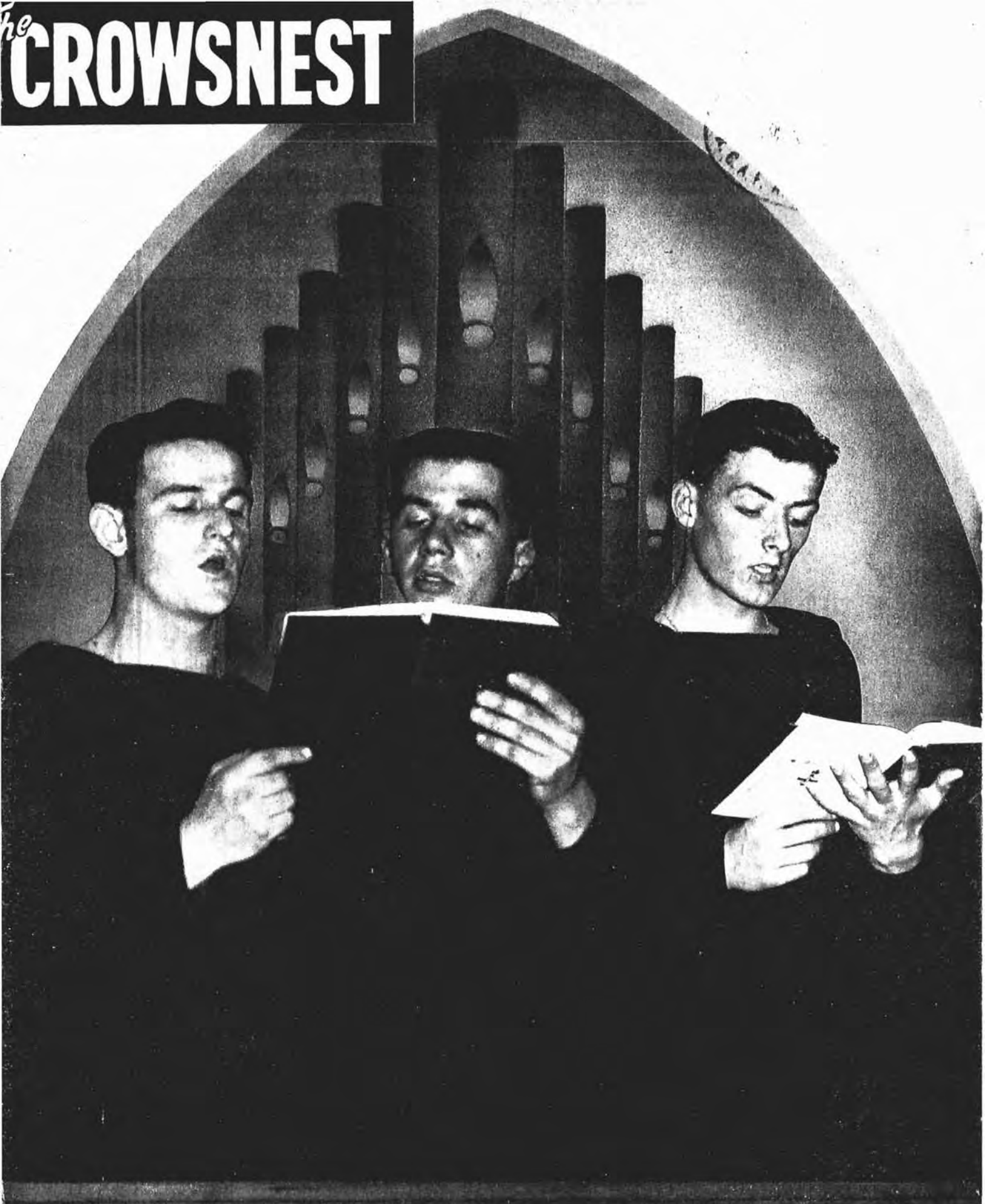


the
CROWSNEST



Vol. 3 No. 3

January, 1951



A Message to the Fleet

We can look back on 1950 with considerable pride. The Navy has increased in size and efficiency and the activity of our ships has surpassed that of any previous year since the war.

The Government has approved an increase in strength for the Navy to a total of 13,440. Every effort has been made to reach this figure at the earliest date compatible with the maintenance of a high standard of efficiency. On the sea, as you are well aware, HMCS "Cayuga", "Athabaskan" and "Sioux" have been in the Korean theatre with the United Nations forces since July, 1950, and, both from my own observations and the reports which have been received from allied commanders, it is clear that they have established for themselves an enviable record.

HMCS "Nootka" left Halifax recently to join the United Nations forces in Korea, and to relieve HMCS "Sioux", who will return to Esquimalt towards the end of January.

In other waters, HMCS "Magnificent", "Micmac" and "Huron" completed on November 27 a three-month training cruise which included visits to North Atlantic Pact nations. Here, too, reports received from many sources in Europe indicate that these ships have established an enviable reputation for themselves and the Royal Canadian Navy in all countries visited.

The events of 1950 have served to bring into clearer focus the purpose and value of a Navy. We of the RCN have a two-fold mission. In the first instance, it is our duty to secure and maintain the traditional freedom of the seas which serve as highways of commerce to thousands of merchant ships of all nations. It is our duty to be prepared to meet any threat to the freedom of the seas, and in our case we shall concentrate on the threat which is offered by the submarine. Proficiency in anti-submarine warfare is our major role.

A second aspect of our duty which is sometimes not so clearly understood, but is well-illustrated by the success of the European cruise, is to act as ambassadors for Canada on each occasion our ships visit a foreign port, for it is not only the efficiency of the Navy that is judged by our conduct on these occasions, but the Canadian way of life. Today this last function has assumed an even greater importance in our endeavours to secure the solidarity of western civilization and the free nations of the world.

During the latter part of 1950 the Navy's recruiting program was stepped up to meet the new increase in our complement. The result of this increase in recruiting will be felt both in the fleet and shore establishments during the early part of 1951. The tempo of training young men in our ships must increase. This applies with equal force to officers and men of the Royal Canadian Navy (Reserve) on whom we so greatly depend in an emergency.

It is essential to the security of our country that we, together with other members of the United Nations, in striving for peace be prepared to meet any eventuality. The aims and duties of the Navy are clearly laid before us. They demand acceptance of responsibilities, and a measure of self-sacrifice on the part of all. Only in this way can we attain a strength in keeping with world events.

In conclusion I wish all officers and men of the Royal Canadian Navy the compliments of the season and a happy commission in the New Year.

(H. T. W. Grant)
Vice-Admiral RCN

The CROWSNEST

Vol. 3 No. 3

THE ROYAL CANADIAN NAVY'S MAGAZINE

January, 1951

CONTENTS

	Page
<i>The Year in Review</i>	2
' <i>The Nelson Touch</i> '	6
<i>Proud 'Pops'</i>	9
<i>Officers and Men</i>	10
<i>The Man of the Month</i>	15
<i>Looking Astern</i>	16
<i>Afloat and Ashore</i>	18
' <i>Micmac</i> ' <i>Marks Anniversary</i>	24
<i>A New Year's Message</i>	25
<i>The Navy Plays</i>	26
<i>More Boats A-Building</i>	28
<i>Advancement Rosters</i>	30



TO ALL OUR READERS,
NEAR AND FAR,
WE EXTEND

Season's Greetings
and
Very Best Wishes
For a Happy and
Successful 1951

THE EDITORS



Cover Photo — The three carolling sailors are members of the 120-man choir at HMCS "Cornwallis". They are, left to right, Ordinary Seamen George Grant, Kingston, Ont.; Douglas Cooper, Sudbury, Ont., and Gary Layton, Camrose, Alta. Like nearly all other members of the choir, they are new entries who are taking their initial naval training at "Cornwallis". For a photo of the entire choir, see page 14.

The cover combines the talents of an artist and a photographer, Lieut. (SB) J. G. Kempster, of the Naval Photographic Section, Ottawa, having created a new setting for a photo taken by Able Seaman Larry Hughes. The organ mouth-openings are not in their correct position but have been so placed for the sake of effect — poetic license, as it were.

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THE YEAR IN REVIEW

As 1950 drew to a close, the Royal Canadian Navy was able to look back on a record of having done more, and accomplished more, than in any other year since the Second World War.

The planning, the training, the building that had been going on since 1945 showed tangible results in 1950. The outstanding single example was provided at the year's half-way mark, when the RCN, at almost a moment's notice, sent to sea three destroyers ready to operate on a wartime footing.

Towards the latter part of June, HMC Ships "Cayuga," "Sioux" and "Athabaskan" were alongside at Esquimalt, preparing for a training cruise that would take them around to Halifax, and thence to Europe.

Suddenly, on June 30, they received orders to get ready for service in a theatre of war. Five days later they sailed for Pearl Harbor. By the end of the month they were at a naval base in Japan.

Since then the three ships have served with the United Nations fleet in Korean waters, performing all assignments given them with efficiency and despatch. The most notable of these was the Chinnampo

operation early in December. A United Nations destroyer force, under Canadian command, covered the withdrawal by sea of thousands of wounded, non-essential military personnel and civilians from the Korean west coast port, then destroyed important installations in the city with gunfire. The whole operation, though extremely hazardous, was completely successful.

The year produced other evidence of progress. The most extensive cruise ever undertaken by the RCN — the Canadian Special Service Squadron's combined training and goodwill mission to Europe — proved to be an outstanding success from every point of view.

Other cruises throughout the year added to this record and contributed their full share towards providing officers and men with the sea-going experience that is the basis of an efficient fighting navy.

On a number of occasions Canadian ships worked and trained with those of other fleets. This became routine practice for the three destroyers in Korean waters, but there were frequent opportunities, also, for other RCN ships to exercise with units of

friendly navies.

The year was one of expansion. By the end of December the strength of the Service was well over the 10,000 mark, with 13,440 the ultimate target. The active fleet was larger by five ships, including three destroyers, than it was on December 31, 1949.

Canadian shipyards had contracts for additional anti-submarine escorts, minesweepers and gate vessels, bringing the total number of ships on order for the RCN to more than two dozen.

The following is a review of the year, giving some of the highlights of each month:

January

HMCS "Sioux," with a "new look" to her interior, commissioned January 18 at Esquimalt . . . Bound for California, the "Cayuga" sailed on the 23rd on a two-week training cruise . . . East Coast ships exercised in Bermuda waters, the "Swansea" doing anti-submarine practice and the newly-commissioned "Micmac" working up . . . Later she joined the "Magnificent" to serve as plane guard during deck landing training for the 18th Carrier Air Group . . . HMCS "Haida" became depot ship for the Reserve Fleet at Halifax, relieving "La Hullose."

February

Headquarters announced that the fleet would be divided into operational and training forces. In the former would be, initially, the "Magnificent," "Micmac" and "Huron" on the East Coast and "Cayuga" and "Sioux" on the West. The "Ontario," "Antigonish" and "Beacon Hill" would form the Pacific training fleet, while the "Swansea," "La Hullose" and "Portage" would serve as training ships on the Atlantic side.

The "Magnificent" and "Micmac" left Halifax on a two-month spring training cruise to the Caribbean . . . The "Swansea" sailed independently for Nassau, Bahamas . . . HMCS "Huron" commissioned at Halifax on the 21st, drawing most of her crew from the "Haida" . . . Between February 14 and 22, HMCS "Cayuga" directed the land search on Princess Royal Island, in northern B.C., for seven missing members of the crew of



A French naval guard of honor salutes Rear-Admiral E. R. Mainguy at l'Arc de Triomphe in Paris October 26 when he placed a wreath at the tomb of the Unknown Soldier on behalf of the Canadian Special Service Squadron. (Agence Intercontinentale Photo).

a USAF B-36. Search parties from the destroyer rescued two. The others, never found, were believed to have parachuted in the sea.

March

Spring cruises were under way on both coasts . . . The "Magnificent" and "Micmac" carried out extensive exercises in the Caribbean with ships, aircraft and submarines of the USN and RN . . . The "Ontario," "Cayuga" and "Sioux" sailed in company from Esquimalt on a one-month training trip to Mexican waters.

April

Homeward bound from spring exercises, the "Maggie" and "Micmac" were joined off New York by the "Swansea" and the three ships entered New York for a five-day visit . . . During the Caribbean exercises, 825 and 826 squadrons of the 18th Carrier Air Group logged 550 hours in the air and 365 deck landings . . . Out west, the "Ontario," "Sioux" and "Cayuga" returned from their southern cruise . . . After a fast turnaround, the "Ontario" left on the 18th for Pearl Harbor to give 200 new entries their first taste of life at sea . . . The "Athabaskan" completed refit and began trials and work-ups . . . The "Beacon Hill" was commissioned April 15.

The Minister of National Defence announced the purchase of a large number of Grumman Avengers from the U.S. Government for employment by the RCN as anti-submarine aircraft. . . The Chief of the Naval Staff made a tour of inspection of West Coast ships and shore establishments and three western naval divisions . . . HM Submarine "Astute" reached Halifax April 10 for a three-month loan period . . . Admiral of the Fleet, Lord Fraser of North Cape, the First Sea Lord, visited Ottawa for two days and conferred with Canadian government and service officials . . . Navy teams copped two Victoria hockey championships and the Halifax Armed Forces Team, with a large proportion of Navy men, won the Maritime intermediate hockey championship . . .

In Winnipeg, the Red River loosed its disastrous offensive and naval personnel from HMCS "Chippawa" joined the fight against the flood . . . The "Sioux" dashed 400 miles out to sea to pick up a seriously ill seaman from a Greek freighter and rush him back to the naval hospital in Esquimalt . . . That same day the "Antigonish" removed five persons from a



When HMCS "Ontario" parted from the "Cayuga," "Sioux" and "Athabaskan" after accompanying them for two days on the voyage to Pearl Harbor, the cruiser's ship's company massed along the guard rails and on the gun turrets to cheer the destroyers on their way. As each destroyer passed, she received three rousing cheers from the "Ontario." (OC-311-4).

pleasure boat that had foundered on some rocks off Greig Island, 20 miles north of Victoria . . . The first tri-service graduation ceremony was held at the Canadian Services College, Royal Roads, on April 29. Out of the 63 graduating, 28 were Naval Cadets.

May

The Winnipeg flood had become a major catastrophe . . . The Navy contributed to the struggle by despatching personnel, flood-fighting equipment and other supplies by rail and air from both coasts and from the naval divisions. "Chippawa's" ship's company, RCN(R) and RCN, was joined by members of the NOAC, Wren Association and

Navy League, by retired officers, emergency list men and others. At the height of operations there were nearly 700 persons on the division's books, plus about 200 civilians either working in the division or under naval administration in the area . . . The keel was laid at Lauzon, Quebec, of the first trawler-type gate vessel laid down in the current naval ship-building program.

June

Vice-Admiral Grant completed his annual inspection of ships and establishments in the Atlantic Command . . . Originally scheduled to join the Canadian Special Service Squadron, the "Cayuga," "Athabaskan" and



Bon Voyage Welcome Home

Halifax said bon voyage November 25 to HMCS "Nootka" as she set forth on the long journey to Pearl Harbor and points west. Two days later the old seaport welcomed the Canadian Special Service Squadron home from its European cruise. These photos depict the departure and arrival.

(1) AB Cyril Murphy and his bride of the day before made their good-bye endure to the last possible moment as the "Nootka" edged away from her berth. (HS-13019).

(2) Friends and relatives watch from the jetty as the "Nootka" gets under way. (HS-13020).

(3) High winds made docking a tricky business for the "Magnificent," "Huron" and "Micmac" but they gave the hundreds who had gathered to greet them a demonstration of fine shiphandling as they came alongside. (HS-13021).

(4) The honeymoon of PO Earle Gillis and his bride Shirley was delayed three months by the European cruise. Married a few hours before the "Magnificent" sailed in August, they began their honeymoon when the squadron returned. (HS-13022).

(5) It was a big day for the children. Lieut. (P) Douglas Peacock gets a welcome from son Jerry and daughter Judith at the "Magnificent's" gangway. (HS-13032).

Mail for "Nootka"

Mail for personnel in HMCS "Nootka," Tribal class destroyer now serving under United Nations command in the Pacific, is being forwarded by way of the Pacific air lift in the same way in which the three Canadian ships that have been in the Korean theatre for the past five months have received theirs.

Mail going to the "Nootka" should be addressed as follows:

Rank, Name, Official Number,
HMCS "Nootka,"
c/o Fleet Mail Office,
HMC Dockyard,
Esquimalt, Victoria,
B.C.

"Sioux" received last minute orders to proceed as soon as possible to Pearl Harbor, where, if needed, they would be placed at the disposal of the United Nations . . . HMCS "New Liskeard" and five US research vessels carried out "Operation Cabot," a multiple-ship survey of the Gulf Stream . . . The first Avengers to be delivered to the RCN arrived at HMCS "Shearwater" . . . Richard W. Underhill, Vancouver, was elected President of the Naval Officers' Association of Canada at the annual general meeting in Vancouver.

July

The "Cayuga," "Sioux" and "Athabaskan" sailed July 5 for Pearl Harbor and, under United Nations command, continued on to Japan, arriving July 29 . . . On both coasts, training ships covered many sea miles, steaming as far south as San Diego and as far north as Davis Strait . . . On July 3 HMCS "St. Stephen" completed her last vigil on Station "Baker" as a North Atlantic weather ship. Two weeks later she sailed from Halifax for Esquimalt to be turned over on arrival to the Department of Transport.

