



December, 1932



Christmas Message

MEMORIES of home are especially poignant to those far from their native land at Christmas—a festival linked by tradition with jollity, good fellowship and the warmth of the family hearth.

This is the ninth Christmas of fourteen since the beginning of the Second World War that officers and men of the Royal Canadian Navy have served far from Canada in the hope that their efforts and determination will help to bring about the reign of peace on earth.

My wish for those in the Korean war theatre is that the near future may see the world a step nearer to the fulfilment of the age-old dream. My wish for those at home is that they may recall at this time of happiness the urgency of guarding those traditions and ideals which are precious to us and the vital necessity of moving forward to a better time.

Christmas is a time of good cheer. It is the time, too, when we renew our faith and resolution and, with fresh hearts, step forward to meet the challenge of the future.

To officers, men and civil personnel of the naval forces, to former shipmates, and to the families who share the fortunes of our Service, I extend most sincere Christmas greetings.

To those of you now serving may I say that I am proud of what you have achieved in the past year, and am confident that 1953 will be a year of still greater attainment.



Vice-Admiral, RCN,
Chief of the Naval Staff

The CROWSNEST

Vol. 5 No. 2

THE ROYAL CANADIAN NAVY'S MAGAZINE

DECEMBER, 1952

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TO ITS
READERS,
NEW AND OLD,
FAR AND NEAR,
SAILOR, SOLDIER,
AIRMAN AND CIVILIAN,
THE CROWSNEST EXTENDS
ITS VERY BEST WISHES FOR

**A Merry Christmas
and
A Happy New Year**

Cover Photo — In spite of its comparatively tender years, The Crowsnest has acquired a few pet traditions, and one of these is represented in this month's cover picture. Painted especially by Lieut.-Cdr. C. A. Law for the Christmas issue of 1949, it was repeated on the cover of last December's Crowsnest. This year it makes the third of what is hoped will be a succession of appearances heralding the Yuletide season.

SUBSCRIPTION RATE

The Crowsnest may be subscribed for at the rate of \$1 for 12 issues.

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THE QUEEN'S PRINTER,
75 ST. PATRICK STREET,
OTTAWA, ONT.

R.C.N. News Review

Third Christmas in War Theatre

For the third successive year officers and men of three Canadian destroyers will spend Christmas in the Korean war theatre.

Among the 800 who make up the ships' companies of HMC Ships Athabaskan, Crusader and Haida are many for whom this will be the second Christmas in the Far East. For a few it will be the third.

Also furrowing the sea when the Christmas candles are lit will be HMCS Iroquois, southward bound down the West Coast on her way to the Panama Canal and her home port of Halifax. Some of her crew were to be landed at Esquimalt a week before Christmas, but the Iroquois was not scheduled to arrive in Halifax until the New Year was a week old.

The Iroquois sailed for the Far East on April 22, reaching the war zone

early in June. On being relieved by HMCS Athabaskan, November 26, she left Sasebo, Japan, on the homeward journey. Her commanding officer, Commander W. M. Landymore, was succeeded as Commander Canadian Destroyers Far East by Commander J. C. Reed, commanding officer of the Athabaskan, who, like his predecessor, assumed the acting rank of Captain on taking over the appointment.

Nootka's Guns Fire Farewell Salute

HMCS Nootka gave the Korean battle zone a rousing farewell only a few days before her departure for home.

The big day was November 2, three days before she finished her final patrol. When communist guns began shelling a friendly island in the Haeju area off the west coast

of Korea, the Nootka came to the rescue and promptly placed four out of six shells on the gun position, causing a big explosion in a cave. The target belched black smoke for hours.

The Nootka proceeded along the coast and took care of other communist heavy calibre guns which had shelled another island, damaging a house and killing a woman.

That same day the Nootka covered a successful raid on the enemy mainland and accounted for numerous enemy troops, dead and wounded.

The Nootka sailed November 9 for Canada by way of Singapore, Suez and Gibraltar. She is due in Halifax December 17. The first Canadian warship to visit Singapore, the Nootka was warmly welcomed and her ship's company was royally entertained during the ship's stop there.

Crusader Joins Ranks of "Train-Busters"

HMCS Crusader found the hunting good during an October patrol off the east coast of Korea. While firing at interdiction targets near Tanchon, she scored a direct hit on a light which was followed by an explosion and clouds of smoke, indicating she had hit "pay dirt".

The Crusader's real triumph of this patrol occurred, however, when she joined the ranks of the "train busters" on October 29. After laying in wait for several nights she spotted a train as it emerged from a tunnel and stopped it with the first salvo. All 13 cars were wrecked and the locomotive, which had shed its cars and tried to escape, was blown off the track a mile from the rest of the train. The Crusader completed the job by blocking the tunnel entrance and destroying a stretch of track.

The Nootka on October 30 shelled truck convoys moving along a west road by night and the next day went into action when a communist shore battery fired 35 rounds at a small UN patrol craft. The Nootka replied with 36 rounds of high explosive ammunition and silenced the battery.

HMCS Iroquois shared a night patrol with the Nootka and other

The choir was Navy and so was much of the congregation at this recent Sunday service in Centenary-Queen Square United Church in Saint John, N.B. At the invitation of the church, the choir from HMCS Cornwallis took part in the service and church parties from four ships — HMCS Crescent, Portage and Wallaceburg and the US Submarine Threadfin — and from the Saint John naval division, HMCS Brunswick, attended. (Photo by L. M. Harrison, Saint John).



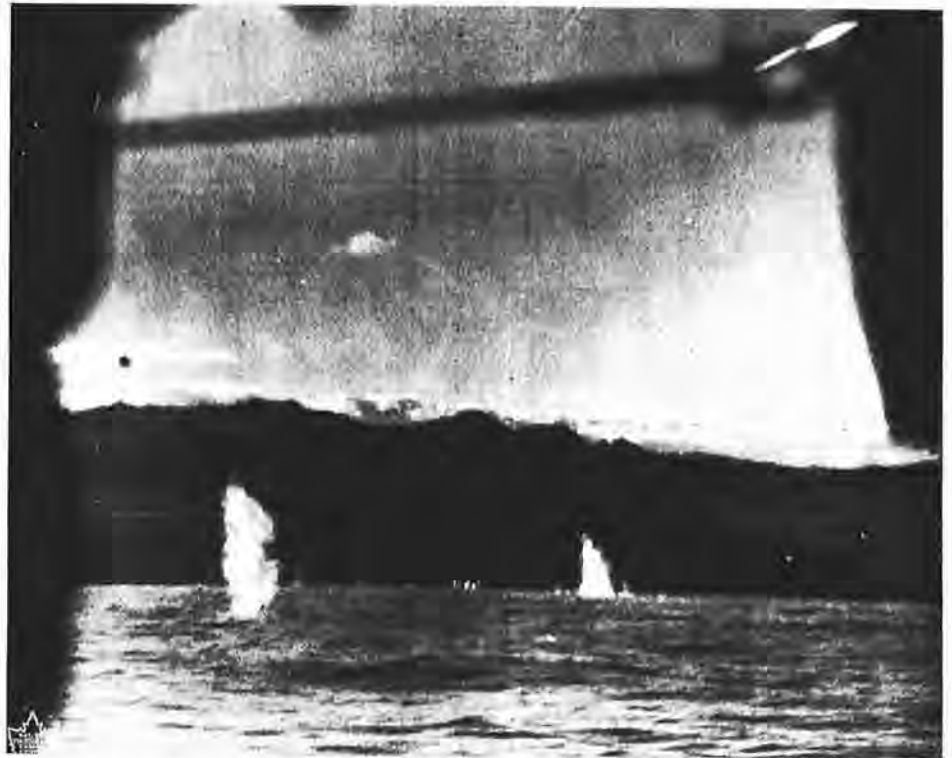
UN warships on October 24 in which enemy positions were illuminated with starshell. Three days later the Iroquois took part in a strike at Haeju during which numerous targets were fired on and many gun positions were silenced.

Damaged in Collision, Ontario Homeward Bound

Damaged in a collision which occurred while she was entering the harbor of Buenos Aires, HMCS Ontario is steaming home to Esquimalt at reduced speed from Rio de Janeiro. Calls at La Guaira, Venezuela, and Cartagena, Columbia, have had to be dropped from the cruiser's schedule.

The accident took place in a narrow channel at Buenos Aires when the Ontario was overtaken by the Chilean freighter, SS Arauco, and was struck on the starboard quarter. Both ships had Argentine pilots aboard.

The Ontario proceeded to Montevideo and Rio de Janeiro, according to schedule, arriving at Rio on November 6. What was planned as a four-day stay was extended to nearly two weeks when the ship was docked for examination of damage to her starboard propellers. It was found necessary to remove the starboard outer propeller and make temporary repairs to the starboard inner.



Shells from a communist shore battery splash off HMCS Iroquois' port side in the action in which one officer and two men were killed by a direct hit on "B" gun deck. The enemy guns opened fire just after the destroyer had finished bombarding a railway line, and bracketed the ship with almost the first salvo. On the shoreline can be seen explosions of answering shells fired by the Iroquois. (IR-164).

Apart from the regret, worry and hard work occasioned by the ship's

misadventure, the visits to the South American cities were enjoyable ones, with a royal welcome and a busy program of activities awaiting the Canadians in each port.

MEN IN FAR EAST TO HEAR GREETINGS FROM HOME

For a brief while during the Christmas season, the thousands of miles separating them from their homes will be erased for many of the men serving in the Far East in HMC Ships Athabaskan and Crusader.

Thanks chiefly to the efforts of two B.C. radio men, they will hear over their ships' radios the voices of families and friends bringing them Christmas messages of good cheer.

Ed Farey, program director of CKDA, Victoria, and Bill Rae, owner-manager of CKNW, New Westminster, have combined to produce three two-hour tape-recorded programs featuring Christmas greetings to officers and men in the two destroyers from families and friends in the Victoria, Vancouver and New Westminster areas.

Mr. Farey and Mr. Rae announced the plan over their respective stations, and invited all those of their listeners with relatives or friends in the destroyers to drop in and record their vocal Christmas greetings.

The "taped" programs will be sent by air to Japan for broadcast on or before Christmas Day.

The idea for the broadcasts originated aboard the Crusader. Old friends of the Victoria radio station wrote from the ship that \$300 had been collected (and more was expected) to help "Uncle Ed" Farey put on a Christmas party for underprivileged children in the British Columbia capital. The letter's suggestion that a broadcast be arranged for the Crusader was snapped up by Mr. Farey and he broadened it to include the Athabaskan, then preparing to leave for the Far East. Mr. Rae was ready and willing to expand the scheme to include the Greater Vancouver area.

Mr. Farey, who describes himself on his "Spinner Sanctum" program over CKDA as a "short, bald, fat man of 85 years" is, to put it more factually, a 34-year-old veteran of six years with the RCAF — three of them in the India-Burma theatre. His Far East service may be the reason for his especially keen interest in the men serving in Canadian destroyers in Korean waters.

Through programs similar to those now projected, he has brought voices from home to the Athabaskan, Cayuga and Sioux. In addition he has set aside special request nights on his "Spinner Sanctum" program for West Coast warships serving in the Far East.

DLTs, Visit to Norfolk Feature Carrier's Program

Deck landing training and helicopter trials loomed large on the program of HMCS Magnificent during November. Aboard were Avenger and Sea Fury aircraft of the 31st Support Air Group and, for the first part of the training period, a Sikorsky helicopter.

The Magnificent sailed from Halifax on November 10 on a 17-day training cruise in the course of which she called at Norfolk, Virginia, to pick up nine Sea Fury aircraft which had been brought from the United Kingdom in USS Midway in October.

Veteran Destroyer Huron Starts New Commission

Following an extensive refit and weapon conversion, HMCS Huron began a new commission November 18 at Halifax under the command of Commander Richard C. Chenoweth.

The Huron is a veteran of Second World War service and, in addition, has a tour of operations in the Korean theatre to her credit.

Four Eventful Months

HMCS Magnificent's Longest Cruise Took Her to Three Continents, Embraced Three Major Exercises, Provided Best Training Yet

WHEN HMCS Magnificent (Captain Kenneth L. Dyer) returned to her home port of Halifax on October 9, it marked the end of the longest and busiest cruise of her four-year career in the Royal Canadian Navy.

The 18,000-ton aircraft carrier steamed nearly 27,000 miles since leaving Halifax June 2 on a training cruise which took her to Mediterranean and European waters. During the four months she spent 90 days at sea and took part in three major exercises — Castanets, Mainbrace and Emigrant — as well as minor ones with ships of the Royal Navy's Mediterranean fleet.

These exercises provided some of the best training yet for the officers and men of the carrier. They were carried out under simulated war conditions during which the Magnifi-

cent's crew was often closed up round-the-clock as she operated with units of eight different navies.

The Avengers and Sea Furies of the 30th Carrier Air Group made nearly 1,400 deck landings and flew 3,300 air hours during the June to October cruise. June was the busiest month, over 1,000 air hours being logged to set a new group record. At the end of the cruise, the flight deck and maintenance crews could point with pride to the fact that all 15 Avengers of 881 Squadron were serviceable and seven of the ten Sea Furies of 871 Squadron were in operation.

The Magnificent visited Malta, Greece, Turkey, North Africa, Northern Ireland, Scotland and England and called at 11 different ports.

Probably the most productive portion of the cruise was the last two months. During this period the Mag-

nificent carried out anti-submarine exercises off Northern Ireland, then took part in the NATO exercises Mainbrace and Emigrant.

During Mainbrace, which took place for 13 days beginning September 13, the Canadian aircraft carrier operated in Task Group 171, a carrier support force. In all more than 250 warships of eight NATO nations took part in the mammoth naval manoeuvres.

In phase one of the exercise, the Magnificent, the carriers USS *Mindoro* and HMS *Theseus*, the cruiser HMNZS *Bellona*, and eight USN destroyers and destroyer escorts, were assigned to protect a convoy bound from the Firth of Forth to Bergen, Norway. The Magnificent's Sea Fury fighters flew combat air patrols during the convoy crossing, while the Avengers were on anti-submarine patrols.

After the convoy had been safely escorted to Bergen the Magnificent and her task force did a repeat — some of the ships of the convoy altered course 180 degrees and became a convoy headed from Bergen to the Firth of Forth.

On this return voyage an RCN Avenger scored the first submarine "kill" of the exercise when a plane piloted by Lieut. William Atkinson, commanding officer of 881 Squadron, successfully attacked a surfaced submarine during a daylight patrol. The observer was Lieut.-Cdr. Marc Favreau and observer's mate was AB Douglas Carr.

The success earned a "well done" from Rear-Admiral W. G. A. Robson, Task Group Commander, flying his flag in HMS *Theseus*.

After a two-day visit in the Firth of Forth, the Magnificent sailed again with the task group on phase two of Mainbrace, during which an amphibious force, including US Marines, aided land forces in Jutland. During the landings the Avengers of the Magnificent flew barrier anti-submarine patrols around the Skagen beach area where the Marines made an unopposed landing, while the Sea Furies were on combat air patrol.

RCN aviators added to their laurels in phase two, an Avenger, piloted by Lieut. Roger Fink, being credited with sinking an "Orange Force" submarine during a nighttime anti-



Among the star performers in Exercises Mainbrace and Emigrant was this crew of one of HMCS Magnificent's Avenger aircraft. Piloted by Lieut. Roger Fink, centre, of Ponoka, Alta. the Avenger scored one of the two submarine "kills" recorded by planes from the "Maggie" in Mainbrace. Then, in Emigrant, the same aircraft twice located the USS *Wisconsin*, which was acting as an enemy raider, and paved the way for attacks which "sank" the ship. With Lieut. Fink are his observer, Sub-Lieut. Ronald Schieder, of Flin Flon, Man., and observer's mate, AB Robert Tuckwood, of Dawson Creek, B.C. (MAG-4181).

submarine patrol. It was the second "kill" for the Magnificent's aircrew. These two sinkings were the only ones recorded by aviators from the three carriers in the task group. Observer of the Avenger was Sub-Lieut. Ronald Schieder and observer's mate was Ldg. Sea, Robert Tuckwood.

Following the amphibious landing, the ships of Mainbrace carried out reprovisioning evolutions with tankers of the British and American navies. This was the final part of the exercise and on its completion the mighty armada split up and headed for home.

Captain Dyer left the Magnificent and joined HMCS Swiftsure to attend the critique at Oslo. He was accompanied by Commander Arthur Abrams, Commander (Air), and Lieut.-Cdr. Harry Porter, Communications Officer.

The Magnificent, under the temporary command of Commander C. P. Nixon, sailed for the Clyde and during the passage hit the worst weather of the cruise. High winds and heavy seas showed no respect for the carrier's 18,000-ton bulk. Flight deck and hangar crews worked overtime adding extra lashings to aircraft and equipment on the flight deck and in the hangar.

The Magnificent dropped anchor at the Tail of the Bank on September 26 and spent five days in the Clyde before leaving on October 1 to begin Exercise Emigrant.

A total of 53 USN warships and two of the RCN took part in Emigrant, as well as carrier- and land-based planes. The exercise was designed to give training in the control and protection of shipping in the North Atlantic against submarines and raiders.

Captain Dyer was Commander of Task Group 155.3, which formed the close escort for a large, fast convoy bound from the United Kingdom to the United States. HMCS Quebec

NATO Chiefs Praise Mainbrace Participants

HMC Ships Magnificent and Quebec shared in a message of congratulation sent by General Matthew B. Ridgway and Admiral L. D. McCormick following Exercise Mainbrace. The message read:

"To all forces taking part in Mainbrace from SACEUR, SACLANT: Please convey to all participating in Mainbrace our personal admiration and that of our commanders for this performance. Our confidence in them is complete."



Sailing from Malta to Gibraltar on completion of her stay in the Mediterranean, the Magnificent made the passage via the Straits of Messina, between Sicily and Italy, and then past the famous volcanic island of Stromboli in the Tyrrhenian Sea. (MAG-4120).

(Captain P. D. Budge), the other Canadian ship in Emigrant, took on her familiar role of an enemy raider during the first two phases of the exercise.

Both RCN units distinguished themselves during the Emigrant operations. An Avenger from the Magnificent's 881 Squadron twice spotted and tracked the battleship USS Wisconsin, which represented a six-inch "enemy" cruiser, and led to her being "disabled." The Quebec, posing as an "enemy raider," was credited with sinking the giant carrier USS Wasp and one destroyer in a daring night attack which the umpire described as "beautifully carried out." Later, when the Quebec joined the Magnificent in the close escort group, the Quebec's guns inflicted heavy damage on the "raider" Wisconsin in an hour-long gun duel.

The Avenger which located the Wisconsin on two occasions during phases one and two of Emigrant was piloted by Lieut. Fink, who had scored a submarine victory in Mainbrace. Sub-Lieut. Schieder was observer on both trips while Ldg. Sea. Tuckwood was the observer's mate on the first and AB Harry Sully went as observer's mate on the second when Tuckwood took ill.

For the third phase of Emigrant, the Magnificent and her close escort

group had submarines as the main threat. Avenger and Sea Fury aircraft flew heavy schedules during the entire exercise. But the weather wasn't always co-operative and heavy seas and poor visibility, or a combination of both, sometimes curtailed the flying program.

When the Magnificent and her group neared Canadian shores a heavy fog set in and forced cancellation of the final part of the convoy escort exercise. The Magnificent and the Quebec, originally due at Halifax on October 12, arrived in port three days early because of the weather conditions.

The Magnificent's cruise ended and began with a NATO exercise. On June 17, two weeks after she had left Halifax, the Canadian carrier joined in Exercise Castanets, a nine-day affair which took place in the North Atlantic.

In this exercise, the Magnificent was part of a carrier group providing close support for a Halifax-bound convoy. Later the convoy turned around and participating ships and aircraft got more practice as the convoy then sailed for the United Kingdom. Aircraft of the Magnificent carried out a round-the-clock flying program.

