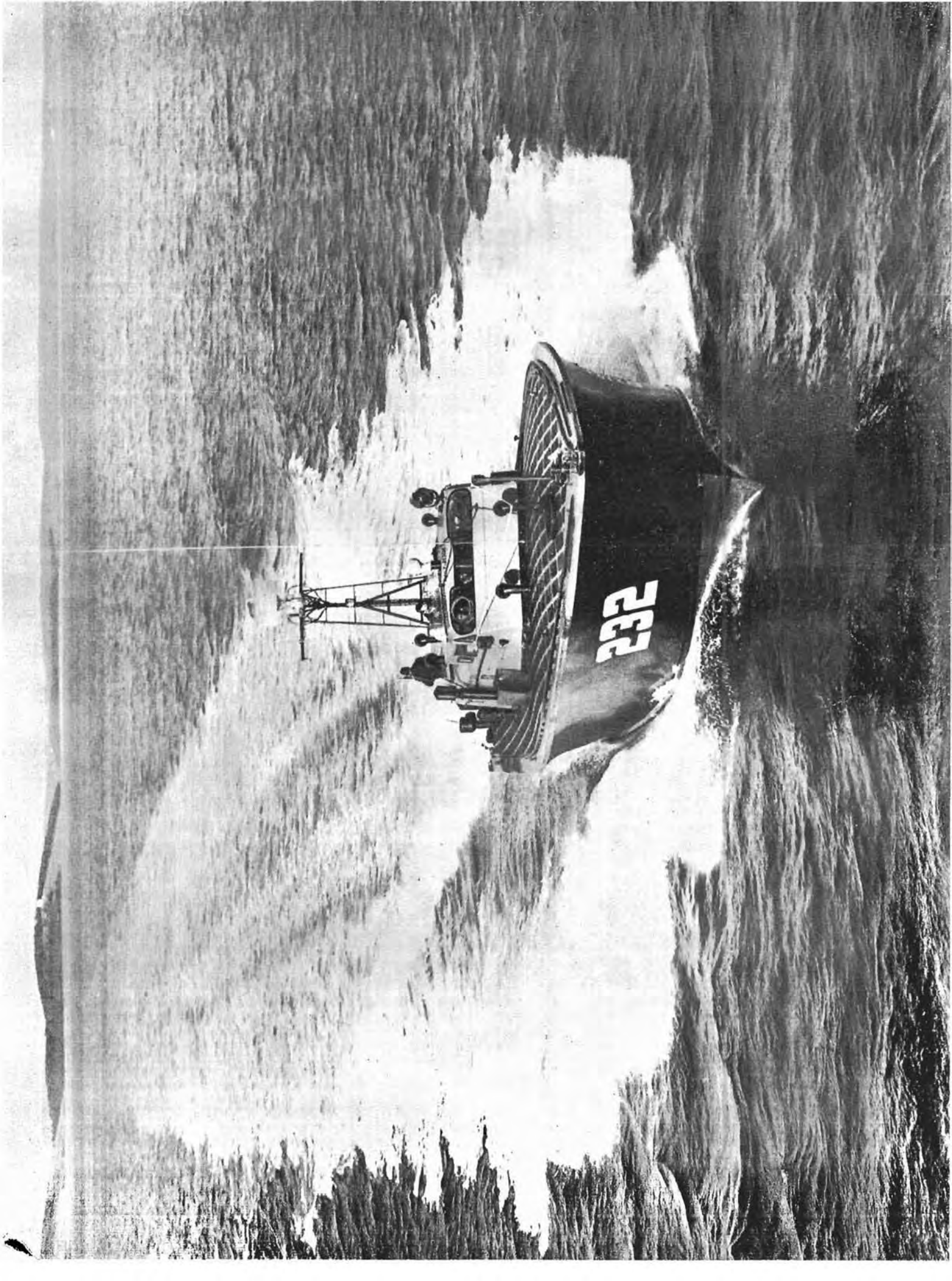


^{the} CROWSNEST





The CROWSNEST

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LADY OF THE MONTH

Three high speed rescue launches were included in the components of the RCAF Marine Section at Dartmouth, N.S., which the RCN took over last November. One of the launches has been commissioned as HMC HSL 232 and is operating in conjunction with flying activity at HMCS Shearwater, the RCN Air Station at Dartmouth. This aerial photo shows the launch working up to her full speed of better than 50 mph in the Halifax harbor approaches. (DNS-6202.)



Canadian destroyers have distinguished themselves many times in the year-and-a-half they have been in the Korean war theatre. They have carried out a variety of duties—from convoy escort to inshore bombardment—with equal skill, and in so doing have brought credit to themselves, their service and their country.

Yet, when the story of their part in the Korean war is finally told, it may well be that its most significant chapters will be, not those dealing with the blows they struck as instruments of war, but those relating the deeds they performed as messengers of mercy.

Those destroyers—or more exactly, the officers and men in them—have shown, when the occasion offered, an ability to reduce to their essentials the principles which they and their United Nations comrades have undertaken to defend.

Sympathy, understanding and respect have marked their dealings with the unfortunate people of Korea. To the destitute, sick and homeless they have given food, clothing, medicine and, sometimes, shelter.

By these acts of humanity, performed instinctively as a moral duty, they have given those people renewed hope. At the same time they have established a two-way bond of friendship whose worth might well prove greater and more enduring than any victory of arms or peace table treaty.

Cover Photo — With her main armament swung to port, HMCS Sioux carries out a deliberate bombardment of enemy positions on the west coast of North Korea. The photo was taken a split second after the destroyer had loosed a salvo of 4.7-inch shells at her target.

The Sioux in mid-February will become the first Canadian destroyer to complete two tours of operations in the theatre of war. She is scheduled to be relieved then by HMCS Nootka and to return to her home port of Esquimalt, B.C., early in March. (SO-45).

R.C.N. News Review

Canadian Ships Active on both Korea Coasts

Canadian destroyers operated off both the east and west coasts of Korea during January.

A United Nations communique issued January 17 reported that the Cayuga had joined with other UN units in a night attack on enemy troops, gun positions and supply dumps on the west coast.

The same announcement said that a four-ship force which included HMCS Athabaskan had bombarded the Songjin sector, on the east coast, paying particular attention to rail facilities and similar targets.

A few days earlier, the Athabaskan was credited with scoring three direct hits on a rail junction in the same area.

During the same period, the Sioux was engaged in carrier screening duty in the Yellow Sea.

Nootka to Relieve Sioux this Month

The Korean relief cycle will begin another phase in mid-February when HMCS Nootka arrives in the Far East to relieve the Sioux.

The Sioux will thus become the first Canadian destroyer to complete two full tours of duty in the theatre

of war. Immediately on being relieved, she will sail for her home port of Esquimalt, where she is due to arrive early in March.

The Nootka set out from Halifax December 30 on the 12,600-mile, six-week voyage that would take her back to the Far East for her second tour of operations.

HMCS Quebec Commissioned in Esquimalt Ceremony

A second cruiser joined the fleet when, on January 14, HMCS Quebec was commissioned at Esquimalt under the command of Captain P. D. Budge.

The Quebec was sponsored by Madame Gaspard Fauteux, wife of the Lieutenant-Governor of the Province of Quebec. In French and English, Mme. Fauteux pronounced the traditional words: "I name this ship Quebec. May God bless her and all those who sail in her." Then, with a pair of golden scissors, she cut a ribbon which unveiled the ship's port nameplate.

On the jetty alongside which the cruiser lay were the hundreds of dockyard workers who had prepared her for service and the 425 officers and men who would take her to sea.

The Quebec, formerly HMCS Uganda, had been in reserve since

1946. She was taken in hand for an extensive refit and modernization six months ago.

Following trials and work-ups on the West Coast, the ship will proceed to Halifax, arriving the latter part of April. She will be based on the East Coast and will serve as a training ship for new entry seamen.

