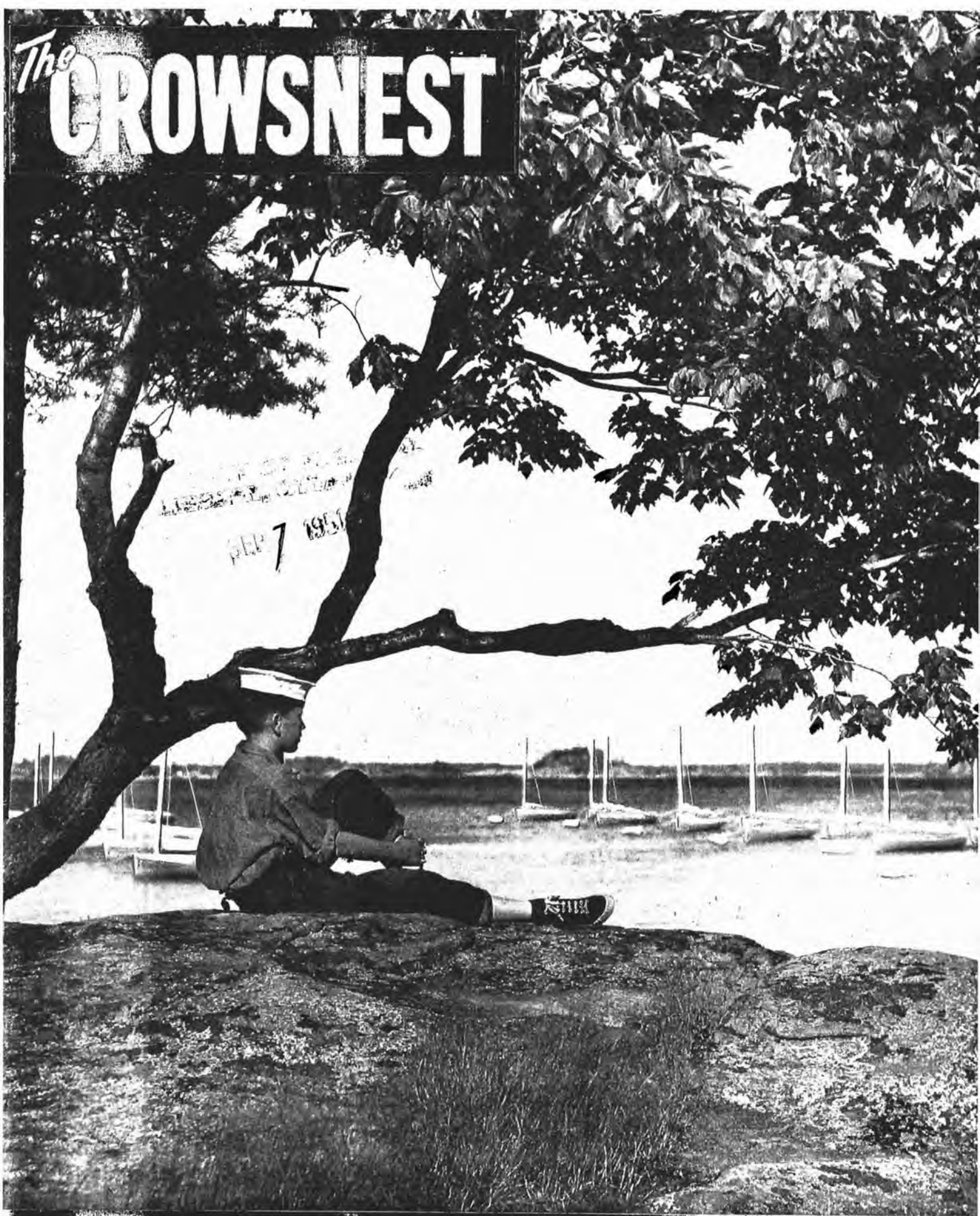


The CROWSNEST





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The CROWSNEST

Vol. 3 No. 11

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LADY OF THE MONTH

She is HMCS CRUSADER, who next month will have the enviable distinction of conveying Their Royal Highnesses, Princess Elizabeth and the Duke of Edinburgh, from Vancouver to Victoria and then from Nanaimo to Vancouver during the west coast portion of the Royal Visit to Canada.

Built at Clydebank, Scotland, the Crusader was commissioned in November 1945. She arrived on the West Coast in January 1946 and was paid off into reserve two months later. She was retained in reserve until April of this year when, after being refitted, she was commissioned as a training ship. During the past summer the Crusader was busily employed in providing sea training for cadets of the University Naval Training Divisions and Canadian Services Colleges. (E-15219).



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Cover Photo — Fifteen-year-old Sea Cadet Gary Anderson, of RCSCC Impregnable, Regina, relaxes on the shore of Georgian Bay at the close of a busy day at Camp Princess Alice. More than 1,200 first-year Sea Cadets from across Canada went to Camp Princess Alice, near Midland, Ont., this summer and participated in a program which emphasized boatwork, sailing, sports and other outdoor activities. (O-1482-52).

R.C.N. News Review

Royal Couple to Embark in Ships on both Coasts

Naval participation in the program for the Royal Visit will involve ships and personnel on both coasts and, in varying degrees, the naval divisions in many of the cities which Princess Elizabeth and the Duke of Edinburgh will visit across Canada.

HMC Ships Ontario and Huron will escort the Empress of France from east of Belle Isle Strait to Quebec City, where Their Royal Highnesses will disembark on October 2. On November 2, a month later, the Ontario will embark the Royal couple and suite at Charlottetown, convey them to Sydney, and thence to St. John's, Newfoundland. When

Their Royal Highnesses leave Canada on November 5 in the Empress of Canada, the Ontario will escort the liner from Bay of Bulls to the eastward of Belle Isle.

On the West Coast, HMCS Crusader will convey the Royal Party from Vancouver to Victoria on October 14 and from Nanaimo to Vancouver on the 19th.

Athabaskan's Arrival Re-unites "Originals"

Together again, though not necessarily operating in company, are the same three destroyers which comprised Canada's initial naval contribution to UN action in Korea in the summer of 1950. The cycle was

completed in late August when HMCS Athabaskan arrived in Japan to rejoin her original Korean running-mates, the Cayuga and Sioux.

The Athabaskan replaced HMCS Huron, who had departed two weeks earlier for Canada after completing five months of active duty with the UN fleet.

The former arrived to find her sister-ships as busy as ever. In the two months since she began her second tour of Korean service, the Cayuga had spent a heavy proportion of her time at sea. On one occasion she put into port only long enough to re-ammunition and re-fuel; each of her next two lay-overs lasted little more than a day.

During August, the destroyer carried out a solo patrol which yielded some interesting activity. Operating in an area not far south of Chinnampo, on the west coast of Korea, the Cayuga began by bombarding small gun emplacements on the shore.

The next day she carefully picked her way up a shallow channel to strike at more important targets. This task was interrupted when she was called on to aid a party of South Korean soldiers who had carried out a raid on the mainland from a nearby UN-held island. The group was under attack and was having difficulty effecting a withdrawal.

The Cayuga moved into a supporting position, drove the Reds to cover with fire from her four-inch guns and enabled the ROK troops to make their escape.

Returning to her target area, the Cayuga steamed up the channel and turned her guns on enemy installations over several miles of shoreline. While bombarding a group of buildings housing Red troops, she drew return fire which went wide of the target and was quickly silenced.

The Sioux, after a period in the Royal Naval Dockyard at Hong Kong for mechanical repairs, returned to the ships' base in Japan and took up active duty once more. One of her first assignments saw the Sioux operating in familiar Yellow Sea waters in company with HMS Glory.



HMC Ships Magnificent and Micmac leave the coast of Nova Scotia astern as they set sail on the first peacetime training cruise to be made by units of the RCN to the Mediterranean. They left August 7 and are scheduled to return October 26. Embarked in the Magnificent is 30 Carrier Air Group, consisting of 871 Squadron (Sea Furies) and 881 Squadron (Avengers), (DNS-5362).



HMCS Nootka received two full-scale welcomes when she returned from Korean service — the first when she arrived at Esquimalt (above) on July 31 and the second when she reached her home port of Halifax on August 21. From her starboard yardarm the Nootka flew the United Nations flag and from her port yardarm the flag of Nova Scotia, proclaiming she was an East Coast ship. From her mainmast floated a Japanese good luck symbol in the form of a fish-shaped silken balloon. (E-15941).

Huron Sees Little of Home Port

Though Halifax may be her home port, HMCS Huron has seen little of it in the past year. Seven weeks, in fact, is the total amount of time she has spent there since August 1950.

First of all, she took part in Special Service Squadron's European cruise which began late last August and ended early in November. Then, after a refit, trials and work-ups, she sailed on January 22 for the Far East. She arrived there March 15 and remained until August 14. Now, after a stay at Esquimalt, she is bound for her home port, accompanying HMCS Ontario on the latter's voyage from west to east.

During the five months she was actually in the Korean theatre, the Huron spent a total of 99 days at sea. Twenty-seven of those days were logged during July as she set a record for the month among ships of the Commonwealth fleet.

Like her sister-destroyers, the Huron carried out a variety of duties — from carrier screening to independent inshore patrols. And when she set sail on her homeward journey, the ship received a series of warmly-worded farewell messages from the flag officers, British and American, under whose command she had served at various times.

Her return to Halifax September 24 will not mean a cessation of activity for the Huron. Before she goes into the dockyard for refit and a leave period, she will join the Ontario in escorting Their Royal Highnesses, Prince Elizabeth and the Duke of Edinburgh, in the Empress of France to Quebec City.



Pictured here are the first three helicopters to be acquired by the Royal Canadian Navy. Acceptance trials on the helicopters, officially known as Bell HTL-4s, were carried out last month at the Bell Aircraft Corporation's plant at Niagara Falls, N.Y., after which they were delivered to the RCN Air Station at Dartmouth, N.S.

Magnificent, Micmac Begin "Med." Exercises

HMC Ships Magnificent and Micmac arrived at Gibraltar August 17, sailed into the Mediterranean the following day and berthed at Malta on the 21st.

En route to Malta they began the heavy schedule of training that will occupy them for the better part of the next two months. In an exercise that began shortly after noon and continued until early the next morning, the Magnificent's fighter defences and search and strike aircraft received a thorough workout in their respective duties.

The Sea Fury fighters distinguished themselves, particularly, "shooting down" eight torpedo-carrying aircraft dispatched from Malta to "attack" the Magnificent, then disposed of the carrier's 12-plane Avenger squadron when it attempted a torpedo attack on the ship.

The air maintenance crews, who worked long hours in servicing the aircraft, drew special praise from Commodore K. F. Adams, commanding officer of the Magnificent, for their efforts toward making a great success of an exercise to which "all branches contributed."

The two Canadian ships are scheduled to operate out of Malta for a month, after which they visit Naples, Italy, then proceed to waters off the south of France to take part in exercises being organized by the French Navy. During this period they will visit several ports in the South of France.

Return to Tok-Chok To

by P. L. McC.

IT was the first day of May, 1951, and the ship's company was on top of the world. They were seeing their last of Korea and in a few days would be heading eastward for Canada and their homes.

The ship, HMCS Athabaskan, was steaming up Flying Fish Channel for Inchon, to transfer a wounded South Korean guerilla to a hospital ship. On the way we were to pick up mail from a US Air Force station on Tok-Chok To, one of the islands in the approaches to Inchon.

We had been there once before. That had been last August, in the days when you never knew which island or point of land had an enemy gun emplacement on it.

As the ship came to anchor off the island, a boat was lowered to go in and collect the mail. It was a beautiful afternoon — clear blue sky, hot sun and a fresh breeze. The island, one of many in that area, stretched ahead, mountainous and rambling, welcoming us with a wide crescent of sandy beach. To the left of a fine stand of dark pine we could see the village.

Thatched huts, like mushrooms, spread back from the beach, up the hill a little and along the valley.

Colour was added to the scene by the fresh green of spring crops on the terraced fields and the frequent sprays of pink plum and cherry blossoms on the hillsides and among the houses. A motley fleet of fishing junks, their rough-hewn planks weathered to a silvery grey, cluttered the beach, some of them pulled up on the sand and other moored offshore.

The outpost, consisting of two large Quonset huts, was visible on a hilltop. Among the people gathered on the beach we could pick out the lone American soldier who was meeting us with their mail. The boat nosed up on the beach and he came down to us with little brown Korean children scampering around him. A few of us jumped out to stretch our legs.

The fishermen were mending their nets or squatting in little groups talking — probably about fishing or the weather. We made our way through them and up to the village. The children still followed us and

called out "hellos", just to prove they could speak English. A young mother with her child strapped on her back gave us a big, friendly smile and curtsied, oriental fashion, as we passed.

Ahead of us a young boy had just come down from the hills with a bundle of wood. As he turned through the entrance to a yard and dumped his load against the mud wall, I saw the old woman.

She was squatting in the shade beside her house, a cloth framing her wizened face. She stared vacantly ahead, seeing nothing, or seeing perhaps a whole lifetime. Instantly I remembered her.

It had been, last August, when we landed under very different circumstances. The communists had taken Seoul and Inchon for the first time. The United Nations fleet was blockading and harassing the enemy along the coastline. August 18 found the Athabaskan engaged in bombardment support for a landing of 120 South Korean marines on the enemy-held island of Tok-Chok To. The island, if captured, would be another stepping stone to the port of Inchon.

We had anchored under cover of darkness with two ROK patrol craft (3-inch guns). The bombardment opened up with first light, carefully calculated to fall in the hills around the village and simply to frighten and disorganize the people. As the shelling progressed the marines landed in a fleet of small motor fishing boats.

The bombardment liaison officer was a Captain, Royal Marines, from HMS Kenya, who had spent the night in one of the Korean ships. It had been his original intention to land with the ROK marines, but when the time came for the assault and he observed their highly excited state and collection of crude and antique weapons, he asked, instead, if we would take him ashore. Our Captain agreed and the 10 members of our landing party were detailed to man their boat.

We set off, tense and expectant. Going alongside the ROK ship, we picked up the BLO, then headed for a small beach to the left of the assault. We were to be guards for the BLO, and as the boat ground up on the sand we jumped ashore, armed with three Lanchesters, four rifles and one Bren.



The beach at Tok-Chok To, scene of two landings from HMCS Athabaskan — one warlike, one peaceful.



This little fellow met the Canadians when they made their second landing and proudly came up with a smart salute. He followed them everywhere they went, saluting continually and doing his best to get into whatever pictures they were taking.

abouts of the communists. He answered casually that they had fled. How many were there? Probably six, and they had made a beeline for the other side of the island at the first fall of shot. From there they had made off in a fishing boat . . . Fire support obviously was not needed.

We saw that our fire had been good and accurate. The shells had fallen in the hills about half a mile beyond the village. We watched them interrogate a young man suspected of being a communist youth group organizer. Their methods weren't exactly gentle. Rummaging around we found stacks of communist propaganda, posters of a benignly smiling Stalin. In one house a couple of our men found an ingenious flag — South Korean on one side and North Korean on the other! Considering the early stage of the war, the owner had shown remarkable foresight.

At 1600 it was finally decided that the operation was a success and the South Korean flag could fly again over Tok-Chok To. We gathered together our equipment, organized some carrier boys from the village and headed back for the beach. Martial law in the main village had been relaxed and things appeared to have returned to normal.

Our doctor had landed to treat any wounded and was arranging for the

transportation of a woman and a little girl to the ship for surgery. They were both later transferred to HMS Kenya, which had better facilities. We learned afterward that, sadly, the little girl had died.

It was quiet as we walked through the village and a sort of deepened hush followed us. As we passed, the people would stop whatever they were doing and silently stare at us. As we rounded a bend we could see into the yard of a house. A pathetic wailing and sobbing shattered the stillness. An old woman squatted on her haunches in the dust of the yard, her leathery face streaming with tears. Stretched out in front of her was the body of a man, covered with a rough linen cloth.

We hurried on because we were late for our boat. But I could not forget that scene and the grief of the woman whose man was taken from her by the war.

And now it was May, 1951, and gentle summer breezes were bringing the pleasant scent of pine up the valley. Petals from the plum blossoms floated to the ground and the children on the beach shouted merrily as they played.

But this was the same woman. She did not look at the boy as he came into the yard and dropped his load of wood. She sat and stared unseeingly ahead. She did not even notice us pass. We were just as glad.

We advanced flat on our bellies through the long grass until our Korean interpreter, a ROK naval officer, discovered a frightened old man who was hiding in the grass and ordered him to lead us toward the main village.

We paused at the top of a hill and watched the marines threading their way through rice paddies and darting from house to house, spattering any suspicious bush or movement with automatic fire. They carried on up the valley and we moved toward the village to find out what fire support their commander needed.

