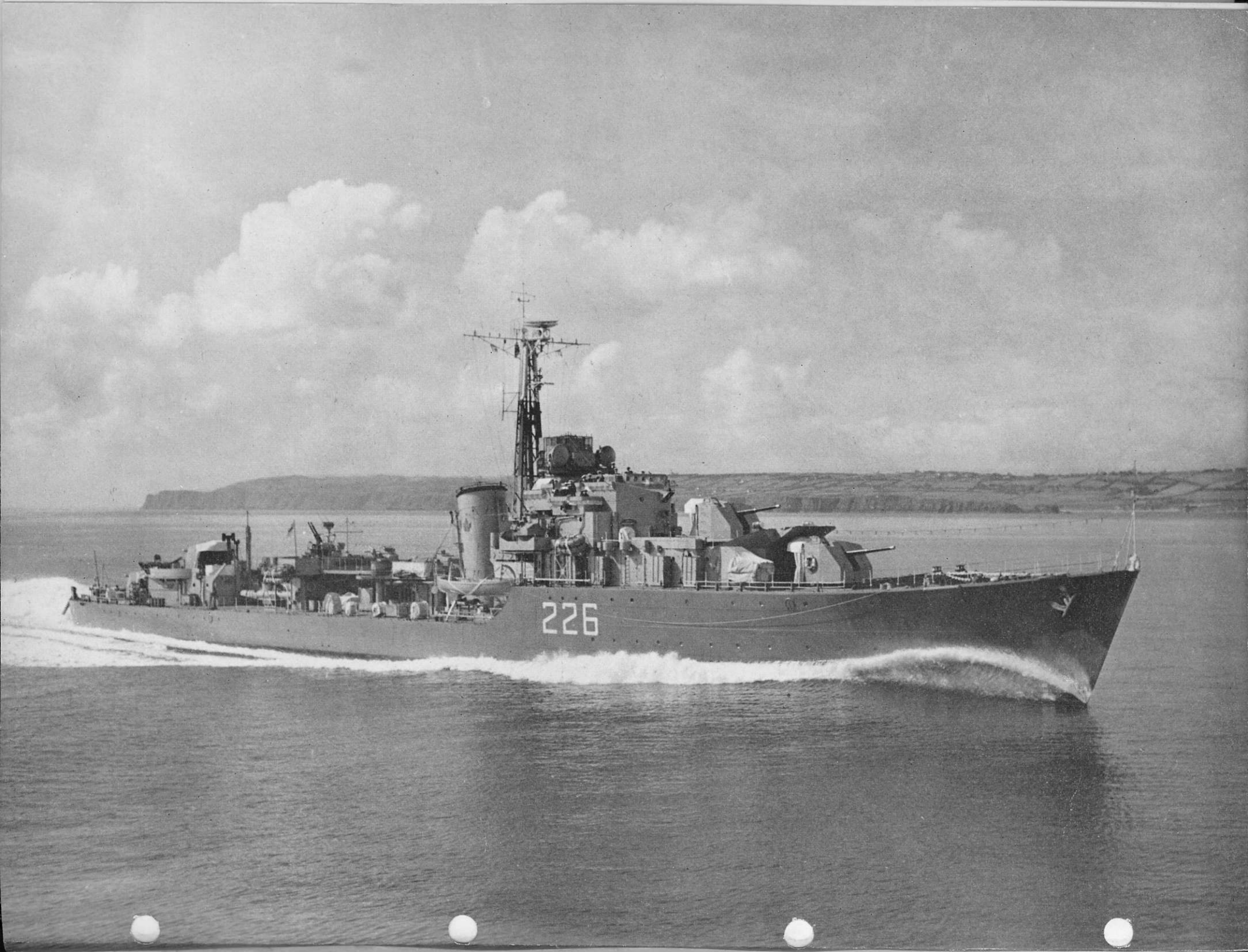


The CROWSNEST



Vol. 4 No. 1

November, 1951



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THE ROYAL CANADIAN NAVY'S MAGAZINE

NOVEMBER, 1951

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LADY OF THE MONTH

HMCS CRESCENT, sister-ship to HMCS Crusader and a destroyer well known on both coasts of Canada, steams at high speed through the Irish Sea. The photo was taken during the second of three training cruises made to the United Kingdom last summer by the La Hullose, Crescent and Swansea. For more about the Crescent, see page 21. (LAH-174).

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With this issue, The Crowsnest begins its fourth year of publication. It is an occasion we do not think should go unnoticed.

Quite frankly, we cannot help but be pleasantly surprised by the realization that The Crowsnest produced its first 36 issues in as many months. As we have mentioned before, The Crowsnest does not draw on full-time professional editors and writers for its material, but on a corps of voluntary contributors who receive nothing for their efforts and who, in practically all cases, remain anonymous.

It is they who have enabled the magazine to meet its monthly deadlines and who have made it possible for it to fulfill, at least in part, the mission for which it was created.

The Crowsnest is the Navy's magazine. It is intended for all ranks, from ordinary seaman to admiral, and has been privileged to number all ranks among its contributors.

It has served as a link between ships and establishments, and the personnel borne therein, reminding them that they are, one and all, members of the same force, separated though they may be by a continent or more.

The Crowsnest has endeavored, too, to maintain and fortify the connection between the Service and those who formerly wore its uniform, keeping the latter informed of naval happenings and reminding them that in spirit, if not in fact, they still belong to the naval family.

Whatever success The Crowsnest may have achieved in these endeavors is due to those whose efforts have made it live these past three years. To its regular correspondents . . . to those who contribute less frequently but with obvious inspiration . . . to the photographers whose pictures have graced its pages . . . to the artists and cartoonists . . . to its civilian supporters, ex-Navy and otherwise . . . and to all those others who have helped pen its pages . . . The Crowsnest expresses its thanks and pays deserved tribute.

The Editors

★ ★ ★

A limited number of copies are available of the drawing, "Royal Canadian Navy 1951," which appeared on pages 16 and 17 of the October issue. Persons wishing to obtain a copy may do so by writing to The Editor, The Crowsnest, Naval Headquarters, Ottawa.

Page one

Cover Photo—Though they may not look a bit "salty," there is no doubt that these two professional models, wearing the new uniforms of the Women's Royal Canadian Navy (Reserve), add much to the scenery and atmosphere on this Fairmile's bridge. (O-2053-3).

R.C.N. News Review

Navy Plays Host to Royal Visitors

At the furthest extremity of their historic visit to a country new to them both, the Princess Elizabeth and the Duke of Edinburgh entered an atmosphere with which they both were wholly familiar.

At Vancouver, on October 21, the Princess — whose father and grandfather followed the sea — and the Duke — a serving officer in the Royal Navy — boarded a destroyer, HMCS Crusader, for the picturesque salt water passage to Victoria.

As the ship neared the harbor, a naval gun battery fired a royal salute from Beacon Hill Park. On disembarking, Her Royal Highness inspected a naval royal guard parading the King's Color which her father, King George VI, had presented to the Royal Canadian Navy in 1939.

The following afternoon, October 22, the Royal Couple drove to and toured HMC Dockyard, met senior naval and military officers at the

Admiral's residence, and then went to Royal Roads, where they inspected the cadets and had tea.

On completion of their three-day holiday on the Island, Their Royal Highnesses embarked in the Crusader at Nanaimo, October 26, and sailed aboard the destroyer to Vancouver.

The Navy re-enters the Royal Visit scene during the closing stages of the tour. On November 8, at Halifax, Princess Elizabeth and the Duke of Edinburgh will visit the Dockyard, inspect a guard of honor at Stadacona and attend a reception at Admiralty House.

At 10:30 p.m. on November 9, the Royal Couple will board HMCS Ontario at Charlottetown and will make an overnight voyage in the cruiser to Sydney, Cape Breton. They will also spend the following night on board the Ontario, travelling from Sydney to St. John's, Nfld.

When Their Royal Highnesses sail out of Conception Bay November 12, homeward bound in the Empress of

Scotland, the Ontario and HMCS Micmac will serve as the escort and will remain with the liner until nightfall.

Ontario Making Return Voyage to Esquimalt

On completion of her Royal Visit assignment, the Ontario will immediately begin the journey back to her home port of Esquimalt, where she is due to arrive December 13.

During her stay on the East Coast, the cruiser made a trip up the St. Lawrence and spent ten days in Montreal. While there, she held "open house" for the public, took part in a sailors' memorial ceremony, was inspected at divisions by the Chief of the Naval Staff and played host to a number of civil servants, employed with the Navy in Ottawa, for whom a special trip to Montreal was arranged.

On leaving Montreal, the Ontario embarked 40 sea cadets for the ten-hour trip down-river to Quebec. She spent six days at the latter city, then went to Gaspé for four days before returning to Halifax October 23.

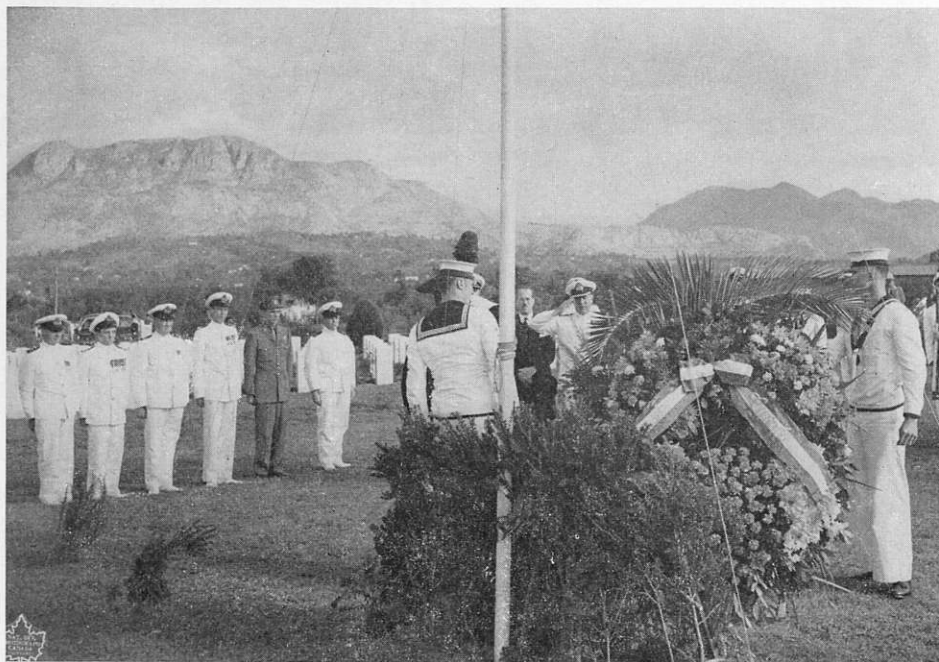
Magnificent Making Quick Turn-around

The Magnificent and Micmac returned to Halifax from their Mediterranean cruise on October 24, two days earlier than originally planned. The schedule was changed in order to provide the carrier with a longer stay in port before she sets out on her next mission — transport to the United Kingdom of 410 fighter squadron of the RCAF.

Within a six-day period, the Magnificent will disembark her naval air squadrons to the RCN Air Station, embark personnel of 410 squadron and make good the usual jobs of work required after an extended cruise.

Then she will sail for Norfolk, Va., to load the F-86 Sabres of 410 Squadron, the aircraft having been cocooned at the U.S. Navy base for the ocean voyage.

The Magnificent leaves Norfolk November 3 and arrives at the Clyde on the 13th. She will spend three or four days unloading the Air Force



While the Magnificent and Micmac were at Naples, Italy, the commanding officers of the two ships, Commodore K. F. Adams and Lieut.-Cdr. F. C. Frewer, headed a group of officers and men who travelled to the military cemetery at Cassino to pay homage to the Canadian soldiers who lost their lives and are buried there. In the shadow of Monte Cassino, scene of some of the bitterest fighting of the Second World War, a wreath was laid in memory of the Canadian dead. To the left of the wreath, saluting, is Commodore Adams. At his right is S. G. MacDonald, Charge d'Affaires at the Canadian Embassy, Rome. (MAG-3462).

Sabres and embarking some new Sea Fury fighters for the RCN, after which she will sail for Canada. She is scheduled to return to Halifax November 26.

Destroyers in Korea Visited by FOPC

Carrier screening, routine patrols, blockade work and occasional bombardments continued to occupy the three Canadian destroyers serving in Korean waters.

For a time, the Athabaskan and Sioux were operating together, on the west coast of Korea, while the Cayuga worked with a U.N. force on the east coast. The Cayuga took part in a heavy naval bombardment of the port of Kojo, shelling communist supply points and troop concentrations.

During the latter part of September the destroyers were visited by Rear-Admiral W. B. Creery, Flag Officer Pacific Coast. Admiral Creery flew to Japan and, after meeting with Canadian diplomatic officials and United Nations officers in Tokyo, went to a U.N. base in south Japan.

There he boarded the Sioux and sailed in her to the operational area off the west coast of Korea. In company were the Athabaskan and two U.S. destroyers escorting the U.S. carrier Rendova.

After inspecting the Sioux and addressing the ship's company, Admiral Creery transferred the next day to the Athabaskan by helicopter, stopping on board the Rendova en route. While he was in the Athabas-



kan, the ship was detached on a junk interception patrol, then was sent to the Chinnampo area to bombard troop concentrations and gun emplacements.

Admiral Creery transferred next to the British destroyer Charity and sailed in her to a naval base in central Japan. There he visited the Cayuga, which had put into port after a tour of duty on the east coast. Following further meetings with ranking U.N. naval officers, the Admiral emplaned at Tokyo for the return trip to Canada.

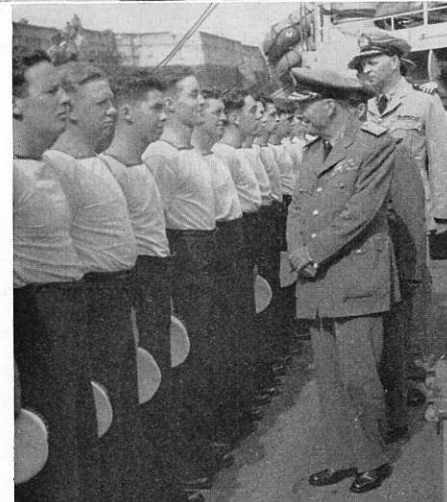
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Royal Flight Path Patrolled by Ships

HMCS La Hullose received an unexpected but welcome assignment when she was despatched from Halifax to serve as the western-most link of a chain of ships disposed at intervals beneath the aerial track followed by the Royal aircraft on its flight from the United Kingdom to Canada.

The La Hullose took up a station



300 miles northeast of St. John's, then switched her position when the aircraft carrying Their Royal Highnesses was re-routed. With the safe arrival of the Royal plane, the frigate returned to Halifax.

On reaching Canada, Princess Elizabeth despatched a message to the Admiralty, saying, "My husband and I would be grateful if you would convey our appreciation to all ships stationed in the Atlantic during our flight to Canada."

Nootka's Turn Next as Korean Relief

The Korean relief cycle will begin another whirl early next year, when HMCS Nootka proceeds to the Far East to replace the Sioux. The Nootka is scheduled to leave Halifax December 30.

Huron Concludes Eventful Commission

An eventful commission was brought to a close October 12 when HMCS Huron was paid off at Halifax and taken in hand for refit and rearmament.

Brought forward from reserve in February 1950, the Huron saw a great deal of interesting and varied service in the ensuing 19 months. Highlighting this phase of the destroyer's career were the European cruise in the fall of 1950 and a five-month tour of operations in Korean waters.

During her latest commission the Huron:

- Steamed 79,599.6 miles,
- Sailed on two oceans and 11 seas,
- Visited 21 countries,
- Dealt in 13 different currencies,
- Fuelled at sea 24 times,
- Wore, on separate occasions, the flags of two admirals,
- Fired 3,483 rounds of 4-inch ammunition and nearly 4,000 rounds from her close-range weapons. (Practically all of this expenditure took place during her five months in Korea).

"Maggie" Baffles Boredom

by J. L. W.

Quarantine Week-ends Filled with Sports and other Entertainment

INGENUITY, imagination and enthusiasm came to the fore during the 16 days HMCS Magnificent spent in quarantine while based on Malta. The quarantine made little difference to the ship's training program, the week days being spent at sea progressing the flying training of the 30th Carrier Air Group and the operational training of the entire ship's company.

When the quarantine might have made itself felt was over the two-week-ends which were spent at anchor in Marsaxlokk Bay. None of the ship's company was permitted go ashore and no visitors could come aboard.

It might have been extremely dull but both week-ends instead turned out to be as enjoyable as most of the men can remember. From Saturday noon to Sunday night the "days of rest" were enlivened every minute

with sports events and special entertainment in which the whole ship's company participated.

On the first Saturday afternoon, the holiday started with 12 volleyball matches in the ship's three leagues. At the same time, five deck hockey games were played off on the flight deck.

Highlight of the day's sports program was an interdivisional swimming meet. A 25-yard course was laid off the ship's side between two moored floats. Sixteen teams competed in the five standard water events and 871 Squadron's team splashed away with the honors. A water polo game finished the afternoon.

Saturday night was pure carnival. At 7 p.m. the flight deck looked like a Broadway theatre in the heyday of vaudeville. Practically the entire ship's company, 1,100 strong, was

gathered about the "island" where the ship's band, led by CPO Victor Goodridge, of Niagara Falls, Ont., struck up the music hall overture.

Lieut. (S) John D. Agnew, of Kingston, was the organizer and m.c. of the show. The range of talent was impressive and the cheers of the men of the Magnificent rocked the quiet Maltese bay.

There were comedians of every kind and they brought down the house. AB Bob Carl, of Kingston mugged his way through an hilarious impression of how a landlubber would see flying operations aboard an aircraft carrier. PO Norman Burgess, RCN(R), of Todmorden, Ont., did a fast monologue laced with quick-fire Bob Hope-type patter. AB Charlie Porter of Cleveland, Ohio, did a man-of-many-voices impersonation act. AB William Routliffe, of Sudbury, had a repertoire of Northern Quebec bushland stories.

There were musicians, too. Lieut. Eric Harbord, of Watrous, Sask., did a modest one-man band turn with a harmonica and banjo-ukelele. AB Lucien Giroux of Donnacona, Que., gave the crowd some harmonica artistry. A trio, PO John Bell, of Edmonton; AB Donald Kindy, of Niagara Falls, and AB Clyde Thompson, of Sackville, N.B., played western music.