New Barracks Block to be Built at Naden

Contract was let in December for construction of a \$1,750,000 barracks block at HMCS Naden, Esquimalt. The reinforced concrete structure will be built by the Commonwealth Construction Co. Ltd. and is expected to be finished in approximately 18 months.

Work on the project started in January and was going ahead on a day and night basis. The barracks will be located at the crest of a rocky hill overlooking Esquimalt Harbor.

The block is designed to accommodate about 750 men in standard four-man cabins equipped with single beds. Personnel will be messed in the building in a roomy, modern cafeteria. Recreation spaces and other facilities similar to those in the new barracks block at Halifax (see page 4) will be included.

South American Ports Visited by Frigates

Two West Coast frigates, the Beacon Hill and Antigonish, passed the half-way mark in their seven-week cruise to South and Central American ports and, at the end of the month, were on the first stage of their return journey to Esquimalt.

In the preceding four weeks the frigates had carried out an intensive training program at sea, interrupted by comparatively brief but enjoyable stays in San Diego, Calif., and Talara and Callao, Peru, the latter the seaport for the capital city of Lima.

One other break in the training grind occurred when the ships crossed the equator. Then, in traditional fashion, the 36 officers and men who qualified as "shellbacks" initiated the 259 "greenhorns" and "tadpoles"



Families and friends watch as HMCS Nootka slips ghost-like through a Halifax harbor fog, bound for the Far East and her second tour of United Nations duty. The destroyer sailed December 30. (HS-17232).

who were crossing the line for the first time.

Due back in Esquimalt February 23, the Beacon Hill and Antigonish will call at Balboa, Canal Zone, Corinto, Nicaragua, and Long Beach, Calif., in the course of their homeward voyage.

In addition to their regular crews, on board the two frigates for training are 20 subordinate officers, 17 men qualifying for quartermaster duties and 47 ordinary seamen.

Swansea Starts Refit after Caribbean Cruise

HMCS Swansea, a ship that has logged a lot of mileage in the past year, added further to her total when she made a three-week cruise to the West Indies in January.

The Swansea left Halifax January 9 and sailed directly to Nassau, Bahamas, where she visited from the 13th to 16th. From there she proceeded to New London, Conn., thence to Halifax for a brief stop before going to Bermuda for four days.

The frigate is scheduled to begin her annual refit early in February.



The first naval vessel to be launched at Victoria since the Second World War went down the ways December 28 at Victoria Machinery Depot. A gate vessel, she was christened HMCS Porte de la Reine by Mrs. K. F. Adams, wife of Commodore K. F. Adams, Commodore RCN Barracks, Esquimalt.



Naval families have begun moving into apartments at the Wright's Point housing development, across the harbor from Halifax. The project will provide a total of 521 apartments for families of naval personnel based at Halifax, with full occupation expected by the end of the summer. By then the community will number close to 3,000. Shown above are some of the apartment buildings as they neared completion. (HS-16956).

CABINET MINISTERS VISIT DESTROYERS

Two Canadian cabinet ministers, Defence Minister Brooke Claxton and Veterans Affairs Minister Hugues Lapointe, and members of their party visited the destroyers Cayuga and Athabaskan during their tour of the Korean theatre last month.

It was a bright, mild January 5 when the party, headed by Mr. Claxton, descended to the Athabaskan in a drydock at Kure, Japan. The Athabaskan was in for her semi-annual docking and, after a brief pause while the party went aboard, the riveters and painters noisily returned to their job of cleaning and refurbishing the ship's hull.

The visitors were split into several groups and were taken on a tour of the Athabaskan, following which Mr. Claxton spoke to the assembled ship's company and, at the conclusion of his address, was accorded a rousing cheer.

Mr. Claxton congratulated the men of Canada's destroyers on "the great part you are playing in the United Nations effort to deter aggression."

The defence minister invited questions and said he would be glad to see privately anyone who had any personal problems. About half a dozen men availed themselves of the offer and spoke with Mr. Claxton in the cabin of the commanding officer, Commander Dudley King.

As he had done in Korea for the 25th Brigade, Mr. Claxton told the sailors that if they wished to send a letter to relatives or friends, he would take the envelopes back with him in his aircraft and add a personal note to the party concerned. A

number of men took advantage of his offer and all letters have since been dispatched to their destinations in Canada, with a note from Mr. Claxton enclosed in each of them.

On leaving the Athabaskan, the party proceeded to the Cayuga, which was berthed nearby. There they followed the same procedure as in the Athabaskan, walking around the ship and chatting with officers and men.

Mr. Claxton addressed the ship's company of the Cayuga on the jetty at which the ship was berthed. Again he invited private talks and again some of the men took advantage of the offer.

It had been the party's intention to travel by motorcar to the Australian Air Force base at Iawakuni but Commander James Plomer, commanding officer of the Cayuga and Commander Canadian Destroyers Far East, came up with an invitation which resulted in what was described as "one of the most pleasant interludes of the tour."

Commander Plomer's offer to take the party to Iawakuni by sea was gladly accepted and for most of the one-hour voyage Mr. Claxton and other officials took an interested view of destroyer operations from the vantage point of the bridge.

The visitors were also introduced to "PO Wren" Alice, the Cayuga's famous mascot, but, having apparently been taught to take a dim view of strangers, she failed to show the proper marks of respect, barking angrily and refusing all offers of friendship.



THE NEW LIVING BLOCK AT STADAONA, AS SEEN FROM AN RCN HELICOPTER. (DNS-6368).

A Phoenix Rises

*New Stadacona Barracks
Is Far Different
from Old*

THREE-AND-A-HALF years ago HMCS Stadacona lost, without regret, one of its historic landmarks when "A" Block — the old Wellington Barracks — was demolished.

Today a new "A" Block, vastly different from the one time Imperial Army quarters, stands on the site.

The new living block won the enthusiastic approval of the more than 750 men of leading seaman's rank and below who moved in on December 9. Visiting newspapermen were impressed, too. One said in his report, "The senior service has something to write home about. Sumptuous is the word."

The building was officially opened by Commodore A. M. Hope, during whose tenure in office as Commodore, RCN Barracks, most of the construction took place. Following brief messages and prayers by Stadacona's chaplains, Commodore Hope cut the ribbon at the building's main entrance and unlocked the door as senior naval officers and civilian contractors looked on.

The new "A" Block is probably the most modern armed forces barracks building in Canada. Gone are the dormitories and the cubicles. Instead, there are 200 cabins each with four single beds, individual full-length lockers with built-in drawers, in-

dividual bed lamps with plug-ins, waste-baskets, chairs and large picture windows.

Galley Equipped With Latest Gadgets

The galley and cafeteria in HMCS Stadacona's new living block feature a flock of modern devices and arrangements designed to improve and speed up the preparation and serving of meals in quantity.

The galley is fitted with electric equipment throughout, including the latest in roasting ovens, deep friers, steam kettles, pressure cookers, mix-masters, grills and ovens. There's even an electric band saw for cutting meats and a dicer for cutting potatoes into strips for french fries. Six cold rooms hold meats, dairy products, vegetables and ready use materials. A revolving electric toaster is capable of turning out 720 slices of toast an hour.

The cafeteria has two serving units, 164 tables and 584 places.

An automatic dish washer and drier does away with the "dish water blues" and a garbage disposal unit eliminates the old garbage bucket.

The peacetime complement is 800 but this can be increased to more than double that figure by adding double-deck bunks and another storey to the building.

The cabins occupy the second and third decks; other facilities take up the remaining space. The galley and the cafeteria, the latter capable of handling 584 men at a sitting, are among the best equipped in Canada.