In front of the village hall, women and children were being interrogated. Some of the babies howled from their mothers' backs. Two mothers were calmly nursing their infants while they waited.

The ROK commander wasn't to be found and we learned that he had moved inland with his men. So we left the village and made our cautious way along a path over the hillside. We found him in the next village, where he had set up headquarters in a schoolhouse.

We were eager for news of the fighting and inquired as to the where-



A west coast dockyard shipwright pauses from his work beneath a wooden hulled harbour craft to wave farewell to HMCS Athabaskan as the destroyer steams out of Esquimalt, bound for a second tour of duty in the Korean war zone. (E-15961).

Oakland Plays Host

OFFICERS and men of HMCS Ontario who thought they had met with the ultimate in hospitality during the spring cruise to Australia and New Zealand had to revise their thinking when the ship paid a four-day visit to Oakland, California, early in July.

The Ontario went to Oakland in response to an invitation of two years' standing. When she left, in the minds of one and all was the hope that there would not be as long a wait next time.

While HMCS Athabaskan was at San Francisco in June 1949, citizens of nearby Oakland made a special request that a Canadian ship visit their city in the near future. Arrangements were made for the Ontario to call at Oakland the following summer and the good people of that city laid on a full program of entertainment for the Canadians.

However, the outbreak of hostilities in Korea forced a drastic change in plans and involved the Ontario to the extent that her Oakland visit had to be cancelled. The city graciously extended the invitation for another year, and, apparently, made use of that time to lay on an even more elaborate program.

The following is a digest of a report on the Ontario's visit by the Canadian Consul, C.N. Senior:

The ship berthed at Grove Street pier at 5 p.m., July 5, and was greeted, by local representatives. Next day,

Commodore H. F. Pullen, the commanding officer, made formal calls on Mayor Clifford E. Rishell, who headed the entertainment committee for the Canadian visit; Vice-Admiral George D. Murray, Commanding the Western Sea Frontier, and Major General Milton B. Halsey, Deputy Commander of the 6th Army.

So that Commodore Pullen would not have to make a long series of individual calls, Vice-Admiral Murray brought to his office nine Rear-Admirals from the various commands in the vicinity.

The calls were returned aboard that afternoon.

During the stay, two large receptions were held ashore for Commodore Pullen and the ship's officers, one by Rear-Admiral B. L. Rodgers, Commanding the 12th Naval District, and Mrs. Rodgers, and the other by Mayor and Mrs. Rishell. In return, 300 guests were entertained at a reception on board the Ontario.

On Friday and Saturday afternoons, buses provided by the city conveyed 150 men on tours of Oakland and vicinity. Friday evening, 150 men were guests of the Oakland baseball club at a Coast League game. They were paraded with their band across the field to a block of reserved seats and received a "most enthusiastic ovation" from fans.

Saturday evening, the City of Oakland, with the co-operation of

several organizations, gave a dance in the Veterans Memorial Hall which was attended by 250 members of the crew.

Sunday, the Oakland Post of the American Legion entertained more than 100 at a picnic.

The civic authorities also provided an Information Centre in City Hall Square over which the Canadian Red Ensign was flown, plus a bus service from the centre to the ship's side from 2000 until 2400 nightly. Motor-cycle police escorts convoyed the Commodore's car and buses carrying the ship's personnel to and from the various functions.

In addition, a great deal of personal hospitality was extended to the visiting Canadians by the warm-hearted Oakland hosts. Many officers and men visited in private homes. Others had cars placed at their disposal.

One group sent cars with young lady drivers, each of whom had been provided with \$25 to entertain guests from the ship. Other groups of officers and men were taken out to dinner and supper parties in restaurants and hotels.

The ship was open to public inspection Friday and Saturday afternoons. About 2,500 citizens were visitors the first day. On Sunday the throng was so great as to be beyond counting.

When it came time for the ship to sail, on Monday morning, July 9, Mayor and Mrs. Rishell came personally to the dock to wish her bon voyage and Commodore Pullen took the opportunity to express to them a final word of thanks.

"The visit," said Mr. Senior, "was highly successful from the standpoint of stimulating interest in and promoting goodwill towards Canada . . . The Mayor and many of the people of various stations in life expressed to members of the Canadian consular staff the highest tributes to the ship and to her personnel. From all ranks aboard ship also came assurances that the reception accorded them in Oakland surpassed in scope anything they had previously experienced. It is most gratifying, therefore, at the end of a very strenuous four days, preceded by a month of rather intensive preparations, to be able to assure you that the visit of HMCS Ontario to Oakland was a splendid success and that the friendly feeling engendered should be of enduring quality."



At the Oakland ball park, where 150 of the Ontario's crew were guests at a Pacific Coast League game, five men from the cruiser discuss some of the finer points of baseball with Al Schacht, the famous baseball comedian. Left to right are PO Donald McCulloch, Edmonton; Sea Cadet Jack Meakins, Edmonton; PO Norman Bourne, Vancouver; CPO E. T. Jones, New Westminster and PO M. C. Griffiths, Saskatoon. (Photo by Chris J. Kobeck, Oakland).

SENIOR SHORT TOPS PREVOST POLL

*London Division Elects
Elder of Two RCN
Brothers*

ONE-HALF of one of the Navy's better-known brother acts steps into the spotlight as Man of the Month for September. He is Chief Petty Officer Gilbert E. (Ed) Short, recruiting officer at HMCS Prevost and the man elected by his shipmates of the London naval division for the position of prominence in The Crowsnest.

CPO Short is an older brother of CPO Sam Short, now on the training staff at HMCS Cornwallis. Both are gunnery instructors and many a man has pounded the parade square and learned gun drill under their charge.

In their younger days, too, both Shorts were pretty fair hands in the ring. In fact, Ed's last two bouts were with Sam. Then brotherly love was forgotten as Ed set out to prove his age and a disadvantage in weight were no handicaps. He won the first fight by a knockout and the second by a decision. After that he hung up his gloves.

He left the ring with an outstanding record. As a member of Navy boxing teams from 1930 to 1936, he won 15 of 20 bouts, six of them by knock-outs.

In one match it took him only 35 seconds to chill Bill Heller of Vancouver. That was in the old St. Joseph's Hall in Halifax, scene of many amateur scraps. One of his losses was an extra round decision in Portsmouth, England, to an ex-welter and lightweight champion of the Royal Navy, RAF and Royal Marines.

CPO Short has also been actively associated with Navy baseball and softball teams, both as a player and coach. He coached the softball team that reached the Halifax city senior final in 1943 and piloted the intermediate baseball team that took the inter-city title in 1947. The team was prevented from going further by an error in affiliation. CPO Short now coaches Prevost's softball team and plays a lively game himself, despite the fact that he sometimes complains he is "getting old."

CPO Short will have spent a quarter of a century in the Navy when his retirement date falls due on November 4, 1954. He'll be 41 then. In a naval career that has

touched the Pacific, Mediterranean and the Atlantic, he claims nothing exciting has ever happened to him. However, he has sailed in his share of ships, was at sea for the opening rounds of the Battle of the Atlantic and has gathered a locker-full of "salty dips" he divulges only on rare occasions.

Born in Toronto April 20, 1913, Short entered the Sea Cadets at the age of 12. Four years later he was old enough to become a boy seaman in the Royal Canadian Navy. He entered



CHIEF PETTY OFFICER
GILBERT E. SHORT

the Service on November 4, 1929, and went to HMCS Stadacona for new entry training.

A year later he was aboard the destroyer Champlain, sailing out of Halifax. He was in her again from 1934 to 1936 and, as a souvenir of his service in the ship, has the Champlain's bell-rope in his possession. He also served in the Saguenay and St. Laurent and took gunnery courses ashore at Halifax and Whale Island.

In 1939 and 1940, Short, then a leading seaman, served in the destroyer Skeena when she escorted some of the first convoys out of Halifax. Later in 1940 he was Coxswain of the minesweeper Viernoe, operating out of Halifax and Sydney.

In 1941 he qualified as gunner's mate in the Gunnery School at Halifax and was drafted to the destroyer St. Francis to serve in this capacity. Later he instructed in Stadacona and Cornwallis.

In 1945 he was drafted to HMS Glory, then in the Mediterranean, for carrier experience. Then he joined the commissioning crew of HMCS Warrior when she was taken over by the RCN in January 1946. When the Warrior was returned to the Royal Navy in 1948 he was transferred from her to HMCS Magnificent and commissioned the latter ship at Belfast in April of that year.

Three months later he went ashore to Stadacona, and on October 1, 1948, went inland for service in naval divisions. He was in HMCS York, Toronto, until the following November, then went to HMCS Star, Hamilton, for eight months. He has been in Prevost since August 1950.

CPO Short shows a strong streak of diplomacy. When asked the routine question, "What do you plan to do when you retire?" he said his ambition was to settle down in his adopted city of London (almost a thousand miles from the sea) and raise chickens. "I have my feet planted here," he explained, adding that he hoped to retain his naval connection as a member of the RCN (Reserve) in Prevost.

CPO Short is married and has four children — Rose Marie, 15; Frank, 14; Gerald, 13, and Gloria Jean, 10 months. They live at 24 Walbrook Crescent, London.

His wife, Beatrice, isn't keen on raising chickens, CPO Short says, "but it's got to be that or work as a travelling salesman."

At any rate, he has "taken to" London and doesn't want to leave — "unless we have to go back and start fighting again."



OFFICERS *and* MEN



New Commanding Officers in Two Naval Divisions

New commanding officers recently took over at HMCS York, Toronto, and HMCS Scotian, Halifax.

Commander Robert I. Hendy has taken command of the Toronto naval division upon the retirement of Captain R. Base. In Halifax, Acting Commander W. Graham Allen has taken command of HMCS Scotian upon the retirement of Captain W. E. S. Briggs.

Commander Hendy entered the RCNVR as a midshipman in August 1936. Shortly after the outbreak of war he joined the destroyer HMCS Assiniboine as a lieutenant and from her went to the destroyer Annapolis. In March 1941 he was appointed to Stadacona for a gunnery course, following which he served at Naval Headquarters with the Director of Naval Ordnance. He later served for two periods in HMCS Prince Robert, attended a staff course in the United Kingdom and was Staff Officer (gunnery) on the staff of the Director of

Warfare and Training at Headquarters. Discharged in October 1945, he entered the Active List of the RCN(R) in August 1947. He served in HMCS York as Training Commander until July 15, when he took command with the acting rank of Captain RCN(R).

A/Cdr. W. G. Allen entered the RCNVR early in the war and trained at HMCS Royal Roads. He held several appointments, among them that of Executive Officer of the minesweeper Cowichan, serving with the Western Escort Force. He was an anti-submarine specialist and instructed in the schools at Cornwallis and Stadacona. He entered the RCN(R) after the war and was Executive Officer of Scotian prior to being appointed in command of the division.

Instructor Officers Change Appointments

The following appointment changes of interest have recently taken place or will take place in the near future:

Commander C. R. Parker to Naval

Headquarters as Director of Service Conditions and Welfare. Formerly at Naval Headquarters as Deputy DSCW.

Instructor Commander I. F. Ritchie to Naval Headquarters as Deputy Director of Naval Education. Formerly in HMCS Stadacona as Education Officer and on the staff of the Flag Officer Atlantic Coast as Command Education Officer.

Instructor Commander G. L. Amyot to HMCS Stadacona as Education Officer and on the staff of the Flag Officer Atlantic Coast as Command Education Officer. Formerly in HMCS Naden as Education Officer and on the staff of the Flag Officer Pacific Coast as Command Education Officer.

Instructor Commander R. S. Martin to HMCS Naden as Education Officer and on the staff of the Flag Officer Pacific Coast as Command Education Officer. Formerly at Naval Headquarters on the staff of the Director of Naval Education.

Lieut. (ND) J. H. MacLean to HMCS Portage in command. Formerly at Naval Headquarters on staff of Director of Weapons and Tactics as Naval Hydrographer.

Eight Men Promoted to Commissioned Rank

Eight senior men of the RCN have recently been promoted to commissioned rank. They are Acting Commissioned Communications Officer Charles J. Scott; Acting Commissioned Writer Officers Norman F. Boot, Ronald J. Edwards, Russell F. Passmore, Harold G. Smith and Arnold L. Steed, and Commissioned Cookery Officers Roger A. Bonoyer and Albert E. Hawkins.

Commissioned Communications Officer Scott enlisted in the Navy as ordinary seaman in August 1939. He later entered the Communications branch and became a telegraphist in March 1943. During the war he served in the destroyer Restigouche, the minesweeper Noranda and the frigate Strathadam. More recently, he has served in the Warrior, Athabaskan, Swansea and St. Stephen, as



Mentions in Despatches have been awarded to, left to right, Captain J. V. Brock, Commander R. P. Welland and Acting Commissioned Engineer E. V. Dear for services in Korean waters. Captain Brock commanded HMCS Cayuga during her first tour of duty in the war zone and during that period was, in addition, Commander Canadian Destroyers Far East. Commander Welland commanded HMCS Athabaskan during her first period of service in the Far East. Commissioned Engineer Dear was Chief Engineerroom Artificer in the Athabaskan. He was promoted to commissioned rank shortly after returning to Canada.

well as in various shore establishments.

Commissioned Writer Officer Boot entered the RCNVR as a writer in October 1939 and transferred to the RCN in July 1941. He has served in shore establishments on both coasts, in Cornwallis and in the destroyer Iroquois.

Commissioned Writer Officer Edwards started his service at Naden as a writer in January 1941. After serving in various establishments in Canada and the United Kingdom, he joined the frigate Monnow in March 1943. He later served in Newfoundland and in the destroyer Qu'Appelle. In August 1946 he joined the Nootka for a year and a half.

Commissioned Writer Officer Passmore entered the RCNVR as a writer in February 1941 and transferred to the RCN a short time later. After service ashore he joined the Iroquois in September 1942, two months before she was commissioned. Since the war he has served in the Warrior and Magnificent and the destroyers Micmac, Iroquois and Haida, as well as in various shore establishments.

Commissioned Writer Officer Smith entered the RCN in March 1941 as a writer and served in shore establishments on both coasts. Since the war he has served in the Haida and various fleet establishments.

Commissioned Writer Officer Steed joined the RCN in July 1941. He served on both coasts and in the United Kingdom until October 1944,



Men in HMCS Ontario had the "new look" when they visited Oakland, California, this summer. Receiving his new white uniform from Ldg. Sea. John Derochie, Claresholm, Alta., left, is PO Robert Laudon, RCN(R), of Vancouver. Ldg. Sea. Ralph Adolphe, of Biggar, Sask., centre, has wasted no time in changing into his. (OC-826)



Shown above are the members of the second class to graduate from the RCN Preparatory School at Esquimalt. Front row: left to right: Petty Officers Bruce G. Richards, Edmonton; John D. R. O'Neill, Montreal; Norman B. O'Neil, Saint John, N.B., and A. Ralph Mason, Edmonton. Rear row: AB Douglas Jebson, Oyama, B.C.; Ord. Sea. John V. Graham, Toronto; Ldg. Sea. Andrew J. Nichol, Acton, Ont.; Ord. Sea. Norman J. Haslett, North Vancouver, and Ord. Sea. John D. Buchan, Vancouver. Standing at the back is CPO Fred A. Jones of Swift Current, Sask., and Victoria.

when he was drafted to the Uganda (now Quebec). He later served in the Rockcliffe, in HMCS Chippawa, Winnipeg, and the Canadian Services College, Royal Roads.

Commissioned Cookery Officer Bonoyer joined the RCNVR as an assistant cook in November 1942. He served in the frigate Cape Breton for a year and a half, during which time he transferred to the RCN. He later served in the Ontario, Antigonish and the Ontario for a second time.

Commissioned Cookery Officer Hawkins joined the RCN in September 1937 at Esquimalt. He first went to sea in January 1939 as a cook in HMCS Ottawa. He later served in the converted yacht Sans Peur and the auxiliary cruiser Prince Robert. Since the war he has served at sea in the Ontario and Magnificent.

Second Course Graduates from Preparatory School

Ten men graduated this summer from the second Preparatory School course to be conducted at HMCS Naden.

The graduates were: PO John O'Neill, Montreal; Ord. Sea. Norman Haslett, North Vancouver; Ldg. Sea. Andrew Nichol, Acton, Ont.; Ord. Sea. John Buchan, Vancouver; Ord. Sea. John Graham, Toronto; CPO Fred Jones, Swift Current, Sask.; PO Ralph Mason, Edmonton; PO Norman O'Neil, Saint John, N.B.; PO Bruce Richards, Edmonton, and

Ldg. Sea. Douglas Jebson, Oyama, B.C. The first five men on the list graduated with first class honours.