The Magnificent returned to Portsmouth at the end of June and after a



The Magnificent's cruise was not without its lighter moments, among which was a carnival held on the flight deck during the stay at Malta. A popular spot was the hot dog stand—Don's Diner—run by officers of the ship's supply staff. Left to right, dishing out the dogs, are Lieut.-Cdr. R. C. Willis, Commander Donald McClure, supply officer, Lieut.-Cdr. C. P. G. Dodwell and Commissioned Commissary Officer J. A. Vaillancourt. (MAG-4111).

short visit sailed for the Mediterranean, arriving at Malta on July 10. Four days later, after carrying out manoeuvres with the Mediterranean fleet, the Magnificent joined 28 Royal Navy ships in Navarin Bay for the famous fleet regatta. The Canadians entered crews in all races but their lack of practice and training showed up as they usually finished in the middle of the pack.

Lieutenant-Governor Guest Aboard Carrier

The flag of Nova Scotia fluttered from the mast of HMCS Magnificent when she sailed to take part in the final phase of Exercise Cordex off Halifax October 24. On board was the Hon. Alistair Fraser, recently appointed Lieutenant-Governor of Nova Scotia, who embarked on the invitation of Captain Kenneth L. Dyer, the commanding officer of the carrier and a Nova Scotian himself.

The Lieutenant-Governor witnessed day and night flying exercises of the Sea Furies and Avengers of the carrier air group, the carrier's part in convoy protection and manoeuvres with other warships late at night. He also presented long service decorations to senior men in the carrier and boatswain's calls to ordinary seamen who led their training classes in the ship.

After the regatta, the Magnificent went into Phaleron Bay, near Athens, for a visit from July 19 to 22. On the 24th, the Magnificent arrived in Istanbul, Turkey, with units of the Royal Navy, and it was from here that the ships made a hurried departure because of the Egyptian crisis. The Magnificent sailed on to Tobruk, North Africa, for a three-day visit before leaving for Malta on July 31.

At Malta from August 2 to 11, officers and men of the Magnificent had their longest stay in port of the cruise. It gave them time to look after maintenance and repairs. Meanwhile, the aircraft of the 30th Carrier Air Group had been disembarked before arrival and were operating out of the shore station at Halfar.

The Avengers and Sea Furies joined U.S. carrier-borne planes, RAF Vampires, and Royal Marine Commandos in a defence of Malta exercise that provided excellent training.

In mid-August the Magnificent sailed from the Mediterranean for Northern Ireland. Near Gibraltar she was met by HMCS Crescent, which was to act as plane guard for flying exercises. In Belfast the officers and men visited what many call "Maggie's second home port". They renewed old friends who knew the Magnificent

when she was being built there some years ago.

From Belfast the Magnificent went to Londonderry to begin a week-long training period at the Joint Anti-Submarine School. There were demonstrations and lectures at the school and sea training in carrier support groups and hunter-killer forces. This period from September 4 to 10 provided some good instructional and practical training and helped to sharpen the RCN fliers for the forthcoming Mainbrace and Emigrant.

The Magnificent then sailed for Rosyth, where she arrived on September 11, and began preparations for Mainbrace, which for her was to start four days later.

The four-month cruise not only was the longest yet made by the Magnificent, but from all indications was the most beneficial from a training standpoint. The ship's organization was tested many times during the various exercises, and officers and men acquired a great deal of knowledge about what war operating conditions would be like. There were many opportunities, too, to work with ships and aircraft of other navies, and to meet officers and men of the NATO nations ashore during off duty hours.

In summing up the cruise Captain Dyer said: "In carrier operations you can't get enough training. Throughout the cruise we have been engaged in useful exercises with ships and planes of nearly all NATO countries and it has been tremendously valuable."

He said that he was "very proud" of the showing of the Canadian aviators, particularly in anti-submarine work.

Red Feather Given Stout Naval Support

As in past years, the 1952 Community Chest campaign was strongly supported in ships and establishments of the RCN.

Typical was the response at Naval Headquarters, where a quota of \$3,308 was over-subscribed by more than \$1,000. Congratulations on the Navy's effort were contained in the following letter from the Deputy Minister of National Defence, C. M. Drury:

"I was delighted to learn that the Navy exceeded its objective of \$3,308 for the current Community Chest campaign on the fourth day of the campaign. This is the third consecutive year Navy has exceeded its target. To do so this year on the fourth day reflects credit on the splendid way you are handling the campaign."

"... I wish to extend to you and all the others who are participating in the campaign my sincere congratulations."

'Mr. Seamanship'

by L.S.

*That's What They Call CPO
Guy Beaulieu, 'Buffer'
of HMCS Quebec*

HMCS Quebec is proud to present Chief Petty Officer Guy Joseph Beaulieu, Chief Boatswain's Mate of the training cruiser, as Man of the Month for December.

A "Buffer" par excellence, CPO Beaulieu is a tireless worker who, in a crisis, invariably appears in the right place with the right answer, and has the additional happy faculty of being able to produce the seemingly impossible with the materials at hand. A further, and important, quality is the infinite patience he exercises in supervising the upper deck work of the young, untried sailors comprising a large proportion of the Quebec's crew.

Chief Petty Officer Beaulieu's service certificate shows some 44 different ships and establishments which have benefited from his presence since he entered the RCN as a boy seaman in March 1937.

Born on April 4, 1919, in Isle Verte, on the south shore of the St. Lawrence near Riviere du Loup, Beaulieu spent his childhood under the influence of men whose lives were bound to the water. When it came time for him to choose a career he looked instinctively to the mighty river . . . and beyond it to the sea. The navy seemed a logical choice and in it he enlisted.

His initial training was taken in Stadacona, which was then located in the dockyard. The mixture of early morning boat pulling, PT and cold showers, followed by the tender ministrations of the gunners' mates, did nothing to impair his cheerful outlook on life.

The latter part of August 1937 saw him going on board HMCS St. Laurent to begin the life of a sailor in earnest. From the start, Beaulieu was a natural seaman. He was quick to learn and fitted easily into the destroyer's routine.

On July 30, 1938, he was drafted to the Skeena, where he remained until the outbreak of war. Following a short stint in Stadacona he went to the first HMCS Ottawa and served in that ship for the ensuing 14 months.

In June 1941 he was advanced to leading seaman and, while still serving

in the Ottawa, qualified seaman torpedoman.

The corvettes had begun to make their appearance at sea and in October 1941 Beaulieu, now a petty officer, was drafted to HMCS Bittersweet, one of the first of the famed little ships to be built in Canada. With warships commissioning in increasing numbers, the need for Coxswains was acute and Beaulieu found



CHIEF PETTY OFFICER
GUY JOSEPH BEAULIEU

himself an Acting Chief Petty Officer carrying out the duties of Coxswain in the Bittersweet.

While serving in the Bittersweet, on the convoy run to Iceland, CPO Beaulieu and his shipmates went through one of the worst Atlantic storms of the war. The sturdy corvette lost her mast and, as it carried away, it lifted the asdic house, abaft the bridge, some two feet clear of the deck. Throughout much of the storm Coxswain Beaulieu was at the wheel. The crossing took 21 days.

His next ship, the minesweeper Wasaga, was employed escorting iron ore ships from Wabana, Nfld., to Sydney, N.S. During this commission the Wasaga took aboard crew members of the collision-damaged HMCS

Saguenay, later taking the destroyer in tow under severe weather conditions. The Coxswain played a prominent part in the operation by taking charge of passing the towline to the damaged destroyer.

In September 1943 CPO Beaulieu became Coxswain of HMCS Stormont, a frigate assigned to an anti-submarine support group operating out of Londonderry. In the year-and-a-half that Beaulieu spent aboard her the Stormont rolled up an impressive amount of seetime. On one occasion she was "on the go" for 56 days, stopping only long enough to take on fuel and stores. During this period she spent 42 consecutive days at sea.

On D-Day the group, EG 9, was stationed at the western end of the English Channel to forestall possible submarine attacks on the invasion fleet.

Later in the summer, while operating in close to the enemy-occupied coast, the Stormont came under fire from a German shore battery. A shell fragment killed one man and the ship experienced several near misses.

At the close of the war Beaulieu was serving in the second Ottawa, ploughing the North Atlantic convoy lanes from St. John's to 'Derry. Subsequently he served in the Haida, Iroquois and Micmac, all Tribal class destroyers.

On November 11, 1948, with a wealth of experience behing him, Beaulieu came ashore to the Seamanship School at Stadacona as Chief Instructor. He served in this capacity until September 1951 and during his tenure many an ambitious young Canadian sailor benefited from his knowledge and patience.

When HMCS Quebec was due to commission and a good Chief Boatswain's Mate was needed, someone's eagle eye settled on Guy Joseph Beaulieu. It was an inspired choice, for the qualities of loyalty, perseverance, patience and devotion to duty are deeply ingrained in the Quebec's Man of the Month. (It is an infallible S-264 when the majority of the ship's company has written it.)

(Continued on Page 36)

HMCS Iroquois—The Aftermath

by J. L. W.

ON BOARD HMCS IROQUOIS—The toughest part of the Iroquois' fight with a shore battery began when the fight finished.

The Iroquois, with an American destroyer escort, USS Marsh, was making a daylight interdiction bombardment on a coastwise stretch of the main North Korean railway line. Some time previously HMS Charity (destroyer) caught a train on this section of line and blasted it and several hundred yards of track, successfully cutting the Reds' principal east coast line of communication.

The interdiction task, which the Iroquois and Marsh were carrying out on the afternoon of October 2, was designed to keep that line cut. Working parties could be seen in the area, toiling to get the line back into service. The Iroquois, with the Marsh supporting, opened up with her 4-inch armament and sent the road gang scurrying for cover.

The shore battery fired on the two ships as they were turning to seaward, the operation just about finished for the day.

Close on the heels of a couple of ranging rounds, a shell hit "B" gun deck. It killed Lieut.-Cdr. John Quinn and AB Elburne Baikie instantly. AB Wallis Burden was critically wounded and died several hours later. Ten men suffered light wounds from fragments and blast.

"B" gun deck was covered in a pall of powder smoke. It was impossible to determine, from the bridge, the number of casualties or the extent of the damage. Shells from ashore were still bracketing the ship as she snaked her way out of range at full speed, all guns blazing at the battery, and black smoke pouring astern.

The doctor, Surgeon Lieut. Donald Brooks of Toronto, was treating the wounded while enemy shells were still

splashing alongside the ship. The ship's medical assistant, PO Emilien Fortin, of Giffard, Que., and the first aid party were hard at work under the doctor's direction.

After Lieut. Brooks examined each of the wounded men, the first aid party, with the help of many other willing hands, began to move them aft. They were bedded down in the sick bay, the captain's day cabin and the after canopy.

For a few hours, the flat was the busiest place in the ship. Men were spread out on the deck, covered with blankets, winter jackets and anything else available. Other men worked over them, bandaging, cleaning, and passing out cigarettes and warming cups of tea.

For several hours, the doctor devoted all his attention to AB Burden, the one man on the critically injured list. In spite of a shrapnel wound in his right leg, PO Fortin worked with the doctor the whole time. Lieut. (L) Earl McConechy assisted them.

None of the others was in danger. Members of the first aid party, with many willing helpers, made the men comfortable and administered first aid until the doctor was able to treat them. Three men in particular worked long hours to comfort the wounded men — PO Howard Smith of Halifax, PO Frank Judd of Toronto and PO Edward Moslin of Spalding, Sask. PO Moslin had suffered a shrapnel wound and was himself put on the wounded list later that night. Among the others who assisted the first aid men were Lieut. (S) D. S. McNicol of Victoria and Halifax, and Ldg. Sea. Derald Richardson of Saint John, N.B.

AB Edwin Jodoin of Toronto, with a complex fracture of his left ankle and shrapnel wounds, was the most seriously wounded of the other men. He and AB Joseph Gaudet of Tignish, P.E.I., who had suffered a peppering by flying fragments, were transferred the next day to the USS Chemung, a supply ship, for transport to the US Army hospital in Sasebo, Japan.

The others were only superficially injured and all of them were back on full duty within a few days. On the wounded list were AB Aime Adam of Joliette, Que., AB Waldo Berggren of Newport, N.S., AB Gilbert Dynna of Spalding, Sask., PO Fortin, PO Gerald Jamieson of Halifax, PO Moslin, AB Eugene Riley



Able Seaman Edwin Jodoin of Toronto, wounded when HMCS Iroquois was struck by a shell from a communist shore battery, is transferred in a stretcher to a USN supply ship to be taken to hospital in Sasebo, Japan. Jodoin suffered a broken leg and shrapnel wounds of the leg and foot in the action in which one officer and two men of the Iroquois were killed. In the immediate foreground are CPO Peter Fane, Victoria and Dartmouth, N.S.; Ldg. Sea. Benedict Pask, London, Ont., and Halifax, and Ldg. Sea. Derald Richardson, Saint John, N.B. On the other side of the stretcher are Surgeon Lieut. Donald Brooks, Toronto; Lieut. (SB) James Wightman, Toronto; AB W. Gorley Green, Dunnville, Ont.; PO Charles Quirback, Montreal and Halifax, and PO Malcolm Payne, Saint John, N.B., and Halifax. In the background are Ldg. Sea. Richard Leeming, Saint John, N.B., and, wearing the white baseball cap, Ldg. Sea. Victor Stobbs, Woodstock, Ont. (IR-172).

of Beaver Harbor, N.S., and AB Walter Wrigley of Sudbury,

The next day the Iroquois went alongside the USS Chemung to fuel and replenish. AB Jodoin and AB Gaudet were transferred in stretchers. The bodies of Lieut.-Cdr. Quinn, AB Baikie and AB Burden were piped over the side to the Chemung.

The Iroquois then returned to her operational area to finish the two-week patrol.

On Wednesday, October 8, the ship took an hour off from the arduous patrol. At 1030, all the ship's company off watch assembled on the forecastle. At the same time as their three shipmates were being buried with full naval honors in the Commonwealth Cemetery in Yokohama, Japan, the officers and men of the Iroquois held a memorial service at sea. Simply and with heavy hearts, they prayed for their fallen comrades.

A/Captain W. M. Landymore, commanding officer of the Iroquois, conducted the service, ten miles to seaward of where the action took place. It consisted of prayers, Scripture passages, the hymns, "O God, Our Help in Ages Past" and "Abide with Me", and two minutes' silence.

The service ended, the Iroquois resumed her patrol duties. For another six days she ranged up and down the area, shooting up a variety of enemy targets and making a particular point of blocking communist attempts to repair their important coastal rail line.

In the service at Yokohama, the three flag-draped coffins were borne to their final resting place on the shoulders of men from HMCS Crusader and were saluted by a firing party, landed from the same ship.

The cortege entered the gates of the British Commonwealth Cemetery led by Chaplain John Wilson, Protestant padre of the Canadian destroyers in the Far East. Behind were the mourners and armed services and government representatives, with Lieut.-Cdr. J. H. G. Bovey, captain of the Crusader, as chief mourner.

The committal service was read by the chaplain, the bodies were lowered and, the last handful of earth thrown into the graves and the last farewell volley fired, the funeral party dispersed.

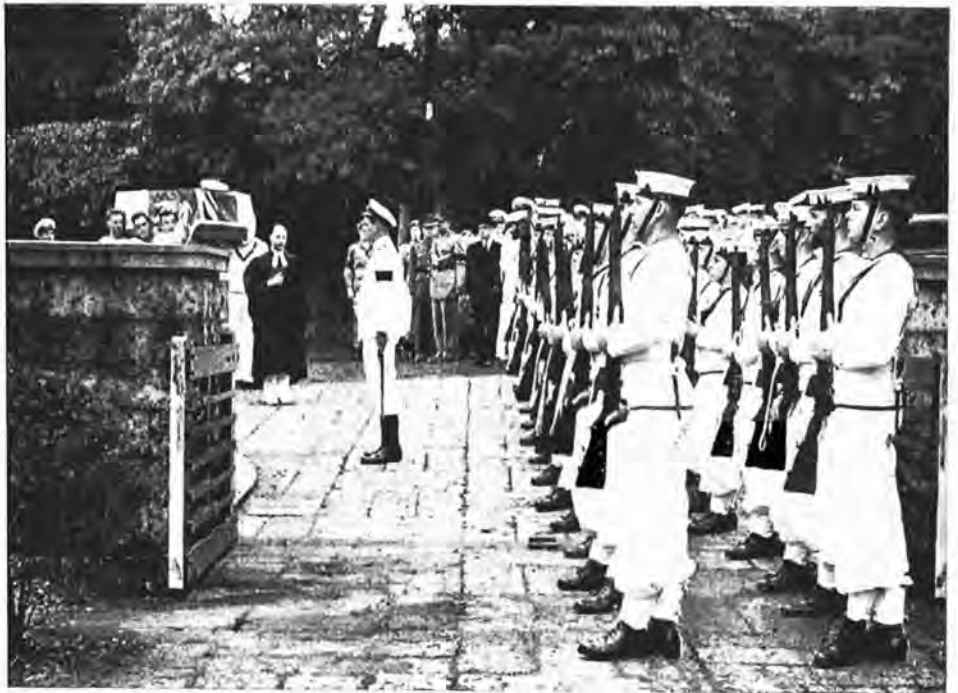
Besides officers from the Crusader, the funeral was attended by Lieut.-Cdr. (S) Peter Cossette, Canadian Naval Liaison Officer; A. R. Menzies, Charge d'Affaires, Canadian Embassy; Captain M. N. Tufnell, U.K. Naval Attache, Tokyo, representing the British Embassy; Brigadier



At sea off the east coast of Korea, the ship's company of HMCS Iroquois held a service of remembrance for three shipmates who were killed six days previously when the destroyer was hit by a shell from a communist shore battery. Led by Captain William M. Landymore, the service took place on the same day the three Canadians were buried in the Commonwealth cemetery at Yokohama, Japan. The Iroquois paused during her patrol to hold the service not far from where the action took place. (IR-195).

R. E. A. Morton, head of the Canadian Military Mission, Tokyo, and Commander D. G. Clark, command-

ing officer of HMS Ladybird, representing the Flag Officer Second-in-Command Far East Station.



The firing party from HMCS Crusader presents arms as the funeral procession bearing the bodies of Lieut.-Cdr. Quinn and Able Seamen Baikie and Burden and led by Chaplain John Wilson, enters the Commonwealth Cemetery at Yokohama. (CU-213).



OFFICERS *and* MEN



Three Men go Back For Third Korean Tour

Three men aboard HMCS Athabaskan, now on her third tour of duty in the Korean war theatre, can match the destroyer's record of service.

The third-timers are PO Fred Wood, PO Hal Zerbin and AB John Kobayashi. The last named had a special reason for wanting to be included in the Athabaskan's complement. Twice before AB Kobayashi has been frustrated in his efforts to wed his sweetheart, Miss Kazuko Eshemura, of Hiroshima, who was orphaned by the Hiroshima atomic blast.

The first time it was because there was no formal peace treaty signed

between Canada and Japan. On the next tour of duty, Miss Eshemura's brother and head of the family, a die-hard soldier who refused to accept Japan's defeat, objected.

AB Kobayashi, Canadian-born and 23, is determined that nothing will prevent his marriage to his fiancée this time.

Five from Lower Deck Start University Courses

Five men of the RCN have been promoted to Cadet and are now enrolled at various Canadian universities for courses under the university training plan.

They are Cadets Gerald Charles Rennie and John A. Sinclair, taking electrical engineering at the University

of New Brunswick; William Norman Ower, taking mechanical engineering, also at UNB; Ernest Bennet Larkin, now in his sophomore year at St. Dunstan's College, Charlottetown, taking commerce and finance, and Ross Harold Hermiston, taking commerce at Queen's University.

All five qualified under the scheme, common to all three services, whereby selected men may attend university at service expense. On the successful completion of their courses they will be promoted to sub-lieutenant's rank in their respective branches.