August

The Canadian destroyer division commenced operational duty in Korean waters. The "Cayuga," "Sioux" and "Athabaskan" were assigned to blockade and patrol on the Korean west coast after an initial period on convoy duty. During the month they carried out several bombardments of Communist positions and made landings on enemy-held islands.

On August 22 the Minister of National Defence and the Chief of the Naval Staff announced that the

naval shipbuilding program was being speeded up and expanded. More A/S escorts, minesweepers and gate vessels were to be ordered; the destroyer modernization and conversion task would be broadened to include all destroyers then in reserve . . . For the second time in 1950 a Royal Navy submarine, this time HMS "Andrew," was loaned to the RCN for A/S training with ships and aircraft.

Defence Minister Claxton announced in the House of Commons that the Navy's manpower ceiling had been raised from 9,600 to 13,440 . . . This meant stepping up the recruiting rate to 300 per month . . . The Canadian Special Service Squadron, consisting of the "Magnificent" "Huron" and "Micmac," sailed from Halifax August 23 for a three-month training cruise to Europe . . . HMCS "Nootka" re-commissioned August 29 at Halifax.

September

On the Korean front, the "Cayuga," "Sioux" and "Athabaskan" participated in the UN landing operation at Inchon . . . The Canadian Special Service Squadron arrived September 1 at Londonderry. For the next two weeks the ships carried out an

intensive anti-submarine training program. From Derry they went to Rosyth, Scotland, and then to Oslo, Norway . . .

Training ships on both coasts wound up their busiest summer on record . . . HMCS "Donnacona" Montreal, won the cock-of-the-walk trophy at the annual Great Lakes Naval Regatta held at HMCS "Star," Hamilton, over the Labor Day weekend . . . The introduction of the new Quartermaster branch was announced by Headquarters . . . The training cruiser "Ontario" was taken in hand for refit which would include an increase in accommodation for junior officers under training and modernization of armament . . . The "Portage" returned to Halifax from her annual summer training cruise on the Great Lakes.

October

The three destroyers in Korean waters were carrying out new duties. The "Cayuga" and "Sioux" were with a Commonwealth Fleet off the West Coast of Korea and the "Athabaskan" was attached to the 7th Fleet operating off the East Coast . . . Ships of the Special Service Squadron called at seven ports—

(Continued on Page 32)



Ldg. Sea. Bruce Bottomley, of Medicine Hat, Alta., nearest camera, and PO Bill Steele, of Calgary, examine the remnants of a whaler that had been smashed by heavy seas during HMCS "Sioux's" passage through the China Sea to Hong Kong in November. (CA-298).

'The Nelson Touch'

*Extracts from an Address Given by
Defence Minister Brooke Claxton
To Cadets of the Canadian
Services College, Royal Roads,
November 14.*

The capacity for leadership is a compound of many qualities — physical, mental, moral. It is partly given at birth, it can be acquired, it is certainly cultivated with use.

The lives of great men are the greatest inspiration to leadership and the main source of our knowledge as to what leadership is, how it works and how it can be developed.

Among our great men it is hard to find one who above all others so concentrated in himself the qualities of leadership and who achieved such singular military success as Admiral Nelson.

It therefore occurred to me that today we should look at some of the experiences and attributes of this extraordinary man. I believe that in them and in what in his country came to be known as "The Nelson Touch" will be found the kernel, the true meaning, of leadership and its highest practice.

It is surprising that when the Mainguy Commission issued its report, this constructive work was on several occasions criticized as if the Commission had been critical of "The Nelson Touch" or of Nelson himself. There was nothing in the report to justify that assertion. The report referred to a feeling on the part of some officers and men in the Navy that there was too much of an attitude that "what was good enough for the time of Nelson was good enough today." Why, Nelson had similar views himself. He was utterly ruthless in dealing with outmoded ideas, outmoded tactics, outmoded standards of conduct or conditions of living. The report itself never even mentioned "The Nelson Touch" and it is utterly inconceivable that three men so steeped in the life of the sea and in the Naval tradition as Admiral Mainguy, L. W. Brockington and Louis Audette should have had anything but admiration for the greatest sailor ever produced.

... Nelson's relations with officers and men were an essential ingredient of his amazing success as an admiral. In them every

young officer must learn the first step towards becoming a good officer. Above everything else, the quality of any service depends on the professional keenness, the efficiency, the character and the general bearing of its officers.

... "The Nelson Touch" was not a simple thing. It was not even a sum in addition, or the piling-up of many qualities; it was a dynamic, living and balanced complex of qualities working in alert harmony with each other.

On September 15, 1805, Nelson set sail from Portsmouth in the "Victory," and with his reinforcements, went to command the fleet then stationed off Cadiz under Admiral Collingwood.

In England there was fear of invasion. Napoleon Bonaparte, "Boney," just across the Channel, was something more than a bogey-man to frighten the children at night. The French fleet was at Cadiz. The British public had less confidence in their Navy when Nelson was not in

active command. If the British Navy were defeated in the Atlantic, the Channel invasion might take place. It was like the football crowd in the closing dangerous minutes shouting "Send in ——" some man who somehow represented to them the spirit of victory.

Nelson's embarkation was the scene of wild enthusiasm; armed guards could hardly restrain the cheering crowds as he boarded his ship. He must have felt, "How can I let such people down?" And so the confident cheers of the crowd added to his own strength.

That strength would soon be tested. The combined fleets of Spain and France under Admiral Villeneuve were expected soon to expose themselves.

Nelson's arrival at the fleet was heralded by no salutes from Collingwood's guns, as he had sent a frigate ahead with a message that protocol was to be sacrificed to secrecy. Greeted with affection by his captains, he proceeded to outline a simple, flexible plan for breaking the line of an enemy superior in force. It seems so simple; they were to concentrate on one part of the enemy's formation at a time, so as to close with that part and destroy it. They were not to go on following a standard pattern of naval action, which was to pass by the enemy line in single file and then give one blow and away, like a line of knights on horseback.

The traditional line-ahead encounter of opposing fleets was a sort of march past of the two columns, like the closing of a slide-rule. The Nelson tactic was to break the enemy's formation, to strike directly across in two or three concentrated spear-head attacks against the single line of the enemy fleet.

Thus, though outnumbered, the British fleet would have a superior concentration of power at each point when and where their ships came into contact with the enemy's line. Once this was done,



he placed his faith in getting as many as possible of his ships right alongside the ships of the enemy. In close action, he had infinite confidence in the superior skill of his British seamen. The way to do it was to get the ships in a position where the quality of the British sailors would tell.

It was this plan — new, exciting, inspiring — which the great Admiral himself referred to as “The Nelson Touch.”

The anxious days leading up to the battle were not too full of great matters for Nelson to forget his men. A despatch vessel had just set sail for England bearing, as well as official mail, letters from the crews to their families. Nelson discovered that one of his petty officers had been so busy with the mail bags that he had forgotten to mail his own letter. Horatio, Viscount Nelson, Duke of Bronte and Baron Nelson of the Nile, Knight of the Most Honourable Order of the Bath, Commander-in-Chief of His Majesty’s Mediterranean Fleet, caused a signal to be sent the despatch vessel to return — for that one letter.

These examples light up for us the meaning of something of what Nelson meant, and of what we mean, by “The Nelson Touch.” “The Nelson Touch” was a compound of courage, skill and humanity seldom if ever equalled in the long story of the sea. The skill was the result of hard work, long preparation and understanding of his job and of his men.

His genius as a leader and as a naval tactician was like all genius, a mixture of great insight with the infinite capacity for taking pains — inspiration and perspiration.

What Nelson had adds to the very essence of leadership distilled in the fire of his own unremitting devotion to duty and his determination to win.

His officers trusted him, his men adored him, the enemy feared him. The name of Nelson had become synonymous with Victory.

Like so many other great naval and military leaders, his greatest triumphs came when he was relatively young. He was only 47 when he was wounded for the fifth and final time on the deck of the “Victory” at Trafalgar.

Think of that battle, that scene!

A few days before, he had written the letter about “The Nelson Touch.”

The morning of the Battle of Trafalgar he wrote the great prayer which is one of the imperishable documents in England’s record:

“May the Great God whom I worship, grant to my country, and for the benefit of Europe in general, a great and glorious victory; and

may no misconduct in anyone tarnish it; and may humanity after victory be the predominant feature in the British Fleet. For myself, individually, I commit my life to Him who made me, and may His blessing light upon my endeavours for serving my country faithfully. To Him I resign myself and the just cause which is entrusted to me to defend. Amen. Amen. Amen.

Then he prepared the signal, the touch of purple, which sailors and soldiers and simple people like ourselves love because it sends cheer through our hearts.

“ENGLAND EXPECTS EVERY MAN
WILL DO HIS DUTY.”

Then he led the attack.

Some of his officers were concerned because Nelson’s decorations made him a mark for sharpshooters. While they were afraid to suggest that he conceal his rank, they did manage to obtain his consent for a moment that the second ship in his column should pass him and lead into the enemy. The signal was made but the “Téméraire” was never allowed to pass. Nelson refused to slacken the “Victory’s” pace, and sharply rebuked a midshipman who had taken in a small sail in order to reset it.

He had often before had a premonition of death before entering battle, but the premonition lay heavy on his mind this day. When the sharpshooter’s bullet struck Nelson, he was carried below decks, where he lived just long enough to hear that victory had been won.

Nelson’s technique of naval warfare was revolutionary at that time. What it depended on was the utmost personal loyalty among the officers and seamen: loyalty to England, to Nelson and to each other.

Let us examine, for a moment, how that loyalty came into existence, was brought into existence, rather.

In order that any kind of confidence may grow between men, there has to be first a breaking down of distrust and petty rivalry. The seeds of trust, loyalty and confidence must be planted and cultivated to grow and expand. Confidence must be based on understanding, and understanding must be based on knowledge.

For Nelson, as for any good leader, this meant personal contact, explanation and discussion. The first fleet of which Nelson was in command was that which destroyed Napoleon’s ships at Aboukir Bay in Egypt. During the long search which preceded this encounter, it was Nelson’s custom,

whenever he could, to summon his captains on board the “Vanguard” and explain to them his own ideas of the different and best modes of attack, considering every possible situation in which the enemy might be found.

In this way, when action came, Nelson could depend on his captains to carry out his ideas without detailed signals, as it seemed by instinct. Instinct is much the same thing as habit, and habit comes from training.

Thus was our modern idea of “briefing,” of securing understanding and co-operation through intelligent anticipation and proper response, shown to us in its full value a hundred and fifty years ago. It made concentrated action in the face of any situation so nearly instinctive that, this assured, individual initiative and intelligence would and could show their full scope.

. . . It is not an exaggeration to say that Nelson transformed the English Navy during his lifetime. This was produced by his work at sea, for he never held a shore appointment.

In the earliest records we have of Nelson’s behavior, the attitudes and qualities that marked his later successes are already evident.

His formal academic education was not very great, as he first went to sea at the age of twelve.

But the great strategist, the great tactician that was to be, did not neglect, even when he was fourteen years old, the practical and detailed knowledge without which the greatest genius must run aground in the process of making his ideas *work*.

At the battle of Cape St. Vincent, Nelson risked his whole career and the reputation of his commanding officer, Sir John Jervis, by breaking the orthodox line formation, against orders given. He won the battle for England, an earldom for his chief, and a knighthood for himself.

The naval historian, Captain Grenfell, RN, points out that the next time for a British ship to break line formation was in May 1941, when HMS “Rodney” broke formation in the action against the “Bismarck.”

At the Battle of Copenhagen on April 2, 1801, Nelson was under the command of Vice-Admiral Sir Hyde Parker. They had sailed to encounter the Danish fleet in harbor at Copenhagen. Parker, his division not yet engaged with the enemy, saw Nelson’s ships meeting more resistance than had been bargained for. He signalled Nelson to leave off action.

Nelson, on board the “Elephant,” acknowledged receipt of the signal but

did not repeat it to his own ships. An officer had asked him what the signal No. 39 meant.

"Why, to leave off action," Nelson replied. "Leave off action!" he repeated, then added with a shrug of his shoulders, "Now damn me if I do."

He turned to Captain Foley. "You know, Foley, I have only one eye. I have a right to be blind sometimes." Then, putting a glass to his blind eye, "I really do not see the signal."

Nelson's failure sometimes to obey instructions was never in his own interest, never through slackness, never through a desire to avoid action . . . and *never unsuccessful*.

The kind of disobedience Nelson practised would have been unnecessary under Nelson's kind of leadership, which gave scope to initiative. That was also the "Nelson Touch."

In all his actions we are continually brought back to the man's integrity as a person. If this was the direct cause of the devotion of his captains, it was even more directly the source of the order and enthusiasm maintained on the lower deck.

Nelson was once put in command of a ship whose crew had the reputation of being unruly and mutinous. Within a week of sailing a note was found written by one of the crew on behalf

of the rest in which they pledged their devotion to their new captain.

When he was about to quit Naples to go home on leave, his bargemen, who had served under him for many years, sent him a note begging permission to accompany and serve him. Nelson's determination to find no fault in his ships and their crews, along with his consideration for the men, was exceptional at the time.

Conditions in the Navy were not a bed of roses for an admiral of the fleet, let alone an ordinary seaman. Food was usually of a quality that would revolt any landsman — there were no refrigerators and voyages were long. Nelson's men never saw him fail in devotion although often racked with fevers caught in tropical cruises, troubled and handicapped by wounds that would have retired most fighting men, and submitting himself to the rigors of long voyages, or exposing himself with eagerness whenever battle offered.

The amount of sickness in Nelson's fleet was surprisingly small, particularly for his time. The causes of scurvy were beginning to be known, and whenever possible he saw that the men's diet was supplemented with fresh foods. He took care to have fiddlers on board (a substitute for

physical instructors), and the men did physical jerks in the happy form of the hornpipe.

What was, then, "The Nelson Touch?"

"The Nelson Touch" was an infinite attention to detail in preparation of plans and fitting of equipment; it was constant care for the welfare of his men; the admission of officers and men into his confidence so as to make a team which could play without signals; it was the obdurate refusal to be hide-bound by out-of-date tactics; and it was the courage and the "will to win" that remains today the most fundamental military quality.

This and lots more was "The Nelson Touch," and this is just what we want to see in the services of Canada. I believe it's there and will continue to be there in ever-increasing measure.

THE SILENT SERVICE

- your blood runs red within you
And you're tops upon your toes,
When the scent of battle lingers
Like a touch upon your nose;
And you're ready made for duty
And you're fighting do or die—
When the Navy has your number
And the Navy is your cry!
- your salt is in your breathing
And you rest against the sea,
When the ship you serve is sacred
Like your days of victory;
And the iron and steel of silence
Grip you round about the throat—
When the Navy has your number
And it's number one afloat!
- your love cries for the ocean
And the service that you give,
When you're smart and trim and proper
Like a man who wants to live;
And you're busy in the morning
And you're singing in the night—
When the Navy has your number
And the Navy is your right!
- your base is at Esquimalt
And you know your way around,
When you think of Juan de Fuca
Like you think of Puget Sound;
And you symbolise your Country
And your heart is beating true—
When the Navy has your number
And it's number one to you!

by Alan Leslie Greig



HMS "VICTORY"

This photo was taken in Portsmouth harbor on Trafalgar Day, 1919, by the present Medical Director General of the RCN, Surgeon Captain A. McCallum. Nelson's famous signal flies from his flagship's halliards. Visible, also, are the laurel wreaths of victory.

Proud 'Pops'

*Electrical School Staff
'Adopts' Fatherless
Greek Boy of 11*

Dear Foster Parents,

I got the money and parcel you sent me and thank you very much. We were all delighted when we saw the parcel. So I started immediately writing this letter to you to thank you with all my heart. The parcel contained a shirt, a pair of slacks, powdered milk, powdered egg and a soap. I pray God to keep you always well and happy.

I go to school. From the first grade till the fourth I always got "A's." This year both my mother and I were ill and so I missed school. I didn't get my report card yet.

The weather here is very hot. What is it like over there? I wish I had a letter from you saying all your news and if you are all keeping well. You are the only people we have in the world to help us. Your kindness made us very happy. We shall always be grateful to you.

Everyone at home thanks you very much and sends their kindest regards and best wishes.

*With much love and kisses,
Your loving son,
John Chourpouliadis.*

The foster parents to whom this letter was addressed are a group of officers and men of the Royal Canadian Navy, staff members of HMC Electrical School, in Halifax.

Under the Foster Parents Plan for War Children, they had adopted an 11-year-old, fatherless Greek boy, and the letter, as translated above, was the first they had received from him.

The "papas" didn't advertise what they had done but the story leaked out when they asked the Naval Photographic Section in Halifax to make copies of the original letter and of a picture of the boy.

It turned out that the proposal to adopt a child was first made at a staff meeting in the Electrical School last June. The only argument against the plan was that charity might better begin at home. But after some enquiry and discussion it was agreed that the amount of money the staff could

afford to contribute to the project would not go one-tenth as far toward procuring real happiness in Canada as it would in some less fortunate country.

Lieut.-Cdr. J. A. M. Lynch and CPO H. O. Baker were designated as an investigating committee to produce recommendations as to what course should be followed. The chaplain staff in "Stadacona" was consulted and was most enthusiastic.