All ten men are now qualified academically for promotion to commissioned rank, either as branch officers or, in the case of the younger men, through the university, services college or "upper yardman" schemes.

The class was enrolled last October and began a course which consisted of Senior Matriculation mathematics (algebra, geometry and trigonometry), general physics, chemistry, English and French.

The school was organized two years ago "to provide an avenue of advancement for every ambitious sailor, regardless of rating."

RCN Radiographer Passes USN Course with Honours

Chief Petty Officer William E. Noel, of Victoria and Port Simpson, B.C., has been assigned to the US Naval Medical School, Bethesda, Maryland, for a year of special training following his graduation with honours from a course in radioactive isotopes at the school.

On the recommendation of the commanding officer of the school, CPO Noel will stay on at Bethesda for advanced training as an instructor in radioactive isotopes.

In a letter to Naval Headquarters, the commanding officer of the school said that CPO Noel, one of the "most outstanding" members of his class,

had attained a final average of 95.6 and had "demonstrated exceptional interest and application in all phases of the work." During his additional year of training he will gain practical experience in the clinical and biological uses of radioactive isotopes.

CPO Noel entered the RCN in May 1940 as a probationary sick berth attendant. During the war he served in hospitals on both coasts and at sea in HMCS Prince Robert. In 1942 he went to the Royal Victoria Hospital, Montreal, for a course in radiography.

At the end of his first engagement he left the Navy but re-entered in June 1949. He was serving in the RCN Hospital, Esquimalt, when he was selected last fall to go to the USN Medical School, becoming the first RCN man to take the course in radioactive isotopes. He was advanced to CPO 2nd class while at Bethesda.

Two Classes Complete Communications Courses

CR 38, the second visual class to complete training at the Communications School, Halifax, since the split of the Communications Branch, came through with flying colours. Under the tutoring of CPO Charles Light, the whole class obtained pass marks and achieved an over-all average of 88.2.

All ordinary seamen, the graduates were granted leave, then joined the fleet as follows: Robert Maxwell and James Martin to HMCS Micmac; James Parsons, Brian Haire, Ian Hewitt, Patrick Robertson and

William Kingsland to the Magnificent; Leonard Woolven, Cecil Drummond, John Molnar to the Athabaskan, and William Blades and Arthur Markle to HMCS Naden.

CR 39, under PO Bob Palmer, finished June 29, enjoyed 30 days leave and took up new duties as follows: Ordinary Seamen Owen McKeller went to HMCS Portage; Donald Ostler to the Ontario, and James Yakabuski, John S. Oros and Wilber Hall to Naden.

CPO Charlie Bourgeois, formerly of the Comschool staff, has been drafted to Naden, rejoining his home port division.

RCN(R) Officer Awarded Fellowship at Harvard

An RCN(R) officer from HMCS Chippawa, Acting Sub-Lieut. Shane MacKay, became the first Canadian newspaperman to be awarded an Associate Nieman Fellowship.

The fellowship provides for study at Harvard University from September 1951 to May 1952, during which time Sub-Lieut. MacKay will be given leave of absence from his newspaper. For the last two years he has been senior legislative reporter for the Winnipeg Free Press.

After completing his fellowship studies at Harvard, he will move to the Ottawa Bureau of the Free Press.

He joined the Active List of the RCN(R) at HMCS Chippawa as an acting sub-lieutenant in March of this year.

Athabaskan's XO Served in First Ship of Name

Lieut.-Cdr. Robin B. Hayward, Executive Officer of HMCS Athabaskan, had reason to be particularly pleased with his appointment to the ship prior to her sailing for a second tour of duty in the Far East. Lieut.-Cdr. Hayward served in the first Athabaskan from the day of her commissioning early in 1943 until she was sunk in action off the coast of Brittany on April 29, 1944. Picked



up by a German minesweeper after three hours in the water, he was a prisoner of war until liberated by British forces at Bremen, exactly a year later.

A native of Duncan, B.C., Lieut.-Cdr. Hayward entered the Royal Naval Reserve in September

1937 and served two years in the 113-year old training ship, HMS Conway. When the Second World War broke out he transferred to the RCN but continued serving with the Royal Navy in the battleship Nelson and destroyer Jupiter. His first Canadian ship was the corvette Drumheller, to which he was appointed late in 1941. He served in her for a year and a half before joining the first Athabaskan.

Since the war he has held the appointments of Senior Term Lieutenant at Royal Roads, Commanding Officer of the auxiliary vessel Ehkoli, Staff Officer at HMCS Unicorn, Saskatoon, and Assistant Training Officer in HMCS Ontario.



Pictured above are members of the 18th Chief and Petty Officers Leadership Course to be held at HMCS Cornwallis. Front row, left to right: CPOs R. H. Williamson, W. A. Stockley, Lieut. (S) A. F. Reade (course officer); CPOs A. P. Howard (instructor), E. S. Crone and N. A. McLeod. Centre row: CPOs H. F. Clark, J. D. Hovan, S. W. Rumson, V. R. McMurtrie, I. N. Doucet and J. W. C. Pottinger. Rear row: CPO J. E. McSweeney, POs F. H. Lowe, C. A. Napier, L. R. Day, E. Poirier and J. E. Plastow, CPO P. J. Duchene and PO A. D. Ireland. (DB-1066-1)

Naval Men Help Find Missing Persons

A call for help from Hammond Plains, near Halifax, was answered by 25 naval volunteers from HMC Dockyard to help in the search for Mrs. Jack Burns, 70-year-old Hammond Plains resident who had been missing from her home for three days. The naval party joined residents of the area who were already organized into several search parties.

Almost when all hope for her safety had faded, Mrs. Burns was found on the fourth day, exhausted from hunger and exposure but otherwise safe and sound.

Late in July, a number of men from HMC Naval Radio Station Gloucester, near Ottawa, assisted in the search for an elderly man who had become lost in dense bush. He also was found after a four-day search.

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 opposite his name.

RCN

ACKERT, Stewart M.....LSCK1
 AMEY, John H.....LSNS1

BATTLE, Jesse F.....LSMA1
 BERTRAND, Harold H.....LSNS1
 BOWERBANK, Bernard J.....LSCV1

CAMPBELL, John W.....C2SM3
 CANUEL, Louis E.....LSCK2
 CLARKE, Henry M.....C2ER4
 CLARKE, Robert M.....LSMA1
 COURT, Fred J.....LSCK1
 CROWE, Donald E.....LSMA1
 CURTIS, Edward G.....C1SH4

EDISON, Joseph E.....LSCK1
 ELLIOTT, James G.....P1ER4

FAWNS, William D.....LSHA2
 FRENCH, Melvyn D.....LSMA1
 FITZSIMMONDS, Patrick T LSQR1

GILES, Norval E.....P2CK2

HALL, Charles W.....LSCK1
 HALVERSON, Donald M.....P1LA3
 HAMILTON, Martin E.....P1AT4
 HENDERSON, David.....C1SH4

JAMES, Lionel S.....C2CK3
 JOHNSON, Murray J.....P1AT4

KING, Robert.....LSSM2

McKILLOP, Walter D.....LSSWS
 MICHAUD, Leo P.....LSNS1
 MORGAN, Henry C.....C2VS3

PATERSON, Bernard C.....LSVS1
 PHILLIPS, Leo H.....LSAW1
 POTTS, Reginald A.....C2RR4
 POWELL, Edward C.....LSRR2

RUDOLPH, Donald J.....P2RC1
 RUTHERFORD, Douglas ..LSSM1

SAMALACK, Frank.....P2SW1
 SANGSTER, Joseph D.....LSLR1
 STEWART, Ronald F.....LSVS1
 STODDART, John A.....C2PT2
 SUTHERLAND, Earl J.....C2ER4

TOBIN, Bruce T.....P2AW2
 TOUGH, Gordon G.....P2NS2

WALSH, Edwin J.....LSRPS

RCN(R)

ALLISON, J.....LSTDS
 ASHTON, G. A.....LSAO1

BRIMBLE, E. G.....P1QR1
 BROWN, G. W.....LSVS1
 BURCH, N. C.....C1TD1

CONE, R. M.....LSTDS
 COSTELLO, A.....C2QMS(NQ)
 COUSINS, L. M.....P2(NQ)
 CROWHURST, C. H.....C1OR4

EATON, E. E.....P1CC2

GREENHALGH, W. A.....LSBD1

HAWTHORNE, J.....C2RT4
 HINEMAN, C. S.....LSMA1

IRELAND, T. J.....P1ER4

JENKINS, K. E.....LSTDS
 JOHNSON, D. M.....LSEM1
 JOHNSTONE, K. R.....LSVS3
 JONES, A. F.....LSPHS

LAFORET, J. A.....LSNS1
 LAWRENCE, H. J.....C2TC2
 LECKIE, Peter.....C2SM2
 LITTLE, N.....LSTDS

MERCIER, J. R.....P2SW1
 MICALLET, F. J.....LSCMS
 MILL, S. N.....LSMA1

PARRISH, J. E.....C1CV3
 POWROZ, W. S. R.....P1CR2

QUIRBACK, C.....LSCK2

SANDISON, J. E.....LSCW1
 SCOTT, D. L.....P2RT3
 SCULLION, W.....LSAAS
 SIMPSON, J. M.....C1ET4

THOMAS, E. L.....C2MA3
 TYSON, L. W.....LSTDS

WEST, A. G.....C2CK3
 WHEELER, J. T.....P1CV2
 WILSON, L. G.....C2ER4
 WOOD, E. Y.....C1CW2

First Jet Graduate

Commander (P) G. C. Edwards became the first RCN officer of commander's rank to fly jet aircraft when he successfully completed a jet conversion course at the RCAF station at Scoudouc, N.B., this summer.

Commander Edwards made the requisite speed and altitude flights and had an introduction to RCAF fighter formation and tactics and navigational exercises, including a flight from Scoudouc to Toronto and back.

On completing the course, Commander Edwards took up the appointment of Commander (Air) at HMCS Shearwater.

Reserve Communicators Take Summer Training

Four chief and petty officer communicators of the RCN(R) took a two-week course in the Communications School in Halifax and then joined the Atlantic Coast Training Force for the second cruise to the United Kingdom.

They were CPO John Parrish and PO John Siddons, HMCS Star; PO Charles Williams, HMCS Chippawa, and PO Everett Anderson, HMCS Queen Charlotte. On their return, they rejoined their respective divisions on continuous naval duty.



A number of naval communicators serving in HMCS Ontario take a "busman's holiday" during off-duty hours, turning to unoccupied radio sets to pursue their hobby as "hams." In the above photo, CPO Roger Curtis, of Edmonton, listens in on the "ham" band in the cruiser's radio office. During the Ontario's spring cruise to Australasia, fellow amateurs with whom they had made friends by short wave radio welcomed and warmly entertained the Canadian naval "hams" in almost every port of call. (OC-795).

A Real Naval Veteran

by H.C.W.

Since 1772, Clock Has Told
Time in Dockyard
at Halifax

HENRY C. Work's famous Grandfather's Clock "... stopped short, never to go again . . ." but the granddaddy of Canadian timepieces is still proudly ticking away the seconds in Halifax's historic dockyard, as it has for almost two centuries.

From its tower over the Naval Fire Hall it clangs the hours, and sailors and dockyard employees stop to check their watches, just as their predecessors did down over the years.

The clock is one of the few remaining relics of the Navy's early days in Halifax. First installed over a sail loft in 1772, it was moved to the new fire hall when the loft was demolished in 1941 to make way for new buildings.

The clock receives jealous attention, its speed or lag causing a flood of phone calls to the firemen. Recently it was taken down for its first major overhaul. Precision workers from the Naval Armament Depot in Dartmouth found this inscription on its

Works: 1767 *Aynesth Thwaites, Clerkenwell, London.*

A masterpiece of old-time craftsmanship, it was entirely hand-tooled, from forged shafts to laboriously filed gears. Two hundred and fifty pound weights drive its nine-foot pendulum.

Merle (Curly) Alguire, watchmaker in the Fire Control Precision Shop at NAD, Instrument Repairman George Haughian and Apprentice Eddie Hagen lavished loving care on its machinery. Alguire, also a machinist by trade, marvelled that the old clock kept going. Many of its parts were seized and Alguire refaced and replaced pallets and bushings.

But like the song:

"... It wasted no time and had but one desire;

At the close of each week to be wound,

And it kept in its place, not a frown upon its face,



... Still Going Strong

And its hands never hung by its side . . ."

So,

Every Saturday now "Curly" personally supervises the setting and winding of the gears. The clock only runs about half a minute fast over an eight-day period.

Its white-on-black face and bell are not original. The present bell is from a ship but only the date, 1797, is still discernible. No other data is available.

The clock was a casualty when most of north end Halifax was levelled in the 1917 explosion. But two Dockyard old-timers, John Beanlands (retired senior foreman) and Gordon Heffler (still electrical foreman), repaired it at the old sail loft berth. Erection of the new fire hall revived interest in the timepiece and when the sail loft was torn down a new tower was designed for it above the headquarters of the firefighters.

It seems that the Navy has another clock somewhere, though it's not as old as the fire hall fixture. The recent face-lifting of the latter dissipated a popular belief that it was the one removed from a former Gun Wharf building on Water Street.

But what has happened to this other clock is a mystery. According to Mr. Beanlands, it was removed from the Gun Wharf when the Central Victualling Depot was established there in late 1941, and was crated and sent to a warehouse for safekeeping. Track of it was lost there, but it is believed to be in mothballs at some obscure storage place.

The Dockyard clock is a monument to pioneer Halifax and early naval traditions there. How long it will solemnly measure time and arch its hands over that naval port is for future generations to tell. With care, it may toll well on into the next century.



Watchmaker Merle (Curly) Alguire shows the intricate works, all tooled by hand, of the old Dockyard clock to Commissioned Officer (SB) Les Parker, fire captain. Alguire and Apprentice Ed Hagen, kneeling, repaired the historic timepiece. (HS-12727).

The UNTD Goes to Sea

by A. B. R.

Cadets Learned and Saw Much on Training Cruises to 'Other Side'

Experience at sea is the crux of UNTD training, and experience at sea is just what more than 450 cadets received this summer in the ships of the Atlantic Coast Training Force.

The three ships — the La Hullose, Crescent and Swansea — made three voyages to the United Kingdom. On each occasion they embarked approximately 150 cadets, most of them from universities and a few from the services colleges. This account, written from HMCS La Hullose, deals with the second cruise but is equally applicable to the others.

THIS was not a pleasure cruise by any stretch of the imagination. The real business of crossing the ocean, as far as the cadets were concerned, was to learn about the ship, how to run and care for her and, most of all, how to live in her.

There were many features of this cruise which made it both interesting and, measured by the utilitarian yardstick, highly profitable.

Tuesday, July 3, was half spent in fuelling, then the La Hullose slipped to join the Swansea and Crescent, who had fuelled previously, off Halifax. Seven hundred tons of oil in the tanks and the broad Atlantic ahead! It dawned upon everyone that at last we were on our way and that the next land we should walk upon would be that of England. Desire and eager anticipation became accentuated by the sense of release produced by vistas of sea and water alone.

However, all was not so rosy and ethereal below decks. The repercussions of crowded conditions were being felt everywhere in the ship. The wardroom was packed and the cadet messes were forced to accommodate half again their normal complement. Crowding is by no means unusual in warships, but it does cause confusion, especially in messes inhabited by people most of whom are "off to sea" for the first time.

Adding to the immediate discomfort was . . . seasickness. The sea provided the incentive in the form of a good roll and a bit of a pitch. Imagination and suggestion completed the unfortunate picture. The ship's roll was discussed in detail, as were

all the known theories of defeating seasickness. Seasickness became a mania, to be examined, thought out in detail and miserably endured for a brief yet seemingly interminable 24 hours.

Throughout the next seven days the weather held fine and clear, with but one brief squall to add a dash of variety to the meteorological stability. During this time the sea training classes got fully under way.

Seamanship took up by far the largest percentage of the instructional time. Knots and splices, boatwork, boat drills, tow fore and aft, jackstay transfers and the general job of housekeeping — all bulked large in the cadets' timetable.

Pilotage, anchors and cables prepared the cadets for the several times the ships would come to anchor around the British Isles. The entire ship's organization also came within the syllabus of the first year cadet training. Meanwhile, the cadets learned to live in their messes with reasonable comfort.



Two cadets combine in taking a sun sight on the bridge of HMCS Swansea during the East Coast training flotilla's second summer training cruise to the United Kingdom. Cadet Harold F. Stevens, of Halifax and Dalhousie University, left, checks the time of the sighting while Cadet Andrew D. Gorman, of New Glasgow and St. Francis Xavier University, "shoot the sun" with a sextant. (LAH-106).