There is also a large lounge fitted



THE CAFETERIA



THE LOUNGE

with chesterfields, easy chairs, end tables and floor and table lamps. Across the way is a recreation room with five billiard tables and an assortment of easy chairs and lamps. Another wing houses the dry canteen, which serves snacks of all kinds and provides music from a glossy juke box. A soda fountain is another feature and there is also a wet canteen — called the Mermaid Arms. Both canteens have a seating capacity of more than 600.

There are five laundry and drying rooms, complete with washing machines and clothes horses. Each floor has a number of baggage rooms, coatrooms and linen rooms where clean sheets and pillow slips are issued once a week.

If a sailor needs to have his hair cut, shoes repaired or uniforms pressed or altered, he doesn't have to go further than the bottom floor, where all three shops are doing business. There is a chapel, as yet unfinished, which will hold 96 worshippers.

The long line-ups for morning shaves and showers are things of the past, thanks to the block's well-equipped bathroom facilities. There is a wash basin, shower and toilet for every 2.5 men in the building. Wash rooms are found on each floor and the only hitch in the plans came when shortage of materials prevented de-

livery of mirrors, but this matter is being remedied.

The job of getting the building ready for occupancy was a big one for Lieut.-Cdr. A. F. (Tony) Benton, officer in charge of the block, and his staff of more than 20 men. From the time the navy took over the building in late November until opening day, the moving party had a multitude of detail to handle in making sure all was in readiness.

Among the supplies that were moved into the building were 800 single beds and mattresses, 12 washing machines, 164 tables for the cafeteria, more than 300 tables for the wet and dry canteens, 1,000-odd chairs, 56 fire extinguishers, 50 floor and table lamps, 56 chesterfields, dozens of easy chairs and 800 wastebaskets.

Biggest bugbear was the key set-up. There were more than 2,000 keys to sort out and tag. It was a painstaking task for CPO James McQuarrie, regulating chief of the block. Just one of his little problems was doping out suitable abbreviations for the tags, e.g., Galley Dry Stores East off Main Corridor. CPO McQuarrie also did much of the organization and paper work connected with the allocation of personnel and equipment and was busy at it for months before the block opened.

Another man who had his troubles

was CPO Frank Holloway, Chief Boatswain's Mate of the block. He did more furniture moving and arranging in ten days than in his entire well-travelled naval career, and also had his charges sweeping and polishing acres of floor space. After it was all over, he slumped in his chair and exclaimed with mock indignation: "And now my wife tells me we're going to start house cleaning for Christmas!"

CAYUGA NEARLY LOSES ALICE

ON BOARD HMCS CAYUGA — Petty Officer Wren Alice, the Cayuga's No. 1 canine mascot, nearly lost her life recently, all because of a patch of oil on a tanker's deck.

The mishap was the result of a habit she had of passing from her own ship to a tanker during fuelling operations. While the Cayuga was fuelling alongside RFA Wave Chief in a Korean harbor, Alice paid her usual call on the oiler. As she started to jump back aboard the Cayuga she struck a patch of oil which sent her tumbling and yelping into the narrow strip of water between the two ships.

Much of what happened after is liable to be disbelieved, but the ship's company swears to it.

Alice put her back against the tanker's side and her feet against the destroyer and "walked" herself clear of the sea.

Concerned with Alice's predicament and fearing she would be squeezed to death between the ships, Ldg. Sea. James Tyre, of Vancouver, who had been feeding and caring for Alice for months past, called to the bridge to ask for a gun to shoot the dog.

But the captain, Commander James Plomer, had already perceived the situation and had ordered an urgent pipe: "Clear lower decks — rescue Alice between ships!" They say aboard the Cayuga that the order drew an even swifter reaction than the action station bell.

The lines were slackened aft. Bearing off spars were used. The ships parted a little, and AB Norman Nelson, of Vancouver, put the final and successful finish to the incident.

AB Nelson slid down the Cayuga's side on a line, took hold of Alice by the scruff of the neck and lifted her to safety, where many willing hands reached out to help.

31st SAG Has Its Day

*Support Group Proved Itself
In Joint Exercise
on Prairies*

THE 31st Support Air Group came into its own last November 13.

Forced throughout most of the year to take a back seat to the sea-going 30th Carrier Air Group, 31 SAG proved its mettle in no uncertain manner when called upon to provide the Navy's share in "Exercise Assiniboine," a tri-service show held at the Canadian School of Artillery, Camp Shilo, Manitoba.

Conceived at the Canadian Joint Air Training Centre, Rivers Camp, Manitoba, the exercise was intended as a demonstration of air power in support of an army, and was staged primarily for the benefit of students of the Canadian Army Staff College.

A natural corollary was the training obtained by those involved, both in tri-service co-operation and in the practical employment of their arms. Nor was it a waste of time for observers from the three services who sat in the spectators' stands and saw the scheme noisily unfold before them.

The tactical situation was this: An amphibious assault force, working its way inland, had been stalled by an "enemy" strong point — "Indian Village" — 25 miles from the coast. To eliminate this resistance, an airborne assault, supported by both land and carrier-based aircraft, was to be carried out.

Participants were mustered from many points. From Calgary came the

airborne troops — one company of Princess Patricia's Canadian Light Infantry. From Edmonton came their transport — aircraft of 435 Squadron, Transport Command, RCAF.

On the list for air support were Mitchell bombers from Saskatoon, Edmonton and Suffield, Alberta; Mustangs from Rivers and Winnipeg; Dakotas from Rivers and Edmonton; light aircraft and helicopters from Rivers — and Avengers and Sea Furies from far-off HMCS Shearwater, at Dartmouth, N.S.

Camp Shilo itself would provide a regiment of the Royal Canadian Horse Artillery and the First Light Battery.

The shift of 31 SAG from Shearwater to Rivers involved the movement of 27 officers, 80 men and 12,000 pounds of stores. The job was performed without a hitch, Air Transport Command lifting the bulk of the group's maintenance personnel and stores in two North Stars and the balance being carried in Dakotas from Rivers. The group's aircraft went the easiest way — by air — stopping at RCAF Station Trenton overnight en route.

The Sea Furies of 870 Squadron arrived at Rivers at 3 o'clock on the afternoon of November 6 and were followed 40 minutes later by the Avengers of 880 Squadron.

The next day the group toured the

Joint Air Training Centre and was given a talk outlining its functions and purpose. Wednesday afternoon was spent in local familiarization flying and Thursday and Friday were devoted to armament practice on the Camp Shilo weapons range.

By then the air group commander, Lieut.-Cdr. Noel Cogdon, felt that his team was ready for a dress rehearsal. This was held on Sunday, the 11th, and enabled the planners and participants to get together and iron out any kinks uncovered in the "dummy run."

By Monday, everything was set for the big show, scheduled to go on stage Tuesday morning. Everything, that is, but the weather, which the Meteorological Officer regretfully announced was showing signs of being very un-co-operative.

At 6 a.m. Tuesday a blanket of low clouds hung over the area and, with little improvement forecast, it was decided to postpone the curtain time from 9:30 a.m. to 2:15 in the afternoon.

When the ceiling failed to lift by 1:30, it became necessary to scrub the interdiction bombing (Mitchells) and dive bombing (Mustangs) from the program. The ceiling at this time was varying from 800 to 1,500 feet, with intermittent heavy snow, and it looked as though all the aerial operations except the paratroop would have to be cancelled.



Sea Furies of 870 Squadron wait with wings folded on the tarmac at Rivers for their cue to take part in Exercise Assiniboine. (RS-N-40).



Two Sea Furies pull away after carrying out a rocket attack on "enemy" positions, tanks and motor transport. Each of the eight Furies was armed with 12 rockets, and the 96 missiles, fired within a space of 90 seconds, made a highly satisfactory amount of noise and did a large amount of damage.

However, at 2 p.m., the latest time for take-off, the clouds started to lift and the Avengers, Sea Furies and three Mustangs quickly became airborne. They appeared on the scene just in time to give support to the assault — and to put on an impressive demonstration of aerial fire power.