It was decided to adopt a Greek boy and the first contribution was forwarded to the Montreal office of the

Foster Parents Plan. This organization was formed in 1937 by a British war correspondent to care for children orphaned or distressed as a result of war. It does individual relief only.

Those subscribing to the plan are put in touch with a particular child and become his "foster parents." Their contributions assist in his, or her, support and a channel is provided, as well, for despatching personal gifts. Correspondence is, of course, encouraged.

John, the Electrical School's adopted son, is 11 years old, has brown hair and brown eyes, is 46 inches tall and weighs 55 pounds. He is very intelligent but has been so sickly that he has missed a great deal of school.

His father was killed three years ago in the explosion of a land mine while travelling to a training camp, whither he had been sent when called up by the Nationalist army. Because he died in an accident and not in the line of duty, his widow does not receive a pension.

In addition to John, there is another boy, four years of age. Their mother has tried to support them by working as a cleaning woman. Her health has limited the amount of work she can do and until recently she has had to try to maintain her family on the equivalent of approximately \$4 a month. (In the town where she lives, a spool of thread costs 40 cents).

No one will claim that the family is now well off, but John's foster parents hope that they have been able, at least, to save them from poverty and help them to live a reasonably comfortable existence.

As a special Christmas treat, a huge parcel was made up and forwarded to John from the Electrical School.

Hardly a week goes by without some staff member writing the boy a letter. Communications are slow in Greece and as yet only the one letter has been received in reply. However, his Canadian foster parents are hoping that soon they will hear that food, clothing, medicine and encouragement are having their effect, and that John has regained his health, returned to school and is leading his class. — J.M.L.



JOHN CHOURPOULIADIS



OFFICERS *and* MEN



Four are Awarded US Legion of Merit

Two officers and two men of the Royal Canadian Navy have been awarded the United States Legion of Merit for their part in the rescue on November 19, 1949, of 18 crew members of a US Air Force B-29 which had crashed into the sea off Bermuda three days earlier. (See "Crow'snest," December 1949).

"For exceptionally meritorious conduct in the performance of outstanding service," Surgeon Captain Eric H. Lee and Lieut.-Cdr. Edward T. G. Madgwick have been awarded the Legion of Merit in the degree of Officer. Chief Petty Officer William H. Roberts and Petty Officer James E. Callighen have been awarded the Legion of Merit in the degree of Legionnaire.

The citation for the award to Surg. Capt. Lee, now Command Medical Officer of the Atlantic Com-

mand, reads, in part: "Surgeon Captain Lee, having been transferred by boat from 'Magnificent' to 'Haida' in treacherous seas, administered to the needs of the exhausted and suffering survivors in an efficient and humane manner. His conduct was a credit to the high standards of both the Naval Service and the medical profession . . ."

Lieut.-Cdr. Madgwick, commanding officer of the "Haida" at the time of the rescue and now in command of HMCS "Huron", received the award for "exhibiting the finest type of seamanship, manoeuvred his ship expertly, and permitting his ship's whaler to be dispatched to bring the survivors alongside 'Haida'. His excellent seamanship, his initiative and command under difficult sea conditions successfully completed one of the most extensive sea searches in the history of the Western Atlantic . . ."

Now serving in HMCS "Stadacona," CPO Roberts directed the

lowering of the "Haida's" seaboat and the operations of the rescue crew when the survivors were brought alongside. His citation commended "his leadership and energy in directing his men (which) contributed greatly to the success and efficiency" of the rescue.

Petty Officer Callighen, now in HMCS "Nootka," was coxswain of the "Haida's" seaboat. He has been honored for "outstanding initiative and coolness (in taking) his whaler through heavy seas, (taking) in tow the survivors' boat and bringing them alongside 'Haida'."

Change of Command in Hamilton Division

After guiding the fortunes of HMCS "Star" in Hamilton for over four years, Cdr. Samuel F. Ross, RCN(R), retired and turned over command of the division November 28 to Lieut.-Cdr. George H. Parke, RCN(R).

Lieut.-Cdr. Parke, executive officer of "Star" since September 1948, entered the RCNVR in 1941 as a probationary sub-lieutenant. He trained at what was then HMCS "Royal Roads" and served in various appointments ashore until January 1944, when he was appointed to the corvette HMCS "Dawson." He later served in the corvette "Shediac" and took a specialized gunnery course at "Cornwallis." Demobilized in October 1945, Lieut.-Cdr. Parke entered the RCN(R), active list, at "Star" in July 1946.

Cdr. Ross entered the RCNVR in December 1940 with the rank of probationary sub lieutenant. After initial training, he served in the "Ingonish," "Sans Peur" and "Bellechase" on the West Coast. He then took a gunnery course at "Cornwallis," following which he was appointed to the destroyer "Algonquin."

He later returned to the West Coast as the officer-in-charge of the Gunnery School in "Naden". He was demobilized in 1945 and re-entered



During the Special Service Squadron's return voyage to Canada, members of the "Magnificent's" ship's company staged a variety show entitled "Ambassadors All" that proved to be a smash hit. One of the highlights was a hillbilly act staged by the "Slim and Pappy" troupe and climaxed when Rear-Admiral E. R. Mainguy joined in with his banjo. On stage with the admiral are, left to right: PO Kenneth Busch, Regina; AB Thomas Nickerson, Barrington, N.S.; AB Donald Kindy, Niagara Falls; AB Clarence Christian, Prospect, N. S.; Ldg. Sea. George Fletcher, Halifax and Toronto, and AB Colin Murray, Chatham, Ont. (MAG-2619).

the active list of the RCN(R) in May 1946 in the rank of lieutenant-commander, taking command of "Star" late in the month. His promotion to commander was confirmed on January 1, 1948.

Appointment Changes Are Announced

The following appointment changes have recently been announced by Naval Headquarters, Ottawa:

Captain H. S. Rayner to Naval Headquarters as Secretary to the Chiefs of Staff Committee, with the acting rank of Commodore while holding the appointment. From Imperial Defence College in the United Kingdom.

Cdr. (P) J. C. Reed to HMCS "Stadacona" on the staff of Canflag-lant as Staff Officer (Air). Formerly Executive Officer, HMCS "Naden".

Cdr. Angus G. Boulton, Executive Officer of HMCS "Magnificent", and Cdr. Howard L. Quinn, Director of Naval Reserves, will exchange appointments early in January.

Cdr. J. A. Charles, to HMCS "Stadacona" as Officer-in-Charge of the Communication School. From a staff course in the United Kingdom.

Lieut. Cdr. Kenneth Birtwistle to Naval Headquarters on the staff of the Director of Naval Intelligence as Staff Officer (Intelligence). Formerly First Lieut.-Cdr. in HMCS "Magnificent".

Lieut. Cdr. Dunn Lantier to HMCS "Magnificent" as First Lieut.-Cdr. Formerly on the staff of the Director of Naval Plans and Operations at Naval Headquarters.

Lieut. Cdr. L. B. Jenson to HMCS "Stadacona" as First Lieut.-Cdr. Formerly at Headquarters on the staff of the Director of Naval Organization.

RCN, RCN(R) Officers Taking TAS Course

A three-month officers' torpedo anti-submarine course got under way



On Remembrance Day officers and men from HMC Ships "Cayuga" and "Athabaskan" and members of the Canadian colony in Hong Kong held a memorial ceremony at Sai Wan military cemetery, where 281 Canadian Army personnel who lost their lives in the defence of Hong Kong are buried. (CA-290)

in the TAS School, Halifax, on November 1. Eight of the 15 officers taking the course are RCN, the balance RCN(R).

Officers of the RCN(R) are: Lieut.-Cdr. Ralph Newstead, Lieut.-Cdr. R. W. Cline, Lieut.-Cdr. J. M. Kenny, Lieut.-Cdr. D. M. MacLennan, Lieut. M. F. Proud, Lieut. (P) T. J. Thomas and Lieut. D. A. Cameron.

RCN officers are Lieut. D. A. Crump, Lieut. D. J. Kennedy, Lieut. D. K. Gamblin, Lieut. T. B. L. Hebbert, Lieut. (P) J. R. H. Ley, Lieut. D. C. Edwards, Lieut. Lenn Speight and Lieut. C. R. Manifold.

Two CPOs Promoted to A/Commissioned Bos'n

Chief Petty Officers Dawson B. Lawrence, of Drumheller, Alta., and Alfred R. Corner, of Redvers, Sask.,

and Victoria, were promoted recently to the rank of Acting Commissioned Boatswain, RCN, following the completion of qualifying courses in the United Kingdom.

CPO Lawrence entered the RCN as a boy seaman in July 1940. After basic training in "Naden", he was drafted to the auxiliary cruiser "Prince Henry". Later he served in various shore establishments, in the frigate "Orkney" and the corvettes "Algoma", "Calgary" and "Mata-pedia."

Since the war he has served in HMCS "Tecumseh", Calgary, in the survey vessel "Ekholi", on the training staff of HMCS "Cornwallis" and in other shore establishments.

CPO Corner started his naval career in June 1939 as a boy seaman. His first ship was the destroyer HMCS "Skeena", in which he served for 18 months. He then spent a year in the converted yacht "Renard" and saw further wartime sea service in the destroyer "Columbia" and the frigate "Sussexvale". Since the war he has served in various shore establishments and in the cruiser "Ontario".

Three Men Praised for Quick Action

Two petty officers and a leading seaman were commended by the Executive Officer of HMCS "Stadacona" in his daily memorandum for quick thinking and prompt action in connection with an accident on November 14.

He'll Have You Know He's Plain John Doe

"What's in a name?" is no mere phrase to be tossed off lightly by one member of HMCS "Cayuga's" ship's company. He is Petty Officer John Doe, of Calgary and Victoria, a radio technician serving on board the destroyer.

"I am just plain John Doe", he says, "— not even a middle initial". And that is where his trouble lies. He has had many a brush with naval authorities who do a quick double-take when he says he is "John Doe".

One incident which is typical of the complications he's faced occurred when he reported to the ship's office of a shore establishment to sign his re-engagement form. The supply officer tossed him the forms and told him to "fill these out and put your John Doe on the dotted line". PO John Doe followed the instructions to the letter. He handed the completed forms back to the officer, who read them, frowned darkly and began a dissertation on what is and is not funny.

Just as he was well launched into his speech, Doe quietly produced a copy of his birth certificate. The lecture ended.

Says Doe: "I learned long ago to carry either my birth certificate or I.D. card with me at all times".

Ord. Sea. Cyril Buck, of St. John's, Newfoundland, a member of the main guard, severed the arteries in his wrist when a window he was cleaning broke. Ldg. Sea. James Hurdle immediately phoned for an ambulance, while Petty Officers George Southern and Arthur Hannaford applied a tourniquet which prevented excessive loss of blood.

Within eight minutes after the accident Ord. Sea. Buck was in the RCN Hospital. He was later released, none the worse for an experience which might have had fatal results if it were not for the prompt, effective action taken by his shipmates.

CPO Holland Shepherd on Retirement Leave

CPO Holland H. (Shep) Shepherd, of Mimico, Ont., a member of the RCN for 22½ years, went on retirement leave November 29. "Shep" was Regulating Chief at the Electrical School and was chosen by his shipmates for recognition as Man of the Month in the April 1950 issue of The

"Crownsnest."

His many friends on the Atlantic coast will still see him around as he is due to join the Naval Research Establishment in "Stadacona" as a civilian technician in January.

CPO Roy Harnett, of Dartmouth, another "old boy" at the school, will take over as Regulator.

Ordinary Seamen Qualify as Medical Assistants

Twelve ordinary seamen recently completed a medical assistant's course in the RCN Hospital at Esquimalt. Those qualifying were: Leslie Oland, Jesse Battle, David Robinson, Ernest Danylyshyn, Gordon Keat and Russell Volker, all Esquimalt port division, and A. Bennett, R. Perry, M. Wilson, T. Leonard, M. Miner and W. Marchand, all Halifax division. The latter group made the journey to the East Coast in HMCS "Crescent."

Another similar course is under way in the hospital and will complete late in February.

WEDDINGS

Lieut. (S) John B. Tucker, HMCS "Naden," to Miss Josephine Ferger, Dallas, Texas.

Lieut. (E) John E. Dumbrille, HMCS "Shearwater," to Miss Doris Irene Cooke, Toronto.

Lieut. Glen M. Derosenroll, Canadian Services College, to Miss Margery Edlin d'Easum, Victoria.

Sub Lieut. Richard Ratcliffe, HMCS "Nootka," to Miss Mary Patricia Greenhill, Victoria.

Petty Officer E. Ross Brock, HMCS "Catarqui," to Miss Audrey V. Blomeley, Kingston.

Ldg. Sea. Roy W. Reid, HMCS "Cornwallis," to Miss Jean Pratt, Halifax.

Able Seaman Fred Paquette, HMCS Bytown, to Miss Willa Mayotte, Ottawa.

BIRTHS

To Captain A. H. G. Storrs, National Defence College, Kingston, and Mrs. Storrs, a son.

To Lieut.-Cdr. Leonard D. Saunders, HMCS "York" and Mrs. Saunders, a son.

To Instructor Lieut.-Cdr. Emilien Boule, HMCS "Cornwallis," and Mrs. Boule, a son.

To Lieut. A. B. C. German, HMCS "Stadacona," and Mrs. German, a son.

To Chief Petty Officer Reginald H. Player, HMCS "Cornwallis," and Mrs. Player, a daughter.

To Ldg. Sea. Bernard H. Brinen, HMCS "Stadacona," and Mrs. Brinen, a son.

To Ldg. Sea. Glen A. Dean, HMCS "Stadacona," and Mrs. Dean, a daughter.

To Ldg. Sea. Harold E. Ross, HMCS "Swansea," and Mrs. Ross, a son.

To Able Seaman Jesse Battle, HMCS "Naden," and Mrs. Battle, a son.

To Able Seaman Andre ("Hoagy") Carmichael, HMCS "Stadacona," and Mrs. Carmichael, a son.

To Able Seaman Robert F. A. Macdonald, HMCS "Swansea," and Mrs. Macdonald, a son.

Seven Men Complete Radar Plot Course

Seven members of the seaman branch completed a course in the Navigation Direction School, Halifax, on November 10 which qualified them as radar plotters third class. They were: Petty Officer Colin McDougall, Montague, P.E.I.; Able Seamen Joe Shorey, Cornwall, Ont.; Lawrence Richard, Chatham, N.B.; Guy Dorion, Montreal; Kenneth Spence, Springhill, N.S., and Lawrence Ross, Windsor, Ont., and Ord. Sea. Jacques Carriere, Hull, P.Q.

Communication School Trophy to CR38 Class

CR 38 class, under the charge of Petty Officer Len (Old Man) Murray, won the Cock of the Walk trophy in the most recent competition held in the Communication School, Halifax.

The trophy, awarded to the class



There is an air of nostalgia to this photo, not only in its setting, but in the expressions on the faces of the men appearing in it. Many readers will be reminded of wartime days—and nights—when off watch hours were lightened by musical sessions in the messdeck.

But this photo was not taken seven or eight years ago. It was taken this year, in a ship engaged in wartime operations. It shows a group of men in the dining-recreation space in HMCS "Sioux," one of three RCN destroyers serving in the Korean theatre. (CA-302)

Busy Bandsmen

"We can match that," said the bandsmen of HMCS "Naden" on reading in the November "Crow'snest" of the strenuous program followed by the RCN band at Halifax.

Whereupon the west coast instrumentalists produced a schedule which showed that not so long ago they, too, had put in a period of extra heavy music making.

Between August 16 and 18 the "Naden" band was in Penticton, B.C., for the annual Peach Festival, playing in parades and concerts that occupied them morning, afternoon and evening.

From Penticton they went directly to Saskatoon, where from the 21st to the 24th the band played eight concerts, appearing at the convention of the Canadian Federation of Mayors, at the DVA hospital and at the sanatorium.

Between performances the band held practices and cleaned and polished their ear, leaving the members little time on their own.



Members of the eleventh Chief and Petty Officers' Leadership Course to be held in HMCS "Cornwallis" are shown above. Front row, left to right: CPOs R. D. Taylor, G. S. Girard, J. A. Cocks, C. G. Waite, A. Sharp, R. W. Bright, G. H. Halladay and C. W. Sismey.

Second row: POs R. M. Heath, F. G. Kennett, D. R. MacMartin, J. D. Bell, D. L. Gorton, S. E. Keast, C. W. S. Wheatley and D. A. Simpson.

Rear row: POs A. T. Gasper, C. T. Hutchingame, G. V. Carr, M. V. Johnson, N. O'Neil, W. M. Bennett, R. P. Bodington and J. I. Smith. (DB-964-1).

under training which gets top marks for conduct, parade efficiency, classroom cleanliness and personal neatness, was presented by Cdr. J. C. Littler, executive officer of "Stadacona," on November 16.

The trophy had been won in the preceding month by CR36, under CPO Charles Bourgeois. It was presented on that occasion by Cdr. M. G. Stirling, Director of Naval Communications.

Four Complete Course In Diesel Maintenance

Four members of the engine room branch recently completed an I.C.E. diesel maintenance course in the Mechanical Training Establishment at Halifax. The class also took two weeks' training in damage control and firefighting. Its members were CPO C. H. Johnson, Halifax; CPO J. W. Dean, Ottawa; CPO John P. Howell, Halifax, and PO Leslie Tonge, Dartmouth.