In addition to regular classes, the cadets in all three ships carried out normal shipboard duties. A fair portion of each day was devoted to working part ship — cleaning, painting and tidying.

Further, the cadets stood sea watches — on the bridge, at the lifebuoy station, as seaboat's crew, in the engine room and at the wheel. Cadets were made responsible for actual watchkeeping duties according to their training and experience. Senior cadets were very often in control of the whole ship — under the watchful eye of the Officer of the Watch. Astro-navigation loomed large in the prospectus of both senior and second year cadets, while the specialists followed syllabi designed and supervised for their particular studies.

Late on Tuesday, July 10, land crept up over the horizon. These were the Scilly Isles, to be replaced soon after by the rugged Cornish coast. The ships came to anchor in Falmouth Bay, remaining there for upwards of five hours, after which they proceeded up the Channel, along the beautiful south coast of the Isle of Wight, and finally up into Spithead and Portsmouth harbour. Here they secured alongside Pitch House Jetty, in the very heart of the ancient port and a mere stone's throw from Nelson's great flagship, HMS Victory.

Each day in Portsmouth presented new and fascinating things to see and learn. Morning and afternoon tours were arranged to the various huge Royal Naval training establishments situated around greater Portsmouth. Visits were made to HMS Phoenix, the damage control school; HMS Vernon, the TAS school; HMS Hornet, the MTB base; Lee on Solent, the RN Air Station; HMS Dolphin, the submarine school; HMS Excellent, the gunnery school; HMS Victory, then in drydock, and HMS Duke of York, one of Britain's largest battleships. These tours were at all times busy, informative and made interesting by the high degree of skill and organization which went into their planning and execution.

Portsmouth itself offered manifold

interests. It has been a Navy town as long as there has been a Navy. The old forts in Spithead, the hulk of the once formidable Foudroyant, the little, 200-year-old taverns along the harbour front, and the Victory—all pay mute and not so mute evidence to the nautical past of the city.

Portsmouth did the Canadian visitors great favours. Free transportation on all urban busses, access to the huge municipal swimming pool and free admittance to the Pier dancing pavilion were all provided for the ships' companies. In addition, many of the citizens of greater Portsmouth invited the visitors to their homes during the busy week the ships were in the harbour.

Inescapably, the highlight of the entire stay was the 48-hour leave granted to each one of the ship's company. The great majority spent this free time in London. Several hurried to Scotland to visit relatives, while a few went to such cities as Bristol, Manchester and Birmingham to visit or re-visit old friends. Everywhere the Festival was in evidence in the form of displays, floodlighting, flags and general, good-spirited hospitality.

The new Canadian khaki uniforms seemed to cause, at first, confusion, then interest wherever they were

seen, while the "Canada" flashes drew a ready welcome.

The flotilla put to sea again on July 18 and course was set down the Solent and Channel, round Land's End and into the Irish Sea. As the course at all times was skirting the coast, sea training centred on the art of pilotage and associated subjects.

Late on Friday the 20th the flotilla entered the picturesque harbour behind the Holy Isle guarding Lamlash Bay, Isle of Arran. The high lands around the lovely little village formed a picture of serenity while on board the ships spirit and activity ran high in anticipation of the regatta to be held the next day. The racing crews exercised constantly. Boatwork and rigging classes took on added meaning.

Meanwhile, softball teams went ashore to play on the village common. Several hilarious and noisy games between the teams from the ships provided a great deal of amusement for the participants and a good deal of amazement for the Scottish spectators.

The following day was entirely devoted to the regatta. Teams pulled hard on the course laid out between the ships and war canoe races and jousting added lighter touches to the keen competition. Unhappily, all sailing had to be postponed for

lack of wind. The festivities and rivalry were rounded off with a mass picnic held on the Holy Isle in the evening.

During the afternoon a sports party was landed in Lamlash to take part in the Veterans' sports day. (See Navy Plays). It was an informal, most friendly affair at which the Canadians were the honoured guests and among the most active participants. At a dance in the evening the prizes were distributed, with half of them going to the Canadians. Visitors were welcomed on board next day prior to the departure for Belfast.

The reception accorded the Canadians in Belfast was truly overwhelming. Immediately the flotilla secured, dance and ice review tickets were distributed to the ships' companies. During the afternoon, two tours were scheduled. One was to the Parliament Buildings, where the 100 visiting cadets were conducted through the chambers and galleries by a guide who was eager to explain their history and architectural beauty. Tea was served later in the great government reception room and there the cadets had the privilege of meeting the Prime Minister. At the same time the Overseas Club of Belfast entertained 60 cadets at a tea at which they met persons from all over the Commonwealth.

The following day, tours were arranged to the North Ireland Farm and Factory Festival Exhibition and to the great Ulster brewery. The Ulster Tours Board took 50 of the Canadians on a day's outing to Portrush where they became the honoured guests of the Urban District Council at a carnival and an evening of dancing thereafter. A banquet was also given the visiting Canadians by the Portrush council, at which the president officially welcomed the party. He was promptly awarded three lusty cheers and a "tiger."

Early next morning the flotilla sailed to refuel at the old war-time base of Lisahally, before commencing the homeward journey across the Atlantic. Off the Irish coast, the ships steamed into rough weather and seasickness again reared its ugly head. To all hands' relief, "pipe down" was sounded for the remainder of the day.

For the succeeding eight days normal, yet intensive, sea training prevailed. Cadets again went to classes in anchors and cables, ship handling, rigging, etc. Also included in the agenda was a demonstration of dropping depth charges and a gunnery shoot just off Halifax.



Lord Nelson's famous flagship, HMS Victory, was one of the principal points of interest visited by the cadets during their tours of ships and establishments of the Royal Navy at Portsmouth. Here a Royal Marine guide shows a group of cadets a model of a muzzle-loading cannon used in the Victory at Trafalgar. The original is preserved in the Portsmouth Dockyard Museum. (LAH-158).

In the evening of the third day out, the Crescent was obliged to detach and make for Ponta Delgada, in the Azores, at high speed. Her diversion was necessitated by the critical condition of one of her seamen, who had suffered a severe attack of appendicitis.

On arrival at Ponta Delgada, AB Thomas Denault, of Fort Coulonge, P.Q., and Toronto, was placed in a waiting ambulance and taken to Saint Andre Nursing Home, where, in a successful operation, his appendix was removed 55 minutes later by one of Ponta Delgada's leading surgeons.

The Crescent refuelled and after hearing the results of the operation proceeded to rejoin the frigates.

It was contended in the opening paragraphs that this cruise, measured by utility's yard stick, was a profitable experience. The truth of the maxim lies in the fact that the cadets were constantly learning. Not only were they able to apply the lessons of the classroom ashore and absorb new lessons taught them at sea, but they became intimately familiar with the thousands of little things that make shipboard life unique.

These cadets, most of them from places having little or no contact with the sea, in the brief period of six weeks became conversant with the geography, organization, operation, customs, purpose and life of the ship. They even caught a little of the spirit of the ship and the men with whom they served.



Cadet John Deadman, of Hamilton, Ont., and the University of Toronto, exercised a flair for "tinkering" while enroute to Portsmouth, England, this summer on a cadet training cruise, by repairing the rickety piano in the cadets' messdeck in HMCS Swansea. After that, during non-working hours, the piano was rarely silent. (LAH-124).



Aerial photos are compared with the chart in plotting a bombardment on board HMCS Huron during a patrol off the east coast of Korea. Left to right are Lieut. J. A. Fulton, of Burlington, Ont., the destroyer's gunnery officer; PO Edgar Colebourn, Sioux Lookout, Ont., and Lieut. R. P. Morris of Halifax, navigating officer. (HU-119).



While operating in the Songjin area, off the east coast of North Korea, the Huron picked up four South Koreans who had escaped from a communist forced labor camp and put to sea in a small fishing boat. Here they point out the approximate position of the camp to Lieut. R. C. Thurber, of Red Deer, Alberta (HU-131).

Afloat and Ashore

ATLANTIC COAST

HMCS Stadacona

The latter part of July was a busy time for all hands aboard Stadacona as they prepared for the annual inspection by Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast.

During the course of his inspection, Admiral Mainguy visited all schools and barracks blocks and was spectator at a 10-team sports tabloid sports meet. The end of the two-day inspection was marked by ceremonial divisions, with the Admiral taking the salute at the march past.

At the conclusion of his inspection, Admiral Mainguy addressed the following message to Stadacona:

"I am most impressed by the progress made since I last inspected Stadacona. The appearance and bearing of officers and men and the standard of cleanliness of the buildings reflect great credit on all concerned."

Communications School

The Comschool in future will award certificates to all members of the Communications branch on the successful completion of their courses. Personnel who graduated from their courses prior to the division of the branch into visual and radio sections may obtain certificates on application to the school. Those who completed training since the split will receive their certificates automatically.

The transfer of the school from Stadacona to Cornwallis has been delayed until the fall in order to permit the completion of electrical installations in the new quarters. — D.A.P.

HMCS Shearwater

HMCS Shearwater was operating at full strength again in late July following the completion of the annual leave period. Except for reserve training and essential services, activities at the air station had been reduced to permit officers and men to take full advantage of their leaves.

Shearwater's construction program is going ahead and good progress is

being made on new buildings and water and sewage excavations.

Aircrew of the RCN(R) carried out refresher flying training in Harvards from the air station during the summer and were given practice in formation and operational flying.

Probably the most active section at Shearwater during the leave period was the Observer School, where 11 UNTD cadets were attending the first course of its kind to be held in the RCN. Handling the instructional chores were Lieut. (O) Edward Brooman, officer in charge of the school, Lieut. (O) Richard Quirt and PO Robert Geale.

HMCS Cornwallis

The Cornwallis guard and band, under the direction of Lieut. W. Hodgkin and CPO M. Nold, travelled to Kentville July 19 to carry out the colorful sunset ceremony.

The guard, consisting of 48 men, was under the command of Instructor-Lieut. L. Farrington and Commissioned Bos'n H. Myers.



Ldg. Sea. John Wright, of Halifax, uses a guide map to point out places of interest in Halifax to Seamen Second Class Juan Ordaz, left, and Eugenio Hernandez, crew members of the Cuban frigate Antonio Maceo, which visited Halifax early in July. (HS-15037).

The routine movements included the guard and band marching and counter-marching at the quick and slow march, followed by the traditional firing of a volley at sunset and the lowering of the flag to the strains of "O Canada" and "God Save the King."

Cornwallis won an accolade from Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, after his inspection of the establishment in late June. Admiral Mainguy sent the following message to Cornwallis:

"It was a pleasure to inspect Cornwallis. The smartness and cleanliness of the personnel and the establishment and, above all, the evident pride and keenness which exist, are most gratifying."

HMCS Wallaceburg

The ship's company welcomed an opportunity to be of assistance in a rescue at sea on May 31. The 40-ton fishing trawler Marilyn Anne, out of Lunenburg, N.S., developed engine trouble off Sambro Head during a gale and the Wallaceburg was sent to the rescue of the stricken vessel. With the assistance of radar, the vessel was located within one hour of leaving Halifax.

The tow was passed in a force 7 gale and the Wallaceburg arrived back in port with the Marilyn Anne in tow, just five-and-one half hours after sailing.

The stokers were leading in the ship's six team softball league at press time.

CPO Kenneth Evans was recently drafted to Stadacona for pension leave following 20 years in the RCN. He has obtained a position with the Director of Civil Defence for the city of Halifax.

HMCS Whitethroat

After a thorough clean-up and an overall painting which kept the ship's company working steadily for nearly three weeks, the Whitethroat was ready July 6 for inspection by the Flag Officer Atlantic Coast. The appearance of the ship was commended by Rear-Admiral Mainguy at the conclusion of his inspection.

Operationally the Whitethroat has been employed on a busy schedule fulfilling the requirements of seaward defence.

CPO B. Pearce proceeded on annual leave to Victoria, while CPO J. R. Lepage has been temporarily drafted on board to make up the complement of the engine room department.

Ord. Sea. J. Wheeler and AB W. R. (Scotty) Graham arrived on board June 28 to replace AB Frederick S. Mitchell and AB Milton P. Dewar, who were drafted to Stadacona.

HMCS Brockville

The Brockville chalked up her first "rescue" since being brought back into commission in April. Principals in the Halifax waterfront drama were the First Lieutenant, Lieut. John MacLellan of Charlottetown, Ord. Sea. Gerald Nicholls of Toronto, Mr. C. F. Carter of Halifax and CNAV Dundalk — and a four-months-old kitten.

The kitten was first sighted from the Dundalk while the tanker was refuelling the Brockville. Perched precariously on a small piece of driftwood, it was being carried up-harbour by the tide. The three men clambered into the Brockville's cutter, which was secured astern of the ship, and brought the frightened kitten back aboard the minesweeper, where it was wrapped in warm blankets and given some hot milk.

Coverdale Radio Station

The married quarters project at Coverdale Radio Station, which was commenced late last year, has been completed, except for landscaping, and provides accommodation for 40 families.

Three streets in the project have been given well known New Brunswick names which were also borne by

Halifax Street Honors Navy Father, Son

The name of a new street in one of Halifax's subdivisions will perpetuate the memory of a father and a son both of whom served in the Navy and lost their lives in the service of their country.

Rowe Avenue will be named in honor of Edward A. Rowe and Frederick E. Rowe. Edward Rowe, the father, served during the First World War and until 1931, when he lost his life on duty.

His son Frederick entered the RCN in 1935 and served in HMCS Saguenay when the ship was escort during the Royal Tour in 1939. He was lost in the sinking of the Margaree in 1941.



A new community is springing up on the shores of Tufts Cove, across the harbour from the North End of Halifax. It is the new naval married quarters project, one of the largest of its kind in Canada. When completed, the Tufts Cove quarters will contain about 1,200 apartment units and will house an estimated 4,000 persons — naval personnel and their families. (DNS-5505).

former ships of the RCN — Fundy, St. Stephen and Woodstock. A fourth, Miles Road, has been named in memory of the late Commodore G. R. Miles, a native of Rothesay, N.B.

Drafting has been stepped up in recent months, with most of those leaving the station going to HMCS Magnificent.

Things are looking up on the sports and recreation fronts. With the anticipated construction of a sports field, it is hoped that home games may be played on the station in the not too distant future. The football team is getting into condition and interpart softball and volleyball were in full swing throughout July and August. —C.H.W.

HMCS Swansea

Upon completion of the second UNTD training cruise to the United Kingdom, HMCS Swansea arrived in Halifax on August 3 with the Cock-of-the-Walk again proudly adorning her masthead.

Ports of call on the trip included Portsmouth and Belfast with a short stay in Lamlash, Scotland, where a regatta was held. HMCS Swansea again proved to be more than a match for her companion ships Crescent and La Hullose. The affair was

in all respects successful, being well organized and efficiently run due in part to the efforts of Lieut. Ed Wiggs.

While in Lamlash, an emergency trip to Ardrrosson was necessary when Able Seaman Basil F. (Tex) MacGuigan was found to have a badly infected eye. His return to the ship in Belfast and recovery from the infection was welcomed by his shipmates.

After a stay of ten days in Halifax, the Swansea again returned to Great Britain for the third and final training cruise of the summer. Final port of call on the cruise was the city of Swansea, Wales.

HMCS La Hullose

In early July the La Hullose sailed from Halifax with the Swansea and Crescent, carrying a new group of cadets on Cruise Baker of the summer training program.

There were some changes in the itinerary this time as the group put into Lamlash Bay, on the Isle of Arran, and Belfast, instead of Inver-gordon and Rosyth, as on the first cruise. The Royal Navy again showed their hospitality and the host ship, HMS Vernon, did everything possible to make the Canadians' stay in

Portsmouth an enjoyable one. It was a welcome interlude from the training schedule.

TAS School

During the month of July, one class of TD3s and the long TAS officers' course spent two weeks at sea in the Wallaceburg and the Portage carrying out A/S training with a USN submarine from New London, Conn. The officers then spent another two weeks practicing with HM Submarine Thule, in the Bay of Fundy.

The TAS School softball team got off to a flying start in the Stadacona inter-part league and at the time of writing was holding down first place in Section A of the two-section league.

PACIFIC COAST

Aldergrove Radio Station

Since July the White Ensign has been flying over Naval Radio Station Aldergrove from a mast erected on the site of the old carpenter's shop.

The mast has a large square cement base with ten feet of lawn on three sides, the fourth side fronting the station's main road. A flower bed borders the lawn, adding a colourful trim to the site.