There was an amateur band conductors' contest. Commodore K. F. Adams, of Victoria, by popular demand, was one of the participants and was a smash hit. Other aspirants were Lieut.-Cdr. L. E. Crout, of Montreal; AB G. E. McArthur, Winnipeg; Sub-Lieut. James Bond, Leduc, Alberta; AB Carl; AB Jacques Bousquet, Quebec City, and CPO Lloyd Myers, Toronto.

After the show a movie on the flight deck finished up the day.

The next week-end was as good. Volleyball, deck hockey and water polo filled Saturday afternoon. The on Sunday a huge "Tabloid of Sports" was run off. The tabloid included eight events, with 16 teams of ten men each competing. The sports



An inter-divisional swimming meet was one of the high spots on the program of sports and entertainment which kept the ship's company of the Magnificent busily entertained while in quarantine. The photo shows the finishing point for the first heat of the medley relay, with the backstroke swimmers approaching the float and their team-mates poised for the next lap. (MAG-3303).

CONDUCTS CHOIR FOR LAST TIME



A musical troupe plays for the ship's company at one of the concert parties held on board the *Magnificent* during her quarantine period. Left to right are PO John Bell, Edmonton; AB Clyde Thompson, Sackville, N.B.; AB Donald Kindy, Niagara Falls; Midshipman Richard Okros, Toronto; Midshipman Daniel Mainguy, Halifax; Ldg. Sea. Leonard Keen, St. Paul, Alberta, and AB Howard Craddock, Mount Dennis, Ontario. (MAG-3330).

officer, Commissioned Boatswain James Blades, of Red Deer, Alberta, and the ship's P. and R.T. instructor, PO Albert Trepanier, of Ottawa, ran the highly organized meet.

Each man on each team participated in all the events. The teams would run through one event, then go on to the next, with a five-minute time limit on each one. The events were broad jump, high jump, shot put, 50-yard dash, shuttle relay, ribble relay, medicine ball throw and Charlie Chaplin relay.

Another evening show was staged on the flight deck and most of the previous week's entertainers came back. New jokes and new selections pleased the crowd just as much as the week before. The highlight was a bone-jarring display of wrestling with all the professional trimmings. In the first, PO Breen Driscoll, of Halifax, lost to PO Carl Hill, of Peterborough, Ont., after 25 minutes of grappling. The next was a 30-minute bout, in which Ord. Sea. Glen Stevens, Detroit, bested AB Pierre Miller, Montreal.

The last bout was an hilarious team tag-match. Sub-Lieut. Jim Bond, of Red Deer, Alberta, and Sub-Lieut. Rene Roche, of Quebec City, fought Ldg. Sea. Gerry Dymchuk, Edmonton, and Ord. Sea. Allan Bradshaw, Hamilton, Ont. Only one member of each team was supposed to fight at one time

but the match ended with all four, plus the referee, PO Burgess, and an enthusiastic spectator mixing it up. It was a great show.

The quarantine ended and the hands were free to go ashore once more, but the two week-ends will long remain a pleasant memory for the *Magnificent's* men.



The "Charlie Chaplin relay" was one of the more comical events held during the tabloid of sports. Ord. Sea. Walter Nickerson, of Saint John, had to cover the course with the ball between his legs and boxing glove on his head, and all the while twirling the ring on the string. (MAG-3335).

The famed Cornwallis choir made its final public appearance under the baton of its founder and leader, Commander Patrick D. Budge, when it sang before a packed congregation at the First Baptist Church in Halifax on October 7.

The 50-voice choir, consisting of sailor volunteers, turned in one of its best performances as a farewell tribute to Commander Budge, who will soon leave his post as executive officer of the Annapolis Valley training establishment.

Commander Budge, who could not read a note of music but liked to sing, started the choir in May 1949 with 14 choristers. With the help of other officers at Cornwallis, Commander Budge tackled the job with enthusiasm and thoroughness. Chaplain (P) Harry Ploughman provided the organ music and the choir was soon giving forth with hymns and chanties in a "proper seamanlike manner."

It wasn't long before the original 14 were joined by other new entries with a bent for singing. Commander Budge set no limit on the size of his choir. He took all who volunteered, even if they didn't know a note of music.

After many hours of rehearsals, the choir was ready for its first public appearance. From that time on the choir was in demand throughout the province. It sang in various churches and topped it off by appearing on the CBC's Sunday program, *Harmony Harbor*.

But it wasn't all smooth sailing for Commander Budge. Hardly would he have a group well trained before it was broken up by the drafting of men who had completed their new entry course. But there were always new ones showing up to fill the gaps. He had one of his most trying times when the choir was practicing for the farewell concert, losing the whole tenor section in one graduation sweep. Others stepped into the breach, however, and the tenors came through in fine style on the night of the performance.

Following the farewell concert, Commander Budge expressed his regret at leaving the choir but said he was confident that it would carry on and become bigger and better than ever.



OFFICERS *and* MEN



Cadet Awards Presented at Closing Ceremony

Presentation of awards by Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, featured ceremonial cadet divisions held in HMCS Stadacona to mark the close of the four-month summer cadet training program.

Cadet Captain Alan Squire, of Winnipeg and the University of Manitoba, received an officer's sword for being selected as the best all-round third term cadet. Cadet Squire's active connection with the Navy goes back to August 1946, when he entered the RCN(R) at Winnipeg as an ordinary seaman. A year later he went on special naval duty and was among those volunteering for service aboard the North Atlantic weather ship, HMCS St. Stephen.

From her he went to HMCS Athabaskan and journeyed aboard the newly-commissioned destroyer to the West Coast. In September 1948 he enrolled at the University of Manitoba and three months later was promoted to cadet in the UNTD.

As runner-up to Cadet Captain Squire, Cadet J. Kent McKelvey, of Toronto and the University of Toronto, was awarded an officer-of-the-watch telescope.

Cadet Captain Aubrey Russell, of St. Stephen, N.B., and Queens University, the outstanding second term cadet, was presented with a copy of "A Sailor's Odyssey," Admiral of the Fleet Lord Cunningham's autobiography.

Cadet Douglas Carnahan, of Toronto and U. of T., had his name inscribed on the Reserve Training

Commander's Shield as having been the outstanding first term cadet.

All four awards were instituted this year.

Seven Commissioned for Aircrew Duty

Seven men of the RCN have been promoted to officer rank on short service appointments for aircrew duties. They are Acting Sub-Lieutenants I. T. Bouch of Vancouver, and Dartmouth, N.S.; A. C. Williamson of Sarnia, Ontario, and J. D. Holden of Minnedosa, Man., and Midshipmen K. R. Bishop, of Saskatoon, M. H. Bolger of Renfrew, Ont., J. F. Plant of Ladysmith, B.C., and A. P. Lavigne, of Hartland, N.B.

All seven had been serving on the "lower deck" prior to promotion. They have been appointed to Cornwallis where they will attend a four month junior officers' training course. This will be followed by eight months in a training cruiser.

On successful conclusion of these courses the seven will be appointed to flying training schools in Canada and the United Kingdom. Midshipmen Bishop, Plant and Lavigne will train as naval pilots and Sub-Lieut. Bouch, Holden and Williamson and Midshipman Bolger as naval observers.

Sioux's CPOs Visit with British Regiment

While HMCS Sioux was undergoing repairs at Hong Kong, the chief petty officers of the destroyer were guests at a mess dinner of the warrant officers' and sergeants' mess of the South Staffordshire Regiment, stationed in the New Territories, some 30 miles outside of Hong Kong.

On the way to the camp many interesting sights were pointed out, including a battleground where Canadian soldiers fought so valiantly in the Second World War.

The Canadians were met at the camp by RSM G. Threackall and taken to the warrant officers' and sergeants' mess, where the regiment's collection of silver, dating as far back as the early 1880's, was in the process of



Pictured with their prizes are the four cadets who received awards at the close of the 1951 UNTD training program on the East Coast. Left to right are Cadets Douglas Carnahan, Toronto and U. of T.; Aubrey Russell, St. Stephen, N.B., and Queens University; Alan Squire, Winnipeg and U. of Manitoba, and Arthur Toogood, standing in for Cadet J. Kent McKelvey, of Toronto and U. of T. (HS-15556).

being brought out and set up for the mess dinner. The traditions attached to the various pieces of silver were of great interest to the CPOs.

The regimental band was in attendance at the dinner, which was a very enjoyable affair. Afterward the commanding officer of the regiment and his officers joined the gathering and the rest of the evening was spent playing many competitive games.

The Sioux's badge and a Blue Ensign were presented to the warrant officers' and sergeants' mess by the CPOs and they, in return, were presented with a plaque bearing the "Stafford Knot," which has always been worn by the regiment as its emblem.

The Chiefs stayed at the camp for two days and many friends were made on both sides. The hospitality of the South Staffordshire Regiment to the Canadian sailors will long be remembered. — *W.D.*

Reserve Officers Take Two-week TAS Course

Nine officers of the RCN (Reserve) attended a two-week torpedo anti-submarine course held at the TAS Training Centre, Esquimalt. Enrolled in the course were Lieut.-Cdrs. J. F. McKenzie and K. T. Guest, Lieuts. I. J. Loewen and J. B. LeMaistre, and Sub-Lieuts. W. K. Sample, E. G. Cockroft, J. M. Powell, J. B. Feehan and W. Ogden.



Fictured above are members of the 20th chief and petty officers leadership course to be held at Cornwallis. Front row, left to right: CPO K. L. Rooke, CPO P. C. Danby, Lieut. (S) A. F. Reade (course officer), CPO A. P. Howard (instructor), CPO H. S. Stroud and CPO F. R. Henderson. Centre row: CPO R. L. Pumfrey, POs R. S. Coupe, A. A. Carder, W. C. Berry, T. E. Bottomley and H. E. Stainsby, and CPO S. G. White. Rear row: POs W. J. Herbert, R. Whatman, R. Third, P. Y. Bernard, A. R. Munson, B. J. Allday and G. V. Hartman. (DB-1086-1).

CPO Norman E. Bryon Receives Commission

Chief Petty Officer Norman E. Bryon, of North Battleford, Sask., and Victoria, has been promoted to acting commissioned ordnance Officer.

Commissioned Ordnance Officer Bryon entered the RCNVR in 1941

as an engine room artificer fourth class and served afloat and ashore during the Second World War. He transferred to the RCN in September 1945 and switched from the engine room to the armourer branch.

Now serving in the Naval Armament Depot at Halifax, he will go to Cornwallis early in November for an officers' divisional course.



Maintaining high frequency radio contact with aircraft from the RCN Air Station is one of the numerous duties handled by communications personnel serving at HMCS Shearwater. Shown on duty in the communications centre are AB Bernard Bowerbank, left, of New Westminster, and Ldg. Sea. Earl Exley, Dartmouth. Standing are CPO Claude Scott, Halifax, and PO Jack Carson, Toronto, petty officer of the watch. (DNS-5572).

TD2 Class Completes Esquimalt Course

Eight men recently completed a torpedo detector second class course at the TAS Training Centre, HMCS Naden, Esquimalt. Graduates were Petty Officers R. Hamlin and C. Butler, Leading Seamen H. Shore, B. Mohns, J. Hagen and F. McLeod, and ABs D. McRae and G. Ayotte. CPO C. Buckley was their instructor.

Now under way is a TD3 course under PO J. Wilson. Its members are ABs C. Dalsin, R. Mountain, J. Dockstader, L. Luther, D. Ewen and G. Howard.

UNTD Cadets Complete Initial Aircrew Training

The UNTD summer training program was expanded in 1951 to include aircrew training for cadets. Ten cadets completed the first phase of their training as pilots at RCAF Station, Trenton, Ont., and another nine reached the halfway mark in their training as observers at HMCS Shearwater.

All ten of the students who were at Trenton passed their 14-week course successfully, the majority attaining 80 hours flying time, of which about 35 were solo.

At the conclusion of the course, one officer, Cadet J. W. Paton, transferred to a seven-year RCN appointment for aircrew duty. Others in the course were Cadets R. M. Mundle, Mount Allison University; D. K. Martin, Acadia U.; R. H. Jackes, UBC; R. C. Radford, Queens; C. A. Crepeau, Ottawa U.; and R. B. Bartlett, E. S. Harvey, R. S. Henders and J. W. Hagemeister, all of the University of Saskatchewan.

During the period in which the cadets were training, Lieut.(P) E. A. Myers was attached to RCAF Station, Trenton, for duty as flying instructor and as naval liaison officer. Lieut. Myers has since been appointed to RCAF Station, Centralia, for similar duties.

The cadets who went to Shearwater for observer training studied air navigation, communications and radar and did about 40 hours flying time. Their instructors were Lieut.(O) R. E. Quirt, CPO R. W. Hogg and PO R. E. N. Geale.

Those who successfully completed the course were Cadets R. J. Donnais, University of Alberta; R. B. Evans, R. A. King and W. J. O'Brien, McGill; H. Goosen, University of Manitoba; E. A. Kieser, UBC; R. D. Reid, Dalhousie; C. L. Robinson, Memorial University, and R. W. Winter, UNB.

Both pilot and observer students will continue with their flying training next year.

Lieut.-Cdr. T. C. MacKay Dies from Accident Injuries

Lieut.-Cdr (C) Thomas C. MacKay DSC, RCN, 30, commanding officer designate of HMCS La Hullose, died in hospital in Denver, Colorado, September 12 from injuries received in an auto accident near Greybolls, Wyoming, five days earlier.

Lieut.-Cdr. MacKay had been on leave prior to taking up his new appointment and, accompanied by Mrs. MacKay, was motoring east when the accident occurred. Mrs. MacKay was injured but not seriously and their six-year old daughter was unhurt.

A native of Winnipeg, Lieut.-Cdr. MacKay entered the RCN as a cadet in August 1939. He took his early training with the Royal Navy and served in HMS Renown in the



Cadets who took observer training at the RCN Air Station during the summer went to the seashore for part of their course and received practical instruction in ditching and dinghy drill. In the top photo, PO David Steele shows a group of cadets the workings of a dinghy pack. In the photo at the right, Cadet C. L. Robinson, of Bay de Verde, Nfld., practices riding in his inflated raft. (DNS-5648 and 5650).

Atlantic and Mediterranean for a year-and-a-half. He joined HMCS Saguenay in August 1942 and remained in her until the following March, when he became executive officer of HMCS Columbia.

In November 1943 he was appointed executive officer of HMCS St. Laurent and while so serving was awarded the Distinguished Service Cross "for good services in the destruction of a submarine" and for the part he played on the same voyage in the salvaging of a burning merchant ship. (See Crowsnest, March 1951).

A communications specialist, Lieut.-Cdr. MacKay had served since the war as communications officer in HMCS Warrior, on the staff of the Director of Naval Communications at Headquarters and, most recently, as staff communications officer with the Naval Member of the Canadian Joint Staff, Washington.

A tribute to Lieut.-Cdr. MacKay was paid by Captain W. B. Goulett, USN, Director of Naval Communications at Washington, in the following



message to the Director of Naval Communications at Ottawa.

"The officers of the Division of Naval Communications join me in expressing to you and your staff our sympathy in the death of Lieut.-Cdr. Thomas MacKay, RCN. His exceptional professional ability and friendly attitude contributed much to the spirit of co-operation which exist between our two services. We mourn the loss of a good friend and fellow naval officer."

Lieut.-Cdr. MacKay was buried with full naval honors on September

19 at Vancouver, his family's home in recent years. Chaplain (P) Thomas Bailey, of HMCS Discovery, officiated and ships and establishments in the Pacific Command flew their colors at half-mast during the services.

PO Roy Fitchett Man of Many Talents

There is one sailor in HMCS Ontario who freely admits he always has plenty of time on his hands.

Petty Officer Roy Fitchett, of Victoria, whose regular duties involve instructing and regulating in the radar branch, pursues another profession which has proven both interesting and profitable. By virtue of his skill at repairing and cleaning watches, he is the ship's jeweler.

It is a common sight to see him wearing several watches which have been turned to him for repairs. In one corner of the office which he uses as a shop there are as many as 20 time-pieces awaiting his attention and they occupy most of his off-duty hours. And when he isn't fixing watches, PO Fitchett very likely may be found entertaining some of the ship's company at the piano, for he is also an accomplished pianist.

Fitchett learned his trade as a jeweler's apprentice in Victoria, but life ashore didn't appeal to him and in 1944 he joined the RCN.

He hasn't regretted his decision and his shipmates provide him with plenty of opportunity to practice his skill, both as a jeweler and as a pianist. — *D.D. McC.*



The delicate mechanism of a watch is examined by PO Roy E. Fitchett of Victoria, as he pursues his spare time hobby. Fitchett, who regulates and instructs in the radar branch in HMCS Ontario, was a former jeweler's apprentice in Victoria before he joined the RCN in 1944. (OC-773)



Instructor Commander George Amyot, newly arrived from the West Coast, won the 1951 Atlantic Command golf championship, posting a low gross score of 81 over the Ashburn golf course at Halifax. Commander Amyot is shown receiving the Oland Rose Bowl trophy from Surgeon Captain E. H. Lee. In the centre is Lieut. F. C. Pettit, who was runner-up with a score of 82. (HS-15750).

Three RCN Men Qualify as Gunnery Instructors

Three men of the Royal Canadian Navy successfully completed a gunnery instructor course at the Royal Naval Gunnery School, HMS Excellent, at Portsmouth in September. The three new GIs are CPO Adam Cochrane and Petty Officers Cecil Ronald Cruickshank and David Edward Graves.

Navy League Awards UNTD Scholarships

Scholarships valued at \$150 each have been presented by the Navy League of Canada to nine sea cadets and former sea cadets attending Canadian universities and planning to enroll as cadets in University Naval Training Divisions.

Capt. T. D. Kelly, Toronto, chairman of the Navy League's National Scholarship Committee, announced that the following are UNTD scholarship winners:

David H. Mitchell, Chester, N.S. (Acadia University); Robert Charette, Timmins, Ont. (University of Toronto); Daniel W. Buss, St. Vital, Man. (University of Manitoba); Donald Jackson, Saskatoon (University of Saskatchewan); John H. Mackenzie and David Marsden, both of Wainwright, Alta. (University of

Alberta); Edward Brady and James Kennedy, both of New Westminster (University of British Columbia); and Alfred S. Barker, Jr., North Vancouver (U.B.C.).