Cadets Rennie and Ower were formerly petty officers, Larkin was a leading seaman and Hermiston and Sinclair were able seamen.

CPO Donald McIntyre Receives Commission

Chief Petty Officer Keith Donald McIntyre, of Edmonton, Prince Albert, Sask., and Halifax, has been promoted to the rank of Acting Commissioned Engineer, RCN.

Commissioned Engineer McIntyre served at sea for more than three years of the war and in June 1945 was mentioned in despatches for his services as Chief ERA of HMCS Dunver (frigate).

Mr. McIntyre began an officers' divisional course at HMCS Cornwallis on October 31.

Seven Men Promoted For Aviation Training

Five men of the RCN and two of the RCN(R) have been promoted to midshipman, RCN, and have begun courses leading to specialization in naval aviation.

They are former Ldg. Sea. James H. Dunn and Able Seamen William Gunn, Ronald Lang, Walter K. Brown and Bernard Bjornson, all of the RCN, and Ordinary Seamen Robin Anthony Watt and Arnold Lawrence Gilmour of the RCN(R).

They will spend the next six months at HMCS Cornwallis, taking a Junior Aviation Officers' Basic Course, and



Entertaining interludes are few and far between for Canadian sailors serving off the shores of Korea. When they come, the men make the best of them, as this photo illustrates. Taken on board the Nootka, it shows off-duty hands hugely enjoying a boxing match between two able seamen who, being unable otherwise to resolve their differences, decided to settle matters by means of the gloves. (NK-1705).

a further six months in either the Ontario or Quebec for sea training. They will then commence specialist training as pilots or observers.

N.S. Lieutenant-Governor Presents Medals, Awards

At a recent ceremony on board HMCS Magnificent, His Honor Alistair Fraser, Nova Scotia's new Lieutenant-Governor, presented CPO Leonard Lycett with the Long Service and Good Conduct Medal. At the same ceremony the Canadian Forces Decoration was presented to CPOs W. Thomas Lockhart, Lionel Roberts, Carlos Ripley, John F. Myers, John Kiley, Leonard Tedds and Ldg. Sea Leslie Inglis.

Three other men received boat-swain's calls for being first in their classes of ordinary seamen under training. They were Ordinary Seamen Randall Weatherstone, Fred Osipoff and Ian Robb.

Two CPOs Promoted To Commissioned Rank

Two Chief Petty Officers of the RCN have been promoted to the rank of Commissioned Radio Officer.

They are Commissioned Radio Officers Henry O. Baker, of Wilcox, Sask., and Blackville, N.B., and John Fleming, of Edmonton and Halifax. They began a six-week officers' divisional course at HMCS Cornwallis on October 31, after which Commissioned Officer Baker will go



Two naval chiefs, Vice-Admiral E. R. Mainguy, Chief of the Naval Staff of the RCN, and Admiral Sir Rhoderick R. McGrigor, First Sea Lord and Chief of Staff of the RN, are pictured at the entrance to National Defence Headquarters during the latter's visit to Ottawa. (O-3271).



HMCS Sioux had the honor of transporting the Governor General of Canada, the Rt. Hon. Vincent Massey, from Vancouver to Victoria and from Nanaimo to Prince Rupert during his recent West Coast visit. His Excellency is pictured here on the destroyer's bridge with Commander P. E. Haddon, commanding officer of the Sioux. (E-20692).

to the Electrical School at HMCS Stadacona and Commissioned Officer Fleming will join HMCS Quebec.

Awarded Commission As Air Engineer

Chief Petty Officer Laurent G. Laramee, of Montreal and Dartmouth, N.S., has been promoted to the rank of Acting Commissioned Engineer (AE).

Commissioned Engineer Laramee entered the RCN six years ago as an acting air artificer at HMCS York, Toronto. He formerly had served nine years with the RCAF.

Four Get Perfect Marks in Morse

Completing its course at the Communications School on September 29, Communications Radio Class 50 was sent in a body to Albro Lake naval radio station to assist the regular staff during Exercise Emigrant.

Besides helping to ease the pressure of work in the station during the busy exercise period, the newly-qualified communicators obtained much valuable experience. Deserving special mention is AB John Adderley, who worked in one of the busiest ship-shore bays and performed like a veteran.

CPO Robert Wilson, who has since

returned to his home port division on the West Coast, rated congratulations on the record of his class. While CR50 was not the first class in which a 100 per cent final mark had been achieved in Morse, it was the first to have four men obtain perfect figures. The four were Able Seamen John Adderley, Bruno Turcotte, Melville Greer and Ernest Rideout.

New Commanding Officers At Three Naval Divisions

HMCS DONNACONA

Acting Commander Guy St. A. Mongenais, formerly executive officer, has taken over command of HMCS Donnacona, the Montreal naval division. He succeeds Commander P. A. F. Langlois, commanding officer of the division since August 1949. The change in command came on October 15.

Commander Mongenais was born in Montreal on September 26, 1914, and entered the RCNVR there in May 1940. Following various training courses and appointments he became executive officer of HMCS Calgary (corvette) and for two years saw duty in this ship in the North Atlantic and Mediterranean.

He then took a command course in Halifax, on completion of which he was appointed commanding officer of



• Pictured above are members of the 35th leadership course to be held at HMCS Cornwallis for chief and petty officers. Front row, left to right: POs W. Shipley, K. Guertin and J. Hall, CPO R. Barringer, instructor; Lieut. S. Dee, course officer; POs F. Wapola, H. Muirhead and J. Herda. Centre row: POs K. Powell, J. Moore, F. Harris, A. Turpin, J. Cochlan, J. Doyle, G. Portman and R. Geary. Rear row: POs R. Zacharias, R. Jalbert, L. Ormsbee, J. Morris, F. Hoyle, D. Gallpen, H. Dibblee, E. Suffidy and R. Keown (DB-1912).

HMCS Summerside (corvette) on September 1, 1943. During the period he was in command of the Summerside, the ship took part in the invasion of Normandy and escorted convoys in the North Atlantic and English Channel.

In February 1945, he was appointed to HMCS Chaleur, the wartime operational base at Quebec City, and in March of that year became executive officer of the establishment.

Demobilized late in 1945, he re-entered the reserve in June 1947. He was appointed executive officer of Donnacona on January 26, 1952. His promotion to the rank of Acting Commander came on July 1, 1950.

HMCS CHATHAM

Command of the Prince Rupert, B.C., naval division, HMCS Chatham, was assumed on October 1 by Lieut.-Cdr. T. A. Johnstone.

He succeeded Lieut.-Cdr. John D. McRae, commanding officer of Chatham since January 1948.

Lieut.-Cdr. Johnstone was born in Prince Rupert on October 30, 1915, and at the age of 16 was a bugler with the RCNVR, in which he did a three-year stint in the early '30s.

It was as an Acting Sub-Lieutenant that he re-entered the RCNVR on October 5, 1939. Following officer's training, he served in HMCS Chilliwack (corvette), which he joined on her commissioning in April 1941.

In 1942 he was drafted to HMCS Cornwallis, then in Halifax, for a long torpedo course. Following duty at the torpedo school at HMCS Naden he was appointed to HMCS St. Laurent

(destroyer) and served in her until the end of the war.

Lieut.-Cdr. Johnstone was demobilized in November 1945 and the following January was accorded mention in despatches for his war services.

HMCS MONTCALM

With the appointment of Commander Marcel J. A. T. Jette as commanding officer of HMCS d'Iberville, the basic training school in Quebec City, Lieut.-Cdr. W. G. Mylett has been appointed to succeed him in command of HMCS Montcalm, Quebec City's naval division.

Lieut.-Cdr. Mylett was born in Winnipeg on January 16, 1916. He entered the RCNVR at Vancouver in July 1941 and, following an officers' training course at HMCS Kings, was attached in 1942 to the Examination Service at Halifax, inspecting shipping entering that port.

He was appointed to HMCS Drummondville (Bangor minesweeper) as executive officer in 1943. Later in the year he was one of the commissioning party of the frigate HMCS Dunver, becoming her executive officer in January 1944.

Lieut.-Cdr. Mylett was mentioned in despatches in June 1945, the citation observing that "his alertness and organizing ability have done much, through the good teamwork of the ship's company, to bring about the probable destruction of a submarine." The submarine kill, by the Dunver and HMCS Hespeler, was confirmed after the war.

Demobilized in October 1945, Lieut.-Cdr. Mylett entered the

RCN(R) a year and a half later. He became executive officer of Montcalm in February 1948, serving in that capacity for two years.

Photographer Gets Wish After Two-year Wait

From dock to deck is not a long step but for Chief Petty Officer Norman E. Keziere, of Victoria, it represented the fulfilment of a two-year-old wish.

CPO Keziere, a naval photographer at HMCS Naden, more than a dozen times has recorded the comings and goings of Canadian destroyers bound to or from the Korean war zone, but until he sailed in the Athabaskan from Esquimalt on October 29 he had not seen service in any of the RCN ships serving in the war theatre.

One of CPO Keziere's primary duties while serving in the Far East will be to make a motion picture record of the activities of Canadian ships on patrols, bombardments, carrier screens and other assignments.

CPO Keziere's familiar camera has recorded departures of Korea-bound ships on seven different occasions and he has been on hand six times when West Coast ships have returned to Esquimalt from war service. In addition, he has photographed the arrivals and departures of various East Coast ships stopping over briefly on their way to or from the Far East.



CPO Norman Keziere, naval photographer serving on board HMCS Athabaskan, says farewell to his wife and 15-month-old Marnie prior to the ship's departure for the Korean theatre (E-20784).

Communicators Competing For Flag-Hoisting Trophy

To further interest on the part of ordinary seamen under training as visual communicators, the Communications School at Cornwallis has re-instituted competition for the Matheson Flag-Hoisting Trophy.

The trophy was donated by Commander P. H. Matheson, RN, in June 1944, while he was serving on loan at HMCS St. Hyacinthe. At that time the competitions were held in the dog watches and, as 20 or more classes took part, it was considered a high honor to win.

The competition today is on a smaller scale but the will to win has not diminished. The first victor was CV53, under the able guidance of PO William Kitchin. Commander R. W. Murdock, officer-in-charge of the school, presented the trophy at Evening Quarters to Ord. Sea. Donald Curry.

Wartime Guerilla Now Naval Bandsman

A musician whose career was rudely interrupted by four years of guerilla warfare and several more in a displaced persons camp is one of the latest additions to the naval band at HMCS Stadacona.

Petty Officer Vlaho Miloslavich, RCN(R), started life in Yugoslavia and in the '20s and early '30s played trumpet in the crack Royal Military Band. One of the most celebrated bands on the Continent, it appeared before Royal Houses, and in Belgrade, the Yugoslav capital, played in many operettas and concerts for the late King Alexander.



PO Miloslavich and trumpet

"FID" ENTERTAINS CORNWALLIS SHIPMATES

A light-hearted young sailor with a faculty for always getting in hot water is now under training at HMCS Cornwallis. Though one of the most popular figures in the establishment, he is making little, if any, progress in his naval career and chances are he'll never get beyond the rank of Ordinary Seaman.

This young man is Ordinary Seaman "Fid," and is a matter of pen and ink and paper. His creator is PO Peter Younger, who is on the Cornwallis staff. PO Younger did a large amount of drawing and cartooning for CPO Harry Catley's entertaining book, "Gate and Gaiters", and formerly was employed as a commercial artist in Toronto.

PO Younger's talents long have been recognized in Cornwallis, so it was no surprise to the establishment to find Ord. Sea. "Fid" appearing on the scene.



"HAVE YOU AN 'EXCUSED DOUBLING' CHIT?"

When the Germans marched through the country in 1941, Miloslavich traded his trumpet for a tommy-gun and, with 20,000 Royalist compatriots, went underground to fight a guerilla action from the mountains and countryside.

Hunted like criminals, they stole their way at night, striking when they dared. Peasants faced death to feed and shelter them as they sought hiding places in between bloody encounters, often hand-to-hand, with the Germans, Italians and, later, the Communists.

Late in 1944 the remaining Royalists were forced to make a run for the Italian border. Says Petty Officer Miloslavich, "It took us four months

to trek through the mountains. By good fortune we met advancing British forces who gave us refuge. There were but 6,000 of us left."

After several years in a DP camp Vlaho emigrated to Canada. Like all newly-arrived Canadians, he worked for a year on a farm. Later he was employed by a large electrical company at Peterborough, Ontario, and followed up as a delivery man in another Ontario city.

In June of this year he entered the Royal Canadian Navy (Reserve) so he could return to what he calls his first love, music. He would be just as happy, too, if the future would spare him the necessity of turning in his trumpet again.

MEMORIAL TO A HERO

New School at Shearwater
Commemorates Naval
VC Winner

AS naval aircraft roared overhead in salute, HMCS Shearwater's Hampton Gray Memorial School, named after Lieut. Robert Hampton Gray, VC, DSC, RCNVR, was officially opened October 29 by his widowed mother.

Mrs. J. B. (Wilhelmina) Gray snipped a ribbon stretched across the entrance to open the 12-room, one-storey structure. Her son was awarded the Victoria Cross posthumously after sinking a Japanese destroyer August 9, 1945. He was the RCN's only VC winner during the Second World War.

Taking part in the opening ceremonies were senior officers of the armed forces, government officials and school authorities. Members of the Shearwater Home and School Association, who arranged the opening were present and their president, Mrs. Yvonne McGregor, was chairman of the ceremonies.

After an opening prayer by Chaplain (RC) J. P. Belanger, Captain Duncan L. Raymond, commanding officer of Shearwater, spoke of the naval career of Lieut. Gray.

"Hammy" Gray gave his life in an heroic and successful attack on a Japanese destroyer in Onagawa Bay. Earlier in his career he had taken part in attacks on the German battleship Tirpitz hidden in a northern Norwegian fiord, and had bombed and sunk a Japanese destroyer. He had been awarded the Distinguished Service Cross and had been twice mentioned in despatches "for undaunted courage, skill and determination". He was 27 years old and the war was only six days from its close when he died.

The band of HMCS Stadacona took part in the ceremony and a massed choir of 275 pupils from grades one to nine sang the Naval Hymn, under the direction of Miss Mona Williams.

The guest speaker was Dr. L. A. De Wolfe, founder of the Nova Scotia Federation of Home and School Associations. He challenged the youth of the school to model their lives on those of heroes such as the late Lieut. Gray. The road to such heroism, he said, lay in following Christian ideals.

Mr. De Wolfe urged that the new school be used at night as well



Beneath a picture of her son, Mrs. J. B. Gray chats with Reginald L. Murphy, principal of Hampton Gray Memorial School, following the official opening of the school at HMCS Shearwater October 29. (DNS-9464).

as by day so it could become a centre for broader educational and cultural activities in the naval community.

Mrs. Gray spoke of the two sons she lost in the Second World War. She lost a younger son, Jack, in 1942 when his bomber failed to return from a mission over Germany. On VJ-Day she received the news that Robert had been killed. At that time the family home was in Nelson, B.C., and Jack was the first serviceman from that town, and Robert the last, to be killed in the war.

Mrs. Gray told the school children that her sons had sacrificed their lives for their country, but the Son of God had sacrificed His for the salvation of the whole world. Faith in God had inspired her sons and the same faith should be sought by all today.

Grey-haired, 65-year-old Mrs. Gray has a daughter in Trail, B.C. Her husband died in January 1949. She lives alone in a small apartment in Vancouver. Commemorating the school for her son was a great honor, she said, and added that it meant even more to her than when she was presented to the Queen last year.

Chaplain (P) A. J. Mowatt said the closing prayer, which was followed by the National Anthem. Then the ribbon was cut. The fly-past of 29 Shearwater aircraft over the school climaxed the ceremonies.

The school has the most modern of teaching aids and is one of three constructed for naval dependents in Canada in 1951 and completed this year. Reginald L. Murphy, of Wolfville, is principal. He was principal of the old Shearwater school for three years.



Aircraft from HMCS Shearwater fly over Hampton Gray Memorial School to climax the official opening of the school commemorating Canada's only naval VC winner of the Second World War. The school, for children of service personnel stationed at Shearwater, was officially opened by Mrs. J. B. Gray, of Vancouver, mother of Lieut. Robert Hampton Gray, VC, DSC, RCNVR. (DNS-9563).

A NEW 'SHIP' COMMISSIONS

*RCN's Basic Training School
At Quebec City Becomes
HMCS d'Iberville*

THE navy's basic training school in Quebec City was commissioned October 21 as HMCS d'Iberville, commemorating the great 17th century explorer and mariner, Pierre Le Moyne, Sieur d'Iberville.

Under the command of Commander Marcel Jette, the school opened last February and operated in conjunction with HMCS Montcalm, the Quebec City naval division. However, it was subsequently decided to commission the school as a separate establishment for administrative reasons.

The commissioning ceremony took place in mid-afternoon with the ship's company and a guard and band drawn up in front of the establishment, in a setting of white provided by the district's first snowfall.

Following prayers and the blessing of the ship by Chaplain (RC) Regis Pelletier, Commander Jette addressed his ship's company and described some of the exploits and achievements of d'Iberville — "the first Great French-Canadian".

The bugler sounded the alert, the guard presented arms and the color party slowly hoisted a new silk White Ensign as the band played the National Anthem. Thus the good ship

HMCS d'Iberville became a full-fledged RCN training establishment under the administrative authority of the Flag Officer Atlantic Coast.

The name d'Iberville is proudly recorded in the annals of early Canada. D'Iberville was one of eleven sons of Charles LeMoyne, whose barony of Longueuil, P.Q. is still in existence. Pierre was born in 1661 at Ville-Marie and became a navigator at the age of 14.

In 1686 he joined the expedition of the Chevalier de Troyes overland from Montreal to drive the English from James and Hudson Bays. They laid waste the trading posts on James Bay and returning to Quebec with 50,000 beaver skins.

D'Iberville's most famous exploit, however, took place the following year, in the war between France and England in Hudson Bay, arising from the earlier French raids. First he swooped down on Pemaquid, on the coast of Maine, with two men-of-war and 300 Abenaki Indians. From here he sailed for Newfoundland, where he took St. John's and surrounding vil'ages. The arrival of a small French squadron halted his siege of New-

foundland for he was handed orders to take command and sail for Hudson Bay.

There he would have had five French against four British vessels if an ice-jam in the straits had not cut off four of his ships and only a single British. With his single ship, the Pelican (44 guns and 250 men) he met the three British ships off Fort Nelson. Manœuvring with skill, he sank the Hampshire, captured the Hudson's Bay and put the little Dering to flight. A storm then wrecked the Pelican and the Hudson's Bay. The three missing French ships subsequently joined him and he was able to press home the siege with such persistence that the governor was forced to surrender Fort Nelson to the French.

D'Iberville was also the founder and first governor of Louisiana and the discoverer of the mouth of the Mississippi river. He died of yellow fever on board ship at Havana, Cuba, on July 9, 1706. In Cathedral Square at Havana are two plaques commemorating him, and in 1947, when HMCS Warrior visited there, two wreaths were laid by Commodore (now Rear-Admiral) H. G. DeWolf, commanding officer of the ship.



Television cameraman Julien St.-Georges, of Radio-Canada, films a group of men at the Basic Training School as they change their cap tallies from "HMCS Montcalm" to "HMCS d'Iberville." Left to right are Ordinary Seamen Francis Lapointe, Emile Frappier, Paul-Andre Blais and Fernand Roy. Storeman back of the counter is PO Bernard Doucette. (O-3293).

Lady Rodney Model Presented To Museum

A model of the SS Lady Rodney, Canadian National Steamships vessel which served as a troopship during the Second World War and as such became familiar to many naval personnel, has been added to the collection of the Maritime Museum atop Halifax's Citadel Hill.

The model, showing all the exterior features of the Lady Rodney to the smallest detail, arrived from Montreal in early October and was presented to Commodore Hugh F. Pullen, Commanding Officer of HMCS Stadacona and chairman of the Maritime Museum committee, by Mr. T. G. Britten, Halifax manager of the Canadian National Steamships, on behalf of Captain R. A. Clarke, General Manager, Montreal.