Shearwater Players Win New Acclaim

Acclaimed as their best effort, "The Shop at Sly Corner" was staged by the Shearwater Players in the air station gymnasium November 16, 17 and 18.

The play, directed by Robert Dalley, is set in a London jewellery store and runs the gamut of thievery, murder, blackmail, romance, comedy and suicide.

The Halifax Mail Star wrote, "So well-balanced is the cast that it would be difficult to pick out an outstanding performance."

The cast included Ron Marwood as

the scheming jeweler; Sybil Hibbert, his charming daughter; Douglas Cooke, jewel thief; Robert Carl, jeweller's assistant; Peter Bailey, Scotland Yard inspector; Peter Britton, doctor; Stella Murphy, charwoman; Margaret Maxwell, jeweler's sister; Rita Bailey, daughter's girl friend, and John Young, new shop assistant.

Backstage operations were handled by R. W. MacCutcheon, production and stage manager; Bebe Eversfield, Barbara Hudson, Ruth Britton, Margaret and Dorothy Dunn, Christina Marwood, Jack and Elsie Young and Sybil Hibbert.

CARRIER'S CURIOUS CARGO

The European cruise was not finished for HMCS "Magnificent" until two small chairs she had picked up along the way were delivered to Mrs. Nelson Smith of Summerside, P.E.I.

Commodore K. F. Adams, commanding officer of the carrier, promised while the ship was at Portsmouth to take back to Canada a toy rocker for Mrs. Smith's children. Mrs. Ethel B. Jones of Devon, Yatton (near Bristol), read of the Canadians' visit to Portsmouth and decided it would be a good opportunity to send a small hand-made rocking chair to Prince Edward Island for her grand-

children. Accordingly, she wrote Commodore Adams, stating her request.

Commodore Adams readily agreed, and ordinarily the story would have ended there. However, when Mrs. Jones arrived on board with her parcel for delivery she was met by Commodore Adams, invited to lunch, and later shown through the ship from stem to stern.

In the captain's cabin Mrs. Jones presented the commodore with an ivory-bound Anglican prayer book which was printed 100 years ago. Mrs. Jones revealed a further Canadian tie-up when she mentioned that her husband, who had made the toy chair, had carved 27 years ago the Speaker's chair which stands in the Canadian House of Commons.

The chair story was carried in British and later in Canadian papers. By the time the Canadian Special Service Squadron reached Bermuda a second chair was ready for delivery to Mrs. Smith and her children.

A cedarwood craftsman had read about the chair from Portsmouth and thought it fitting a Bermuda product be added to the collection. The second one consisted of a small straight back chair made of Bermudian cedar.

Upon arrival at Halifax November 27, Commodore Adams turned the two chairs over to Naval Stores for shipment to HMCS "Queen Charlotte," the naval division in Charlottetown, where the chairs were subsequently presented to Mrs. Smith in plenty of time for Christmas.

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.

BECKETT, William G. P2RA3
 BELL, George B. LSCM1
 BENNETT, William M. P1CS3
 BERNIER, Joseph C.O. LSCS1
 BOUCHARD, Germain. P2MA2
 BOYD, Percy A. C2G13
 BRAHAN, James A. P1LR1
 BRISDON, John H. P2ET3
 BROOKE, Eric. C2RT4
 BULPIN, William H. C1ET4
 BURGESS, Arthur A. LSEM1
 BURKE, Albert D. C2ET4
 BURKMAR, Richard L. C2ET4

CAMPBELL, Kenneth A. C1ET4
 CAMPBELL, Roger E. LSAA1
 CAMPHAUG, Lawrence R. LSAF1
 CASSWELL, George W. P1TD1
 COSBY, Donald E. LSCM1

DESCHENES, Rene. LSCM1
 DIXON, William D. C2T13
 DUNCAN, Robert H. LSEM1

ENGLISH, James W. P1CM3

FARNDALE, Clarence E. P1RC1
 FERGUSON, John A. C1ET4
 FISHER, Joseph A. LSAAS
 FORWARD, Michael B. P2ET3

HARNETT, Roy A. J. C1ET4
 HAYWARD, Ronald E. LSAAS
 HINDLE, Frank H. P2CM2
 HODGE, Osbert A. LSEM1
 HODGKINS, Frederick W. P2CM2
 HOGAN, Francis P. P2ET3
 HOILAND, Irvin. LSEM1
 HOOKE, Russell I. P2TD1
 HUFF, Warren B. LSCM1
 HUGHES, George E. C2ET4

JENKINS, Cyril F. C2ET4
 JONES, Harry E. P1ER4

KAISER, William B. C2SM3
 KENNY, James L. LSEM1
 KURTS, David A. P2RP1

LAURIE, Laughlin C. LSCS1
 LAYCHUK, Raymond. LSRC1
 LEADER, Donald R. LSCM1
 LEAFLOOR, Frederick A. LSCM1
 LEGUE, Robert A. LSEM1
 LITTLE, Chester G. C2RT4
 LOVE, Morley R. LSCS1

MacDONALD, Robert L. C2RT4
 MacINTYRE, Thomas. C1CV3
 McCUE, George A. C1CV3
 McGOVERN, William D. LSEM1
 McMULLEN, James E. LSMO1
 MANLEY, Richard P. C2ET4
 MARKLINGER, Carman F. LSEM1
 MATTIACHUK, Peter. P1ER4
 MEADOWS, Robert E. P1CM3
 MEADS, John L. C2CM3
 MILLER, Robert C. LSEM1
 MOYES, William D. C2CM3

MYTRUK, Victor. P1RT4

NELSON, Walter R. P2ET3
 NETHERTON, Fred C. C1ET4
 NORBURY, Douglas J. LSEM1

O'HALLORAN, John J. P2CS3
 OFFER, Harold C. P2ET3
 OJA, Elgin B. LSEM1
 OWER, William N. P2AF2

PALMER, Robert T.W. P1CM3
 PARTRIDGE, Ernest J. P2AA1
 PAULSEN, Earl F. P2TD1
 POLISCHUK, Frederick C. C2PH3
 PRICE, Jack A. LSA1

RATHGABER, Rudolph O. LSAA1
 ROACH, Gordon J. P2CM2
 ROBERTSON, Robert. LSAAS
 ROUSELL, Leonard J. C2TD2
 RUXTON, James J. P2MA2

SANDERSON, Richard D. LSCS1
 SARTAIN, Frederick T. C1ET4
 SKIBA, Stanley A. LSTDS
 SMITH, George V. P1LR2
 SMITH, George W. P1CM3
 SMITH, William R. P2LR1
 SMYTH, A. James. P2CM2
 STASIUK, Harry. LSCS1

TAYLOR, Arthur S. P2ET3
 TAYLOR, William S. C1ET4
 TERLSON, Donald R. LSEM1
 THACKERAY, Bruce A. LSRPS
 THICKETT, Albert V. C1ET4
 THOMPSON, Reginald F. C2CM3
 THOMPSON, William. P1CM3
 TRAVIS, William A. P1SE2(NQ)
 TUDOR, Maurice M. C1ET4

VOSE, Reginald W. C2P13

WARING, Donald W. C1CW3
 WATSON, Rowland. C1RT4
 WESTELL, John R. LSCS1
 WESTERBERT, Arnold R. C2LA4
 WILKINS, Ronald H. LSAAS
 WILLIAMS, Noel F. P2CM2
 WILSON, John C. P2CS3
 WILSON, Keith G. LSCM1

YOUNG, Gordon A. LSEM1

SAILOR SONGSTERS

Just about everyone likes to sing, and at HMCS "Cornwallis" are 120 sailors who enthusiastically devote a lot of their off-duty time to exercising their vocal chords. They are the members of the "Cornwallis" choir, a musical aggregation whose fame and popularity are steadily spreading. Founded by Chaplain Harry Plougman shortly after "Cornwallis" re-opened in 1949, the choir has grown to its present size from a humble beginning of 20 new entry seamen. Membership is voluntary and is drawn almost entirely from new entries. Although the turnover is necessarily considerable, the choir has consistently maintained a high standard of excellent. Its present director is Cdr. P. D. Budge, executive officer of the establishment. (DB-978-1).



Veteran Sailor Honored

*Petty Officer A. E. Edwards
Has Seen Sea Service in Two
World Wars*

("The "Man of the Month" is elected by the ship's company of the vessel or establishment in which he serves. Invitations to ships and establishments to elect a "Man of the Month" are not given in order of seniority, or indeed, in any particular order. None, however, will be missed. — Editor.)

A MAN who has been in one kind of uniform or another for most of the past 40 years has been chosen by the Chief and Petty Officers' Mess of HMCS "York," Toronto, as Man of the Month for January.

He is Petty Officer Alfred John Edwards, a veteran of two world wars, sailor, airman, and, at present, on the recruiting staff at the Toronto naval division.

Born in Birmingham, England, PO Edwards came to Canada with his family at an early age and settled in Toronto. His first uniform was that of the then newly established Boy Scouts of Canada, which he joined at the age of ten. He soon became one of the organization's youngest troop leaders.

However, as far back as he can remember he yearned to become a sailor and on January 12, 1917, at the age of 17, enlisted in the Royal Canadian Navy Overseas Division as an ordinary seaman.

During the next two years he served in a number of Royal Navy ships, mainly on convoy escort duty and minesweeping. Edwards had several narrow escapes from death or serious injury during this period. He was in HMS "City of Selby" when a torpedo narrowly missed the ship and carried away her log line, and was serving aboard HMS "Kinaldie" when the ship struck a mine. He was on his way up from the engine room and suffered minor injuries when the concussion knocked him off the ladder and on to the deck below.

In August 1917 he was in HMS "Pembroke," the RN Barracks at Chatham, when an aerial bomb struck, killing 150 men.

Edwards was demobilized in 1919 from HMCS "Niobe," but the following year saw him back in uniform. He enlisted in the new Canadian Air Force and, as a rigger, was stationed at Camp

Borden, Ontario. During his term at the air station, he witnessed speed trials of the Curtis JN4, better known as the "Jenny." He recalls the astonishment of everyone present when the aircraft, aided by a strong tail wind, attained the then unheard-of speed of 85 miles per hour.

In 1925, a slashed defence budget reduced the air force to reserve status, and Edwards changed back to Navy blue, entering the Royal Canadian Naval Volunteer Reserve at Toronto as an able seaman. At the same time he took up civilian employment with a rubber company.

During the next few years he acquired additional duties, serving as instructor to the Sea Scouts and the Temeraire Corps of the Sea Cadets. His own 25-foot yawl, the "Iron

Duke," made many trips to points on Lake Ontario, most of the time with Sea Scouts or Cadets as crew.

He completed his engagement before the outbreak of the Second World War but re-enlisted in March 1941 and served in the Toronto naval division as an instructor in communications. Early in 1943 he was drafted to "Cornwallis," then expanding into the Commonwealth's largest naval training establishment. There he served as an instructor both ashore in the training schools and at sea in the converted yachts "Beaver" and "Ambler," then tenders to "Cornwallis."

Returning to "York" in July 1945, he was demobilized the following month in the rank of petty officer.

Not content to remain out of uniform long, however, Edwards re-entered the Reserve early in 1948, and at present is employed on Special Naval Duty as assistant to the recruiting officer at "York."

PO Edwards' hobby embraces anything to do with boats or sailing. Recently he was coxswain of the winning whaler in the Rochester, N.Y., Regatta and his boat took second place in the dinghy sailing race at the Great Lakes Naval Regatta at Hamilton over the Labor Day week-end.

Married in 1923, PO and Mrs. Edwards have one son, Frank, who also served in the Navy during the Second World War. — P.N.



PETTY OFFICER A. E. EDWARDS

'Chippawa' Assists 'Peg Swim Scheme

The Junior Chamber of Commerce of Winnipeg again is sponsoring a series of swimming lessons for children seven to 14 years of age, with the Navy co-operating in the program by making available the swimming pool at HMCS "Chippawa," the Winnipeg Naval Division.

Mayor Garnet Coulter is an active supporter of the plan, which is under the direction of Carl Pederson, Jaycee president; John McWilliams, vice-president; George Yates, water safety committee chairman; Herb Irvine, sports representative, and Lieut. Jim Hyman, staff officer of "Chippawa."

LOOKING ASTERN



Christmas Story: 1942

THIS is a story of Christmas time, but it is not a happy one. It occurred eight years ago and, except by the participants, has been largely forgotten, thrust into obscurity by the succession of great events that filled the following years.

It is a story of ships and sailors. For some of them there was not to be another Christmas. For the others it was a Christmas completely bereft of the spirit, the joy and good cheer that one usually associates with the Yuletide season. The only bells they heard were those calling them to action stations; the only lights they saw were the rockets and flames from torpedoed merchant ships, the arching tracers from machine-guns, or the pitiful, fading flashes from lifeboats and rafts.

ON December 19, 1942, the 47 ships of Convoy ONS 154 formed up in the North Channel and set course for North America. "ONS" indicated a slow convoy — one that made, at best, a plodding $6\frac{1}{2}$ knots. This one took 24 days to reach New York — and when it got there, it consisted of but 34 ships. The others had been sunk in one of the worst maulings suffered by a North Atlantic convoy in the war.

The escort was hastily assembled and under strength. There had not even been time for a conference of commanding officers before sailing. The senior officer was in the destroyer HMCS "St. Laurent". Other ships in the all-Canadian group were the corvettes "Kenogami", "Battleford", "Chilliwack", "Shediac" and "Napanee".

On sailing day, bad news reached the senior officer. The destroyer HMS "Burwell", which was to have completed the escort, had broken down and could not sail. This left one destroyer and five corvettes, a meagre force with which to contend with the wolf-packs prowling in mid-Atlantic. The size and composition of the group precluded any possibility of seeking and destroying the enemy. The destroyer, although superior in speed

and manoeuvrability, would have to stay fairly close to the convoy to direct operations; the corvettes were not fast enough to carry out offensive strikes against U-boats.

On the first day out, the "St. Laurent's" asdic went out of action. The ship's staff were able to effect repairs on board but it seemed an omen of worse things to come.

Two days later an aircraft was sighted a couple of miles away from the convoy. It was not identified and showed no interest in the ships. But there was a suspicion that it might be a snooper, which would radio to patrolling U-boats the size, position and course of the convoy.

Ahead of the U-boats came bad weather. Shortly after midnight on the 22nd, a gale broke with true North Atlantic ferocity. The ships scattered, and escorts and merchantmen concentrated each on saving his own skin. The "St. Laurent's" report of proceedings notes: "0215 — Hove to and lost touch with convoy". Late in the afternoon she found the main body again and through most of the next day the group scurried back and forth rounding up the wandering ships. A Coastal Command Sunderland assisted in tracking down stragglers and guiding them back to the convoy.

With all hands accounted for, the ranks were closed and the 47 ships slogged on through dirty weather for two days, making good only four knots. On the afternoon of the 25th, while the "St. Laurent" was attempting to fuel from a tanker, Admiralty warned that U-boats, then 100 miles away, were believed to be steering for the convoy. Next day the effort to refuel the escorts, whose tanks had been drained by their sheep-dog work, was continued.

(Fuelling of escorts from tankers in convoy was in the experimental, "bow and arrow" stage at this time. Both lacked experience, but the principal source of grief was the lack of proper equipment. It was only a matter of months, however, before escorts and

oilers had the know-how and the tools to carry out the job quickly and efficiently.)

That evening the pack struck. The "Shediac", stationed on the convoy's port bow, got a radar contact at 2105 and went to investigate. Five minutes later a submarine was sighted on the surface. The corvette closed at full speed and fired starshell, at which the boat dived.

Twenty minutes later the "Shediac" established asdic contact and got set for a deliberate attack. She delivered her depth charges at 2144, but the killer had dived in under the screen and the "Shediac" was hindered by the lead ships of the convoy. The "Napanee" followed up the hunt on the starboard column but got no results.

Next the "St. Laurent" gained an H/F D/F contact seven miles off the convoy's port bow. She detached at high speed but lost contact and rejoined. In the meantime, the wolf pack was assembling. Five or six were in the area, and more were to come. (Admiralty later estimated that at the height of the battle 20 submarines were storming the convoy.)

At 0205 on the 27th, the "Empire Union" was torpedoed. Almost simultaneously, the "King Edward" was hit, and sank like a stone. By 0400 two more ships were struck.

The "St. Laurent" and her corvettes hunted desperately but an effective show of strength was impossible: The strength simply was not there. The best they could do was defend the convoy as stoutly as their small numbers and limited speed would permit.

The raiders, with a score of four, drew away to talk over the night's work, plan tomorrow's assault and rendezvous with their approaching friends. Throughout the balance of the night, convoy and escort waited tensely for attacks which did not materialize.

That day, after counting ships, casualties and survivors, the escort vessels braced themselves for the on-

slaughters they knew that darkness inevitably would bring. The "Chilli-wack", dangerously low on fuel, dropped astern with a tanker to oil. For most of the day the crews of the two ships struggled to get the job finished.

At 2040 the oiler, "Scottish Heather", was torpedoed and went down. "Chilli-wack" signalled, "I have 100 tons of oil fuel and many grey hairs". But there were no more attacks that night (the 27th.)

The next day Admiralty reported three or four subs stalking the convoy and six more on their way to join. Two fleet destroyers, HM Ships "Milne" and "Meteor", were ordered to reinforce the escort. But they wouldn't arrive for another 36 hours. There was still the night of the 28th to get through.