Seven Men Promoted for University Training

Seven men of the Royal Canadian Navy have been promoted from the lower deck to the rank of cadet and have enrolled at various Canadian universities for courses under the navy's university training plan.

They are Cadets Douglas Jebson, 22, of Burnaby and Oyama, B.C.; John U. Graham, 22, of Stratford, Ont., and Edmonton; Andrew J. Nicol, 22, of Mount Forest, Ont.; Robert J. Ledingham, 23, of Indian Head, Sask.; Russell J. Volker, 23, of Erskine, Alta., and Whonock, B.C.; George Ernest Bourne, 24, of Toronto, and John D. O'Neill, 23, of Saint John, N.B., and Pointe Claire, P.Q.

Prior to promotion, Cadet O'Neill was a petty officer, Cadets Nicol and Ledingham were leading seamen and Cadets Jebson, Graham, Volker and Bourne were able seamen.

All seven qualified under the scheme whereby men from the lower deck may attend university at service expense. On the successful completion of their courses they will be promoted to commissioned rank.

ONTARIOS HONOR FORMER 'BUFFER'

*CPO Donald Calder Elected
by Ship's Company
of Cruiser*

NORMAL practice is for The Crowsnest to ask a particular ship or establishment to elect a Man of the Month and forward his biography and photograph for publication in a specified issue.

But when the ship's company of HMCS Ontario learned that Chief Petty Officer Donald Calder was going ashore after a 31-month reign as "Buffer" aboard the cruiser, they didn't wait to be asked. As a spontaneous tribute to his ability and personality, they elected CPO Calder as Man of the Month, and turned the writing and arranging over to their Crowsnest correspondent.

It's an excellent "Buffer" who is both popular and respected, for with him in the saddle the work to which he tells off the hands, and which he supervises, is done cheerfully, quickly and efficiently. Absent are the two most common causes of slackness — resentment and contempt.

So it was in the Ontario during the two-and-a-half years that CPO Calder was aboard as Chief Boatswain's Mate. The job of "Buffer" in a ship the size of the Ontario is not an easy one. Adding to his difficulties is the frequent sparsity of experienced hands, caused by the heavy demand for training billets. Calder, however, took the job in stride and, in his quiet but capable manner, consistently got top-drawer results.

Donald Sutherland Calder comes from one of those places which rate among the more unlikely sources of navy men — "buffers" or otherwise. He was born in Revelstoke, B.C., a railroading town nestled in the towering Selkirk mountain range.

His father was a locomotive engineer and railroading was — and still is — in Don's blood, but that didn't stop him from leaving the mountains to see the world. He chose the Navy as the quickest means of accomplishing his ambition and in October 1932 entered the RCN as a 17-year-old boy seaman.

He took his basic training in Naden, then went to sea in the Skeena, serving in the destroyer for more than three years. Early in 1937 he went to the United Kingdom as

one of the commissioning crew of HMCS Fraser.

A year later he was drafted aboard the old minesweeper Armentieres and in her, Calder recalls, he really developed his "sea legs."

When war broke out he was drafted to Naden as a new entry instructor and during his hitch ashore he acquired his leading seaman's "hook," his QR2 rate — and a wife.



CHIEF PETTY OFFICER
DONALD CALDER

In February 1941 Calder was drafted aboard HMCS Alberni, the first corvette to be completed on the West Coast, and in her he acquired his first experience as a "Buffer." Calder sailed in the Alberni to Halifax, by way of the Panama Canal, and saw North Atlantic convoy service aboard the corvette for nearly a year. During this period he was rated petty officer.

In October 1942 he returned to the West Coast and joined the auxiliary cruiser Prince David, then serving on convoy and patrol duty in Aleutian waters.

Leaving the Prince David, Calder spent a short time ashore on courses,

then travelled back to the East Coast to join the corvette Regina as Chief Boatswain's Mate. In February 1944 he went ashore as a chief petty officer to qualify as a quarters rating 1st class in the Gunnery School at Cornwallis.

On completing his course he returned to sea, this time in the frigate Antigonish, which was serving with an escort group in European waters. On VE-Day the ship was in the Bay of Biscay and despite rumors of a quick trip home it was not until two months later that the Antigonish sailed with the last group of ships to leave Londonderry for Canada.

Calder's first peace-time move was to take a long and well-earned stretch of leave. Then he rejoined the Antigonish in time to sail her from Halifax to the West Coast. When the ship paid off into reserve he went ashore at Esquimalt and served, among other things, as Dockyard Bos'n.

CPO Calder became "Buffer" of the Ontario in January 1949 and while serving in her he saw quite a bit of the world, travelling to the Caribbean, Alaska, Pearl Harbor, Australia and New Zealand, as well as to a number of ports on the west coast of the United States.

Now, after nearly 20 years of service, he is serving out his time in Naden prior to going on pension in May 1952.

He'll still be a young man (37) when he retires from the Service and he intends going into railroad work as a means of keeping active, as well as adding to his income.

Don is one of three brothers to serve in the Navy. An older brother, "Took," went down with the Margaree in 1941. A younger brother was in the Service during the war and is now a locomotive fireman in the interior of B.C.

Calder's favorite sport is skiing, which is to be expected of a person coming from Revelstoke, for many years one of Canada's most prominent ski centres. As a youth he did quite a bit of competitive skiing and enjoyed considerable success.

Asked if he intends to pursue this hobby when he leaves the Service,

(Continued on Page 32)

LOWER DECK ADVANCEMENTS

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

ABBOTT, Harry D. LSEM1
 ADOLPHE, Ralph P2BD2
 ALEXANDER, James R. LSAAS
 ANDERSON, Hamish F. LSQRS
 ANDERSON, Robert W. LSQRS
 ANDREWS, James K. LSAA1
 ARTHURS, Malcolm G. P1RT4
 AVELING, William H. C1G13
 BAILEY, Peter H. C2RA4
 BALL, Donald V. P2MO2
 BARWIS, Dewey I. P1PT1
 BASTARACHE, Emery O. LSQRS
 BAUDAIS, Victor J. P2EA3
 BELL, Kenneth F. LSEM1
 BERG, Diedrich T. LSTDS
 BERNARD, Paul A. LSTD1
 BISHOP, Robert E. LSEM1
 BLAIKIE, Robert N. P1LR1
 BOTTOMLEY, Bruce R. P2TD1
 BOURNE, Norman L. P1ET4
 BOVEY, William I. P1EA4
 BOWACK, Robert H. P1QR1
 BOWNESS, Kendrick W. LSRPS
 BRADFORD, Sydney H. LSAAS
 BRAITHWAITE, Richard A. LSEM1
 BREVIG, Arthur M. C1ET4
 BROOKS, David R. LSTD1
 BUDD, Robert J. P1RA4
 BURLOCK, Ernest E. P2EG3
 BURRY, Thomas I. P1LR2
 BUTLER, Gerald M. P1ER4
 CALDWELL, Glen R. C2RA4
 CAMP, Donald B. LSEM1
 CARLSON, John Mac. LSEM1
 CARRUTHERS, William C. C2P13
 CARTER, Thomas B. C2QM2
 CASMEY, Robert A. P2TD1
 CASWELL, William R. LSAA1
 CAUGHT, Ronald A. P1RC1
 CHABON, Frederick LSEM1
 CHAMPION, Gordon F. LSEM1
 CHARTIER, Albert P1SM2
 CHATTERTON, Jack. P2ET3
 CHILDHOUSE, Elmer H. P2ET3
 CLEMENT, Andrew B. LSEM1
 COLLINS, Albert E. LSLR1
 COLQUHOUN, Gordon E. LSTD1
 CONNOR, Milton G. P2TD1
 CONNORS, John F. LSTD1
 CORBETT, Theodore J. P2RT3
 CORBIN, Robert J. LSTD1
 COUSINEAU, Jean P. P2VS3
 COVEY, Fred A. LSB1
 CRAM, Daniel K. C2AA2
 CRAMER, Cecil C. C2ER4
 CRAWFORD, Ronald F. LSTDS
 CRIBB, John J. LSEM2
 CURRIE, Graham A. LSEM1
 CURTIS, Arthur J. P1RA4
 CURTIS, Ronald G. LSMO2
 D'ANJOU, Real. LSEM1
 DAVY, Teddie G. P2RT3
 DAYTON, Arthur D. LSSM1
 DE MOISSAC, Paul H. LSEM1
 DICKINSON, Peter R. LSEM1
 DIGUER, Alfred L. LSMO1
 DODDS, Elmer J. C2QR2
 DOWDALL, Francis T. LSEM1

DOWLING, Robert S. LSSM1
 DOYLE, Peter M. LSQRS
 DRAKE, Ian A. LSB1
 DUFOUR, Irenee R. LSSM1
 DUNBAR, William E. P2SM2
 DUNCAN, Cecil A. LSTDS
 DUNCANSON, Frank T. P2SM2
 DUPCHAK, Richard M. C2RA4
 EDMUNDS, James F. LSAA1
 EDWARDS, Donald J. LSSM1
 EDWARDS, John LSAAS
 EHLER, Charles L. P1SM2
 ELLISON, Raymond P1PT1
 FAA, Harold M. LSED3
 FEE, James P. P1AA2
 FERGUSON, Elmer A. P2ET3
 FISHER, David P2BD2
 FLANAGAN, Leonard G. LSR1
 FLETCHER, Barrie E. LSB1
 FOLEY, Lionel J. LSRPS
 FOWLER, Arthur C. LSSM1
 FRANKENFIELD, Thomas D. P2RC1
 FREDETTE, Arthur D. LSEM2
 FREEMAN, Manfred A. P1RP2
 GALLEY, Thomas C. LSPH1
 GEROUX, William R. LSAAS
 GILES, William S. LSPH1
 GILLES, James V. LSAAS
 GINLEY, Edward W. LSAA1
 GOLD, Andrew A. LSAAS
 GOLDEN, Kenneth V. LSSM1
 GRAHAM, Raymond J. P1RP1
 GREEN, Harold V. P1RA4
 GROVES, John E. P2SM2
 GUBBINS, William F. P2BD2
 HAAS, Russell C. LSEM1
 HAGEN, James E. LSTDS

HAMM, James G. C1SM3
 HANSEN, Harold L. LSSM1
 HARBIDGE, Ronald V. P2BD2
 HARRAH, Newton N. LSEM1
 HENDERSON, Leroy C. LSSM1
 HERMAN, Herbert L. P2ET3
 HOGG, William R. P2RP1
 HOLDEN, James D. P2EA3
 HOLMES, Calvin J. C2AA2
 HORNCastle, Robert F. LSRP1
 HOWE, Charles A. C1ER4
 HUGHES, Bernard A. LSPT1
 HUNTER, Donald F. P2EA3
 HUMPHRIES, William G. LSSM1
 HUTCHINGS, Curen J. LSTDS
 HUTCHINSON, Wallace H. LSPH1
 IRVING, David C. P1RA4
 JACOB, Richard M. P1RA4
 JARVIS, George F. P1ET4
 JOBBORN, Franklin E. C2RA4
 JOHNS, Edward L. LSMO1
 JOHNSON, Eirukur H. LSTDS
 KENYON, Chester G. LSQRS
 KISHKAN, Anthony J. P2RT3
 KNIGHT, John A. P1RT4
 KOBES, William A. LSRPS
 LACROIX, Reginald E. LSSM1
 LAMPISHIRE, Gordon W. LSSM1
 LAPLANTE, Jean-Guy LSEM1
 LARSON, Lawrence W. P1RT4
 LECLAIR, James L. LSEM1
 LECUYER, Peter G. C2QR2
 LEDINGHAM, Robert J. LSEM1
 LITKE, Clarence E. LSRCS
 LOGAN, Donald K. LSEM1
 LONGEWAY, Michael J. P2LR1
 LONGMUIR, Malcolm M. LSRCS
 LOTHAIN, Gordon D. P1RT4
 LOWMAN, Charles E. C1RA4

McALLISTER, Wilfred B. P1RA4
 McARTHUR, Archie P2ET3
 McCALL, Joseph R. C2SM3
 McDONALD, Melvin A. LSTDS
 McELROY, Donald K. LSPT1
 McGREGOR, John H. LSLR1
 McIntosh, Alexander S. LSQRS
 McKAY, Robert E. LSEM1
 McKEE, Donald R. P2TD1
 McKinstry, Grant R. LSRCS
 MacPHAIL, Alfred J. LSEM1
 MacRITCHIE, Murdo M. P2SM2
 MADDOCKS, Robert B. LSQRS
 MAJORKE, Millian C2ET4
 MARKLINGER, Carmen F. P2RT3
 MARTIN, Kenneth E. LSPH1
 MARTIN, Norman E. P1SM2
 MATHEWSON, John W. LSEM1
 MEADWELL, John G. P1RP2
 MEREDITH, Malcolm G. C2QM2 (NQ)
 MILLER, Eugene V. LSPH1
 MINCHIN, Harry L. P1SM2
 MINKOFF, Christopher LSSM1
 MINTON, Gordon E. P1RT4
 MITCHELL, Harvey L. LSRPS
 MOODY, Charles S. LSB1
 MOORE, Ewen A. C1G13
 MORASH, Alan R. P1SM2
 MORO, Louie J. LSR1
 MORRISON, Robert C. P2EG3
 MOUSSEAU, Joseph L. P1RA4
 MULDOON, John W. LSSM1
 MUNDELL, Bertram A. LSLR1
 MURPHY, Frances G. LSEM1
 MURPHY, Norman V. LSQRS
 MURPHY, Patrick F. LSQRS



A G-man and a "G" specialist got together when HMCS La Hullose took delegates to the annual convention of the Chief Constables Association of Canada to sea off Halifax for an afternoon. The G-man is Joseph Thornton, special agent in charge of the FBI bureau in Boston. Chatting with him is Commander T. C. Pullen, commanding officer of the frigate, a gunnery specialist and former officer-in-charge of the "G" School at Halifax. (HS-15796).

MUTTER, Hugh C. LSRCS
MYERS, Frank S. P2ET3

NAIRN, David A. LSEM1
NASH, Michael P. P1SM2
NAYLOR, John J. LSRP1
NEILSON, William G. P1AA2
NEMETH, Alex S. LSEM1
NEWMAN, George A. LSLRS
NICHOLSON, James LSLRS
NOWLAN, Joseph R. C2RA4

OAKLEY, George L. C2ET4
ORCHARD, Kenneth J. P2SM2
OUELLET, Guy. LSRPS
OVESTRUD, Erick J. P2ET3

PARISE, Edward J. LSRP1
PATE, Richard E. C2ET4
PEATMAN, John. LSEM1
PENNEY, Ewart R. C2RT4
PERKINS, James A. LSRPS
PERR, Joseph A. C2SH4
PETERSEN, Eric G. LSEM1
PETTER, John C. P2EA3
PETTIGREW, Kenneth A. LSSM1
PLUME, Thomas C. C2MR3
POLLOCK, Evan D. P1QM1
POPE, George R. LSEM2
PRATT, Donald E. P2SM2
PRICE, Harold E. P2ET3
PURCHASE, Donald W. P1EA4
PURDY, William J. LSAAS
PURSE, David C. LSEM1

RADBURN, John A. LSEM1
RAESIDE, Vaughan F. LSEM1
RAMSAY, James L. LSEM1
RAPER, William C. LSED3
RAWLINGS, Henry. P2EG3
RECICA, Joseph J. LSLRS
REDDEN, Clarence A. C1RT4
REID, Walter W. C2RT4
REILLEY, George W. LSEM1
RHEUBOTTOM,
William A. P1PT2
RODGER, Robin O. C2RT4
RODGERS, Carl H. C2SM3
ROWAN, George W. LSAAS
ROY, Leopold. P2AA1
ROY, William S. P2EG3
ROYEA, Francis A. LSQR1
RUDDICK, Raymond H. LSRPS

ST. LAURENT, Gilbert. LSRP1
SALLIS, Ronald C. P1PT2
SCOTT, Victor G. C1SM3
SCOTT, William L. LSBD2
SCRATCH, Thomas W. P2TD1
SERIGHT, Harry. P2RT3
SEWELL, Richard L. P1SM3
SEXSMITH, Arthur E. C2RT4
SHAW, Gilbert H. P2AA1
SHEPPHERD, Edward G. C2SM3
SHERRED, Ross E. LSAAS
SHILLINGTON,

Clifford T. LSAAS
SHOFF, Dennis Mc. LSEM1
SHUSHACK, Egnace. P2LR1
SIMMONDS, William H. LSQR1
SIMMONS, Frederick J. P2BD2
SLACK, Edward J. P1EA4
SLOVA, George P. LSAAS
SPICER, Daniel C. LSEM1
SPRAGGE, Robert L. LSTDS
STEINMAN, John E. LSEM1
STEPHENS, Thomas V. LSEM1
STEPHENSON, Charles W. P1QM1
STEVENS, Ronald G. LSAAS
STEWART, John B. P1RC1
STEWART, John H. C2RA4
SUTHERLAND,

Ronald E. P1EA4
TAGGART, Norman R. LSEM1
TALBOT, Donald M. LSAAS
THOMPSON, Kenneth H. P1RC1
TREVOR, Gordon. C1RT4

UNSWORTH, John R. LSQRS

VAN ALSTYNE,
William H. LSTDS
VANDER SCHAAF,
Reginald A. LSRPS

WACKETT, Ernest E. P1AA1
WALKER, Clifford L. LSQRS
WARNER, Wilfred G. P1LR1
WATSON, Gerald E. LSEM1
WEBB, Jack P. LSEM2
WEBER, Allan F. C2RT4
WEIR, David R. P1EA4
WELLS, Edwin E. P2RP2
WESTOVER, Albert E. C1MR3
WILKINSON, Bernard H. P2AA1
WILLIAMS, Robert B. C2ER4
WILLIAMS, Robert O. P1AA1
WILSON, Lawrence R. P1RA4
WINTER, Reginald. C2G13
WRAITH, George W. P2EA3

YEATS, Ronald A. LSRP1
YORKO, John C. P2TD1
YOUNG, Wesley H. LSEM1



The tri-service precision squad, originally formed for the Canadian National Exhibition, was kept in being for two highly important events which occurred subsequent to the CNE. Members of the squad alternated in forming a guard at the entrance to the Parliament Buildings, as pictured above, during the NATO conferences in Ottawa, and on October 10 the entire squad formed a guard of honor for Their Royal Highnesses, the Princess Elizabeth and the Duke of Edinburgh, when they arrived in the capital city. Left to right in the photo are AB John Parent, AB Fred Webster, Pte. Alfred Johnston, Pte. Albert Elley, LAC Arnold Forrester and AC2 Fred Morgan. (O.2040.-9).

