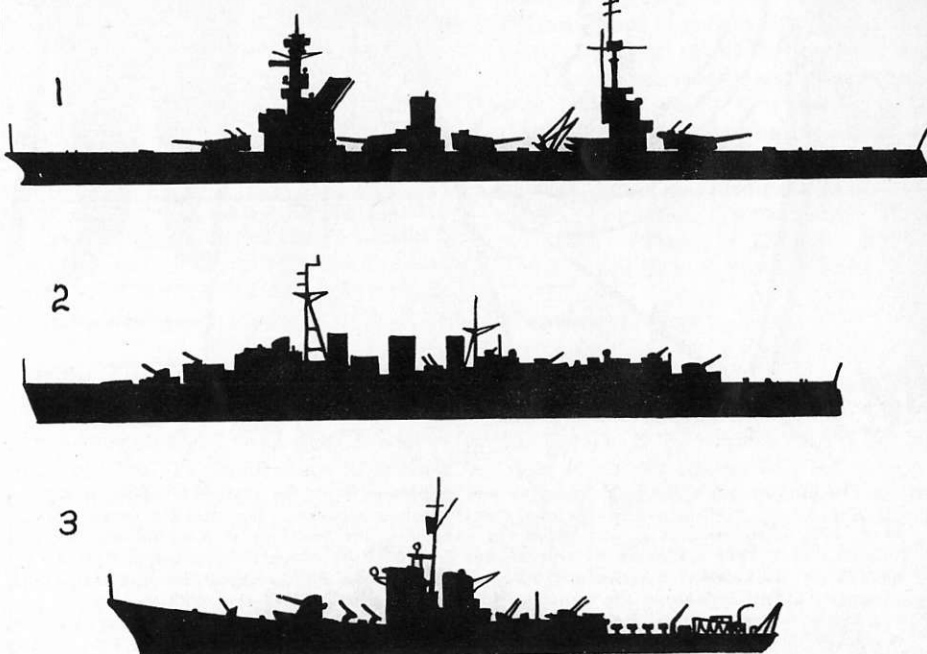
Answers to Quiz

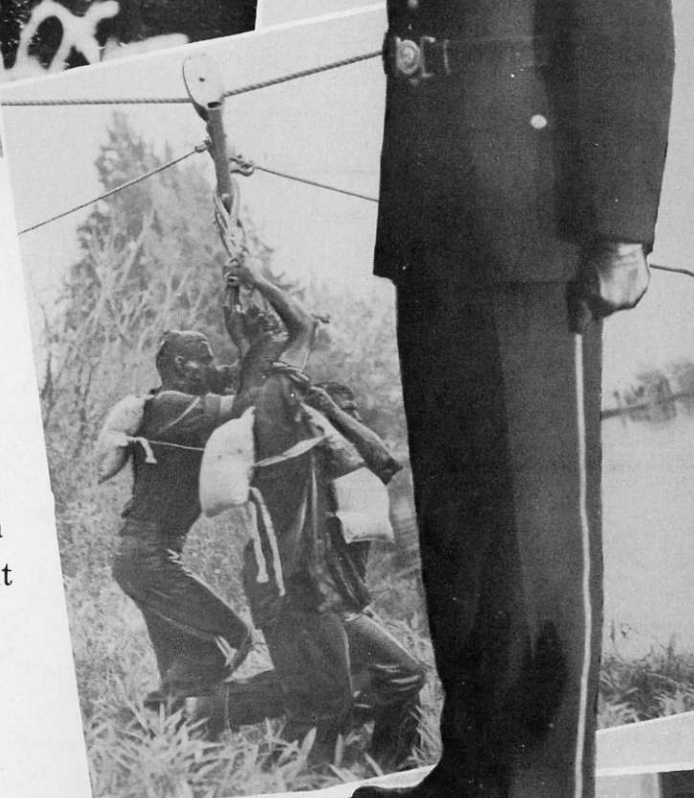
1. Russian battleship, Sevastopol
2. British fast minelayer, HMS Manxman
3. Italian corvette, Gabbiano class.

WARSHIP RECOGNITION QUIZ

CAN YOU IDENTIFY THESE SHIPS?

(NOT DRAWN TO SCALE)





Here's Mud in
Your Eye . . .
and a few samples
of what an obstacle
course can do to a
spruce young cadet at
Royal Roads