Because of the limited ceiling, the Avengers had to carry out low level bombing without benefit of bomb-sights. Nevertheless, they achieved excellent results, dropping their 32 500-pound bombs in a nice pattern, well within the target area.

The Furies further softened up the "enemy" defences with a rocket attack, letting loose 96 rockets with 60-pound high-explosive heads (greater in firepower than eight broadsides from HMCS Ontario) in a space of less than 90 seconds. Among the targets which succumbed to their attack were several "tanks" dug in as frontal protection.

The paratroop followed and was carried out in classic style, being concentrated exactly in the planned area. The artillery then joined in with a heavy barrage and was joined by the Furies and Mustangs strafing from the air. The Furies added considerably to the effect by firing incendiary instead of ball ammunition (an inspiration credited to the group's air weapons officers).

The Avengers came in again, this time with rockets, and struck at an "enemy" supply dump in some woods. They were right on the target — in actual fact a 30-foot pylon which had been standing for 20 years and shot

at for five. To the naval aircraft went the honor of being the first to knock it down.

Except for a final formation fly past, that ended the air group's part in the show, the balance of which saw the troops advancing on the ground and using their small arms, while air sorties flew in to drop them supplies.

The naval air group remained at Rivers for the balance of the week, departing November 19 for Dartmouth.

As the group took off for the return trip to its home base, the following message was despatched to Naval Headquarters from the Canadian Joint Air Training Centre:

"The participation of 880 and 870 Squadrons of 31 Support Air Group in Exercise Assiniboine was very much appreciated, and the group was in no small measure responsible for the success of the aerial fire power demonstration.

"The bombing and rocket firing by the Avengers and the rocket firing and strafing by the Sea Furies was most impressive and it is desired to thank the air group commander and all his officers and men for a very fine effort."

It was a tribute well earned by a group whose previous efforts had been overshadowed but which proved itself capable of coming through in first-line style when the opportunity arose. All hands contributed to the success of the affair but, as is the case on nearly all occasions when a concentrated effort is required, special mention belongs to the maintenance crews, who worked long hours to achieve a high standard of serviceability, and to the armourers, whose efficiency was proven by the performance of their weapons.



Aircraft of the 31st Support Air Group stopped overnight at RCAF Station Trenton while en route from Dartmouth to Rivers for Exercise Assiniboine. Lieut.-Cdr. D. W. Knox, commanding officer of 880 Avenger Squadron, is shown being greeted by Sqdn. Ldr. V. Thomas, who co-ordinated local arrangements for the visit. (RCAF Photo XP-1147).



OFFICERS *and* MEN



First Long TAS Course for Officers Completed

Ten officers in January completed the first long torpedo anti-submarine officers' course to be held in the RCN.

The 15-month course was conducted by the Torpedo Anti-Submarine School at HMCS Stadacona, Halifax, but candidates also received practical and theoretical training on board ships at sea, at underwater warfare centres of the United States Navy and at the Royal Navy's famous TAS School at HMS Vernon.

The course was laid on in August 1950, when it was learned that the Royal Navy could not accept a group of Canadian officers for specialist training, and actual instruction began on November 1 at the TAS School. The first four months were spent mostly in the classroom studying electronics, sound, mechanics and mathematics, plus some chemistry.

Then followed an intensive study of practical torpedo work, communications and asdic operating procedures and techniques. The class went to sea

for four weeks in the minesweepers Wallaceburg and Portage and carried out anti-submarine exercises with US submarines out of New London, Conn., and with HMS Thule, then on loan to the RCN.

Anti-submarine tactics continued to head the instructional program, first at the TAS and Joint Maritime Warfare Schools in Halifax, then in practical air-sea exercises held out of Londonderry, Northern Ireland. While in the United Kingdom the class visited HMS Vernon; the submarine school, HMS Dolphin; the Underwater Countermeasure and Weapons Establishment and the Aircraft Torpedo Development Unit.

The class also made a trip to the United States for instruction in underwater tactics and a visit to a torpedo factory in Chicago.

The latter part of the course was spent in Canada and consisted of seaward defense training and mine-sweeping.

Officer in charge of the course was Lieut.-Cdr. (TAS) D. L. Macknight.

York's Royal Guard Receives Certificates

It isn't every day that a man has the opportunity and the honor to serve as a member of a Royal Guard. Recognizing this, HMCS York has presented certificates to all those from the division who were in the guard paraded by York at Malton airport for Her Royal Highness, the Princess Elizabeth, last October 12.

At a smoker held in the seamen's mess, the certificates were presented by the commanding officer, Captain R. I. Hendy, to each of the two officers, four chief and petty officers and 96 men who served in the guard.

From a sketch prepared by Captain Hendy, Lieut. John Ewing completed the designing and artwork of the certificate. The ship's badge is at the top and beneath it is the name of the officer or man. The document states that he "was a member of the Royal Guard paraded by HMCS York on the occasion of the arrival of Their Royal Highnesses The Princess Elizabeth and The Duke of Edinburgh at Toronto on the 12th day of October, A.D. 1951, and as such did acquit himself to the utmost credit of his ship and his Service." The certificate is signed by the commanding officer.

Each member also received a print of a photo taken of the guard in front of York prior to leaving for Malton.

USN Officer Commends RCN Lab Assistant

Petty Officer Frederick Joyce, 26, of Chatham, Ontario, a laboratory assistant in the medical branch of the RCN, has been officially commended by the commanding officer of the U.S. Naval Medical School, National Medical Centre, Bethesda, Maryland, on his showing in a course he attended at the school.

Petty Officer Joyce recently completed a 12-month course of instruction in clinical laboratory at the U.S. Naval Medical School. At its conclusion he was commended by the commanding officer on his studies, conduct and performance of duty.



Pictured above are the winners of bosn's calls for being chosen best all round ordinary seamen under training aboard HMCS Ontario during the month of December. Left to right are Commander M. G. Stirling, executive officer of the Ontario, who made the presentations, Ordinary Seamen Robert Simpson, Hugh Comeau and Herbert Cilli, and Lieut.-Cdr. R. W. Timbrell, training officer. (E-17442).

EIGHT HONORED FOR KOREA SERVICE

It was announced on December 21 — just nicely in time for Christmas — that His Majesty the King had been pleased to approve awards to eight officers and men of the Royal Canadian Navy for service in the Korean war theatre.

The awards were as follows:

DISTINGUISHED SERVICE ORDER

Captain Jeffrey V. Brock, DSC.

BAR TO THE DISTINGUISHED SERVICE CROSS

Commander Robert P. Welland, DSC.

DISTINGUISHED SERVICE CROSS

Lieut. Andrew L. Collier.

BRITISH EMPIRE MEDAL

CPO Douglas J. Pearson, PO Thomas Shields.

MENTIONED IN DESPATCHES

Commander Paul D. Taylor, Commissioned Gunner (TAS) David W. Hurl, Ldg. Sea. William J. Roberts.

Captain Brock commanded HMCS Cayuga and was Commander Canadian Destroyers Far East during the Cayuga's first tour of duty in the war zone. The citation to his DSO referred particularly to his courage, initiative and vigorous leadership during the evacuation of Chinnampo in December 1950.

Captain Brock is now naval member of the directing staff at the National Defence College, Kingston.

Commander Welland commanded HMCS Athabaskan during her first tour of operations. His citation spoke of the "dash and skill" and the "very fine ability to lead" which he displayed in the course of his service in Korean waters.

Commander Welland is now officer in charge of the Junior Officers' Technical and Leadership Course at Halifax.

Lieut. Collier was navigating officer of the Cayuga and was awarded the

DSC "for great skill, courage and initiative in operations which contributed directly to the successful evacuation of military and civilian personnel from Chinnampo." He is now an instructor in the Navigation Direction School at Halifax.