Weddings

Lieut. Bryan L. Judd, HMCS Stadacona to Miss Gilliam Iris Young, of London, England.

Lieut. (P) Alexander E. Fox, 871 Squadron, to Miss Lillian Gertrude Theriault.

Sub-Lieut. (E) L. M. Bluteau, HMCS Tecumseh, to Miss Theresa Celeste McGinn, of Assiniboia, Sask.

Petty Officer William E. McCaw, HMCS Naden, to Miss Alice V. Harding, of Revelstoke, B.C.

Able Seaman Richard Grant, HMCS Micmac, to Miss Meta Rogers.

Able Seaman John Newton, HMCS Micmac, to Miss Esvela Pennicchiatti.

Able Seaman D. C. Baker, HMCS Micmac, to Miss Dorothy Creighton.

Able Seaman R. Miettinen, HMCS Micmac, to Miss Joyce Park.

Able Seaman R. Beddell, HMCS Micmac, to Miss Doris Lewis.

Able Seaman W. Joudrey, HMCS Micmac, to Miss Ruth L. Dauphines.

Able Seaman William J. Wedge, HMCS Stadacona, to Miss Florence Ann Rankin, of Cape Breton.

Able Seaman LeRoy Vaughan, HMCS Stadacona, to Miss Marian Sullivan, of Halifax.

Able Seaman James Gordon Bell, HMCS Wallaceburg, to Miss Margaret Adelaide Grant, of Hamilton, Ontario.

Able Seaman Milton T. Euler, HMCS Wallaceburg, to Miss Rita Agnes LeJene, of Halifax.

Able Seaman Donald Buchanan, HMCS Nootka, to Miss Theresa M. Melanson, of Halifax.

Births

To Lieut.-Cdr. (L) R. M. Battles, HMCS Stadacona, and Mrs. Battles, twin boys.

To Lieut. John E. Mahoney, HMCS Stadacona, and Mrs. Mahoney, a daughter.

To Lieut. (MT) Harold Jamieson, HMCS Stadacona, and Mrs. Jamieson, a son.

To Commissioned Gunner (TAS) Lorne Gibson, HMCS Naden, and Mrs. Gibson, a son.

To Sub-Lieut. P. G. Bissell, HMCS Sioux and Mrs. Bissell, a son.

To Chief Petty Officer Cecil E. Buckley, HMCS Naden, and Mrs. Buckley, a daughter.

To Chief Petty Officer Norman Brumm, HMCS Stadacona, and Mrs. Brumm, a son.

To Petty Officer Noel F. Williams, HMCS Sioux, and Mrs. Williams, a son.

To Petty Officer G. B. Nicholson, HMCS Scotian, and Mrs. Nicholson, a daughter.

To Petty Officer Victor Dyer, HMCS Stadacona, and Mrs. Dyer, a daughter.

To Petty Officer Harvey B. Cooke, HMCS Wallaceburg, and Mrs. Cooke, a son.

To Ldg. Sea. Eric Harman, HMCS Stadacona, and Mrs. Harman, a daughter.

To Able Seaman Owen L. Smith, HMCS Stadacona, and Mrs. Smith, a daughter.

To Able Seaman G. E. McGregor, HMCS Sioux, and Mrs. McGregor, a son.

To Able Seaman T. P. Larkin, HMCS Sioux, and Mrs. Larkin, a son.

To Able Seaman John Gritt, HMCS Micmac, and Mrs. Gritt, twin sons.

To Ord. Sea. Roy Chaisson, HMCS Micmac, and Mrs. Chaisson, a son.

'Ruth' Gets Rough

*Destroyers Take Beating
as Typhoon Belies
Gentle Name*

ON BOARD HMCS ATHABASKAN—Last year it was Clara, this year it was Ruth—and the Canadian destroyers Sioux and Athabaskan would be just as happy if they never met either of them again.

Clara was the typhoon that gave the Cayuga, Sioux and Athabaskan a severe buffeting while they were on passage to Hong Kong from Japan last November. On that occasion the Sioux, starting later than the other two ships, was caught in the full fury of the storm and received considerable damage.

When it was over, there were few on board but did not agree that Clara was the meanest of her kind they had ever encountered.

Then along came Ruth. Ruth was an October typhoon that came howling up the China sea. Storm warnings were hoisted and many ships in port were sent to sea to get clear of Ruth's rampaging path.

The Sioux sailed in company with the Australian carrier Sydney and the Netherlands destroyer Van Galen. They hastened to the "safe" semi-circle and the Sioux, mindful of last year's experience with Clara, prepared for the worst.

Ruth, when she struck, proved even more ugly than her sister. The weather observers said, in fact, that she was the worst typhoon to hit the area in 20 years.

The Sioux won't argue with that claim. Mountainous seas that accompanied the typhoon bashed in a gun shield; buckled the forward bulkhead of the petty officers' mess and started it from the deck; knocked two Bofors guns out of alignment; smashed all the boats beyond repair and carried away most of her carley floats. A number of depth charges broke loose and were washed over the side.

The Athabaskan, meanwhile, had put to sea with HM Ships Belfast and Unicorn. They made it to the "safe" semi-circle, but took a heavy pounding, all the same, from winds up to 70 miles per hour and waves as high as 40 feet.

Roaring seas swept over the Athabaskan's waist and quarterdeck. For a time, traffic on the upper decks was impossible and officers on watch on the bridge had to carry on for hours past their relief time.

There was good work done that day

as officers and men carried out dangerous but essential tasks. Many went about soaked to the skin for hours. Two men received minor injuries when caught by heavy seas.

In the forward messdecks, water streamed down through storm-damaged deck ventilators, soaking men and gear. In the wardroom, furniture piled itself up on the port side and stayed there in a heap.

On the upper deck, at one period, a number of seamen struggled to secure the ship's boats on the port side after their lashings had carried away. It was hard, tricky work but they completed it without accident.

The storm lasted for long, dragging hours. Finally, early in the morning, the screaming winds lessened and the sea began to subside. It was time to assess the damage, which proved not to be as great as expected.

The starboard motor cutter had been stove in, the starboard whaler had been similarly damaged and a carley float had disappeared. There was other damage of a minor nature but, all in all, the "Athabaskan" was able to consider herself fortunate, particularly in comparison with the Sioux, on whom Ruth—like Clara—had seen fit to bestow the bulk of her favors.

The Cayuga did not make the acquaintance of Ruth, being on patrol in an area outside the typhoon's path. She wasn't sorry.

QUEBEC TO HAVE 'LITTLE CORNWALLIS'

A basic training school is scheduled to open early in January at Quebec City for French-speaking recruits of the Royal Canadian Navy.

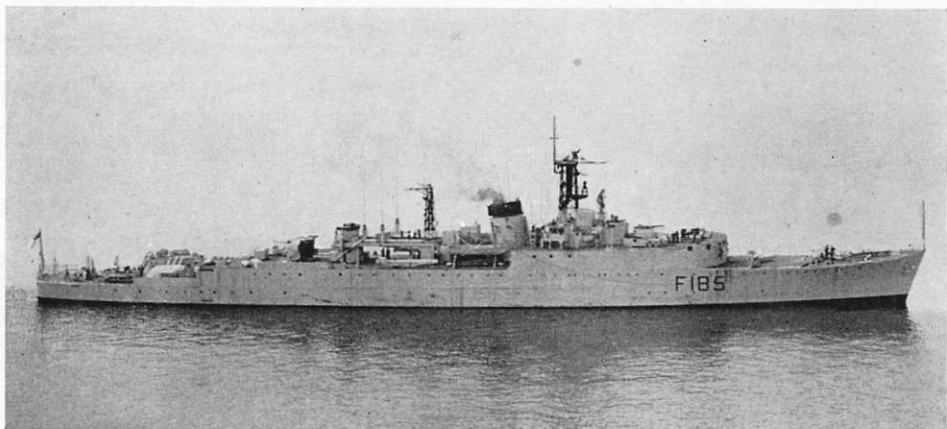
The new school's classrooms will be located in the Quebec naval division, HMCS Montcalm. A former army building, located next door to Montcalm, has been acquired by the Naval Service and will be used as barracks accommodation for those attending the school.

Commander Marcel J. A. T. Jette, of Montreal, who recently was appointed commanding officer of Montcalm, has also been appointed officer in charge of the basic training school.

All instructors are bilingual. The course, of six months' duration, will be given in both English and French languages. Naval history, seamanship and parade ground training will be included in the curriculum. On completing the course, candidates will go to HMCS Cornwallis for advanced training.

Senior instructor for the new school, which has been nicknamed "Little Cornwallis" by the staff, is Instructor Lieut.-Cdr. J. E. Boule of Montreal, who formerly served at Cornwallis in the capacity of an instructor.

At present in Quebec City with Lieut.-Cdr. Boule preparing for the opening of the school are Instr. Lieut.-Cdr. R. L. M. Picard of Westmount, P.Q.; Instr. Lieut.-Cdr. R. D. Campbell, Chase, B.C., and Instr. Lieut. R. J. Leclair, Charlottetown.



A former destroyer, HMS Relentless, is pictured leaving Portsmouth harbour for trials following her conversion to an anti-submarine frigate. The Relentless and her sister-ship, HMS Rocket, are prototypes embodying a number of new features. The conventional bridge has been taken away and in action the captain would "fight" the ship from an operations room, a periscope giving him an all-round view. The destroyer escorts being built for the RCN will have a similar arrangement. (UK Information Office photo).

THE RORQUAL

by WALTER BAZLEY
in the Trinity University Review

LIFE appeared good to the Admiral at that moment. He stood on the veranda of his official residence and surveyed the harbour of Trincomalee. A breeze played across the three miles of water and kept the ships windrode and the flags flying; it was not always as pleasant as this seven degrees north of the equator. The harbour was virtually empty compared with a few months before, when the war with Japan had been in full swing; there were a couple of

cruisers, half a flotilla of destroyers and the usual collection of smaller ships—frigates, minesweepers, tugs, boomships and landing craft.

A flotilla of minesweepers was weighing anchor.

"Lysander requesting permission to proceed, sir," said the flag lieutenant.

"Proceed. Add good-bye and good luck." The chief yeoman wrote it down and gave it to a signalman who ran up to the tower and began to tap it out.

The Lysander passed the boom with the other seven ships in line astern of her, and her bows dipped as she met the first roller of the Indian Ocean. She was making a signal—"Whale blowing ahead of me."

"Extraordinary to be so close in," said Flags as he read it. Jason, the half leader, turned at the boom and signalled—"Large whale on my port hand. Appears to be entering harbour." Ten minutes later the last minesweeper was standing for sea, and at that moment a huge black form broke surface and blew about two cables from the Admiral's veranda.

"Good Lord," said the flag lieutenant. "Shall I make a general signal for ships to recall their boats?"

"General recall. Ships clear the water of swimming parties."

"Aye aye, sir," said Flags.

Meanwhile, in His Majesty's Fleet Minesweeper Jaseur, lying at anchor, the Captain was just descending into the cutter in response to an invitation for a discussion about the next minesweeping operation from the Captain of the Minstrel. He observed that the officer of the day was not saluting him and the side boy was not piping the side. Any remark which he had been about to make was cut short by the noise of compressed air and water being shot to the height of the Jaseur's mast at a distance of thirty yards or so from the ship's side. The Captain climbed back on board.

"That thing's a bloody menace," he said.

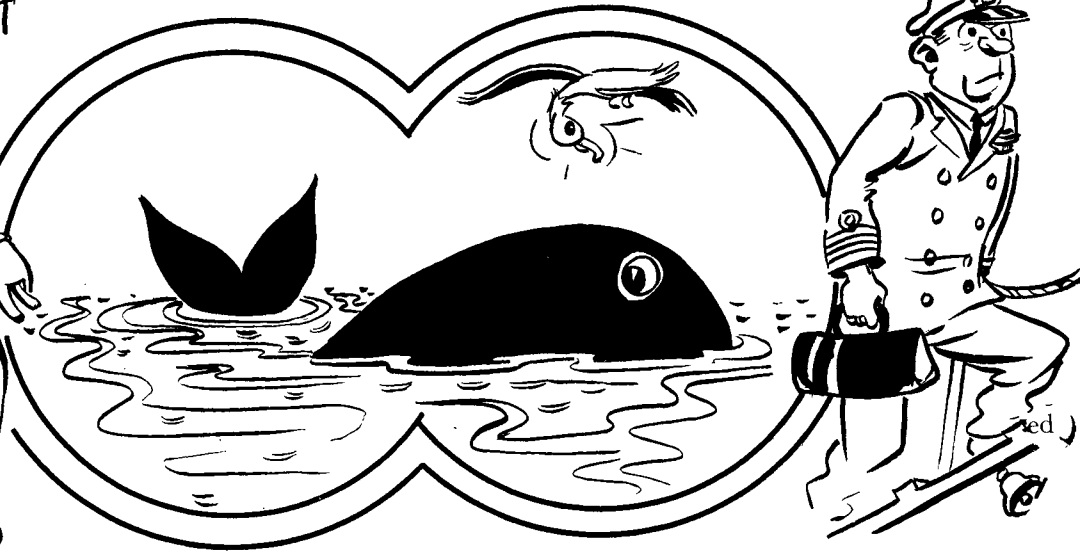
"Shall I make a signal about it?" asked the officer of the day. The whale shot another half ton of water into the air.

"To Admiral Commanding, repeated all ships present: Whale in harbour. Consider it a rorqual. Now you'd better hoist the boat!"

"What the devil's a rorqual?" said the Admiral. Flags said he would find out and added helpfully, "Would it be a good idea, sir, if we called up the boom defence officer and told him not to let any more come in?"

"If he closes the boom then this brute will never get out. Good Lord, the blasted thing won't be here for long. It's probably just got lost."

The flag lieutenant signalled Jaseur



and got the information that a rorqual is a giant blue whale. Common in the Indian Ocean. Harmless.

A signal came from Minstrel — "Whale upset my cutter returning to ship. Crew rescued. Three tons victualling stores lost."

"Flags, make a signal to the Motor Torpedo Boat flotilla to come to immediate notice, and if it isn't out of the harbour in half an hour they can chase it out!"

The MTBs spent an amusing afternoon. All the ships' companies turned out on the upper decks to watch them and offer encouragement. The officers made chatty signals to their friends on the bridges of the nearby ships. Loud hailers and talkie-talkies were turned on.

The Admiral was in personal charge of the operation in his blue and gold power boat. The MTBs weaved around the harbour at 33 knots in accordance with the Admiral's predictions of the future movements of the whale. But the whale appeared to be enjoying it. He would watch the MTBs racing toward him, then snort a couple of times, throw his tail into the air and dive, or "sound," as it is called. Then minutes later he would break surface a mile or two away, and the performance would be repeated. After four and a half hours the Admiral called it off.

Meanwhile the life of the harbour was paralysed. Boats could not go inshore with libertymen until the Admiral saw fit to cancel his order of general recall. The beer in the Fleet Club remained undrunk. The ice cubes in the officers' bar were melting.

"Where has it gone now?" asked the Admiral as he emerged from a shower.

"Minstrel reports that it's in shallow water near the seaplane base," replied Flags.

"Do you think whales sleep soundly?"

Flags said he didn't know. The Admiral frowned. In the Royal Navy one never doesn't know. One will find out. That is the way to lose seniority.

"Tell a couple of fleet tugs to raise steam and when they have passed a rope round its tail they can tow it out to sea." The Admiral sank into a comfortable chair. "It won't be difficult now, since we've got it completely worn out. It'll probably die anyway."

By three in the morning, after incredible difficulties, the fleet tugs passed a slip rope round the whale's tail. By five they had towed it out

to sea and slipped it. By ten past five the Admiral had got to sleep, and at six he was awakened by the chief yeoman with a signal from Minstrel to say that the whale was back in shallow water by the seaplane base. The fleet tugs made a long report. The whale was in good condition. They estimated his length to be 165 feet. At one stage he had been towing both the tugs.

"Healthy ———," remarked the signalman who wrote it down.

Later that forenoon the Admiral was talking to the surgeon lieutenant-commander from the hospital. Talk got around to the whale.

"Whales are mammals and suckle their young," said the doctor. "Probably this one came here to deliver its young, just as the salmon goes up a stream for the same reason."

"In that case," said the Admiral, "you are in charge of delivery."

Jaseur made a signal a little later suggesting that the way to get rid of the whale was to use hand grenades. The idea upset the Admiral.

"Make a signal, Flags. General. Consider whale pregnant. Not to be molested."

The whale spent a comfortable day basking in shallow water. During the first dog watch she swam slowly round the harbour eyeing each of the ships with her small black eye and thinking her own thoughts. She took a long look at the Jaseur, but she disregarded the school of friendly dolphins that live by the libertymen's jetty. Then she went back to the seaplane base.

That evening the fleet sat down to write home about the whale. Betting was rife both as to the time of arrival and the number of baby whales. Everyone started to get very sentimental and talked about it in whispers, except for the surgeon lieutenant-commander, who was provided with a MTB so that he could be on the spot the moment he was needed. Jaseur offered him two dozen tins of condensed milk and some K-rations. Minstrel offered him nothing at all. People who laughed it off were considered heartless.

At first light in the morning the decks were crowded. The seaplane base started to signal. Everyone read it. "Delivery commenced 0200. Completed 0300. One baby whale — (a good many hearts sank, only one?) — Mother and child doing well. Taking frequent nourishment."

The surgeon lieutenant-commander's MTB shot out from the

jetty, but the seaplane base was signalling again. "Whale and baby whale proceeding toward the boom. Formation line ahead in sequence of fleet numbers. Speed 10 knots." The MTB stopped engines and watched them pass in the clear water. Then the surgeon lieutenant-commander made a signal to the Admiral repeated all ships present: — "Consider term baby whale misleading. Estimated length 45 feet. Weight 20 tons."

Mother and child passed the boom and when they smelt the fresh monsoon air of the Indian Ocean they flung their tails up together and sounded.

The Fleet in Trincomalee was itself again.

