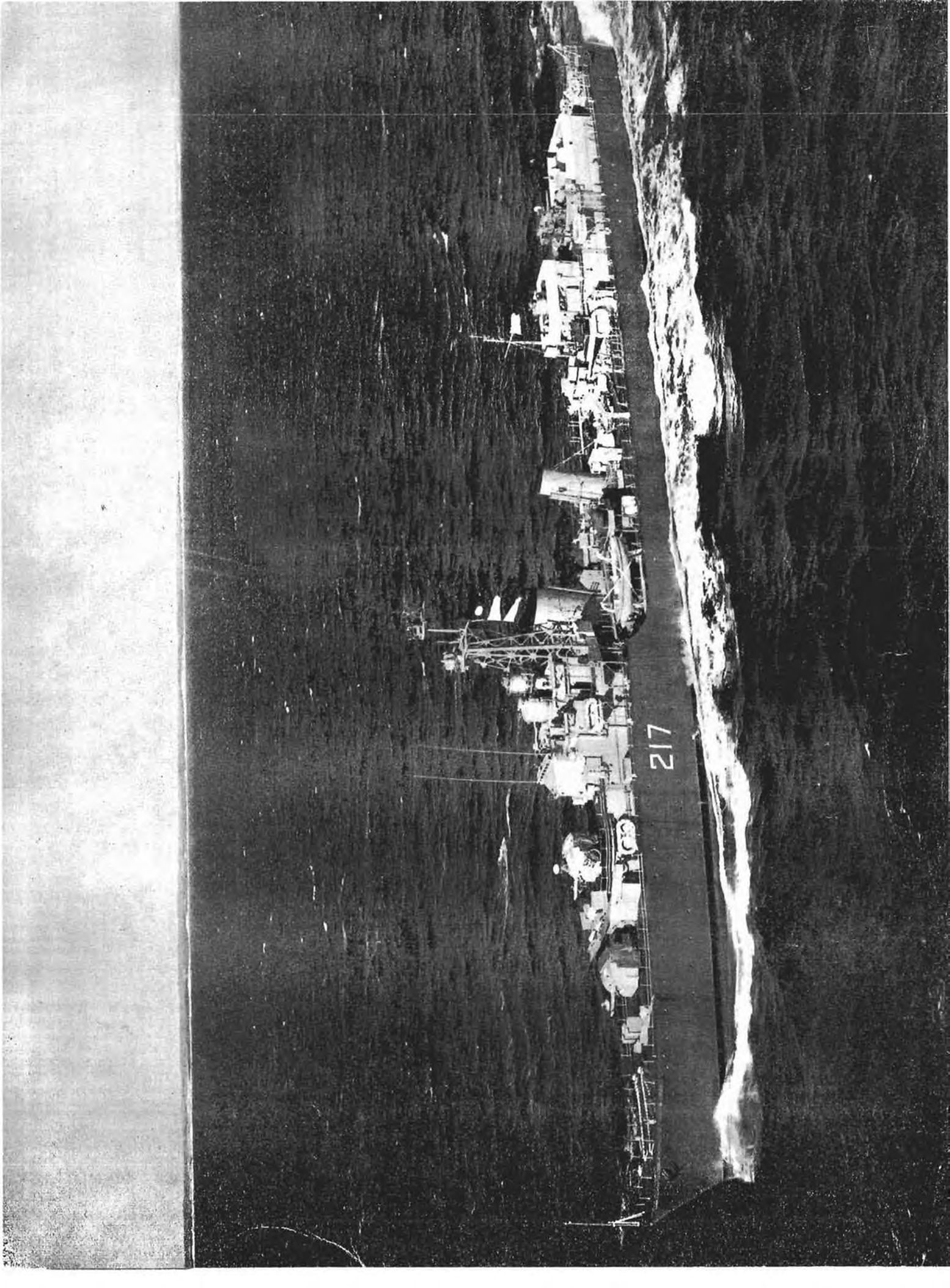


The CROWSNEST



Vol. 4 No. 6

April, 1952



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THE ROYAL CANADIAN NAVY'S MAGAZINE

APRIL, 1952

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LADY OF THE MONTH

This is not the first time HMCS Iroquois has been Lady of the Month, but the ship pictured on the opposite page is different in many respects from the one which appeared in the August 1949 issue of *The Crowsnest*.

In point of years the oldest Tribal class destroyer in the Royal Canadian Navy, the Iroquois is one of the newest insofar as weapons and equipment are concerned. Her "rejuvenation" took place during an extensive refit which concluded last fall.

The Iroquois was originally commissioned September 30, 1942, and was the first destroyer of her class to be acquired by the RCN. She saw war service in Arctic waters, the North Sea, English Channel and Bay of Biscay and participated in a number of actions. Official records credit her with a share in the destruction of at least eight enemy merchant ships, three flak ships and two minesweepers and the damaging of a destroyer and other vessels.

Following the war, she served as depot ship for the reserve fleet at Halifax and in 1949 was employed for a time as a training ship. After that she herself was placed in reserve and subsequently was taken in hand for a major refit and conversion. This completed, she was commissioned last October 17.

Now, with her new guns and equipment, she sails April 15 for the Far East as relieving ship for HMCS Cayuga. (Negative DNS-6511).

SUBSCRIPTION RATE

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Cover Photo—A Canadian destroyer, HMCS Nootka, is fuelled by an American aircraft carrier, USS Bataan, "somewhere in the Pacific." This unusual photograph of what has become a commonplace evolution was taken during the final stage of the Nootka's voyage from Halifax to the Far East. On part of her Pacific passage the Nootka sailed in company with the Bataan and an American destroyer division. (Photo by Petty Officer Donald Stitt. Negative No. NK-841).

R.C.N. News Review

NATO Atlantic Naval Chief Visits Ottawa

Admiral L. D. McCormick, USN, Supreme Allied Commander, Atlantic, concluded a tour of North Atlantic Treaty Nations with a visit to Ottawa March 18 to 20. It was Admiral McCormick's first tour of the countries contributing to the NATO naval organization since his appointment January 30.

In Ottawa he conferred with Prime Minister Louis St. Laurent, Defence Minister Brooke Claxton, the heads of the armed services and with senior officers of the RCN, who were holding their annual conference at the time.

Admiral McCormick was accompanied by Vice-Admiral Sir W. G. Andrewes, Commander-in-Chief of the Royal Navy's America and West Indies Station and Deputy Supreme Commander, Atlantic, and by members of his staff. Ottawa was the ninth capital city they had visited within three weeks.

Admiral McCormick (Saclant) holds a NATO appointment on the same level as that of General Dwight D. Eisenhower but in a different sphere.

Saclant's command extends from the North Pole to the Tropic of Cancer and from North American

shores to the coastal waters of the British Isles and the continent of Europe. At a press conference, Admiral McCormick pointed out that in peacetime there would be no NATO fleet continuously under his command but that an integrated organization would be set up which could be brought into being immediately, in the event of war. This included the earmarking by the various nations of ships for service under Saclant.

Nootka Has Lively Time on First Korea Patrol

HMCS Nootka's first patrol on her return to the Korean theatre had its eventful moments. Rough seas and freezing temperatures were encountered on passage from Japan to the west coast of Korea and provided an unfriendly change from the weather experienced during the ship's voyage across the Pacific.

The Nootka's first assignment was to carry out bombardments by day and inshore patrols at night. In the course of one night patrol she was fired on by an enemy shore battery but emerged without being hit.

A few days of carrier screening followed, then she resumed indepen-

dent patrol duties, but in a different area. Among her bombardment targets this time was an enemy position consisting mainly of pill boxes and machine-gun nests. A number of hits were scored and one large mushroom of smoke and flame suggested the Nootka had exploded a store of ammunition.

The patrol ended with the Nootka screening a British carrier and returning to port with her.

Not long before this, the Athabaskan had carried out a lively one-day foray featured by an artillery duel with communist shore batteries. While engaged in a close-in bombardment of enemy positions, the destroyer came under fire from Red guns, whose challenge was promptly accepted. Though several shells splashed near the Athabaskan, none connected, and it was not long before their source was silenced. A similar exchange took place about 12 hours later and ended in the same fashion.

During this one-day assignment, the Athabaskan fired more than 610 four-inch shells at enemy gun positions, buildings and installations.

The Cayuga's duties recently have been similar to those of her sister-destroyers. On one particular 14-day patrol she served as leader of a task unit supporting the west coast blockade and was called on, additionally, to perform a variety of other tasks. These ranged from giving medical aid to wounded Koreans to blowing up an aircraft from a UN carrier. The plane had been forced down on an island near the enemy coast and was destroyed in order to prevent it from falling into the hands of the Reds.

Iroquois to Relieve Cayuga, Sails April 15

HMCS Iroquois is scheduled to leave Halifax April 15 for the Far East, where she will relieve HMCS Cayuga late in May.

It will be the Iroquois' first tour of duty in the Korean theatre. Following an extensive refit and conversion, the destroyer began her latest commission last October and since then has been



HMCS Quebec moves away from her berth at Esquimalt, bound for her new base at Halifax. The cruiser sailed March 11 and is due to reach the East Coast port April 18. (E-18174).

carrying out work-ups and a lengthy series of trials.

On being relieved, the Cayuga will proceed to her home port of Esquimalt, thus completing two operational tours in the Far East.

HMCS Haida Commissions

The RCN's destroyer modernization and conversion program advanced another step with the commissioning April 15 of HMCS Haida (Commander J. D. Lantier) at Halifax.

Like her sister-ship, HMCS Iroquois, which commissioned last fall, the Haida has been re-armed and re-equipped. She is now engaged in post-refit trials in the Halifax area.

Ships Getting Ready for Busy Summer

HMCS Quebec had reached the half-way mark on her voyage from the West Coast to the East by the end of March. She is due in Halifax April 18.

Most of the other ships of the fleet were either refitting or carrying out post-refit trials and work-ups in preparation for the strenuous spring and summer training program that lies ahead.

Her annual refit completed, HMCS Ontario was scheduled to sail from Esquimalt March 31 on her first training cruise of the year. Of the other West Coast units, the Crusader has finished refitting and the Sioux, Beacon Hill and Antigonish are in the course of their annual overhauls.

On the East Coast, the Magnificent is due to come out of refit in April, as are the La Hullose and Portage. The Crescent, New Liskeard and newly-commissioned Haida are variously engaged in trials and work-ups.

Chilean, Swedish Ships Visit Canadian Ports

Two foreign warships were visitors to Canada last month. The Chilean training ship Presidente Pinto was at Vancouver from February 28 to March 5 and the Swedish cruiser Gotland called at Halifax from March 8 to 13.

The Presidente Pinto was the first Chilean naval ship to visit Vancouver since 1929; the Gotland was the first Swedish warship to visit Canada since 1876.

Due to the period of court mourning, there was no official entertainment for the visiting officers and men. However, a number of informal gatherings were held in their honor and sports and other activities were organized.



A study in contrasts is offered by these two photos, taken three weeks apart. In the upper picture, a group of men from HMCS Nootka, touring Oahu during their ship's stay at Pearl Harbor en route to the Far East, watch the surf roll in on one of the island's many beautiful beaches. In the lower photo, members of "A" gun's crew clear away ice that formed on their gun during the Nootka's first patrol. (NK-0803 and 852).



During the Gotland's stay at Halifax, arrangements were made for her commanding officer, Captain K. Hasselgren, and 14 of his officers to visit Montreal and Ottawa, where they were taken on sight-seeing tours and entertained informally.

On leaving Halifax, Captain Hasselgren dispatched a message in which he expressed "our heartfelt thanks for the extremely kind way in which we all on board Gotland have been

received and welcomed to Canada". Similar sentiments were contained in a message from the Swedish Minister to Canada, Klas Book, to the Under Secretary of State for External Affairs. Said Mr. Book: "A very cordial welcome was extended by the authorities in and the people of Halifax to HMS Gotland. The ship's company was favoured by a highly courteous and much appreciated hospitality in Halifax, Montreal and Ottawa".



Ice in large quantities was encountered by the Sioux in the course of her final patrol off the coast of Korea before returning to Canada (SO-155).

Last Patrol

by P.C.B.

**Sioux's Final Foray Produced
Some Interesting Experiences**

HMCS Sioux set out on her last patrol in the Korean theatre on January 21. The ship's company was understandably in high spirits on this occasion, it having been something to which they had been looking forward for ten long, tedious months.

Our job this time was to be with the task unit operating close inshore on the west coast. The main object of these patrols was the defence of islands which were north of the 38th parallel but in the hands of the United Nations.

The first day on patrol was taken up mainly with obtaining a turn-over from HMS Constance, whom we relieved, and the delivery of mail, passengers and ammunition to other ships in the area. To the USS Porterfield (destroyer) we transferred a grand total of 46 bags of mail, four USN enlisted men, two Korean naval officers, one Chinese tailor and 100 rounds of five-inch ammunition.

All but the ammunition were transferred by motor cutter. With sea and swell running about four feet, a fine job of boat handling was exhibited

by PO James D. Bell, Lashburn, Sask., and Victoria, and PO William D. Steele, Calgary and Victoria, the two coxswains, and their bowmen and working hands, ABs Lloyd Dixon, Arcola, Sask.; Douglas Peyton, North Battleford, Sask.; Victor Hughes, Rainy River, Ont.; Ken McCormick, O'Leary Station, P.E.I., and George Cardon, Bashaw, Alta. In temperatures well below freezing, these men at the end of each trip had almost as much ice on themselves as there was on the boat.

A great deal of credit for the efficient operation of the motor cutter is due to the farsightedness and ingenuity of Lieut. (E) William Attwell, of Victoria, and his staff. They designed and fitted a device which supplied steam heat to the engine at all times when at the davit head (plus, after one sad experience, the re-routing of exhaust gases to prevent the cooling water intakes from freezing). The Sioux's motor cutter, often to our discomfort, was the only boat constantly in running condition

throughout the worst of the cold weather.

The monotonous routine of interdictory fire and illumination started the night we arrived. A ROK patrol craft was put under our orders and in her we placed an officer and an armed backing-up party. It was their job to work close inshore, with the Sioux standing about a mile and a half off and providing illumination and harassing fire.

This was almost a nightly task and resulted in the ship's company acquiring a completely blasé attitude toward gunfire. It was a common sight to see the hands sleeping peacefully in the foreupper with "A" gun firing, or oblivious to the noise of "B" gun when watching a movie in the wardroom or chief and petty officers' cafeteria.

As a result of steady, but not necessarily intensive gunfire, the interior of the ship forward once again became somewhat of a shambles. Messdecks, cafeterias, wardroom and the captain's cabin all suffered from gunblast, with the first two taking the brunt of it. Light bulbs were going off like firecrackers.

The second day was uneventful until about 1730. At that hour, as the Sioux was passing between the mainland and an island, shore batteries opened up from a range of about two-and-a-half-miles. The ship was at action stations, so a reply was soon on its way. There could be little avoiding action in the narrow channel and the ship had to run the gauntlet for more than 20 minutes as three enemy batteries handed the target from one to another. The Sioux was straddled five times, one round landing close astern in the wake. It was not known whether our return fire did any damage.

Rough and cold weather was our lot for the first week. This accounted for a variety of difficult situations. The use of boats was hazardous and later was complicated further by having to navigate through heavy pan ice. Pointing ship against wind and tide, to bring the guns to bear, resulted in dragging the anchor, on one occasion a distance of eight cables in a matter of minutes.

Bringing the low freeboard ROK Navy vessels alongside almost invariably produced damage to one or both ships. The entire set of guard rails and stanchions on a ROK ship's forecabin snapped off clean when that vessel came up under our propeller guards, the extreme cold making the stanchions break like match sticks.

Conning the Korean ships by radar and voice sometimes produced an

interesting situation, as their compasses were far from reliable. (It is of interest to note that it was quite possible to direct one of these ships by this method, through shoal waters, to an anchorage in a sheltered bay, right up to and including the order "let go.")

Heavy ice coming down from the Chinnampo river was viewed with mixed feelings. While it made conditions difficult for enemy invasion movements, it also prevented proper patrols being carried out and at times forced ships to leave their watching stations. Frequent checks of ice conditions between the islands and the mainland had to be made.

An ice check by HMS Mounts Bay on a "quiet" Sunday afternoon provided an interesting change. She proceeded through a channel close by an island, to observe the ice. Close behind was HMCS Sioux, playing rapid tattoos on gun positions with her 4.7s.

That Sunday was somewhat typical of the busy time we had in the first week of our patrol. One hundred rounds of 4.7 were fired. Action stations was rung an untotaled number of times. On three occasions, we suppressed enemy batteries firing on a friendly island. We anchored five times and weighed four, and twice lowered and hoisted the motor cutter.

SIoux'S RECORD IN STATISTICAL FORM

The following statistics give some indication of the activities of HMCS Sioux during the period July 5, 1950, to March 8, 1952. In that time the ship spent two months in Esquimalt refitting, two months in Hong Kong having defects made good and three weeks repairing typhoon damage in Japan.

Navigation

Effective number of days on Special Force duty.....	476 days
Number of days at sea.....	394 days (or 82.8 per cent)
Miles steamed.....	113,000 (5.23 times around world)
Average speed for 476 days.....	9.9 knots

Gunnery

Number of 4.7" rounds fired.....	3,814
Number of close range rounds fired.....	16,476
Rockets fired.....	60
Small arms.....	13,838
Number of mines destroyed.....	11
Number of enemy targets engaged.....	108
Number of drogues/drones shot down.....	11
Times ammunitioned ship.....	23

Engine Room Branch

Total oil fuel used.....	22,162.35 tons
Number of times oiled at sea under way.....	45
Total oil fuel transferred when oiling under way.....	8,596.75 tons

Communication

Number of messages (all types) handled.....	40,771
(but not including vast numbers copied but not decyphered)	

Medical

Sick Bay calls.....	4,019
Inoculations.....	1,994
Fractures.....	4
Wounded Koreans.....	15

HMCS Sioux holds the Commonwealth record for miles steamed in one month — 10,978 miles in September, 1951.

The next day the Sioux was fired

upon again but, as the shells were at least 1,000 yards short, little attention was paid to them. One sailor was heard to remark, "Hey, there's another couple of ruddy bricks! What time does the canteen open?"

The following day saw the same batteries again open up on the Sioux. This time the ship was in a more favorable position, for them, but again it was "close, but no cigar."

By February 8 it was decided that it would be an excellent plan to blow the tops off houses suspected to be providing shelter for the enemy guns' crews. Air spot was provided from USS Badoeng Strait and 25 rounds out of 30 landed in the village. A few wrecked buildings, a fire, and a report from the aircraft, "Excellent shooting!" were the results.

That same afternoon history was made in the RCN: Canada acquired her second aircraft carrier when HMCS Sioux provided a landing platform for a helicopter. Ice conditions prevented the use of boats to evacuate a patient from an island so helicopters were employed. One helicopter made two successful practice landings on the Sioux prior to a second one, with the patient, landing on.

Following this evolution, we were



Two members of the party placed on board a South Korean patrol vessel by the Sioux spin a yarn with their hosts. The two Canadian seamen are A/Bs Bernard Riswald, of Calgary, third from right, and Donald Hopkins, Vancouver. (SO-148).



As a parting gift to the enemy, the Sioux fired a practice shell painted white and inscribed, in English and Korean: "Compliments HMCS Sioux, our 3,566." In the upper photo, the destroyer's gun crews and supply parties pose with the farewell token, which is held at the right by Lieut. Howard Clark of Stratford, Ont. (SO-162 and 160).

told by the Task Unit Commander that, although we may have made like a carrier, we were not to expect an escorting screen.