CPO Pearson was awarded the BEM for the "high degree of leadership, devotion to duty and loyalty" he displayed while serving aboard the Cayuga. He is now in HMCS Naden, the RCN barracks at Esquimalt.

The BEM went to PO Shields for his part in the destruction of five enemy mines by a demolition party from the Athabaskan in September 1950. He remained in the Athabaskan until early this year, when he returned to Canada by airlift and was drafted to Stadacona.

Commander Taylor, who has commanded the Sioux throughout the entire period she has been on Korean operations, was mentioned in despatches for his "calm leadership and devotion to duty."

Commissioned Gunner Hurl's award was for his part in the same mine demolition operation for which PO Shields was honored. He is seeing his second tour of duty aboard the Athabaskan.

Ldg. Sea. Roberts was mentioned in despatches for "skill and devotion to duty" while carrying out a mine detection watch, in the course of which he located four submerged mines which threatened the safety of his ship, HMCS Cayuga, and others in company. After serving for more than two years in the Cayuga, he returned to Canada by air early in January and was drafted to Halifax.

Production Hits High Peak at Comschool

The latter part of 1951 saw the Communications School at HMCS Cornwallis turn out six classes of various communications rates.

Stand Hospital Watch

Officers, men and their wives at Naval Radio Station Aldergrove were put on a new kind of watch and quarter bill when two-year-old Bruce Sheppard, son of Petty Officer L. E. Sheppard, was stricken with a serious throat ailment.

Because of a shortage of personnel in the Langley Memorial Hospital, outside assistance was needed to maintain a constant watch over Bruce during a critical period. The response from the married quarters on the station was immediate and plentiful. A watch-keepers' list was drawn up and stayed in effect for a week, by which time the danger had passed.

PO and Mrs. Sheppard and the hospital staff expressed their gratitude to the volunteers, but for those involved the greatest reward was the fact that young Bruce recovered sufficiently to attend the station's Christmas party.

Qualify for P2CV

Members of a class of visual communicators who qualified for Petty Officer Second Class were Leading Seamen A. G. Bennett, J. R. Jamieson, W. E. Degen, L. D. Coyle, F. J. Guinta, H. E. Fisher, H. H. Bird, D. E. Cosbey, Arnold Renshaw and R. J. Pendlebury. Course instructor was CPO Frank Fenn.

Complete Radio Course

A class of radio communicators qualifying for the rate of Petty Officer Second Class consisted of PO J. J. O'Halloran and Leading Seamen E. G. Duncan, P. J. Lewis, H. A. Oja, L. M. Vliet, J. M. Kirk, R. V. Connor, H. L. Symington, G. J. Smith and Joseph Morrow.

CV44 Class Graduates

Under the instruction of CPO C. T. Light, CV44 class passed out to various ships and establishment in the fleet. In the class were AB William Goronuk, and Ordinary Seamen Gordon Barnes, Don Horler, Reginald Olson, Douglas Willox, Thomas Parkin and Kenneth Joyce.

Basic Radio Course

Graduating from a basic radio com-



CAPTAIN
J. V. BROCK

CDR. R. P.
WELLAND

LIEUT. A. L.
COLLIER

CPO D. J.
PEARSON

PO THOMAS
SHIELDS

CDR. P. D.
TAYLOR

CDR. GNR.
D. W. HURL

L/S W. J.
ROBERTS

municators course were AB Raymond Herring and Ordinary Seaman William O'Heron, Mervyn Sieber, Stewart Christie, Ed Bartlett, Howard Burman, William Kreuger, Garfield Sweet and Leslie Hughes.

Basic Visual Course

Completing the basic visual communications course were AB Peter Vergouwen and Ordinary Seaman Ed. Konsohrada, Bruce Pelly, Stewart Drinnan and Cyril Chafe. Drinnan was also enrolled in CR42 course.

CR42 Class Graduates

Class number CR42 graduated the following members: Ordinary Seaman Robert Young, Roscoe Tofflemire, William Pitul, Norman Perry, Alec Lacour, Stewart Drinnan, Joseph White, George Whittle, Andre Coutouriere, James Stewart, Leslie Lee and Joseph Roy.

HIGH MARKS RECORDED

Competition in the various courses was keen. In the P2 qualifying course, the four top men in the class were running only a few decimal points apart on the final marks. Ldg. Sea. A. G. Bennett was high with an average of 95.6; Ldg. Sea. J. R. Jamieson had 95.5 and Leading Seaman Arnold Renshaw and R. J. Pendlebury tied for third place with 95.1.

Ldg. Sea. R. V. Connor led the P2 radio qualifying course. The AB radio qualifying course established the highest class average yet recorded in the school. High man was Ord. Sea. Howard Burman. A visual qualifying course in the same rate was topped by AB William Goronuk.

Five Men Qualify as Observer's Mates

Another group of aviation branch men qualified recently as observer's mates in a course held at HMCS Shearwater.

The new aircrew men are PO Paul Martin, AB Herbert Legard, AB James Spicer, Ord. Sea. Kenneth Bullock and Ord. Sea. Frank Wooder. In charge of their training was Lieut. (O) R. E. Quirt. Assisting him as instructors were CPO Robert Hogg and PO Robert Geale.

Perfect Crib Hand

Lieut.-Cdr. J. Rodney Johnston of HMCS Stadacona got a cribbage player's dream hand in a game with Lieut. Andrew Malysheff.

Lieut.-Cdr. Johnston held three fives and the jack of clubs in his hand. When the five of clubs was turned up he got his 29 hand.

HALF-YEARLY PROMOTIONS

The names of 23 officers were contained in the half-yearly promotions list announced December 31.

The RCN was represented by 17 members and the RCN(Reserve) by six.

The list of promotions follows:

ROYAL CANADIAN NAVY

To be Captain

Commander Patrick D. Budge, DSC, Commanding Officer, HMCS Quebec.

Commander (Acting Captain) Angus G. Boulton, DSC, Director of Naval Reserves, Naval Headquarters.

To be Commander

Lieut.-Cdr. J. Dunn Lantier, Commanding Officer designate of HMCS Haida.

Lieut.-Cdr. Angus H. Rankin, OBE, HMCS Stadacona, Halifax, as Manning Commander East Coast.

Lieut.-Cdr. Jack C. Smyth, HMCS Niobe, London.

Lieut.-Cdr. Frederick C. Frewer, Naval Headquarters on the staff of the Chief of Naval Personnel.

Lieut.-Cdr. (Acting Commander) Edward B. Pearce, HMCS York as Area Officer Sea Cadet Eastern Area.

To be Commander (E)

Lieut.-Cdr. (E) George F. Webb, HMCS Niagara, Washington, as Staff Officer Engineering.

To be Commander (E)(AE)

Lieut.-Cdr. (E)(AE) Charles G. H. Daniel, HMCS Shearwater as Station Air Engineer Officer.

To be Commander (L)

Lieut.-Cdr. (L) Otto H. Meseck, HMCS Quebec as Deputy Electrical Officer.

Lieut.-Cdr. (L) Donald Clark, Naval Headquarters as Deputy Assistant Chief of Naval Technical Services (Ships) New Construction.

To be Surgeon Commander

Surgeon Lieut.-Cdr. Richard H. Roberts, RCN Hospital, Halifax.

To be Commander (S)

Lieut.-Cdr. (S) Raymond V. P. Bowditch, HMCS Stadacona, Halifax, as Supply Officer.

To be Ordnance Commander

Lieut.-Cdr. Frank S. Ward, Director of Guided Missiles, Naval Headquarters.

To be Instructor Commander

Instr. Lieut.-Cdr. William H. Fowler, Naval Headquarters on the staff of the Director of Naval Training.

To be Chaplain (Class IV)

Chaplain (RC) Class III Richard M. Ward, Naval Headquarters, on the staff of the Chaplain of the Fleet (RC).

Chaplain (P) Class III Harry R. Pike, HMCS Cornwallis.