TRAFALGAR

(October 21, 1805)

The smoke drifts clear; there's a mighty cheer,

*The din of the fray has passed,
Why is our Flagship mutely hushed?*

Why is her flag half-mast?

Nelson lies on his quarterdeck;

Hardy kneels by his side.

"How read ye the flags, good signalman?"

"They signal that Nelson . . . died".

Bonaparte met us at Waterloo,

Boney had cause to rue it,

Took stern rebuke from the Iron Duke,

But, mark ye! They both lived through it.

But, through the march of unbroken years,

Faithful as time and tide,

The sailor salutes his quarter-deck,

That's where a Hero . . . died.

'Twas a bitter fight, and a glorious one,

That day, in eighteen-five,

What would they think, those old sea-ghosts,

Were they to return, alive?

(Their Victory's decks were of hewn oak,

We have armored steel, from Clyde)

Yet still we salute our quarter-deck,

The deck where their Admiral died.

Herman Lordly.

(Courtesy The University Press)

Editor's Note: — The author was aware that the practice of saluting the quarterdeck, where in olden ships a crucifix was mounted, began long before Nelson's time but penned this under the unwritten terms of reference which allow all poets a margin of freedom from fact).

Afloat and Ashore

ATLANTIC COAST

HMCS La Hulloise

The third and last cadet cruise of the year proved to be a strenuous but happy one for the La Hulloise, for it was during this trip that the Cock-of-Walk was finally wrested from the Swansea. (See Navy Plays).

On the two previous cruises to the United Kingdom, the Swansea had copped the trophy.

The La Hulloise spent regatta night at action stations, successfully repelling, by means of well-directed boot and vegetable barrages, the marauders from the Crescent and Swansea who sought revenge for the day's defeat.

On September 19 the ship went briefly to sea from Halifax with delegates to the Canadian Chief Constables' Convention and their wives. A simulated depth charge attack was carried out for the benefit of the guests. Members of the ship's company were extremely hospitable to their home-town police chiefs — not, of course, for reasons suggested by some cynics on board.

Navigation Direction School

Several staff changes have occurred at the school in recent weeks.

Lieut. H. R. Tilley has gone to the Nootka as navigator and has been succeeded as senior staff officer by Lieut. A. L. Collier, who served as navigating officer of the Cayuga during her first tour of Korean duty.

Lieut. B. L. Judd has arrived from course in England to take over as action information officer. CPO R. W. Rose, formerly in the Athabaskan, has taken over regulating duties.

HMCS Micmac

By the time the Mediterranean cruise was finished, the Micmacs had few doubts as to their ship's fighting efficiency. Training, training and more training was the keynote during almost the entire cruise, and after two months of this the results were plain to see.

While the Magnificent and Micmac were based at Malta, every week day was spent at sea on exercises. These included practice with live submarines

and aircraft and firing of anti-submarine weapons, short and long range guns and torpedoes. For the latter a full outfit of "fish" was carried.

The ship is proud of the fact that at the conclusion of the torpedo firing practice all four torpedoes fired were recovered and inboard, with boat hoisted, within 15 minutes.

HMCS Wallaceburg

The Wallaceburg was well represented by AB Robert M. LeClerc in swim meets at Halifax and Dartmouth during the past season.

AB LeClerc was a member of the RCN's relay team which walked off with four of the prizes at the Dartmouth swim meet and also took second place in the backstroke event.

At the Halifax Natal Day races he again repeated his performances with the RCN relay team, and then beat his opposition in the 200-yard backstroke race.

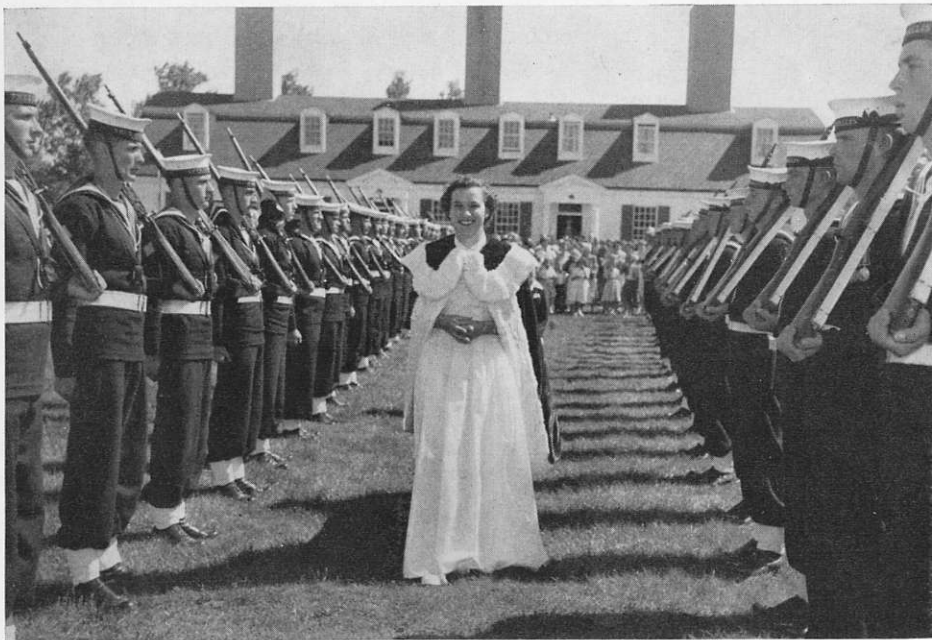
Officers of the ship honored the commanding officer, Lieut.-Cdr. John H. Maxner, at a mess dinner prior to his leaving the ship to take command of HMCS Brockville. He will be succeeded by Lieut.-Cdr. Ian McPhee, who has been serving as first lieutenant of HMCS Crescent.

HMCS Swansea

During the third UNTD cruise to the United Kingdom the Swansea paid a courtesy call to Swansea, Wales, where a gavel was presented by Lieut.-Cdr. J. E. Korning to the mayor on behalf of the reeve of Swansea, Ontario. In return, two photographs were presented to Lieut.-Cdr. Korning to be delivered to the reeve of the Canadian village.

Lieut.-Cdr. W. A. Manfield, formerly executive officer of the Swansea, has left the ship to take up an appointment as equipment and trials officer (gunnery) on the staff of the Flag Officer Atlantic Coast.

Officers and men are now enjoying a leave period, after which the ship is scheduled to make a trip to the United States. The Swansea will also carry out exercises with HM Submarine Artful during November.



Her naval guard of honor stands smartly at attention as the sixth Queen of Annapolis walks to the throne to receive her crown. She is Miss Erna Guyer, of Clemensport, N.S., a stenographer employed in the RCN hospital at Cornwallis. The ceremony took place at historic Fort Anne during the Annapolis Natal Day celebrations, in which Cornwallis took a prominent part. (DB-1089-7).

Communications School

September saw CM 44 split into two new classes, eight prospective CV's and 12 future radiomen, with PO Frank Fenn and PO Robert James Watson as instructors.

CV42 took a month's sea training on board HMCS Crescent during the last training cruise to Europe. This was an innovation and, judging from the enthusiasm of the class and their instructor, PO Jerome Leo Kay, the trip was both enjoyable and instructive.

CM45, a class of 25 budding sparkers and signalmen, commenced its six-week communication course prior to splitting into two classes for visual and radio.

At the time of writing, the school was busily engaged in preparing for the move to Cornwallis, scheduled to begin September 28. The entire move was to be completed and classes resumed by October 3, meaning less than a week of instructional time would be lost.

Two classes with a total enrollment of 21 leading seamen began a 12-week qualifying course for petty officer September 17.

Albro Lake Radio Station

The part played by Albro Lake Naval Radio Station in the British Commonwealth world-wide communication system has been much more evident than ever this year, with east coast ships, the Nootka and Huron, operating in Korean waters, the Magnificent and Micmac in the Mediterranean and the Crescent, La Hullose and Swansea around the British Isles. Naval messages to and from all these units were passed through this station, working in close co-operation with Whitehall, Malta and Singapore W/T stations, giving personnel here a better insight of the importance of this phase of naval operations.

During the month of August another commercial traffic record was

Summer Seaside

The Atlantic Training Group, consisting of HMC Ships La Hullose, Crescent and Swansea, spent 74 days at sea and steamed more than 20,000 miles in providing sea training for 452 cadets of the UNTD and Canservcols during the past summer. The group made three separate cruises to the United Kingdom, the first one starting May 21 and the last one ending at Halifax on September 13.



When Lionel Hampton and his famous orchestra visited Victoria for an early September engagement, the group took time out to visit the RCN hospital at Esquimalt and stage an impromptu show for the patients. Here the great "Hamp" and his pianist, Milton Buckner, give the hospital's piano a workout such as it never had before. (E-16308).

broken. Information received from the Department of Transport shows that during August 1951 this station handled a greater number of "paid" messages than in any other August since it opened.—J.T.M.

HMCS Portage

When the Portage made a good will visit to Bar Harbor, Maine, she found she was not the only naval visitor to that famous summer resort. HMS Superb, flagship of the America and West Indies squadron, and the destroyer USS Forest Royal, recently returned from Korean waters, were also at anchor. After a very pleasant week-end, the Portage returned to Halifax.

A few days later she sailed again, this time for another visit to the USN submarine base at New London, Connecticut, where she spent two weeks exercising with American submarines.

The ship's softball team has been faring well in recent contests. At New London the Portage men defeated the Stadacona TD2s' course and at Halifax they trounced the New Liskeard. At Bar Harbor they lost a closely contested game to the Forrest Royal.

TAS School

With the close of the summer period and the departure of UNTDs and RCN(R) officers and men, training activity in the TAS School has slackened off considerably. However, it is anticipated that the tempo of torpedo detector training will increase in the winter months.

On the staff side, the school is losing Lieut. F. P. Saunders, who goes to HMCS Nootka as executive officer, and Commissioned Gunners F. Laphen and J. Perrault, who will take the branch officers' educational course. Petty Officers Barteaux and Bodington and AB V. McKinnon are also on draft from the school to the Nootka. Joining the school staff from sea are Commissioned Gunners R. Middleton and A. Butchart and CPO D. Dixon.

Mechanical Training Establishment

Two petty officers, Walter Hicks and John Edwards, recently completed a post-entry engine room artificers course in the MTE. Currently under instruction are a post-entry class of 12, 10 ERA candidates, a shipwrights class of 14, and 22 would-be P2SMs.

PACIFIC COAST

The Pacific Command experienced its busiest peacetime summer in history in 1951, and the hectic pace was carried over into the fall and winter.

This year saw the formation of the Pacific Training Force, consisting of the destroyer Crusader and the frigates Beacon, Hill and Antigonish, which provided sea training for more than 530 cadets from the Canadian Services Colleges and the University Naval Training Divisions.

Meanwhile, the cruiser Ontario continued with the regular training of new entry seamen from Cornwallis as well as embarking classes of cadets, midshipmen and junior officers of the RCN and RCN(R) and men of the RCN(R).

During the spring and summer, too, destroyers arrived from and departed for the Far East. The Sioux, Cayuga and Athabaskan all returned from Korean duty, then set sail again for the war zone after being refitted. Two East Coast destroyers, the Nootka and Huron, called at Esquimalt on their way back to Halifax from the Far East.

As summer drew to a close, the cadets returned to their studies and the Pacific Training Force enjoyed a respite from its duties, with the ships' companies proceeding on annual leaves. The Crusader commenced preparations for her Royal Visit role.

At Naden, as soon as the Royal

Visit was announced, the Gunnery Training Centre became a hive of activity and within a short space of time the precision movements of well-drilled guards, saluting guns' crews, color escort and color party echoed from the parade ground.

HMCS Sioux

The Sioux was not long in getting down to business on her return to active war duty from a stay in Hong Kong for repairs. On one patrol, the ship fired 1,149 rounds of 4.7 ammunition for a record average of 574 rounds per gun. This topped the previous mark of 330.5 set by the Huron and Nootka's 270 average.

While in Hong Kong, opportunity was taken to send 75 men of all branches to Stonecutters Island for a week of small arms and assault course training. This apparently was a good place to be, for although liberty boats were run, no one took advantage of them.

The Royal Marine Commandant reported enthusiastically on the behavior and attitude of the Canadians and stated, further, that the Sioux's results on the assault course had established a new record.

Another compliment, this time on the ship's appearance, came from Rear-Admiral A. K. Scott-Moncrieff, Flag Officer Second in Command, Far East Station, who had official photographs taken of the Sioux with awnings spread and again when awnings had been struck.—P.C.B.



As evidence of the heavy and continuous firing carried out by the Sioux during counter-battery firing at Wonsan, on the east coast of Korea, Sub-Lieut. P. G. Bissell took this photo of the blistered and blackened barrel of the destroyer's "A" gun at the conclusion of the bombardment.

Korea Relic Presented to Naden Wardroom

An old, odd-looking lantern of blue glass set into a brass frame occupies a prominent place in the wardroom mess of HMCS Naden. Although not a pretentious piece, the lantern has a unique history. It was found in the ruins of a lighthouse on a small island off Inchon, Korea, by a landing party from HMCS Athabaskan, after the ship had destroyed the installation because it was being used as a communications post by the enemy.

The lantern carries a brass plaque inscribed as follows: "A landing party from Athabaskan captured Hachibito, off Inchon, Korea, 24th August, 1950. This old lantern is from the lighthouse. It is presented to the Wardroom Mess, Naden, by 'Atha-B's' Captain and Officers."

Commander R. P. Welland, who commanded the Athabaskan during her first tour of duty in Korean waters, made the presentation to Commodore R. E. S. Bidwell, commanding officer of Naden.

Ordnance School

During HMCS Huron's stay in Esquimalt, on her return from the Far East, her ordnance staff was entertained by the school after secure one afternoon, with the chief petty Officers' Mess kindly providing its facilities.

Having consumed with due ceremony the excellent cake provided by the Supply School and won by them in the tabloid sports meet, the Ordnance School's athletes are looking with sharpened appetites for more fields to conquer. At the time of writing the school had the highest point standing in the summer competition for the Cock-of-the-Barracks trophy, a creditable performance considering that about 60 per cent of the staff, and of those who actively participate in the sports program, belong to the "Over-Thirty Club".

Ordnance Lieut.-Cdr. Ralph Newstead recently joined the school and is in charge of the torpedo section.

The first ordnance officers' class to be trained in the Ordnance School completed ten months of concentrated study and its members have gone abroad for further specialized training.

Aldergrove Radio Station

Two tons of potatoes were harvested in September from a one-acre patch near the station's married quarters and were sold to married personnel at much less than the market price. The proceeds went to the ship's fund, which provided the original capital

for the project and which ultimately realized a small profit.

Petty Officer Norval Giles recently arrived from Naden to take over the galley from PO Anthony Stipkala. PO Charles Brown has gone to Naden and Leading Seamen Howard Oja and Phillip Lewis to the Communications School at Halifax for a course.

Ldg. Sea. William A. Bean represented the station during the visit to Vancouver Island of Their Royal Highnesses, Princess Elizabeth and the Duke of Edinburgh. He was selected to act as a chauffeur and took a special driving course with the RCASC.

NAVAL DIVISIONS

HMCS Donnacona

(Montreal)

September 12 saw the re-opening of the division for the 1951-52 training season. The large turnout was favorably impressed by the expanded and improved facilities installed during the summer.

Donnacona was unsuccessful in its attempts to defend the Cock-of-the-Walk at the Great Lakes Regatta but the division's team did not come home empty-handed, having captured the officers' sailing and the open dinghy trophies.

The Ladies' Auxiliary held its fall fashion show — "Fashions, Furs and Flowers" — on October 1, with the

Classical Application

Letters applying for entry into the Royal Canadian Navy or Reserve come from many different types and from many different countries. Some give too much information; others too little. Most are lengthy epistles setting forth numerous reasons why the writer would be an asset to the Service. Few, however, have reached that fine balance between brevity and clarity attained in a note received by Lieut. A. G. Bird, Staff Officer of HMCS Malahat, the Victoria naval division. The letter follows:

Sir:

Age 45 years.
 Deep water — 14 years.
 Trade — cook.
 Experience — over 20 years.
 Served under now Commodore H. F. Pullen, O.B.E., in Ottawa and Uganda in last war.
 I smell another one coming, would like to do my bit.
 Can you use me?

Yours truly,

Ex-ATS, RCA, 1942
 Ex-Ldg. Sea., 1942-45

Unfortunately, he was over the age limit for entry into either the RCN or the RCN(R), but he was informed that his offer of service was "very much appreciated."



Back home and brimming with tales of their adventure are the commanding officer and four youthful members of a Northern Alberta Sea Cadet corps, who during the past summer sailed a home-built motor launch across England, visited naval establishments and points of interest in the U.K. and toured Paris, Dieppe and the Normandy battlefields. In the above photo they are shown as they reached London after travelling from Liverpool by inland waterways. The little party, under the charge of Rev. Father J. E. McGrane, Roman Catholic priest at Lac la Biche, Alberta, and commanding officer of the Sea Cadet corps there, was met by Captain A. D. H. Jay, representing the Admiralty, and R. A. McMullen, Agent General for Alberta in London. The cadets, all from Lac la Biche, are, left to right: Jackie Wolstenholme, Harold Klein, Wilf Woychuk and Romeo Lebeuf. Returning to Canada in the Empress of France, they brought their boat, the Exeter, back with them. (U.K. Information Office Photo).

proceeds going to provide amenities for hospitalized naval veterans. The Donnacona band provided the musical background and sailors acted as ushers, checkers, etc.—R.F.D.S.

HMCS Brunswick

(Saint John)

Brunswick launched its annual fall recruiting campaign this year with a colorful parade through the uptown district of Saint John to the Paramount Theatre, whose management played host at a showing of the Warner Brothers picture "Captain Horatio Hornblower."

The parade, under the command of Sub-Lieut. Arnold Watson, included personnel of Brunswick, the division's pipe and drum band and members of Rodney Corps, Royal Canadian Sea Cadets.

A nautical display from Brunswick's workshop was placed in the lobby of the theatre during the showing of the picture.

HMCS Tecumseh

(Calgary)

The fall and winter training program got under way in the division on September 4 and indications pointed to an expansion of both numbers and activity.

The Wren recruiting drive met with a good response and it looked as though Tecumseh would have little difficulty filling its quota. Lieut. Phyllis Chapman has been appointed WRCN(R) divisional officer.