The model, which is on loan, is the largest in the museum's collection, which also includes models of the Bluenose, HMCS St. Laurent, HMS Repulse, HMS Diomedé and Lord Nelson's flagship, the Victory.

Scalping Party

HMCS Quebec Took Handsome
Toll During NATO
Exercises

HMCS Quebec returned to Halifax on October 9 from an eventful six-week cruise in the course of which she transported the Governor General of Canada to St. John's, Nfld., and took part in two major NATO exercises.

The Quebec sailed from Halifax on August 29 with His Excellency the Rt. Hon. Vincent Massey and his party aboard. The Governor General was bound for St. John's to complete a tour of the Maritime provinces, his first since becoming the Queen's representative in Canada.

After disembarking the vice-regal party, the Quebec pointed her bows toward the United Kingdom, arriving in the Clyde on September 5. During the crossing the Quebec encountered some typical North Atlantic weather that was quite a change from that experienced during summer cruises off the Atlantic coast of Canada and the United States.

After a three-day stay in the Clyde the cruiser sailed north for Narvik, Norway, from where she was to begin

her role as an "enemy" raider in the first phase of Exercise Mainbrace, the mammoth NATO exercise in which some 250 warships of eight nations took part.

The trip up Narvik Fjord was one of the most memorable experiences of the cruise. The 120-mile-long fjord is extremely well lighted, with multi-colored navigation lights marking the channel most effectively and at the same time presenting a spectacular scene.

While in Narvik many officers and men saw some grim reminders of the past war. At the entrance to the harbor was the hulk of HMS Hardy lying on its side. At Rombaks Fjord were the remains of four German destroyers which had fled from the guns of HMS Warspite only to run aground at the fjord's end.

On Sunday, September 14, the Quebec put to sea as an "Orange Force" raider trying to slip by a mighty allied naval force which included carriers, battleships, cruisers and destroyers. Against these over-

whelming odds it was only a question of time before the Canadian cruiser was "sunk" in this first phase of Mainbrace.

The "sinking" took place the second night out, but not before the Quebec had given a good account of herself. On one occasion the cruiser "pulled a sandy" on the cruiser USS Columbus. Operating with the Columbus was HMS Swiftsure, a cruiser similar to the Quebec. While sneaking in to attack the convoy, the Quebec was challenged by the Columbus. She replied with the Swiftsure's pendants and was allowed to go on her merry way. However, the Columbus, after a second thought, closed once again and flashed the challenge. In reply, the Quebec sent a salvo of torpedoes from 4,000 yards' range.

During the rest of Mainbrace, the Quebec was with a carrier task force supporting the landings in Denmark. During this phase the operations rooms teams and other key personnel gained valuable experience.

The ship's company found time during this long stretch at sea to stage a concert which was a great success. The stars of the show are too numerous to mention but it is difficult to forget the performances of Commissioned Bos'n William Peakman, Commissioned Gunner D. R. Hill and Ldg. Sea. Gordie Munro.

On September 25 the Quebec entered the Firth of Forth in a howling gale and had to anchor near the Forth bridge. The next day she went alongside in Rosyth dockyard and the ship's company had a chance go do some sightseeing and shopping in Edinburgh after their long hours on duty during Mainbrace. Several of the golfers in the crew went to play a game at the famous St. Andrew's course — but showed a singular reticence when asked about their scores.

On September 30 the Quebec sailed and met the USS Wisconsin, her partner in crime as a commerce raider in Exercise Emigrant. For the Quebec, Emigrant was a pronounced success. On Sunday, October 5, she moved in on the convoy and picked off a destroyer escorting the carrier USS Wasp, and then the Wasp herself, a most gratifying prize.

After this success, the Quebec



The weather staged a show of its own during Exercise Mainbrace, as this photo, taken from the quarterdeck of HMCS Quebec, illustrates. Rough seas encountered off Norway sent the ship heeling to angles of more than 30 degrees. (QB-592).

joined the Magnificent and the close escort force she had recently opposed. The next day she turned on her former partner, the Wisconsin, which was still an enemy raider, and in an hour-long gunfight in the small hours of the morning heavily damaged her. However, the Quebec herself was damaged and by mutual consent it was called a draw.

The remainder of the cruise to Halifax was uneventful except that the Quebec arrived in port three days ahead of the scheduled time as bad weather curtailed the remaining exercises. The Quebec arrived with the Magnificent on October 9 to end her successful training cruise, and to begin her refit at Halifax Shipyards. —L.S.

EXERCISE TESTS HALIFAX DEFENCES

RCN ships and aircraft, planes of the RCAF and submarines of the Royal Navy and U.S. Navy made a thorough test of Halifax Harbor defences and Canadian convoy protection methods during Exercise "Cordex" in the latter part of October.

The three-day exercise ended October 24 and was judged to be "highly successful" by naval authorities. Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, said the activities had revealed some faults but pointed out the purpose of the exercise was to discover these.

During the exercise, the two submarines, HMS Artemis and USS Threadfin, attempted to penetrate the Navy's harbor defences of Halifax. The Threadfin managed to get through but, as Rear-Admiral Bidwell pointed out, she would not, under actual wartime conditions, "have got far".

During this initial phase, the 49th Coast Battery, RCA, used its six-inch guns in the Halifax approaches and fired on a supposedly surfaced sub in the form of a target towed by the auxiliary vessel Revelstoke.

On the final day of the exercise, three naval auxiliary vessels—the Eastore, Dundalk and Riverton, representing a slow convoy—sailed from Halifax to a meeting point off the Nova Scotia coast where they were joined by a theoretical convoy from an American port.

Six RCN warships, including the Magnificent, formed the escort force protecting the convoy. The ships were supported by aircraft of 404 and 405 Squadrons from the RCAF's Greenwood station and by naval aircraft from the 30th Carrier Air Group in the Magnificent.

The Orange or "enemy" force consisted of the two submarines.

The convoy departure was successful and it got away to the United Kingdom despite the attacks of the two submarines which themselves were under attack as early as 0730 as the convoy was heading out of port. The subs again managed to get in several attacks on the convoy during the afternoon, but themselves were counter-attacked by the surface and air units of the defending Blue force.

In addition to the Magnificent, five other warships took part in the exercise—HMC Ships Crescent, La Hullose, Wallaceburg, Portage and New Liskeard.

EGAD! WHAT NEXT!

by Wessely Hicks

in The Telegram, Toronto

IT is with some concern that I contemplate a radical change which is being made in naval terms. It seems to me that the Royal Canadian Navy is destroying some worthy wartime traditions.

Just recently, orders were issued that the proper reply to any command is "Aye, aye, sir." The navy frowns upon other acknowledgments, such as "O.K. sir," "Very Good, sir," "Right, sir," "Good-O, sir," "Roger, sir," or "Roger-Dodger, sir."

It seems to me that, in casting adrift such colorful terms in favor of "Aye, aye, sir," the navy is inviting other rebuffs to good, solid, salty traditions.

For instance, one of these days someone is going to start calling the navy's sea-going conveyances "ships" instead of "boats". And if that happens, the next development will be that someone will start calling the front, or sharp end, of such conveyances the "bow" and the blunt, or back end, the "stern".

Then it won't be long until someone starts calling the walls of a boat the "bulkheads". And I suppose the floor will become known as a "deck" and rooms will be known as "cabins."

Then there will develop a movement to call the back veranda a "quarter-deck", and the front porch the "fo'c'sle".

I can even foresee the word "window" being dropped from naval lingo entirely. The navy will insist on the windows being called "scuttles." And I wouldn't be a mite amazed if the gutters or drains became known as "scuppers."

The fellows who look after the furnaces, I guess they'll be called "stokers".

It makes me laugh to think of it, but the first aid station in a boat might even be called a "sick bay".

If such an improbable name is

adopted for a first aid station, then it is not unlikely the telegrams which are sent back and forward between ships and shore will be dubbed "messages".

If that happens, I wouldn't be even a little surprised if the clothing store was called "slops" and every gunnery officer was called "Guns." And if those nicknames are adopted, every missionary who is sent out to a naval establishment will, no doubt, be called "Padre."

I dread to think that everyone who is going downstairs will say he is "going below". It sounds as though he intends to walk out through the bottom.

And, while it doesn't sound possible, someone will start calling those swings the seamen sleep in "micks," and double-decker bunks will be known as "carts".

It tickles me to imagine it, but the front parlor might even be known as the "wardroom," and the captain's lounge called a "day cabin." Someone may even think of calling the kitchen the "galley" and the attic the "crow'snest." And every time a hard-working seaman has a slug of rum on the house, I suppose it will be called "a tot".

These are just a few of the dangers which the navy might encounter if it starts fiddling around with old, established names and expressions. And if it does, no one will know what a naval man is talking about and, then, it won't be long until the navy will be known as "The Silent Service."

And if that happens, one of the saltiest phrases of all will be sunk forever. Never again will anyone hear an engineer officer say, as he rises wearily and starts out of the front parlor:

"Well, I guess I'll go down cellar and see how the furnace is doing."

Fighting Ancestor

*HMCS Huron Carries on Name
Made Famous by Schooner
in Early Indian Wars*

HER MAJESTY'S Canadian Ship *Huron*, which began a new commission at Halifax on November 18, possesses a name, record and tradition of which her ship's company may indeed be proud.

Everyone knows whence this Tribal class destroyer got her name. Well known, too, are her Second World War exploits (related in the April 1950 *Crowsnest*) and her fine record in the Korean theatre in 1951.

Less widely known, however, is the fact that the *Huron* is not the first warship of the name to sail in Canadian waters. Nearly 200 years ago, on the Great Lakes, an earlier *Huron* gained fame as a fighting ship.

The following excerpt, telling something of that first *Huron*, is from *Schooner Days*, a series appearing in *The Telegram*, Toronto. The story of the *Huron* will also be a feature of a forthcoming book, "His Majesty's Provincial Marine, 1755-1813," by the author.

by C. H. J. SNIDER

A small schooner named *Huron* was the first western unit of the Provincial Marine, that nubby acorn from which has grown the Royal Canadian Navy. Her dimensions resembled those of the present yacht *Kingarvie* of Toronto, 60 feet on deck, 16 feet beam, seven feet depth. Being sharp, she could only carry 250 barrels of cargo, but like HMCS *Huron* of today she packed an awful wallop.

After much physical and spirituous difficulty (Amherst, commander-in-chief, had cracked down on the rum) our first *Huron* was launched from Navy Island in the Niagara River in 1762. Just in time for a hectic career, forgotten annals of the Provincial Marine show.

Pontiac had leagued a dozen Indian tribes in an effort to throw off the white collar which was strangling red throats. In a swift stroke in 1763 he captured nine of the 11 British western posts. Only Niagara and Detroit held out. Fort Niagara on Lake Ontario was not attacked, but at the Devil's Hole below the falls a wagon convoy of supplies, with 20-odd

soldiers, was hurled over the bank and two companies of relief infantry were slain to a man.

Detroit was attacked again and again and besieged for six months and, if it had not been for a sloop and a schooner of the Provincial Marine, the garrison of 130 men would have been starved and slaughtered, and Britain would have lost the whole of the west.

Major Henry Gladwyn, a tough British fighter yet in his thirties, commanded at Detroit. When the little *Huron* reached him, with her four four-pounders, six swivels and crew of 12—not large enough to work them all at once—Gladwyn went aboard with reinforcements and carried the war into Pontiac's camp—literally.

It was blowing fresh from the northwest. The *Huron* cracked on sail till her black gun-lips kissed the dancing river water. Gladwyn flogged her upstream, tack and half-tack, long legs and short ones, with her almost standing on her ear.

The Indians saw her coming, her leaning sails brushing the river like wings of a wheeling gull. They hoped she'd capsize—but she didn't. They hoped she'd run aground, when she came boiling inshore with her bowsprit spearing the bank—but she didn't. She spun round, her stout new sails thundering and banging like cannon shots. When she filled away on the new tack offshore Pontiac got more noise, and more than noise—a blast from everything the *Huron* had that would go off—carriage guns, swivels with grapeshot, muskets and flintlock pistols. This hurricane slashed through the forest boughs and wrecked the redskins' camp and village.

Pontiac's squaws had to move the whole works across the river. He established a new camp behind a swamp on the other side, out of gunshot. He built great fire rafts three times, to destroy the *Huron* as she lay at anchor guarding the fort. Three nights in succession her crew fended them off.

Relieved by the big fat sloop *Michigon* as guardship, the *Huron*

was sent back to Niagara for reinforcements. She could make the round trip in a week, where the *Michigon* took a month.

When the *Huron* got back, Captain James Dalyell and troops he had brought had been cut to pieces by Pontiac in an ambush at the Bloody Ridge above the fort. She had to go right back to Niagara for more powder. This time on her return she was waylaid by 350 Indians in canoes at the river mouth.

The attack was made at night on Sept. 3, as she lay at anchor waiting for wind to drive her up against the current. Her hatches had been battened down, her bulwarks were heightened by a thick hedge of evergreens planted upside down in holes in the rail, and a tarred boarding netting was triced up over her like a circus tent.

The watch saw the red flotilla coming in the dark and fired the four-pounder into it, but the balls flew over and the canoes swarmed in under the bow and quarters, and redskins went up her sides and rigging like ants at a sugarbowl.

Captain Horst, her master, and his crew of 11, plied spears and pikes and cutlasses and killed 14 Indians outside the netting. But some hacked their way through with tomahawks and a mob reached the deck. They killed Captain Horst and two of the tars, and four more seamen were knocked out with wounds. When all seemed lost, Jacobs, the mate, roared out in Wyandot: "Blow her up! Blow her up! Blow her up! Jump for your lives! I'm shooting into the powder!"

His surviving crew could not understand—as was intended—but the Indians did. Wyandots, Potawatomi, Ojibways and Ottawas tumbled back into their canoes and paddled off without reasoning why they had understood the supposed order.

The six British tars still able to fight made mincemeat of the Indians remaining on board. Getting a good breeze, they hoisted sail and came storming up the river in the flush of dawn. Their hands and heads and bodies were smeared with blood and

CAYUGA TO THE RESCUE

clotted with gore, for the clothes had been torn off their backs in the hand-to-hand struggle. The gasping garrison thought the schooner had been captured and that Indians were using her in a stratagem to take the fort at the water gate. British cheers and eight dead Indians under the torn boarding netting quickly reassured them.

Amherst, far away in New York, made proclamation in the gazette of the "Bravery of the crew of the Schooner on Lake Erie" and each man of the Huron was given a medal to wear around his neck on a ribbon. Officers in the fort stripped off their own medals for the purpose.

The wily Pontiac talked of burying the hatchet and the siege of Detroit was lifted by degrees as his horde went off for the seasonal hunting. But the war was not over. Pontiac shifted it to Pennsylvania. It raged for two years longer there, burning and slaughtering in the frontier settlements, panicking the people into riots and reprisals and recriminations, nourishing the seeds of the American Revolution. But Detroit was not molested further. The Huron had settled that.

Jacobs, the daredevil mate, succeeded to the command of the Huron. He lost the little ship and his own life by his recklessness. He refused to take in more ballast, being proud of her fast passages. She capsized and went down with all hands in a gale on the north shore of Lake Erie.

New Type Earplug Elaborate Affair

New type earplugs will soon be in use in the RCN. With each containing ten separate watchlike pieces, the plugs are a far cry from the cotton batting most commonly used up to now to protect ear-drums from the concussion of gunfire.

The earpiece is made either of soft rubber or plastic, while the sound filter, in capsule form, is detachable. It operates on a simple mechanical principle: a tiny spring-operated valve closes for a fraction of a second to resist annoying pressure from loud noise, then opens instantly to permit passage of ordinary sounds. It thus eliminates the harmful effect of loud noises and withholds the pressure caused by the vacuum or repercussion that follows an explosion, while permitting the passage of conversation and other sounds of normal level.

It is expected the new earplugs will be available to the fleet early next year. They will be issued to gunnery, TAS and visual communications personnel and each ship will carry enough extras to take care of loan issues to others whose action stations expose them to gun blast.

HMCS Rainbow was undoubtedly a fine ship, who did her part in writing the early history of the RCN. However, sea cadets of RCSCC Rainbow, in Victoria, may be excused if, in their sentiments, the old Rainbow yields first place to a destroyer more than 50 years her junior.

This preference for the present over the past is not due to any disregard for tradition. It is, rather, the direct result of a gesture by the destroyer — a gesture which, while it might not actually have saved the life of Rainbow Corps, certainly went a long way toward putting it back on its feet.

The corps, last summer, was in a bad way. It owed more than \$600 in taxes on its Inner Harbor property. Its wharf facilities, heavily damaged in a winter storm, required rebuilding. The band needed new instruments. Operating and maintenance expenses had to be met. And Rainbow Corps had no money.

The situation was partly solved when officers of the corps organized a "Rainbow Carnival" that netted approximately \$1,900. However, they still had to keep the books with red ink, and with no relief in sight.

None, that is, until HMCS Cayuga, newly returned from her second tour in Korean waters, heard of Rainbow Corps' plight. A donation of \$250 from the canteen fund was suggested. This was raised to \$500, then, when the sea cadets' difficulties were fully understood, was boosted to \$1,000.

The donation was just what was needed to put Rainbow Corps back on the rails and under way at full steam. Taxes were paid, the wharves were rebuilt, band instruments were bought, other charges were met and a reserve was set aside for future expenses.

Said S. B. Marshall, chairman of the Sea Cadet committee of the Victoria branch of the Navy League of Canada:

"This is the greatest thing that could have happened for the sea cadets. It will provide an opportunity to build up the cadet movement here . . . and it will be an inspiration to the cadets to learn how they are regarded by the men of the fighting navy."

Said one of the Cayuga's men, by way of explanation:

"Those kids will be doing our job some day."



Mr. Paul Fecteau, left, of the Sea Cadet Committee of the Navy League of Canada, Victoria Branch, hands over a cheque for \$1,000 to two members of RCSCC Rainbow at a brief ceremony aboard HMCS Cayuga, whose ship's company made the donation to the Victoria sea cadets corps. Receiving the cheque is Sea Cadet C. Watson, while looking on are Lieut. Fred Little, commanding officer of the ship, and Cadet A. Lalond. (E-18580).

A Promise Is Kept

*Two Canadian Naval 'Fathers'
Call on 'Adopted'
Greek Boy*

SANTA Claus called early this year on John Chourpouliadis.

John is a 13-year-old fatherless Greek boy who more than two years ago was "adopted", under the Foster Parents' Plan for War Children, by officers and men staffing the Royal Canadian Navy's Electrical School at Halifax.*

They sent money and parcels of food and clothing to aid the boy and his poverty-stricken little family — his mother, grandmother and younger brother. And in replies to John's letters of thanks these new-found "fathers" promised that if ever in the future they were in ships whose travels took them to Greece, they would surely visit him.

The opportunity to make good the promise came last summer, during HMCS Magnificent's training cruise to Europe and the Mediterranean. On board the "Maggie" were two of John's "fathers", Lieut. (L) Mervyn Dunscombe and Chief Petty Officer Herbert Law, and when the ship put

* See *Crownsnest*, January and April, 1951.

into Phaleron Bay, near Athens, July 19, they set about making arrangements to visit the boy.

It wasn't easy, and for a time they were about ready to give up the idea. John lives in a suburb of Salonika, 400 miles from Athens, and no means of transportation could be found to get them there in the time available.

Then, 36 hours before the Magnificent was due to leave, the British Air Attache at Athens entered the picture and, through his good offices, the Greek Air Council kindly arranged a special flight in a DC-3.

They flew northward, seeing Mount Olympus, the plains of Marathon and the island-sprinkled Aegean Sea, and landed at Sedes, near Salonika. There Lieut. Dunscombe and CPO Law were provided with a jeep and an interpreter.