The wolf pack shadowed all day. Two of the escorts dropped astern with another tanker, one to fuel, the other to screen. "St. Laurent" ordered the "Fidelity", a special service ship, to launch her aircraft in an attempt to keep the U-boats down. Unluckily, the plane crashed because of the bad visibility.

While the destroyer was rescuing the two crewmen, the balloon went up. The "Battleford" reported four U-boats approaching in line ahead on the surface. The "Fidelity" reported a contact in the opposite direction.

Chaos broke out and the battle was on. "Napanee's" report of proceedings described it like this:

"2005 — Convoy was attacked apparently from all directions simultaneously . . . Almost all the ships in the convoy were indicating U-boats within the convoy by firing tracers at them . . . The scene resembled a holocaust. All ships appeared to be firing snowflakes, and tracers criss-crossed in all directions, escorts firing star-shell. The sea was dotted with lights from boats and rafts, and two burning wrecks which had hauled out to starboard helped the illumination . . ."

"St. Laurent's" report says:

"During this incident (an attack on a surfaced U-boat) three ships went up in the starboard column . . . The convoy seemed full of U-boats firing white tracer and merchant ships replying with pink tracer. Several more ships went up, including the Commodore. Suddenly all was quiet" . . . and nine ships had been sunk.

The enemy retired once again, presumably to catch his breath, report his successes by signal and reload torpedo tubes. All the ships of the escort were dangerously low on fuel. The "Napanee" spent most of the day

fuelling from a tanker but had the same difficulty as the other ships had experienced earlier.

The remainder of the escort searched and made the odd contact but the U-boats were playing it safe and kept out of the way. The two destroyer reinforcements joined the convoy that night and shortly afterward the "Milne" narrowly escaped four torpedoes fired at her.

Otherwise the night passed without serious incident. At 0200 the "Battleford" and "Shediac", so low in fuel there was a danger of their becoming immobilized, had to break off and make for Ponta Delgada in the Azores. At noon the next day, the

was only a matter of hours away.

But that night, the enemy, unbelievably, did not strike.

The desperate struggle was over and the surviving members of the convoy steamed on to port. The Western local escort took over and the "St. Laurent", "Kenogami", "Chilli-wack" and "Napanee" proceeded to St. John's, Newfoundland.

To the authorities it remains a mystery why the pack did not reassemble and attack on the night of the 30th, when the escort strength was at a deplorable low and its stamina was all but gone. It is likely that if they had, the number of ships sunk would



"PASSING," a wartime painting by Cdr. Harold Beament, depicts a torpedoed ship's survivors whose hopes of rescue by the dimly silhouetted destroyer are fast fading. Often, when convoys were under attack, it was impossible for the hard-pressed escorts to stop to pick up survivors. They were too busy attempting to assure the safety of other ships.

"Milne" and "Meteor", both nearly out of fuel, departed as well.

This left the "St. Laurent" and three corvettes holding the fort. The Senior Officer later reported: ". . . At this stage I considered we were done for . . . and that tonight would see our final carving." He thus ordered two of the merchantmen to proceed independently and escape if they saw a good opportunity. As he saw it, that was the only way of salvaging anything from a convoy whose doom

have depended only upon their supplies of torpedoes and the accuracy with which they fired them.

Nevertheless, 34 ships reached their destinations. The Battle of the Atlantic continued and, incidentally, got worse before it got better.

But for many of those men who were involved in Convoy ONS 154, that Christmas interval, eight years ago, when they stared defeat in the face, must have been the darkest point of the war.

Afloat and Ashore

ATLANTIC COAST

Mechanical Training Establishment

Main topic in the MTE at Halifax during November was the hockey team. Under the management of the sports officer, Cd. Engineer Alfred C. Wildsmith, the squad was grimly practicing in preparation for its opening encounter in the inter-part league.

The pucksters held three practices, one paid for by the team, one paid for by the Navy and another sponsored by contributions from MTE personnel. Ldg. Sea. Roy (Dicky) Bird and PO Jack Osmond, captain and co-captain, were handling the coaching until a regular mentor could be installed.

In bowling, the MTE has four teams entered in inter-part competition.

Deer hunting was a favorite fall sport. Successful nimrods were CPO Norman Brumm, CPO Lloyd Lawson

and the "Old Broom," CPO Jan MacKenzie.

Four MTE staff members represented the establishment at the funeral November 21 of CPO Arthur Dickson's father.

Drafts included "The Old Broom" to Reserve Fleet and CPO John Lehman to the "Nootka."

Torpedo Anti-Submarine School

Lieut.-Cdr. W. S. T. McCully, formerly commanding officer of HMCS "Antigonish," has taken over as officer-in-charge of the TAS School.

"S" and "T" classes of TD3's were at sea, sub-chasing off Bermuda in the "Swansea," in late November. Their instructors were CPO John Jackson and PO Fred Barteaux.

PO Joe (Tug) Wilson and CPO Doug Dixon were drafted to the "Nootka," the latter as Chief TAS Instructor. PO J. E. Featherby transferred to the regulating staff at "Stadacona."

Electrical School

For the second year in a row, the Electrical School was made responsible for handling the Christmas parties held in "Stadacona" for Halifax orphans and for children of naval personnel serving in the establishment. Lieut.-Cdr. Ralph Hind was in charge.

Cd. Electrical Officer E. R. (Daisy) Bell has been appointed to the staff of the Manager Electrical Engineering in the dockyard, and Cd. (L) Officer Eric Carey, late of MEE, has taken over the former's duties as divisional officer of the school.

Lieut. (L) Mervin Dunscombe has been appointed via leave to the "Magnificent" and has been relieved by Lieut.-Cdr. (L) P. S. Bray.

Ord. Sea. Robert Turner is back on course after several bouts in RCN Hospital as a result of torn knee tendons. PO Bill Murray, of VE1HO amateur radio station fame, is hale and hearty again after a hospital session with tonsil trouble.

The Electrical Empire ("Stadacona" outpost) is *very* parade-conscious these days. Lieut.-Cdr. R. M. Battles, senior staff officer, is thinking of applying for a small "g" after being parade commander of "Stadacona" troops on Remembrance Day. Lieut.-Cdr. Hind was parade 2 i/c.

Eight sub-lieutenants joined in November for courses. They were L. G. Holtby, J. G. R. Hutcheson, J. W. Elson, P. R. Munro, G. G. Crowell, S. G. Snider, H. W. Smith and J. L. Cohrs.

Cdr. (L) John Deane, officer-in-charge of the school, spent the latter part of the year touring Canada to look into instruction being given electrical cadets in the divisions and universities.

HMCS Swansea

In November the "Swansea" made a training cruise to Bermuda, where exercises were carried out with HM Submarine "Andrew." While at Bermuda the ship's company took advantage of the balmy weather to enjoy some sightseeing, cycling and swimming.



When HMCS "Nootka" left Halifax November 25 for Pearl Harbor, she carried with her some potted Christmas trees to present to the mayor of Honolulu on behalf of Mayor Gordon S. Kinley of Halifax. Here the trees go on board the "Nootka". Left to right are AB Earl Conrad, Lockport, N.S.; Ord. Sea. Reg Garland, Woodstock, Ont., Commissioned Gunner A. A. Butchart, Halifax, and Lieut. Dave Pearce, Toronto. Unfortunately, the trees failed to survive the voyage. (HS-13016).

On the passage down from Halifax, the "Swansea" was in company with the "New Liskeard," "Portage" and "Andrew" and the four ships exercised en route. The "New Liskeard" and "Portage" returned to Halifax after spending the weekend in Hamilton.

The journey back to Halifax was made in company with the "Magnificent," "Huron" and "Micmac" who were on the last lap of their voyage home after a three-month cruise to European waters.

Dan Cupid has been busy recently and four members of the ship's company, Lieut. J. A. Farquhar, PO A. V. Hughes, AB R. Smith and AB W. Edwards, have been stung by his arrows.

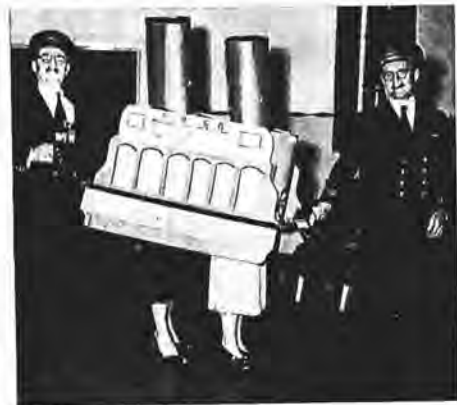
In closing we say a "Happy New Year" from "Swansea" to all our Comrades in Arms wherever they may be.

HMCS "Shearwater"

Hallowe'en was fittingly observed at "Shearwater" with dances, music, goblins and witches and all the fantasy which the occasion allows to vivid imaginations.

In the officers' mess the annual ball was probably the most successful of its kind ever held. Decorations were of a high order, and the guests themselves contributed interesting and clever items to the program.

Prizes for the most original costumes went to Mrs. E. W. Finch-Noyes and Mrs. D. W. Bruce. Each wore identical garbs with an overdress which, when they stood side by side, joined and became the Dartmouth Ferry. Other prize winners included Mrs. A. B. Fraser-Harris, Miss Dorothea Foster, Lieut. R. L. McKay and Lieut.-Cdr. R. I. W. Goddard. Judges were Mayor Claude Morris of Dart-



Mrs. D. W. Bruce and Mrs. E. W. Finch-Noyes, in their prize-winning costume. Ticket-takers are their husbands, Lieut.-Cdr. Bruce and Captain Finch-Noyes. (DNS-2580).



Training fills most of the life of seamen taking the new entry course in "Cornwallis", but there's time for fun too. Here Ord. Sea. C. L. Viger, of Montreal, has a soft drink during an intermission at the "Sioux" division dance November 8 with Freda Ring, of Clementsport, N.S., the base librarian. (DB-970-4).

mouth, Lieut.-Cdr.(E) C. G. H. Daniel and Lieut. B. Dawbarn.

Entertainment included an original song number by ten young women, wives of officers on the station. Clad in identical dresses, each sang an original verse, followed by a number by Lieut. W. A. McPherson.

In the Chief and POs' lounge, 250 guests were present at another dance. PO Dennis Shaw was an accomplished master of ceremonies and a buffet supper was served under the direction of Mr. and Mrs. Pat MacNamara.

CPO James H. (Gus) Gower, part of whose costume consisted of a barrel, and Miss Ruth Casey were prize winners.

Members of the mess entertainment committee responsible for the highly successful event were CPO Donald Hullah, CPO Charles (Chuck) Hynes, PO Denny Shaw, and PO Hugh Watson.

The spirit of Hallowe'en was also evident at "Shearwater" School. Pupils of the junior grades enjoyed a party, and students in Grades 7, 8 and 9 were entertained at a dance to which their parents were invited.

Navigation Direction School

The first course for men of the new Quartermaster branch embarked November 6 in the ND School. Seven petty officers second class are undergoing studies to qualify as QM2s. Their course includes navigation,

boatwork, "square bashing," administration, seamanship, victualling and communications.

Those taking the course are Petty Officers R. A. Carlson, Henry William, Doug Sykes, Evan D. Pollock, Gerald Guile, Charlie Stevenson and Leonard Girling. Course divisional officer is Lieut. Trevor Jones.

Otherwise, the school maintained its normal tempo during November. One class of RP3's completed November 10 and the Junior Officers Technical Course got under way. Due to modifications in school models, training exercises were pretty much at a standstill but it is hoped activities will be back in full swing in early 1951.

Once again the ND School and Gunnery School have combined their talents to produce a hockey team for the RCN Interpart league.

Communication School

Four CR classes, totalling 80 men, were under way in the Comschool in November. The second class of shore communicators completed training in the school and went on to one of the navy's shore radio stations for the second section of the course.

A qualifying and conversion course for C2CM3 gets under way January 15, with those attending the course being selected as per roster for C2, rather than seniority of rate, as was previously the practice.

Lieut. A. M. Cupples, formerly senior staff officer, has been appointed to Headquarters.

The ranks of the bachelors were reduced by one in November when Petty Officer Al Bonner, the "Crow-nest's" first Man of the Month, was married in Montreal. — *G.C.G.*

Gunnery School

Activity was at a low ebb in the Gunnery School during November. Classes being conducted included a preliminary course for gunnery instructors, courses for AA1 and AA3 and the gunnery phase of the Junior Officers' Technical Course. On the square, the long TAS officers had parade training each forenoon. The 10th class of AA3's finished on November 10.

PO Stan Bingham was drafted to HMCS "La Hullose" early in November.

HMCS "Portage"

HMCS "Portage" travelled to Bermuda in November for anti-submarine exercises with the "Swansea" and "New Liskeard" and HM Submarine "Andrew".

The group arrived in Hamilton at noon on Remembrance Day in time to see a parade to the Cenotaph. Although stores were closed, the ship's company took full advantage of the warm sun and white sandy beaches.

The exercises in Bermuda waters were brief but brisk, the "Portage" and "New Liskeard" returning to Halifax on November 15.

The ship's hockey team was defeated 6-3 by a squad from the destroyer "Nootka" just prior to sailing for Bermuda.

PACIFIC COAST

A total of nearly 1,600 children were guests of honor at the annual children's Christmas parties sponsored by the officers and men of ships and establishments in the Pacific Command.

The parties were held on three consecutive days, December 19, 20 and 21. On the 19th, about 500 youngsters shrieked with joy at HMCS "Ontario's" party. On the 20th, "Naden" played host to nearly 700, and on the 21st more than 400 children of personnel serving in the frigates, auxiliary vessels and the destroyers in the Korean area

whooped it up. All parties were held in the drill hall in "Naden".

This year's parties featured new and novel entertainment, plus the usual refreshments, ice cream, candies, nuts and other goodies.

The main attraction was, as usual, a gent named Santa Claus, but this year he didn't arrive in the usual manner. During the course of the party a number of Santa Claus pictures were shown on a paper screen. At one point a huge view of Santa was projected on the screen and from the darkened back of the stage the real Santa came bursting right through the screen to the immense delight of the small fry. For the remainder of the party the kiddies wandered up to see him at will. The highlight, of course, was Santa Claus passing out his presents, one for each child.

The children's parties were organized under the chairmanship of CPO Bert Nelson, assisted by a number of small committees. Funds were provided from the canteens and by personal subscription.

A signal from the three destroyers in the Far East late in November requested that children of personnel serving in the destroyers be included in the parties and said that the financial cost would be borne by the ships. A reply from the Pacific Command stated simply: "Sorry to hear you can't be with us, but glad of the opportunity to play Santa Claus. The Command will bear the cost".

RCN Cookery School

While other ships and establishments across Canada threw open their gangways on Navy Day to show the public their facilities for training in naval warfare, the RCN Cookery School in HMCS "Naden" opened its instructional galleys for the benefit of connoisseurs of good food.

Ladies, of course, were predominant among the large number of visitors who toured the school. Commissioned Cookery Officer H. S. Paterson, who was in charge of Navy Day arrangements in the Cookery School, was assisted by the staff of cookery instructors in presenting displays to illustrate the various phases of instruction. Men under instruction spent the day as guides.

The electric galley and CPO Paul Gariepy's demonstration of how to turn out a perfectly baked custard proved a drawing card to the lady visitors. In the butcher shop PO William Ona conducted a meat



"We just happened to be walking by and saw the signs asking for blood, so we decided to come in and give some," said these three Canadian sailors from HMCS "Crescent" to a surprised Dr. Robert Austin in the San Diego, Calif., Community Blood Bank. The trio made their donations during the destroyer's call at San Diego en route from Esquimalt to Halifax. Seated is Ldg. Sea. Edward Leppard, Medicine Hat, Alta; standing are AB Walter Wheeler, left, and PO W. J. Shaw, both of Halifax.

cutting demonstration supplemented by blackboard diagrams and illustrated charts. And in the pastry line CPO Neil McLeod, the school's bakery instructor, proudly displayed an array of fancy cakes and cookies.

To complete the tour, visitors were shown through the general mess galley and cafeteria and were served refreshments in the latter, with PO Raymond Barringer, who is in charge of the general mess galley, acting as host. — G.B.

NAVAL DIVISIONS

HMCS "Hunter" (Windsor)

The auditorium of Westminster Military Hospital at London, Ont., echoed to the quick beat of Dixieland jazz and the fiddle-led-rhythm of western hoedowns Sunday, November 12, as a concert party from HMCS "Hunter", Windsor, entertained hospitalized veterans.

The trip to Westminster was organized by the entertainment committee of "Hunter's" chief and petty officers' mess and a committee composed of PO Roy Rickeard, chairman, PO Les Suddick and CPO Frank McGowan laid on the arrangements. Mr. Tom Crowley, an associate member of the mess, acted as an advisor in obtaining talent and assisted in booking the show.



Shown above is Lieut. John Pegg in the role of Nelson at the Trafalgar Ball sponsored by the Winnipeg Branch of the Naval Officers' Association. Fifteen rounds from the saluting gun were fired in his honor and his health was drunk during the ceremony. (Charach photo).



Veterans at Westminster Military Hospital, London, Ont., voted a variety show staged Nov. 12 under the sponsorship of HMCS "Hunter", Windsor, the finest they had ever seen. The show was the brain child of the "Hunter" chief and petty officers' mess, who took a troupe of professional entertainers from Detroit and Windsor to the hospital to entertain the veterans. The committee which arranged the affair is shown above. Left to right are CPO Frank McGowan, PO Roy Rickeard, Tom Crowley, an associate member of the mess who assisted in booking the talent for the show, and PO Les Suddick.