Mail was a blessing on this patrol, a total of three deliveries being made. Incidentally, the difficulties of the Fleet Mail Office, Esquimalt, are realized and appreciated. The fact that mail took an average of ten days from mailing to its receipt in the operational zone is indeed a credit to those concerned with the despatch and handling of mail for the RCN ships in Korean waters.

On Friday, February 8, the Sioux fired a 21-gun royal salute to Her Majesty Queen Elizabeth II, using live ammunition and with the guns trained on enemy troop concentrations.

The Sioux's cable parties were kept busy throughout this patrol, the

ship anchoring and weighing 41 times. There is little doubt that the cable will require a survey after the strain placed on it by pointing ship, by $4\frac{1}{2}$ -knot tides and by extreme strain from ice floes.

Our final night on patrol was not a quiet one. Shore batteries opened up



on the ROK patrol craft carrying our armed party. These were engaged by the Sioux in short order. At 0600, as a final gesture on leaving patrol, our last gun fired in anger propelled shoreward a practice shell bearing, in English and Korean, the inscription: "COMPLIMENTS OF HMCS SIOUX — OUR 3,566TH SHELL."

Finally, a few interesting statistics concerning the patrol:

Cable party called:	82 times
Anchored :	41 times
Action Stations :	13 times
Motor cutter used:	11 times
Complaints :	Nil

Praise for Sioux

Vice-Admiral C. Turner Joy, Commander Naval Forces Far East, dispatched the following message to HMCS Sioux when, with two tours of duty completed, she left his command in mid-February:

"The consistently excellent performance of the Sioux during her service with the United Nations forces in Korean waters has been typical of the high standards maintained by ships of the Canadian Navy. The contribution of this fighting ship is greatly appreciated."



After an absence of 11 months, the Sioux returned to Esquimalt March 8. A crowd estimated at 1,000 persons was on hand to welcome the destroyer, first Canadian warship to complete two tours of duty in the Far East. (E-18136).

A Two-Navy Career

*Canadian-Born 'Doc' Savage
Served Six Years
in RN*

A MAN who tried for more than six years to join the Royal Canadian Navy before being successful has been elected by the ship's company of HMC Naval Radio Station, Coverdale, N.B., as Man of the Month for April.

He is Petty Officer Francis J. (Doc) Savage, whose duties as Regulating Petty Officer at the station bring him in contact with all personnel serving aboard and with the families of those living in the 40 married quarters at Coverdale.

Francis J. Savage was born October 14, 1920, at Edmonton, Alberta. At the age of 15 he applied at the Edmonton naval division for entry into the RCN, only to be told he was too young.

However, Savage had made up his mind he was going to sea, and this determination resulted in six years of interesting and varied experience. Working his way to England, he arrived there on October 18, 1936. The very next day he entered the Royal Navy as a boy seaman.

Savage spent five months in HMS Ganges, the boys' training establishment, and a similar period at sea in HMS Revenge. He was then drafted to HMS Nelson, flagship of the Home Fleet, where he remained until January 1939. The Nelson's activities included non-intervention patrols of the coast of Spain during the Spanish Civil War.

Savage's next ship was HMS Orion (cruiser), attached to the America and West Indies Squadron and based at Bermuda. It was a lucky draft, for the Orion, making a cruise up the west coast of North America in the summer of 1939, stopped long enough at Vancouver for Savage to visit his home in Edmonton. It was the first time his family had seen him in three years.

When war broke out, the Orion was assigned to patrolling the Caribbean and was involved in the capture of the Columbus, the largest German passenger liner then outside Axis waters. Savage, by then an able seaman, also had the privilege of serving aboard the Orion when she escorted the first RCAF contingent overseas.

Early in 1940 the Orion was transferred to the Mediterranean Fleet, arriving in Alexandria a week before Italy entered the war. Savage spent two years in this theatre and in that time saw a lot of action. For services during the evacuation of Crete he received a Mention in Dispatches.

In the spring of 1942 the Orion returned to Greenock, Scotland, and from there Savage set out on another sea — this time the sea of matrimony. On May 15, 1942, the former Alma Bradford of Nottingham, England, married the Canadian sailor she had met as a boy seaman in 1937.



PETTY OFFICER
FRANCIS (DOC) SAVAGE

In October 1942, Able Seaman Savage transferred to the Royal Canadian Navy, six years after submitting his first application. He joined HMCS Athabaskan and remained in this ship for the balance of her wartime career. When the Athabaskan was sunk in action off the coast of France on April 29, 1944, Savage was one of the survivors picked up by HMCS Haida.

Drafted back to Canada, he spent the rest of the war as an instructor in the Gunnery School at HMCS Corn-

wallis. Meantime he had been promoted to petty officer.

Early in 1946, as a member of the commissioning crew of HMCS Warrior, he went back to the United Kingdom. Following the carrier's arrival in Canada, he was drafted to HMCS Nonsuch, in his home city of Edmonton. He served in the division until January 1948, when he joined HMCS Ontario.

The next year Savage was recommended for a course at the Royal Naval Gunnery School but before he left for Whale Island it was discovered his eyesight failed to meet the required standard. It was then he transferred to the Regulating Branch.

On completing the qualifying course for Regulating Petty Officer, he was drafted to Coverdale and has remained there since.

Petty Officer and Mrs. Savage have taken a leading part in community life on the station. The former had a lot to do with organizing the football team that carried Coverdale's colors last fall and has been one of the principal, and hardest-working, figures behind the annual Christmas party held at the station for orphans from nearby Moncton.

Mrs. Savage is secretary-treasurer of the Women's Auxiliary at Coverdale and is chairman of the Sick Committee, whose members visit any of the staff who happen to be laid up in hospital.

The Savages have three children. Dennis, 8, was born in England; Colin 5, was born on the west coast of Canada, and Heather, the youngest, was born in Moncton.

Despite his having spent more than 15 active years in the Navy, Petty Officer Savage says he is confronted with something new practically every day. This may be due to the fact that he serves as a naval encyclopedia for the ship's company, most of which is now composed of Wrens who have had only a few months in the Service.

The arrival of Wrens on the station introduced several new problems for Coverdale's RPO. The fact that he was unanimously elected Man of the Month is proof enough that he has dealt with them successfully.

The Cruel Sea

Naval Tug's Civilian
Crew Knows All
About It

"YOU have carried out a difficult operation successfully and your seamanship has been of a very high order. Congratulations on a job well done."

The message was from Rear-Admiral W. B. Creery, Flag Officer Pacific Coast, and was addressed to the naval tug Clifton (John E. Francois, Master). The occasion was the Clifton's arrival in Esquimalt with the former USN minesweeper, YMS-420, in tow, last December 14, following an epic voyage from Long Beach, Calif.

The Admiral's praise was well-deserved. The deck and engineroom crews of the civilian-manned Clifton had overcome a series of major difficulties, under the most testing of circumstances, in bringing their tow safely through some of the Pacific Coast's worst weather of the winter.

The 112-foot ocean-going tug had a rough time of it on both legs of the 2,200-mile trip. She left Esquimalt on the morning of November 28 and by midnight was in the midst of a full gale. Progress was reduced to an approximate speed of advance of from three to four knots.

The weather continued to deteriorate. Extremely high, confused seas caused the Clifton to labor heavily

and deluged her with tons of water.

On the evening of the 30th a particularly heavy sea carried away the port side-light and vegetable locker and damaged the port wing of the bridge. All quarters were flooded, including the wheelhouse and captain's cabin. Passageways were deep with water, making movement hazardous even within the ship.

Because she possessed a tug's high speed type of engines, it was not possible for the Clifton to reduce revolutions sufficiently to heave to. However, the Chief Engineer, Denis Murphy, cut down to 175 revs. — the lowest possible. This meant the engines had to be nursed continually and resulted in the air-valves carbonising so badly that it took two days of steady work to clean them, once the tug finally made port.

There was no such thing as a hot meal, the crew subsisting on sandwiches and canned goods.

During the worst of the storm, the Captain, Mr. Francois, the officers, Robert Patterson and Ernest Waite, and the Chief Engineer, Mr. Murphy, remained on watch continuously for 50 hours.

The Clifton's estimate of the storm's severity was confirmed by the radio, a San Francisco announcer reporting that the Golden Gate bridge

had been closed to all traffic due to the velocity of the wind, which was so great it was pushing cars out of their traffic lanes and causing the bridge to sway alarmingly.

Finally, on December 2, the weather began to moderate and permitted the tug to complete her voyage in comparative peace.

She arrived in Long Beach on the evening of the 3rd and berthed at Terminal Island Navy Yard. There she stayed for two days, during which the shore staff repaired the port side-light and engineroom pump, the ship's company repaired the bridge and the engineroom staff decarbonised the air valves. The crew also carried out a general clean-up and prepared the towing equipment for the job ahead.

On the morning of the 6th the Clifton shifted to San Pedro and berthed alongside her tow — the wooden-hulled YMS-420.

Getting the unmanned YMS-420 ready for the long haul to Esquimalt was no small task. As a guard against the 'sweeper's towing bitts being pulled out in rough weather, a bridle of 1¼-inch wire was rigged, running from the towing bitts on the port side completely around the hull to the bitts on the starboard side. The tug's bridle was secured to the bitts and also shackled to the larger bridle of 1¼-inch wire.

After everything had been secured, it was discovered the tow had a starboard list. This was corrected by lashing 45-gallon oil drums on the port side and filling them with water.

Side-lights, run from batteries, and oil stern lights which had been fitted on the 'sweeper, were lit and, after a final inspection by the skipper, tug and tow put to sea.

As there were no pilots available, a U.S. naval tug escorted them clear of the breakwater. Then the tow-line was paid out to 1,500 feet and the tug pointed her nose into the fresh north-west wind.

Fair weather was experienced until midnight of the 9th. By 0400 on the 10th the wind had increased to force 8 and was accompanied by a high, confused sea. Speed was reduced to 200 revs (good for about two knots) and the tow-line paid out to 2,000 feet.

"The Clifton's Ordeal" might serve as the title of this painting produced for The Crow'snest by the Naval Art Section. The searchlights were switched on by the artist to add to the effect.





The tug Clifton lies peacefully alongside at Esquimalt, following her rugged trip to Long Beach. The radar set has been added during the refit. (E-17958)

The Clifton was pitching so violently that the tow wire kept jumping out of its rollers. When this happened, everyone and everything within its reach was in dire danger.

However, something had to be done and Mr. Patterson and two seamen went up on the completely exposed fan-tail and lashed an iron bar across the top of the rollers to keep the wire in place. Their only hand-hold during this particularly ticklish operation was the towing wire itself.

A seaman was stationed continuously at or near the tow-line to report any severe stress or strain and the officers made frequent checks of tow-line and tow, at the same time changing the position of the wire to avoid chafing.

The dirty weather continued until the night of the 12th, when speed was increased to about four knots. At first light the next morning it was noticed the tow had sheared to a position 15 degrees on the port quarters. The port leg of the towing bridle had carried away.

The weather was still too rough to place a boarding party on the 'sweeper, so course was altered toward Columbia Bar Light Vessel and the U.S. Coast Guard was notified of the Clifton's difficulties. In a reply, the Coast Guard indicated readiness to give whatever assistance might be necessary.

By the time the tug had reached the lightship the wind and sea had moderated sufficiently to allow three

men to be placed on board the minesweeper. The remaining leg of the bridle was cut, new bridles were fitted and within two-and-a-half hours the Clifton was on her way to Esquimalt.

At this point it should be mentioned that the Clifton, carrying neither radar nor gyro compass and unable to stream her log because of the tow, had to be navigated largely by dead reckoning on the trip north. Yet she hit Columbia Bar Light Vessel almost on the nose.

The balance of the trip to Esquimalt was made without incident. The tug manoeuvred the minesweeper to its jetty, then, like a tired, battered—but unbeaten—boxer, slid into her own berth.

SEA-GOING LAUNDRY

Dhobey Firm in Antigonish Went Full Blast During South America Trip

It all comes out in the wash, they say, and the Soui Kee Laundry in HMCS Antigonish is no exception.

In a matter of two months, practically everything but a four-inch brick has materialized on the bottom of the ship's two washing machines. Pictures, wallets, nuts and bolts, the coinage of Canada, the United States, Panama and Peru, and bus tickets from all

over the place are but a few of the items that have been retrieved from the wash water.

Formed in the middle of January to save water and wear on equipment, the enterprise is operated for free by AB Raymond Carroll and Ldg. Sea, Bill Glover. Carroll, a stoker, is an old hand in the dhobeying business. He was official launderer in HMCS Sioux during her first tour in the Korean theatre.

The name of their firm honors a Chinese laundryman who has catered to the navy trade at Esquimalt for many years.

Nearly every day was laundry day during the seven-week cruise the Antigonish made recently in company with HMCS Beacon Hill. Several foreign ports were visited and the dhobey firms in the two ships had to ensure that smartly-dressed seamen represented Canada abroad.

White uniforms were the big headache. The day after the ships sailed, say, from Callao, Peru, the Antigonish's laundry faced the task of cleaning more than 250 sets of whites. But by putting all else aside, Carroll and Glover managed to get the job done by secure at 1600.

Dungarees, the daily wear of men at sea, posed another problem. Two or three sets per man per day had to be cleaned. Engine room personnel, working in intense heat and greasy conditions, were the laundry's biggest customers. A miscellany of other white gear such as shirts, shorts and handkerchiefs was also taken to the cleaners.

So far nobody has lost gear in the laundry, though tags or tickets are not used. Happily, regulations call for the marking in bold stencil of all clothing, so the old saying, "No tickee—no washee", doesn't hold water here.

Nor are clothes pins used. Wet wash is draped over bars in the drying room or in the main engine room, where temperatures soar above 100 degrees F. At sea, after secure, more wet wash is taken to the forecabin and strung up for a bleach in the sun and breeze.

Carroll and Glover like the job. One advantage is that they are granted special leave in port in recognition of their hard work at sea. Nor do they have to bend for long hours over an ironing-board. The men iron their own gear.

Needless to say, the system also meets with the approval of the ship's company.



OFFICERS *and* MEN



Three RCN Officers on Saclant's Staff

Three Canadian naval officers have been appointed to the staff of Admiral Lynde D. McCormick, Supreme Allied Commander, Atlantic, at Norfolk, Va. They are Captain Desmond W. Piers, Commander F. W. T. Lucas and Commander John C. O'Brien.

The appointment of the Canadian officers followed the recent formation of a supreme naval command for the Atlantic. The Supreme Allied Commander, Atlantic, is a co-equal commander with General Dwight D. Eisenhower, Supreme Allied Commander, Europe, and both commanders report to a common superior — the Standing Group — consisting of military representatives of the United Kingdom, the United States

and France. The Standing Group is the executive agency of the military representatives of all the NATO nations.

Captain Piers was attending the National Defence College, Kingston, Commander Lucas was at the NATO Defence College, Paris, and Commander O'Brien was at the Royal Naval Staff College, Greenwich, prior to taking up their Saclant staff appointments.

Recent Appointment Changes of Interest

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

Commodore Paul W. Earl, RCN(R), to HMCS Donnacona as

Naval Officer in Charge, Montreal Area. From retired list.

Captain O. C. S. Robertson, to Naval Headquarters. Formerly at HMCS Niobe in command and as Naval Member of the Canadian Joint Staff (London).

Commander H. V. W. Groos, to HMCS Niobe in command and as Naval Member of the Canadian Joint Staff (London). Formerly in command of HMCS Crusader.

Lieut.-Cdr. J. H. G. Bovey, to HMCS Crusader in command. From Royal Naval Staff Course.

Lieut.-Cdr. (S) Peter Cossette, to the staff of the Commander Canadian Destroyers Far East as Supply Liaison Officer at Sasebo, Japan. Formerly at Naval Headquarters as Director of Naval Air Supply.

Lieut.-Cdr. I. B. B. Morrow, to HMCS Naden as executive officer of the Canadian Services College, Royal Roads. Formerly at Naval Headquarters.

Lieut.-Cdr. (P) R. A. Creery, in command of the 30th Carrier Air Group. Formerly on course in the United Kingdom.

Lieut.-Cdr. (P) J. B. Fotheringham, in command of the 31st Support Air Group. Formerly at HMCS Shearwater.

Lieut.-Cdr. James R. Coulter, to HMCS Swansea in command. Formerly at HMCS Stadacona.

PO N. G. Anderson Wins Coveted Llewellyn Prize

Petty Officer N. G. Anderson, RCN, of Victoria, was presented with the Llewellyn prize recently upon completion of a gunnery instructor's course at HMS Excellent, the Royal Naval Gunnery School at Portsmouth, England. PO Anderson is now serving at HMCS Naden.

The Llewellyn prize was founded in 1917 in memory of the late Commander R. H. Llewellyn, RN, who was killed in the Battle of Jutland, May 31, 1916. A certificate and dividends from a sum of money presented by his relatives and in-



Lord Alexander, retiring Governor General of Canada, inspects a naval guard of honor at the dockside before boarding the liner Franconia for his return to the United Kingdom. Lieut. A. D. Caldwell is officer of the guard. Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, is behind Lieut. Caldwell, while behind Lord Alexander is Captain E. C. Sherwood, naval aide-de-camp to the Governor General. (HS-17989).

vested in government securities are awarded at the discretion of the commanding officer of HMS Excellent to the seaman who, when qualifying for gunnery instructor, passes the best examination in gunnery subjects.

Although the sum of money is not particularly large (about five pounds), the prestige attached to the award is great. PO Anderson, who obtained exceptionally high marks in the class, is the fourth Canadian to win this prize. In this particular course there were 20 candidates, with RCN men taking first, second and third positions.

CNS Presents Wings at Centralia Ceremony

Vice-Admiral E. R. Mainguy, Chief of The Naval Staff, presented pilot wings to members of a graduating class at a wings parade ceremony Friday, March 7, at No. 1 Flying Training School, Centralia, Ont.

Among the members of the graduating class were five midshipmen of the Royal Canadian Navy — Martin H. Brayman, Kemptville, Ont.; John B. Hayter, London, Ont.; David R. McNab, Swan River, Manitoba; James W. Paton, Toronto and Montreal, and James F. Washbrook, Vancouver.

The five midshipmen were promoted to acting sub-lieutenant concurrent with their graduation.

In accordance with a long standing arrangement, naval pilot trainees are trained to wings standard by the RCAF, following which they undergo specialized carrier flying training with the Royal Navy and the RCN.

Branch Officers Finish Educational Course

Twenty-four officers recently completed the fourth Branch Officers' Educational Course to be held at the Educational Training School in HMCS Stadacona, Halifax.

The educational course consists of three months of concentrated study under the supervision of instructor officers. Subjects include written and oral English, World Affairs, Canada, Modern World Problems and Modern Science. In addition, civilian guests speak each week on various topics concerned with national and international events.

At the completion of the course, non-executive branch officers proceed to a divisional course in HMCS Cornwallis, followed by professional courses in their respective branches. Executive branch officers remain in Stadacona to take the Junior Officers Technical and Leadership Course.