However, gremlins in the form of moles have posed somewhat of a problem for the station's landscapers. Visual personnel swear the mole is a wireless rate, jealously interfering with the mast project, but the radiomen say that, since he is blind, the station's No. 1 pest is obviously a signalman. Meanwhile the flower garden and lawn continue to be suffer.

Recent arrivals at Aldergrove include POs Doug Ireland and Charles Brown; Leading Seamen James McKenzie, Stan Leggatt and Herbert Herman and AB Robert Wilkins. The departed include CPO Jack Humphries to the Athabaskan, PO Robert Williams to the Electrical School, PO Gordon Carr to Albro Lake, and Ldg. Sea. Gordon Smith and AB Clayton Spencer to Naden.

After a slow start, the softball team began to hit its stride in the local Senior "B" League, winning three of five games in the latter part of July. Providing the drafting depot doesn't intervene, Aldergrove expects to make the playoffs.

HMC Ordnance School

Special guests at the Ordnance School picnic held in August were wives and families of the school's personnel serving with U.N. forces in Korea. The picnic was at Elk Lake.



Members of the first armourers' training class from HMC Ordnance School, Esquimalt, were on board HMCS Ontario early in July for the cruise to Oakland, California, to gain practical experience in their work at sea. Assembling a six-inch breech are POs Norman Blais, Kamloops; B.C., Douglas Campbell, Moose Jaw, Sask., and Joseph Slusarenko, of Winnipeg. (OC-819).

CPO George Corp and CPO John Pinkney returned from Washington, D.C., on completion of courses, while CPO Arnold Parkinson left on draft to HMCS Sault Ste. Marie. Recent departures also include CPO Robert Faulks, who has retired.

With an award of 69 points out of a possible 81 the Ordnance School won the cake at a tabloid sports meet at Naden in July. The cake was presented by Commodore E. P. Tisdall.

NAVAL DIVISIONS

HMCS Chippawa (Winnipeg)

The training scene shifted for the summer months from the Winnipeg barracks to the shores of Lake Winnipeg, where an intensive summer program of sailing and boat pulling was organized.

Each week-end found parties of both ordinary seamen and older hands respectively taking and giving instruction in boatwork. Through the courtesy of the commanding officer of RCAF Station Gimli, initial accommodation was provided on the station for the training fleet of boats, consisting of a harbor craft, two whalers and two dinghies.

However, as the boats were based at Winnipeg Beach, the ten-mile trip from Gimli was time lost for instruction and advantage was taken of an abandoned yacht club a few yards from the boat anchorage. This was kindly made available to the division



Wounded while fighting in Korea, a Canadian soldier, Cpl. A. Clark, of Maccan, N.S., was flown across Canada by the RCAF and is now recovering in the naval hospital at Halifax. He is pictured above as Sub-Lieut. Edna McGee checks his temperature and pulse. Cpl. Clark, a member of the second battalion, Royal Canadian Regiment, was wounded in both arms and his left leg by machine gun fire. (HS-15169).



Besides being the kingpin of Canada's naval air effort, HMCS Magnificent is the Navy's No. 1 show-piece. As such she plays hosts to thousands of visitors throughout the year. One group who went aboard her this summer consisted of 53 children whose visit was arranged by the Halifax Colored Citizens' Improvement League. Here Ord. Sea, George Orescan of Vancouver adjusts compass platform phones on, left to right, Charles Husbands, Velma Williams and Sylvia Jackson. (HS-14954).

by Mr. Shirley Campbell. All hands pitched in to make the old clubhouse habitable and it promises to be a good base for future operations.

The Winnipeg division bade farewell at a reception for a comrade in arms, Brigadier R. E. A. Morton, former GOC Prairie Command, on his departure for a new post. — *D.M.*

HMCS Brunswick (Saint John)

Brunswick's tender, the minesweeper Llewellyn, began her schedule of summer cruises June 18 when she sailed for two weeks of exercises in the Bay of Fundy and United States waters.

Highlight of the cruise was a four-day visit to Portland, Maine, where personnel were royally entertained by the United States Navy and the Portland Post of the Canadian Legion. Officers and men were guests of honor at a dance and were entertained at many informal functions. After carrying out a series of exercises along the coast, the Llewellyn returned to her base June 30.

On July 3 the Llewellyn sailed for Eastport, Maine, where personnel played a prominent role in the Independence Day celebrations on the 4th. The visit was made at the invitation of Eastport civic officials and the ship's personnel participated

in the parade and dedication of a new soldiers' memorial. Lieut.-Cdr. Roger Mann, the commanding officer, was a special guest on the speakers'

platform and addressed the large gathering. A contingent from the Llewellyn, the USS Purdy and the Fred Mitchell Post, American Legion,

BRUNSWICKER'S 'KILTIES' PLAY FOR SCOTS GATHERING

The pipe and drum band of HMCS Brunswick, a favorite in Saint John and a source of pride to the naval division there, has won a new audience. Late in June, the unit traveled to Eastport and Portland, Maine, where its smart appearance and stirring Highland music were given a great reception.

Accompanied by Lieut. A. P. Gregory, of HMCS Brunswick, 15 members of the unit, headed by the bandmaster, CPO Fred Hayter, left Saint John June 25 for Eastport, where they had been invited to participate in a parade commemorating the sesquicentennial observance of Eastern Lodge, No. 7, AF and AM. Dressed in kilts and white tunics, the band was one of the most colorful units in the mile-long parade.

After fulfilling the Eastport engagement, the band proceeded the same day to Portland to participate in the three-day annual convention of the Ladies Auxiliaries to the Order of Scottish Clans, United States and Canada. Despite having traveled 400 miles since morning and taken part in the Eastport ceremony, the band consented to play at a dance that evening in Portland, at which personnel of HMCS Llewellyn, tender to

Brunswick, were special guests.

The following morning the band marched to the waterfront to give the Llewellyn a musical sendoff as she left for the return trip to Saint John. Later, as the band passed a United States naval vessel tied up near-by, the pipers struck up "Yankee Doodle," much to the delight of the crew.

In the afternoon the unit led convention delegates in a parade through the streets of Portland and drew hearty applause from the estimated 7,000 persons who witnessed the spectacle. At the conclusion of the parade, crowds mobbed the band members, urging them to continue playing, and the festivities were carried on with dancing to the tune of Highland music.

Before their return to Saint John, the pipers and drummers entertained delegates at informal concerts at the convention headquarters in the Eastland Hotel, serving up a wide variety of Scots folk music as well as more modern tunes.

The feelings of the Scots clansmen, who should know their Highland music, was pointedly expressed in their farewell message to the band: "Will ye no' come back again?"



The pipe and drum band of HMCS Brunswick leads the grand parade of delegates attending the convention in Portland, Maine, of the Ladies Auxiliaries of the Order of Scottish Clans.

participated in the presentation of colours at the dedication ceremony.

Hundreds of United States citizens visited the Llewellyn throughout the day and officers of the ship later were hosts to Eastport civic officials and USN officers at a reception.

Brunswicker played host to personnel of three United States naval vessels early in July. The US Submarine Sablefish arrived July 2 for a four-day informal visit and she was followed July 5 by the destroyer escorts Snyder and Kyne, which remained in port until July 7. Officers of the three ships were received by Capt. C. H. Bonnycastle, commanding officer of Brunswicker, and were entertained by the division's officers. — R.S.M.

HMCS Montcalm (Quebec City)

HMCS Montcalm was host to the French naval frigate L'Aventure during a visit to Quebec City early in July. The chief and petty officers held a dance for the crew of the fisheries patrol vessel and tours were arranged for the visiting sailors during their stay.

Montcalm is training for her part in ceremonies for Their Royal Highnesses Princess Elizabeth and The Duke of Edinburgh when they arrive at Quebec City to begin the forthcoming Royal visit to Canada.

Crews are engaged in boating in anticipation of a regatta this autumn on Lake St. Augustine. The division intends to enter a team in the aquatic competitions.

HMCS Discovery (Vancouver)

Discovery played host in July to officers and men of the destroyer escort USS Gilligan when she visited Vancouver on a reserve training cruise.

Attached to Discovery now is PTC 724, which is used for training on week-end cruises and while alongside. Recent trips have taken her to Bellingham, Wash., and Nanaimo.

There was not the usual cessation of reserve training at the Vancouver division this summer, it having been decided to carry on classes in view of the generally unsettled world situation.

HMCS Donnacona (Montreal)

HMCS Donnacona played host to a unit of the French Navy for the second time this year when the frigate L'Aventure arrived in Montreal on July 12 for a week's stay. Many social and recreational activities were organized for the visitors.

Plans are being made by the Ladies' Auxiliary of Donnacona for a fashion show on the drill deck the evening of October 7 in order to

Unique Award

An officer serving at Naval Headquarters possesses a title unique, not only in the RCN, but in any other navy — if a report published in an Ottawa newspaper is to be believed. We quote:

"Teen-agers Nancy Ussher, 437 Holland avenue, and Dawson McVeetors, 64 Lewis street, and Lt. Cmdr. Paul Godfrey, 166 Faraday street, are the first three persons from Ottawa ever to complete the Eastern Ontario Collie Club's course in obedience training and receive the title Companion Dog (CD).

"The three completed the third of their trial shows Saturday in Kingston. The trials were held in conjunction with the annual Kingston Kennel Club Show.

"Miss Ussher's Dachsund was the second member of his breed ever to qualify. Mr McVeetors competed with a collie, Lt. Cmdr. Godfrey with a miniature poodle."

raise funds for visiting and providing comforts for hospitalized naval personnel in the Montreal area.

The ship's company organized a team to send to Ottawa for the Great Lakes Naval Regatta in defence of the "Cock of the Walk" trophy which Donnacona so unexpectedly captured in its first year of competition.

The local response to the opening of Wren recruiting has been quite favorable, and approximately 25 calls, either by phone or in person, were received daily when recruiting began. — R.F.D.S.

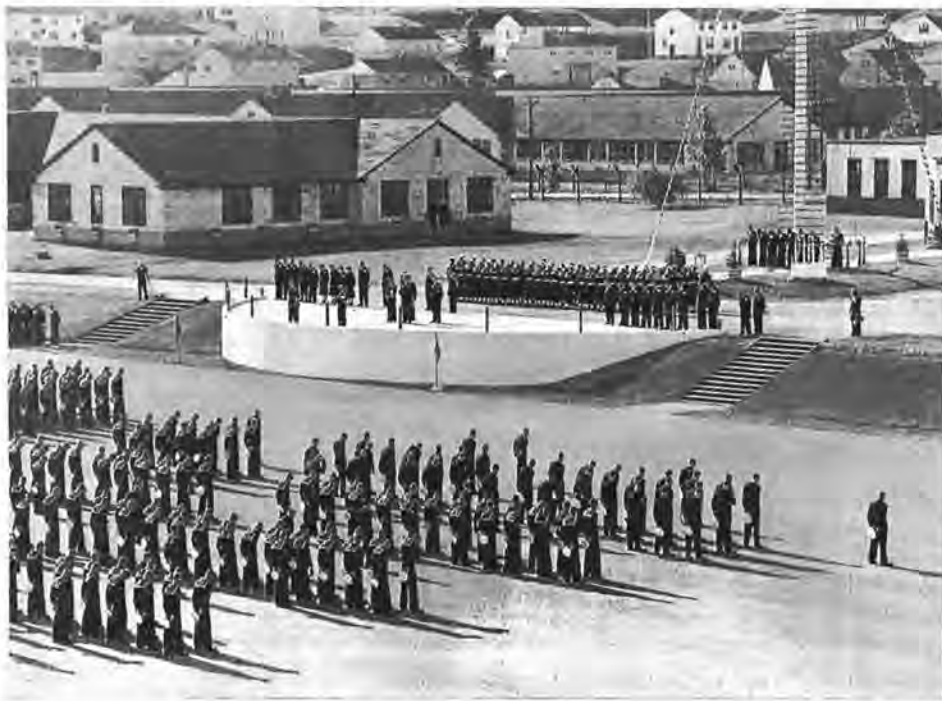
HMCS Cabot (St. John's Nfld.)

HMCS Cabot saw its first christening ceremony since its official opening when Kenneth Samuel Peet, son of PO and Mrs. Samuel Peet, was christened there recently. Officiating at the ceremony was Chaplain of the Fleet (P) E. G. B. Foote. PO Peet was the first Newfoundlander attested into the RCN when it opened a recruiting centre in St. John's after Confederation.

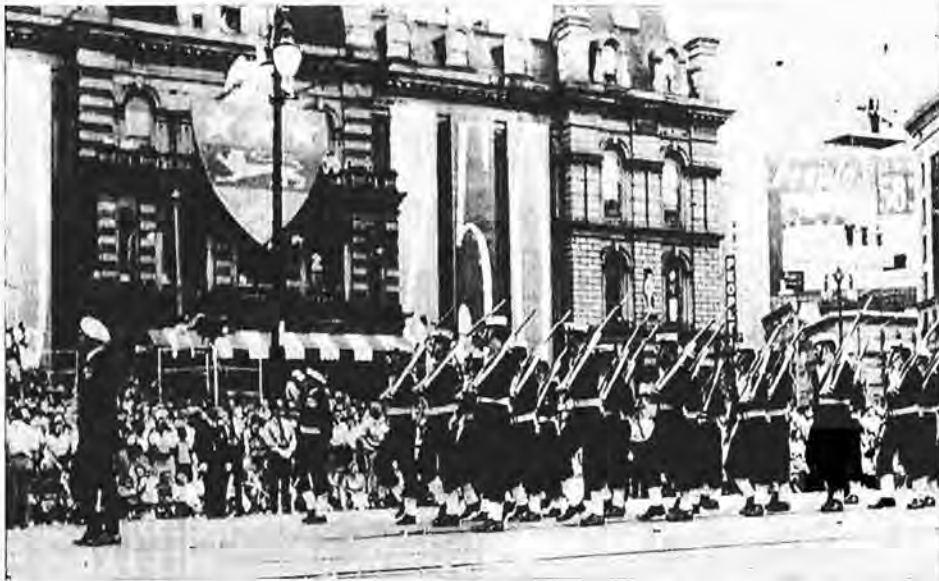
HMCS Hunter (Windsor)

The band and a colour party, guard and escort from Hunter marched in the military section of a monster parade in Detroit July 28. The parade was held in connection with the Motor City's 250th anniversary.

Hunter's regatta team was busy training during August for the third annual Great Lakes Naval Regatta, held over the Labor Day weekend at HMCS Carleton. The team was



Officers and men bow their heads as Chaplain (P) Harry Pike reads prayers during a ceremonial sunset held at HMCS Cornwallis on the occasion of the inspection of the new entry training establishment by Rear-Admiral E. R. Maunguy, Flag Officer Atlantic Coast. (DB-1075-14).



HMCS Hunter, the naval division in Windsor, Ontario, was well represented in the military section of a monster parade through the streets of Detroit, Michigan, July 28, commemorating the Motor City's 250th anniversary. Shown in the above photo during the parade is a portion of Windsor's naval contribution which consisted of a band, colour party, guard and escort. (Z-6467).

organized and put through its paces by Lieut. T. A. Tarleton.

Officers and their wives gathered in the wardroom July 20 to bid farewell to Lieut.-Cdr. D. Lloyd Davies and Mrs. Davies. Lieut.-Cdr. Davies, Staff Officer since January 1950, departed in August for a new appointment at Stadacona. — *R.M.P.*

HMCS Chatham (Prince Rupert)

Lieut. Noel D. Langham has succeeded Lieut.-Cdr. J. W. Golby as Staff Officer of Chatham. During his tenure of office at this division, Lieut.-Cdr. Golby was active in the formation of a new sea cadet unit in Prince Rupert, RCSCC Captain Cook. The corps is commanded by A. H. Ogilvie, who served in the shipwright branch during the war.

Another of Lieut.-Cdr. Golby's special projects was the construction of the racing yacht Gold Bee, which was officially christened by Rear-Admiral W. B. Creery at Prince Rupert June 23. The Gold Bee was taken to Victoria for the international regatta and finished fourth in the race for boats of her class. She was manned by Sub-Lieut. E. Stollie of HMCS Ontario and AB P. Slova of Chatham.

Prince Rupert was visited by the destroyer escorts USS Grady and USS Johnson in July, on their return voyage from a training cruise in Alaskan waters.

HMCS Queen (Regina)

About 60 couples were present at a chief and petty officers' dance June 16. Cabaret tables decorated with flags formed the background. A few days later the mess held a smoker in honor of PO W. R. Morris, who was drafted to Naden.

Sub-Lieut. J. S. Cottingham was one of the guests of honor at a mess dinner held by the officers. Sub-Lieut. Cottingham has accepted a short

Naval Co-operation

A leading telegraphist from HM Submarine Thule, who injured his knee early in June during a football match at HMCS Shearwater, returned to his native land in July in the sick bay of HMCS Swansea.