Professional performers from Detroit and Windsor provided the entertainment. They included Johnny ("Scat") Davis, master of ceremonies, the Gino Thomas Quartet, the Sons of the Saddle, the Dixieland Five and the Hank Trivison Trio.

Cdr. W. A. Wilkinson, commanding officer of "Hunter," accompanied the party and acknowledged the thanks of the veterans. The concert was voted the best ever produced at the hospital. Also accompanying the party were Leading Seamen William Bear and John Hogarth, representing the seamen's mess, and CPO Gordon Meston, president of the chief and petty officers' mess.

Individual trophies won by members of "Hunter's" Great Lakes Naval Regatta team at Hamilton over the Labor Day weekend were presented by Cdr. Wilkinson at evening quarters on November 6. — R.M.P.

HMCS "Chippawa" (Winnipeg)

"Chippawa" this year staged a children's Christmas party that was bigger and better than ever. Besides the usual treats, there were merry-go-rounds, boat rides in the swimming pool, Shetland ponies and a miniature train.

On November 24 the UNTD's were hosts at the annual Tri-Service Cadet Ball and were given use of the entire ship for the occasion. Another successful social event was the Wren As-

sociation's annual Sadie Hawkins dance.

Representing the Chief of Naval Staff and the commanding officer of "Chippawa," the Staff Officer, Lieut. E. J. Hyman, attended meetings of the Red Cross Disaster Institute November 23 and 24, at which time the role of the Armed Services in the Manitoba flood and other emergencies was discussed.

The sympathy of the ship's company was extended to Able Seaman W. Rowan and Able Seaman S. Snelling, whose fathers passed away during the month. — L.B.McI.

HMCS "Donnacona" (Montreal)

The annual children's Christmas party, highlight of the Yuletide season in "Donnacona," was held December 19. As in past years, it was an outstanding success, with the credit going chiefly to the Ladies' Auxiliary, headed by Mrs. J. C. Lattimer, which did a great deal of hard work, and to the members of the ship's company who pitched in and made sure that the youngsters had fun.

"Donnacona's" band was twice honored during November. For the Remembrance Day parade on November 11, the band was chosen from among all those in the Montreal district to play the anthems and lead the entire parade for the march past. Later the band was invited to play in the Santa Claus parade on November 25. — R.F.D.S.



The first recruits to be sworn in at HMCS "Malahat's" new recruiting office in downtown Victoria are shown taking the oath before Lieut. W. H. Waters, staff officer of the division and Recruiting Officer West Coast. Left to right are CPO Fred W. Wenden; Alfred Egerton, Oliver, B.C.; Robert Blake, Victoria; Arthur Gould, Victoria, and Lieut. Waters. (E-12708).

HMCS "Malahat" (Victoria)

Defence Minister Brooke Claxton, inspecting west coast military installations, walked around the minesweeper "Sault Ste. Marie," headquarters and training ship for "Malahat," on November 13. Later Mr. Claxton spoke briefly to the officers of the division.

The "Sault Ste. Marie" travelled on November 11 to Vancouver where, at the invitation of HMCS "Discovery," members of the Victoria naval division, UNTD Cadets and Sea Cadets took part in Remembrance Day ceremonies in the mainland city.

Capt. Ronald Jackson, commanding officer of "Malahat," officially opened the division's new downtown recruiting office in the Belmont Building on November 13. The central location of the office is expected to assist materially in the drive for recruits for the RCN (Reserve) in Victoria.

Prior to their departure from Victoria to take up new duties elsewhere, Lieut. A. O. Grav, former staff officer of "Malahat," and Lieut. (E) J. I. Knowles, engineer officer of the "Sault Ste. Marie," were honored at a mess dinner. Lieut. Grav has been appointed to "Cornwallis," while Lieut. Knowles has gone to Vancouver, where he will be on the staff of the overseer of new construction there.

Two rifle teams, of five members each, are training diligently on "Naden's" indoor rifle range, kindly made available to the division each Wednesday night.

HMCS "Montcalm" (Quebec City)

The division's band, reorganized under the direction of Lieut. Will Brodrique, led a large turnout of reserves and UNTDs in the Remembrance Day parade November 12. It was the first time in quite a few

years that a naval band had been on parade in Quebec City.

"Moncalm" has entered a hockey team in the Quebec junior "B" circuit. The first game ended in defeat but the squad showed a lot of promise and is expected to be a real contender before the season is finished.

On the social side, the chief and petty officers held a largely attended dance on Hallowe'en and followed up with similar affairs the first week in November and again on December 3. The music for all three was provided by the naval orchestra, conducted by Lieut. Brodrique.

Indoor rifle practice has been organized and was enlivened during the week prior to Christmas by a turkey shoot. — B.C.H.

HMCS "Star" (Hamilton)

When hurricane winds struck the head of Lake Ontario on November 25 and mountainous waves washed away lake shore cottages from Van Wagners beach on the outskirts of Hamilton, some 50 officers and men from "Star" were among the first to respond to the call for volunteer rescue crews. These men filled and placed sand bags on temporary dikes, rigged lifelines and helped out in various other ways.

In the midst of the rescue operations, the navy men received a call to return to the division. Three Fairmiles which had been turned over to a Hamilton yard for winter storage had broken their lines in the storm. The "721" was found to be lying across the mouth of the ferry slip, her bow hard against the bow of the pleasure steamer "Hamiltonian", her

STOWAWAY OR KIDNAP VICTIM ?

The discovery of a stowaway on board HMCS "Nootka" following her departure from Halifax November 25 led to the following exchange of messages:

To: SUPYARD Halifax
Unclassified — Routine

From: NOOTKA

Regret have one stowaway P2 (Dog) Standeasy. Intend to retain on board for mascot duties unless instructed to transfer to "Dundalk."

251750Z

To: NOOTKA
Unclassified — Routine

From: SUPYARD Hfx.

Re your 251750Z as P2SM2 Dog (Standeasy) is now on PNO East Coast Staff and therefore AWOL, request transfer to "Dundalk" if convenient.

261620Z

P2SM2 (Dog) Standeasy returned to Halifax via "Dundalk" at 021900Z, cleared customs with a couple of shakes of his tail and reported at home at 1915Z.

Next day he was inspecting conversion of ships in the Reserve Fleet.

No punishment was meted out. His master, Cdr. (E) J. S. Horam, accepted Standeasy's excuse that he was "kidnapped."

Late King of Sweden Honored by RCN

The following letter was forwarded to Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, from His Excellency Per Wijkman, Swedish Minister to Canada, on November 20:

"Dear Vice-Admiral Grant,

May I express to you and ask you to convey to the Service under your command the deep appreciation of the tribute paid to His Late Majesty King Gustaf V by the Royal Canadian Navy.

I would also like to thank you for the attendance of representatives from the Royal Canadian Navy at the Memorial Service for His Late Majesty in Saint Andrew's Church of Ottawa on November the 9th.

By Royal Command,
Per Wijkman,
Swedish Minister to Canada."

On the day of the late King's funeral, colors were half-masted in all ships and shore establishments of the RCN and the Swedish ensign or national flag were worn at the dip.

On the same day the Chief of the Naval Staff and other senior officers from Naval Headquarters attended a Memorial Service for King Gustaf.

the direction of CPO Wilfred Franklin, the committee in charge of the affair was making plans for a bigger and better party than ever before. In 1949, more than 200 children were present when the Navy played Santa Claus.

CPO Len Rutherford led the "York" cribbage team to victory over the Toronto Scottish Rifles. The 15-man Navy team included Commissioned Bos'n Lou Gold and CPO Les Mowry.

The Chief and Petty Officers' Mess presented an engraved cigarette lighter to CPO Lester Bell at a farewell party in his honor recently. CPO Bell has taken up new duties in HMCS "Stadacona," Halifax, after two years in "York."

The Men's Mess held its third annual Sadie Hawkins' Day dance on November 18. Ex-CPO Granville Sutcliffe and his orchestra supplied the music and the "rig of the day" was straw hats and dungarees.

UNTD Cadets from "Catarqui," Kingston, who were in Toronto November 11 for the Queen's-Varsity football game, were entertained in the wardroom at "York" by members of the local UNTD. Cadet R. W. W. Fraser was in charge of arrangements.

Plans are under way for the Annual Cadet Ball, to be held February 16.

Sub-Lieutenants William Ogden, Spence (Leechi) Lyons and Peter Newman were promoted recently to that rank from cadet.—P.N.

HMCS "Catarqui" (Kingston)

Lieut. Peter M. Cornell, recently appointed executive officer of the Kingston division, has undertaken the task of reorganizing the training system in "Catarqui." One of his first moves was to arrange visits to local manufacturing and industrial plants for personnel training for engine room duties.

All the division's water craft have been hauled out for the winter after a successful season of training on the lake.

When the fall university term opened, a recruiting drive for the University Naval Training Division got under way. The campaign produced twice as many applications as there were vacancies to be filled in the first year ranks.

Lieut.-Cdr. Leslie E. Crout joined in October as staff officer, UNTD.

stern against the bow of the "706." When operations were finally completed, it was discovered that the "721" had a broken stem and had two holes aft which flooded the wardroom and tiller flat. Forward she was watertight. The "706" had a hole in the bow, well above the water line.

The craft had been lying in the most sheltered place in the bay. If they had been at their regular moorings at "Star," damage would have been much more extensive.

Though the storm call went out on a Saturday night, there still was a good response from all sections of the Naval Reserve in Hamilton as well as from the UNTD at Guelph.

The annual children's Christmas party was held at "Star" on the afternoon of December 17. The party was arranged by the women's auxiliary, who raised funds by means of dances and teas. Every child received a gift from Santa Claus and after St. Nick had said good-bye, the kiddies turned their attention to candies, ice cream and other treats provided by the auxiliary.—C.S.J.L.

HMCS "York" (Toronto)

Throughout most of December the main activity in "York" centered around plans for the annual "Christmas Tree" children's party. Under



Halloween dances held in various naval establishments last fall were distinguished by the variety and originality of the costumes worn by those attending. In the upper photo are the prize-winners at the dance held in the chief and petty officers' mess at "Cornwallis." In front, left to right, are Mrs. O. G. Fox, Mrs. Rene Dodds and Mrs. Ruth Guthrie. Standing are PO Benny Grant, CPO Sam (Santa) Short and PO Jack Quinn. (DB-965-1).

'MICMAC' MARKS ANNIVERSARY

*Destroyer Completes First Year
Of Her Second Commission*

HMCS "Micmac" observed on November 16 the first anniversary of her second commission.

A look back through her log books and records showed that the year, while yielding little that could be termed spectacular, was certainly not without event. Furthermore, it was a year in which much was accomplished in the main line of endeavor — the development of an efficient fighting unit of the fleet.

In the 12 months since commissioning, the "Micmac" spent 173 days at sea, steamed 28,675.6 miles and consumed 7,075.33 tons of oil fuel. Her sea time was occupied by numerous training excursions in East Coast waters and two long cruises which between them lasted more than five months.

The first 54 days after commissioning were spent fitting out and manning, with the "Micmac's" ship's company coming mainly from her sister-ship "Nootka," who was going into refit at the time.

The necessary preliminaries over, the "Micmac" put to sea for a "shake-down" cruise to Bermuda. As with any newly-commissioned craft, there was a great deal to be done, but by the time the work-up was completed the "Micmacs" felt their ship was ready and able to take her place

in the fleet.

In February the ship sailed with the "Magnificent" on the spring cruise to the Caribbean, and in the two months that followed acquired invaluable practical training and experience in exercises and full-scale fleet manoeuvres with ships, submarines and aircraft of the USN and RN.

But what will be remembered after the exercises, however interesting, have faded from mind was the time ashore in Havana and Guantanamo; in Charleston, (where a five-star general toasted "our dear friends who come from north of the Northerners"), and in New York.

Five days after returning to Halifax from the spring cruise, the "Micmac" began gunnery trials with aircraft from "Shearwater". Then she served as plane guard to the "Magnificent," practiced with the submarine "Astute," and made trips to sea with various training classes.

The last four months of the "Micmac's" year included a leave period, a dickie refit and the three-month cruise of the Special Service Squadron.

The "Micmac's" standard-bearers distinguished themselves on the athletic front. Last winter the destroyer's team won the second division championship of the Inter-Ship

Hockey League at Halifax. During work-ups at Bermuda the ship's boxing team held the Bermuda ABA team to a draw, the soccer team gave the British cruiser "Glasgow's" XI a real tussle before losing 4-1, and in an inter-part softball series, with half the ship's company taking part, the stokers came through with an unbeaten record.

At Charleston, during the spring cruise, the "Micmac" split with The Citadel military academy, winning at softball but dropping a hard fought basketball game. The destroyer then displayed her real prowess by beating the "Magnificent" 3-2 in soccer and trimming a US Army team in a night softball game.

Softball was the principal sport played during the summer and of 18 games scheduled only four were lost. Unfortunately, two of these came at the wrong time, being playoff games with the "Maggie."

A few more figures relating to the "Micmac's" year may be of interest. For instance, she received 6,427 pieces of correspondence, while her ship's company wrote on 1,439 pounds of stationery with 18 quarts of ink and 742 feet of pencil. Of the 14 officers and 202 men who commissioned the ship, only six officers and 70 men remained. During the year a total of 28 officers and 375 men served in the ship, representing a turnover of 86.6 per cent.

The "Micmac", incidentally, holds the distinction of being the first destroyer ever built in Canada. She was launched at Halifax Shipyards in September 1943 and was commissioned two years later.

One man, Chief Petty Officer Alex Burns, of Hamilton, Ont., has been with the ship every day she has been at sea since she was first commissioned more than five years ago.

TAKE PART IN CEREMONY

Two members of the ship's company of HMCS "Bytown," depot ship for naval personnel serving at Headquarters, were in the foreground in Remembrance Day ceremonies at the National War Memorial in Ottawa.

Ldg. Sea. Lionel Boule was one of the armed sentries at the Cenotaph and AB Peter Butler laid a wreath on behalf of the Chief of the Naval Staff



Ships of the Canadian Special Service Squadron found the North Sea far from peaceful while en route from Copenhagen, Denmark, to Amsterdam and Rotterdam, Holland. Here the "Huron" raises a cloud of spray as she ploughs into a heavy sea. Following close astern of her is the "Micmac". (MAG-2339)

A New Year's Message

From the President of the Canadian
Naval Service Benevolent
Trust Fund

On behalf of the Canadian Naval Service Benevolent Trust Fund, I wish all members of the RCN, RCN(R), and all ex-service personnel a very happy 1951. None of us knows what will happen during the coming year, either in international affairs or in our own personal affairs. I can assure you, however, that the Fund will continue "to relieve the distress and promote the well-being of members and former members of the Naval Forces of Canada and their dependents" during the year 1951. That is definite. I wish it were possible to give reasonable assurance that the Fund would continue to do so in all the years to come. That, however, is not possible under present conditions.

The reason no such assurance can be given is simple. Expenditures for relief of distress alone exceed income from donations and interest on capital. Capital, therefore, has to be used to meet the difference.

Here are some facts for the first ten months of 1950.

Expenditures —	
Paid in Grants.....	\$53,155.67
Administration Costs.....	8,353.65
Total Expenditures.....	\$61,509.32
Income —	
Interest on capital.....	\$22,117.80
Donations.....	4,966.59
Total Income.....	\$27,084.39
Loss.....	\$34,424.93

In addition to the above, during the same period \$44,889.27 was loaned, free of interest, for assistance. What is the answer to this problem? *Simply More Donations.* Where from? Surely it is only reasonable to expect that the major portion should come directly or indirectly from those who are, and will be, eligible to receive the benefits of the Fund in the future — the RCN, and RCN(R) personnel of today and tomorrow.

It must be remembered that the present capital came mainly from various sources connected with the Second World War and that those who have joined the Naval Forces of Canada since then have contributed relatively little to the Fund. Yet they and all who join in the future are eligible for assistance. It is anticipated that the capital derived from the war will, under present circumstances, be

sufficient to meet the lifetime needs of those who served then, but what of the future needs of those who have joined since and will join in the future? Can they guarantee — either officers or men — that they will not meet misfortune and need the assistance of the Fund either during their service or after? Of course they cannot, and the records of the Fund during the past three years prove it over and over again.

There is another important fact that must not be overlooked. Whereas today there are some 110,000 persons eligible by service under the Fund's charter, it is estimated this number will increase to 150,000 in the next few years, due to new entries and turnover in the RCN and RCN(R).

These matters are brought to your attention at this time as it is believed the Fund will never be in a stronger position than shortly, when all the prize money has been added to the capital. If the Fund is to be saved from slow extinction, now is the time

to act.

It is estimated that when all the prize money has been received, the approximate invested capital will be \$2,500,000 yielding about \$70,000 interest. Even with this interest it is anticipated there will be a substantial deficiency each year unless donations are largely increased. In fact, for the next few years, at least, donations should exceed the difference between expenditures and interest in order to build up reserve capital against the increasing number of eligibles.

Do you want the Fund to go on? If so, now is the time to provide proper financial support for it while the capital you have inherited is at its peak.

May I say, with all respect and humility, that we, the officials elected to administer the Fund, have no personal axe to grind in this matter.