The outdoor swimming pool, one of Tecumseh's finest recreational assets, was not as popular as usual during the summer, because of the inclement weather. However, it was put to good use on the comparatively few days when seasonable temperatures prevailed.

The annual Trafalgar Ball and occasional Saturday night square dances have highlighted the division's social activities.

Two supply officers, Lieutenants George Wilder and S. F. Lawrence,

have received short service appointments in the RCN. Lieut.-Cdr. J. G. MacDonell has been transferred to Toronto and A/Sub-Lieut. C. MacKenzie to Saskatoon.—*H.W.W.*

HMCS Montcalm

(Quebec City)

Fall training got into full swing at the division in mid-September and a good attendance was on hand for the opening parades.

Now being organized is a basic training school which will be attached to Montcalm and will provide courses for approximately 300 men. A former army building has been taken over for the purpose and a number of instructors have arrived to conduct the training program.

During August the division was host to the destroyer USS Johnnie Hutchins. Montcalm held a dance for the men of the American destroyer and girls from the British Seamen's Society graciously attended as hostesses.—*S.P.*

HMCS Catarqui

(Kingston)

Catarqui's Fairmile was laid up for repairs during the summer but a number of officers and men from the division took summer training afloat in the other PTCs of the Great Lakes Training Flotilla.

The division's team finished in sixth place in the Great Lakes Regatta and would have fared better if it had not been for some broken oars and other misfortunes. Catarqui did succeed in winning one of the feature events — the war canoe race.

Leading Seamen Robert Farrell and Preston Conley successfully passed the squadron board for petty officer second class and thereby earned the congratulations of their shipmates. Another advancement was that of PO Harold Clarabut to CPO.

Gunners Get Results with Leaflet Campaign

Tired of having to march classes around automobiles parked on its sacred bit of pavement, the Gunnery Training Centre at HMCS Naden recently took steps to eliminate the cause of the trouble by means of leaflets with a cartoon and terse message inscribed thereon.

The cartoon depicted a ferocious-looking gunnery instructor snarling, "We don't march through your garage — so don't park on our parade ground!" The leaflets were prominently fastened on autos parked on the parade ground and immediately achieved the desired results.

AVENGER ANSWERS A/S NEEDS

That well-known aerial "work-horse", the Grumman Avenger, has firmly established itself in a comparatively new role — that of an anti-submarine aircraft.

Superseded as a torpedo bomber — its original function and one it fulfilled with distinction — the Avenger is in danger of being tagged as "obsolescent" and thrown into the discard.

However, the rapid post-war strides in submarine development created a priority requirement for an aircraft which could carry out anti-submarine duties efficiently as the airborne component of the hunter-killer force.

The RCN, being an anti-submarine navy, studied the matter very thoroughly. The outcome was a decision to employ, with certain modifications, the Avenger, which, by the way, the US Navy also had assigned to A/S duties.

There are a number of factors which have to be considered in determining the efficiency of an anti-submarine aircraft. These include:

1. Carrier landing and take-off ability.
2. Long range and endurance in the air.
3. Comfort of the crew.
4. Radio equipment sufficiently powerful to maintain touch at the

- extreme ends of the patrol line.
5. Capacity for carrying a large load of detection equipment.
6. Efficient radar set.
7. Possibilities of visual search by all members of the crew.
8. Ability to operate by day or night in adverse weather.
9. Armament load to attack a submarine either submerged or on the surface.
10. Ability to manoeuvre into attack immediately on sighting a target.

All these requirements are fulfilled by the "Turkey" now being flown by 880 and 881 Squadrons. The principal alterations made in the aircraft involved provision for a third crewman, the observer's mate, and removal of the gun turret installation and the fitting in its place of a clear canopy and revolving seat for the observer.

The conversion was undertaken by Fairey Aviation Company, Eastern Passage, and was made notable by the fact that for perhaps the first time in naval aviation history observer officers were able to design their own cockpit arrangements and then see them actually materialize at the factory.



Three Avengers modified for anti-submarine duties in the RCN fly in formation over the sea. (DNS-5811).

Thirteenth Of The Line

HMCS Crescent Bears Name Handed Down Since Armada Times

HMCS Crescent, one of two destroyers whose ownership was transferred to Canada by the British Government in September (the other was the Crusader), carries a name which has appeared in just about every major war since the 16th century, when the first Crescent saw action against the Spanish Armada.

The Crescent of today — the 13th naval ship to bear the name — is a far cry from the first one, a 140-ton coaster built in 1588. The first Crescent saw plenty of action, however, as a unit of the Lord High Admiral's Squadron — part of the fleet which dispersed the Spanish Armada. Incidentally, she was based at Dartmouth, England, and the modern Crescent makes her base at Halifax, across the harbor from Dartmouth, N.S.

Since the first Crescent was built nearly 400 years ago, ships bearing the name have participated in the Civil War in England, the Dutch War, the War of the League of Augsburg, the Mautine War, the Wars of the French Revolution, the Napoleonic Wars and the First World War.

Technically speaking, there was no Crescent around for the Second World War, but a ship which had once borne the name did see war service with the Royal Canadian Navy. She was HMCS Fraser, whose name had been HMS Crescent before her transfer to the RCN in 1937. The Fraser was lost in a collision while taking part in the evacuation of France in 1940.

The first known usage of Crescent as a name, incidentally, was as a symbol of Byzantium, or Constantinople. The Turkish Empire adopted the crescent as its emblem after capturing Constantinople in 1453. To commemorate the event, the sultan proclaimed an Order of the Crescent.

The second British ship to take the name Crescent was purchased for use in the fleet in 1642 and saw action six years later during the Civil War. The 150-ton vessel was one of 11 under Sir William Batten which rebelled against Cromwell and joined the Royalist fleet. She was retaken the following year, and soon after was wrecked and lost off Guernsey.

Crescent number three, a ship of 326 tons and 28 guns, took part in action against the Dutch off Plymouth in 1652 and again the next year — serving under Blake. The following year saw her in action at the Battle of Gabbard, after which she was returned to her owners, the Levant Company.

About 30 years later HMS Dover captured a French ship, which was renamed Crescent and later took part in the Battle of La Hague. She was sold in 1698.

The next Crescent was originally a French privateer, the Rostan, which was captured by HM Ships Torbay and Chichester in 1758. The next year she captured the French Berkely and in 1762 took part in the capture of Martinique under Rodney.

Built at Bristol, the sixth Crescent was launched in 1779 and saw action during the latter part of the Mautine War. She aided in the capture of two French cutters in the English channel, was captured in turn by a Dutch frigate off Ceuta in 1781, was later recaptured by HMS Flora, and ended her career three weeks later when taken by a French ship.

The seventh Crescent took part in the French Revolution and in 1793 captured a 36-gun French ship off Guernsey. Her commanding officer was knighted for this action. Three years later she was present at the surrender of a Dutch squadron of nine vessels at Saldanha Bay. Months later, with two other British ships, she destroyed the French settlement at Foul Point, Madagascar, and captured five merchantmen. Before the end of her colorful career, she captured the Spanish Galgs off Cuba and the French Diligente off San Domingo. She was wrecked in 1808 off Jutland.

In 1810, the eighth Crescent was commissioned at Woolwich Dockyard, and before being sold in 1854 saw service during the Napoleonic Wars and as a receiving ship at Rio de Janeiro.

The ninth Crescent was a steam paddle vessel of a mere 90 tons and 50 horsepower which served as a fleet auxiliary in the Black Sea from 1854 to 1856, after which she was sold by the Royal Navy at Constantinople.

The tenth Crescent — a twin screw cruiser of 7,700 tons — was built at Portsmouth in 1892. She served with the Home Fleet and was flagship of the 10th Cruiser Squadron in 1914. From 1916 to 1920 she was flagship of the Commander-in-Chief, Coast of Scotland. She was sold in 1921.

In 1931 the 12th Crescent was commissioned at Barrow-in-Furness. A 1375-ton destroyer, she served with the Royal Navy until 1937, when she was transferred to the RCN and re-named HMCS Fraser.

On August 31, 1939, the Fraser was in Vancouver. Seventeen days later she was escorting the first "fast" convoy to sail out of Halifax in the war, the Fraser and HMCS St. Laurent having made the passage from west to east in a record 15 days. Subsequently, she was part of the force which screened, on the first leg of their crossing, the transports that carried the First Canadian Division overseas.

The Fraser was one of four Canadian destroyers sent to the United Kingdom in May 1940 to assist in the evacuation of France and help meet the threat of invasion. She had taken part in a successful evacuation of troops from Saint Jean de Luz, France, and was on her way back to the U.K. when, on the night of June 25, she was sunk in a collision with the British cruiser Calcutta.

The present Crescent was laid down as the leader of the 14th Emergency Flotilla in 1943 at Glasgow, was launched in 1944, and, having been transferred on loan to Canada, was commissioned by the RCN in September 1945. After official visits to the islands of Jersey and Guernsey, she sailed for Esquimalt. Since then she has travelled well over 200,000 miles and has visited more than 100 ports, from China to the North Sea.

Her officers and men are well aware of the proud name she carries and the traditions which have been handed down to their safe keeping. It is their honored duty to ensure that she occupies a prominent place among those Crescents which have gone before and those which may follow.



The Navy Plays



TAS-Electrical Team Wins Naden Softball

The TAS and Electrical softball team, after placing fourth in the league standing, won the Naden softball championship by defeating Supply School "A" in a sudden-death semi-final and then outscoring Medical, Communications and ND in two straight games in the final. Scores in the championship series were 3-2 and 16-4.

TAS and Electrical took a 5-1 lead in the first six innings of the semi-final but a Supply School rally in the seventh, which Ord. Sea. Gerald Gibbs climaxed with a three-run homer, cut the lead to a single tally.

PO Ernie Tuttle then took over the mound for TAS-Electrical and shut out the Supplymen the rest of the way.

The first game of the final was a close one and TAS-Electrical had to stage a last-inning rally to win it. Successive hits by Tuttle, Mann, McRae and Lister scored two runs and gave their team a 3-2 victory.

In the deciding game, TAS-Electrical took charge in the second

inning and ran roughshod over the opposition from then on to emerge with a 16-4 triumph.

Stadacona, Shearwater Tie in Soccer Final

Stadacona and Shearwater battled through 20 minutes of overtime without deciding a winner in a sudden-death match for the inter-service Maritime soccer championship. At the end of regulation time the teams were knotted at 1-1. Each counted once during the extra period, with Stad scoring the equalizer with only two minutes to go.

La Hulloise Cops Cock-of-the-Walk

HMCS Swansea's monopoly of the Cock-of-the-Walk among the ships of the Atlantic Training Group was broken on the last cruise of the season, when HMCS La Hulloise scored a hard-earned triumph in a regatta held in Tor Bay, off Torquay, England.

The Swansea had been victorious on both previous cruises but was forced to give way on "Cruise Charlie" to a determined effort on the part of

the cadets and crew of the La Hulloise.

Lieut. Bill Tetley, of Montreal, organized "The Lady's" regatta team and, as boats officer, obtained a new whaler for the ship prior to her departure from Halifax. This boat, a trim, varnished job with white topping, seemed to give the ship's company just the amount of lift needed to surpass the Swansea's efforts.

Thirty events were run off and the final tally showed the La Hulloise on top with 45-3/8 points, the Swansea second with 42-3/4 and the Crescent third with 34.

Four Wins, Three Losses for Stad Cricketers

The Stadacona Cricket Club finished the season with a record of four victories in seven games. The Stad team played two games each with Fairey Aviation and the St. John Cricket Club of Truro, and single encounters with HMS Superb, HMS Artful and HMCS Cornwallis.

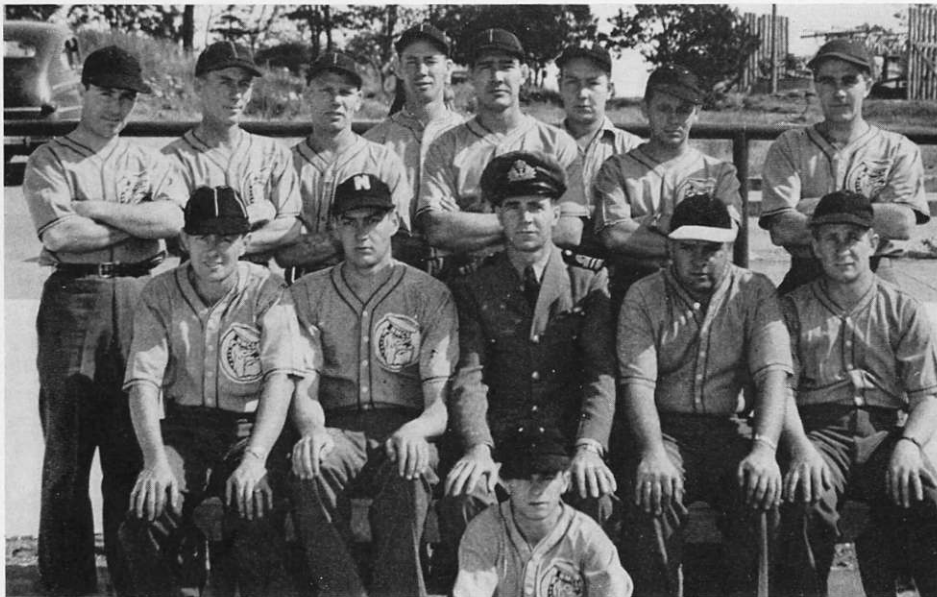
Keen interest was shown in the game this year and the matches drew more and more spectators as the season progressed. Next year Nova Scotia cricket enthusiasts hope to see a regular league organized.

Captain of the Stadacona team was Instr. Lieut. William Edge, who was also one of the club's leading batsmen. In the game with HMS Artful he scored 134 not out for the season's high individual effort. Other potent batsmen were Lieut.-Cdr. Evan Petley-Jones and Lieut. (L) R. S. Baker. Outstanding bowlers were Lieut. (L) Frank Turner, AB J. Barlow and Ord. Sea. Thomas Jardim.

Stadacona Lines Up Winter Sports Program

Two tabloid sports meets held at HMCS Stadacona were won in the first instance by the cadets and in the second by Communication "A". Twelve teams competed in the first meet and ten took part in the second.

Attention is now being turned to the winter sports program. The inter-part bowling league is under way, with 30 teams taking part, and hockey and basketball leagues are being organized.



This is the combined TAS and Electrical team which won the Naden softball championship. Front row, left to right, are PO Denny Mann, Lieut. E. V. P. Sunderland, Lieut.-Cdr. W. Bremner, officer-in-charge of the TAS Training Centre, CPO John Bing and CPO Gerry Lister. Rear row: PO Fred Kelly, Commissioned Gunner C. Corbett, Ldg. Sea. B. Mohns, PO Ernie Tuttle, Ldg. Sea. J. Hagen, AB George Ayotte, PO C. Butler and CPO Fred Jones. Seated in front is AB D. McRae. (E-11317).

Basketball Squad Formed at Albro Lake

Basketball has taken over at Albro Lake Naval Radio Station and practices are being held at the Shearwater gymnasium. Aspirants for the station's team include PO Lyle Tillapaugh, Leading Seamen Clifford Latham and Frederick Leafloor and Able Seamen Gordon Alder, David Walling, Harold Keene and Edward Allan. No definite arrangements have been made for league participation but it is hoped to enter the Stadacona inter-part loop.

Softball came to a close when the station team, after leading the Halifax North End Softball League for most of the season, went down to defeat in a sudden-death game to decide the championship. Nothing daunted, the team is looking forward eagerly to next season and is planning to lay out a diamond on the station for playing and practice purposes. — *J.T.M.*

West Coast Golf Title Goes to CPO Jamieson

Chief Petty Officer William Jamieson, of Royal Roads, became sixth winner of the RCN Golf Association (West Coast) open championship when he defeated Lieut.-Cdr. Roy Strannix, last year's titlist, in the final match.

Medalist was Lieut. (E) Dick Keen, with a gross of 75. He bowed out in the semi-finals to Lieut.-Cdr. Strannix.

First flight winner was Ldg. Sea.



Chief Petty Officer William Jamieson, 1951 winner of the RCN Golf Association (West Coast) open championship, receives the Jack Davis trophy from the donor at the prize-giving ceremony which followed the close of the tournament. (E-16419).



A sports field at Malta is the scene of this lively bit of softball action. It occurred during a game between the stokers and flight deck party from HMCS Magnificent. AB Neil Ogilvie is tagged out by the stokers' catcher, Ord. Sea. Rod Shoveller. AB Alwyn Davies moves in to cover home plate and the umpire, Commissioned Bos'n James Blades, watches the play with eagle eye. (MAG-3380).

F. Barron, who defeated Sgt. Melvin Toole, RCDC, in the final.

Sub-Lieut. Alec Stewart defeated Lieut. (E) Ray Johns to win the second flight.

The tournament concluded with a get-together and prize-giving presided over by Surgeon Commander G. W. Chapman.

Earlier, the Naden team retained the George Cole Sports Shop trophy by outscoring the Dockyard, 697 to 731.

Electrical "B" Cops "Stad" Softball Playoff

Electrical "B" won the Stadacona inter-part softball championship for 1951, defeating Mechanical Training Establishment in two straight games, 10-5 and 24-4, in the best of three playoff final. Electrical "B" advanced into the final by winning two out of three from TAs School in the "B" section playoff. MTE had won out in "A" section by defeating the Regulating Staff.

Playing-Manager Stars for Nonsuch Ball Team

A team from HMCS Nonsuch, the Edmonton naval division, qualified for a playoff spot in the eight-team "B" section of the Edmonton Mercantile Fastball League. AB R. Bianchini coached the Nonsuch squad and AB R. K. Vining was playing-manager. The latter was also the

team's heavy hitter, socking eight home runs over the regular season.

Other members of the team were Ldg. Sea. H. Moir and Ordinary Seamen L. Leclair, K. Brady, R. McCurlie, D. Verville, K. Carleton, K. Lees, B. Armand, J. Grant and Howard.—*E.W.H.*

CPO Stan James Wins Novice Tennis Tournament

CPO Stan James won the Naden novice tennis championship when he defeated CPO Les Noon 8-6, 8-6 in a well-played final.

CPO James maintained an undefeated record through an elimination tournament which lasted from August 23 until September 11.

The tourney was open to all personnel in Naden and the Supply School who previously had not played tournament tennis.