ROYAL CANADIAN NAVY (RESERVE)

To be Captain

Commander (Acting Captain) Robert I. Hendy, Commanding Officer, HMCS York, Toronto.



CAPTAIN P. D. BUDGE



CAPTAIN A. G. BOULTON

To be Commander

Lieut.-Cdr. Ansten Anstensen, MBE, HMCS Unicorn, Saskatoon.

To be Surgeon Commander

Surgeon Lieut.-Cdr. Joseph D. Ross, HMCS Nonsuch, Edmonton.

To be Commander (S)

Lieut.-Cdr. (S) Melvin J. Doll, HMCS Star, Hamilton.

To be Commander (L)

Lieut.-Cdr. (L) Thomas R. Durley, HMCS Donnacona, Montreal.

To be Instructor-Commander

Instr. Lieut.-Cdr. Edward D. Walker, MBE, HMCS Queen, Regina.

AB Roy B. Dunlop

Receives Commission

Able Seaman Roy B. Dunlop, 23, of Saskatoon, has been promoted to the rank of acting sub-lieutenant, RCN.

Sub-Lieut. Dunlop entered the RCN (Reserve) in June 1946 as an ordinary seaman. He transferred to the RCN in April of the following year and served in HMCS Ontario from August 1947 to February 1948. He was advanced to able seaman in July 1948, after which he spent a brief period in HMCS Haida.

Selected as an officer candidate, Sub-Lieut. Dunlop returned to the Ontario in December 1948 and served in the ship for more than a year. He completed his training as an upper yardman in December of last year and is now undergoing sub-lieutenant's courses.

FOUR YEARS OF PROGRESS

"It is now only just over four years since we began to build our new navy out of what was left after the demobilization of some 95,000 wartime officers and men; and less than a year since we began our last comparatively big increase. During that time there has been a great change and settling down inside the Navy. Provided we are not given too many more 'immediate commitments, I am perfectly certain that we have a sufficiently solid foundation on which to build. We have first class material and, in our small way, are at least as good as any other sea-going outfit. There is no reason whatever why we should not become *the* anti-submarine experts of the United Nations — if we are not led away by seemingly more glamorous things.

"The great majority of officers and men now have the right idea; by which I mean, they do not think of their individual selves first. In every naval establishment, including the much-maligned Headquarters, or 'those people up in Ottawa,' you now see pride of ship, pride of group, pride of service, and a determination not to 'let the side down.' We are really becoming welded into a band of brothers and this is a most encouraging and satisfactory situation."

From an address by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, to the Canadian Club of Ottawa, December 12, 1951.



Pictured above are members of the 24th leadership course for chief and petty officers to be held at HMCS Cornwallis. Front row, left to right: POs J. Sawyer; T. Tunis, F. Colclough and R. C. Sallis (instructor); Lieut. (E) J. F. Mackintosh (course officer) and POs S. Secret, J. Rose and W. Chambers. Centre row: POs L. Hampton, B. Price, A. McKenzie, J. Cornett, T. Robertson, CPO G. Clare and PO T. Ireland. (DB-1159-1).

Senior Cayuga Hands Standing Bridge Watches

Senior chief petty officers and CW candidates in HMCS Cayuga have been serving as second officers of the watch through a scheme devised to give them experience in ship handling and watchkeeping duties. The practice has proven highly successful, easing the load on the senior officers of the watch and providing the second OOWs with much useful training.

Standing watch on the bridge of the Cayuga during patrols off the coast of Korea have been CPO Murray Miller, CPO Duncan Kennedy, CPO Thomas I. MacIntyre, CPO David H. Nelson, PO Allan J. Ridout and PO Russell I. Hooke, all of Victoria. All six volunteered for watchkeeping duties.

Weddings

Lieut. (O) Jack Anderson, HMCS Magnificent, to Miss Edith Jean Bishop, of Imperoyal, N.S.

AB Leo Benoit, HMCS Crusader, to Miss Marie Bromham, of Victoria.

Lieut. F. G. Henshaw, HMCS Shearwater, to Miss Naomi Rose Ritchie, of Hudson Heights, P.Q.

CPO Charles E. Light, HMCS Quebec, to Miss Marion White, of Cambridge, N.S.

AB Richard Lister, HMCS Crusader, to Miss Anne Mitchell, of Victoria.

CPO W. J. Morrow, HMCS Star, to Miss A. D. Pearl, of Caledonia, Ontario.

Lieut.-Cdr. (S) K. M. Roy, HMCS Magnificent, to Miss Shirley E. Morash, of Halifax.

Births

To Lieut. E. T. Bayliss, Naval Headquarters, and Mrs. Bayliss, a son.

To Lieut. K. N. Bayne, HMCS Griffon, and Mrs. Bayne, a son.

To PO Ronald Bennett, HMCS Crusader, and Mrs. Bennett, a daughter.

To Lieut.-Cdr. H. S. Braun, HMCS Griffon, and Mrs. Braun, a daughter.

To Lieut. J. J. Brooks, HMCS Iroquois, and Mrs. Brooks, a son.

To AB R. A. Campbell, HMCS Crusader, and Mrs. Campbell, a daughter.

To AB L. M. Cooper, HMCS Griffon, and Mrs. Cooper, a daughter.

To PO C. G. Davies, HMCS Crusader, and Mrs. Davies, a son.

To CPO James K. Luke, HMCS Crusader, and Mrs. Luke, a son.

To Ldg. Sea, Gordon McGregor, HMCS Crusader, and Mrs. McGregor, a son.

To PO Eric Overstrud, HMCS Crusader, and Mrs. Overstrud, a daughter.

To PO Frank Pickle, HMCS Ontario, and Mrs. Pickle, a daughter.

LOWER DECK ADVANCEMENTS

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

AGNEW, Irwin W. P2ET4
ALDERSON, Douglas H. P1PW3
ALLEN, Albert A. LSNS1
ARMSTRONG, Robert G. P1LA2

BARCLAY, William H. C2SW2
BARRETT, William E. P2CK2
BARRINGER, Raymond H. C2CK3
BARRON, Frank W. P2AW2
BASS, Herbert A. LSNS1
BATEMAN, Robert F. LSPW1
BATES, Walter H. P2CK2
BEAZLEY, Judson B. P1MA2
BECHARD, Andrew J. LSSWS
BEVERIDGE, Gilbert N. P1SW1
BRAND, William. P1NS2
BRIMICOMBE, Lloyd H. P1NS2
BROWN, Garnet H. P2MA2
BROWNING, Henry R. P2VS2
BURGESS, Robert J. C2PW3
BURRILL, Clarence B. P1CK2
BURTON, Richard E. P2AW2

CALBURY, Kenneth D. LSCCK1
CARVER, Joseph E. P2AN2
CASE, William F. P1ER4
CASS, Valentine S. C2NS3
CHARLES, Garfield R. P1CK2
CHOUNINARD, Guy J. LSAW1
CLAVET, Robert J. LSPW1
CLINTON, William E. P1CK2
COGHILL, George A. P1CR2
COLTER, William A. P2AW2
CORBELL, Maurice J. LSNS1
CORMACK, Bruce. P1NS2
CORMIER, Cyril N. LSCCK1
CRAMPTON, Norman B. P1SM2
CROXALL, Donald R. LSCCK1

DICKSON, Richard W. P1AW2
DONALDSON, Robert J. LSAW2
DORE, Joseph L. LSPW1
DRABBLE, Norman L. LSVS1

EDWARDS, Charles W. LSSWS

FARNSWORTH, Jack. C2CK3
FEEHAN, James A. LSVS1
FOLEY, Arthur E. P1RG2
FOX, Donald S. C2NS3