We give our time and services freely and voluntarily in your interests and have but one objective: to serve you through the Fund. The Fund is for your benefit and if you want it to continue its work, there is no alternative but to support it financially.

Do you realize that if donations from RCN and RCN(R) sources were equivalent to only 25 cents per head per month, there should be little difficulty in perpetuating the Fund?

I suggest 1951 and succeeding years can be made happier for all service and ex-service personnel by giving this matter the consideration it deserves, and by everyone doing his share to ensure the Fund will always be able to fulfil its purpose for the benefit of members and ex-members of the Naval Forces of Canada.



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

"Cayuga's" A/A Gunners Out-Shoot Cruiser's

The anti-aircraft guns' crews of HMCS "Cayuga" earned a pat on the back from the British cruiser "Kenya" during a patrol the two ships conducted off the west coast of Korea.

The captains of the two ships began a competition "to keep the guns' crews on their toes." Each day one ship or the other would fire, without warning, a smoke burst from her main armament.

The A/A gunners would know neither the time nor the ship, but as soon as the burst was spotted it was their job to move into action and fire a short volley at the fast-disappearing target. It was a drill that required both speed and accuracy — and four times out of six the Canadian gunners beat their opposite numbers in the RN cruiser.

When the ships arrived in port, the commanding officer of the "Kenya" congratulated the "Cayuga's" A/A crews, saying it was the first time his ship had been out-shot so consistently in these competitions.



The Navy Plays



"Stadacona" Wins Fourth Straight Football Title

For the fourth year in a row, "Stadacona" captured the Halifax Canadian Football League championship, downing "Shearwater" 26-19 in an all-Navy sudden death final November 25.

Twenty points in the second quarter, 13 of them by CPO Ed McSweeney, decided the issue.

It was the greatest game of McSweeney's football career, a climax to a season in which he won the Duffus Trophy, awarded to the outstanding player over the league schedule. For his performance in the final, he was named "star of the game."

"Shearwater" scored a single in the first quarter but the Halifax Navy men loosed a powerful second quarter running attack which sewed up the game and the championship.

The game was logged as one of the best of the season. Later the Commander of "Stadacona" waxed eloquently in his daily memorandum, saying, "Well done for not only winning a game but for also setting a good example as to how a game should be played."

"Stadacona" hit a drastic slump halfway through the season and was subjected to a 33-5 drubbing October 9 by the "Shearwater" squad. They licked their wounds, rested and changed coaches, and went through the balance of the season without a loss.

Lieut. (E) Frank Hindle, of HMCS "Portage," repaired the Navy machine and piloted it to victory. He has been player or coach for four years.

"Stad" had a smooth, experienced squad with a number of players who were veterans of other championship seasons. Injuries to key men and other factors weakened the team at one stage but they rallied to regain first place and get a bye into the final.

The two other league entries, Wanderers Athletic Association and Dalhousie University, fought hard and had good support, but were light and fairly short on experience. Dal was eliminated on the season's play and "Shearwater" dumped Wanderers 17-7 in a sudden death playoff semi-final.

Hockey, Badminton Under Way at "Queen"

With the spotlight now on winter sports, the hockey team at HMCS "Queen," Regina, is rapidly rounding into shape and should give a good account of itself during the coming season.

The Reserve Badminton Club is flourishing and its Saturday afternoon sessions are well attended.

Rifle shooting is enjoying steady popularity with some 10 to 15 men turning out regularly.

Keen Competition in Squash Tourney

Keen competition has featured the squash ladder tournament currently under way in HMCS "Stadacona," Halifax. Lieut. Herbert H. Smith was leading the "A" section as of late November, while Lieut. (L) Ralph Fisher was on the top rung in the "B" group.



CPO Ed McSweeney, outstanding "Stadacona" halfback, finished the football season at Halifax in a blaze of glory as he led the "Stad" team to victory in the championship game with "Shearwater," McSweeney earlier was awarded the Duffus Trophy for having been selected as the Halifax Canadian Football League's outstanding player. (HS-9252)

Hockey Holds Spotlight in "Cornwallis" Sports

Hockey is in full swing at HMCS "Cornwallis," with the ship's squad playing outside teams and an 18-team inter-part loop in operation in the base. "Cornwallis" scored a 10-1 triumph over a fighting squad from HMCS "Nootka" in its first exhibition contest.

The soccer season closed with the base team travelling to Greenwood to post a 2-1 victory over the RCAF in a closely fought game. In the inter-part league, the officers took the championship for the second year in a row, going through the season with a record of 15 wins, one draw and no losses. In a game with the Digby Rural High School, "Sioux" Division came out on the long end of a 3-0 score.

The "Cornwallis" basketball team broke even in its first four games, defeating RCAF Greenwood 55-45 and Annapolis 29-21, but dropping a pair of games to the smooth working Axemen from Acadia University 51-38 and 34-26.

In the recent inter-division boxing meet, "Restigouche" defeated "Sioux" to take possession of the J. J. Jackman Trophy.

The forthcoming Maritime Boxing Championships have caught the eye of the keener boxers and regular training sessions are being conducted by PO A1 Aylward of Biggar, Sask.

"L" School Boasts Fine Hockey Record

Electrical School's entry in the Halifax Inter-Command Hockey League took to the ice this season with snappy new sweaters, crests and stockings paid for by means of raffles held in the school. More than \$100 was raised.

Although competition in the league is expected to be keener than ever this year, the "L" school has high hopes of maintaining its fine hockey record. For three successive years the Electricians have reached the finals of the league playoffs and on one occasion copped the championship.

Defending Champs Win First Hockey Test

TAS School successfully opened defence of the Atlantic Command inter-part hockey crown when they defeated Communications School 6-3 in the opening game of the league schedule at Dalhousie University Memorial Rink November 20.

"Scotian" clipped "Stadacona" Manual 5-2 in the bottom half of the double feature.

Lieut. Bob Greene, Atlantic Command sports officer, dropped the puck for the opening face-off, officially setting the league in motion.

On November 18 a pick-up team from "Stadacona," piloted by CPO Arthur Saxby, beat "Cornwallis" 7-3 on the latter team's ice. In the "Stad" lineup were several players from last year's Armed Forces intermediates.

Operations Limit Sports in "Cayuga"

The sports program on board HMCS "Cayuga" during the past weeks has run from softball to fish derbies to cribbage tournaments.

Although operational activity has necessarily limited the schedule, the softball and basketball squads have played a number of games. In softball, the "Cayuga" team tangled with the USS "Jason" and USS "Mansfield"



Lieut. Bob Greene, Atlantic Command sports officer, drops the puck to start the Command Interpart Hockey League at Dalhousie University Memorial Rink. In the opener, TAS beat Comschool 6-3. Players are Ldg. Sea. Don Laverne, TAS, left, and Ord. Sea. Clyde E. Thompson. Referees are CPO Stan Rhodes and CPO Robert Henry. (HS-12975).



HMCS "York's" softball team had a fine record last season, winning the Toronto Softball League Greenwood Park intermediate B championship and the East End Toronto intermediate B title. In the playoff for the city championship, "York" was defeated by the West End representatives 13-12. Members of the team were: Front row, left to right, AB J. C. Crilly, PO F. L. Neundorf and AB S. H. Hodgman. Standing, AB Peter Buchan (captain), Ldg. Sea. M. K. Rochford, PO F. A. Caselton, Ord. Sea. L. I. Chapelle, Ord. Sea. G. H. Farley and Ord. Sea. C. F. Sturch. Absent is PO B. T. Anderson.

at a South Japan naval base, winning one and losing one. The "Jason" team beat the Canadians 8 to 3, while "Cayuga" came back to cop the match against "Mansfield" by an 8-2 count.

During the visit of the RCN destroyers to Hong Kong, the "Cayuga" played an exhibition match against a local team and inflicted a 17 to 4 trouncing. The pitching of CPO Chester Padgett and PO Denny Mann proved too much for the Hong Kong softballers.

The basketball team, under PO Stan James, has won one and lost three. Their lone victory came over the "Athabaskan" by a 45-27 score.

On board the ship there have been cribbage tournaments, won by AB Don Paull and AB Bill Patterson, and a fish derby held during a make and mend in Inchon harbor. But the fish just weren't biting and nobody reported even a nibble.

Bridge and chess tournaments and rifle and pistol competitions are currently being run. — G.H.

"York" Wins First Game in Garrison Baseball

HMCS "York's" representatives won their first game in the Toronto Garrison Officers' Indoor Softball League by defeating the officers of the Royal Canadian Electrical and Mechanical Engineers 26-10. Sub-Lieut. (L) David Bate was captain of the Navy entry.

Big guns of the navy attack were Surg.-Lieut. George Trusler and Lieut.-Cdr. John (Tiger) Turner, who collected five and four hits, respectively. The excellent pitching of Lieut.-Cdr. Ralph Flitton also played a large part in the victory. — P.N.

"Chippawa" Competing in Inter-Service Sports

HMCS "Chippawa," the Winnipeg naval division, is represented in inter-service hockey, curling and badminton leagues in the Manitoba capital this winter.

Within the division, there is a ten-pin bowling league which has produced keen competition among the teams entered by various departments.

More Boats A-Building

West Coast Yacht Club Elects Padre Gillard Commodore, Plans Busy Winter

Chaplain G. L. Gillard was elected Commodore of the RCN Yacht Club (West Coast) at the recent annual meeting. Other officers elected were: Vice-Commodore, Cdr. James S. Davis; Fleet Captain, Lieut. Harold Moist; Treasurer, Lieut.-Cdr. (S) Peter H. Sinclair, and Secretary, CPO Neil McLeod.

The retiring Commodore, Cdr. J. C. Reed, reviewed the past season and listed some of the club's achievements and activities in its first year of existence.

The season was officially opened on May 13 with a sail-past the Commodore of the Royal Victoria Yacht Club, with which the RCNYC is affiliated, at Cadboro Bay. The RCNYC was represented by four Snipe class sail boats, which were

rushed to completion for the occasion.

Two more Snipes followed early in June and were soon competing in the RVYC Wednesday evening and Saturday afternoon series of races. A separate "make and mend" series was run by the RCNYC on Thursday afternoons.

The first big regatta of the season was the Pacific International held in Vancouver early in July. Small boats, such as the Snipes, were based at the Kitsilano Yacht Club, while the "C" Class boats and above were at the Royal Vancouver Yacht Club, Jericho Beach. Eight RCNYC Snipes and two newly acquired Sailorettes ("C class yachts) participated in this regatta.

The RCNYC held its first regatta in Esquimalt Harbor in midsummer, followed by a dance in the wardroom. Prizes were awarded aboard HMCS "Ontario," lending an added incentive to the occasion, and a buffet luncheon was served. The boats returned to Cadboro Bay in mid-August to take part in the RVYC regatta.

The final affair of the season was at Genoa Bay (Cowichan Bay) in September and was thoroughly enjoyed by all RCNYC members able to attend.

Throughout the season the

club had 12 active boatbuilding members and 55 sailing members. It is anticipated there will be more next season, when additional boats will be available.

It is interesting to note that more than half of the original boatbuilding members had little or no experience in building this type of craft, or indeed in building any. Nor had many of them sailed Snipes or "C" class yachts before.

Another eight Snipes are in the planning stage for the coming winter months. Experience gained last winter will do much to help speed up the current program and it is hoped sufficient volunteer assistance will ensure the success of the project. Two nights a week are being set aside for boatbuilding.

The opportunity is there for all West Coasters desiring to own their own sailing boat at very reasonable expense. The pride of craftsmanship which comes from lending a hand in the construction of your own boat is recompense in itself.

CVD Instructors Lead Bowling Loop

Central Victualling Depot and Instructor Officers were tied for first place in the "Stadacona" Inter-Part Bowling League at the end of the fourth week of play. Each team had 15 points.

Electrical "B" was setting the pace in the Mixed League, followed by Captain's Office.

In the Services "A" loop, MCD held the top spot, while Civilian Plumbers were leading in the "B" section.

"Donnacona" Unbeaten in Indoor Baseball

The ship's company team representing HMCS "Donnacona" in the Montreal Indoor Baseball League got off to a flying start this winter and was unbeaten as the loop entered the December portion of its schedule.

The officers' team was not so successful, but enthusiasm was high and there were indications that an improved showing could be expected before long.



During his visit to the West Coast, Defence Minister Brooke Claxton showed great interest in the work of the RCN Yacht Club when he toured HMCS "Naden" and had the opportunity to see Snipes under construction. Here Mr. Claxton is shown examining one of the sailboats. With him are Cdr. J. C. Reed, right, Commodore of the RCNYC, and Lieut. Harold Moist, one of the active boatbuilding members.

LETTERS TO THE EDITOR

Lively Veterans' Group Sir:

The Main Brace Naval Veterans Association of Canada was founded on November 14, 1945, and is made up mainly of Canadian naval veterans of World War Two, with some ex-Royal Navy personnel.

It consists of four branches: Saint John Branch No. 1, Moncton Branch No. 2, Halifax Branch No. 3 and Dalhousie Branch No. 4. The senior branch, Saint John, is composed of 199 members, occupying club rooms at 13 Dock Street. Frequently we entertain the ships' companies of visiting RN, RCN and USN ships in this port.

Two of our members, Mr. Everett Morrow and Mr. Robert Squires, are survivors of HMS "Jervis Bay", which was sunk on November 5, 1940,

while defending a convoy in The Battle of the Atlantic.

As you know, this was one of the outstanding naval engagements of World War Two. HMS "Jervis Bay", an armed merchant cruiser commanded by Capt. Fogarty Fegen, RN, by engaging a German pocket battleship, enabled 36 ships of her convoy to escape. For his heroic action, Capt. Fegen was posthumously awarded the Victoria Cross.

Among the ship's company of the "Jervis Bay" were RCN, RCNR and RCNVR personnel. As Saint John was her last port of call, a memorial was erected in this city in honor of her officers and men.

This year the MBNVA of Canada, Saint John Branch, held their fourth annual memorial service to honor the memory of Capt. Fegen, his officers

Two Captains Brock In Same Task Force

Two naval captains, both named Brock and both Canadians, have been in command of ships operating in the same area off the Korean west coast. To add slightly more to the confusion, the two officers, who are distant cousins, both once lived in Vancouver.

One is Captain Jeffrey V. Brock, DSC, RCN, commanding officer of HMCS "Cayuga" and commander of the Canadian destroyer division serving in the Far East. Originally from Winnipeg, Captain Brock was residing in Vancouver when he went on active service with the RCNVR in 1939.

The other is Captain Patrick W. Brock, RN, commanding officer of the cruiser HMS "Kenya". Born in Vancouver, Captain Brock attended the old Royal Naval College of Canada and, on graduating in 1920, entered the Royal Navy as a midshipman. He is believed to be the only graduate of the college to have done so.

and men. Due to the inclement weather the service was held in the drill hall in HMCS "Brunswick".

A highlight of the service was the presentation by the Hon. D. L. MacLaren, Lieutenant-Governor of New Brunswick, to the Saint John Branch of the last photo taken of Capt. Fegen. It was accepted on behalf of the club by the president, Mr. D. J. Hanley.

Personnel of HMCS "Brunswick," headed by Capt. C. H. Bonnycastle, the commanding officer, also took part in the ceremony, as well as prominent civic officials.

*Sincerely,
George A. VanTassel
Chairman, "Jervis Bay"
Memorial Committee.*

Mail Service Praised

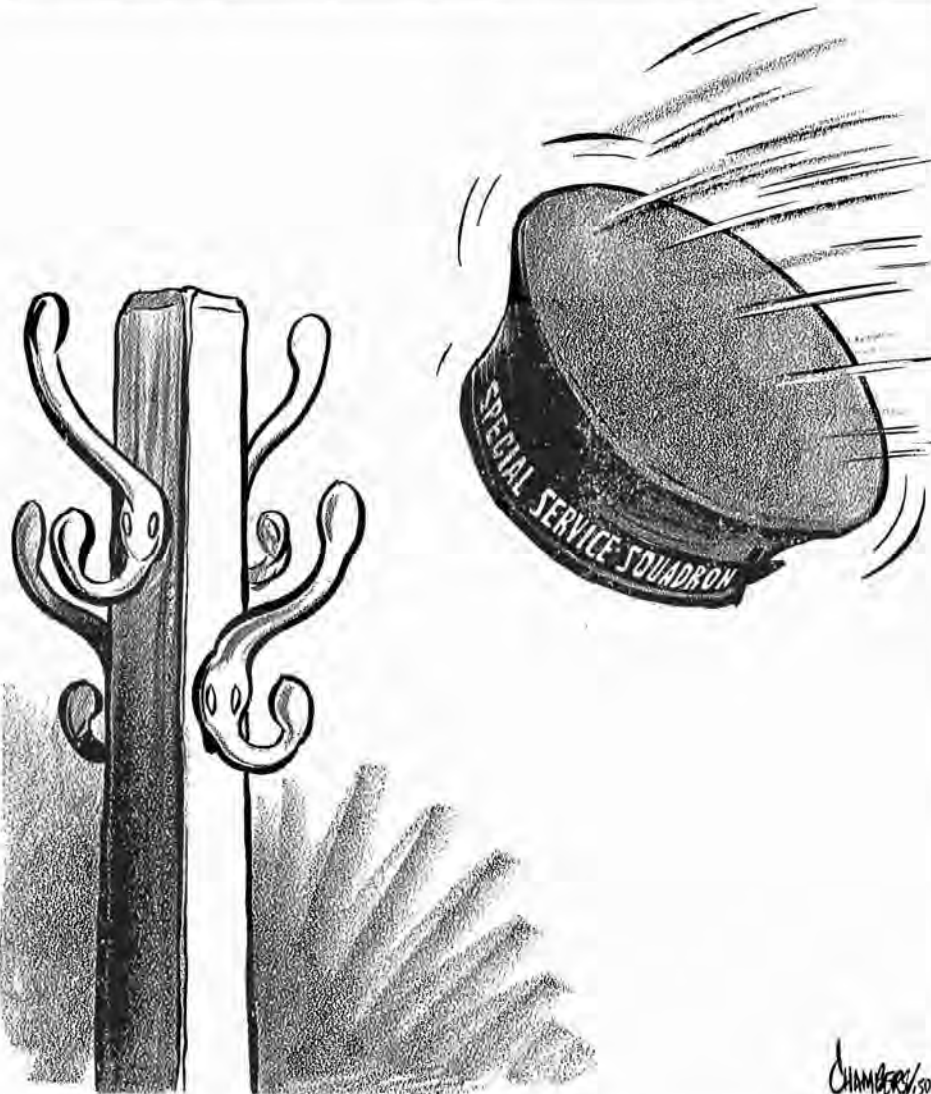
Tufts Cove,
Halifax County, N.S.