Four ordinary seamen sang Canadian songs for the entertainment of Peruvian guests at a reception held on board HMCS Beacon Hill during the ship's stay in Callao, Peru, on her South American cruise with HMCS Antigonish. Left to right are Ordinary Seamen Jim Forbes, Halifax; John Brophy, Saskatoon; Gordon Willard, Galt, Ont., and Ralph Cramp, Montreal. (O-2236-91).

Members of the graduating course were: Lieut. R. Freeman, Lieut. C. L. McDerby, Commissioned Radio Officer W. L. Ferguson, Commissioned Writer Officer D. A. J. Higgs, Commissioned Officer (SB) A. P. Johnson, Commissioned Engineer T. Mace, Commissioned Radio Officer F. C. Douglas, Commissioned Officer (Mad) R. H. Jones, Commissioned Stores Officer L. A. Jackson, Commissioned Electrical Officer J. Fawley, Lieut. (SB) G. H. Longstaff, Commissioned Gunner R. J. Paul, Lieut. L. Chaney, Commissioned Officer (SB) H. W. Curran, Constr. Lieut. A. E. R. Down, Commissioned Electrical Officer S. A. Ridge, Commissioned Writer Officer G. A. Tulk, Ordnance Lieut. G. H. Verge, Commissioned Communications Officer F. M. Skinner, Commissioned Ordnance Officer A. B. Turner, Lieut. (E) D. M. Pennie, Commissioned Gunner (TAS) J. F. Perrault, Commander Gunner (TAS) F. C. Laphen and Commissioned Master-at-Arms J. W. Isherwood.

New Commanding Officers in Two Naval Divisions

New commanding officers have taken up their appointments in the naval divisions at Winnipeg and Windsor.

Lieut.-Cdr. L. B. McIlhagga, for-

merly executive officer of HMCS Chippawa, succeeded Commander Lorne D. G. Main, February 1, following the latter's retirement after more than three years in command of the Winnipeg division. Lieut.-Cdr. McIlhagga was promoted to the acting rank of commander on taking up the appointment.

Lieut.-Cdr. William G. Curry assumed command of HMCS Hunter, Windsor, with the acting rank of commander on March 1. He succeeded Commander William A. Wilkinson, commanding officer of Hunter since November 1947.

Acting Commander McIlhagga entered the RCNVR at Winnipeg in September 1939 as an ordinary seaman and a year later went overseas for training in Royal Navy establishments. From December 1940 until March 1941 he served as an ordinary seaman in HMS Jupiter (destroyer) in the English Channel and the Mediterranean.

In March 1941 he was promoted to sub-lieutenant and for the next six months took training courses with the Royal Navy. He then served as first lieutenant in three successive motor gun boats. In August 1942 his MGB took part in an engagement with six German R-Boats in which three of the enemy were sunk and 36 German prisoners were taken.



Pictured above are members of the 26th leadership course for chief and petty officers to be held at HMCS Cornwallis. Front row, left to right: POs T. Ringer, C. Briggs and V. P. Billard; CPO R. Barringer, instructor; Lieut. (E) J. F. MacKintosh, course officer, and POs P. E. Donaghy, R. Discrescenzo and G. Soubliere. Centre row: POs P. H. Christensen, D. Taylor, J. MacDonnel, W. Hemsworth, J. Drake, J. K. Coffyn and H. Brown. Rear Row: POs R. E. Hewitson, H. W. Groom, J. D. Sim, H. P. Hinkle, H. C. Kenyon, E. H. Dorin and W. Warner. (DB-1209-1).

Commander McIlhagga was mentioned in despatches for his services in this action, in which he received wounds which resulted in his return to Canada.

In January 1943 he returned to the United Kingdom to take command of a motor torpedo boat. Four months later he became commanding officer of MTB 258 and executive officer of an MTB flotilla operating in the Bay of Bengal. From May until August 1944 he was Senior Officer of the 16th MTB Flotilla, based on Trincomalee, Ceylon. He returned to Canada in October 1944 and was appointed to Chippawa, where he served as executive officer and subsequently assumed the additional duties of training officer in charge of UNTDs.

Demobilized in April 1946, he entered the active list of the RCN(R) at HMCS Donnacona in June 1947, serving as recruiting officer, information officer and Crowsnest correspondent for the Montreal division. He was promoted to lieutenant-commander in July, 1948. In September 1949, when his civilian employment took him back to Winnipeg, he transferred to Chippawa, where he served as information officer until his appointment as executive officer in May 1951. Commander McIlhagga was succeeded as executive officer of Chippawa by Lieut.-Cdr. C. D. Chivers.

Acting Commander Curry entered the RCNVR at Windsor in March 1940 as an acting sub-lieutenant and took his early training at Halifax.

He was appointed to HMCS Snowberry (corvette) in November 1940 and remained in this ship for two years. Promoted to lieutenant in April 1941, he was appointed executive officer of the Snowberry the following January.

In December 1942 he was appointed ashore for a navigation course, on completion of which he went to HMCS Fredericton (corvette) as executive officer. After three months in her, he began a command course at Halifax, following which he served for five months on the sea training staff of Captain (D) Halifax.

In March 1943 he was appointed to Quebec City to stand by the corvette Hawkesbury. He took command of the ship when she commissioned that spring and remained in her until July 1945. Promoted to acting lieutenant-commander in Jan-

uary 1945, he was confirmed in that rank on being demobilized in September 1945.

Three Classes Complete Supply School Courses

Three classes recently completed training at the Supply School, HMCS Naden.

Members of Cooks' Class number 62 included Ordinary Seamen E. L. Roadhouse, P. J. Brais, W. H. Lippard, J. G. McLellan, R. A. Caza, D. J. Scales, S. J. Young, N. L. Rumsby, O. B. Phair, F. A. Marchant, R. E. Wild and J. E. R. Gagnon.

Administrative Writers' Class number 21 included Ldg. Sea. William Daggart, Able Seamen W. F. Jackson, J. K. Rogers and C. T. Halikas and Ordinary Seamen R. F. Plumton, Harold Mede, William Zaslowsky, Gordon Flowers, A. J. A. Messara, E. J. Gagnier, C. P. Lloyd, G. E. Keeling, J. W. Morton, W. M. Frampton and W. M. Cosgrove.

Members of Pay Writers' Class number 20 were PO Donald E. Pratt. Able Seamen Michael Shymkovich, R. C. Protheroe and Raymond Inkster and Ordinary Seamen D. H. Brown, G. A. Ross, Ronald Magee, Ernest Magee, James Waite, R. W. Brown, D. A. Charlesbois, J. F. O. Abbott, J. F. Walsh, Patrick Zahorski, C. T. Cook, J. A. Downie, R. A. Taggart and D. E. Denno.

AB J. S. Dumaresq Tops Radio Course

Able Seaman J. S. Dumaresq compiled an average of 90.1 per cent to lead Communications Radio Class 44, which completed training at the Communications School, HMCS Cornwallis, in February. Dumaresq was closely followed by AB R. Y. Drouin, who had an average of 88.7 per cent. PO R. Walker was in charge of the course.

QUALIFYING POINTS TOWARD OCCUPANCY OF MARRIED QUARTERS

Qualifying points of officers and men for married quarters are computed as follows:

- (a) each 12 month period of full time paid service..... 2 points
- (b) each 12-month period during full time paid service subsequent to 1 October, 1946, for which marriage allowance has been paid..... 1 point
- (c) each child under the age of 18 years..... 10 points
- (d) each child of 18 years of age and over who is normally resident with the officer or man, and is
 - (i) a student..... 10 points
 - (ii) an unmarried daughter..... 10 points
 - (iii) mentally or physically infirm..... 10 points
- (e) each month of full time paid service while serving in the ship or establishment for which the roster is established 1 point

Further details on allocation and occupancy of married quarters are available in General Order 28.08/1.

Five Officers Complete Communications Course

The first of February saw the completion of the fifth long communications officers' course to be held in Canada. Five officers graduated from the course, held in the Communications School, HMCS Cornwallis, and took up appointments afloat and ashore.

Two of the class, Lieut. M. A. Considine and Lieut. J. S. Gill, proceeded to sea, the former to the Beacon Hill and the latter to the Crescent. The other three members of the class, Lieut. H. L. Sproatt, Lieut. A. M. Cockeram and Lieut. C. J. Mair, commenced their careers as communications officers in shore appointments.

Reserve Officer Elected Students' Union President

Sub-Lieut. Conrad Wyrzykowski, RCN(R), of HMCS Chippawa, was elected president of the University of Manitoba Students' Union in February. It is the highest student elective post at the university.



Sub-Lieut. Wyrzykowski is a graduate of the university's UNTD and is now a new entry divisional officer at Chippawa. He is also commanding officer of the St. Paul's College Sea Cadet Corps, formed early this year and now numbering about 50 cadets.

A third-year law student, he was a member this year of the U. of Manitoba debating team that won the McGoun cup in competition with teams from the Universities of Saskatchewan, Alberta and British Columbia.

Sub-Lieut. Wyrzykowski's nearest competitor in the Students' Union election was Sub-Lieut. James Speight, RCN(R), of Chippawa, also a former UNTD cadet.

Ambitious RCN Seaman Attends RCN(R) Classes

An announcement that quartermaster courses would be conducted in HMCS York for interested RCN (Reserve) personnel drew an unexpected applicant.

He was AB H. F. Deyarmond, of Orangeville, Ont., a member of the RCN staff at the Toronto naval division. AB Deyarmond had selected

the quartermaster branch as the one in which he intended to specialize in the course of his naval career and the introduction of QM courses at York gave him the opportunity to obtain training in his chosen subject. It means the loss of an evening or so per week, but Deyarmond considers himself fortunate in being able to receive "night school" instruction in the duties in which he hopes to become a specialist.

Flash Bulbs Pop as Wrens Parade

Toronto, a city rapidly losing its former reputation for coldness, melted some more on January 9 when HMCS York's 35 brand-new Wrens turned out for their first drill night in uniform.

Toronto's newspapers described York, on that occasion, as "blue with uniforms," but they neglected to say that it was also alive with press photographers. As the Wrens went through their paces, the popping of flash bulbs made the occasion more like a Hollywood movie premiere.

The Wrens then had just received their kits (all 35 articles, complete with toothbrush). Now they are well on the way in their specialized classes.

The division, under the command of Lieut. Jean Crawford Smith, includes no less than eight veterans of the war, two of whom are Petty Officers Ilys Booker and Dina Williams. PO Booker served as a leading wren (regulating) in Galt, Preston and Ottawa. PO Williams was a writer with the WRNS in England, South Africa, Kenya and Ceylon. She came to Canada in 1951.

Weddings

Ordinary Seaman Lionel Anderson, HMCS Naden, to Miss Vivian Blatchford, of Calgary.

Able Seaman J. A. Dibble, HMCS Swansea, to Miss Barbara Hatfield, of Parrsboro, N.S.

Leading Seaman R. P. Dolihan, HMCS Swansea, to Miss Trudy Bennett, of Toronto.

Chief Petty Officer G. W. Johnson, HMC Naval Radio Station, Coverdale, N.B., to Miss Shirleen B. Cooper, of Hamilton, Ont.

Able Seaman W. D. MacDonnell, HMCS Swansea, to Miss Coleen Cassell, of Sydney, N.S.

Able Seaman R. J. McQuestion, HMCS Swansea, to Miss Lois Wright, of Saint John, N.B.

Leading Seaman Guy Ouellette, HMCS Stadacona, to Miss Phyllis Nevin, of Halifax.

Sub-Lieut. Richard Okros, HMCS Wallaceburg, to Miss Aileen Smyth, of Victoria.

Able Seaman E. Portenier, HMCS Swansea, to Miss Anne Gillis, of Bras d'Or, N.S.

Able Seaman Orval Schlatman, HMCS Wallaceburg, to Miss Patricia Ford, of Toronto.

Lieutenant (E) G. H. Somers, Naval Headquarters, to Miss Constance Huntley, of Sussex, N.B.

Births

To Petty Officer William Amos, HMC Naval Radio Station, Coverdale, and Mrs. Amos, a son.

To Lieut. D. R. Atkinson, HMCS Wallaceburg, and Mrs. Atkinson, a daughter.

To Leading Seaman William Bain, HMC Naval Radio Station, Coverdale, and Mrs. Bain, a daughter.

To Able Seaman Richard L. Bowden, HMCS Naden, and Mrs. Bowden, a son.

To Lieut. T. E. W. Daley, HMCS Discovery, and Mrs. Daley, a daughter.

To Lieut. (SB) H. D. Drysdale, HMCS Stadacona, and Mrs. Drysdale, a son.

To Able Seaman John G. Gillott, HMCS Unicorn, and Mrs. Gillott, a son.

To Lieut. R. J. Harrington, HMCS Shearwater, and Mrs. Harrington, a son.

To Petty Officer Herbert Herman, HMC Naval Radio Station, Aldergrove, B.C., and Mrs. Herman, a son.

To Petty Officer Donald Iffe, HMCS Naden, and Mrs. Iffe, a son.

To Able Seaman William Jones, HMC Naval Radio Station, Coverdale, and Mrs. Jones, a son.

To Able Seaman J. A. Law, HMCS Malahat, and Mrs. Law, a son.

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

To Petty Officer George Mannix, HMCS Naden, and Mrs. Mannix, twin sons.

To Leading Seaman Garnet McIntosh, HMCS Montcalm, and Mrs. McIntosh, a son.

To Leading Seaman David Robinson, HMCS Naden, and Mrs. Robinson, a son.

To Chief Petty Officer D. B. Rogers, HMCS Stadacona, and Mrs. Rogers, a son.

To Lieut.-Cdr. J. W. Scott, HMCS Stadacona, and Mrs. Scott, a son.

To Chief Petty Officer Guy Stanford, HMCS Naden, and Mrs. Stanford, a son.

To Petty Officer Lindsay Sheppard, HMC Naval Radio Station, Aldergrove, and Mrs. Sheppard, a daughter.

To Petty Officer W. J. Sullivan, HMCS Montcalm, and Mrs. Sullivan, a daughter.

To Lieut. B. C. Thillaye, HMCS Stadacona, and Mrs. Thillaye, a son.

To Able Seaman Robert Vining, HMCS Naden, and Mrs. Vining, a son.

We're Flattered

The Crowsnest is being sent regularly to two U.S. military bases, with the compliments of the chief and petty officers' mess of HMCS Wallaceburg.

While the Wallaceburg was at St. John's, Nfld., in February, the members of the NCOs' Club at Fort Pepperell were hosts at a very enjoyable smoker. During the ship's visits to New London, Conn., also in February, all entertainment facilities at the USN submarine base were opened to the Canadians.

In appreciation of these kindnesses, the chief and petty officers of the Wallaceburg ordered subscriptions to The Crowsnest for the NCOs' Club at Fort Pepperell and to the CPOs' mess at New London.

LOWER DECK PROMOTIONS

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

BARRIE, Robert W.	P2SM2
BEATTY, Patrick J.	C2SH4
BILLYARD, John W.	LSSM1
BOARDMAN, George W.	P1LR2
BOTTOMLEY, Jack.	C1ER4
BOURQUE, Victor J.	LSCK1
BOWES, Richard A.	LSSM1
BRAIN, Sydney M.	P1LR1
BROWN, Thomas D.	LSLRS
BURRIDGE, Roy A.	LSSM1
BUTLER, Joseph F.	LSRC1
CAMBRIDGE, Donald J.	P2CK2
CATO, Robert A.	P2SM2
CAUNCE, George.	LSSM1
CHILDS, Kenneth H.	P2QR1
CHISHOLM, John A.	LSSM1
CHRISTOPHER, Andrew D.	P1NS2
CLARK, George T.	LSSM1
CLARK, John W.	P2AA1
COLES, Joseph Mac.	P2TD1
COLLEY, Alexander.	C1PH3
COLLINS, David M.	P2TD1
CONNOLLY, John F.	P2RP1
CONSIDINE, Alexander P.	LSRP1
COOK, Frederick C.	LSLRS
COX, Russell R.	C2SM3
CRETE, Jean J.	LSTDS
CUNNINGHAM, Gerald L.	LSSM1
DAY, Leonard R.	C2ER4
DEAKIN, Keith B.	LSQMS
DOANE, James M.	LSBD2
DONCASTER, William A.	LSSM1
DOWLE, Howard C.	C2GI3
DRAKE, Ian A.	P2BD2
DUGAL, Norman E.	LSRPS
DUNBAR, Ronald J.	LSSM1
DUNN, Samuel R.	LSSM1
EBBELING, Lenard E.	C2MR3
ESTENSEN, Arthur C.	LSPH1
FISHER, Roger E.	LSBD1
FITCHETT, Roy E.	P1P13
FLETCHER, Seth F.	LSSWS
FORGET, Jean P.	LSTD1
FOX, Homer A.	P2TD2
GAUDREAU, Patrice E.	LSBD1
GILCHRIST, James.	LSBD1
GIRLING, Leonard L.	P1QM1
GOVEIA, Anthony C.	LSRPS
GRAHAM, Samuel R.	P2TD1
GRAHAM, Thomas W.	P2VS2
GREGORY, Harold V.	P2RP1
GRIFFITHS, John V.	C2SW2
GUILE, Gerald E.	P1QM1
HANSEN, Frank A.	P2SM2
HARRIS, Edward W.	P2RP1
HARTMAN, Gordon V.	C2TD2
HENDERSON, Thomas E.	LSTDS
HERDMAN, Robert J.	C2ER4
HICKEY, Jerome J.	P1RC2
HILL, Carl J.	P1ER4
HILLYER, William E.	LSSM1
HOUGHTON, Lawrence N.	C2ER4
HOUSTON, William N.	LSTDS
HRICK, John.	LSAAS
HURDLE, James.	P2SM2

INGHAM, James E.	LSSM1
IRELAND, John R.	P1SM2
ISLES, Kenneth M.	LSSM1
JENSEN, Raymond G.	LSAAS
JOHNSTON, Douglas G.	LSPH1
JOINER, Leo M.	P2SM2
JONES, Maurice D.	LSTD1
JOUDREY, William O.	LSSM1
KAYE, Ronald L.	LSSM1
KEOGH, Joseph L.	LSSM1
KINDY, Donald H.	LSSM1
LAMBERT, Leonard F.	C2TA4
LARSEN, Melvin K.	C1ER4
LAWRENCE, Henry C.	P2TD1
LEDUC, Roland J.	C2GI3
LEONARD, Norman J.	LSRPS
LEWIS, Hillard C.	LSTD1
LOWDEN, Eric.	LSSM1
LYON, Robert A.	LSSM1
MAAS, Reinhold.	P2BD2
MARIEN, Andre J.	LSRPS
MARSH, Frank A.	LSTDS
MASON, Asa R.	P1PW3
MASON, John R.	LSBD1
MILES, Gilbert E.	LSAAS
MINCKLER, Harold M.	C2SM3
MITCHELL, Clarence.	LSSM1
MOORE, Cecil R.	C1GA4
MORASH, Gordon L.	LSSM1
MOREAU, Joseph R.	LSSM1
MORGAN, Frank H.	LSSM1
MORROW, Kenneth D.	LSAAS
MUSTARD, Gordon D.	P2SM2

McARTHUR, Percy W.	LSBD2
McEWEN, John A.	LSPH1
McLAUGHLIN, Howard D.	C2SM3
McLAUGHLIN, Francis S.	LSTD1
McLEOD, Cathel J.	P1SM2
McNAUGHT, Clifford E.	C1MR3
MacCULLOUGH, James H.	P2SM2
MacDONALD, John A.	C1CS3
MacKAY, Ronald R.	P2BD2
MacNEIL, Peter J.	LSSM1
NICHOLSON, Edward I.	LSVS1
NICHOLSON, James L.	C1ER4
NOYES, Floyd W.	C1PW3
OLENIK, Eli A.	LSSM1
OLIVER, William L.	P2SM2
OWEN, Kenneth.	LSTDS
O'DONNELL, Joseph D.	P2SM2
PALY, William C.	P2CS3
PEACOCK, Douglas C.	LSTD1
PECARSKI, Edmund A.	LSRPS
PEERLESS, Edward G.	P1RP1
PERKINS, Arthur W.	P1RP1
PEPPER, Christopher J.	C2ER4
PERESSINI, Louis A.	P2SM2
PERRY, Donald E.	LSSM1
PETTIGREW, Jean M.	C1NS3
PIKE, Donovan J.	C2ER4
PILLER, Edward C.	P2RP2
PITT, Reginald G.	C2PT2
POLLOCK, Darwin R.	LSSM1
POOLE, William.	LSRPS
PRESSE, Lionel A.	LSTDS
PRICE, Raymond.	C1MR3
PRIME, Ronald A.	LSSM1
PURVIS, David A.	P2AA1
READ, Norval T.	P2RP2
ROACH, Francis J.	C2LR2
ROLSTON, David E.	P2BD2
SALISBURY, William C.	P1AA2
SAMPSON, Allister Mac.	LSCK1
SEAGER, Brian D.	C2MR3
SCOTT, William L.	P2BD2
SHAW, Garneth.	LSRCS
SHEEHY, Raymond L.	LSAAS
SIMMONDS, William H.	P2QR1
SINDEN, Robert L.	P2SHS
SLASOR, Robert H.	P2SM2
SLATER, Sydney H.	LSSM1
SMITH, John R.	LSBD1
SMYLYE, Charles S.	P1TD2
SOWASSEY, Paul.	LSCK1
STEERS, Laverne J.	LSRPS
STEWART, Donald R.	LSEMS
STROUD, Selwyn H.	CLCS3
SUTTON, Jack H.	C1ER4
TINLINE, Franklin A.	P2SM2
TRACEY, Douglas J.	LSRPS
TREMBLAY, Alfred J.	LSSM1
TUPPER, Charles H.	P2CS3
TURNER, John M.	C1PH3
VALOIS, Jean P.	P2SM2
VAN STONE, Russell D.	P2SM2
WAGNER, John L.	P2SM2
WALKER, Douglas W.	C2CS3
WATTS, Francis M.	LSCS1
WESSEL, Frank E.	LSSM1
WHAM, Gordon P.	LSSM1
WILLIAMSON, James W.	P1QR1

Striking Experience

Electrical storms are comparatively rare at sea, but HMCS Swansea will attest to the fact that they can be every bit as violent as they are ashore.