They found John's home on a street of humble cottages in a suburb of the city. Their knock at the door was answered by an aged woman who seemed terrified at the sight of the two khaki uniforms. She thought it

was the police, that something was wrong, and wildly protested that Madame Chourpouliadis and the children were away and would not be back.

However, the interpreter finally managed to convince her the khaki-clad visitors were two of John's foster parents from Canada. Then she told them she was the grandmother, brought out chairs and asked them to wait for Madame Chourpouliadis and the two boys, who would be home any moment.

Soon John arrived with his mother and brother. After an overwhelming welcome, the two Canadians were invited into the house, which consisted of a sparsely furnished living room and a bedroom.

Strong, black Turkish coffee was served and to it was added sugar, as a special luxury in honour of the occasion.

Questions by the visitors revealed that food and clothing cost about the same in Greece as in Canada. Children's shoes were about 75,000 drachma (\$6.00) a pair. School fees were three-quarters of a million drachma (\$65.00) a year.

However, the total income of this family, excluding Plan aid, was but the equal of three to four dollars a month. Were it not for the help they got from Canada, Madame Chourpouliadis said, they would have starved.

While their mother was talking, the boys were shy but eager listeners. When questions were put to John, he answered readily. He was happy in school and wanted to be a teacher. He was neatly dressed, pleasant mannered, and very conscious of his responsibilities as senior male member of the household.

John and his brother were taken for a ride in the jeep, which for them was a novel experience. Then it was time to leave.

With tears in her eyes, Madame Chourpouliadis thanked Lieut. Dunscombe and CPO Law and asked them to convey her gratitude to the others who had "adopted" her son.

A drive back to the airport, a quick flight to Eleusis, a short drive to Pireaus, and the day's expedition was over.



This "family" portrait was taken when two of his "fathers," Lieut. (L) Mervyn Dunscombe and CPO Herbert Law, visited 13-year-old John Chourpouliadis at his home near Salonika, Greece. In the front are John and his younger brother Theodoros (or "Billy") and behind them are Lieut. Dunscombe, Madame Chourpouliadis, "Mike", the interpreter, John's grandmother and CPO Law.

The "search party's" report on its mission had a sequel the next day, when a parcel of food, bought from the ship's stores with money donated by personnel of the electrical department, was turned over, along with a sum of money, to the Foster Parents' Plan office in Athens, to be given to John.

In Canada the contents of the parcel — macaroni, sugar, flour, bacon, corned beef, canned milk and jam — would give little cause for excitement, but on the strength of what they had seen and heard, Lieut. Dunscombe and CPO Law were able to paint for their shipmates a heart-warming picture of the happiness their gift would bring to the tiny home in Northern Greece.—*M.J.M.D.*

OFFICERS ELECTED BY SAINT JOHN NOAC

George Winters was elected president of the Saint John Branch of the Naval Officers' Association of Canada at the annual meeting at HMCS Brunswicker.

Other officers are: Joseph Donahue, vice-president; Alex (Sandy) Gregory, secretary, and Ralph Marr, treasurer. Eric Caines, Robert Bishop, Robert Rice, Donald Newton and Phillip Emmerson were named to the board of directors.

An invitation was extended to Lieutenant-Governor D. L. MacLaren to accept the position of honorary president for another term.

Navy POs Pay Calls On Orphans

Five petty officers of HMCS Magnificent gave children of two Plymouth, England, orphanages something to remember them by when their ship visited that port earlier this year.

The petty officers were ashore one day in Plymouth when they decided they'd like to do something worthwhile. They got their heads together and came up with a plan to visit one of the city's orphanages. Back they went to the ship and bought up all the spare chocolate bars in the canteen. Then they headed for the Catholic orphanage, where they began distributing the candy to the children.

One of the five remembered to take along a clown suit and he staged a performance which, according to all reports, was a big hit with the children.

The petty officers got such a kick out of the impromptu affair themselves that they decided to stage a repeat performance the next day, this time at the Protestant orphanage. This they did, and it was equally successful.

The five were Petty Officers Bruce Durdle, Breen Driscoll, George Edwards, Arthur Mooney and James W. Williamson.



On the Ontario's forecastle, Neptune's Herald (CPO James Wood) reads the proclamation announcing that His Oceanic Majesty will come on board the next day to claim his new subjects.

NEPTUNE COMES ABOARD

*And Tadpoles Become Shellbacks
as HMCS Ontario Crosses
The Equator*

IT WAS early in the first watch on the night of Friday, September 27. HMCS Ontario's officer-of-the-watch peered intently into the blackness of the tropical night. An air of uneasy expectancy gripped the cruiser.

Suddenly the starboard cable rattled in the hawse pipe. A glare of light flooded the foc'sle and there, scroll in hand, stood Davy Jones. Surrounded by a fierce royal guard, the herald of Neptunus Rex announced that His Oceanic Majesty and his Royal Court would welcome the Ontario as she crossed the "line".

At 0900 on September 28 the ship's company mustered on the quarterdeck and a raucous belch from a bass horn announced the arrival of King Neptune and his buxom Queen Amphitrite.

Arrayed in his imperial robe of sackcloth, Neptune presented Captain E. P. Tisdall with the Order of the Golden Fish and Chain. The Order of the Pusser Lamp was conferred on Commander Michael Stirling, the executive officer, so that he might show light in dark places while making rounds. Lieut. Geoffrey Barrick, the gunnery officer, received the Order of the Leg-Length Gaiters,

while the supply officer, Commander (S) V. W. Howland, was awarded the Order of the Stale Loaf in recognition of his efforts on behalf of the ship's company.

While Neptune conferred the Order of the Greasy Spoon on the Chief Cook, yelps of terror throughout the ship told of the success of the Royal Police in rounding up all "tadpoles". The groaning Royal Chaise Bearers carried the hefty Amphitrite to her throne on the foc'sle where the tribunal was to meet.

Lieut.-Cdr. P. A. G. (Casey) Baldwin, quarterdeck officer, was the first to be tried, convicted and sent to his just reward. No favorites were played. All victims had their forelocks cropped, were generously lathered, given liberal dose of "pills" and doused in the tank.

The bears in the tank worked quickly and efficiently on the "tadpoles", buffeting each about the head and ducking them under water.

After three hours of diligent endeavor, with the sun high above the mast, not a "tadpole" remained. All on board were "shellbacks", fully accredited members of Neptune's Legions of the Deep.—*M.H.C.*

Afloat and Ashore

ATLANTIC COAST

HMCS Wallaceburg

After six months of being almost constantly on the move, the ship's company realized with a start that summer was over. During the summer, they found themselves in Bermuda twice, Saint John, N.B., twice, Boston once, and St. John's, Nfld. twice, in addition to two cruises to the Gulf Stream area and back.

The Boston visit was the highlight of the summer. The ship spent five days there and each afternoon was a make-and-mend. There was no official entertainment, except for a small reception for the officers by the Canadian Consul, but the men made excellent use of the Armed Services Club, where they were given free tickets to baseball and football games and to current leading stage shows. Sight-seeing and pre-Christmas shopping rounded out the stay.

On a recent operational visit to the Grand Manan area the ship's company gained first hand knowledge of the importance of towing forward. The impellor shaft on the ship's main salt water intake parted, all

machinery had to be stopped and the Crescent took the Wallaceburg in tow twice during the course of an afternoon and night. The second evolution was performed with the help of back-bone lights. By 0330 next day the repairs were made good and the tow was slipped. The Wallaceburg arrived in Halifax none the worse about 1700 the same day, thankful that a predicted Atlantic gale had not materialized.

Refit began November 17 and the ship's company proceeded on rotation leave, drafts and courses ashore.

HMCS Crescent

With the summer cruises to Europe over, the Crescent settled down to the somewhat less glamorous job of taking classes from Stadacona and Cornwallis to sea for training. In this capacity she spent ten days in the Grand Manan area in company with the Wallaceburg and the submarine USS Threadfin.

The ship's company has undergone a considerable change since the last report. Lieut.-Cdr. J. R. Coulter was appointed commanding officer September 13, replacing Captain J.

C. Littler, who became Chief of Staff to the Flag Officer Atlantic Coast. Other officers and men have departed for courses and other duties and 30 ordinary seamen, fresh from the confines of Cornwallis, have arrived on board to undergo sea training. At the conclusion of Exercise Cordex, the ship's company began their annual leave period.

HMCS La Hullose

"The Lady" was granted a month alongside for a leave period before beginning her fall program of exercises. During the leave period a dance and smoker for the ship's company were organized. The dance was held in the ballroom of the Lord Nelson Hotel, September 16, and proved a huge success. Rear-Admiral R. E. S. Bidwell attended. The smoker was held in the Scotian gym October 17. It was another successful evening, with the Supply Officer, Lieut. (S) Bruce Campbell, arranging for an adequate supply of refreshments.

Officers and men were looking forward to a busy fall of training and cruises in the Western Atlantic and Bermuda waters on completion of leave period.

Communications School

CPO Joseph Kitson has assumed the duties of Regulating Chief Petty Officer in the school, having relieved CPO Arthur Howard, who is now attending the Prep School at Naden.

PO Hugh Christie has returned from HMCS Quebec, where he served for the period embracing Exercises Mainbrace and Emigrant. Also joining the staff was PO Kenneth Potter, from the West Coast.

HMCS Cornwallis

The official opening of the Ship's Company Mess at Cornwallis was held October 31 and was followed by a dance. The mess occupies the building which formerly served as the Chief and Petty Officers' Mess.

Members of this new mess will include the staff of Cornwallis with the rank of leading seaman and



For a portion of Exercise Mainbrace the Quebec posed as a lone "Orange (enemy) raider" whose job it was to elude, and at the same time harass, the main Mainbrace fleet. This meant an alert look-out had to be kept, and here three men cover their assigned sectors, searching for ships of the "Blue" force. They are Ordinary Seamen Ivan Cripps, Barrie, Ont.; Don Arthurs, Saint John, N.B., and John Anderson, Lipton, Sask. (QB-000).

below, and men under training in the Communications School.

Mess president is Ldg. Sea. John Haires, vice-president, AB Jack Ensley, and secretary-treasurer, Ldg. Sea. Robert Donaldson.

HMCS Portage

During the month of October the Portage exercised chiefly in the Halifax area but later sailed in company with the Wallaceburg, the La Hulloise and the submarine USS Threadfin for exercises in the Bermuda area.

CPO Christie Bennett left the ship October 21, a week before the Bermuda trip, bound for a staff job with the Resident Naval Overseer in Kingston, Ont. A fine shipmate and efficient electrical technician, CPO Bennett was active in the Welfare Committee and Benevolent Trust Fund committee.

TAS School

The TAS School began its winter training program in October. A new class of TD3s began training while TD3 "L" course embarked in the destroyer Crescent and minesweeper Wallaceburg for two weeks' sea training with the US Submarine Threadfin.

New faces on the staff and in classes include CPO Candido Decanido, who has joined the staff from

Cornwallis; CPO Jack W. Jackson, from the Crescent via leave, and PO Richard H. Eldridge, who joined TASI "G" class from HMCS Cayuga.

HMCS Shearwater

Shearwater is planning a Christmas party for dependents of personnel at the naval air station every bit as elaborate as last year's three-day celebration, if not more so.

This year the party will be held the afternoons of December 17, 18 and 19. More than 750 children, aged 18 months to 12 years, will attend the first two days, with a special matinee performance for the benefit of about 50 orphans from the Nova Scotia Home for Colored Children on the final day.

The Petty Officers' Mess at Shearwater is taking care of the arrangements. The Naval Wives' Auxiliary is selecting the gifts and the project is being paid for through the recent Klondike Night and a cut of the profits from the ship's canteens.

Six Shetland ponies will provide rides for the kiddies, with the compliments of W. L. Lynch, local circusman, who will also provide one of his pieces of amusement apparatus. There will also be slides, movies, swings, a merry-go-round, sideshows and attractions galore for the small fry. And, of course, Santa Claus will arrive by helicopter and hand out



Defence Minister Brooke Claxton talks with Ord. Sea. Thomas Thorne, of Dartmouth, third from the right, during his inspection of a guard mounted in his honor at the RCN Air Station, HMCS Shearwater, where the minister landed October 16 to begin a three-day visit to Halifax. Mr. Claxton officially opened the new Naval Research Establishment in Dartmouth, N.S., and witnessed air-sea exercises in HMCS Magnificent. (DNS-9513).

the presents. His reindeer and sled are strictly out of date as far as the air-minded Shearwater kids are concerned.

PACIFIC COAST

The Pacific Command played a prominent role during the visit to the West Coast of the Governor General, His Excellency, the Rt. Hon. Vincent Massey.

HMCS Sioux provided transport for the vice-regal party from Vancouver to Victoria, and later from Nanaimo to Prince Rupert. The Royal Canadian Navy at Esquimalt mounted a Royal Guard of Honor and the navy's new saluting battery at Black Rock fired a 21-gun royal salute.

HMCS Naden and the dockyard at Esquimalt and the Canadian Services College, Royal Roads, were inspected by the Governor General.

His Excellency and his party arrived in Victoria aboard the Sioux at 9:30 p.m. Tuesday, October 14, and spent the remainder of the week in the capital city. He re-embarked in the Sioux at Nanaimo on Sunday, October 19, for passage to Prince Rupert.

A 100-man Royal Guard from Naden was mounted for His Excellency's call at the Parliament Buildings on October 15, and for his visit



The cookery staff of HMCS Shearwater provided the colour escort when the Queen's Colour was paraded on the occasion of the Governor General's arrival at the naval air station. Here the colour escort, consisting of PO Ralph Mattson, CPO Cyril Preece and Ord. Sea. (A/PO) Ray Pease turns over the Colour to the colour party. (Ord. Sea. Pease was made an acting petty officer for the day). Receiving the colour from CPO Preece is Lieut. E. A. Fox. Other members of the party are CPO William Renaud, PO Daniel McCowell and PO Edward Black. (DNS-9323).



The bridge gives the orders, the upper deck handles the lines—and the unseen engine room provides the power—when a ship slips and puts to sea. The photo shows part of the engine room staff of HMCS Athabaskan at the "stand by" position just prior to the ship's departure for her third Korean tour. PO William Rhodes, of Vancouver, is at the starboard throttle, PO George Holenchuk is at the port throttle, Lieut. (E) H. F. Hindle, of Vancouver and Victoria, the engineer officer, keeps an eye on the telegraph indicator and PO Kenneth Sherman prepares to log the engine movements. (E-20774).

to the Esquimalt naval barracks the following day.

At Naden, the Governor-General addressed the ship's company drawn up at divisions on the parade ground. During his tour of the Canadian Services College he inspected the cadets on parade and gave a brief address.

HMCS Athabaskan

Before leaving for her third stretch in the Korean war theatre, HMCS Athabaskan experienced the customary pains of refit, trials and work-ups. With many of the old ship's company either drafted ashore or on prolonged leave, most of the strain had to be taken by new members of the crew.

Once the trying refit period was over and daily drafts had brought the ship close to her full complement, the almost daily confusion was replaced by well-regulated routine.

Trials gave the Athabaskan a chance to flex her new muscles. More than 7,000 rounds of four-inch ammunition had been fired from her main armament during her last Far East tour and the barrels had to be replaced by new ones. The trials

showed that the ship had lost none of her punch.

With almost her complete complement aboard, the Athabaskan then sailed for a week's working up exercises in Nanoose Bay. By then her crew included many veterans of the Korean sea war, some with previous experience aboard the Athabaskan and others who had seen the coast of Korea from the decks of the Sioux, Cayuga and Nootka. Thirty hands, fresh from the new entry course at Cornwallis, were also aboard.

At Nanoose, the ship's company towed forward, towed aft, rigged jackstays, secured to buoys and exercised seaboard crews, gun crews, damage control parties and so on. The Sioux arrived toward the end of the week and co-operated in a night encounter exercise and torpedo firing runs.

On the return to Esquimalt, life on board the Athabaskan became a succession of tests of seaworthiness and fighting efficiency, followed by last minute repairs and storing. Then there were final shore leaves and farewells, and the "Athabee" was off to the Far East determined to add to her already fine record of United Nations service.

TAS Training Centre

Lieut. D. A. Crump has rejoined the staff of the TAS Training Centre from his temporary appointment on the staff of the Reserve Training Commander. CPO William Fernie and CPO Hugh Dunbar have left the school, the former returning his Halifax home port division and the latter going on board the Athabaskan. CPO Frank Grant, PO Myron Arsenych and PO Frank Paulsen are new members of the staff.

In the tabloid track and field meet which took place on September 10, the TAS-Electrical team placed third.

Winter sports activities are about to commence and the TAS-Electrical teams hope to improve on their fourth-place summer Cock-of-the-Barracks finish.

Ordnance School

A number of changes have taken place in the school staff during the past two months. Two of the fire control chiefs, CPOs Alf Lee and Ken Province, are now attached to the Central School undergoing a course in the Prep School.

Men joining the school included CPOs G. Corp and W. Wynn and PO J. O'Dowd from the Athabaskan, CPO Fred Pippard from Nonsuch and PO E. Hemming from Carleton.

A smoker was held in the Petty Officers' Mess, HMCS Naden, in honor of the ordnance branch aboard the "Athabee." It was opened by a few words from Ordnance Commander J. F. Cosgrove and proved to be a very pleasant occasion for all who attended.

Another new face around these days is that of Ordnance Lieut.-Cdr.

Unique Medal Collection

Members of the United Services Institute at Halifax got a look at a unique collection of war medals at a meeting held in the gunroom in HMCS Stadacona. The collection, belonging to the Hon. D. Laurence MacLaren, Lieutenant-Governor of New Brunswick, covers the period from the Napoleonic Wars to the Boer War. It includes the Victoria Cross, Waterloo Medal, Crimean Medal, Roberts Star, Kimberley Star, China Medal and South African Medal, just to name a few.

The Lieutenant Governor said the medals were originally collected by his father and that more than 30 years was required to complete the collection, which today numbers more than 100 medals kept in a specially constructed case.

H. Lukey, who has come out of retirement from the RN to help out in various duties around the school.

Hockey and bowling practices are being held periodically to select the strongest teams to represent the school in the forthcoming leagues. Only casualty to date is PO Joe Hornosty, who is walking around with a red nose resulting from a collision with a hockey puck.

Everyone will be pleased to hear that CPO Bert Nelson, although still in the hospital, is on the road to recovery.

HMCS Cordova

Officers and men of HMCS Discovery, making a Thanksgiving weekend cruise aboard HMCS Cordova, had several hours of practical seamanship which they had not bargained for when the tender visited Seattle and Bremerton, Wash.

Lieut.-Cdr. Joe Roberts, as captain, took the ship to sea at about 1930 on a Friday evening. The smartly turned out former U.S. minesweeper cleared Vancouver with a slight haze hanging over the harbor. However, minutes after passing underneath Lion's Gate Bridge, a heavy fog set in.

The next morning, while proceeding down Puget Sound, in visibility of from 50 to 200 yards, radar operators were reporting as many as four or five ships, ranging in size from small fishing craft and pleasure yachts to ocean-going freighters and transports. On one occasion the Cordova ordered both engines stopped as a small ship hooted too close for comfort. Suddenly out of the grey fog a slim U.S. Navy cutter slid



A number of delegates to the Commonwealth Parliamentary Association convention which was held in Ottawa in September visited Halifax prior to the gathering and were taken on a tour of the harbor in HMCS Brockville, tender to the Halifax naval division, HMCS Scotian. Shown here on board the Brockville are, left to right; Captain R. E. Dudley Ryder, VC, RN, Ret'd., a Member of the United Kingdom Parliament; Commander W. G. Allen, commanding officer of Scotian; Mrs. S. G. Mavalankar, Sris Chattopadhyaya, Leader of the Opposition in the Pakistan Constituent Assembly, and the Hon. Shri G. V. Malavankar, Speaker of the House of the People, India. (HS-21771).

to within 100 yards. Hands of both ships exchanged greetings.