Individual trophies were awarded to both the winner and runner up.

'Sparker' Class Scores in Comschool Softball

CR 42 class won the softball championship of the Communications School at Halifax, defeating the officers 19-6 in a sudden-death final. The officers put up some stiff opposition in the first five innings but the student-"sparkers" broke loose with a barrage of run-scoring hits in the closing frames.



A touch of variety was added to the inter-part sports program at Naden recently with the holding of two medley marathons. The top photo shows the opening event of the relay, which required the participants to swim the length of the Naden pool in white duck suits.

Both marathons were won by the Supply School, whose team is pictured in the lower photo with the cake that was awarded as the prize in the first relay. Front row, left to right, are Ordinary Seamen Frederick Boisvert, Frank Folga, Ernest Crombie, Gerald Gibbs and Robert Blake. Rear row, Ord. Sea. Robert Brown, Ord. Sea. Robert Didemus, Sub-Lieut. (S) Phillip Plotkins, AB William Hayes and Ord. Sea. Mervyn Grayer. (E-16062).

Supply School Triumphs in Medley Marathons

Two medley marathons were feature events on HMCS Naden's sports program during August.

These competitions pitted eight departmental teams against each other and called for a series of unusual physical capers which required no mean amount of skill.

Each team consisted of 10 men, each of whom had his own specific feat to perform before passing to the next man the distinguishing sweater that served as a baton. This is how one of the marathons went:

Picked departmental aquatic stars, garbed in duck suits, started by swimming a length of the pool. On completion of this, the sweater was

turned over to the No. 2 man, who sped to the gymnasium and retrieved a piece of bunting from the rafters via a rope.

No. 4 went to the boat shed and made a hand-over-hand trip across a jack-stay, which was strung across a small cove.

No. 5 was required to roll a strike on the bowling alleys before No. 6 could proceed to the upper field and do approximately 50 yards in a sack.

No. 7 dashed to the lower field and completed a stilt race and No.8 dribbled a soccer ball down a 42-foot lane for 100 yards.

No. 9 secured himself to No. 10 and ran a given distance in a three-legged race.

No. 10 finished the event by throwing darts at a balloon, which, on breaking, completed the race and determined the winner.

Both marathons were won by the Supply School, who were awarded a cake on the first occasion and theatre and baseball tickets on the second.

31st SAG Triumphs in Air Station Soccer

The 31st Support Air Group copped the inter-part soccer championship at the RCN Air Station by scoring a 3-0 victory over the supply department in a sudden-death final. In the softball loop, a civilian team from the tractor section upset the executive department in two straight games in the best of three final for the title.

Mr. E. Sutherland of the Naval Stores department won most of the laurels in the annual Shearwater tennis tournament. He took the singles championship and then teamed with Ldg. Sea. P. Britton to win the doubles title.

Shearwater Organizes Inter-part Hockey Loop

HMCS Shearwater will have its first inter-part hockey league this winter. Plans call for a seven-team loop consisting of entries from the air groups, air departments, Albro Lake radio station, miscellaneous, School of Naval Aircraft Maintenance, RCAF, and civilian personnel. President of the newly formed league is Lieut.-Cdr. Harry MacDonald.

The badminton club at Shearwater is preparing for another active season. President of the club is Flying Officer R. Booth, with Mrs. Booth as secretary treasurer and Miss Helen Sinnis as social convenor.

Plans are also under way to have inter-part basketball and volleyball leagues.



The tri-service precision squad, under the command of Lieut.-Cdr. R. L. Gleadow, marches in the Warriors' Day parade at the CNE. (O-2028-44).

THOUSANDS SEE CNE DISPLAY

*Attendance Indicates High
Public Interest in
Armed Forces*

AN estimated half million people swarmed through the Armed Forces exhibit area at the 1951 Canadian National Exhibition in Toronto, giving strong evidence of the high public interest in the Navy, Army and Air Force.

The tri-service display proved of continuing interest during the two-week period of the exhibition. Participation by the services consisted of a series of carefully planned exhibits showing Canada's part in the Korean conflict, outlining the defence program and giving a pictorial presentation of the serviceman's life and conditions.

A recruiting booth for the Navy, Army and Air Force completed the section and a tabulation of inquiries showed a much greater interest than in previous years.

A new feature was the Armed Forces theatre especially built for this year's CNE. There, action films of the RCN and Army in the Korean conflict were shown for the first time. Also on the screen were the new RCN film, "A Man's Life," and Air Force training movies. Another innovation and one of the theatre's top attractions was a "fashion show" in

which professional models demonstrated the new uniforms for the



General George C. Marshall, then United States Secretary of Defence, officially opened the 1951 Canadian National Exhibition at Toronto and was among the distinguished visitors to the Canadian Armed Forces exhibit at the CNE. Here General Marshall is shown with Defence Minister Brooke Claxton as he took the salute during the Warriors' Day parade. (O-2028-48).

women's services.

At the huge grandstand show, which starred Jimmy Durante, the tri-service precision squad, under the command of Lieut.-Cdr. R. L. Gleadow, RCN(R), drew heavy applause from the 27,000 or more spectators who packed the stadium every night. The 100-man squad went through a series of precision drill movements and climaxed their "act" with the firing of a volley on a blacked-out stage.

Distinguished civilians and senior service officers took the salute at the grandstand show each night. They were, in order of appearance: Mr. Brooke Claxton, Minister of National Defence; Rear-Admiral H. G. DeWolf, Vice Chief of the Naval Staff; Major General W. H. S. Macklin, Adjutant General; Air Marshal W. A. Curtis, Chief of the Air Staff; Major General H. D. Graham, General Officer Commanding Central Command; Air Vice-Marshal C. R. Slemon, Air Officer Commanding Training Command; Commodore J. C. Hibbard, Chief of Naval Personnel; Brigadier G. Walsh, Commander 27th Infantry Brigade; Col. G. Weir, Chief of Staff, Central Command; Major General H. A. Sparling, Vice Chief of the General Staff; Lieut.-General Guy Simonds, Chief of the General Staff; Air Vice-Marshal F. G. Wait, Air Member for

Personnel; Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services, and A/Captain R. I. Fendy, commanding officer, HMCS York.

Distinguished guests of the Armed Forces at the CNE were General George C. Marshall, until recently United States Secretary of Defence; Mr. Arthur Henderson, Secretary of State for Air in the United Kingdom, and Mr. Claxton.

The Armed Forces area was also visited by Navy, Army and Air Force attaches from the United Kingdom, the United States, France, Italy, the Netherlands, Belgium, Denmark, Turkey, Yugoslavia, Brazil, South Africa, India and Pakistan.

The centre of the Armed Forces area was taken up with displays of heavy equipment. (The electrically controlled destroyer and submarine which highlighted last year's show made their appearance this year at the Pacific National Exhibition in Vancouver).

An Avenger aircraft complete with war load of rockets and depth charges held the stage for the Navy. Mobile equipment and artillery pieces were exhibited by the Army and a sleek and shinning F-86 Sabre fighter of the RCAF completed the display.

Outside the Armed Forces area, other military displays were witnessed by thousands. A paratroop demonstration by men of the Royal Canadian Regiment and the rapid assembly of a stripped-down jeep by members of the RCEME Corps



The Navy was a prominent participant in the 1951 Pacific National Exhibition at Vancouver. Leading the armed forces section of the opening day parade were the band of HMCS Naden and a guard from HMCS Discovery (above), while the Vancouver division also paraded a float consisting of an old type naval cannon manned by an appropriately clad crew. At the exhibition itself, the band played daily concerts in an outdoor theatre and a model destroyer and submarine fought mock engagements in an artificial "sea." (Photo by Industrial Photographics, Vancouver).

School at Barriefield and Borden proved to be crowd collectors. A display of Sherman tanks by the Royal Canadian Dragoons also drew wide attention.

Aerobatics by a Vampire jet and strafing attacks by Mustang fighters of the RCAF, early every evening, brought crowds hurrying to the lake-front.

The Armed Forces participation was planned by a special committee of officers of the three services under the chairmanship of Commander

(SB) W. Strange, RCN, Director of Naval Information. Chief assistant to the chairman and officer commanding the armed forces at the CNE in Toronto was Lieut.-Cdr. (SB) K. V. Cooper RCN(R), also of the Directorate of Naval Information.

The various displays in the forces exhibit were executed under direction of the committee by the Canadian Government Exhibition Commission in Ottawa.



An anti-submarine Avenger, with full load of depth charges and rockets, was one of the naval exhibits and centres of attraction at the Armed Forces display at the 1951 Canadian National Exhibition. In the background can be seen some of the exhibits portraying Canada's defence program and the national military establishment. (O-2028-26).

'Missing' Clock Found

The old clock that used to tick away the time atop the former Ordnance Wharf in downtown Halifax has been found.

The timepiece, a landmark at the wharf for a century and a half, is now in the hands of the RCEME, in Halifax, who are endeavouring to get it running again.

Major General E. C. Plow, General Officer Commanding, Eastern Command, professed an interest in the clock recently and asked Rear-Admiral Mainy if it might be returned to the Army. The Navy had been its custodian since taking over the wharf area as the site for a victualling depot during the Second World War.

Reported by The Crow's Nest (September 1951) as "tucked away in some obscure storage place," the clock was located at the Gladstone street bulk stores. During the war, it had been stored for safekeeping at the Woodside Sugar Refinery shelters.

Now the RCEME precision mechanics are striving to get it into running shape. If they are successful it will be installed in an army establishment at Halifax, as a relic of the Army's early association with the city.

Ring of Responsibility

by L.W.T.

JAMES NIELSON, newly Commissioned Bos'n, RCN, moved restlessly about the destroyer's bridge. Subconsciously he realized that his movements were distracting not only the first officer-of-the-watch but also the lookouts in the wings of the bridge.

Mr. Nielson was troubled. For two months now he had been an Acting Commissioned Bos'n, after more than twelve years on the lower deck. In truth, he admitted to himself, those two months had been a weird mixture of helplessness and unhappiness. Uneasily he wondered if he would not rather be sitting quietly in the Chiefs' and POs' mess at this moment, spinning yarns, playing cards, free of all this new responsibility. His rise from the ranks had suddenly soured and with a sense of inadequacy he felt he was about to make another faux pas.

A cry from the starboard lookout brought his mind back to his present duties. "Bearing dead ahead, a dead-head!"

Mr. Nielson swung around, looking to the 1st OOW for direction, then recalled that he had gone below to plot a fix. That made it his pigeon.

Racing to the voice-pipe, he flung it open and roared down, "Hard A-Port!"

No answer greeted him and he flushed with the realization that the wheelhouse voice-pipe was next to the one he was using. By the time he had passed the requisite orders and the ship began to answer her helm, a terrific metallic crash reverberated throughout the thin steel hull. Seconds later the bridge and upper deck were filled with excited officers and men, all wondering what had happened.

A high-pitched voice floated up from the iron deck, "Nielson must be on the bridge again".

Although there was no damage, beyond a slightly dented plate, the unfortunate Mr. Nielson underwent a lengthy grilling and an embarrassing dressing down at the capable hands of the commanding officer. He knew, too, that he would be in for much friendly, and acid, banter in the wardroom. He wondered what the mess-decks were saying.

"You'd think it was my fault", growled Mr. Nielson to himself later. He kicked his cabin door shut viciously. "How was I to know I had the wrong voice-pipe. Dammitt, yes-

terday I louse up Captain's defaulters, the day before I'm accused of sculling in my cabin, last week I'm allowing old friends to become too familiar, the week before my mess bill is too high. Can't I do anything right aboard this tub?" He paced to and fro for a few moments and then with another curse headed for the upper deck.

Up on deck the tropical breeze was freshening and clouds scudded across the face of the moon. Mr. Nielson stood in the shadow of "X" gun flash screen and reflected grimly on the unfairness of human nature and the tough life of a one-ringer.

"Here am I", he fumed. "From top dog on the lower deck, I go to the lowest form of life in the wardroom. Why couldn't I have been smart enough to stick out my time as a chief?"

This train of thought was rudely interrupted by voices immediately above him. He glanced up. On "X" gun deck were two chiefs, both old friends. They were talking about him, unaware of his presence.

"But I tell you, Dave, Jim Nielson needs our help and it's up to us to give it."

Birthday Present for the Commodore

Commodore K. F. Adams, commanding officer of the Magnificent, received during the Mediterranean cruise a belated but unique birthday present from HMCS Micmac, the destroyer which served as the carrier's faithful plane guard.

The Micmac was looking one day to see if any fish had been brought to the surface by a practice pattern of depth charges, when someone sighted a large sea turtle that apparently had been stunned by the blast. A motor cutter was sent away and after a merry chase the "monster" was captured and brought inboard.

It was then suggested that although the Commodore's birthday had occurred the week previous, it would be a nice gesture if Terry the Turtle were sent to him as a present.

Without further ado, Terry was strapped in a bos'n's chair and forwarded via jackstay to the "Maggie," complete with tie of brilliant red and a cigarette in his jaws.

A short while later there came a signal from the Commodore: "The thing is walking around my sea cabin and has forced me to vacate. Does a book of instructions come with it? Are goldfish contemplated? Nevertheless, I am grateful but not sure what for as yet."

"Baloney", growled the one called Dave. "Jim has his commission and he's satisfied to be able to lord it over us. You should have seen the look on his face this morning when I called him Jim and the First Lieutenant was right behind me."

"Look, Dave", broke in the other, "We three went through school together, we joined together and we spent many years as shipmates during the war. Jim was always first to be rated anything. He's smart, but unless we give him our support we're queering his chances aboard this ship. Your attitude toward him is being picked up by every 'jack' in the ship, and you, Dave, are worse than the young 'jacks' because you should know better."

"Why should I call him 'Sir'?" put in Dave, hotly, "He doesn't know any more than I do. If I wanted to be a Bos'n I could pass tomorrow."

"I don't doubt you for a moment, Dave, but the point is that you aren't a Bos'n. You're still only a chief, while Jim is the Bos'n. Whether you like it or not, Jim has the jump on us. From now on Jim is no longer our buddy. He can just be a good friend and then only at times. It won't be easy for him to check us up if we make a mistake. Another thing, Dave, see that destroyer ahead of us? She carries a commander we went to school with. He became a cadet when we were ODs and boys. I've yet to see you call him by his first name or try to make him look foolish. He wouldn't stand for it but he's still a first class all-around guy, isn't he?"

"That's true", admitted Dave, grudgingly.

"No, Dave", resumed the first chief, after a pause, "Jim has enough troubles getting used to his commission without us, who should know better, adding to them. It's our duty to check insubordination, not condone it, and see that all marks of respect are paid where due. You don't allow a leading seaman to address you by your first name, do you? Of course, that doesn't absolve Jim from doing his duty in that respect, but he's in a funny position.

"He still doesn't want to cut loose from his lower deck friends and he's probably having a tough time getting friends among the officers. He really hasn't made any mistakes yet. His judgment may have been rather poor at times, but that's probably due to

over-trying. Besides, Dave, the Old Man is more than likely riding Jim to see if he can take it. However, he's as entitled to his new privileges as we are to our privileges and starting tomorrow you and I will see there's a different attitude aboard this ship."

"Agreed", Dave returned quietly. "In fact, starting tomorrow I'm going to try for my commission. Jim is too nice a guy not to have for a friend any more and besides, if the truth be known, I'm a bit jealous."

The voices of the two chiefs receded and were finally drowned out by the clatter of boots on a steel ladder. Mr. Nielson stared thoughtfully at the brilliant path of the moon on the ocean and then, after a moment, turned and headed for his cabin.

In his sea cabin, the Captain lay on his bunk and stared unseeingly at the deckhead. Finally he smiled to himself. "Poor Nielson", he thought, "It hasn't dawned on him yet that I came up from the lower deck and experienced the same sort of grief myself. Took me nearly a year to become accustomed to the new type of life. Almost like joining the navy over again. It's a tough row to hoe, climbing up the ladder, and it doesn't get any easier the higher one climbs. But Nielson will learn. He'll make a smart officer, that Nielson."

There were smiles on the faces of four men that night as they turned on their sides and fell asleep to the gentle roll of a destroyer slipping through tropical waters.

FRANK (PADDY) PLUMMER, EX-LIEUTENANT, DIES

The death occurred in Queen Mary Veterans' Hospital, Montreal, September 4 of Frank (Paddy) Plummer, ex-Lieutenant, RCN.

Lieut. Plummer entered the Navy at the outbreak of the Second World War and was attached for a time to the boom defence service at Halifax. Later he was appointed Dockyard Bos'n at Halifax, then went to Sydney for duties in connection with the building of the new Point Edward Naval Base. His promotion to lieutenant took place at this time.

Lieut. Plummer subsequently served at sea in the Canadian-manned escort carrier, HMS Puncher, as hangar control officer. He was invalided out of the Service in 1945.

Surviving are his wife, one son, four daughters and four grandchildren.

FLAG SIGNALLING FAR FROM 'DEAD'

*Huron's 'Bunting-Tossers'
Excelled During Far
East Service*

FLAG signalling, considered by many as having surrendered completely to the tubes, antennæ and microphones of modern communications, has taken a new lease on life as a result of frequent and successful use among United Nations task groups operating off the coast of Korea.

In carrier forces, particularly, there has been a marked increase in the employment of flags for passing signals, it having been found that under certain circumstances this supposedly anachronistic system is still the most efficient and secure.

The return to popularity of flag-hoisting has had a further result, in that it enabled a Canadian destroyer, HMCS Huron, to acquire for herself an enviable reputation for performance of the art.

The Huron served warning that her flag-deck party was "on the bit" the day she reached Pearl Harbor on her voyage out to Korea. Her arrival coincided with an American anniversary and ships in harbor were dressed over-all with flags. As her first lines went ashore, the Huron's flags suddenly broke out, and within a minute and a half she became dressed over-all. An appreciative audience of USN officers and men accorded this display their outspoken admiration.

The Huron added to her reputation during subsequent operations with the UN fleet. Working with the British carriers Theseus and Glory, the Canadian destroyer on several occasions was congratulated on her flag-hoisting efficiency.

One message to her read:

"Your alert reaction to signals is most gratifying."

On another occasion the Glory's captain signalled:

"May I congratulate you on your standard of signalling, particularly during your period as screen commander."

When Huron was not screen commander, the screen commander was prompted to signal:

"I consider that a high standard of flag-hoisting was maintained throughout the day. Well done."