Early in the morning of January 11, while en route from Halifax to Nassau, Bahamas, the frigate encountered an electrical storm, in the course of which she was struck by lightning. The lightning bolt struck a radar dome at the truck of the foremast, travelled down the mast and flashed completely around the bridge, illuminating the ship to the brilliancy of full daylight.

Simultaneously, there was a clap of thunder comparable, according to the officer of the watch, to a "six-inch salvo."

The radar dome was torn open and the reflector inside it badly damaged. The set, naturally, was unserviceable.

The shipwright, CPO George Bourque, repaired the damage to the dome, improvising with bandages from the sick bay and heavy glue. The reflector was turned over to the engine room department and CPO Arthur Longbottom restored it to a near facsimile of its original shape.

The radar technician, PO George Caldwell, re-assembled the unit and by evening it was operational again, though its efficiency was somewhat reduced.

AN EVENTFUL CRUISE

*Training at Sea, Hospitality
Ashore Kept Frigates'
Men Well Occupied*

At times it was tough, at times it was wonderful, but there is hardly an officer or man who sailed to South America in the Beacon Hill and Antigonish this winter who wouldn't leap at the chance to go again.

The Esquimalt-based frigates, carrying a total of 45 officers and 250 men, were away for seven weeks, in the course of which they visited six ports.

San Diego was first. There the ships' companies enjoyed themselves ashore in the California sunshine, mingling with their USN comrades. Of the latter there was definitely no shortage, more than 100,000 naval personnel being based or stationed ashore in the port.

A big feature of the cruise came next. Two hundred and forty officers and men were initiated as subjects of King Neptune at elaborate ceremonies in each ship after they crossed the equator January 20.

Talara, Peru, gave them a taste of the hospitality to come. It was administered in large doses by a colony of about 250 Canadians working for International Petroleum holdings there.

Callao, Peru, was nothing short of a four-day romance between the visiting Canadians and hospitable Peruvians. Seaport for the capital city of Lima, Callao left all practically reeling from lavish entertainment. It was hard to know which way to turn, invitations came in such numbers.

The Peruvian Navy took a hand as host. Canadians inspected their naval academy, ships and dockyards and found them spotless and efficient. Peru has two ex-RCN frigates — the former St. Pierre and Poundmaker, now named Teniente Ferre and Teniente Palacios.

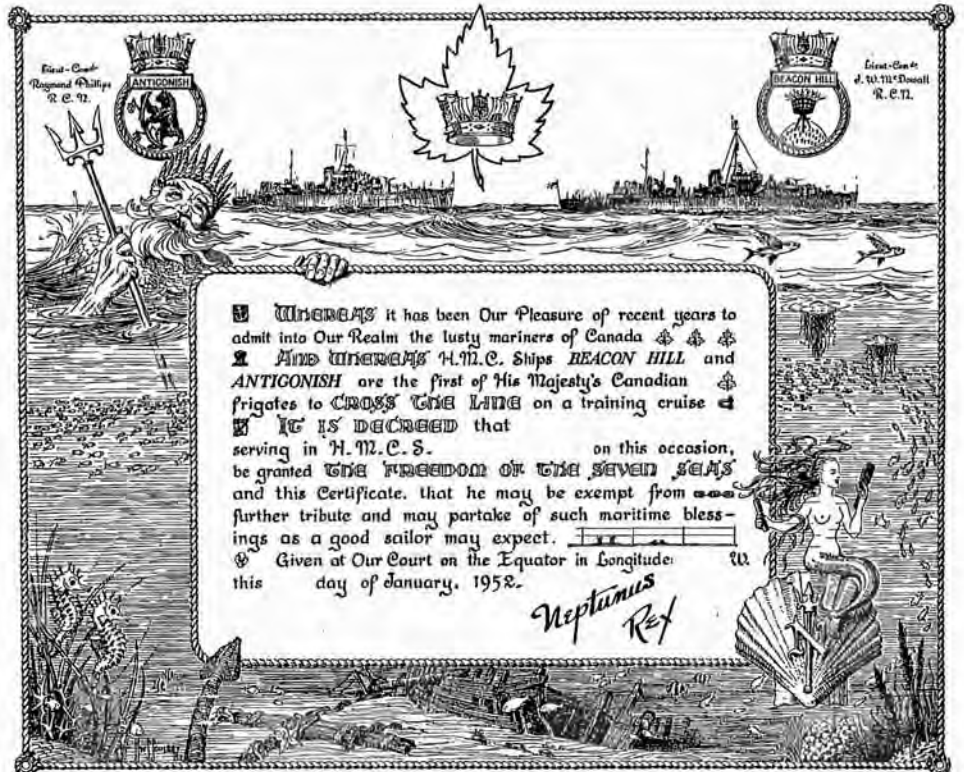
At the conclusion of the stay, reluctant farewells were said, with both government and civic officials of Peru expressing hopes of an early return of the Royal Canadian Navy.

Balboa was the next stop. There were tours of old and new Panama and of the vital canal.

The frigates entered Corinto, Nicaragua, over-shadowed by the news of the death of King George VI. Official entertainment was cancelled and flags half-masted.



Days — and sometimes nights — at sea were devoted to training of all kinds and descriptions. Here a seamanship class receives instruction in the rigging of a whaler's sails. (O-2236-170).



Personnel in the Beacon Hill and Antigonish who made their first crossing of the equator in the frigates received souvenirs of the occasion in the form of a certificate especially created by Commander H. W. S. Soulsby, RCN, Ret'd. Of the 295 officers and men in the two ships, 240 "crossed the line" for the first time and were duly initiated by Neptune and his court.



A guard composed of ordinary seamen and under the command of Sub-Lieut. John Goudy marches to the monument in Lima commemorating the Peruvian naval hero, Admiral Miguel Grau. Lieut.-Cdr. J. W. McDowall, commanding officer of the Beacon, laid a wreath on behalf of the RCN and, at a march past of the guard, the salute was taken by high ranking government, service and diplomatic officials. (O-2236-77).



While the ships were at Balboa, facilities at the nearby US naval base were made available to the Canadians. In the swimming pool are Ordinary Seamen Robert Thompson, Calgary, and Ken Gray, Springhill, N. S. Chatting with them are Ordinary Seamen Jean St. Michel, left, Lachine, P.Q., and Donald Harris, Hamilton, Ont. (O-2236-116).

Some officers were invited inland to Managua, the capital city, and the captains were able to assist the British Minister in the receiving of Nicaraguan government officials as

they expressed condolence to Britain and the Commonwealth countries on the death of their monarch. In Corinto time was spent in swimming, boating and buying gifts to take home.

A memorial service for His Late Majesty was held in both ships after they put to sea again. The services were conducted by the captains on the quarter-decks of the frigates.

The night before entering Long Beach, both ships held concerts to liven up their eighth day at sea on this particular leg of the journey.

Long Beach was the last port of call and there the married men stocked up on household appliances, ranging from toasters to diapers, at bargain prices. Others took in some of the Hollywood galaxy, attending various radio and TV programs in the film city and in Los Angeles.

All was by no means play, however. The raison d'être of the cruise was training, and virtually every moment at sea was jammed with it. There were 20 junior officers, 58 ordinary seamen and 19 men qualifying for quartermaster third class aboard for instruction, and a day at sea was a twelve-hour working day.

Calm weather and uneventful passages from port to port permitted all types of practical seamanship evolutions. The result was that the ordinary seamen received as much training in the seven weeks as it would have been possible to give them in two-and-a-half months in the wintry weather prevailing in the ships' home waters.—H.C.W.

Sailor Blood Donors Get Royal Treatment

Leading Seaman Gordon Marshall, Edmonton and Victoria, and John J. Watson, New Westminster, two stewards serving aboard HMCS Beacon Hill, will remember for a long time to come the amazing events that followed their donation of blood at a clinic in San Diego, California.

On a sight-seeing tour of San Diego while their ship was visiting there in the course of a cruise to South America, Marshall and Watson came upon a Red Cross clinic advertising an urgent appeal for blood.

They stepped inside and proceeded to part with the usual pint. As they were doing so, they were discovered by the president of the San Diego Butchers' Union. He had been beating the drums for donations from his union and promptly seized upon the two Canadian seamen as examples to be held before his fellow-members.

Marshall and Watson suddenly found themselves to be prominent figures, widely publicized in the newspapers and engaged in a continual round of activity. They were wined, dined, shown the town and otherwise royally entertained.

"After treatment like that, we'd give a gallon anytime," chorused the two men when the two-day whirl had ended and their ship returned to sea.

An Auspicious Debut

*Though They Failed to Win,
Shearwater Players Did
Well in Drama Festival*

THE Shearwater Players almost, but not quite, made their first appearance in Dominion drama competition a winning one. As it was they achieved a highly satisfactory record at the regional festival held at Halifax in mid-February.

The two-and-a-half year-old theatrical group's presentation of "Grand National Night," directed by Lieut. (E) Ronald Marwood, was judged second best show of the festival; CPO Douglas Cooke won the Oland trophy as best actor, and Mrs. Muriel White was second in the best actress category. In addition, the setting and decoration caught the eye of Adjudicator Pierre Lefevre.

Of the Shearwater production, Mr. Lefevre had this to say: "This was a really enjoyable performance from start to finish. Not technically perfect, but very entertaining. Direction was good, with plenty of movement and drive. The setting was excellent, very well furnished and decorated.

The fireplace deserves special mention for its artistic merit, as every play in the festival had a fireplace. The picture over the fireplace really did its work.

"I so enjoyed this play that half way through I put away my notes and sat back comfortably to enjoy the show."

"Grand National Night," by Dorothy and Campbell Christie, concerns a murder and the resulting suspense as a methodical Scotland Yard inspector brings the criminal to justice. It is the sixth play produced by the Shearwater group and was first presented in the air station gymnasium in December.

CPO Cooke, now at the Electrical School, HMCS Stadacona, won the best actor award for his portrayal of "Buns Darling," a callous satire of an English sportsman. Mr. Lefevre said, in his adjudication: "An excellent performance. The character was brilliantly portrayed with great credibility.

The temptation to exploit the part in his last entrance was completely and successfully ignored."

Of Mrs. White's interpretation of a boisterous ex-barmaid, he said: "An excellent performance. Very adequate in all her appearances. Established her character from the moment of her first entrance. One of the three best acting efforts of the festival." (Mrs. White is the wife of CPO Robert White of HMCS Stadacona).

Mr. Lefevre also had kind words for other members of the Shearwater cast, particularly Lieut. Marwood, who played the part of a butler: "I liked him, his eyes and make-up and his sardonic humor. His particular brand of arthritis was refreshing in a stage butler." He praised Elizabeth Roberts for her very correct costuming, and Ordnance Lieut. Gordon Spergel (Sgt. Gibson, a country policeman) who paid "particular attention to such details as the bicycle clips around his ankles."

The other members of the cast all received encouraging adjudication. Lieut. Don Radford gave a "hard working performance" as "Gerald," the husband; Sybil Cooke made "a worthwhile attempt to portray a despicable character" as the unfaithful wife; AB Ernest Paquin was a "fine actor with good drive," and CPO Robert Dalley, as "Detective Inspector Ayling," "treated us to a complete and accurate picture of Scotland Yard in action."

The stage crew included CPO Peter Bailey, Ordnance Lieut. John Boase, Commissioned Electrical Officer Leslie Healey and CPO Herbert Law. Furnishings and properties were handled by Chaplain A. J. Mowatt and Mr. Allen Roe, Bristol aircraft representative at Shearwater. Mrs. Christine Marwood was prompter throughout the production.

Hardly had the hustle and bustle of the festival subsided when the Shearwater Players began to look to next year. At a meeting held less than two weeks later, the group decided to produce the comedy, "The Middle Watch". The story goes something like this: Following a party in one of HM ships, three ladies are stranded on board the destroyer as she is hastily ordered to sea. To complicate matters the ad-



A scene from Grand National Night, the play that won second place for the Shearwater Players in the Nova Scotia Regional Drama Festival. It shows Sgt. Gibson (Ordnance Lieut. Gordon Spergel) and Inspector Ayling (CPO Robert Dalley) arresting Gerald (Lieut. Donald Radford) for the murder of his wife. Looking on is Morton, the butler (Lieut. (E) Ronald Marwood). Lieut. Marwood also directed the play. (DNS-6321).



CPO Douglas Cooke, above, was judged the best actor at the regional drama festival held in Halifax, winning the S. C. Oland trophy for his callous satire of an English sportsman in the Shearwater Players presentation of "Grand National Night." CPO Cooke, born in Windsor, Ont., was educated in England where he joined the Royal Navy. He transferred to the RCN in 1948. He has long taken an active part in amateur theatrical productions and was one of the founders of the Shearwater Players in 1949. He has played the lead in three of the group's six presentations. He is at present serving in the Electrical School at HMCS Stadacona. — (HS-17803.)

miral comes aboard for the trip, and the attempts made by the ship's company to hide the three ladies provide many amusing situations. One of the ladies, by the way, is the admiral's daughter.

The Players hope to get production under way in April.

For Lieut. Marwood, who is leaving in April to return to the Royal Navy after two years on loan to the RCN, the performance of the Shearwater Players in the Festival was particularly gratifying. Since his arrival in 1950 he has taken an active interest in the group and has directed and/or played in all the productions.

Reserve Officer Wins Best Actor Award

In the New Brunswick Regional Drama Festival, held at St. Andrews, Lieut. A. P. (Sandy) Gregory, RCN (R), of HMCS Brunswicker, was selected by the adjudicator as having given the best male performance.

Lieut. Gregory took the part of "David Bliss" in the Saint John Theatre Guild's entry, "Hay Fever". The play won first place in the festival.

The main problem, he says, has been the Navy's drafting of personnel. "We managed to keep the cast of 'Grand National Night' together for three-and-a-half months. But that is the first time that's happened. Usually somebody is drafted in the middle of rehearsals." He noted that many former Shearwater Players had gone to other cities and joined theatrical groups there.

He and other members emphasized that they are only too happy to have officers and men and their wives join the group.

CORNWALLIS NOW HAS HOBBY SHOP

A long-felt need was filled on February 4 when a hobby shop was officially opened at HMCS Cornwallis.

The shop occupies two rooms in the former Salvation Army hut, with the remainder of the building being used for dances held by the new entries.

Commander T. C. Pullen, executive officer of the establishment and him-

self a hobbyist, paved the way for the project when he organized a committee with instructions to report on the general feeling among the men, possible locations and the types of hobbies likely to be practiced.

Lieut. L. C. Janke investigated the matter, assisted by Lieut.-Cdr. P. D. Bragg. They turned in a favorable report, recommended a site, and within a week the shop came into being.

The opening night was a gala affair. Captain A. P. Musgrave, the commanding officer, and Commander Pullen were present to inspect a display of articles which had been gathered for the occasion as a means of demonstrating the variety of valuable work that can be produced in a hobby shop. These included rugs, ship models, model railroad equipment, photographs, paintings, woodwork and other items.

The shop has a store, which carries material for purchase, and a tool bin for the use of personnel. Among the hobbies for which there is equipment are ship, aircraft and railroad modelling, painting, leatherwork and rug-hooking. — J.M.B.



Both of them hobbyists, Captain A. P. Musgrave, left, commanding officer of Cornwallis, and Commander T. C. Pullen, executive officer, displayed some of their own handiwork at the opening of the hobby shop at Cornwallis. Captain Musgrave made the purse and doll's crib, while the toy train and lumber truck were fashioned by Commander Pullen. (DB-1205-5).

SIoux MAKES LIKE AIRCRAFT CARRIER

'Copter Does Delicate Landing Aboard Destroyer

"Canada's second carrier" is what her ship's company calls HMCS Sioux, as the result of an experience during her last patrol off the coast of Korea before sailing for home

The Sioux earned her new title when, on February 8, she provided a landing deck for two U.S. Army helicopters. The helicopters made their landings on the after superstructure, on a space measuring 17½ by 20¾ feet — slightly smaller than the 694-foot flight deck of Canada's other carrier, HMCS Magnificent.

While a complete check has not been made, it is believed this was the first time an aircraft of any description had landed aboard a destroyer.

The incident took place while the Sioux was carrying out an anti-invasion patrol among the islands off the west coast of Korea. It was initiated by a wireless message reporting an emergency appendix case on one of the islands.

Due to heavy ice conditions, it was impossible to send a boat ashore with medical aid. It was suggested, instead, that a helicopter bring the patient to the Sioux, landing on the after superstructure, which would be



Having made a successful landing and disembarked its patient, the U.S. Army helicopter prepares to take off from HMCS Sioux's after superstructure. It is believed this was the first actual landing ever made on a destroyer by a helicopter. (SO-153).

cleared and shored with timbers so it would support the three-ton weight of the helicopter.