At 1300 Saturday afternoon the fog lifted to show the ship a mile off shore with her pointed dead on Pier 91, the berth allocated by the commandant of the U.S. Navy's 13th Naval District at Seattle.

At 0600 Sunday, the ship cleared for the U.S. Navy yard at Bremerton, where she berthed between two giant U.S. aircraft carriers undergoing reconversion.

During the morning and the afternoon, the ship's company was taken on a conducted tour of the huge base and was shown over an aircraft carrier, a supply ship and a recently reconverted destroyer.

Against the possibility of more fog, Lieut.-Cdr. Roberts took the Cordova to sea at 1515 Sunday afternoon and after an uneventful cruise secured briefly at Sechart and Port Mellon on Howe Sound before proceeding to the former Sea Cadet camp at Latona, where the ship came alongside again and all hands enjoyed a

turkey Thanksgiving dinner, prepared in the ship's galley by PO D. Dowler.

The ship returned to her base and was secured at 1620 Thanksgiving afternoon.

Five Sea Cadets were embarked along with officers and men of Discovery for the week-end cruise.

Communications Training Centre

Without a noticeable increase in complement, the Communications Training Centre in Naden has added a number of new faces. Ten "new" faces are in reality "old-timers" in the CTC, but they nevertheless possess the qualifications to be termed as new.

The Officer-in-Charge, Commissioned Communications Officer Albert Shirley, and CPO Tom Fraser recently joined HMCS Sioux as special staff when His Excellency the Governor General boarded the ship for a quick trip to Prince Rupert. Although the exact duties performed by Mr. Shirley

Scots Wrens Show Interest In RCN

Distance would appear to be all that keeps HMCS York from an invasion of Scots lassies anxious to become Canadian Wrens.

When PO Edith Ross left Toronto on leave of absence to visit her father, seriously ill in Scotland, she sought an opportunity to continue her training there.

On the first evening she reported, the Scottish girls showed intense interest in Canada's Wrens and their interest wasn't lessened by a talk she was later asked to give.

PO Ross was flooded with queries on length and conditions of full-time service, pay, uniforms (the British Wrens haven't restyled theirs since wartime) and life in Canada.

Word from PO Ross is that a Canadian recruiting office in Scotland would do a booming business.



Reservists of the three armed services are shown drawn up before the Cenotaph following the Services Day Parade held during the celebration of the 70th anniversary of the founding of Saskatoon. HMCS Unicorn played a leading part in a landing exercise staged as part of the celebration. (Photo by PO W. M. Stewart, Unicorn).

and CPO Fraser are not clearly understood, there seems to be a sudden interest in fishing around the establishment. The expressions displayed by the pair would seem to indicate a definite basis for the treasonous rumor.

Seven other "new" faces around the CTC qualify to be termed as such on the strength of alterations and additions made to their sleeves. Four of the seven have developed a definite port list, and the others have taken a sudden interest in walking with arms swinging. Denny Peirson, Tom Larkin, Anthony Veinpell and Clayton Moran, all CVs, were recently rated leading seamen, while Ralf Heys, George Buckingham and Albert Bouchard each added three of the biggest and brightest buttons to his sleeve to denote his "Chiefhood".

The tenth "new" face belongs to CPO Alfred J. Andrews and is a direct result of a holiday trip to Mexico.

Ldg. Sea. Ron Blake, now completing his discharge routine, has been replaced in the message center by Ldg. Sea. Don Lory, formerly in the Athabaskan.

Able Seaman . . . Oops . . . Leading Seaman Denny Peirson has left to serve on board the Athabaskan, while AB William Cholodylo has left to join the bushmen at NRS Aldergrove.

NAVAL DIVISIONS

HMCS Unicorn

(Saskatoon)

Calling of tenders for the long-awaited rifle range means that Unicorn will soon have an important addition to the division's training and recreational facilities.

The 1952-53 training season opened early in September and on Saturday, September 20, more than 50 officers, Wrens and men took part in the parade celebrating Saskatoon's 70th anniversary.

In addition, Unicorn participated in a river-crossing exercise that afternoon. The exercise was widely publicized and was watched by thousands of Saskatoon residents.

Unicorn's officers and men, under the command of Lieut.-Cdr. J. R. Strachan, staff officer, manned three harbor craft and diesel cutters and carried reserve army units across the river in an attack against an "enemy-held" beach. A company of naval commandos aided the attacking force.

Smoke screens, low-level bombing by planes from the Saskatoon RCAF Station and effectively timed underwater demolition charges added up to an extremely realistic display.

Approximately 20 officers from the division on October 6 attended a

Military Institute dinner in honor of Lieut.-General G. G. Simonds, Chief of the General Staff. After the dinner, General Simonds and other senior officers visited aboard Unicorn.

Several months of weekend work have borne fruit for the radio folk in Unicorn. Lacking classroom space, they decided to create their own. They accomplished this by putting a temporary partition down the centre of the existing room. Equipment is housed on one side, with classroom and Morse instruction on the other. All agree it's a big improvement.—*J.B.W.*

HMCS Queen Charlotte

(Charlottetown)

Lieut.-Cdr. J. J. Trainor was guest of honor at a mess dinner at Keppoch Beach Hotel, Charlottetown, before he relinquished his command of HMCS Queen Charlotte to take up an appointment at Naval Headquarters. Presiding was Lieut. K. A. MacKenzie, mess president.

Guests included Brig. W. W. Reid, Brig. G. G. K. Peake, Captain J. J. Connolly, RCN(R), Ret'd, and the officers commanding the various Prince Edward Island reserve force units.

Lieut.-Cdr. Trainor was presented with a brief case by Lieut. J. M. Richards on behalf of the officers of Queen Charlotte.

AB Danny Doyle has left the division for a QM3 course at Stadacona. Queen Charlotte's genial writer, Ldg. Sea. Harold (Steamers) MacCullough, has been drafted to HMCS Avalon. Their replacements are AB Donald MacKay and AB Maurice Gagnon.

HMCS Hunter

(Windsor, Ont.)

Hunter launched its season in fine style with a ship's company dance on the drill deck October 10. The well attended affair was organized by the welfare committee composed of Lieut.-Cdr. William Atkinson, Wren Lida Kapusciak, CPO Harry D. Bondy and AB John Marsh. Lieut.-Cdr. Atkinson acted as master of ceremonies.

The Naval Officers' Association, Windsor Branch, was host to a large crowd at its annual Trafalgar Ball, October 24. As usual, the event was a great success.

Great enthusiasm is now being shown for a weekly course in teaching techniques being conducted by a

professor from Wayne University in Detroit. The 16-week course is being held every Thursday, and it is felt it will be most beneficial.

Wednesday sports nights, under the charge of Sub-Lieut. Bob MacArthur, are proving a popular feature. The hockey team started practicing at the Windsor Arena October 15 and gear has been issued. There is also a badminton tournament in progress. Archery is being taught and there are enough basketball players for two teams.

Lieut. (W) Gladys Tunks reports that recruiting is going well for the increased Wren complement of 45.

HMCS Brunswick

(Saint John, N.B.)

Even the forests of New Brunswick were hospitable when two destroyer escorts, the USS Snyder and Kyne, called at Saint John in October.

A hunting party for the visiting ships was organized by CPO James Johnson of Brunswick, and seven Americans, ranging in rank from Commander to Seaman 1st Class, emerged from the woods with two fine deer.

A reception and dance were held for officers of the U.S. ships in Brunswick's wardroom, while a well-

attended dance held at the same time for enlisted men proved a great success.

The first anniversary of the return of the Wrens to Brunswick was celebrated on October 10 with a birthday party and dance in the Wrens' mess. The cake was cut with a naval cutlass.

HMCS York

(Toronto)

A church parade was held October 19, the Sunday before Trafalgar Day. The parade, approximately 525 strong, was made up of officers, Wrens and men of the Toronto naval division, members of the Naval Officers' Association and Naval Veterans' Association from the Toronto area and sea cadets. York's trumpet band led the parade.

After the service the naval units took part in a march past at which the salute was taken by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff.

York's first drill night of the fall and winter season was recorded and later broadcast by CKFH, Toronto, as a 30-minute program. Ceremonial drill was carried out with the York band and guard participating. Action stations and fire drill followed.

HMCS York's own recruiting film, "The Royal Canadian Navy Reserve and You", had its premiere the same evening and was followed by two boxing matches between members of the ship's company.

At quarters, shooting trophies were presented to CPO Leonard Rutherford, representing the Gunnery Division, by Mr. Tim O'Leary, Warrant Master-at-Arms during the Second World War and a former York reservist. The large trophy will be displayed on the quarterdeck, while the smaller will be retained by the winners.—A.C.T.

HMCS Catarqui

(Kingston)

Though not provided for in the plans, a naval commando unit from HMCS Catarqui made its appearance in a combined operations scheme called "Operation Mohawk" at the end of September and helped an army landing party to victory.

Beside personnel from Catarqui, participants in the scheme included airmen from the RCAF station at Trenton and the 9th Anti-Tank Regiment with headquarters in Belleville. The soldiers were embarked in HMCS York's PTC 716, HC 311 and the tug Loganville and were transported from Belleville to the landing area near Deseronto.

RCAF Harvards and Mustangs attacked and their dive-bombing produced some hits with flour-filled paper bags. Mohawk Airport was seized on schedule by the attackers, who included the unexpected naval commandos.

The Chief and POs' Mess is in operation again after a two-year holiday due to a shortage of members. The mess was renovated, in preparation for the re-opening, by CPO Charles D. Emsley and CPO Charles A. Vaughan.

HMCS Discovery

(Vancouver)

A highly successful blood donor clinic held in Discovery saw 186 members of the division turn out as volunteers.

The Red Cross arranged what it thought was a sufficient number of beds, but the response was so great that they had to send out a rush call for more equipment and staff. The donation session, held on a drill night, was arranged by Ord. Sea. Ted Roach, president of the Seamen's Mess.

Ord. Sea. Jimmy Smith has assumed duties as stoker on the RCN



A birthday party marked the first anniversary of the Wren Division of HMCS Brunswick. Here Wren Katherine Forestell, the first Wren to be enrolled at the Saint John division, holds the sword while Sub-Lieut. (W) Eleanor Dolan, Wren Divisional Officer, lends a helping hand in cutting the birthday cake baked for the occasion. Others in the picture are, front row, left to right: Wrens Carole Smith, Joan Sherren, Barbara Fitz Randolph, Dorothy Fraser, Ann Ashton, Lois Morrison, Dawn MacFarlane and Anne Fullerton. Rear row: Petty Officer Rose Galbraith and Wrens Mildred Weeds, Peggy Young, Florence Witherall, Eileen Connell, Barbara Forestell and Helen Allaby.

staff at Discovery following a transfer from HMCS Naden.

First of a series of monthly dances in the seamen's mess has been held successfully and plans are under way for the second. Meantime, committees from the wardroom, Chief and POs' Mess and the Seamen's Mess are at work lining up the annual Christmas party staged early in December each year for the children of RCN and reserve personnel at the base as well as orphaned and needy children of former naval officers and men.

Lieut. (W) Fanta Tait, RCN(R), has assumed her duties as Assistant Staff Officer (Administration) and will work with Lieut. James Butterfield, staff officer.

A divisional officers' conference, with Lieut.-Cdr. Peter Hinton of Ottawa in the chair, was held in Discovery, while for three days DVA welfare counsellors and the Benevolent Trust Fund western claims committee were also in conference, with Lieut.-Cdr. Ralph Wallace presiding.—*W.J.H.*

HMCS Nonsuch (Edmonton)

The fall social season for the three services in Edmonton was opened by the annual Trafalgar Ball at HMCS Nonsuch, with the commanding officer and officers of Nonsuch and the Naval Officers' Association as hosts.

The ball, held in a nautical setting on the division's drill floor, was under the distinguished patronage of the Lieutenant-Governor of Alberta, His Honor J. J. Bowlen. Among the 400 guests were Mayor William Hawrelak and Mrs. Hawrelak, and Chief Constable Reg Jennings and Mrs. Jennings.

In charge of arrangements were Lieut.-Cdr. Frank Banwell, chairman; Commander Lyle Hoar, Commander Everett Shaver, Lieut. Stuart Purvis and Lieut. (SB) Ed Howard, publicity.

The annual autumn dance of the chief and petty officers was also held in the drill hall, with the commanding officer, Commander George Manning, and Mrs. Manning as patrons. About 250 guests attended. The program was arranged by CPO Walter Curry, CPO Harry Roebrock, PO Frank Quiring and PO William Colter.

The first naval reservist from Nonsuch to serve in the Korean war theatre has departed for the Far East in HMCS Athabaskan. He is Ord. Sea. David O. Campbell and he



The Chief of the Naval Staff, Vice-Admiral E. R. Mainguy, took the salute when personnel of HMCS York carried out a march past following a church parade on the Sunday prior to Trafalgar Day. Here the Wren division from York marches past the saluting base. Members of the Toronto division, the NOAC, the Naval Veterans' Association and sea cadets attended the service.

is serving as an electrician's mate aboard the destroyer. A native of Provost, Alberta, Ord. Sea. Campbell has spent most of his life in Saskatoon where he joined the reserve at HMCS Unicorn in 1949. He made a cruise to the Caribbean in HMCS Magnificent in 1950 and transferred to Nonsuch about a year ago.—*E.W.H.*

HMCS Chatham (Prince Rupert)

Autumn highlight of activities at HMCS Chatham was the visit of the Right Hon. Louis St. Laurent, Prime Minister of Canada.

Mr. St. Laurent and his party arrived in Prince Rupert by air from Powell River on Sunday, September 7. After speaking to an assembly of school children, he attended a reception at Chatham where he inspected an honor guard from RCSCC Captain Cook.

During the reception, the Prime Minister was presented with an honor scroll from Indian chieftains of the Prince Rupert area and with a beautiful slate totem from the IODE.

Wrens of Chatham division earned praise for their skill in ushering the crowd, which at one point in the hour-and-a-half reception reached a peak of more than 600 persons.

With the opening of the fall training season, Chatham has become a busy place. New entries are arriving in increasing numbers, the Men's Mess has been reorganized and officers of the division have held an invitation ball. The scope of training has been greatly increased by the addition of new MTE and wireless equipment.

PO Bob Bradley, who made many good friends during his stay at Chatham, has gone to the East Coast for a Quarters Rate course. He has been replaced by PO Bob Fitzsimmons, who came directly from HMCS Sioux, in which he had served since she was re-commissioned.

Chatham's staff officer, Lieut. Noel Langham, has also left for the East Coast, where he is taking the Junior Officers Technical and Leadership Course. He has been succeeded by Lieut.-Cdr. J. Pearson, who came to the division from Naval Headquarters.

Two new officers have been welcomed. They are Acting Sub-Lieut. (W) Diane Kennedy, who came up from Chatham's lower deck, and Acting Sub-Lieut. (S) Jack Evans.

HMCS Donnacona (Montreal)

The fifth and one of the most successful of the Trafalgar Balls sponsored by RCN(R) and former naval officers of the Montreal area was held on HMCS Donnacona's drill deck on October 24, with Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, as guest of honor.

Navy Day was observed the previous Sunday. Donnacona personnel and sea cadets marched through the streets of Montreal to the saluting base in Phillips Square where the salute was taken by the division's new commanding officer, Commander G. St. A. Mongenais.

Members of the ship's company and the Ladies' Auxiliary visited the

Veterans' Hospital and distributed gifts and books to the patients.

The Ladies' Auxiliary held its first meeting of the season on October 22. Plans for the forthcoming Naval Party were drafted and social and welfare activities were discussed.

Remembrance Day ceremonies took place in Westmount on Sunday, November 9, with Navy, Army and Air Force participating. The parade formed up at the Royal Montreal Regiment Armory and a brief ceremony was held at the Westmount Cenotaph.

The previous night the Chief and POs' Ladies' Auxiliary sponsored a social evening in the Chief and POs' mess. Officers elected by the auxiliary at the recent annual meeting were: Mrs. R. McWilliams, president; Mrs. G. Lavery, vice-president; Miss H. Nicollis, secretary; Mrs. J. Bates, treasurer, and Mrs. C. Rankin, Mrs. J. Carlidge and Mrs. MacInnes, members of the executive committee.—R.F.D.S.

HMCS Tecumseh

(Calgary)

Calgary's winter social season was successfully launched by the Trafalgar Ball, sponsored by the Naval Officers' Association, on October 24.

The following week the Ship's Fund Committee staged a Halloween dance, with PO J. Robertson in charge of arrangements. Prizes were given for the best men's and women's costumes.

Lieut.-Cdr. Ross Dickinson has relieved Lieut.-Cdr. James S. Monteath as Staff Officer (Administration) at Tecumseh. Lieut.-Cdr. Monteath and Mrs. Monteath were honored by the wardroom and ship's company before the former left for the East Coast to take the JOTL course.—C.S.J.L.

HMCS Scotian

(Halifax)

The proximity of the sea and the RCN Air Station, HMCS Shearwater, gave Wrens of HMCS Scotian unequalled opportunities for summer naval training this year.

Favored by fine weather, Wrens turned out on Thursday evenings from July to September for boat pulling in Halifax harbor under the direction of Commissioned Boatswain C. P. Evans.

Air branch Wrens attended classes at Shearwater and were given flights in Harvards and helicopters. They also had a close-up view of the U.S. Navy blimps which visited Shear-



Ordnance Lieut. P. C. Buzzza, of Winnipeg, turns over the care of a patch of Canadian wheat to "O'Malley", a 14-year-old Korean, on leaving the island on which he spent two-and-a-half months as naval liaison officer with the West Coast Island Defence Element. Lieut. Buzzza, ordnance officer of HMCS Iroquois, planted the wheat from a jar of prize seed from his father-in-law's farm in Manitoba. (JR-119).

water early in July and heard a lecture on the place of the lighter-than-air craft in air-sea warfare.

Scotian's recruiting officer, Lieut. R. G. Cannell, has launched a recruiting drive for reservists. A competition has been started with a prize for the mess which introduces the most prospective recruits.

WEST COAST GETS FIRE DRILL FRESH-UP

A program aimed at promoting increased vigilance on the part of naval personnel, residents of naval married quarters and civilian personnel employed with the Navy was carried out by the Naval Fire Service of the Pacific Command during Fire Prevention Week October 5-11.

Posters were displayed throughout the command and other steps were taken to stress the dangers of fire and to train personnel in fire prevention.

At the dockyard, a lecture and display were conducted for civilian employees and major buildings were thoroughly inspected.

In HMCS Naden, fire drill practices were held in all barracks buildings during the silent hours, another lecture was given civilian personnel and major buildings were inspected.

At Royal Roads, two fire evacuation drills and a lecture were conducted and civilian employees at the College, as well as at the RCN magazine, boom defence and fuel oil depot, were given a talk and issued with booklets on fire prevention.

House to house calls were made at the 371 married quarters at Belmont Park and a booklet was left at each one. Children attending the John Stubbs Memorial School at Belmont Park were put through a test fire drill.

Not forgotten was the Victoria naval division, HMCS Malahat, where a fire drill was held on the weekly parade night.

Booklets were distributed to naval establishments in other parts of B.C.—G.R.L.

LETTER TO THE EDITOR

Dear Sir:

The cap controversy is proving an interesting one and I feel that the letter in your September issue demands an answer.

I do not deny that the cap is smart in a sense, but I insist that it is antiquated. This is not meant as a slur upon the traditions connected with it, but as a criticism of the old-fashioned design that cares nothing for comfort, convenience, neatness and originality. Canada has seen fit to break from older ties in many ways. What is so terrible about asking for a distinctive badge for her Navy?

Our friend remarks on the cap's neatness. Certainly it is neat — after hours spent in cleaning it. Has he, I wonder, ever stood for inspection in the rain, with white polish dribbling over his tally?

What we need is a washable, strong and serviceable cap, and there is no need to copy the Americans, as is so delicately hinted.

Harry F. Verran ABPH1,
HMCS Avalon,
St. John's, Nfld.