Naturally, all this approbation being directed to one ship was bound to arouse the fighting spirit of her sisters, and at dawn one morning

the Australian destroyer Bataan challenged the screen to a flag hoisting competition, based on the speed at which the Glory's signals were answered.

The race was extremely close and at noon, according to the Bataan, who was keeping score, the Huron and Bataan were dead level. However, by 8.15 p.m., when the final — and 55th — flag hoist came down, the Canadian destroyer was three points ahead.

Later, just before she left Korean waters for home, the Huron embarked Rear-Admiral A. K. Scott-Moncrieff, commanding the Commonwealth fleet, for a trip of inspection to the Han river area. On leaving the ship, Admiral Scott-Moncrieff sent her a message in which he made particular mention of her communications staff. It said:

"I was honored to fly my flag in such an excellent ship and I was particularly impressed by the appearance of the ship and the ship's spirit. You have done all that was asked of you in this command with success. Please thank your communications department for their good work whilst flying my flag. Good-bye, good luck and a happy homecoming."

The high standard of flag hoisting achieved in the Huron was credited by the ship's communications officer, Lieut. F. J. Dunbar, to the fact that his "bunting-tossers" were "dead keen" and weren't satisfied with anything less than perfection.

The news of the Huron's success in the flag-hoisting field was warmly received by the Director of Naval Communications, at Naval Headquarters in Ottawa, who remarked that "those who predicted flag signalling was dead or dying and those who contended that Canadian communicators were below standard should pause and reconsider, and those who took the opposite view may take heart" from the destroyer's report.

"We congratulate the Huron on her fine performance. Fifty-five flag hoists in a single day is a pretty stiff ration — the more so when in competition starting at dawn. It is clear that strong exertions will be required from the Huron's successors if this reputation is to be maintained."

Love Finds A Way

by J. L. W.

O'FLAHERTY was lying on a mess-bench, legs aloft, his feet hooked to the pocket of a greatcoat hanging nearby. The bounding Irishman was for once at rest, diligently studying "How to Win Friends and Influence People." He was mentally considering a bright, glad-hand approach for use at his next visit to Captain's Defaulters; it had possibilities.

A small, frightened-looking ordinary seaman stole in and started shedding his clothes. O'Flaherty studied on . . . *lean across the Captain's table, shake hands, and ask about the Old Man's wife and children?* No. Too awkward, he'd be holding his cap in his right hand.

The little fellow spoke. "Uh . . . Irish?"

"OI!" O'Flaherty jumped and tore the pocket out of the greatcoat. "Oh, Sneaks, ye stealthy hound, Oi didn't hear ye come in."

"Sorry, Irish. Uh . . . listen . . . I was wonderin'." Do you know anything about women?"

"Wimmin?" he beamed, "My boy, ye've come to one of the highest authorities on the subject — namely meself. You see, this is one of the toimes whin the Padre, God bless 'im, is out o' his territory. It'd be loike askin' a teetotaler how to cure a hangover, if ye folla me? Now jist you begin at the beginnin' and we'll see what's what."

"Well, there's nothin' to it much," Sneaks said evasively, "I was just wonderin' about a few things."

"Exactly, and boi a handsome bit o' luck ye've found the roight adviser. Now, Oi'm a married man, but that was me only false step. In me bachelor days Oi was a bit of a Don Juan. Me experience was broad and Oi've learned many a lesson from the confusin' darlin's. Confusin' to most, d'ye see, but not to meself."

"Well, now, say you was goin, out with a girl," Sneaks began. We're just supposin', see; this ain't necessarily me. This girl is all right. You take her to a show or somethin'. You take her home and she gives you a cup of coffee . . ."

"Foine! Foine! That's a capital start."

"It would be a capital start," Sneaks grumbled, "but it doesn't

happen that way. I take her to a show and she won't take me into the house. The old lady won't let her have guys in. The old lady says all men are snakes. Now it looks like I could take her out for ten years and never get to first base. What if I wanted to marry the girl?"

"Hmm". O'Flaherty scratched his head. "This has all the makin's of a stalemate. It brings to mind me lovely South American sweetheart — Oi won her whoile foighting similar resistance. Her mother wuz the proud daughter of a Spanish grandee and had no use for men in general and seafarers in particular.

"The first p'int — ye've got to be aggressive, boy. Ye've got to take charge. Now, whin this olive-skinned beauty — Lucia is her name — whin she tells me about the old lady, Oi seen roight away what has to be done. Oi goes up to the hacienda — about the soize of Naval Headquarters, it wuz — to partake of an afternoon snifter, resolved to face the music. Oi busts roight in, hands

me lid to the door flunkey and announces meself in a loud, GI tone o' voice. Lucia is waitin' and her usually sunny face is worried and pale. However, Oi knows we had to git on with it, so Oi presses her hand quick-loike — always remember, boi the way, that women loves to have their hand squeezed in toime o' stress — and we proceeds to the receivin' room to meet the hag.

"Herself is standin' there loike a queen preparin' to off wid somebody's head. A strikin' woman she wuz; you could see she'd been a bit of a posh wan in her day, a leetle on the plump soide tho'. Her face was hard, and she wuz jist waitin' fer me to open me trap. So natcherly Oi does.

"Lucia interdooces me and Oi wheels into me act. With wan sweepin' motion Oi'm down on me roight knee, grabbin' her hand and smackin' a big wet kiss on it — all before she could utter a 'how d'ye do.' Oh, it waz famous. It put her right off and Oi started in talkin' fast,



"With wan sweeping motion Oi'm down on me roight knee . . ."

tellin' her how much Oi loves their country, and how Oi'd heard so much about their ancestors and that. Oi'd looked into the family history and talked pretty foine about it all.

"From then an Oi was in loike Flynn. They put me up fer about three weeks in hoigh stoile... Oi could have bunked in there forever but the Shore Patrol foinally requested me presence as Oi had but a 48."

Sneaks' mournful face was enthusiastic. The vision of acting the master and charming the terrible Mrs. Hogback filled him with hope.

"You know, Irish, you're right. I'll go up there on an afternoon. I could sweep the old tank off her feet before she knew what was happening... Geez, I'll bet that Lucia was some dish."

... It was a Monday night, about two weeks after O'Flaherty had given Sneaks the pep-talk. The Irishman was duty again, loafing in the mess after supper, reading. He was on another book—the first one hadn't worked too well.

At about seven, Sneaks slipped noiselessly in, shot one very sour glance in O'Flaherty's direction and started to sling his mick. The thinker, lost in his book, finally looked up and spotted his star pupil.

"Ho, Sneaks, me boy, and how's the mad, impetuous lover today?... Here! Have you been brawlin' lad? Ye've got a shiner as looks loike the sun roisin' over Killarney. Cuts and lacerations too, begob. What's up?"

"Huh. Thanks to you I've been in Sick Bay all day gettin' rebuilt."

Thanks to me, is it? What koinda natterin's are ye givin me? Another surly words the loikes o' that and Oi'll give ye a three weck rest."

"Well, it was all your idea," the young seaman whined. "I tried your gimmick on Nell's old lady. It didn't work."

"Oh, it wuz that now. Well, Oi'm sorry it went wrong. What seemed to be the flaw in me plan?"

"Well, I nipped in like you said, smilin' and talkin' fast—that part was easy. Oh Lord! She's a big cow! Got a face like a frozen cod. Nell introduces me and I makes a grab for her hand—to kiss it, like. I wasn't fast enough. Before I could grab it, it landed me right between the eyes."

"Thin what?" O'Flaherty was deeply disturbed.

"Then she gives me a neat workin' over and throws me out in the snow. I don't know what'll happen to me and Nell..."

"Horrible, horrible," O'Flaherty whispered, his eyes moist. "Well, Oi'll think o' something yet. Give me a coupla days and we'll fix the old harridan."

... The next day O'Flaherty greeted the miserable lad heartily.

"Well, Sneaks me boy, yer troubles is over. Francis O'Flaherty is going to handle yer case personally. Thursday afternoon we gets a makers. We'll call on yer beauty and the beast. Now, Oi'm managin' the show—don't you open yer trap unless Oi gives the signal."

"It'll never work," Sneaks groaned, "She's a flamin' madwoman."

The two made their way uptown Thursday and arrived at the lion's den. They went in, O'Flaherty beaming and emanating good cheer. Sneaks fearfully introduced him. The Missus greeted her daughter's Romeo with a chilling silence and snarled a bitter "Huh" in answer to the

Irishman's flowery greeting.

The conversation consisted of a running fire of anecdotes and booming laughs from O'Flaherty. Nell gave an occasional nervous titter and Sneaks remained obediently silent. The hulking mother said nothing—just sat and scowled.

Eventually, to the horror of Nell and Sneaks, O'Flaherty said, "Mrs. Hogback, me good woman, Oi wuz wonderin' if ye'd care for a wee drop o' 'Shamrock Breath?' It's a koind of a distillate of the old green, ye know. Quoite harmless, mind, but a very pleasant pick-me-up."

Mrs. Hogback just grunted. Nell, who had been expecting an explosion, bolted to get glasses. O'Flaherty, keeping up the large and small talk, poured the villainous brew. He was careful to give Mrs. Hogback enough to disinfect a 50-bed hospital.

Two hours later the show was on the road. Sneaks and his love had quietly retired to the den. Mrs. Hogback and O'Flaherty were performing an Irish Reel with surprising agility.

When the Irishman left, he made a sweeping bow and kissed Mrs. Hogback's hand. She giggled.



Though it wasn't on their syllabus, members of the junior officers technical and leadership course carried out a successful midnight raid on HMCS Cornwallis and returned to Halifax with two prized trophies—the sign from in front of the executive officer's house, "Cemanlyke Manor", and the emblem that hung over the entrance to the chief and petty officers leadership course. Shown in front of Admiralty House with their booty are: Front row, left to right, Lieut. K. S. Nicolson, Lieut. P. H. Grady, Lieut. H. J. Andrews, Lieut. E. J. Semmens, Lieut. D. E. Rigg and Lieut. E. C. H. Norman. Rear row, Lieut.-Cdr. W. F. Potter, Lieut. J. L. Panabaker, Lieut.-Cdr. J. R. Coulter, Lieut. H. L. Swiggum, Lieut.-Cdr. V. J. Wilgress, Lieut.-Cdr. E. Petley-Jones, Lieut. T. E. Connors, Lieut. A. A. Schellinck, Lieut. P. C. Berry and Lieut.-Cdr. M. O. Jones. (HS-15311).

YACHTING AS SEAMANSHIP TRAINING

by Rear-Admiral H. G. Thursfield
(in *Shipbuilding and Shipping Record*)

THERE is no finer or surer method of getting to know the sea in all its moods, and coming to feel at home afloat, than sailing. I quote from an article which appeared in *The Times* about half a century ago, at the time when the question was under discussion of whether the Sailing Training Squadron, the last survivors of sailing ships then in the Navy, should continue to survive or should be abolished altogether.

It defined the qualities that go to make a seaman as

"self-reliance and resource, quickness of eye and steadiness of nerve, calmness and self-possession in emergency, steadfastness in danger, helpfulness in all difficulties and a quick sense of comradeship" and went on to say that

"In the handling of masts and sails a man begins by learning that on his individual efforts and skill depend his own safety and that of his shipmates. Whatever of fearlessness, of resource, of quick observation, of instant helpfulness resides in his nature is evoked by self-interest and quickened by comradeship; and the dullest cannot but realize that on the exercise of qualities such as these depends his success, his happiness, and very often even his life . . . The moment he takes up his duty every quality he has must be ready for instant service. He knows that men's lives depend on the quickness of his eye and the steadiness of his nerve. He is dealing with forces, inconstant and incalculable, which may at any moment entail mishap or even disaster unless he is swift to perceive and prompt to remedy what has gone amiss."

That analysis, as far as I know, has never been bettered and never refuted. It is as true today as it was in the palmiest days of sailing ships. But though its truth was universally accepted, it was not enough to save the Navy's Training Squadron from the scrapheap.

COMPLEXITY OF DUTIES

In the increasing complexity of the accomplishments required of seamen in the Navy, the time could not be spared to keep in existence an artificial way of life — as it had

become — for the sake of the moral qualities it had fostered and the character training it had provided in the days when it had not been artificial but had been a very present reality.

The Navy might — and did — regret the passing of an influence which had automatically, as it were, implanted in officers and men the qualities out of which the achievements of their forbears had sprung; but it had to face realities, and to find other ways of providing the character training it needed, rather than try to resuscitate artificially conditions which had passed away for ever. Its success in so doing was demonstrated fairly conclusively, not only during and throughout the late war, but also since its close whenever the officers and men of the Navy have been put to the test of coping with emergency.

SAILING FOR PLEASURE

The sailing ship, for practical utilitarian purposes, has passed away for ever; but the sailing boat has not, and there are more people in this country today than ever before who make sailing their recreation, their relaxation and their pleasure. Sailing

is, indeed, as Francis Bacon wrote of a garden, "the purest of human pleasures. It is the greatest refreshment to the spirits of man."

The officers and men of the Navy need their recreation like everybody else, and the authorities, recognizing the value of sailing for the professional seaman, do much to foster among them the taste for it, and to assist them to indulge in it. It is not only in the character training that it provides that its value lies; it has also a severely practical side.

The man who knows how to sail a boat is making use of the forces of nature, turning them to his own purposes and not merely overcoming them by the sheer power of the machine which he is driving; and the habit and power of doing that is just what differentiates the seaman from the landlubber.

TEST OF TIDE AND WIND

Given a still stretch of water, without wind or current, any reasonably intelligent person who can drive a motor car, with a little practice can handle a boat, or even a sizeable ship, with the same ease and certainty that he does his lorry, steer her through a crowded anchorage and



Competing craft are taken in tow to the starting point for one of the RCN Yacht Club races on the West Coast. A number of naval yachtsmen on the West Coast are sailing boats that they themselves have built, in a co-operative venture sponsored by the club. (E-15192).



The 41 foot ex-German sloop Grilse is one of two ocean-going yachts in use by the RCN on the East Coast. She is attached to Stadacona, while her sister-sloop, the Tuna, is sailed by the Shearwater Yacht Club. (DNS-1868).

put her alongside a quay. But add a strong tide stream, with a fresh breeze across it or against it, and it will be a very different thing; add, moreover, a choppy sea that gives his craft a lively motion, and he will probably not be able even to tackle the job at standing up at her helm at all. The man who is accustomed to using wind and tide as his means of moving at all, on the other hand, will be undismayed by what seems to his non-seaman friend to be impossibly difficult conditions.

He knows and can gauge what their effect will be on the movements of his ship, and will use them to help him to handle her as he wishes. Sailing for pleasure for him is no waste of time; it is valuable experience in the real practice of his profession.

Sailing in the RCN

In the Royal Canadian Navy, organized sailing has been enjoying a vigorous revival after being forced into abandonment by the Second World War.

There are naval yacht clubs on the east and west coasts and a sailing club at Naval Headquarters, in Ottawa; in non-winter months, sailing is part of the training curriculum for new entries at Cornwallis, and the barracks at Halifax and Esquimalt have fleets of whalers which are used both for recreation and training.

It has become customary, once

COMMONWEALTH COMRADES FRATERNIZE AT HONG KONG

The periodic visits made by Canadian warships to Hong Kong while serving with the United Nations fleet in the Far East have resulted in friendships of the sort that strengthen still further the ties that bind the forces of the Commonwealth together.

British units stationed at the Crown Colony have been extremely hospitable to the Canadians and the comradeship thus created is well expressed in the following letter received on board HMCS Sioux while she was at Hong Kong for repairs:

*Warrant Officers' and Sergeants' Mess,
Command Workshops, REME,
Hong Kong.*

*The President,
Chief Petty Officers' and Petty Officers' Mess,
HMCS Sioux.*

May I, on behalf of the members of this Mess, request the pleasure of the company of yourself and your members at an inter-mess games evening at Shamshuipo, commencing at 1930 hrs. Monday 20th August, 1951.

The very cordial relationship existing between the two Messes during your visits to Hong Kong have been a source of pleasure and enjoyment to us all and we would like to further that happy state of affairs by the presentation of a suitable plaque during the course of the evening.

I would like to take this opportunity of repeating to your mess as a whole those sentiments that have already been expressed individually in the past, namely, that your members are always welcome in the Mess on this or any future visit of the Sioux to Hong Kong and it would be considered a favour if this invitation was given a permanent place in your records to be accepted at any time on this or any future commissions of HMCS Sioux.

In conclusion may I voice the sentiments of everyone in this mess in wishing God Speed and Good Luck to HMCS Sioux and all who sail in her.

W. RAVENSCROFT,
*President,
REME WOs' and Sergeants' Mess.*

more, for ships on training cruises to hold sailing practice and competitions at every opportunity. The result has been a general increase in skill and the development of keen rivalry for ship-board or inter-ship honors.

Sailing is popular, too, in those of the divisions which have available the necessary facilities — principally a good-sized body of water. Interest has grown particularly in the divisions which have been competing in the annual Great Lakes Naval Regatta, where sailing proficiency pays off in points.

Worthy of note, as well, is the fact that the RCN has a hand in teaching the art of sailing to a great many younger Canadians. These are the 'teen-aged members of the Royal Canadian Sea Cadets, whose seamanship training lays stress on boat pulling and sailing. The boats they use are provided by the Navy and their instructors frequently are naval personnel.

As the Navy's sailing program progresses, the next step will be to return to competition the trophies which were the objects of annual competition before the war. These were highly prized then and should be even more so now, bearing as they do the names of ships which helped make RCN history.

MAN OF THE MONTH

(Continued from Page 10)

he replied, "Yes — but I'll have to choose my slopes a bit more carefully now."

CPO Calder admitted he would miss the Navy and particularly the easy camaraderie and warm associations he has enjoyed. "You just don't find that spirit in civilian life."

He is looking forward, however, to spending a lot of time with a family — he has two sons, ages seven and three — which hasn't seen too much of him in his years as a seafaring man. — D.D.McC.

Three Sea Fury fighters warming up on the flight deck of the Magnificent symbolize the far-reaching air power and sea power that are combined in modern carrier task forces.

Members of the flight deck party man the chocks as these Furies of 881 Squadron await their turns to take to the sky for one of the many aerial exercises in which the Magnificent and HMCS Micmac participated during their Mediterranean cruise. (MAG-3346).