The only real obstruction, a mushroom ventilator, was removed with an acetylene torch. Six by six timbers were used to strengthen the deck, the job being performed within 30 minutes by the chief shipwright, CPO Hilbert R. Weidman, of Victoria and Windsor, Ont., assisted by AB Jack A. Caswell, of Swift Current, Sask.

Fire hoses were rigged and other precautions were taken in preparation for the helicopter's arrival. These were made particularly necessary by the fact a quantity of high explosive ammunition, which could not be transferred, was stowed beneath the proposed landing space.

Two helicopters of the U.S. Army Rescue Squadron came off from the island, the smaller making two landings to ensure that the landing space was sufficient for the other, which contained the patient, to land on. After a practice run, the larger machine, with its load of three, gingerly but safely touched down.

Willing hands transported the patient to the sick bay, where he was examined by the medical officer, Surgeon Lieut. [H. D. MacWilliam, of Saint Andrews, N.B. The doctor reported that an operation was neces-

sary and course was shaped for a British cruiser, which had a proper operating room and was only a few hours away. The transfer to the cruiser was carried out without a hitch and the operation was performed successfully shortly afterward.

During the helicopter's brief stay aboard the Sioux, an interesting conversation took place. The pilot explained that he had taken particular pains to make sure of a safe landing because of an overload of gasoline. He had not wanted to cause a fire in the ship.

He was assured that the Sioux would have wasted no time in getting even. The ammunition on which he was sitting probably would have blown him higher than he had ever been carried in his helicopter.

Micmac Donates \$1,516.30 To Worthy Causes

For the information of the former ship's company of HMCS Micmac, following are details as to the disposal of money in the ship's fund when the destroyer paid off last November:

Six radios to the RCN Hospital, Halifax —	130.26
Canadian Naval Service Benevolent Trust Fund —	438.54
St. Joseph's Orphanage, Halifax —	312.50
Halifax Protestant Orphanage —	312.50
Halifax Central Charities —	322.50
Total	\$1,516.30

All donations were approved by the captain, on the recommendation of the Ship's Fund Committee. The donations to the orphanages were made in time to be used for Christmas presents and dinners for the children.

The photograph of the ship's company, taken just before the last trip, when the Micmac escorted Their Royal Highnesses until their departure from Canada, is available from Naval Headquarters. The negative number is HS-16432 and the price for an 8- by 10-inch glossy print is 30 cents.

Very Necessary Stuff

The following conversation was overheard in an office at Naval Headquarters:

- 1st Staff Officer: *Have you got my red tape?*
 2nd Staff Officer: *No, I haven't.*
 1st SO: *Yes, you have. I can see it on your desk.*
 2nd SO: *That's the directorate's red tape.*
 1st SO: *Oh no, it isn't. It's mine. You get your own red tape.*

SAILORS STUDY WORLD AFFAIRS

by L. F.

BCA Program Provokes Lively Interest on East Coast

CLASSROOMS, messdecks and living blocks in the Atlantic Command have been the scenes lately of lively discussions on subjects varying from "The A-Bomb and Modern Warfare" to "The Financing of Charities in Canada". And it hasn't stopped there. At home, harassed wives are being asked such questions as: What does the Communist Manifesto teach? Should we have a standard school curriculum in all ten provinces? What is SHAPE? What should be done about the Suez Canal situation?

At the bottom of this increased interest in national and international topics of the day are the group discussions held in ships and establishments of the command as part of the Bureau of Current Affairs program.

Once each week, officers and men in the command get together to mull over a subject of current interest. At HMCS Stadacona, groups gather in classrooms and offices, and all but essential work grinds to a halt for one

hour each Friday afternoon. At Shearwater and Cornwallis, a similar situation prevails. In ships alongside and at sea, officers and men discuss the week's topic in the messdecks.

It's all part of the Armed Forces program to keep personnel informed about matters of national and international concern. In the October 1951 issue of *The Crow's Nest*, Vice-Admiral H. T. W. Grant, then Chief of the Naval Staff, outlined the purpose of the Bureau of Current Affairs as being "To familiarize all in the Navy with both sides of the difficult ideological situation facing the divided world today and to let you make up your own minds, after intelligent discussion with your messmates, what the real values of our way of life are . . ."

Just how far-reaching these discussion groups have become is apparent from a study of attendance figures for the first two months the scheme was in full operation. According to a survey made by the

Educational Training School at Stadacona, the total number of discussion groups held in the command during the month of December was 538, with total attendance reaching 10,302 officers and men. In January, both figures were substantially boosted. There were 690 discussion groups, attended by a total of 14,882 officers and men.

Taking charge of these discussion groups are officers and senior chief and petty officers who have received special training in group handling. A series of two-week courses were given in Stadacona, Cornwallis and Shearwater, during which well known speakers from Nova Scotia universities delivered addresses on current affairs. Another important phase was the instruction in discussion methods and techniques, during which practice discussions were led by members of each course.

As a result of these courses, the BCA program was put into operation well ahead of the scheduled date, which was originally set for early in the new year. The first discussion groups were held at the beginning of December at Stadacona, Shearwater and Cornwallis. Later in the month, HMC Dockyard and Coverdale Naval Radio Station were added, as well as HMC Ships *Iroquois*, *Swansea*, *La Hullose*, *Whitethroat*, *Portage* and *New Liskeard*. Two instructor officers made a trip to Coverdale and all but essential activity ceased as officers, men and Wrens attended the two-day course.

In the *Magnificent*, *Brockville*, *Wallaceburg* and *Crescent*, discussions began early in the new year. Officers from the smaller ships attended a modified two-day course at Stadacona, while a special ten-day course was held on board the *Magnificent*, with outstanding speakers addressing the group discussion leaders.

The initial organization of the BCA program within the command began last fall, when four instructor officers from the Educational Training School at Stadacona attended a course held for officers of the three services at Camp Borden in September and October. The four from Stadacona



Writers on the ship's office staff at HMCS Stadacona are shown above during a BCA discussion. Lieut. (S) W. F. Jobson, Commodore's secretary, lower left, leads the discussion group. (HS-17047).



Several two-day courses for discussion leaders were held at the Educational Training School, in Stadacona, as part of the BCA program, with officers from ships and establishments attending. In the photo above are members of one of the classes: Front row left to right: Instr. Lieut. Lawrence Farrington, a member of the school staff; Mr. C. F. Fraser, Director of the Dalhousie Institute of Public Affairs; Instr. Lieut.-Cdr. E. C. Mahon, of the school, and Lieut. (E) L. W. Smith, Damage control and Fire Fighting School. Second row: Sub-Lieut. R. C. Allen, La Hullose; Lieut. (S) H. T. Cocks, Haida; Lieut. W. W. Palmer, Haida; Sub-Lieut. J. P. Morton, Portage; Lieut. Brian Bell-Irving, Shearwater; Lieut. (L) A. W. Boden, Haida, and Lieut. J. Mahar, La Hullose. (HS-17954).

were Instr. Commander G. L. Amyot, Command Educational Officer; Instr. Lieut.-Cdr. E. C. Mahon, Instr. Lieut.-Cdr. L. B. Sellick and Instr. Lieut. Lawrence Farrington. Later they conducted two-week courses in Stadacona, Cornwallis, Shearwater and the Magnificent.

To assist group leaders in the weekly discussions, the Educational

Training School has developed a small, and somewhat complicated, publishing organization. The instructor officers prepare an outline, which contains the essential information about the topic under discussion, plus an appendix containing suggested questions, as well as some statistics and sidelights. This material is sent to the typing pool in the Dockyard to be stencilled. The stencils then go to the Naval Distributing Authority, where they are mimeographed and bound. More than 500 of the finished pamphlets are then returned to the school, which undertakes to distribute



Instr. Lieut. C. W. Montgomery leads a discussion group at the TAS School at Stadacona during one of the regular Friday afternoon BCA sessions. (HS-17044).

them to the various ships and establishments.

Included among the subjects discussed to date have been the following: How We Hold Elections in Canada; The Defence of Western Europe; The St. Lawrence Seaway; Lawmaker for Canada; Suez, the Sudan and Egypt; Canada and the Colombo Plan; What Communism Teaches and What We Believe; Iran and its Oil; World Communism; A Standard School Curriculum in all the Ten Provinces; Guns and Houses — Can Canada Have Both?; Canadian Policy toward Red China; The A-Bomb and Modern Warfare, and the Financing of Charities in Canada.

YORK WA VISITS HOSPITALIZED VETS

Attached to HMCS York is a little-publicized organization whose chief concern is the welfare and happiness of former naval personnel dwelling or hospitalized in the Toronto area.

It is the Women's Naval Auxiliary of HMCS York, which for more than five years has done its share of showing naval veterans that their war service has not been forgotten.

The auxiliary has a membership of more than 100 navy-conscious women, under the presidency of Mrs. G. E. Huffman.

Its members visit DVA hospitals in Toronto at least twice a month, distributing cigarettes and other comforts to ex-naval personnel. Since 1946 the total number of visits has exceeded 9,680.

In addition, an average of 75 parcels has been made up annually for former members of the navy compelled to spend Christmas in hospital.

On numerous occasions, welfare cases outside the scope of the Naval Benevolent Fund has been brought to the attention of the auxiliary. In the past few years 62 families of naval veterans have been provided variously with groceries, fuel, clothing, baby layettes and other items.

The group's activities are supported by funds raised by membership dues, bazaars and teas. — A.C.T.

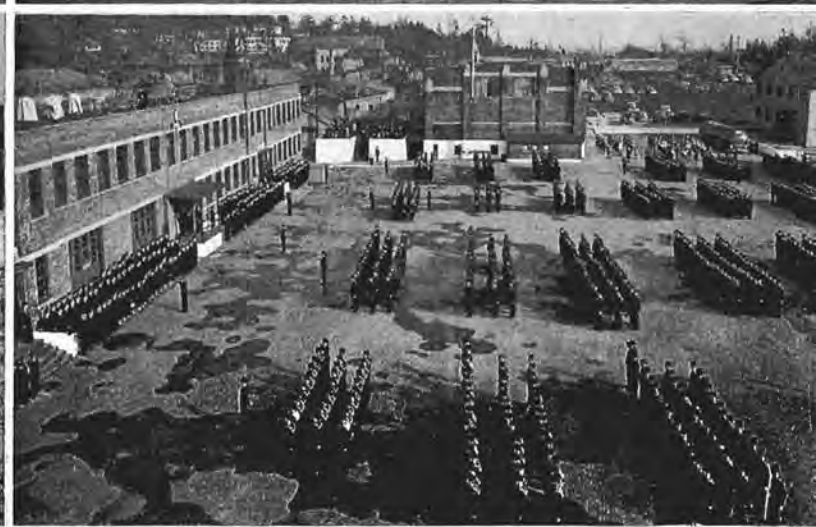
HONORARY PRESIDENT

Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, has accepted an invitation from David H. Gibson, president of the Navy League of Canada, to become an honorary president of the Navy League.



MEMORIAL services for His Late Majesty King George VI were held February 15, the day of the funeral, in HMC ships at sea and in RCN establishments from coast to coast. In the upper photo, Lieut.-Cdr. J. W. McDowall, commanding officer of HMCS Beacon Hill, conducts the memorial service on board the frigate at sea, while enroute from Corinto, Nicaragua, to Long Beach, California. (0-2236-170). The other photos show:

1. The funeral procession makes its way through the streets of London, with men of the Royal Navy drawing the gun carriage bearing the coffin. *(Photo courtesy of U.K. Information Office)*
2. Wrens join in the singing of a hymn at the service held aboard HMCS York, the Toronto naval division.
3. Personnel of HMCS Malahat, the Victoria naval division, attended the general service at HMCS Naden. It was the first formal appearance of Malahat's Wren division. (E-17841).
4. On a dockyard jetty at Esquimalt, field guns fired 56 minute guns. (E-17836).
5. Guns crews fired the salute at Halifax from a position on the roadway behind Admiralty House. (HS-17976).
6. A Pacific Command memorial service was held on the parade ground at Naden and was attended by personnel from the RCN Barracks, HMC Ships Ontario, Quebec and Crusader, HMCS Malahat and sea cadets. (E-17844).



A LONELY BOY FINDS HE HAS MANY FRIENDS

*Naden Petty Officers' Mess
'Adopts' Young Inmate
of Leper Colony*

A 54-mile-an-hour southwest gale was lashing the shores of Vancouver Island when a party of men from HMCS Naden set out on the morning of February 4 to keep an appointment with a 14-year-old boy who dreams of becoming a sailor himself someday.

In the party were four members of the Naden Petty Officers' Mess — Stanley Birch, Ed Plastow, Kenneth Wilson and James Brahan — and a naval photographer, CPO Norman Keziere.

They boarded the 70-foot quarantine launch, Salucan V, and 20 minutes later stepped ashore on Bentinck Island, site of Canada's west coast leper colony.

There they met "Jackie," a boy who has been a patient on the island for the past year. Jackie (the name is fictitious) has Hansen's disease, formerly called leprosy. Though his



Jackie proudly demonstrates the working of the oar-powered raft, which he made himself, to Petty Officers Wilson, Plastow and Birch. (E-17750).

life is a lonely one — there are only five or six other people on the island — he keeps in good spirits by carrying on a variety of activities and by reminding himself that, once the disease is stopped, he will be free again.

Jackie told his visitors about his

garden — he had planted potatoes just a few days before — and about how his nine hens weren't laying eggs because of the cold weather.

He showed them his cottage and a large blackboard on which he had written, in chalk, a poem by which he tried to pattern his daily life on the island:

*"I have to live with myself, and so
I want to be fit for myself to know.
I don't want to think, at the set of sun,
And hate myself for the things I've
done."*

The visitors had a surprise for Jackie. It took the form of a \$100 cheque and was presented to him by Petty Officer Birch, president of the Naden Petty Officers' Mess, on behalf of the mess members. It was to help Jackie with his education — at present he is taking a Grade Six correspondence course — and with his boat building.

The boy then took his visitors down to see his "ship." In reality it was a raft, fashioned from driftwood, but to him it was the stoutest thing afloat and a source of pride and joy.

After that, Jackie had to return to his studies and the visitors were invited to have lunch in the island administration building.

Luncheon over, they boarded the quarantine vessel for the return trip. Jackie came down to wave good-bye. He was still waving when the launch drew out of sight.—J.A.B.



Petty Officer Stanley Birch presents a \$100 cheque to "Jackie" in the boy's cottage on Bentinck Island. Others in the photo, left to right, are Dr. G. L. Sparks, assistant medical officer of the William Head Quarantine Station; Petty Officer Kenneth Wilson and Petty Officer Ed. Plastow. (E-17751).

Afloat and Ashore

ATLANTIC COAST

HMCS Swansea

January and February were busy months for the Swansea, the ship making cruises to the Bahamas, Bermuda and Newfoundland.

The ship's company spent an enjoyable three days in Nassau, capital of the Bahamas, where balmy weather provided a welcome respite from the rigors of the North Atlantic winter.

A feature event of the stay was a dance at the Royal Nassau Yacht Club, arranged by a local entertainment committee.

The Governor of the Bahamas, Major General R. A. R. Neville, RM, Ret'd., walked around the Swansea and showed a particular interest in the new RCN uniform, which he termed "smart and practical."

On the return passage the ship

paid an informal visit to New London, Conn.

Later in January she sailed to Bermuda, where three figureheads, presented to the RCN by the Admiralty, were embarked from the dockyard at Ireland Island.

During this trip the Swansea had on board a class of 26 men qualifying as layer ratings. For their benefit a combined full and sub-calibre shoot was carried out.

Early in February, with members of the junior officers' technical and leadership course embarked, the ship sailed with HMCS Wallaceburg for a two-day visit to St. John's, Nfld. While at sea on February 15, a service was held in memory of His Late Majesty King George VI.

Lieut.-Cdr. A. H. M. Slater has taken over as executive officer, succeeding Lieut. J. B. Young.

Five members of the ship's company joined the ranks of the benedicts during the first two months of 1952 (see wedding column).

Joint Maritime Warfare School

Three short courses have been completed at this RCN-RCAF School since first of the year.

The Senior Officers' Tactical Course, January 7 to January 18, inclusive, was attended by six officers of the RCAF and 17 of the RCN. Instruction dealt mainly with the strategic aspects of maritime warfare.

The Junior Officers' Technical and Leadership Course (Class 'D') attended the school from January 28 to February 1. The short period of instruction received by this class completed a course in anti-submarine warfare which included a series of exercises with the USN at the submarine base at New London, Conn.

The Junior Officers' Tactical Course, held from February 4 to 14, was a joint RCAF-RCN affair. This course dealt in more detail with the tactical aspects of air-sea warfare.

Several changes in the staff have taken place, the most noteworthy being the arrival of Commander F. N. Russell, USN, a sub-mariner of wide experience. A new turn in instructional technique has been effected with the presentation of a CIC skit by the "Delemar Players." This presentation portrays the action information organization of a destroyer escort in convoy escort duty.

HMCS Wallaceburg

The Wallaceburg has been carrying out an active training program since the beginning of the year. Among the classes which have been aboard for sea training are the JOTLC, various TAS courses and a number of RCN(R) officers and men. Her training schedule has taken the ship to Grand Manan, twice to St. John's, Nfld., and once to New London, Conn. More lately she has been carrying out a series of day-long training exercises with the HM Submarine Alcide.

During the visit to Grand Manan, the Alcide secured alongside at anchorage each evening. The submarine



Two of the three figureheads brought to Halifax aboard HMCS Swansea are shown shortly after being embarked in the frigate at Ireland Island, Bermuda. The lady in the centre once adorned the bow of HMS Imaun, port guardship in Jamaica from 1856 to 1862. The kingly head belonged to HMS Conqueror, wrecked on Rhum Key in the Bahamas in 1861. The figureheads had been mounted in the naval dockyard at Bermuda and, when the dockyard was abandoned, arrangements were made for them to be transferred to Halifax, where they will be displayed in HMCS Stadacona. (Bermuda News Bureau Photo).

had plenty of films aboard, the Wallaceburg had the space, so the two ships' companies got together almost every evening for movies in the minesweeper's starboard messdeck. Many firm friendships were established.

While at St. John's, the ship's company attended an enjoyable smoker given by the NCOs' club at Fort Pepperell. At New London, all entertainment facilities were made available to the Canadians.

The ship's hockey team began the season in a manner that indicated the Wallaceburg would retain the Atlantic Command hockey trophy, but since the beginning of the busy sea training program the team has not had sufficient practice. In a recent game, HMCS Magnificent scored an 8-2 win over the Wallaceburg.

Coverdale Radio Station

Old Man Winter delivered a series of Sunday punches to the Coverdale area in February. At the month's end Coverdale personnel were digging themselves out of the worst storm in 57 years. Snow had drifted to 16-foot depths and tractor crews had to cut canyons through to open the roads.

Memorial services for His Late Majesty King George VI were held at Coverdale February 9 and 15. The services were conducted by Chaplain J. R. Scott, RCN(R), and Father P. Kingston.

Current sports activities include badminton, rifle shooting, basketball, swimming, hockey and bowling. The annual hockey classic — officers, chief and petty officers vs. leading seamen and below — was won by the latter after a hectic struggle.

The third Wren class arrived on board February 18, in the midst of one of the "minor" blizzards.