Real Spirit Shown By These Reserves

Twenty per cent of the officers and men of HMCS Catarqui make round trips of as much as 140 miles to attend Monday night drills in Kingston.

The much-travelled reservists are from Trenton, Belleville, Napanee and Brockville. A dozen or so of their number have been commuting faithfully on training nights for the past three winters.

CORONEL REMEMBERED

*Service Held in Honor
Of First RCN War
Casualties*

A WREATH dropped on the heaving loneliness of the South Pacific Ocean was the tribute paid by HMCS Ontario, during her South American cruise, to the memory of the first four members of the Royal Canadian Navy to lose their lives in action.

The ceremony took place on October 10, almost 38 years after an outgunned British cruiser squadron engaged a German squadron off Cape Coronel on the west coast of South America.

The Battle of Coronel was fought on November 1, 1914. The four Canadians who lost their lives were Midshipmen Malcolm Cann, William A. Palmer, Arthur W. Silver and John V. W. Hathaway, all serving in the flagship, HMS Good Hope.

The whole class of RCN midshipmen had volunteered to serve in the cruiser and drew lots to see who would go. Left behind was Midshipman G. C. Jones, later to become Vice-Admiral G. C. Jones, CB. He died on February 8, 1946, while Chief of the Naval Staff.

The British cruiser squadron, commanded by Rear-Admiral Sir Christopher Cradock, consisted of the Good Hope, two light cruisers, the Monmouth and Glasgow, and the armed merchant cruiser Otranto.

The German squadron which they encountered was under Admiral Graf Von Spee, in his flagship the Scharnhorst. The flagship was accompanied by the equally powerful Gneisenau and three smaller cruisers, the Leipzig, Dresden and Nuremberg.

It was sundown when the British squadron came on the German ships and, as they turned to meet the Germans they were silhouetted against the western sky and spray broke over their bows, making it impossible to use some of the lower guns.

Admiral Cradock, aware of the heavier guns of the enemy, nevertheless chose to attack. In the three-hour battle that followed, the Good Hope was badly hit and later blew up and sank. The Monmouth followed her to the bottom. The Otranto

was too heavily outgunned to take an important part in the battle and she and the Glasgow withdrew to the south and headed back to the Falkland Islands.

Coronel was avenged on December 8, 1914, in the Battle of the Falkland Islands. Vice-Admiral Sir Frederick Sturdee, in command of another British squadron, sank four of the five German ships. The swift cruiser Dresden fled and, in March, 1915, was found and destroyed in Cumberland Bay, on the coast of Chile, by HM Ships Kent and Glasgow.

The memorial service to the four midshipmen took place on the Ontario's quarterdeck, where prayers were offered by Protestant and Roman Catholic padres. The officer of the guard, a midshipman, ordered "present arms" while the ship's band played the band version of the Last Post. Captain E. P. Tisdall and two midshipmen dropped a wreath upon the sea.

Reveille was sounded, the hands dispersed and the ship proceeded on her journey, leaving the wreath tossing in the white wake.

Later in their South American cruise, the officers and men of the Ontario were to see a sardonic monument to Admiral Von Spee. In Montevideo harbor lies the rusting hulk of the pocket battleship Graf Spee, scuttled rather than put to sea and again face the lighter guns of the cruisers Exeter, Achilles and Ajax.



A wreath commemorating the first members of the RCN to lose their lives in war was dropped on the sea from HMCS Ontario in waters off Chile where four Canadian midshipmen went down in HMS Good Hope at the Battle of Coronel in 1914. (OT-1235).

East Coast Progress Lauded by CNS

A reminder that the function of shore establishments is to keep the Navy's ships sailing and aircraft flying was given by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, in a message following his visit to the East Coast.

"During my recent visit I was encouraged to note the progress being made in all shore establishments and to observe the growing keenness and pride in the service," Admiral Mainguy said.

"We must all remember, however, that the only reason for shore establishments is to have and maintain efficient ships and aircraft at sea and every effort must be directed toward this end."

LOWER DECK PROMOTIONS

RCN

ALLAN, Jack W. P1SH4
 ARMITAGE, John M. C2QM2
 AUBE, Stanislas E. LSVS1
 AULIS, Lawrence Q. LSRP1
 BAUR, Joseph J. P2EG3
 BETHELL, William R. LSAAS
 BLAKLEY, Robert W. P2PH2
 BONDY, Joseph H. LSAC1
 BOUTILIER, Louis G. LSOMS
 BRANDER, Walter E. LSTD1
 BROWN, Delmar R. LSTD5
 BUCHANAN, John W. C2ET4
 BUICK, David A. LSTD5
 BYRNE, Frederick B. LSAA1
 CALDWELL, Malcolm D. LSVS1
 CALNAN, James H. LSQRS
 CARTER, Richard S. P1RP1
 CASLER, James S. LSTD5
 CHAMBERS, Neil P. LSQMS
 CLARKE, Samuel D. P1AA1
 CORRIGAN, Anthony G. LSRAR1
 DAREVAU, Joseph H. C1GI3
 DAY, William H. LSTD5
 DIXON, William H. LSEM2
 DUNLOP, Robert. LSTD5
 ENGLISH, Roy A. P1ER4
 FAA, Harold M. P2ED3
 FILO, John. P2EG3
 FLEMING, Gerald F. LSRP1
 FOLEY, Lionel J. P2RP1
 FORWARD, Michael B. P1ET4
 FYFE, Joseph K. P1EA4
 GARDNER, Arthur J. C1ET4
 GEALE, Robert E. C2QM3
 GILBERT, John F. LSAF1
 GORDON, Donald M. LSTD5
 GOULD, Joseph F. LSTD5
 GRANT, Frank. C2TD2
 GUSTAFSON, Norman B. P1ER4
 HOBBS, Roy G. LSEM2
 HODGSON, William G. C2ET4
 HURTUBISE, Albert J. C2AA2
 JACKSON, Jack W. C1TI3
 JAMES, Richard E. C2GI3
 JAMIESON, Frederick L. LSAF1
 JAMIESON, Gerald E. P2QR1
 JEANES, James G. P2SM2
 KANYO, Zoli M. LSTD5
 KEOHANE, Maurice J. C1ER4
 LAVERDURE, Joseph E. C1EA4
 LEDUC, John M. LSAF1
 LEGER, Joseph W. P2TD1
 LEVY, John A. LSSM1
 LOCKHART, Robert J. LSRAR1
 McDONALD, Francis C. LSTD5
 McINNIS, Reagh B. LSAC1
 McIVOR, William T. LSLR1
 McRAE, Lawrence P. C2AA2
 McWHINNEY, Earl E. LSAAS
 MARSDEN, Thomas W. C2QR2
 MARSHALL, Blake R. LSTD5
 MICHOR, George. C2SM3
 MILJUS, Michael. LSRAR1
 MOSLEY, Ross H. LSQRS
 MOXAM, John A. LSQRS
 MUSCHAMP, William H. LSEM2
 NOBERT, Bernard J. LSTD5
 PAINTER, Keith W. P1RC1
 PAINTER, Leslie T. LSRPS
 PARSONS, William C. C2RA4
 PETERSON, James I. P2EG3
 PETERSON, Lloyd E. C2ET4

PETRONY, Edward C. P2QM1
 PILLAR, Donald R. LSAAS
 PRESTON, George W. LSTD5
 PRINGLE, Gilbert J. LSAC1
 PROSSER, Albert W. C2QM2
 PURDY, George E. P2RT3
 QUINN, Stephen P. LSSM1
 RANDS, Alan G. LSRCS
 ROBERTS, Lloyd W. LSAC1
 RUMSEY, Robert F. LSRAR1
 SALSMAN, Whiley D. LSRCS
 SAMWAYS, Douglas G. LSTD5
 SHAW, Dennis B. C2EA4
 SPENCE, John C. LSEM1
 SPENCER, James. P2ER3
 STEELE, William D. P1RC1
 STEIP, George F. LSTD5
 STEWART, Thomas C. LSLR1
 SWAN, Andrew W. LSRAR1
 TANCOCK, Theodore. P1ER4
 TEASE, Laurence O. LSRP1
 TEDDS, Leonard S. C2ET4
 TOPPING, William R. C2AA2
 WALKER, George E. LSQRS
 WHITE, Kenneth L. LSEM1
 WIDNER, John G. LSRP1
 WIER, Thomas D. LSSM1
 WILLIAMSON, Murray E. LSRCS

RCN (RESERVE)

ACHTYMICHUK, J. W. P1BD3
 AMON, R. D. C2QMS
 ANDREW, J. R. LSRP1
 BARNETT, R. S. P1QR3
 BROUILLARD, N. J. LSRAR1
 BURGESS, C. D. C2MM3
 CHAPMAN, C. C. C1GA4

CHARBONNEAU, M. C2NS3
 COOKE, C. R. LSQRS
 DALE, A. C2QR1
 DEWIT, W. LSSM1
 DUNFORD, G. W. C2CK3
 GILBRAINE, C. P. C1TD1
 GRIFFITHS, H. B. LSRP1
 HENRY, J. P1QR1
 HICKS, C. G. LSRP1
 JEFFS, W. R. C2MA3
 JUDSON, M. W. P2RPS
 KEEGAN, J. W. C2TD1
 KENNEDY, R. LSQMS
 KENYON, L. W. P2RP3
 KUAN, A. W. P1AW2
 LANOUELETTE, G. P1GA3
 LAMBERT, L. J. C2GA4
 LETT, T. R. LSRP1
 LEVENS, R. J. C1CR3
 MAXIE, J. C2MM3
 McCAW, H. J. C1CR3
 McLEOD, G. O. C2RP1
 ONYSKO, J. C1MM4
 PEERZAN, I. J. C2CK3
 PICKLES, C. LSRP1
 RIDGWELL, A. H. P1MM3
 RINDER, L. P1QR1
 ROGERS, J. D. C2TDS
 SETTLER, W. P. C2MR3
 SKYWORK, P. S. LSPW1
 SOMERLEIGH, E. R. C1MA3
 SWINEMAR, M. C. C2MM3
 WARDELL, J. A. C1PT1
 WATKINS, R. A. W. LSRPS
 WATSON, K. D. LSN51
 WELLS, G. A. C2QR2

MINOR MISUNDERSTANDING

The following series of related messages, gleaned from HMCS Magnificent's signal log, was forwarded without comment:

To: CANAVHED From: CANAVBRIT
 Info: MAGNIFICENT

Re FE 112957 & 113492. Admiralty state Patt. 2604 seats, bakelite, black are only type fitted in H.M. Ships. Confirmation requested that this type are satisfactory and that 100 No. will be acceptable in lieu of 98 No. originally ordered.

—271712Z.

To: CANAVBRIT From: MAGNIFICENT
 Info: CANAVHED

Urmsg 271712/June to CANAVHED. Patt. 2604 seats, bakelite, black are satisfactory. Urgent requirement. Please supply 100 to Malta air express.

—051150A.

To: CANAVHED From: CANAVBRIT
 Info: MAGNIFICENT

My271712/June and MAGNIFICENT's 051150 re FE 112957 and FE 113492. 100 toilet seats available for despatch to Malta within 14 days. Confirm air express approved total weight being approximately 5 Cwt. Also advise if amendment will be forwarded covering the additional quantity. Request immediate reply.

—141520A.

To: CANAVBRIT From: MAGNIFICENT
 Info: CANAVHED

Urmsg 141520A. Regret no copies of FEs 112957 or 113492 held. Understood seats referred to were for 2 inch air valves on catapult airstorage bottles and air distributing column which have been on order for over 12 months.

2. No requirements for toilet seats until return to U.K.

—150920C.



The Navy Plays



Supply Teams Tie For Barracks Trophy

Supply Naden and Supply School "A" tied for top place in the Naden summer Cock of the Barracks trophy competition, both with a total of 34 points.

On completion of softball, medley marathons and track and field, only four points separated the top four teams in the overall standing. Soccer was the final and deciding factor and was won by Supply School "A" with an undefeated record through the tournament. The ten points awarded for first place in soccer brought the Supply School team on a par with Supply Naden in the final scoring for the inter-part trophy.

Winter Sports Leagues Start at Stadacona

The inter-departmental winter sports program at HMCS Stadacona opened at the end of October with the playing of first scheduled games in basketball, volleyball, water polo, hockey and bowling leagues.

In all more than 75 teams, composed of over 500 players, are taking part in the program which will determine the

winner of the Cock of the Barracks trophy next spring. In addition to the over-all trophy, individual cups will be presented to each league champion.

Other events scheduled for the winter are tabloids of sports, medley marathons, swimming meets and possibly deck hockey.

Largest team entry is in the bowling league, which has 28. Hockey and basketball have 12 each, volleyball has 13 and water polo ten.

Three Straight Victories For Navy Soccer Team

The RCN soccer team, defending champion in the B.C. Tri-Service Soccer League, started off the current season with three wins in as many starts.

The opening game saw the RCN eleven defeat the Canadian Army team from Gordon Head by a 5-0 score.

In the second fixture Navy ran roughshod over Royal Roads, scoring 11 goals and allowing the cadets only one.

The RCN won the third game from a strong RCAF team by a 2-0 margin.

Chiefs Capture Air Station Soccer Title

The Shearwater inter-part soccer league completed a successful season with the Chief Petty Officers winning the championship. The Chiefs won the two-game total goal series from SNAM by 5 to 2, defeating the Air Maintenance team 3-0 in the second game after being held to a 2-2 tie in the first.

The Shearwater soccer team lost out to Sydney in a two-game total-goal final for the Nova Scotia championship. The first game ended in a 2-2 draw and Sydney squeezed out a 2-1 win in the second. It was the first defeat of the season for the naval airmen. In an exhibition game played later, Shearwater tied the Maritime champions, RCAF Summerside, 1-1 at Shearwater.

Naval Airmen Take Baseball Championship

The baseball team of HMCS Shearwater won the Nova Scotia Armed Forces championship by defeating RCAF Greenwood 14-10 and 14-4 in a best-of-three final series.

The Shearwater team earlier had eliminated HMCS Cornwallis in two straight games in the semi-finals.

In inter-part softball at Shearwater, the RCAF won the championship by defeating the Officers' team in the final. Eight teams entered the playoffs and the highly favored Civilian entry which had topped the league standings was eliminated in the early stages of play.

The RCAF won the first game of the final 15-10, lost the second 20-15 and won third by a 7-6 score.

Navy Outscores Army in Softball Contest

HMCS Stadacona retained possession of the Army and Navy officers' softball trophy as they defeated an Army team in a game played at Stadacona.

The two teams battled to an 11-11 tie in what was scheduled as a sudden death game, forcing a second to decide the championship. In this one the RCN team scored in all but one of the seven innings to win handily.



The inter-part soccer championship at HMCS Shearwater was won by the Chief Petty Officers' team pictured above. Front row, left to right: CPOs A. Coe, Halifax; J. Sellers, RN, Durban, S.A.; C. Sheldon, RN, Gosport, Eng.; D. Baker, RN, Margate, Eng.; C. Gillen, Halifax, and B. Clifford, Halifax. Rear row: CPOs G. Bussey, Halifax; C. Hines, Calgary; R. Hogg, Leaside, Ont.; A. Chartren, Peterborough, Ont.; H. Clark, Chester, N.S.; N. Modine, Halifax, and R. Dopchack, Winnipeg. (DNS-9438).

Stad Setting Pace in Football League

HMCS Stadacona held a comfortable two-game lead and appeared to have first place clinched as the Nova Scotia Canadian Football League entered its last phase. The Stadacona gridders had a record of five wins in six starts to lead second-place Shearwater, who had a 3 and 3 record.

HMCS Cornwallis, the other RCN entry in the five-team league, was in third spot with three wins and four losses. Dalhousie University and Dartmouth Arrows, the other two teams in the league, were tied for fourth but the University students had played only five games to six for Dartmouth.

Playoff berths would go to the first four teams.

Donnacona Enters Team in Lachine Hockey Loop

Plans for an inter-service hockey league in the Montreal area fell through because ice was not available, but HMCS Donnacona is represented in the Lachine Industrial and Service Hockey League.

Donnacona is up against teams from Dominion Bridge, RCAF St. Hubert, RCAF Lachine and Allis-Chalmers. The first practice was held in the Lachine Arena on November 5.

Volleyball is destined to play an important part in the Montreal division's winter sports program. Practice sessions are held Wednesday



Football action is caught by the camera in this photo of line play during a game between Cornwallis Cougars and Stadacona. (DB-1952).

evenings and Saturday afternoons, with special instruction for beginners, including Wrens. AB Bill Croll is supervising volleyball activities.

Coach Harry Segal reports increasing numbers turning out to Wednesday and Saturday basketball sessions. He has his eye on the Golden Ball Tournament and hopes to assemble a team that is a winner.

The Royal Canadian Navy's lone representative at last summer's Bisley shoot in England, PO Ken Fox, was presented by Commander G. St. A. Mongenais, commanding officer of Donnacona, with the Donegal Medal and the Queen's Hundred with attached Bisley badge. The presentation was made on a drill night before the ship's company.

PO Fox placed 12th among 4,000 competitors from every part of the British Commonwealth. He and PO R. D. Denman have offered to give marksmanship instruction to any members of the division who wish to turn out on Saturday afternoons and improve their shooting.

Captain Dillon Heads Stad Badminton Club

The Atlantic Command Badminton Club was re-organized and re-named the HMCS Stadacona Badminton Club at a meeting held at the Stadacona gymnasium.

Officers elected for the forthcoming term are: President, Capt. (S) C. J. Dillon; secretary, Lieut. (W) Nan McPhee, and treasurer, AB G. Flowers. The games committee consists of Lieut. H. W. Markle, Sub-Lieut. (MT) J. C. Ross and Miss

Betty Bowers. The entertainment committee includes Sub-Lieut. (MN) S. B. Allison, Mrs. H. Jackson and Mrs. R. Ley.

The club will be open to all RCN personnel in the Command and their dependents, and play will take place each Thursday and Sunday.

Calgary Division Forms Seven Curling Rinks

The roarin' game has become a popular sport with the navy in Calgary. Seven rinks have been organized by Chaplain W. J. Collett at HMCS Tecumseh and will curl on two sheets of ice at the Calgary Curling Club on Saturday mornings.

Badminton, too, has assumed a prominent role in Tecumseh's winter sports program. The drill deck is taken over by badminton players on every free occasion, with about 30 officers, Wrens and men playing regularly.

Hockey, Rifle Shooting Organized at Scotian

A lively hockey season is in store for HMCS Scotian, the sports officer, Lieut. W. A. Burkart, reporting that a hockey team is shaping up in each mess.

The other main competitive sport of the winter season will be rifle shooting. Teams are already turning out for weekly practice. The Wrens, under the instruction of Lieut. G. H. Cook, are preparing to challenge male supremacy in marksmanship, even though many of them have never shot a rifle before.



The softball league of the Dockyard Recreational Association at Esquimalt wound up its season with the "Office Odds", skippered by Cecil McRae, taking top honors. Here Mr. McRae is shown with the softball trophy and Commodore B. R. Spencer, Superintendent of the Dockyard, who made the presentation. (E-20743).



A softball team composed of Wrens under training in HMCS Cornwallis captured the 1952 championship of the Ladies' Western Annapolis Valley softball league. Front row: Wrens Patricia Rhatigan, Edmonton; June Buchanan, Nananee, Ont.; Doreen M. Koebel, Merritt, B.C. and Laverne Runge, Regina. Second row: Wren Monica Madden, Toronto; PO Clarence R. Manderson, Charlottetown and Montreal; Wren Agnes Englund, Lillooet, B.C.; Lieut.-Cdr. W. R. Inman, Charlottetown, sports officer, and Wren Eleanor Smith, Regina. Rear row: Wrens Lorraine Butler, Saskatoon; Jean Barret, London, Ont.; Shirley Loeffler, Windsor, Ont.; Lily Arnold, Toronto; Dorothy LeGrandeur, Edmonton, and Eleanor Charade, Montreal. (DB-1974).