Ldg. Tel. Morris Gerard, of London, England, was in RCN Hospital at Halifax with torn ligaments and water on the knee when the Thule completed her period of loan to the RCN and sailed for England. However, Task Group 213.1 was sailing for the UK just when Gerard was declared fit to travel, so he was berthed in the Swansea's sick bay.

At the end of the trip across the Atlantic he had read practically every book in the frigate's library and reported to his new RCN companions that, all in all, it had been the most luxurious crossing he had ever experienced.

Ldg. Tel. Gerard was transferred to the Royal Naval Hospital, Haslar, on arrival in Portsmouth.

service appointment and has been appointed to the East Coast.

The recently renovated wardroom was the setting for a party attended by members of the Regina branch of the Naval Officers' Association of Canada and officers of the division. Highlight of the affair was the presentation of framed autographed photographs of Their Majesties the King and Queen to the wardroom by Commander Aubrey Hall, RCN(R), Ret'd, on behalf of the Regina NOAC. — *C.E.B.*



Royal Canadian Sea Cadet officers who attended a two-week leadership and administration course at HMCS Star, Hamilton, this summer are shown entering the US Naval Air Station at Niagara Falls, N.Y., for a day's visit. The course was attended by 137 officers from Newfoundland to Vancouver Island and was under the charge of Commander E. B. Pearce, RCN, Area Officer, Eastern Area. On completion of the course, Commodore R. E. S. Bidwell, Assistant Chief of the Naval Staff (Plans), inspected the classes, took the salute at a march past and presented the graduating officers with certificates. (O-1946-7).



His duties in the galley took second place for PO Donald Dockrill, of Halifax, one of the Nootka's cooks, during the destroyer's busy patrol off the east coast of Korea May 19 to June 4. The Nootka was extensively employed on bombardment operations, which meant that Dockrill, being a member of one of the four-inch guns' crews, saw comparatively little of the galley. He is the sight-setter and communications number at the gun. (NK-680).

THEY'RE FIGHTING MEN, TOO

*When Action Alarm Sounds,
Cooks, Stewards Double
to Combat Posts*

WITH THE CANADIAN DESTROYERS IN THE FAR EAST — Cooks and stewards have to be a versatile group in a destroyer at sea during wartime.

Not only do they have their regular duties to perform but they also must double up as members of the guns' crews or ammunition supply teams during a bombardment or "action stations."

Using HMCS Nootka as an example, we find the cooks and stewards first of all have their routine duties to perform, such as preparing, cooking and serving food to 265 people. This includes roasting, grilling or frying meats, preparing salads, cooking vegetables, baking pies, cakes, rolls and breads, making desserts and so on.

The making of bread provides its own difficulties during a bombardment. As the dough is set to rise, the guns may commence firing, with the result that the dough falls flat — a disheartening experience for a baker at any time.

Adding to their problems is the fact that, in the middle of cooking a meal, "action stations" may sound and the

Able Seaman Emmet LeClair, of Renfrew, Ont., who is rated by his shipmates as the most expert bread-maker among the galley staff of the Nootka, does his baking at night. Here, with the raw dough on one side and the finished product on the other, he prepares another pan for the oven. (NK-681).



majority must hurriedly desert the galley and pantries to head for the guns, leaving the final preparation to the one watch on duty. Finally, "action messing" is instituted and one man is spared from each of the guns and action stations, but only to pick up the food and take it back to the men at their various posts.

A typical dinner which the cooks may prepare for the ship's company includes cream of vegetable soup, grilled steaks, grilled onions, mashed potatoes, Swiss chard, cocoanut cream pie, bread, butter and a choice of tea, coffee or milk.

Preparation of a meal in a destroyer is considerably different from cooking in the spacious galleys to be found in shore establishments. Although the galley equipment, which includes oil fuel ranges, electric bake ovens, stove cookers, machine mixers, slicer and potato peeler, etc., is adequate to cope with the catering requirements of the ship's company, the working space is limited, as a destroyer must be built to allow the maximum striking power for a ship of her size. The free working area is little more than the average housewife has in her own kitchen. However, by organizing the cooks' and stewards' duties and with proper menu planning and timing, meals for



There are those (besides the galley staff) who maintain the ship's cook is the most important man aboard. Certainly his is an important job, and one that frequently demands both skill and patience. One of the first things he has to learn is how to work efficiently in comparatively cramped and crowded quarters, as illustrated in this photo taken in HMCS Huron's galley at the height of preparations for the noonday dinner. In the foreground, bending over a cauldron of soup, is AB George Aucoin, of Marguerite, N.S., and behind him, left to right, are ABs Robert Hollas, Mimico, Ont.; Beverley Banks, Shelburne, N.S., and "Bud" Gehan, Tweed, Ont., and PO Bill Clinton, Halifax. (HU-71).

265 persons are prepared, cooked and served without any major difficulties.

Napoleon recognized the importance of cooks when he said "an army marches on its stomach." Just as important are the cooks at sea where the excitement of "action stations" and the rigors of life aboard a wartime destroyer, along with the fresh sea air, build up healthy appetites which, when well-catered to, help provide a happy ship's company.

SAME NAME, DIFFERENT SHIP

For a few brief moments, land-bound HMCS Shearwater might have been imagined as a square-rigger with all canvas set and a bone in her teeth as she set her course across the open sea.

Responsible for this momentary thought was George C. Etheridge, of Monterey Park, California, who wrote to Commander D. W. Groos, the air station's executive officer, early this

year of a ship of the same name but of another day.

Said Mr. Etheridge:

"Reading the enclosed clipping from the Chilliwack Progress, I fell to wondering if your ship was the old Shearwater in which I served from 1901 to 1904.

"I joined her on commissioning at Chatham, Oct. 22, 1901. We were then square-rigged, fore, main and mizzen, up to to'gallants and a huge spanker boom at the mizzen, extending the full length of the poop, which would almost put us on our beam ends when it swung.

"We were armed with six 4-inch QF guns, four 12-pounders and four Maxims. Our ship's company was 105 officers and men. Our skipper was Commander C. H. Umphreville, a veteran of the bombardment of Alexandria and other active engagements, in one of which he lost an eye. He was an inveterate sailor and, with the least sign of a favorable wind, would bank fires and set canvas.

"We were six months making the trip to Esquimalt, arriving there on Sunday, April 22, 1902, at 1600, and

we made fast to our buoy as eight bells were struck.

"When we arrived at Coquimbo, the Icarus, which we were relieving, was there on her way back to England and from her we learned that our sister ship, the Condor, was a month overdue at Honolulu. She left Esquimalt in company with the flagship Warspite, parted from her at Cape Flattery and was never heard from again. The only trace found of her was her dinghy, with the falls cut away and the blocks still on the slings, and a seaman's cap.

"After an inquiry it was decided that class of ship was top heavy, so all of them, including the Shearwater, had their yards stripped from main and mizzen and the spanker boom taken out. This helped a lot, but they were all dirty sea-boats.

"During our commission we made three trips to the Behring Sea Seal Fisheries, two to the south, including Tahiti and Pitcairn, and steamed a total of some 97,000 miles, a naval record for many years.

"In November, 1904, we left the ship at Vancouver and stepped on the train for home as our relief stepped off the train and on to the ship.

"My depot was Portsmouth and, after 45 days' leave, I went through the gunnery school, Excellent, then did a year in destroyers after which I returned to barracks. My last duties in England were to refit the running rigging in the old Victory, then the Port Admiral's flagship. Next I came out to the Egeria, the old square-rigged surveying ship, in March 1906, and we surveyed all around Prince Rupert and the Queen Charlotte islands.

"I took my discharge Jan. 1, 1907.

"I would very much appreciate knowing if HMCS Shearwater is my old ship, and I trust I have not bored you with this epistle.

Am very sincerely yours,

George C. Etheridge,
616 So. Russell Ave.,
Monterey Park, Calif."

Carrier's Chapel Scene of Christenings

CPO L. G. Myers, of HMCS Magnificent, kept Chaplain (P) Gower Stone pretty busy on Sunday, June 3. CPO and Mrs. Myers brought forward for christening in the ship's chapel their three children — Donald, David and Nancy.

Also christened were Claudia, infant daughter of Sub-Lieut. and Mrs. J. Cairney, and Clifford Harold, young son of PO and Mrs. G. R. Marchmont.



The Navy Plays



Gloucester Radiomen Capture Softball Title

For the first time, fate this summer fastened a fond eye on the softball enthusiasts at Naval Radio Station Gloucester, near Ottawa, providing the players and the spirit to carry the naval communicators to the local Garrison League pennant.

The Navy nine, competing with one Air Force and five Army teams, won 14 games and lost two to earn top place in the final standings. Much of the credit is being handed out to Gloucester's pitching staff, mainstays of which were Commander (L) Stuart Paddon and Ldg. Sea. Raymond Eastman. Power in the batting line-up during the season was supplied by Ldg. Sea. Eastman, Ord. Sea. Roland Belleville and Ord. Sea. Louis Lamouroux.

Until this year, Gloucester had trouble even finding enough men to field a team. The situation changed, however, when the new Executive Officer, Lieut. C. W. Fleming, arrived on the station and took sports in hand. His organizational work and

the coaching and direction of PO Gerald Burton produced a team that brought to the Navy for the first time a trophy awarded by one of Ottawa's breweries.

With the pennant secure, the radiomen went on to compete with the three other top teams in the league for a Garrison League cup.

RCN Yachtsmen Shine in West Coast Regatta

The RCNYC entered three sailorettes and eight snipes in the Pacific International Yachting Association regatta held at the Royal Victoria Yacht Club, recently.

Two of the sailorettes came in brilliantly, bringing the club a first and a third in the final tally of the series races and a third in the 20-mile long distance race.

Commander J. S. Davis, sailing the "Blue Goose", chalked up the long distance honour as well as two firsts and a second in the three series races. Chaplain (P) G. L. Gillard brought in a second and two thirds in the series races. After his first boat,

"White Swan," lost her mast in the 20-miler, Chaplain Gillard took over "Red Start" for the series races. In the long-distance race, "Red Start," sailed by Lieut.-Cdr. E. M. Chadwick, did not finish.

During the first of the three series races one of the marker buoys was put awash by the rising tide. Commander Davis was the only one of the field to complete the course and so received his first win. However, he agreed to re-run the race two days later and in the second start he again came in first, this time with Chaplain Gillard closing up in third position. The sailorettes were sailing in a field of seven boats from the U.S. and B.C.

In the snipe class Cadet Nigel Scott-Moncrieff of Victoria, sailing his own boat "Redskin" for the RVYC, came in first. Another RVYC snipe took second place. Lieut. Walter Blandy brought "Domo" in next, catching third position, with Sub-Lieut. E. B. Stolee in "Gold Bee" following in fourth place.

The six other RCNYC snipes in the field were: "Promise," Cadet Richard Kyle; "Simone," Miss Mary Jane Miles; "Nova," Commander (S) P. H. Sinclair; "Vega," Lieut. Bill LaNauze; "Rough Rider," Cadet Joseph Miller and "Scarlet Runner" sailed by Lieut.-Cdr. J. H. Marshall.

Cornwallis Enters Halifax Grid League

New colours will be seen in the Halifax Canadian Football League this fall, HMCS Cornwallis having posted a formal entry in the loop.

The team will be drawn from the ship's company and new entries and it is hoped that under the guiding hand of Coach CPO Andy Chartren it will make a strong bid for the Purdy trophy.

The executive of the Cornwallis club is composed as follows: Chairman, Lieut.-Cdr. W. F. Inman; coach, CPO Chartren; assistant coach, Ldg. Sea. Ron Hayter; manager, Commissioned Stores Officer L. A. Jackson; assistant manager, Lieut. (E) J. F. MacIntosh; publicity, CPO Andy Potts; trainer, AB Ted Dalgleish; equipment, PO Cy Scrivens.



Members of Naval Radio Station Gloucester softball team, who for the first time captured Ottawa's Garrison League trophy, are shown above. Front row, left to right: Ord. Sea. Bruce Barnwall, Ldg. Sea. Raymond Kergoat, Commander (SB) Sidney B. Shore, commanding officer; PO Gerald Burton, coach; Lieut. Charles W. Fleming and Ord. Sea. Louis Lamouroux. Rear row, left to right: Ord. Sea. Kenneth Gouchie, Ldg. Sea. Raymond Eastman, Ldg. Sea. Alfred Brockley, Ldg. Sea. Bryce Eckstein, Ldg. Sea. Eugene Carey, Ord. Sea. Roland Belleville and Ord. Sea. Simon Severenuk. (O-1970-1).

Cadets Are Victorious in Stadacona Sports Day

UNTD cadets took top honours in a tabloid sports meet held on the Stadacona athletic field during Rear-Admiral E. R. Mainguy's annual inspection of the Halifax barracks. A 10-man cadet team amassed a total of 111½ points to achieve a six-point margin over the Electrical School's No. 1 squad in the final count.

Twelve teams took part in the 12-event meet. Third place went to the Supply Branch, just one-half a point behind the Electrical School. Other standings were: UNTD "B" 102; Communications "A" 94; Communications "B" 90½; Navigation 88; Electrical "B" 81; Gunnery 71; Torpedo Anti-Submarine 61½; MTE "A" 59; and MTE "B" 51½.

Admiral Mainguy awarded the prize — a mammoth cake modelled to represent an escort vessel — to the winning team.

Cadets Star as Navy Sweeps Service Meet

Cadets of the Reserve Training Establishment at Esquimalt spurred the Navy to a blank-out win over the Army and Air Force at the inter-service track and field meet held at Naden's lower recreation field July 25. The Cadets ran up a score of 96½ while other naval participants brought the Navy total to 119 out of a total possible 128 points. The Army and Air Force scraped up 41 and 11 points.

Besides walking off with first place in every official event, Navy received every honour in the unofficial competitions. In the Nursing Officers race the Navy were the only ones to show up for the event. Sub. Lt. (NS) Betty Eagles came in first with Sub Lt. (NS) Dorothy Lines trailing.

In the race for Veterans between 35 and 45 years the Navy made a clean sweep with CPO John (Zip) Rimmer, Capt. (E) B. R. Spencer and Lieut. W. (Scoop) Hibbert taking first, second and third positions. Navy also walked off in the tug of war, taking both the Army and Air Force in straight pulls.

For winning the meet the Navy team was presented with the Brock Whitney Team Trophy which will be put up yearly for inter-service competition.

In judging the winner of the Brock Whitney Trophy for the individual with the highest aggregate, participation in the relay races was discounted since it put the field man at a decided disadvantage. The final tally resulted



Literally taking the cake in the tabloid sports meet held at HMCS Stadacona on July 19 was a 10-man UNTD team which topped nine others in the event. Admiring their prize are, left to right: Cadets Terry Baines, Toronto; Mike Steers, Ottawa; Guy Lanthier, Montreal; Stuart Bruce, London, Ont.; Michael Dusablon, Montreal; Carl Sullivan, Halifax; Don Watson, Buchans, Nfld.; Jean Vincent, Ottawa; Cameron McIntyre, North Bay, Ont., and Max Patterson, Gaspe, P.Q. (HS-15149).

in a tie between Cadet Phil Matson of HMCS Malahat and Ldg. Sea. Melvyn Fenrich, HMCS Naden, of Choicetown Sask., with a total of ten points each.

Cadets Enter Sports Meet Held on Scottish Isle

A team of eight cadets from HMC Ships Crescent, La Hulloise and Swansea took part in an invitation sports day sponsored by the Arran Veterans Association while the Canadian ships were at anchor in Lamlash Bay, Isle of Arran, Scotland, during the course of the second training cruise to the United Kingdom.

Captained by Sub-Lieut. Allan Henley, of Vancouver, the Canadian team won four events, placed second in another and third in a sixth. The other competitors came from various parts of the Isle of Arran.

Outstanding Canadian athlete of the day was Cadet Bernie MacKinnon, of Kentville, N.S., and St. Francis Xavier University, Antigonish, N.S. Cadet MacKinnon won the high and broad jumps and was a member of the winning relay team.

On the same day the ships staged a regatta in Lamlash Bay. The cadets adopted their college cheers to the regatta setting and steam siren blasts heralded the victorious crews. Inter-ship rivalry was keen, with the Swansea's whaler dominating the boat-pulling competition. Sailing races had to be called off because of the lack of wind and prevailing Scottish mist.

Stadacona Sharpshooters Win Herald Trophy

Stadacona sharpshooters made a fine showing in the Nova Scotia Rifle Association meet at Bedford rifle range, near Halifax, winning the Chronicle-Herald trophy for highest team aggregate. Stadacona also won the Irving match trophy by outshooting a team from HMCS Micmac.