GEHAN, Donald J. LSCCK1
GOULD, Claude W. LSCCK1
GURSKI, John M. P1PW2

HAINES, Hazen R. LSAW1
HALL, Lloyd E. LSAW1
HALVERSON, Roland A. LSCCK1
HARRIS, James E. P1CK2
HARRISON, Harold Jr. LSSWS
HEMPHILL, John J. P2CK2
HENDERSON, Colin E. LSCCK1
HORTH, Paul A. P2NS2
HUBLEY, John A. LSCCK1
HUGHES, John C. LSCCK1
HUTCHINSON, John S. LSSWS

INGLIS, Arthur T. P1TA3

JACKSON, Harold E. C2VS3
JOY, William E. P1AW2
JOYCE, Frederick. P1LA2
JOYNSON, George L. LSCCK1

KELLY, Emerson L. P1VS3
KELLY, John W. P2PW2
KELMAN, James L. LSCCK1
KERR, Ryan E. LSNS1
KERR, Robert F. LSCCK1
KNAPMAN, Ronald D. P2NS2
KOSTIUK, Bohdon J. LSVS1

LAFORTUNE, Ubald J. LSPW1
LAMBERT, Louis B. P1AW3
LAMONTAGNE, Guy. LSNS1
LANTZ, Kenneth T. C1SW2
LAWRENCE, Stanley F. C2CK3
LAYFIELD, Robert R. P1CK2
LLOYD, Gordon H. LSSWS
LORETTE, Roy E. LSAW1

MALAY, Cecil W. LSAW1
MANNING, Sydney C. C1NS3
MANUEL, Edwin F. C2SM3
MICHALKOW, Orest P. P1NS2
MILLINGTON, Allan T. LSCCK1
MINER, Murray B. LSMA1
MOBERLY, Donald E. LSPW1
MOIR, Harvey R. P2AW2
MOORE, Robert A. LSPW1
MORGAN, Cecil H. LSCCK1
MORRIS, Joseph E. LSVS1
MORRISON, Donald B. P2PA2
MOULD, Alfred E. LSNS2
McCULLY, Lawrence G. LSAW1
McLAREN, James A. LSSWS
MacKINNON, Donald. LSCCK1
MacVICAR, Ralston. P1CK2

NORTH, Stanley O. C2PW3

O'LAUGHLIN, Thomas F. LSCCK1
O'MALLEY, John J. LSAW2

PAQUET, Joseph R. C2AW3
PARCELS, Roy T. P2CK2
PARE, Harvey N. LSCR1
PAYEUR, George J. P2PW2

PERRY, David J. LSCCK1
POWELL, Edward C. P2RR2
PRICE, John E. LSCCK1
PROKOPETZ, Walter. P2VS2
PURCHELL, Roy W. LSCCK1

RANDALL, Frederick C. P1AW2
RASMUSSEN, Donald J. P2SW1
RAWLINGS, Richard E. LSCCK1
REDMOND, Robert E. LSVS1
REGIMBAL, Daniel J. C2CK3
RENAUD, Francis J. LSCCK1
RICHARDSON, Derald J. LSSWS
RICHARDSON, Norman E. LSPW1
ROGERSON, Robert J. P1PW2

SATURLEY, Robert W. C2AW3
SAVOIE, Joseph A. LSCCK2
SCOTT, Frederick J. P1CK2
SEWELL, Norman E. LSCCK1
SHANO, Alfred W. C1CK3
SHARP, Lawrence A. P1CK2
SIMPKIN, Lauriston A. C2VS3
SMITH, Robert. P1VS2
SMITH, Ronald A. LSCCK1
SPELMAN, John S. C1NS3
STINTON, Berton L. P2NS2
STIPKALA, Anthony A. P1CK2
ST. ONGE, Jean J. LSPW1

TESSIER, Joseph P. LSSWS

VANDAHL, Earl F. P1AR3

WALLACE, Lloyd M. P1NS2
WALLACE, Robert. P2SHS
WAUGH, Ronald M. LSPW1
WEATHERUP, James A. LSCCK1
WHITE, Robert G. LSSW1
WHITE, William C. LSVS1
WISHART, George E. LSVS1
WITWICKI, Anthony N. P1AW2
WOLFE, Wilfred A. C2AW3
WYNN, Howard A. P2NS2



Ord. Sea. Lorne Goudie, captain for the day aboard HMCS New Liskeard, casts a glittering eye on a "defaulter", Ord. Sea. (Lieut.-Cdr.) Thomas W. Wall, in the course of Christmas Day observances in the ship. Others in the photo are, left to right: CPO K. Henderson, Sub-Lieut. Robert Whyte, Commissioned Gunner (TAS) Richard Dorken, Ord. Sea. Goudie and Lieut. Jacques Vaillancourt. (HS-17182).

Canada's Naval War Effort Honored

Western Approaches Reunion Pays Tribute to RCN

TO any ex-corvette, frigate or destroyer sailor the Dorchester Hotel, in London, on the evening of Friday, November 23, looked like old times. The occasion was the Fourth Reunion of the Western Approaches Command.

At the head table, presided over by Admiral Sir Percy Noble, were many faces familiar to those who served in the Western Approaches. This year the reunion had a special significance for Canadians, as honor was being paid the part played by the Royal Canadian Navy in the Battle of the Atlantic. It was, therefore, most fitting that the guest of honor should have been none other than Rear-Admiral L. W. Murray, who played such a distinguished part in the Canadian effort, firstly as Flag Officer Newfoundland Force and later as Commander-in-Chief Canadian North West Atlantic.

Prominent among the hundred or so guests were Admiral Sir Martin Dunbar-Nasmith; Vice-Admiral G. O. Stevenson, of Western Isles fame; Rear-Admiral G. W. G. Simpson, wartime Commodore (D) at Londonderry; Captain G. H. Roberts, through whose tactical school in Liverpool so many Canadians passed; Captain G. N. Brewer, Captain (D) Liverpool; Captain W. L. Puxley, Captain (D) Halifax in 1944-45; Captain C. M. R. Schwerdt, who was NOIC at Sydney, and many others.

The Rt. Hon. Winston Churchill and The Hon. Dana Wilgress, the Canadian High Commissioner, were also to have been present but unfortunately at the last minute were prevented from attending.

Besides Admiral Murray, among the Canadians who attended were Captain O. C. S. Robertson, the Naval Member of the Canadian Joint Staff in London; Commanders G. H. Davidson, J. C. O'Brien and John Osborn, and Lieutenant-Commanders A. R. Turnbull, W. P. Hayes, D. L. Hanington and D. C. McKinnon.

In addition to the officers who served ashore and afloat in the Western Approaches Command, the gathering included officers of Coastal

Command, RAF, and ex-WRNS and WRCNS officers.

After the dinner, the president, Admiral Sir Percy Noble, delivered a welcoming address in which he paid tribute to the enormous expansion of the RCN during the war and the part it played in the Battle of the Atlantic. Rear-Admiral Murray, in replying, gave a brief account of that expansion and the difficulties encountered and surmounted, and paid tribute to the generous assistance given by the Royal Navy in those difficult years.

Later there were dancing and yarn swapping. The most common expression heard in the large ballroom of the Dorchester was "Do you

remember when . . . ?" and so on into the wee small hours.

Among the stories told was one of the occasion when Commodore (now Vice-Admiral) Stevenson boarded a Canadian ship for an official inspection and, as he came over the side, threw his cap on the deck, saying to the French-Canadian quartermaster, "That's an incendiary bomb! — What are you going to do about it?"

While the captain of the ship was saluting and the pipes were still sounding the still, the quartermaster, without batting an eye, booted the Commodore's cap 40 feet out into the bay of Tobermory.



Pictured above is the head table at the Fourth Reunion of the Western Approaches Command. Left to right are: Captain W. L. Puxley, Captain C. M. R. Schwerdt, Admiral Sir Martin Dunbar-Nasmith, Rear-Admiral L. W. Murray, Admiral Sir Percy Noble, Captain O. C. S. Robertson, Rear-Admiral G. W. G. Simpson, Captain R. Brunsgaard (Royal Norwegian Navy), Captain R. C. S. Garwood and Captain R. M. Aubrey.