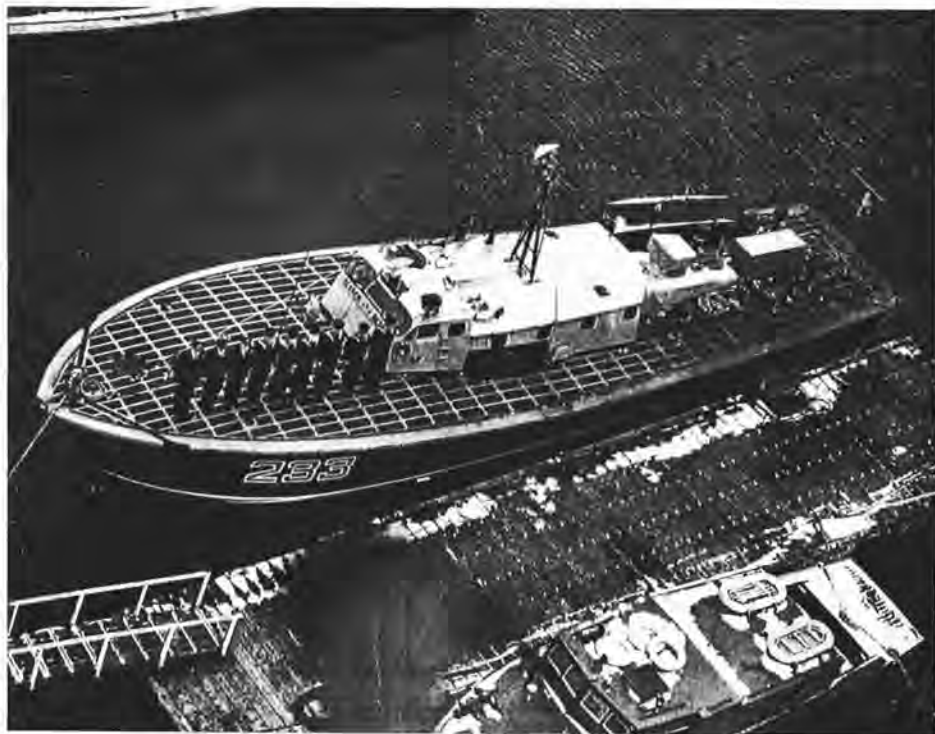
HMCS La Hullose

Refit continued for the La Hullose in February and with it the usual noise of chipping hammers and electric drills. Officers and men were eagerly looking forward to trials and work-ups scheduled for the month of March.

A memorial service was held on board on the day of the funeral of His Late Majesty King George VI, with all officers and men in attendance.

A swimming team has been organized to take part in the Command meet and competitors are getting in as much practice as possible.

While the ship was on the Dart-



A second high speed launch has been commissioned by the Search and Rescue unit at HMCS Shearwater. This photo, taken from an RCN helicopter, shows the officers and men of the launch lined up on the foredeck of the craft following the commissioning ceremonies. The launch, HSL 233, is commanded by Lieut. G. G. Leask. (DNS-6598)

mouth side, HMCS Shearwater generously made available the facilities of its hobby shop and gymnasium to members of the ship's company. Tours of the air station were also organized.

Some new additions have been made to the ship's library and will be welcomed by the "stay-at-homes."

HMC Communications School

Lieut. E. J. Semmens recently took up the appointment of Senior Staff Officer (Radio) at the Communications School at HMCS Cornwallis. He succeeded Lieut. P. F. Wilson, who was appointed Staff Officer Communications to the Flag Officer Atlantic Coast.

CPO W. J. Murray has returned to his home port division on the West Coast and has been succeeded by CPO J. J. Smith.

Navigation Direction School

Nine classes are under instruction at the ND School. Eight consist of naval personnel, while the ninth is a class of officers and mates from the Department of Transport. They are studying radio aids, meteorology and radar familiarization.

Among the naval classes are a JOTLC course, one qualifying for RPI, two for RP2, three for RP3

and one for QM2. In all, 115 officers and men are under instruction.

Last year the ND School was left far behind in the inter-part hockey warfare but it was a different story this season. The team finished in fourth place and was scheduled to meet the second-place Electrical School Staff in the playoffs.

The ND School played a basketball game against the YWCA, using girls basketball rules, and won the game 12-6. It was all part of an enjoyable social evening organized by the "Y" girls. — D.R.R.

Albro Lake Radio Station

During the Royal Visit to Canada, Albro Lake Naval Radio Station handled a heavy flow of messages having to do with the occasion. In February there was another busy period but the messages passed and received were in sharp contrast to those handled last fall. There were messages of sympathy and renewed loyalty addressed to Queen Elizabeth II and the Royal Family on the occasion of the death of King George VI.

Several changes have taken place in Albro Lake personnel. PO Charles Dixon has joined HMCS Magnificent, Ldg. Sea. Boyd Hutchinson has left on discharge and Leading Seamen Fred Leafloor, James McGowan, Rene



Dirty weather failed to interfere with the program of week-end training cruises carried out by HMCS Brockville, tender to HMCS Scotian, the Halifax naval division, during the past winter. With reserve and UNTD personnel embarked for training, the minesweeper made a series of trips to various points in Nova Scotia and Cape Breton. The above photo was taken during a practical lesson in anchors and cables. (HS-16771).

Parent and Gordon Parson have been drafted to HMCS Cornwallis for P2CR2 qualifying courses.

New arrivals at the station include PO James English and Able Seamen Gerald Purdy, William McKetrick, Douglas South and William Soboloski.

HMCS Brockville

During the first two months of 1952, the Brockville was kept busy with reserve training. Every second week-end, the ship made a two or three day trip with reserve personnel from Scotian and UNTD cadets from Halifax and from St. Francis Xavier University. During these trips the ship visited Mulgrave and Lunenburg on the mainland and Port Hawkesbury, Louisburg and Sydney in Cape Breton.

The other weekends were not spent idly. On Saturdays and Sundays, Wrens and seamen from Scotian were taken on short training trips in the harbor approaches.

Despite the busy training program, the ship's company decided to enter the Halifax sports picture. Though with only 44 to choose from, the ship turned out a hockey team that held the Crescent to a 3-2 score. A second game, against the La Hulloise, was also a defeat. However, a strong spirit and some promising material have convinced AB Roger Longchamp, team coach, that he'll have a winner before long. — O.F.

PACIFIC COAST

Aldergrove Radio Station

Boasts of a West Coast winter came to an abrupt end in January when snow, sleet, hail, rain, and cold, blustery winds resulted in the area assuming an appearance more similar to that of a far north weather station.

Late in the month a "silver thaw" clothed buildings, antennae and trees with an inch of crystal-clear ice. Though it made a beautiful sight, it also introduced a number of hazards. The footing was extremely treacherous and one had to be wary of falling ice and trees.

Shortly after the "silver thaw" began, electric power failed throughout the Fraser Valley and was out of order for a total of 14 hours. Aldergrove reverted to emergency diesel and carried on, but the station's married quarters personnel were reduced to rather primitive means of cooking. ('Twas found that a quick hot lunch *can* be prepared in a coal furnace, even if the blower isn't working.)

Several families had supper at the station proper, bringing odd items to throw in the common pot. This indoor "picnic" was thoroughly enjoyed by the children.

The cook, PO Norval Giles, wasn't quite sure just who was running the galley, especially when AB "Suds" Sutherland dutifully stood by a batch

of his wife's bread that was baking in the galley oven. Mrs. Sutherland had just got the bread ready for baking when the power went off.

On the whole, it is considered that B.C. Electric did an excellent job in restoring power as soon as it did, considering the conditions.

As for Aldergrove, the power failure provided a real test of emergency procedure for preserving continuity of communication. The station was up to the occasion, switching to diesel generator and going on the air again within five minutes.

Ordnance School

The school for some time has been conducting weekly discussions on current affairs under the guidance of Instr. Sub-Lieut. Wallace Whittemore, ordnance educational officer.

CPO Murray Demone has joined the staff from Cornwallis, having completed the leadership course. CPOs John Frost and Peter Rigg have returned to instructional duties after a short course in the United States.

Ordnance Commander Robert Chicken has joined HMCS Ontario and is busy with the trials program.

The commissioned ordnance officers' qualifying class is in the final stages of the course and at present is preparing the exams in the Whitehead section.

Two classes of armourers qualifying have recently completed the damage control course in the Damage Control Training Centre.

During February a class of master gunners qualifying at Work Point Military Barracks attended the school for a short course in naval armament. They went to sea in HMCS Quebec for a day of practical frings and showed great interest in the navy's equipment and methods.

HMCS Athabaskan

As reported last month, the Athabaskan spent Christmas at sea. New Year's however, was a different story. The ship completed her patrol and arrived in port on December 28, just in time to make arrangements for a New Year's program.

Officers' clubs and chief and petty officers' and men's messes ashore were opened to the ship's company and invitations to attend one affair or another proved more than could be coped with. The port also happened to be the jumping-off place for Canadian soldiers embarking for Korea and many of the Athabaskans

took advantage of the chance to search for friends and fellow townsmen in the Army encampment.

Many congregated aboard the ship and, as the bell rang in the New Year, they stood and offered a fervent prayer that 1952 would bring peace and a return to their homes.

For those who were on duty New Year's Day the cooks prepared a sumptuous dinner, following which ship's projectionist served up a double feature movie. — *G.D.G.*

Supply School

The tenth supply officers' technical course completed the fiscal phase of its program February 8 and the following week commenced the supply phase. Lieut. (S) P. J. Sands is course officer.

The supply phase of the course is of six weeks' duration and includes general and air stores, coupled with field trips to the dockyard and HMC ships for practical instruction.

CPO F. W. Potts has joined the school's staff on loan from HMCS Naden to co-ordinate instructional and recreational sports. Other additions to the school's staff are Mr. F. R. Eastwood, civilian shorthand instructor, and PO Watson Berry.

Two new entry technical courses, PW 21 and CK 66, represented the school in the guard at the opening of the Legislature in Victoria on February 19.

Gunnery Training Centre

For the first time in history, the Royal Guard, saluting gun crews and band for the opening of the B.C. Legislature were all provided this year by the Royal Canadian Navy. On previous occasions the Navy had supplied the guard and band, but never all three.

Guards and saluting gun crews were also provided for the Memorial Service for His Late Majesty King George VI and a guard and firing party for the funeral of the late Instructor Captain W. M. Ogle.

During the past month the GTC has been on a steady double. In the school at present are a preliminary class of gunnery instructors, a class each of QR3s, LR3s and RC3s, an RCN(R) officers' divisional course and a class of sub-lieutenants qualifying for lieutenant.

New arrivals to the school are Lieuts. J. S. Hertzberg and G. J. Brockhurst, who recently completed a long gunnery course.

HMCS Cayuga

There is one time of the year when sailors would prefer, above all others, not to be at sea, and that is Christmas. But circumstances decreed otherwise for officers and men of the Cayuga, who spent both Christmas and New Year's in the operational area off the west coast of Korea.

Christmas Day was a rest day for the ship and was spent at anchor off an island. The festivities began with the decorating of four Christmas trees donated by the commanding officer's wife, Mrs. Frances Plomer. This was followed by the traditional exchange of uniforms, making the youngest seaman of the ship captain for a day. The honor fell to Ord. Sea. Joseph Belleau, of Donnacona, P.Q. The captain, Commander James Plomer, then went around the ship to extend his personal Christmas greetings to all hands in their messes.

In the meantime, under the supervision of CPO George MacIntyre, of Newcastle, N.B., the galley staff fairly outdid itself in preparing first-rate Christmas fare. This was an unqualified success, as testified to by the enormous quantities of turkey, plum pudding and trimmings eaten by the ship's company.

During the course of the day, the communications staff, under the direction of CPO Ralph Davis, of North Battleford, Sask., and Victoria, provided a thoughtful link with home by delivering numerous Christmas greetings from wives, sweethearts and relatives.

Prior to this, the communications staff had made possible the delivery of Christmas flowers to families of members of the ship's company in Canada by working long hours through the night dispatching telegrams to wire service florists.

Naden Petty Officers' Mess

Friday night bingo sessions in the mess have caught on in a big way and table space is at a premium on bingo nights.

PO Peter S. Meek, who suffered a fractured skull and facial cuts in an automobile accident, is well on his way to recovery. He has been released from hospital and is on convalescent leave at his home in Belmont Park.

POs G. Buckley and W. Stewart, two reserve petty officers from HMCS Discovery, are now in Naden.

PO B. Timmons has been drafted to the Ontario and PO T. Williams has gone to the Sault Ste. Marie.

TAS Training Centre

Members of the TAS Training Centre staff and their wives gathered recently in the CPOs' mess to welcome Lieut.-Cdr. W. Carl Spicer and to say farewell to Lieut.-Cdr. and Mrs. William Bremner. The former has taken up the appointment of officer-in-charge of the centre, succeeding Lieut.-Cdr. Bremner, who has been



The Lieutenant-Governor of British Columbia, Colonel the Honorable Clarence B. Wallace, inspects the Guard of Honor at the opening of the British Columbia Legislature in February. Officer of the Guard is Lieut. G. J. Brockhurst. (*Z-17865*).

appointed to HMCS Niagara, Washington, D.C.

Three chief petty officers joined the school staff recently. They are CPOs E. Bonsor, D. Ingram and J. Blenkinsopp.

Commissioned Gunner C. L. Corbett is at present taking a diving course with the USN in Washington. Commissioned Gunner Fred Webb has joined the staff from the Beacon Hill.

NAVAL DIVISIONS

HMCS Discovery

(Vancouver)

Memorial services were held on board February 15 for His Late Majesty King George VI. Chaplain (P) Thomas Bailey conducted Protestant services on the drill deck, with wives, friends and families of personnel in attendance, while Chaplain (RC) Donald Campbell celebrated mass in the wardroom. Later the ship's company took part in a tri-service ceremony at the cenotaph in downtown Vancouver. Lieut.-Cdr. William Davidson, executive officer, laid a wreath on behalf of HMCS Discovery.

With the advent of spring, HMCS Discovery was bustling with activity. Early in February 23 military attaches from various foreign embassies and missions in Ottawa and Washington visited the Vancouver naval division.

After a check-over in the dockyard at Esquimalt, PTC 724 returned to Vancouver to be readied for week-end training cruises. CPO R. E. Wigmore



and PO Bill Stewart carried out the work on the training tender.

More than 300 persons attended the service held in HMCS Nonsuch, Edmonton, on February 15 in memory of King George VI. The service was attended by RCN and RCN(R) personnel, Sea Cadets and many Edmonton citizens. In the photographs, shown from left to right, are Lieut.-Cdr. W. J. McCorkell; Commander G. P. Manning, commanding officer of Nonsuch; Rev. Ian Kimlo, Protestant Chaplain of the division; Lieut. Douglas Jones at the organ and Lieut.-Cdr. Clifford Cole, staff officer. Roman Catholic members of the division attended a special service conducted earlier at St. Joseph's Cathedral by Father G. L. Green, Roman Catholic Chaplain of Nonsuch. (Photo by courtesy of the Edmonton Journal).

A supply conference held at Discovery in February was attended by officers from Tecumseh, Nonsuch, Chatham and Malahat. In attendance from Naval Headquarters were Cdr. (S) C. G. King and Lieut. (S) A. F. Reade.

The Chilean training ship Presidente Pinto visited Vancouver for five days during the course of a 17,000-mile training cruise from Valparaiso. Due to the state of mourning there was no official entertainment provided by

Discovery but there was a round of private and unofficial functions arranged for the visiting officers and men. These included a dance for the 63 Chilean midshipmen sponsored by the Spanish and United Nations Clubs of the University of British Columbia and held in the armouries.

Representatives of Discovery recently attended a special meeting of the Chinese Veterans' unit of the Army, Navy and Air Force Veterans at which a cheque for \$1,000 to provide comforts for men serving in Korea was presented to the armed forces.



The first Chilean warship to visit Vancouver since 1929, the training ship Presidente Pinto passes beneath the Lion's Gate bridge on her way into the harbor. In addition to her regular complement, the ship carried 53 midshipmen and 100 seamen under training. Due to the state of mourning, there was no official entertainment but a number of informal functions were held in honor of the visitors. (E-18020).

HMCS Chippawa

(Winnipeg)

The change-over of command of Chippawa from Commander Lorne D. G. Main to Commander L. B. McIlhagga was carried out February 7 without ceremony, owing to the death of King George VI.

Commander Main had been Chippawa's captain since October 1948. During his command the division increased from 300 to more than 600 reserve officers and men and stepped up its training program from one to three training nights per week. In 1950, Commander Main directed the navy's part in Operation Redramp, the Red River flood of 1950.

February was a big month for the UNTD. A selection board, headed by Commander F. C. Frewer, of Naval Headquarters, interviewed 41 probationary cadets. Of this group, 34 passed and were confirmed in the rank of cadet. Later in the month the division was inspected by Instructor

Commander C. H. Little, Assistant Director of Naval Training (Cadets). Commander Little commended the division on its showing during the year and presented awards for efficiency. Senior and junior awards went to Cadet A. M. Eberwein and Cadet R. N. Brown, respectively.

Lieut.-Cdr. F. K. Heap was promoted recently from lieutenant. He is on the divisional training staff as naval aviation training officer for cadets. FO J. Borthwick, a member of the reserve who is on continuous naval duty as a gunnery instructor at Chippawa, was advanced from the rate of P2 with a high qualifying mark.

The newly-formed band, under the direction of the bandmaster, G. W. Butler, improves with each drill night and has performed for several march pasts. — *T.W.C.*

HMCS Hunter (Windsor, Ont.)

Memorial services for His Late Majesty King George VI were held February 15 on the drill deck of Hunter. A naval service in the morning was followed at 3 p.m. by a civic service attended by approximately 1,200 persons.

Members of the RCN, RCN(R) and the Naval Officers' Association attended the morning service. Among those present at the afternoon service were Governor G. Mennen Williams of Michigan and Mayor Albert E. Gobo of Detroit.

Hunter's annual mess dinner, which was to have been held in mid-February, was cancelled because of the King's death. Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, was scheduled to attend as guest of honor.

On March 1, Commander W. A. Wilkinson was succeeded as commanding officer by Commander William G. Curry. The actual turnover took place at evening divisions March 3, during which a special ceremony was held in honor of Commander Wilkinson, commanding officer of Hunter for more than four years. — *R.M.P.*

HMCS Brunswicker

Personnel of Brunswicker attended memorial services for His Late Majesty King George VI at two Saint John church services February 15. Roman Catholic personnel joined officers and men of the army garrison at a service at St. John The Baptist Church, while Protestant personnel marched to Trinity Church for a

special service sponsored by the Saint John Deanery of the Church of England.

Commander J. A. MacKinnon, commanding officer, who attended the service at Trinity Church, was represented at a similar service at at Centenary-Queen Square United Church by Lieut.-Cdr. R. M. Black.

Lieut. D. E. Rigg, of Victoria and Vancouver, has arrived at Brunswicker to take up his appointment as Staff Officer Training at the division. Lieut. Rigg's naval career dates back to 1931, when he entered as a boy seaman. He recently completed the Junior Officers' Technical and Leadership Course at Stadacona.

Thirty-two cadets of Rodney Corps, Royal Canadian Sea Cadets, are enthusiastic pupils at Brunswicker on training nights. The group is taking a 15-week course in visual communications and the instructor, PO William McQueen, reports the youngsters full of enthusiasm. The cadets are receiving instruction in semaphore, buzzer, flashing and international code flags and their meanings.