Winter Sports Schedule Begins at Shearwater

The winter sports schedule at HMCS Shearwater is well underway, though movements of the air groups have made it necessary to divide inter-part schedules into two sections — before and after Christmas — to enable the groups to enter the post-Christmas competitions.

The officers' volleyball league opened October 15. The seven teams will be joined after Christmas by at least two from the air groups. The inter-part league, which started October 20, boasts 16 teams now and will get an additional four in the New Year. The basketball league has 11 teams at present and later will be increased to 13. Three teams, two intermediate and one junior, are entered in city basketball leagues.

Shearwater entered a hockey team in the Halifax-Dartmouth intermediate league this year and 11 teams started inter-part play the first week in November at the Dartmouth Memorial Rink. The groups will provide an additional two in the new year. CPO Charles Hines has started

an inter-mess league on the station. The wardroom and CPOs' and POs' messes at Shearwater and messes in other ships and establishments in Halifax will battle it out every Sunday at the rink.

York Pucksters Enter Service Hockey League

Opening of the National Hockey League season in Toronto was a stimulus to HMCS York to make plans to enter its own Navy team in the hockey wars.

Teams from Falaise Barracks, the RCMP, RCAF and York will tangle weekly in doubleheaders at either Scarborough or Weston Arenas. Regular skating and practice schedules have been drawn up to keep the York pucksters in top trim.

CPO Bob Crisp is coach of the Toronto sailors and has some high calibre material on hand.

York's softball season ended with a world series flourish. The RCN(R) team overran Dominion Customs in two straight games in the semi-finals of the Dominion Civil Service

Softball League (Toronto) then came up against the Westsides Post Office, twice city champions, in the final.

They split the first two games, Post Office winning the first 9-6 and Navy the second 9-4. In the deciding game the score was 4-4 in the last half of the ninth with Post Office at bat, two out and a man on third. A hit over second base scored the runner from third, and Post Office was again champion.

Two lively exhibition boxing bouts were part of the special entertainment offered on the opening night of the fall training season at York. Participants in the first of the well-matched three-rounders were Ord. Sea. Ron Nugent and Dave DiMarco, while Ldg. Sea. Charley Gailor and AB Dennis Popa flailed each other in the second. — D.P.

Command Soccer Tourney Won by Shearwater

HMCS Shearwater won the Atlantic Command soccer championship and the Sak's Trophy by defeating last year's titleholder, HMCS Cornwallis, 2-0 in a sudden-death final at the Stadacona playing field.

The Shearwater eleven had advanced into the final of the three-day tournament by overwhelming the Magnificent 10-0 and then scoring a hard fought 4-2 win over Stadacona. Meanwhile Cornwallis drew a bye into the semi-final and trounced HMCS Brockville 6-0 to qualify for the final.

Midshipman Brian Evans sent Shearwater ahead in the title match at the eight-minute mark and Ldg. Sea. Denis James notched the second goal in the second half. Outstanding for the naval airmen throughout the tournament were CPO Philip Baker, captain and coach, PO Robert Collier, left wing, and Ldg. Sea. Robert Allen, who played the first two games at centre forward and the last game in goal.

Cornwallis to Compete in Valley Hockey Loop

Skating and hockey practices are once again under way at HMCS Cornwallis and candidates for the hockey team which will wear the colors of the Cornwallis Cougars are rounding into shape. The team will again be entered in the Valley Hockey League.

President of the Cougars is Commander (S) B. F. Gorely and coach is Commissioned Writer Officer Eldon Darrach.

Just before the Cornwallis athletes turned their attentions to skates and hockey sticks, they entertained the soccer team of the Royal Navy submarine Artemis. The submariners proved too strong for the locals, who went down to a 5-2 defeat.

Chiefs and POs Win Portage Softball Title

The Chief and Petty Officers' team won the departmental softball championship of HMCS Portage, defeating the Stokers 8-3 in the final game. CPO Harry Lane, veteran of 23 years' naval service, was the winning pitcher. The ship then focused its attention on basketball until the opening of the hockey season.

Naden Badminton Club Begins Season

The Naden Badminton Club commenced play for the 1952-53 season on October 1 with a good turnout of both old and new members.

Lieut. (SB) William Northey was re-elected president of the club, with Lieut. (E) J. R. Turner vice-president and CPO J. A. Stoddart as secretary-treasurer.

The Naden club has become affiliated with the Greater Victoria Badminton Association and a full program of tournaments with Victoria clubs is planned.

Columbia Division Scores in Tug-of-War Tourney

The air was full of grunting, groaning and frenzied shouting when HMCS Cornwallis recently staged a mass-scale tug-of-war tournament. After three hours of this, the Columbia division new entries were declared the champions, having routed the divisional officers in the final.

The field was set up so that four pulls were going on simultaneously, with competitions broken down into three brackets. Columbia division won the new entry section, divisional officers the staff section, and Communications "B" the Communications School section.

Thirty Teams Entered In Shearwater Bowling

With 30 teams taking part, the Shearwater Inter-part Bowling League got under way on October 21. Games are played Monday to Friday at Clarence Park recreation hall. As in most of the inter-part sports, the bowling season is divided into two sections because of the movements of the Carrier Air Group and the Support

Air Group. They will enter about 100 additional bowlers in the post-Christmas section.

President of the league is Commissioned Master-at-Arms Joe Ball. Other officers are: Vice-President, AB William Knatchbell; secretary, Ldg. Sea. Cecil Malay; treasurer, PO William Foreman, and ex-officio, Lieut. J. P. Dean, sports officer.

Stadacona, Shearwater Enter Hockey League

Two Navy teams are entered in the Halifax-Dartmouth Senior Hockey League which opened its schedule in November. HMCS Stadacona and HMCS Shearwater are both icing teams in the six-team circuit, which also includes Dalhousie, St. Mary's, Dartmouth and Halifax Shipyards.

Shearwater Sponsors Junior Football Team

HMCS Shearwater once again has a junior Canadian football team, this year being coached by CPO Andrew Chartren. The juniors are men under 20 at the air station and the scheme provides a sort of "farm team" for the senior squad.

Chatham's Rifle Shooting Mastery Challenged

Currently afoot in Prince Rupert, B.C., is a proposal to organize a city league for .22 rifle shooting.

The move stems from the success of the HMCS Chatham men's team in the inter-divisional competition back in July, when it was at the top of the ladder.

Since then the men's team hasn't gone to any particular trouble to hide its light under a bushel. The Prince Rupert RCMP detachment and others have agreed that a little competition outside the division is in order.

Canservcol Gridders Trounce Stadacona

The visiting Royal Military College team had too much power for HMCS Stadacona as the cadets rolled to a 41-9 win in an exhibition Canadian football game played at Studley Field, Halifax, on October 11. Playing before the largest crowd ever to watch a Canadian football game in Halifax, the RMC gridders overwhelmed the Stadacona team with spectacular passing and slick ball handling.



Members of the Communications School team which won the baseball championship of HMCS Cornwallis this year are pictured here. Front row, left to right: Ordinary Seamen Jim Simpson, Belleville, Ont., and John Brown, Edmonton; Commander R. W. Murdoch, Victoria, officer-in-charge of the school; AB Don Reisenburg, Montreal, and Ord. Sea. A (Whitey) Church, Windsor, Ont. Second row: Ord. Sea. Jerry Avis, Hamilton, Ont., AB Robert LeBlanc, Sydney, N.S.; Ldg. Sea. John Sandford, Brantford, Ont.; Ordinary Seamen Clive Sutcliffe, Cabri, Sask., and Ray Zillman, Winnipeg. Third row: Ordinary Seamen George Murfin, Calgary; William Freeman, Windsor, Ont.; Ken Whitney, New Toronto, Ont.; Bob Robertson, Windsor, Ont. Fourth row: Ord. Sea. George Friis, London, Ont., and AB Jack Grosvenor, Toronto. (DB-1962).

Weddings

Lieutenant-Commander John G. Chance, HMCS Catarqui, to Sub-Lieutenant (MN) Margaret M. Mace, of HMCS Stadacona.

Ordinary Seaman Alvin Church, HMCS Cornwallis, to Wren Helen Rollet, of Windsor, Ont.

Lieutenant-Commander Dennis B. Daines, HMCS Donnacona, to Miss Jessie T. MacLellan, of Port Hood, N.S.

Lieutenant Stanley Dee, HMCS Cornwallis, to Sub-Lieutenant (MN) Noreen Richmond, of HMCS Cornwallis.

Able Seaman Harry Finlay, HMCS Portage, to Miss Bernice Havill, of Montreal.

Lieutenant William S. Lover, HMCS Stadacona, to Lieutenant (W) Audrey B. Worden, of HMCS Cornwallis.

Chief Petty Officer Edward McSweeney, HMCS Stadacona, to Miss Audrey B. Eisner, of Chester, N.S.

Able Seaman Louis J. Neuman, HMCS Queen, to Miss Dorothy I. Rump, of Regina.

Lieutenant A. J. Preston, HMCS Beacon Hill, to Miss Ann Dickinson, of Victoria.

Able Seaman Ronald G. Randle, HMCS Shearwater, to Miss Ruby Steeves, of Salt Springs, N.S.

Lieutenant (S) Peter Shirley, HMCS Cornwallis, to Miss Gally Pitt, of Halifax.

Able Seaman Malcolm J. Thistle, HMCS Stadacona, to Miss Doris R. Moore, of St. John's, Nfld.

Births

To Petty Officer Everett Anderson, HMCS Queen Charlotte, and Mrs. Anderson, a son.

To Leading Seaman D. A. Atha, HMCS Tecumseh, and Mrs. Atha, a daughter.

To Able Seaman James Caldwell, HMCS Queen Charlotte, and Mrs. Caldwell, a son.

To Lieutenant John S. Cottingham, HMCS Portage, and Mrs. Cottingham, a son.

To Petty Officer J. Derrick, HMCS Naden, and Mrs. Derrick, a son.

To Leading Seaman R. J. Donaldson, HMCS Cornwallis, and Mrs. Donaldson, a daughter.

To Lieutenant (L) Joseph Elson, HMCS Stadacona, and Mrs. Elson, twin daughters.

To Lieutenant (SB) T. E. M. Everett, HMCS Carleton, and Mrs. Everett, a son.

To Petty Officer Winston Judson, HMCS Queen Charlotte, and Mrs. Judson, a son.

To Lieut. (S) L. M. Langstaff, HMCS Shearwater, and Mrs. Langstaff, a son.

To Able Seaman Eugene Larter, HMCS Queen Charlotte, and Mrs. Larter, a daughter.

To Petty Officer V. Little, HMCS Naden, and Mrs. Little, a son.

To Chief Petty Officer Trevor Lovekin, HMCS Portage, and Mrs. Lovekin, a son.

To Leading Seaman L. H. McInnis, Central Experimental and Proving Establishment, Edmonton, and Mrs. McInnis, a daughter.

To Petty Officer Donald P. Raven, HMCS Discovery, and Mrs. Raven, a son.

To Commissioned Communications Officer C. J. Scott, HMCS Cornwallis, and Mrs. Scott, a daughter.

To Chief Petty Officer W. Walters, HMCS Cornwallis, and Mrs. Walters, a son.

To Leading Seaman P. J. Wilkins, HMCS Stadacona, and Mrs. Wilkins, a daughter.

MAN OF THE MONTH

(Continued from Page 7)

CPO Beaulieu was married early in the war to the former Kathleen Haney of Halifax. They have three children, David, 10, Pamela, 6, and Stephen Patrick, 2.

The "Chief" pursues a lone hobby of woodworking, but he numbers among his sports ice and roller skating, hockey and swimming. — L.S.

NAVAL DRIVER THIRD IN NATIONAL ROADEO

Gordon V. Smith, civilian motor transport driver from HMC Dockyard, Esquimalt, placed third in the finals of the semi-trailer competition at the sixth annual National Truck Roadeo at Toronto November 10.

Mr. Smith qualified for the national event by winning the semi-trailer championship at the B.C. Roadeo in September.

STUART LINDSAY HEADS SASKATOON NOAC

The new president of the Saskatoon Naval Officers' Association is Stuart W. Lindsay.

The election of officers, held at HMCS Unicorn, also saw Dr. Herb Coulborne named vice-president and Dr. J. M. Roxburgh secretary-treasurer.



About to make an underwater check of HMCS Iroquois' hull is AB Harry Thompson, of Montreal, a naval diver serving in HMCS Nootka. The inspection was made during one of the occasions when the ships were together at a UN base in Japan. His helpers are AB Harry Chatham, of Montreal, and Ldg. Sea. Charles Stobbs, of Woodstock, Ont. (IR-106).

Retirements

CHIEF PETTY OFFICER JOHN BRETHERTON RIMMER

Rate: C1GA4
Age: 37
Length of Service: 20 years.
Hometown: Toronto.
Joined: October 11, 1932, as a Boy Seaman.
Served in: HMS Excellent; HMC Ships Naden, Skeena, Stadacona, Champlain, Vancouver, Fraser, Armentieres, Ottawa, Saguenay, Avalon, Cornwallis, Givenchy, Stadacona II, Nootka, Prevost, Scotian and Antigonish.
Awards: Long Service and Good Conduct Medal, October 11, 1947.
Retired: October 11, 1952.

CHIEF PETTY OFFICER HERBERT LAWRENCE CLARK

Rate: C1Q13
Age: 37
Length of Service: 20 years.
Hometowns: Dartmouth, N.S., Swift Current, Sask., and Edmonton.
Joined: October 11, 1932, as a Boy Seaman.
Served in: HMC Ships Naden, Stadacona, Saguenay, Champlain, Gaspé, Summerside, Wetaskiwin, Peregrine, Prestonian, Scotian, Athabaskan, Iroquois, Swansea and Magnificent.
Awards: Long Service and Good Conduct Medal, October 11, 1947.
Retired: October 11, 1952.

CHIEF PETTY OFFICER JOSHUA CHARLES ARLINGTON SNELGROVE

Rate: C1QRS
Age: 42
Length of Service: 20 years, 13 days.
Hometowns: Montreal and Halifax.
Joined: October 8, 1928, as an Ordinary Seaman.
Served in: HMC Ships Stadacona, Champlain, Saguenay, St. Laurent, Ottawa, Prince Henry, Caribou, Chaleur, Ambler, Cornwallis, Scotian and Llewellyn.
Awards: Long Service and Good Conduct Medal, December 20, 1950.
Retired: October 20, 1952.

PETTY OFFICER HOWARD MARRIOTT PLANK

Rate: P1RG3
Age: 37
Length of Service: 20 years.
Hometowns: Rockingham, N.S., and Swift Current, Sask.
Joined: October 11, 1952, as a Boy Seaman.
Served in: HM Ships Vernon, and Courageous; HMC Ships Naden, Skeena, Crusader, Ottawa, Stadacona, Cornwallis and Shelburne.
Awards: Long Service and Good Conduct Medal, October 11, 1947.
Retired: October 11, 1952.

TWO GREAT NAVY BOOKS

Together, "The Far Distant Ships" and "The Naval Service of Canada" tell a complete, interesting story of all activities of the Canadian Navy up to the end of the Second World War. Mr. Schull's popular book gives a vivid account of nearly six momentous years of sea warfare, while Dr. Tucker's masterful work provides a sweeping history of the whole development of the Navy, up to and including the operations on shore during the Second World War. The two books are complementary, and there is no duplication of subject matter. Either one or both would make a highly appropriate Christmas gift for a Navy man.

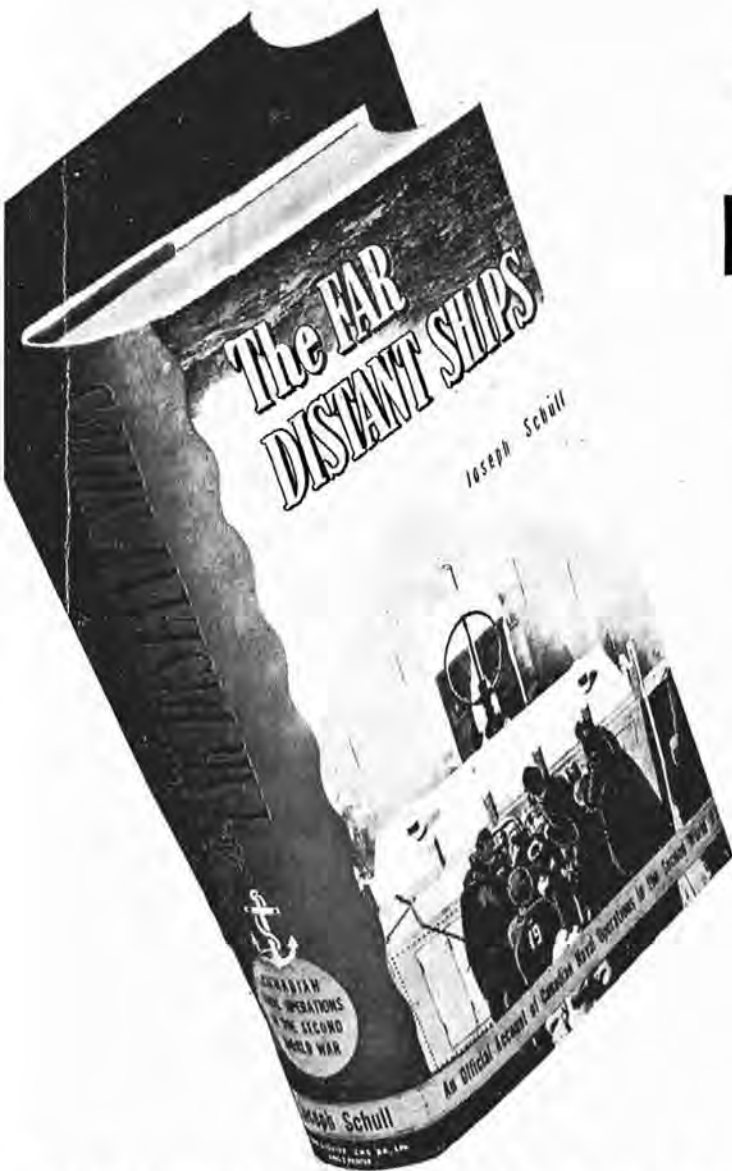
THE FAR DISTANT SHIPS, by Joseph Schull

Reprinted by popular demand, this dramatic narrative presents in easy, informal language the story of Canadian naval operations during the Second World War.

An account of Canadian participation in the Battle of the Atlantic makes up a large part of the book. It is by no means all, however, of a story which ranges over most of the world's seas. The Canadian Navy's share in the North African landings, in the brilliant actions in the Channel and the Bay of Biscay, in the fierce U-boat warfare along the eastern seaboard of North America, and in the Normandy landings is told fully and vividly.

Twenty-six maps and over thirty illustrations enliven the text of this handsomely printed volume. Among the appendices, one of particular interest to navy men is a table showing the principal Canadian ships and their commanding officers throughout the war.

\$3.50



THE NAVAL SERVICE OF CANADA, by Dr. G. H. Tucker

In this book the story of the growth of the Canadian Navy from its early origins to the present day is told in detail for the first time. Volume One of this work recounts the history of the Navy in its origins and early years. Although the naval defence of Canada was for a long time primarily carried out by the Royal Navy, its forces, particularly on the Great Lakes, included many Canadians. In writing this narrative the author has succeeded in capturing the flavour of events as they happened.

Volume Two tells of the operations on shore during the Second World War. The many problems of policy, training, supply, etc., are well documented and lucidly explained. Dr. Tucker has taken great pains to make this history accurate and complete. His careful sifting of departmental records, upon which much of the book is based, has resulted in a highly authentic account. His wide knowledge of modern history has enabled him, not only to present accurate facts, but also to interpret the international significance of historical events.

Without compromising his responsibility to produce a reliable history, the author has written in a clear, forceful style. Full colour reproductions of dramatic paintings by Canadian War Artists appear throughout the book.

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