Dear Sirs:

Having thoroughly perused your December issue, with particular emphasis on the articles dealing with the Special Service Squadron's European Cruise, might I offer one criticism. Nowhere did I find any mention of the absolutely marvellous mail service — both to and from the Squadron — throughout the entire trip. Personally my husband and I feel that a very special "Thank you" should be extended to whoever was responsible.

Regardless of where the ships were, there was the mail, whether addressed to that port or not. A better morale booster for either the men away or the women at home would be hard to find.

Sincerely yours,
(Mrs.) Elizabeth Kaldestad.



"I'M HOME, MOM!"

Robert Chambers in the Halifax Mail-Star

Advancement Rosters

*From Your Roster You Can
Gauge Your Chances
Of Getting Ahead*

Advancement rosters posted from time to time on notice boards in ships and establishments enable men whose names appear thereon to:

(a) Know exactly where they stand on the advancement ladder in relation to all other men holding the same substantive rating, and

(b) Estimate the number of points they need in order to get to the top of their respective rosters, and thus improve their chances of advancement.

Every man who has one year's seniority in the rank of able seaman or above has his name on the advancement roster for the next higher rating. (Some able seamen may appear on two rosters according to a sliding scale which had to be introduced when the new rating structure was created).

These rosters are adjusted and re-published every six months. The considerable work involved is spread over the whole year, different rosters being adjusted and published in different months, on dates promulgated in the regulations.

Opposite each man's name on the roster are printed the points he has acquired. These are compiled on the basis of his educational standing, courses he has passed which entitle him to points, and his half-yearly recommendations for advancement. Recommendation points accumulate from report to report until he is advanced, when the process starts all over again.

If a man has all the qualifications for advancement—time in present rating, educational standard, sea time, etc.,—his name is underlined on the roster.

The roster for Halifax Port Division men is made up in the RCN Depot in "Stadacona," and that for Esquimalt Port Division men in the RCN Depot in "Naden." The two depots compute the points, adding in all new achievements since the last roster was published, plus the latest recommendation points. When these are completed they are sent to Naval Headquarters.

In Headquarters, the two are combined into a single list, which is published in Naval Orders. At the

same time, the advancement authority to promote men from this single list to vacancies in complement is issued to the depots. The advancements, normal and conditional, are then arranged by the depots as soon as possible.

The names of men offered advancement are taken from the rosters strictly in the order of the underlined names.

There is nothing confidential about any part of the roster or advancement systems. Information as to requirements for advancement and the number of points granted for educational and professional courses can be obtained from your divisional officer. He will also be able to tell you the number of points you were granted at the time of your last recommendation for advancement.

Thus, you need have no doubt at any time as to your status and what you can do about improving your position. Having found the target, the marksmanship is up to you. See you score a bull's-eye, that you get name underlined and up at the head of the list.

SUBMARINES

*The deckhand saw the submarines,
And told the engineer,
Who fought his way to win'nard
As he growled, "Tis mighty queer
I know the Pass, maguoddy
An' I know the Fundy tide,
But I never saw no submarines
With tails that's ten foot wide."*

*The cook got all excited, like,
And burnt the Sunday grub,
As he shrieked from out the galley,
"Look-see, now, there's a sub."
Said the mate (who chawed terbaccer)
Spittin lazily ta lee,
"We're a hunnerd mile from Halifax,
What's more, the Ocean's free."*

*The lads that manned the trawler
Saw a long, black shape—quite
near 'em,
The skip, he called the whole crew aft,
Where everyone might hear 'm.
Sez he, "When you're ashore, boys,
Don't tell no bloomin' lies.
No nation builds no submarines
With fins . . . and goo-goo eyes."*

by Herman Lordly

NOAC BRANCHES ELECT OFFICERS

REGINA

T. S. Cook was elected president of the Regina Branch of the Naval Officers' Association of Canada at the annual meeting held recently. He succeeds Morris McPhee.

Warren Petersmeyer, formerly of the United States Navy, was named vice-president and W. D. Ebbels was chosen secretary-treasurer.

Elected to the executive were Horace West, F. W. Hammill, John Wallace and C. E. Bell. Lieut.(S) R. W. Hughes, RCN(R), was appointed to the executive as a representative of HMCS "Queen," the Regina naval division.

HAMILTON

A. W. Baker, of Guelph, was elected president of the Hamilton Branch of the Naval Officers' Association of Canada at the annual meeting held in HMCS "Star," the Hamilton naval division.

Other officers elected were Colin S. Glassco, vice-president; J. A. Wright, secretary, and W. H. Adamson, treasurer. The executive committee will consist of P. C. Metherell, E. A. Colquhoun, R. Williams and A. Beardmore.

OTTAWA

President F. W. B. Doherty and the entire executive of the Ottawa Branch of the Naval Officers' Association of Canada were re-elected at the annual meeting of the group recently.

Executive members are John H. McDonald, honorary president; J. A. Blais, vice-president; H. B. Scully, secretary, and C. A. Gray, treasurer.

MONTREAL NAVAL VETS RE-ELECT STANLEY GLASS

Stanley Glass was re-elected president of the Canadian Naval Branch, Canadian Legion, Montreal, at a recent meeting.

Other officers elected were George Hayward, first vice-president; John Cartledge, second vice-president; John L. Jones, treasurer; William Murphy, E. G. Gurman, F. E. Shackleton, Robert Laing, M. S. Russell, W. A. Matthews and Evelyn Patterson, members of the executive committee.

THREE MEN FIND NAVY TO BE 'FRIEND IN NEED'

There are three men who can testify, on the basis of recent personal experience, that the Navy's ability to move swiftly and efficiently extends beyond the realm of sea warfare, and into that of personal welfare.

Each of the three was far from home when word was received that misfortune had struck in his family back in Canada. Without wasting a moment, the Service made arrangements, in two cases elaborate ones, to rush the men home. On the spot details were handled by officers in their ships, while from Headquarters came approval for transportation in each instance to be provided at Service expense, in accordance with the regulations.

Ldg. Sea. Robert Hodgson, of Kirkland Lake and Collingwood, Ont., serving in the "Micmac," was notified of the serious illness of his son as the destroyer was en route from Antwerp to Cherbourg. His return to Canada was immediately authorized, but he had no ready cash, official papers or reservations.

The money and leave authorizations were ready before the ship reached Cherbourg. On arrival, Lieut.-Cdr. D. L. Macknight, executive officer of the "Micmac," learned that the "Queen Mary" was lying in the outer harbor and was leaving in an hour for New York. The company office, however, advised that the passenger list was full and that, in any case, it would be impossible to accommodate another passenger at such short notice.

Lieut.-Cdr. Macknight didn't stop to argue, but dispatched Hodgson to the "Queen Mary" in the ship's motor cutter. Delayed by engine trouble, the small boat reached the liner with only seconds to spare. Once aboard, the task of convincing the ship's officers that they should find room for Hodgson was undertaken. Finally, they agreed that the compassionate grounds made a difference and said they would accommodate him.

Very similar was the case of Ldg. Sea. Gordon E. Taylor, of Niagara Falls, Ont., and Dartmouth, an armourer serving with the 19th Carrier Air Group in the "Magnificent." He received word that his young son was seriously ill in Toronto and that his presence was advisable.

The fact that the ship was at sea



Ord. Sea. Robert Elvidge, of Ladner, B.C., left, and Ord. Sea. Joe Adamson, of Sudbury, stand on the quarterdeck of HMCS "Athabaskan", from where Elvidge was swept overboard by a heavy sea during the destroyer's passage from Sasebo, Japan, to Hong Kong. Ten minutes later Adamson grabbed Elvidge by the belt and hauled him on board after a wave had lifted the latter to deck height. (CA-265).

off the Azores made little difference. The supply officer came up with the necessary funds, the "Magnificent's" captain, Commodore K. F. Adams, provided the seaman with a letter over his signature to assist him in getting passage and the air department readied an aircraft to fly him to the Azores. International red tape was sliced as passports were arranged and clearances obtained.

Then, a few hours after receipt of the message, the "Magnificent" turned into the wind and a Firefly aircraft, with Taylor in the rear seat, took off for the Azores. Once there, the United States Military Air Transport Service promised that Ldg. Sea. Taylor would leave on a plane then loading, even if some of its cargo had to be left behind. It was a quick flip to Newfoundland. There, Taylor caught another plane which put him down in Toronto, where his son was under treatment in the Hospital for Sick Children.

On the other side of the world, Chief Petty Officer Charles N. Stroud, of Watrous, Sask., serving in the destroyer "Athabaskan," then in Hong Kong, was notified that his son was in a critical condition in Victoria. Although air passage home was immediately approved there was none available for at least 24 hours. In the meantime, word was received that the boy had died.

While CPO Stroud was flying home across the Pacific, his shipmates back in the "Athabaskan" were busy. Between them they subscribed \$20 for a wreath and \$100 for funeral and other expenses.

Book Review

WAVY NAVY
By Some Who Served

This book, now in its second edition, is full of stimulating yarns of the RNVRs in the Second World War. The six poems and 24 prose contributions in the collection of writings by members of the RNVR are varied in style and treatment, yet all are imbued with the same quality and spirit.

Discomfort, sudden death and the pathos of men uprooted from their settled lives find an inevitable place here, but so do the compensating human gifts of humor and comradeship, beauty glimpsed in strange situations, and the kindness of men who live dangerously. Submariners and mine sweepers, crews of MTBs, servants of carriers, destroyers and battleships, all tell their stories of violent action and hazardous exploits, of curious events and rare sights, or of gay encounters and cheerful adventures.

Sometimes the tales are in the nature of experiences vividly reported, and sometimes set in fictional form, but in all of them — intensely individualistic though each may be — there is evidence of the imagination stirred into creative life by the impact of great occasions.

While all are written by RNVRs, they deal with events and circumstances familiar to many Canadians, who will have no difficulty recalling experiences similar to those described in "Wavy Navy."

The profits of the sale of the book go toward a very good cause, The King George's Fund For Sailors and the charitable activities of the RNVR Club, in London.

A copy of "WAVY NAVY" may be obtained from Commander C. H. Tross Youle, Secretary to the RNVR Officers' Association, at 38 Hill Street, London W1, England at a cost of 12s 6d. — A.C.L.

STUDY PUBLIC SPEAKING

A public speaking course of 12 weeks duration got under way in HMCS "Stadacona" October 24, with Willard MacKenzie as session director.

Classes are held each Thursday evening and, in succeeding phases, cover breathing, enunciation, articulation and appearance. Short talks are given by individual members of the classes, with Mr. MacKenzie supplying constructive criticism of each speech and speaker.

CDR. CHARLES TASCHEREAU BEARD, RCN, RET'D.

Cdr. Charles Taschereau Beard, RCN, Ret'd., 59, who died November 21 in Victoria, was buried with full naval honors in the naval cemetery at Esquimalt on November 25.

Cdr. Beard was Coalition member for Esquimalt in the British Columbia Legislature at the time of his death. He was serving his second term.

Born in Ottawa and educated at Ottawa College and Ashbury College, he entered the two-year old Royal Canadian Navy in 1910. He obtained his early training in ships and establishments of the Royal Navy and served throughout the First World War with the RN.

Cdr. Beard returned to Canada late in 1920 as commanding officer of the destroyer "Patriot," and later commanded HMCS "Naden," the RCN Barracks at Esquimalt. In 1925 he returned to the U.K. for service with the Royal Navy.

In February 1928, he came back to Canada and was appointed in command of the destroyer "Champlain."

For the next eight years Cdr. Beard served mainly at Headquarters, holding at various times the posts of Director of Naval Reserves and Director of Naval Operations and Training. In 1936, he was appointed commanding officer of "Naden" for the second time, holding in addition, the appointment of Commander of the Dockyard.

Cdr. Beard retired on pension in April 1939 but re-entered the Service on the outbreak of the Second World War. He was appointed to HMCS "Stadacona," Halifax, but returned to the West Coast in April 1940 to commission, as commanding officer, the auxiliary cruiser "Prince Robert". Later that year the "Prince Robert" captured the valuable German motor ship "Weser," which was attempting to escape from a Mexican port. For his part in this action he was Mentioned in Despatches on January 1, 1943.

Cdr. Beard retired from the Service in January, 1941.

The funeral service was held in St. Andrew's Cathedral, Victoria, following which the funeral cortege formed in HMCS "Naden." Headed by a firing party, guard and band; flanked by six chief petty officers serving as pallbearers, and followed by the honorary pallbearers and two parties of officers and men, the gun carriage bearing the casket was drawn by hand to the cemetery.



On board HMCS "Athabaskan" is a "buzz sheet" on which rumors breezed about the ship are noted. During one week there were 12 different "buzzes", all allegedly authentic but none guaranteed, about the ship's activities, new rates of pay and progress of the Korean fighting. Here PO Ronald Emerson, of Lethbridge, jots down the latest. (CA-174).

THE YEAR IN REVIEW

(Continued from Page 5)

Gothenburg, Copenhagen, Amsterdam, Rotterdam, Antwerp, Portsmouth and Cherbourg — within 22 days... The destroyers under the UN flag in Korea raised their score of mines destroyed to 18. Vice-Admiral Grant, visited the three destroyers and travelled with them on a voyage from Sasebo to Inchon... Navy Day was observed on October 7 and Battle of the Atlantic Sunday on October 8...

November

The Special Service Squadron completed the continental phase of its training cruise with visits to Lisbon and Gibraltar. Following a strenuous exercise period with the British Home Fleet, the ships sailed westward for Bermuda. There the "Magnificent," "Huron" and "Micmac" were joined

Honorary pallbearers were Rear-Admiral V. G. Brodeur, RCN, Ret'd; Vice-Admiral H. E. Reid, RCN, Ret'd; W. T. Straith, B.C. Minister of Education; Andrew Motherwell, Dr. Eric Boak, Norman Yarrow, J. C. Thow and Captain Eustace Brock, RCN(R), Ret'd.

In attendance at the graveside were Rear-Admiral W. B. Creery, Flag Officer Pacific Coast, and Commodore G. R. Miles, Commodore of the RCN Barracks, Esquimalt.

by the frigates "La Hullose" and "Swansea" and the five ships arrived at Halifax November 27.

The destroyers in the Far East paid a semi-operational visit to Hong Kong and on their way encountered the worst weather they had experienced since leaving Esquimalt in July... The first of five gate-vessels being built for the RCN was launched at Lauzon November 22... Two days later Mrs. H. T. W. Grant, wife of the Chief of the Naval Staff, officiated at a keel-laying ceremony in Montreal for the first of the new A/S escorts... A joint RCN-RCAF Maritime Warfare School was officially opened at HMCS "Stadacona"... The "Crescent" left Esquimalt for Halifax on the 6th... HMCS "Nootka" sailed from Halifax on the 25th for Pearl Harbor, with Korea her ultimate destination.

December

The RCN suffered its first casualty in Korea when Able Seaman Vincent Liska, serving in the "Cayuga", was drowned accidentally... The three destroyers engaged in their most notable operation of the Korean campaign... Along with three other UN destroyers, they covered the withdrawal of wounded and non-essential military personnel and thousands of civilians from Chinampo, communist-threatened west coast port... When the withdrawal was completed, the "Cayuga" and two other destroyers blasted important installations in the city.

Back home, as ships and establishments celebrated Christmas in the traditional manner, thoughts turned to those who were observing their Christmas in a distant theatre of war... and at Esquimalt, wives and children of the absent destroyer men were special guests at a Christmas party in "Naden."

The Canadian Special Service Squadron observed Remembrance Day at sea in November while en route from Gibraltar to Bermuda. As the photo opposite illustrates, those who attended the service on the "Magnificent's" rolling flight deck had quite a struggle keeping perpendicular. Heavy seas and strong winds combined forces to roll the carrier from side to side, and at times she almost dipped her sponsons in the waves. Meanwhile Chaplain Gower Stone carried on with the service and officers and men assumed the "at ease" position in order to keep their balance. The photo was taken in the middle of one of the milder rolls. (MAG-2566)