Winning team members were: CPO Frank Rushton, Cadet T. F. Baines, CPO T. Clarke, CPO D. Clark and Sub Lieut. (NS) Hazel Mullin.

Cadet Baines triumphed in the Gold Metal match and tied with two others for second place in the grand aggregate. He also won the Stairs-Borden trophy for snap shooting. Three navy men tied for first place in the Simmonds match for tyros, novices and cadets, with CPO Rushton winning the shoot-off. Cadet J. L. Laframboise picked up first prize in the Class "B" Macdonald Export match. CPO T. Clarke finished third in the Stanfield trophy shoot.

Queen Charlotte Team Wins Service Shoot

A sharpshooting rifle team from HMCS Queen Charlotte won top laurels in an inter-service rifle match held the first week in July at Squaw Point range, near Charlottetown.

The Navy team scored a total of 618 points. In second place with 477 points was the 28th LAA Regt. while the PEI Regt. placed third with 438 points.



Shown above are members of the Regulating Staff team which won the inter-part rifle championship at HMCS Stadacona. Kneeling are PO Brian Seager, Halifax, and PO Alvin Underhill, Newcastle, N.B. Standing are CPO James McQuarrie, Estevan, Sask; Lieut.-at-Arms Lawrence Kerridge, Halifax, and CPO Albert Wolfe, Kitchener, Ont. Absent on leave was CPO Cecil O'Hearn.

Members of Queen Charlotte's team and their individual aggregate scores are listed as follows; CPO S. G. Bowles, 90; Ldg. Sea. J. E. MacKenzie, 89; PO A. W. Loverock, 86; Capt. J. J. Connolly, 85; PO A. Costello, 83; Ldg. Sea. M. W. Judson, 67; AB D. Rutherford, 62, and CPO E. V. Pineau, 56.

CPO Bowles was also runner-in the 200-yard and 300-yard events. In the latter he tied with Captain Connolly for first place but lost out in a shoot-off.

The winning team received the trophy and eight individual prizes, all of which were presented by Brigadier W. W. Reid, 21st Armoured Brigade. Range officer was Lieut.-Col. W. J. MacDonald.

Navy Marksman Makes Alberta Rifle Team

At the Alberta Provincial Rifle competitions, held in July at Calgary, CPO Bill Mundie of HMCS Nonsuch, Edmonton, distinguished himself by winning three of the various events, including the United Services Institute match in which he notched a score of 32 out of 35 at 600 yards.

CPO Mundie, the only naval representative in the meet, also won the Ottawa aggregate and earned himself a place on the rifle team that represented Alberta at the DCRA meet held in Ottawa in August. — *E.W.H.*

Saskatoon Tars Win Greenshot Rifle Match

A rifle team from HMCS Unicorn, entered in the Saskatchewan Provincial Rifle Association meet at Dundurn, Sask., July 16-18, captured the M. G. Howe team match shield in the Greenshot match. This was the first time the trophy had been won by a naval team.

The Unicorn marksmen included Ldg. Sea. H. A. Humphreys and Able Seamen P. T. Maybin, G. T. Clark and W. G. Pearson.

Regulators, TAS School Pacing Softball Loops

Regulating Branch was heading "A" section by two points and TAS School had a four-point lead in "B" section as the Stadacona Inter-Part Softball League completed the July portion of its schedule.

Standings of teams in "A" section were as follows: Regulating Branch 12 points; MFE 10; Cadets (A) 8; Electrical School 8; and Communications School 8.

Standings in "B" section were: TAS School 10; Electrical School 6; Naval Stores 6; Writers 6; Cadets 2; and Cooks and Stewards 2.

Shearwater Nine Cops Exhibition Doubleheader

In an exhibition baseball doubleheader at Tatamagouche, HMCS Shearwater defeated the local nine by 6-2 and 6-10 scores.

The first game developed into a pitching duel between AB Albert Gagnon of Shearwater and Hunt of Tatamagouche, while the second game featured home runs by Bob Beaver, apprentice from the Naval Armament Depot, and PO Albert Williamson.

Under the coaching of CPO Johnny Rowland, the air station team has been enjoying a successful season.

Communicators Receive Water Polo Trophy

Commodore A. M. Hope presented Commissioned Communications Officer H. C. Clark, Communications School water polo captain, with the Waddy Specialties trophy at ceremonial divisions on the Stadacona parade ground Friday, June 22.

The Comschool team took first place honours in the 1950-51 interpart water polo season. Members of the winning team were Ordinary Seamen Richard Haire, Leonard Woolven, Joseph MacDonald, Alan Parkin, George Davies and James Saunders and AB Stanley (Doc) Wells.

Gunnery School Scores Surprise Soccer Win

The soccer team from the Gunnery School, Stadacona, scored a 1-0 win over the Branch Officers' eleven in a well-played match last month. The victory was regarded as an upset, the Branch Officers having defeated the strong Cornwallis side in a earlier game.

The Gunnery School team, captained by CPO William Byatt, had to fight all the way to gain the victory. Outstanding footwork by Lieut. Herbert Smith was one of the features of the game, and the enthusiastic support of sideline gun crews contributed in no small measure to the "G" School's success.

Frigate Teams Play Softball in UK

During UNTD cruise Baker to the United Kingdom, the La Hullose wardroom avenged, by a good margin, a softball defeat suffered earlier at the hands of the supply branch.

In inter-ship softball play, a team from HMCS Crescent swamped the La Hullose team 22 to 5, while in inter-navy competitions between HMS Vernon and the RCN ships La Hullose defeated an all star team from the RN establishment. The cadets aboard fared equally well, defeating another Vernon nine.



AB Gilbert Lundihn, of HMCS Huron, clears the bar at 10 feet two inches to win the pole vault at a track and field meet held by the British Commonwealth Occupation Force at Kure, Japan. AB Lundihn, who hails from Toronto, went on to try and break the BCOF record but stopped at 10 feet 9½ when his pole broke and he was too badly shaken to continue. (Photo by Public Relations, HQ, BCOF).



This photo, which appeared on the cover of the program for the third annual Armed Forces Day at the Canadian Joint Air Training Centre, symbolizes the spirit and purpose of the establishment, and was highly appropriate to the occasion, all three services taking part in the display. (RS-228).

TRI-SERVICE SHOW

*Visitors See All Three
Forces on Display
at Rivers*

The Navy played a prominent part in the annual Armed Forces Day display at the Canadian Joint Air Training Centre, Rivers, Manitoba, on June 27. This was the third successive year in which the services combined to show the public the teamwork being taught and practiced at the CJATC.

The Navy's calling cards were a Sea Fury, flown by Lieut. (P) R. H. Williamson of 870 Squadron, and an Avenger, piloted by Lieut. (P) J. S. Murphy of 880 Squadron and with Lieut. (O) J. M. Steel as navigator. They flew to Rivers from the RCN Air Station at Dartmouth, N.S., to take part.

Lieut. Williamson demonstrated the highly manoeuvrable navy fighter-bomber and Lieut. Murphy impressed the crowd with the size and, later, the wing-folding characteristics of his Avenger. The anti-sub aircraft also embarked members of the press, enabling them to get an airborne view of the show.

Another naval contribution was a demonstration of air photographic interpretation, showing methods of examining photos of enemy harbour and dock installations and coastal water depths. There was also a static display of a naval force, including aircraft carriers, supporting the landing of ground forces in an amphibious operation.

Sea Cadets from RCSCC Swiftsure, Brandon, Manitoba, paraded with their bugle band. Under their commanding officer, Lieut. Jack Hodge, RCSC, they put on a fine performance.

The aviation section of the program included a parachute drop, supported by Mustangs of the Tactical Fighter Flight of CJATC. This flight was truly inter-service, since it had RCAF pilots and was commanded by a naval aviator, Lieut. (P) Stan Wood of Vancouver. He later led an aerobatic display, following an aerial mock battle in which the Mustangs beat off a fighter attack.

The RCAF display included safety equipment, maintenance methods and material and a helicopter demonstration. Dakota aircraft of the Transport Support Squadron dropped the parachutists and a Vampire from WEE Flight at Edmonton came down to participate in the show.

The Army conducted the troop-drop and showed para-training methods, the loading of equipment for air transported operations and organization of air supply for ground troops. The Army also had its Austers and Chipmunk aircraft airborne throughout the show. There were many other demonstrations which added to what was considered a most successful day.

The Commandant, Group Captain P. A. Gilchrist, welcomed the visitors.

SEA-GOING AIRMAN RETURNS WITH BRIDE

The story of the sea-going airman (Crowsnest, April 1951) had a romantic sequel when LAC Stanley Lum, of Vancouver, a bachelor when he left Canada in HMCS Ontario, returned from his Australian trip a married man.

The story goes back to a couple of years ago, when LAC Lum was travelling in the United States and met on a bus a lady who came from Suva, in the Fiji Islands. He asked if there might be any Chinese citizens in Suva with whom he could correspond. The lady gave the name of Miss Betty Houg Lee, and thus the courtship started.

Lum and Miss Lee corresponded regularly and came to know each other well. But the opportunity of meeting in person for the first time was pure fate. When Lum applied to make a cruise in one of HMC ships during his leave, he had no idea which ship he would join or, of course, where she would be going. Even when he learned that he would be travelling in HMCS Ontario to the Antipodes, it wasn't until he joined the ship that he discovered they were to call at Suva.

He finally met Miss Lee in person and, when the ship sailed for Sydney, Lum regretfully said good-bye. But by the time Sydney was sighted, he had a plan. He left the ship, flew back to Suva and married Miss Lee.

Arrangements were quickly made for the new bride to enter Canada and they flew home, with a honeymoon at Hawaii en route. LAC Lum has returned to his duties at the Canadian Joint Air Training Centre at Rivers, Man. His wife is with him.

LEAVE— JAPANESE STYLE

The following report was related by CBC Correspondent Bill Herbert on CBC News Roundup. It was recorded in Tokyo and transmitted from there to Canada for broadcast over the national network. Mr. Herbert holds the rank of Lieutenant (SB) in the RCN (Reserve) and in his capacity as Information Officer at HMCS Discovery, Vancouver, has been a frequent contributor to the *Crow'snest*.

All work and no play makes Canadian sailors dull boys. So, to combat their boredom after a long, dreary and monotonous patrol up and down the coast of Korea, crewmen of HMCS Nootka, senior ship of the Canadian destroyer flotilla out here in the Far East, arranged their own leave party which may be established as the pattern for future leaves for the men of the Canadian warships.

The boys went Japanese for 48 hours. For two days they took over a Japanese hotel in the small village of Dogo, on one of the small islands that cluster against the mainland of Southern Japan. There were 17 sailors in the first two parties. As the lads came into the hotel, they traded their summer uniforms for cool, colorful kimonos . . . right down to the silk underwear . . . and in place of their shoes they donned open toe sandals of Japanese clog slippers.

And for a couple of days Ordinary Seaman Jack Tar became Jack-San, as he lived completely Japanese. The boys shunned western beds and instead curled up on tatami mats and an eiderdown called futon. They ate native meals, including a sort of glorified beef stew with plush trimmings called sukyaki, which consists of tender pieces of beef fried in soyabean sauce and sugar, with such dainties as bamboo shoots, seaweed, garlic and rice, to mention just a few, on the side. The sailors did their share of punishing tempura, which is deep batter-fried shrimps with sauce.

The Japanese style of living wasn't confined to their hotel, either. Splitting into small groups, they roamed the village on shopping and sightseeing expeditions dressed in their gaudy kimonos, which ranged all the way from brilliant red, green and purple jobs to black and white check affairs. They bought a lot of presents for their wives, mothers and sweethearts, with the accent on silk pyjamas, bathrobes and scarves, and in true

Nipponese style haggled with the merchants over prices. They took in the shrines and old castles and did the night clubs. The lads caused quite a sensation in the cabarets, appearing in their kimonos while all their new Japanese friends were in western dress.

The Canadian tars saw geisha girls performing their native dances and games and even practiced the art of

eating with chopsticks, although some of them finally had to admit defeat and reverted to old-fashioned knives and forks.

They voted this the best leave they had spent in Japan and all vowed they would do it again next time they had a chance. The more thrifty lads were pleased, too, because this all-found, all Japanese type leave cost them only 2300 yen — which is less than \$7.

DONATIONS INCREASE, BUT MORE NEEDED

Donations received by the Canadian Naval Service Benevolent Trust Fund in the first seven months of 1951 totalled \$4,814.58, an increase of more than \$2,500 over the first nine months of 1950.

On the other hand, between January 1 and August 1, 1951, the fund distributed a total of \$59,107.31 in grants and loans to present and former RCN and RCN(R) personnel.

Listed were \$29,827.30 in grants and \$29,280.01 in loans.

The report noted the increase in donations as "encouraging" compared to corresponding periods in previous years, but stressed that the need for all ships and establishments to participate in the financial support of the Fund is "still urgent."

The list of donations received up to July 31 this year is as follows:

HMCS Antigonish Ship's Fund.....	\$ 100.00
HMCS Beacon Hill Ship's Fund.....	30.00
HMCS Cayuga Ship's Fund.....	295.39
HMCS Chippawa, Winnipeg.....	200.00
HMCS Cornwallis Ship's Fund.....	871.45
HMCS Cornwallis Wardroom Mess.....	30.00
HMCS Cornwallis Chief and PO's Mess.....	88.00
HMCS Cornwallis Community Centre Theatre Group.....	60.50
HMCS Cornwallis Bottle Fund.....	44.68
HMCS Crescent Ship's Fund.....	18.50
HMCS Discovery Wardroom Mess.....	103.89
Ord. Sea. L. Deutscher.....	2.00
HMCS La Hullose Ship's Fund.....	15.00
HMCS Huron, Ship's Fund.....	100.00
HMC Naval Radio Station, Aldergrove, B.C.....	6.50
HMCS Naden Ship's Fund.....	577.03
HMCS Naden Chief Petty Officers' Mess.....	149.50
HMCS Naden Petty Officers' Mess.....	177.31
HMCS Niobe individual officers and men.....	308.25
HMCS Ontario Ship's Fund.....	411.61
HMCS Ontario Wardroom Mess.....	40.39
HMCS Ontario Pistol Team.....	2.90
HMCS Sault Ste Marie Ship's Fund.....	20.00
HMCS Sioux Ship's Fund.....	31.75
HMCS Stadacona Ship's Fund.....	46.20
HMCS Swansea Ship's Fund.....	53.60
HMCS York, Toronto.....	500.00
Captain (S) R. A. Wright, RCN.....	14.00
Commander (SB) S. B. Shore, RCN.....	25.00
Lieutenant D. R. Chassels, RCN.....	14.00
Naval Member Canadian Joint Staff Washington, officers and men.....	52.25
Naval Officers' Association, Victoria.....	200.00
Reserve Fleet, East Coast.....	152.50
Wren Association, Winnipeg.....	50.00
HMCS Wallaceburg, Ship's Fund.....	22.38
	<hr/>
	\$ 4,814.58

During the same period, the following assistance has been rendered by the fund:

Grants approved.....	\$29,827.30
Loans approved.....	29,280.01
	<hr/>
	59,107.31

The first return to be received on individual donations to the Fund by special allotment was from HMCS Brunswicker, the Saint John naval division, and included the following donors:

CPO W. M. Mason.....	\$1.00
PO R. R. O'Hearon.....	1.00
PO J. Welch.....	1.00
CPO W. S. McQueen.....	1.00

SENIOR SEA CADETS TAKE CORNWALLIS COURSE

Royal Canadian Sea Cadets from all corps in Canada attended leadership courses at HMCS Cornwallis again this summer. Three courses of two weeks duration each were held, with a total of more than 300 cadets enrolled.

Cadets selected to attend the course were required to be 16 years of age as of July, 1951, have been a member of a corps for two years and to have attended at least one sea cadet camp.

It was primarily a leadership course, designed to provide each corps in Canada with one or more petty officers who are familiar with the correct manner in which to carry out and instruct in drill movements and the proper wearing of the naval uniform. Cadets trainees were given ample opportunity to take charge of classes and assume the duties of platoon and company commanders, with a view to developing their power of command and confidence.

From the moment the cadets entered Cornwallis they occupied the same quarters and followed the same

routine as RCN new entries. This year the sea cadets were quartered in Victory Block, which has been completely renovated and fitted with new furniture.

Saturday Divisions was the first big event in the sea cadets' syllabus. The cadets formed a company of their own on the extreme left of the parade square and were inspected by the Commander. On Sunday, after attending divine services, the cadets departed for Halifax, to visit HMC Dockyard and ships in harbour. During this trip they were quartered in the Seagull Club. On their return to Cornwallis on Monday evening, they resumed their training schedule.