HMCS Montcalm (Quebec City)

February 4 marked a milestone in the history of Montcalm when the Basic Training School officially got under way at the Quebec City division. Two divisions formed the first classes — Valleyfield Division, wearing red patches, and Regina Division, distinguished by white patches.

The divisions are named in honor of RCN ships lost in the Second World War.

AB K. L. Hicks is playing a leading part in a production of Quebec Art Theatre being directed by Lieut. Hal Walkley. Also in the cast are Lieut.-Cdr. D. I. McGill, Lieut. N. W. Denney and Sub-Lieut. F. J. F. Osborne.

Shooting, volleyball and hockey are currently featuring the sports picture at Montcalm, and competition in all three is at a high pitch.

The Quebec Branch of the Naval Officers' Association held a business luncheon January 31 in Montcalm's newly decorated wardroom.



Sisters all are these four Wrens serving in the RCN (Reserve) at HMCS Chippawa, the Winnipeg naval division. Left to right are Buff, Marylin, Terry and Joan Clark, of St. Vital, who entered the RCN(R) as a body when Chippawa's Wren division was formed last fall. In civilian life, Terry, 23, is a free lance radio commentator; Marylin, 22, works for the Great West Life Assurance Company; Buff, 22, is a book-keeping machine operator, and Joan, 20, is a stenographer. (Photo courtesy the Winnipeg Free Press).



Wrens J. V. Sidwell and G. C. Brock are given a last-minute check by their divisional officer, Sub-Lieut. (W) M. W. Trevor, before making their first official appearance on parade with the ship's company of HMCS Malahat, Victoria.

HMCS York (Toronto)

A memorial service in honor of His Late Majesty King George VI was held on the drill deck of HMCS York on February 15. Permanent force and active reserve personnel and their families joined with ex-naval personnel in paying reverence to the late monarch.

Following the reading of the lesson by the commanding officer, Captain R. I. Hendy, and the singing of two hymns, the group of more than 200 people heard the ship's padre, Rev. Norman A. Ballard, recall that while other thrones had toppled, the British Throne had gained in strength and stature in the reign of King George VI. The King's heroic example, he said, "should inspire us to face the future with his courage and his steadfastness."

The service concluded with a two-minute silence and the singing of the National Anthem. — A.C.T.

HMCS Donnacona (Montreal)

The ship's company of Donnacona joined with the other services and with the civil population of Montreal in paying respects to His Late Majesty King George VI. Personnel from the division attended services

in various local churches and memorial services at the Cenotaph, for which Donnacona furnished the naval portion of a tri-service guard.

Donnacona's rifle range is becoming increasingly popular and the division's rifle team, under the direction of PO Ken Fox, is entering various local competitions.

The Wren division is almost up to full strength and is busily embarked on its training program. The Wrens have already begun to acquire an enviable reputation for smartness on parade and regularity of attendance.

A Ladies' Auxiliary to the chief and petty officers' mess has been organized and is holding regular meetings in the mess. — R.F.D.S.

HMCS Malahat (Victoria)

Officers and men of Malahat and of HMCS Sault Ste. Marie took part in the Pacific Command memorial service February 15 at HMCS Naden. The Wren division, under Sub-Lieut. Margaret W. Trevor, participated, making its first official appearance on parade.

A week-end training trip afloat was carried out February 22-24 in the Sault Ste. Marie. It was the second week-end cruise of the year. Lieut.-Cdr. B. T. R. Russell, com-

manding officer of the Sault Ste. Marie, and Commander G. A. V. Thomson, executive officer of Malahat, planned night steaming exercises in the Straits of Juan de Fuca for Friday night, the 22nd. On Saturday the ship called at Port Alberni and spent the night there prior to returning to Esquimalt.

CPO Walter C. Burch returned to his recruiting duties in February after a brief visit to Naval Headquarters, where he received briefing on recruiting matters. He also visited HMCS Carleton and HMCS Chippawa to view their training and recruiting methods.

After nearly six years in the reserve, AB Ernest Charles transferred recently to the RCN.

HMCS Prevost (London)

The new Wren uniform was displayed to the public of London for the first time in February when the fully-uniformed Wren division of HMCS Prevost paraded to St. George's Anglican Church with the rest of the ship's company. Prevost's complement of 22 Wrens has been filled and completely kitted with tailored uniforms.

Lieut.-Cdr. E. G. Gilbride was in charge of a tri-service party of officers and men at memorial services for His Late Majesty King George VI. Wrens Margery Hall and Margaret Ferguson stood guard with men of the three services at the cenotaph in Victoria Park.

An electrical training program has been established in the division, under the charge of Sub-Lieut. (L) David Pope. It is in accordance with the recently approved scheme providing correspondence courses for trades branches.

Fifteen sea cadets of RCSCC Courageous are being trained in twin four-inch gun drill by CPO G. E. Short and PO A. S. Clements.

HMCS Griffon (Port Arthur)

Griffon laid the keel for a new divisional system during a day-long conference attended by officers and petty officers on Sunday, February 3.

Lieut. T. C. Luck, senior divisional officer, outlined the Headquarters approved divisional set-up which has proved successful in HMCS Donnacona and which was described by Lieut.-Cdr. P. R. Hinton, Assistant Director of Naval Reserve (Personnel), at a conference in Chippawa last December.

(Continued on Page 36)



The Navy Plays



Combined Team Leads Naden Sports Program

A combined Medical Communications and Navigation Direction team in February took an undisputed grip of first place in the competition for the winter Cock of the Barracks trophy at HMCS Naden. The combines' basketball and volleyball teams topped their respective leagues while their hockey team, by winning four of five games since the commencement of the second round, had moved into third place in the standings.

A substantial lead in hockey enabled MTE "A" to take second place in the over-all competition. The Stokers' hockey team was hit by "draftitis" and saw its undefeated streak ended. Both Medical, Comm. and ND and Ordnance scored victories over the league leaders.

Only one point behind MTE "A" was Naden's Supply team. Supply held down second place in both hockey and volleyball and was sixth in basketball.

Following Supply were MTE "B", Supply School "A", Ordnance, Supply School "B", and Band.

La Hullose Compiles Fine Hockey Record

The hockey team of HMCS La Hullose has compiled a fine record this season, losing only two games of the first 14 played. The team got off to a shaky start and suffered an early defeat at the hands of HMCS Magnificent. This was avenged later when the frigate men scored a 5-1 win.

The other loss was a 2-1 defeat at the hands of the Shearwater entry in the Halifax intermediate league.

POs' Broomball Team Unbeaten at Shearwater

Broomball has caught on like wildfire at HMCS Shearwater. The first game was played between periods of a regularly scheduled Metropolitan Hockey League tilt, and since then there have been many exhibition and challenge contests. The petty officers have an unbeaten record to date, having out-slugged and out-gagged all comers.

PO Al Trepanier has been coaching the Shearwater swimming team at the Stadacona pool. PO Trepanier is aiming at another RCN victory in the Nova Scotia swimming meet.

Forty-two teams are competing in the Shearwater bowling leagues and the alleys at Clarence Park are busy four nights a week accommodating the trundlers.

During the months of January, 5,461 men took part in competitive sports at Shearwater, a healthy indication that more men are becoming keenly interested in sports.

Stadacona Captures Halifax Squash Title

HMCS Stadacona defeated HMC Dockyard 18-7 in the final round of the Halifax team squash tournament at the Stadacona gymnasium. The "Stad" team reached the final by beating Magnificent, while Dockyard conquered Halifax City.

Outstanding for the Stadacona team were Lieut.-Cdr. Harold Lawrence and Commissioned Bos'n James Arnott, both of whom scored the maximum of five points.



Stadacona scored a convincing 18-7 win over Dockyard in the finals of the Atlantic Command team squash tournament. The victorious Stad team is shown above. Front row, left to right: Lieut.-Cdr. Harold Lawrence and Lieut.-Cdr. Henri Larose. Rear row: Commander Robert Welland, Lieut. Robert Greene and Commissioned Bos'n James Arnott. (HS-18008).

Navy Pucksters Gain Victoria League Playoffs

The RCN entry in the Victoria Commercial League continued to play a very good brand of hockey throughout January and February.

The sailors couldn't better their position but by establishing a firm hold on third place they assured themselves of a playoff position. It seemed likely the Navy would play the league-leading 7 Up's in the semi-finals. Although the 7 Up's led the league all season, Navy was the one team that seemed to have their number, having trounced the pace-setters 10-1 and 9-2 in recent games.

As a warm-up for the playoffs the RCN team travelled to Edmonton for exhibition games with the University of Alberta and an RCAF squad. The university handed the sailors a 10-2 defeat but the RCN came up the next day with a 22-1 win over the RCAF.

Two RCN Midshipmen on Royal Navy Ski Team

Two RCN midshipmen were selected for the six-man Royal Navy ski team which competed in the inter-services championships at St. Moritz, Switzerland, in February.

They were Midshipman W. F. Wood and Midshipman (E) Stirling M. Ross, both of Ottawa. Midshipman Wood is at present under training at the RN Air Station, St. Merryn, and Midshipman Ross is attending the RN Engineering College, Plymouth.

Unfortunately, Midshipman Wood, who was expected to lead the Navy to victory, was injured in a practice run and was unable to compete. Navy finished second in the combined total. Midshipman Ross was 10th in the Slalom and 14th in the downhill race.

Portage Teams Vie for 'Captain's Cup'

Aboard HMCS Portage, sports activity has been stimulated by the award of a trophy by the commanding officer for competition between the various departments in the Halifax-based minesweeper.

The "Captain's Cup" is held at present by the Stokers, they having been victorious in a round robin hockey series. Other departments

participating are Chief and Petty Officers, Seamen and Miscellaneous.

The trophy will be "up for grabs" throughout the year and already the various messes are busily organizing softball, soccer, water polo, basketball, bowling and other teams.

Outstanding among the players performing in the inter-part hockey league have been Petty Officers Gordon Mustard, Lewis Wood, James Williamson, George Clark, James Ruxton and John Wandler; Ldg. Sea.

Deck hockey has been the most popular sport at York this winter, with most of the ship's company participating. Able Seaman Vincent Healy, with his clever stick-handling, gives the games a touch of finesse, while the body-checking of Leading Seamen Marley Scott and Carl Benn accounts for plenty of spills and bruises.

A new shipment of badminton rackets and birds has added to York's growing sports locker.

tion of 1952 February 15 at the Gorge Vale course.

The Sports Shop trophy was won by the Dockyard team and was presented to Lieut. (E) Ray Johns by the donor, Mr. George Cole. The low gross prize was won by CPO William Jamieson with an 86, while Instr. Lieut. D. A. Robertson took the low net with a 62. Other prize-winners were CPO Milton Keseluk, Instr. Commander R. S. Martin and Surg. Lieut.-Cdr. J. C. Gray.

Chippawa Second in Service League

HMCS Chippawa's team was in second place in the Winnipeg Inter-Service Hockey League in mid-February, having compiled a record of four wins and four losses. The team is defending the Baker Memorial Trophy, emblem of service hockey supremacy in Winnipeg, which was won last year by the Navy.

Co-captains of the team are Cadet Ron Morelock and AB Vernon Duke. AB Dick Guinan is coach and Lieut.-Cdr. W. J. Casey is manager.

CAG Setting Pace In Shearwater Loops

The Carrier Air Group was leading two of the three inter-part leagues at HMCS Shearwater at the end of February.

In basketball, the CAG was showing the way in the seven-team loop with the second half of the schedule well under way. The race for playoff berths was close, with only five points separating the first four teams.

It was the same story in the inter-part volleyball league, with the CAG in first place and the rest of the teams scrambling for playoff spots.

The School of Naval Air Maintenance was well in front in the inter-part hockey standing, having lost only two games. Tied for second place were Air Department and CAG, seven points back of the league leaders.

In the six-team officers' volleyball league, Training Air Group and Support Air Group were tied for the lead, with Supply Officers in second place.

Hunter Wrens Gain Rifle Team Berths

The weekly sports night at HMCS Hunter has gained considerable momentum, with record turnouts reported for badminton, basketball, boxing, weight lifting and wrestling.

Three Hunter rifle teams are busy shooting the first targets in a DCRA-supervised competition for naval divisions. Four Wrens who started shoot-



A record of 12 victories without a loss was chalked up by St. Laurent division in winning the first section of the inter-division hockey playoffs at Cornwallis. The division has since graduated. Front row, left to right: Ordinary Seamen Jerome Utronki, James Bonnett, R. Doucette, Ronald Wilcone and Donald Craig. Centre row: Ord. Sea. Yves Clement, Commissioned Gunner Alexander Gray, divisional officer; CPO N. Bigelow, divisional CPO, and Ord. Sea. Douglas Nicholson, captain. Rear Row: Ordinary Seamen Bob Hennigan, Fred Deegan, William Campaigne, Andrew Barker, Jack Wallace, Ron Halifax, Arthur Cain, Gary Briggs and Roger Oggett and AB Robert O'Gorman, trainer. (DB-1194-1).

Louis Keogh and Able Seamen Robert Martin, Paul MacNichol and Stephen Quinn.

In inter-ship hockey, the Portage had a record of two wins, two losses and one draw as of February 29.

Toronto Division Plans Boxing Set-up

Plans are under way to get boxing gear and apparatus installed for the use of the ship's company at HMCS York, the Toronto naval division. Plans call for a boxing ring to be erected on the drill deck and two sets of 16-ounce gloves, together with a set of headgear, to be made available.

Stad Sharpshooters Pace Halifax League

Stadacona riflemen were still leading all three divisions of the Halifax Garrison Indoor Rifle League with only two shoots remaining in the schedule.

The seniors had a 15-point edge over RCMP, the intermediates were 23 points ahead of second-place Post Office, and the juniors had a comfortable 85-point lead over RCMP.

Golfers Open Competitive Season at Esquimalt

The RCN Golf Association (West Coast) held its first monthly competi-

ing last fall have posted sufficiently high scores to gain places on the "A" team, which unofficially has been called the "men's team". Also competing are an officers' team and a chief and petty officers' entry.

Three Naval Winners In Golden Gloves Bouts

The RCN had three winners out of five entries in the Vancouver Island Golden Gloves tournament held at Victoria's Bay Street Armoury February 23. They were Ord. Sea. Frank Deegan, AB Charles Simpson and Ord. Sea. William Mooney.

Ord. Sea. Deegan, 125 pounds, decisioned Phil Paul, St. Louis College, and Earle Vance, Victoria City Police. Ord. Sea. Deegan was chosen runner-up for Golden Boy laurels and received the Strathcona Cafe trophy.

AB Simpson, 165 pounds, scored technical knockouts over both his opponents, A. Glover, Victoria City Police, and Hughie DeLorme, Canadian Army.

Ord. Sea. Campbell won the 132-pound class with a decision over Gunner Mooney, Army.

Ord. Sea. Romeo Brun, 170 pounds, dropped a decision to the same DeLorme who lost later to Simpson, and AB David Martin, 178 pounds, lost to Everett Biggs, Alberni Athletic Club, in a closely-fought bout.

The men behind the scenes in the Navy camp are CPO Edward Graves and AB John Thurmier, who have coached the RCN's leather-pushers since last fall.

The three winners qualified for the



The Cornwallis boxing team which competed in the Maritime Boxing Championships at Halifax captured one title and provided three other finalists. Front row, left to right: Ord. Sea. James Hurley, bantamweight finalist; Ldg. Sea. Joseph LeBlanc, lightweight finalist, and Ord. Sea. Edward Roberts. Back row: PO Gerald Halikowski, coach; Ord. Sea. Joe Muise, middleweight champion; Ord. Sea. Stewart Mingo; Ord. Sea. Matthew Killoran, senior welterweight finalist, and Lieut. (E) J. F. MacKintosh, manager. (DB-1217-1).

B.C. Golden Gloves, schedules to be fought in Vancouver March 7 and 8.

Ordinary Seaman Cops Maritime Boxing Title

The Navy provided one champion and four finalists in the Maritime Amateur Boxing Championships held at Dalhousie University gymnasium at Halifax.

Ord. Sea. Joe Muise, of HMCS Cornwallis, copped the middleweight title for the RCN's only championship. Navy mittmen were in the finals of four of the other six divisions.

In the bantamweight class, Ord. Sea. James Hurley, Cornwallis, dropped a decision to Steve MacDonald of Charlottetown. Earlier Hurley had attracted attention by defeating Gerry Boucher, defending champion, in an opening night bout. Hans Bachofer, New Glasgow, a former lightweight champion of Germany, proved too clever for Ldg. Sea. Joe LeBlanc, Cornwallis, in the lightweight final.

In the senior welterweight class, Joe Tynes, Greenwood, knocked out Ord. Sea. Matthew Killoran, Corn-



Three Navy boxers who won the championships of their respective divisions in the Vancouver Island Golden Gloves tournament are pictured above. Left is Ord. Sea. Frank Deegan, who won the featherweight crown and was also awarded the Strathcona Cafe trophy as runner-up for Golden Boy honors. Centre is AB Charles Simpson, light heavyweight champion. At the right is Ord. Sea. William Campbell, lightweight titlist. (E-17904, 17905, 17903).

wallis, in the first round of their championship tilt.

PO John Friis, HMCS Magnificent, Maritime light heavyweight king in 1951, was upset by Mike Krszwda, of Sydney, in the final event of the two-day meet. Krszwda, a five-foot five inch husky, built like a fire plug, fought from a deep crouch and Friis, a six-footer, couldn't get in any damaging blows. Meanwhile, Krszwda steadily cuffed Friis with right and left hands to the head. In the third round Friis partially solved the Cape Bretoner's crouch and swung several uppercuts that brought blood. But it was too late. The verdict went to Krszwda, on a split decision.

Other fighters from Atlantic Command ships and establishments included: Ord. Sea. Ed Roberts and Ord. Sea. Stewart Mingo, Cornwallis; AB Roy Shanks, Crescent; AB William Graham, Ord. Sea Robert Henderson and AB Don Baker, Magnificent; Ord. Sea. Robert Matchett, AB Archie York, AB John Malloy, Ord. Sea. Richard Haines and Ord. Sea. Karl Kowlasky, Shearwater.

Stokers Top Stadacona Inter-Part Hockey

Mechanical Training Establishment finished the season in first place in the Stadacona inter-part hockey league. The Stokers had 21 points, four better than the second-place Electrical Staff.

The first four teams made playoff berths. Others to qualify were Supply and ND School, who finished in third and fourth places, respectively.

MTE was due to play Supply in one bracket of the best of three semi-finals, while Electrical Staff and ND School met in the other.

Shearwater Teams Show Well in City Leagues

HMCS Shearwater's entries have achieved uniformly good records in Halifax and Dartmouth sports leagues during the past winter.

The intermediate hockey team defeated Army-RCAF 5-4 in a sudden death game to decide the final playoff berth in the Metropolitan League. The naval airmen were to meet City Police-RCMP in the semi-finals.

The senior basketball team, piloted by Lieut. Ron Heath, climbed to third place in the Halifax Amateur Basketball Association. During January and the first half of February, the team won six of eight games. In addition, exhibition games were played

against Liverpool, Truro, RCAF Summerside and a USN team.

The intermediate basketball team is also in third place in the city league, while the girls' basketball team sponsored by Shearwater is in second place in its league. The junior hoopsters are in fourth place.

The air station also has two entries in the city volleyball league.