The second week of their course included lectures on naval history, special lectures by the Commander and inclusion in the daily parade state for their first taste of battalion drill.

The courses were administered by Lieut.-Cdr. G. J. Manson, RCN, assisted by Lieut. Fred Freeman, RCN, Ret'd Lieut. (SB) J. F. Jefferies, RCN, and CPO Howard B. Cartier, RCN.



Sea Cadets got to know the Navy at first-hand on the West Coast, too, groups of them being embarked in ships of the training fleet for various cruises. Here Sea Cadet Alec Gard, of Victoria, learns something about a lookout's duties from PO Herbert Hill, of Victoria, on board HMCS Ontario during her cruise to Oakland, California. (OC-828).

ENGINE ROOM BRANCH PROFESSIONAL EXAMS

In future, professional examinations for C1ER4, P1ER4 and C2SM3 will be written February 15, May 15, August 15 and November 15.

Previously these exams were held as soon as possible after the candidates' applications. Current operational conditions have made this system impractical.

Men wishing to write the examinations must apply through their Mechanical Training Establishment prior to the first of one of the four months as noted above. The applications will be forwarded to Combrax Esquimalt or Combrax Halifax by the first of that month. Arrangements will then be completed for the applicants to try the exams on the fifteenth.

When candidates pass the exams, the effective date of qualifying will be the date on which the exams were written.

STAR CONQUERS PREVOST IN SOFTBALL SERIES

HMCS Star defeated HMCS Prevost 23 to 10 in the deciding contest of a three-game softball series between the permanent staffs of the two naval divisions. The final game was played on the Hamilton diamond.

Star won the first game, played in Hamilton, 26-6 and Prevost took the second in London 15-9.



A trip to Halifax and visits aboard ships in harbour there were included in the training program for sea cadets attending the leadership courses at Cornwallis this past summer. Here PO Higgen Randall, of Halifax, explains to a group of B.C. Sea Cadets how one of HMCS Magnificent's anti-aircraft guns operates. Cadets, left to right, are J. J. Gaschler, P. Harris, J. Furiak, D. C. Read, D. Tasker and P. Moran. (HS-15046).



Members of the Communications Branch team which won the competitive shoot on board HMCS Huron pose proudly before the destroyer's "A" gun. Left to right are AB James Horncastle, Ldg. Sea. Jules Corbin, Lieut. F. J. Dunbar, PO Bernard Roberge, Ldg. Sea. Norman Prowse and AB Donald Lovett. (HU-127).

COMMUNICATORS SHOW GUNNERY SKILL

ON BOARD HMCS HURON — As bombardment of the Songjin area gradually became daily routine for the Huron during a July patrol up the east coast of communist North Korea, an afternoon was devoted to a competitive shoot between members of the various departments aboard the ship.

The target selected was a temporary bridge erected by the enemy to take the place of one destroyed by guns of the United Nations naval task element to which the Huron was attached.

All departments did well, each effecting damage with several of the six shots allowed, but the best score of all was obtained by the communications department, despite boasts made earlier by other competitors.

The communicators, under the communications officer, Lieut. Francis J. Dunbar, of Hamilton, Ont., who acted as officer of the quarters, scored a possible 100. The score was based on accuracy and speed.

Members of the winning team were PO Bernard Roberge, layer, of Albro Lake, N.S.; Ldg. Sea. Jules Corbin, trainer, of Grand Falls, N.B.; AB James Horncastle, breechworker, of Halifax; Ldg. Sea. Norman Prowse, loader, of Cluny, Alberta, and AB Donald Lovett, sightsetter, of Halifax.

Other competing teams were TAS, Engineerroom, Radar Plotters,

Supply, Electrical and Ordnance. The TAS gun's crew was second with a score of 92; Supply and Ordnance tied for third, each with a score of 90; Engineerroom was fourth with 70, and Radar Plotters and Electrical tied for fifth place with scores of 66.

The professionals — the gunnery department, that is — did not, of course, participate.

LETTER TO THE EDITOR

Dear Sir,

As a regular reader of our magazine and an admirer of our technical branches, I could not but pause when reading page 20 of our July issue concerning Victoria's 24th of May celebrations. As commendable as it may be for the Mechanical Training Establishment to have won second prize, your article has omitted to state that the *Gunnery Training Centre* won first prize.

The Gunnery world is known for its quiet, modest approach to its problems but hastens to let all know we are not like that old soldier who just fades away. Content as we were not to receive a credit for the training of Sunset Ceremony, Colour Party and Parade, we felt that our tableau, in the parade, of former days of Gunnery Splendour should share at least equal honours with the advance of technology as depicted in your July issue. Too many consider us only as "parade ground bashers", and forget that we, too, have good Meccano sets and, ably assisted by the Ordnance Branch, perform on the most elaborate of modern contraptions.

Knowing you will hasten to correct any unjust implication in your last issue, at least a photograph of the winning float (R.C.N. Photo E-15324) should grace your next issue.

Yours truly,

J. W. McDowall,
Lieutenant Commander (G), RCN,
Officer-in-Charge,
Gunnery Training Centre.



Herewith, as requested in the above letter, is the photograph of the Gunnery Training Centre's float which won first prize in the 24th of May parade at Victoria. We tender our apologies to the Gunnery Training Centre and hasten to assure the stout-hearted gentlemen who are the inhabitants thereof that it was merely through an oversight that their efforts were disregarded.

HOW IT STARTED

SALUTING

The personal salute with the hand was borrowed from the Army. According to tradition, it is a token of mutual trust and respect between fighting men. In the old days when armour was worn, the visor was raised as the salute, thereby laying oneself open to attack. The hand being kept open when saluting is also of ancient origin, and denotes that there is no concealed weapon.

In the old days in the Navy, officers and men saluted by removing their hats or caps. As an example, Sir John Jervis always removed his cap whenever he spoke to one of his subordinates. This form of salute is still observed whenever the Articles of War are read. When this is done we are saluting the authority under which we are governed, the Articles of War emanating from the King and Parliament.

According to the Training Ship Regulations of 1882, the salute was described as "touching the hat or cap, or by taking it off, always looking the person saluted in the face. By touching the cap is meant holding the edge with the forefinger and thumb." The following year this regulation was made applicable to the whole Navy.

In October 1888, the Training Ship Regulations were amended as follows:

"The Naval Salute is made by touching the hat or cap, or taking it off, looking the officer saluted in the face. Admirals, Captains, Officers of the same relative rank, and the Officer commanding the saluter's ship of whatever rank, are on all occasions saluted by the hat being taken off. The hat is to be taken off by the right hand taking hold of it by the right side except when passing, when it is taken off with the off hand."



Queen Victoria is said to have instituted the present hand salute in the Navy. On one occasion she sent for certain officers and men to thank them for giving assistance to a distressed German ship, and did not like to see men in uniform standing uncovered. As a result, in January 1890 the Admiralty dis-

continued the taking off of hats or caps and introduced the present hand salute. Salutes to the left were made with the left hand, this being abolished in 1923. — *H.F.P.*
(NOTE: This article is based on information

obtained from "A Few Naval Customs, Expressions, Traditions and Superstitions" by Captain W. N. T. Beckett, and an article by Mr. D. Bonner-Smith in the *Mariners Mirror*, Volume XII.)



LAC Stanley Lum of Vancouver, who sailed in HMCS Ontario on her spring cruise to the South Pacific, is shown here with his bride, the former Betty Hong Lee. LAC Lum saw Miss Lee for the first time at Suva, one of the cruiser's ports-of-call. Previously the two had corresponded. LAC Lum left the ship at Sydney, Australia, flew back to Suva to marry Miss Lee, and then brought his bride back to Canada by air. Above, they pose with Chaplain (RC) Ronald MacLean, and Commodore Hugh Pullen, commanding officer, when the Ontario called at Suva again on her homeward voyage. (OC-586).

Weddings

Lieut. E. R. Heeschen, Naval Headquarters, to Miss Bette MacNeill of Hunter's River, P.E.I.

Lieut. W. M. Kidd, Naval Headquarters, to Miss Kathleen Edith Simpson of Vancouver.

Lieut. (S) J. Millan MacDonald, HMCS Queen Charlotte, to Miss Margaret Martin, RN of Uigg, P.E.I.

Lieut. (L) John L. Cohrs, HMCS Naden, to Miss Jean Shirle Thomson, formerly of Newcastle-on-Tyne.

Sub Lieut. G. W. Nable, HMCS Magnificent, to Miss Elaine Burtwell of Denmark Hill, London, England.

AB Anthony Chursky, HMCS Chatham, to Miss Anne Hansen of Victoria.

AB Gerald Dawson, HMCS Stadacona, to Miss Dorothy Thorne of Halifax.

AB S. H. Jones, HMCS Wallaceburg, to Miss Amy Lavinia Cornwell of London, Ont.

AB William Jones, HMC Naval Radio Station, Coverdale, to Miss Pearl Anderson of New Denmark, N.B.

AB Karl Lawlar HMCS Wallaceburg, to Miss Gertrude Arsenault of Halifax.

Ord. Sea. James Martin, HMCS Stadacona, to Miss Margaret Sue MacCormack of Pictou, N.S.

AB. Melvin L. Miller, HMC Naval Radio Station, Aldergrove, to Miss Mary Robinson of Vancouver.

Ord. Sea. Robert L. Ferris, HMCS Ontario, to Miss Olga Stefan of Wapella, Sask.

AB J. Edwin Elliott, HMCS Magnificent, to Miss Muriel Theresa Sullivan of Quebec City.

AB Albert T. Mazar, HMCS Sioux, to Miss Olive Fern Schop of Victoria.

Births

To Lieut. Cdr. D. M. MacLennan, HMCS Stadacona and Mrs. MacLennan, a daughter.

To Lieut. (G) A. D. Caldwell, HMCS Stadacona, and Mrs. Caldwell, a son.

To Lieut. T. B. L. Hebbert, HMCS Stadacona, and Mrs. Hebbert, a son.

To Lieut. (P) W. J. Spencer, HMCS Cornwallis, and Mrs. Spencer, a son.

To Lieut. (S) J. R. Sutherland, HMCS Hunter, and Mrs. Sutherland, a daughter.

To Lieut. J. L. MacLean, HMCS Wallaceburg, and Mrs. MacLean, a daughter.

To CPO Jack Howell, HMCS Wallaceburg, and Mrs. Howell, a daughter.

To PO Roy Dunham, HMCS Wallaceburg, and Mrs. Dunham, a daughter.

To PO C. H. Walker, HMC Naval Radio Station, Coverdale, and Mrs. Walker, a son.

To PO Robert Rogers, HMCS Naden, and Mrs. Rogers, a daughter.

To Ldg. Sea. Alfred Boucher, HMC Naval Radio Station Coverdale, and Mrs. Boucher, a son.

To Ldg. Sea. N. R. Marsaw, HMC Naval Radio Station Coverdale, and Mrs. Marsaw, a son.

To Ldg. Sea. P. E. Taylor, HMCS Wallaceburg, and Mrs. Taylor, a son.

To Ldg. Sea. Armand Turgeon, HMCS Naden, and Mrs. Turgeon, a daughter.

To AB Gordon Grant, HMC Naval Radio Station Coverdale, and Mrs. Grant, a daughter.

To AB Gerry Long, HMCS Chatham, and Mrs. Long, a son.

To AB Peter Slova, HMCS Chatham, and Mrs. Slova, a daughter.



While CPO Earl Sealy of Regina plays an appropriate chanter on his fiddle atop the capstan, cadets and ordinary seamen under training bend their weight to the capstan bars in practicing weighing anchor by hand on board HMCS Ontario at Skidegate. (OC-811).

VETERAN NAVAL STORES OFFICER DIES IN B.C.

Douglas Graham Lambert Pittman, veteran of 44 years in Naval Stores and late Director of Naval Stores, at Ottawa, died July 15 at Penticton, B.C., following a long period of failing health.

Born in Portsmouth, England, June 18, 1895, Mr. Pittman entered Naval Stores in the Admiralty in 1907. He came to Canada in 1913 and became a clerk with Naval Stores at Esquimalt on August 3, 1914. He was transferred

to Ottawa as a Senior Stores Officer in 1921 and four years later went to Halifax.

He became Superintendent of Naval Stores there and in 1943 went to Ottawa to become Director of Naval Stores. Dogged in recent years by ill health, he retired in 1949.

Mr. Pittman served from 1923-26 as an officer in the Governor General's Foot Guards (Reserve). Attempts to enlist in the Armed Forces during hostilities were forestalled when he was "frozen" in his position in Naval Stores during the Second World War. For his efforts in this department, he was made a Member of the British Empire.

Mr. Pittman is survived by his wife, Florence May (Lynch).

ADMIRALTY HOUSE HOLDS ANNUAL PICNIC

More than 250 officers and their families attended the annual Admiralty House picnic held at Grand Lake, 20 miles from Halifax, on Saturday, July 28. The program included softball, swimming, races and novelty race.

In charge of the arrangements were Commander J. C. Littler, Lieut. Frank Saunders, Lieut. D. M. Waters, Lieut. (S) L. S. Karagianis, Lieut. A. B. C. German and Lieut. F. C. Pettit.

MIDSHIPMAN GRADUATES WITH PILOT'S WINGS

Midshipman David H. Tate of Edgeley, Sask., successfully completed his pilot's training July 13 at the RCAF Flying Training School, Centralia, Ont. He was the only naval member of graduating class No. 21.

Retirements

Chief Petty Officer Robert B. Faulks

Rate: C1CA4
 Age: 37.
 Address: 7 Leigh Rd., Langford P.O., Vancouver Island.
 Hometowns: Calgary and Edmonton.
 Joined: May 1931, as a Boy Seaman.
 Served In: HMS Excellent and Aurora; HMCS Naden, Skeena, Vancouver, Fraser, Ottawa, Restigouche, Stadacona, Assiniboine, Cornwallis, Niobe, Chaudiere and Rockcliffe.
 Awards: Polish Cross of Valour, December 20, 1941, and Long Service and Good Conduct Medal, June 6, 1947.
 Retired: July 8, 1951.

Chief Petty Officer Alexander J. MacPherson

Rate: C1SM3
 Age: 41.
 Address: 1071 Hunter Rd., R.R. 2, Langley Prairie, B.C.
 Hometown: Vancouver.
 Joined: January 1930, as a Stoker 2nd class.
 Served In: HMS Victory and Kempenfelt; HMCS Naden, Vancouver, Skeena, Fraser, Assiniboine, Stadacona, St. Laurent Cornwallis, Givenchy, New Glasgow, Uganda, Rockcliffe and Discovery.
 Awards: Long Service and Good Conduct Medal, August 2, 1946.
 Retired: July 4, 1951.

CORRECTION

The article entitled "Requirements Eased for Aircrew Entry" which appeared in The Bulletin Board department of the August issue of The Crow'snest did not correctly list the requirements for serving personnel. The following lists in detail the requirements for a seven year short service appointment for aircrew duties for serving personnel:

1. Have reached his 18th birthday but not his 24th on January 1 of the year of promotion;
2. possess Junior Matriculation or equivalent standing in English, mathematics, physics and navigation;
3. medically fit for aircrew;
4. twelve months service;
5. be favorably reported on at least twice on form CNS 2202 (report on candidates for commissioned rank).

Cadet Gordon McGaughey of Kingston, Ont., and Queen's University, wriggles out on a yardarm to retrieve a signal halyard he lost during a flag hoisting exercise on board HMCS La Hul-loise. This unusual photo was taken during one of the summer cadet training cruises to the United Kingdom. (LAH-084).

"Crescent Wrench" Newest Newspaper

Latest ship to enter the newspaper publishing field is HMCS Crescent, whose lively venture, The Crescent Wrench, made its appearance in June.

Described as "a journal of HMCS Crescent — her news — her sports — her officers and men — her laughter — her views — and herself", the "Wrench" is a peppy, well-assembled sheet, containing lots of jokes, quips and cartoons, as well as the usual collection of news items.

The editorial board is made up of Lieut.-Cdr. (L) J. R. Allen, Midshipman John H. Allen, Ldg. Sea. Ted Davey, AB Norman Drabble, PO William Coleman, Ldg. Sea. Elmer Childerhose and Ldg. Sea. Frank Judd. The Wrench has five sections, each under a separate editor. Lieut.-Cdr. Allen is editor-in-chief and Mid. Allen is art editor and cartoonist. Ship's News is prepared by Ldg. Sea. Davey, Sports by AB Drabble, "Bricks and Bokays" by PO Coleman, "We Wonder ...?" by Ldg. Sea. Childerhose and "Laughter Ahoy" by Ldg. Sea. Judd.

To a new colleague The Crow'snest extends wishes for the best of success.