Medical Staff Moves Ahead in Bowling

Medical Staff took over top place in the Stadacona inter-part bowling league in late February, rolling up a two-point bulge over Clothing Store. In third place was MTE "A", followed by Shipwrights, Central Stores and RCN Depot "A" in that order.

The 24-team league completed its regular schedule in early March and immediately swung into the playoffs.

Cornwallis Plays Host to Carrier's Athletes

Close competition featured a sports day in which HMCS Cornwallis played host to HMCS Magnificent and which resulted in victories for the carrier's athletes in three of the four events. The other ended in a tie. Results were as follows:

Hockey — Magnificent 10, Cornwallis 8.
Deck Hockey — Magnificent 4, Cornwallis 4.
Basketball — Magnificent 42, Cornwallis 39.
Volleyball — Magnificent 3, Cornwallis 2.



CPO D. R. Clarke shows Lieut. (MN) Hazel Mullin the revolver he won by topping the indoor pistol competition at HMCS Stadacona. A total of 27 officers and men took part in the shoots, with CPO Clarke scoring 261 points for a ten-point margin over Lieut.-Cdr. H. B. Carnall, the runner-up. The pistol was donated for competition by Commodore Adrian M. Hope, former Commodore of the RCN Barracks. (HS-18051).

York Officers Have Their Softball Troubles

HMCS York's bid for top honors in the Toronto Garrison Officers' Indoor Softball League is not without its trying moments. The last three games played before this issue of The Crowsnest went to press resulted in two losses and one slim, but beautiful, victory.

Royal Regiment scuppered York by a staggering 15-8 score, even though Surgeon Sub-Lieut. Barry DeVeler made three hits and Lieut. (L) Derek Bates and Cadet Ross Brown two apiece.

At the hands of the Signals, York gurgled down to defeat by 13-4. Outfitted in dashing new sweaters, the team received inspiration from Sub-Lieut. Wilf Stubbings, who stole home a la Monty Irvin, but couldn't cope with the opposition's big bats.

The single victory was a 3-2 decision over the Queen's Own. Lieut. (SB) "Tug" Wilson was the star of this one, pitching a four-hitter and knocking in two runs. The other outstanding player was Cadet Brown, who collected two hits. — R.B.

Squash Team Wins January Matches

The RCN squash team from the Pacific Command was victorious in the only two matches played in January. Both encounters took place on Naden's newly renovated courts, which gave the RCN the advantage over the visiting Victoria club. Results of the matches were 7-3 and 8-2, respectively.

Lieut.-Cdr. J. D. McCormick, Pacific Command P and RT officer, was the only RCN entry in the Pacific Coast championship, held in San Francisco this year. Lieut.-Cdr. McCormick reached the quarter finals in the "B" class competition.

Three Teams Tied for Volleyball Lead

Three teams were tied for first place in the newly-formed inter-part volleyball league at Stadacona in late February. After the first two weeks of play in the nine-team league, P and RT Staff, Instructor Officers and Electrical "A" were deadlocked with four points. Tied for second were Central Stores and TAS₂ with two points each.

The inter-part basketball league at HMCS Stadacona was reorganized early in February when three of the eight teams in the original loop were unable to fulfill their schedules due to training commitments.

DEATH TAKES THREE WELL-KNOWN OFFICERS

**Captain (E) James William Keohane,
OBE, CD, RCN, (Ret'd)**

Captain (E) James William Keohane, OBE, CD, RCN, Ret'd, 66, one of the Royal Canadian Navy's first engineer officers and wartime Director of Ship Repairs and Maintenance, died February 7 in the Ottawa Civic Hospital following a prolonged illness.

Born in Portsea, Hants, England, Captain Keohane served his apprenticeship at Fairfield Shipbuilding and Engineering Company, Glasgow, Scotland, from 1902 to 1909.

He entered the Royal Canadian Navy in August 1910 and came to Canada in HMCS Niobe following her transfer from the Royal Navy to the RCN. During his naval career, Captain Keohane served in a number of ships of the RCN and RN, among them HMC Ships Patrician, Grilse, Aurora, Patriot, Champlain and Vancouver and HMS Vertigern.

In January 1935, while a lieutenant (E), he took up an appointment at HMCS Stadacona as Director of Ship Repairs and Maintenance. Three months later he was promoted to lieutenant-commander (E) and in July 1940, while holding the same appointment, was promoted to commander (E).

In October 1942 he went to Naval Headquarters as the Director of Ship Repairs and Maintenance and in January 1944 was promoted to acting captain (E). He was confirmed in that rank seven months later. For his meritorious service in ship repair and maintenance work Captain Keohane was awarded the Order of the British Empire.

Captain Keohane retired from the RCN in November 1946. He is survived by his wife, the former Anne Lyons of Portsmouth, England; three sons, Lieut.-Cdr. (E) T. J. Keohane, of HMCS Crusader; CPO Maurice J. Keohane, HMCS Iroquois, and Brian P. Keohane, Ottawa, and one daughter, Miss Sheila M. Keohane, Ottawa.

Captain Keohane was buried with naval honors in Notre Dame Cemetery, Ottawa, February 9. Requiem High Mass was celebrated by Chaplain (RC) Richard Ward, RCN, at Blessed Sacrament Church.

**INSTRUCTOR CAPTAIN WILLIAM
OGLE, RCN, RET'D.**

Instructor Captain William Ogle, RCN, Ret'd., 53, former Director of Studies at the Canadian Services College, Royal Roads, died at Victoria January 26 following a lengthy illness.

Instructor Captain Ogle served on the staff of Royal Roads from the time of its inception, in January 1941, until illness forced him to give up his duties in August 1950. In his capacity, first as an instructor and later as Director of Studies, he became well known to the hundreds of officers and cadets who received training at Royal Roads during that period.

A native of Dumbarton, Scotland, Captain Ogle served during the First World War as a wireless operator in the British merchant service and as a convoy signals officer. He received his Master of Arts degree from Glasgow University and, on coming to Canada, taught at University School, Victoria, until 1923.

From there he went to Trinity College School, Port Hope, Ont., where, with the exception of a year spent as an instructor at Royal Military College, Kingston, he remained until 1935. While on the staff of TCS he received the degree of Bachelor of Pedagogy from the University of Toronto.

In 1935 Captain Ogle founded University School, Westmount, P.Q., as its principal.

In September 1940 he left the school to enter the RCNVR with the rank of acting lieutenant. On January 1, 1941, he was promoted to lieutenant-commander (special branch) and in the same month joined the instructional staff of Royal Roads, then an establishment for training officers of the RCNVR.

In November, 1942, shortly after Royal Roads was established as the Royal Canadian Naval College, he transferred to the Instructor branch, and in July 1944 was promoted to the rank of instructor commander.

In June 1945 he was appointed Director of Studies, a post he held through the periods in which Royal Roads became a joint RCN-RCAF college, then a fully tri-service officers' training establishment. He was promoted to instructor captain in July 1948.

Surviving are his widow; two sons, William, a constructor lieutenant, RCN, now serving in the United Kingdom, and Ian; two daughters, Margaret and Isobel, Victoria; his mother, at Windsor, Ontario, and two brothers.

Captain Ogle was buried with full

naval honors on January 29. Services were conducted by Chaplain Ivan Edwards, Protestant chaplain on the staff of Royal Roads.

Commander (E) Thomas Fife

Commander (E) Thomas Fife, RCN, 51, died February 23 in an Ottawa hospital following a brief illness.

At the time of his death, Commander Fife was on the staff of the Controller General of Inspection Services, as Chief Inspector, Ships and General Engineering.

Commander Fife was born January 21, 1901, at Gateshead, Durham, England. He served his apprenticeship in marine engineering with the famous builders of destroyers, Messrs. R. & W. Hawthorn, Leslie and Co. Ltd., Newcastle-on-Tyne, and later went to sea in ships of the Furness, Withy Line. Among them was the Monarch of Bermuda, in which he was second engineer.

At the outbreak of war, Commander Fife was living in Bermuda, where he held an engineering post with the Bermuda Electric Light, Power and Traction Company.

He entered the Royal Canadian Naval Reserve as a lieutenant (E) in August 1940 and was appointed almost at once to HMCS Restigouche. He served in her, mostly on convoy escort duty in United Kingdom waters, until May 1941, when he was appointed back to Canada.

Commander Fife took passage in a merchant ship, which was torpedoed and sunk. He managed to get a boat away with 39 members of the crew. Having made a hobby of small boat sailing, Commander Fife rigged what sail he could and headed for Newfoundland, several hundred miles away.

Only after they had covered much of the distance were they picked up by a Finnish merchant ship. Though his destination was Mexico, the Finnish captain put into an American port in order to land the survivors.

Following survivor's leave, Commander Fife came to Ottawa to take up an appointment on the staff of the Chief of Engineering and Naval Construction.

In November 1943 he was appointed to Esquimalt as Engineer Officer in charge of the Mechanical Training Establishment. Early in 1945 he went to the United Kingdom for training in light fleet carriers of the Royal Navy and, when Canada's first aircraft carrier, HMCS Warrior, commissioned, Commander Fife took

up the appointment of Engineer Officer in charge of machinery.

In September, 1945, while serving in the Warrior, Commander Fife transferred from the RCNR to the RCN.

Early in 1947 he came ashore to become Manager of the Engineering Department in HMC Dockyard, Halifax. Two years later he was appointed to Ottawa for duty with the Assistant Chief of Naval Technical Services (Ships) and subsequently was seconded for duty with the Controller of General Inspection Services.

Commander Fife is survived by his wife, Freda.

He was buried with naval honors in Beechwood Cemetery, Ottawa, February 26. Services were conducted by the Rev. Terence J. Finlay.

PREVOST ORGANIZES WATER RESCUE DRILL

HMCS Prevost, the naval division in London, has organized as a public service an "Operation Rescue" drill which can put two fully-equipped rescue boats into the Thames river almost anywhere in the city in less than five minutes.

Lieut.-Cdr. N. J. Russell, staff officer, set up the routine after the division had been called on several times to assist the London Fire Department in rescue and dragging operations.

When the quartermaster receives a call for assistance, he pipes "Operation Rescue" throughout the division and all hands turn to on the various jobs to which they have been allocated,

York Makes Presentation to Soldiers' Lounge

Six engraved pewter mugs were presented recently by the ship's company of HMCS York to the Fort York men's lounge on the occasion of the opening of the lounge at the Fort York Armouries, Toronto.

Following a few words by Captain R. I. Hendy, commanding officer of York, Ldg. Sea. G. C. Spiker, of York, officially made the presentation to the president of the lounge on behalf of the Toronto naval division.

Each mug is suitably engraved and carries the name of one of the following Fort York regiments: Scottish, Engineers, Irish, Rangers, Royals and Brigade.

Lieut.-Cdr. G. G. K. Holder and Ldg. Sea. G. M. Gower also attended the ceremony.



Three men from HMCS Prevost rehearse the water rescue drill set up in the London naval division as a public service. Left to right in the boat are AB Perry Smith, PO B. R. Ball and AB Laurie Parkin. (Photo by courtesy of the London Free Press).

from starting the truck and loading the dinghy to packing blankets and plotting the route to the scene.

A recent dummy run put two boats, loaded with dragging hooks, kisbie buoys, blankets and throwing lines, into the river several blocks from downtown Prevost in less than five minutes.

12 SEA CADETS MAKE VOYAGE IN QUEBEC

Included in the ship's company of HMCS Quebec when she sailed from Esquimalt March 11 for Halifax were 12 sea cadets from all across Canada. They were chosen by the National Sea Cadet Committee of the Navy League of Canada, in co-operation with the RCN, and the voyage represents a reward for general proficiency.

The 12, all holding sea cadet ranks, are: PO Fletcher Till, Saint John, N.B.; PO Donald Chisholm, Pietou, N.S.; PO C. Griffiths, Montreal; CPO G. Timlock, St. Catharines, Ont.; CPO E. Hearn, Kingston, Ont.; PO W. R. Parsons, Ottawa; PO A. Baxter, Hamilton; PO J. L. E. Templeton, Winnipeg; CPO W. Timko, North Battleford, Sask.; Able Cadet G. W. White, Edmonton; PO Hans Einer, Penticton, B.C., and CPO G. W. Willis, Peterborough, Ont.

AFLOAT AND ASHORE (Continued from Page 30)

The divisional state board, designed to show strength and attendance at a glance, is divided into six sections, each named after Canadian admirals. These divisions are Mainguy (new entry), Grant (gunnery), Stephens (engine room), Jones (supply and miscellaneous), Murray (electrical) and Nelles (Wrens).

HEADS MONTREAL EX-WRENS

Miss Patricia Dunton was re-elected president of the Ex-Wren Association of Montreal at the annual meeting held January 22 in HMCS Donnacona. Mrs. Elizabeth MacKenzie (ex-WRNS) re-elected was treasurer and Miss Avril Tanner was elected vice-president.

Navy Provides Guards for Important Occasions

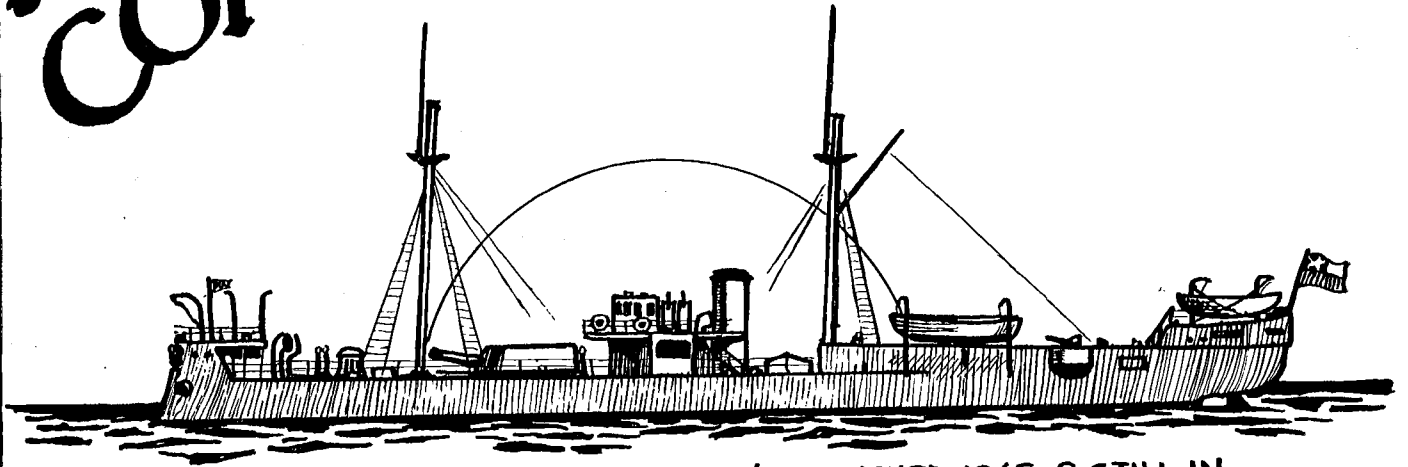
The Navy took part in two important ceremonies at Halifax in mid-February. On the 17th, a guard and the Stadacona band were at the dockside when the retiring Governor-General, Lord Alexander, bade farewell to Canada. Lord Alexander inspected the guard before boarding the liner Franconia.

On the 19th, a 100-man royal guard and the Stadacona band were in attendance when the Nova Scotia Legislature opened. The guard was inspected by Lieutenant-Governor J. A. D. McCurdy.

NAVAL LORE CORNER

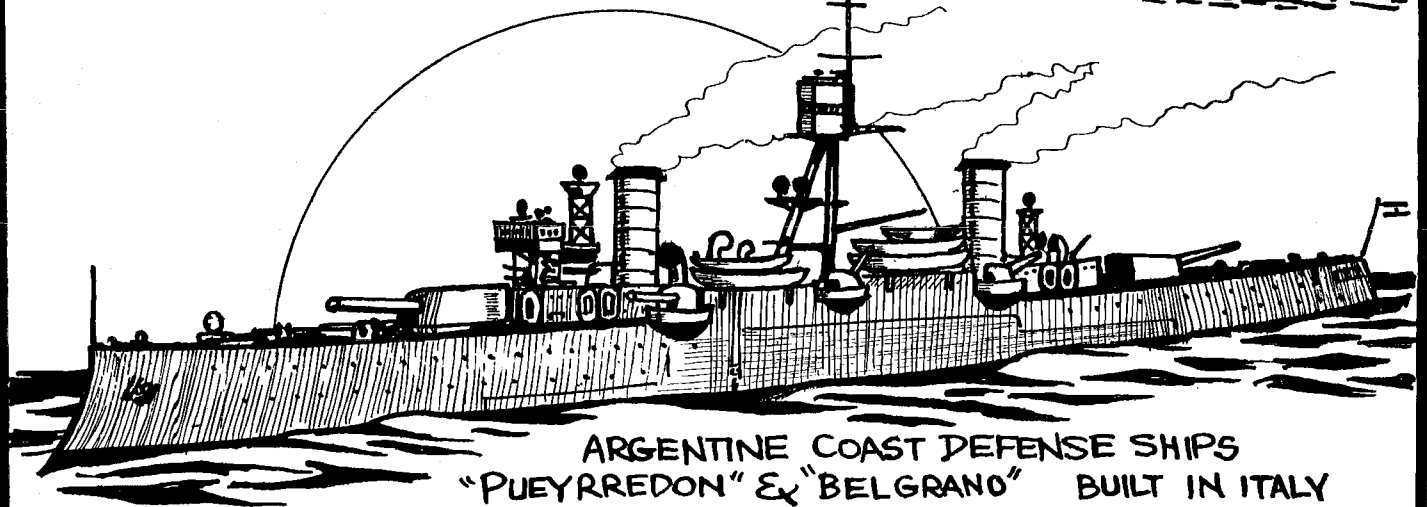
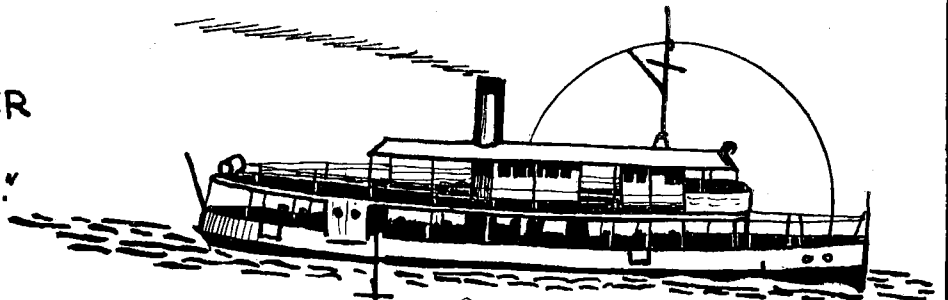
NO. 2

OLD WARSHIPS STILL ACTIVE!



CHILEAN COAST DEFENSE SHIP 'HUASCAR', LAUNCHED 1865 & STILL IN COMMISSION. CAPTURED FROM PERU IN 1879, SHE WAS THE FIRST SHIP AT WHICH A TORPEDO WAS FIRED IN ACTION (1877)

'IQUITOS'—PERUVIAN RIVER
GUNBOAT, BUILT 1875
"STILL ACTIVE."



ARGENTINE COAST DEFENSE SHIPS
"PUEYRREDON" & "BELGRANO" BUILT IN ITALY
IN 1897. STILL ACTIVE WITH THE ARGENTINE
NAVY.