Guest of honor was Rear-Admiral Murray, who, as Commander-in-Chief Canadian North West Atlantic, was the first Canadian ever to hold the responsibilities and operational powers of a Commander-in-Chief in a vital area in time of war. He is shown, right, chatting with Admiral Dunbar-Nasmith. (Photos by Russell Sedgwick, David Sim Studio, London).



SWANSEA MAKES HISTORIC TRIP

Becomes First RCN Ship to Visit Washington

WHEN HMCS Swansea "slipped and proceeded" from the Halifax dockyard on December 3, she was bound on a voyage which was to make her unique among ships of the RCN. For although the grey ships with the red maple leaf have travelled to many parts of the world, to the Swansea fell the honor of being the first Canadian warship to visit Washington, D.C.

The visit to the capital of the United States had spurred the ship's company of the frigate into hectic preparations. No effort was spared in presenting a trim ship for the critical eyes of official and unofficial Washington.

The weather almost ruined much of the painting, scrubbing and polishing. Two gales and the season's first snowfall, coming in succession just before sailing, took their toll, but all hands "turned to" to restore the ship's smart appearance during the trip to Washington.

The Swansea arrived off the entrance to the Potomac River in the late afternoon of December 5. Light was rapidly fading and district pilots would not navigate the river in the dark. But since the Swansea had to make her ETA the next morning or fall far behind in her schedule, Lieut.-Cdr. Jack Korning, the commanding officer, decided to navigate the ship through the narrow, winding river. Shortly before midnight the Swansea arrived at a point 27 miles from Washington and dropped anchor, leaving the rest of the passage to be completed at daybreak.

In the morning a thick fog rolled in and a steering gear failure further delayed the Canadians. However, the Swansea was not seriously adrift when at last she slipped into her berth at Municipal Wharf and the schedule was picked up without difficulty.

From the time she arrived until she sailed on December 12, the officers and men of the Swansea had a busy round of activities. To begin with, there were the usual official calls and returns of calls. For the latter, the ship turned out a guard of 20 new entries, under Lieut. R. L. Wales, RCN(R), which was inspected by senior officers and government officials and received praise for its smart appearance.



While the Swansea was at Washington, members of her ship's company volunteered for donations of blood to the Red Cross. Lieut.-Cdr. Jack Korning, commanding officer, looks on as AB Stephen MacNeil, of Port Hawkesbury, N.S., prepares to give his donation and AB Francis MacDonald, of Glace Bay, N.S., awaits his turn.

Officers and men of the Swansea volunteered on the morning after arrival to donate blood to the American Red Cross Blood Bank. This action gained the Canadians wide publicity and also earned the appreciation of the Red Cross.

The ship was opened to visitors for two afternoons, and on a third for Canadians living in Washington. During the three days, more than 1,000 persons came aboard the frigate.

For the ship's company Washington provided a variety of things to do. Several organizations and many private citizens provided entertainment for members of the ship's company. Dances were held by the USO, a reception for 35 men was given by the Women's Press Club of America, organized tours of the city were sponsored and there were tickets to the ballet, the theatre and the movies.

The key to the city was presented to Lieut.-Cdr. Korning by the chairman of the District of Columbia Commission.

But all good things must come to an end and on December 12 the

Swansea slipped from her berth and headed down river. As the ship passed Washington's tomb, the guard was paraded and the alert sounded, as the Swansea paid tribute to the first president of the United States and the man for whom the capital was named.

Once out in the open sea, the Swansea set course for Bermuda, where she carried out a week of training before returning to Halifax on December 22.

Shortly after the ship set sail from the United States capital, the following message was received from Commodore H. N. Lay, Naval Member of the Canadian Joint Staff, Washington:

"It has been a great pleasure and a matter of considerable pride to myself, the Naval Members' staff and the Canadian community to have had a visit from one of HMC ships.

"I should like to congratulate you on the smart appearance of Swansea and the exemplary conduct of her ship's company, both of which have reflected great credit on the RCN. Good luck to you all and bon voyage."

HE'S AN EXPERT 'SANTA CLAUS'

*CPO Arnold Parkinson
Has Played Role
Many Times*

IT will come as no surprise to a large number of men in the Naval Service that Chief Petty Officer Arnold H. Parkinson was elected Man of the Month by HMC Ordnance School.

Nor is there any doubt that the hundreds of children for whom "Parky" has played Santa Claus at naval Christmas parties would fully endorse the choice.

"Parky", as he is known far and wide, has seen many ships and many men come and go since the day in June 1929 when he jumped off the bus from Nanaimo, B.C., and walked through the main gate at HMCS Naden to join the navy and see the world.

He joined as a boy seaman and did his new entry training in Naden and in HMCS Vancouver until July 1930, when he went to the United Kingdom as an ordinary seaman to continue training with the Royal Navy. That was his first trip across Canada and one he will always remember.

On arrival in England, he spent a short time in HMS Victory, the RN barracks at Portsmouth, then was drafted to HMS Warspite (battleship) where he was advanced to able

seaman. While he was in the Warspite, "Parky" got a grandstand view of the Royal Cowes Regatta, where the battleship was guard for His late Majesty King George V. The young Canadian was most impressed by the ceremonials, the sailing races and the multitude of craft.

In 1931 he went back to RN barracks and stood by to commission HMCS Skeena. He served in the Skeena until January 1932, then was drafted to HMCS Armentieres.

After a spell in this ship, he "got the urge" to be a Gunner's Mate, and set his sights accordingly. So, in January 1933 he was on his way back to the U.K. to qualify as a seaman gunner in HMS Excellent, the Royal Naval Gunnery School at Whale Island.

On completion of his course he came back to Canada and served again in the Vancouver, this time for two years. In 1935 he returned to England to qualify as a gun layer. Later that year he was drafted to the HMS Courageous (aircraft carrier), which took part in the Review at Spithead when the Royal Navy was reviewed in all its might by King George V.



CPO ARNOLD H. PARKINSON

"This was truly an inspiring sight", says Parkinson, "and one I shall never forget — especially the bright-work!"

At that time trouble was brewing in Abyssinia and the Courageous was despatched to the Mediterranean, where "Parky" served for a short period. He returned in a troopship to England, from where he was drafted aboard the Vancouver for the third time. He stayed in the ship until she was paid off in November 1936, meanwhile being advanced to leading seaman.

After a short spell as a new entry instructor in Naden, he was recommended for advancement to petty officer and went back to the Skeena for his qualifying seetime. Then he was on his way to England with a recommendation on his papers to qualify as gunners' mate. While on course, he was advanced to the old rate of acting petty officer and, to celebrate the occasion, came out on top of the class, which included not only men of the RN but several from other Commonwealth navies.

On arrival back in Naden, he assisted in training the Royal Guard in preparation for the visit of Their Majesties, the King and Queen.

Parkinson's stay in Naden was destined to be short. War was imminent and, on its outbreak, "Parky" was enroute to the Gunnery School in Halifax, where he stayed until joining HMCS Saguenay in early 1940.

In March 1941, he was drafted to Stadacona and was attached to the

(Continued on Page 32)



Our Man of the Month, in his annual role of Santa Claus, arrives by plane for one of the 1951 children's Christmas parties held in the gymnasium at Naden. (E-17330).

REFUGEES FIND SHELTER IN SIOUX

*Destroyer Evacuates
Koreans during
Island Fight*

ON BOARD HMCS SIOUX — On one of her last assignments of 1951, this destroyer played an active part in the recapture from the Reds of an island off the west coast of North Korea and in the care of civilians and UN fighting men wounded in the struggle for the island.

The Sioux had been assigned to an area in which the communists had been launching attacks on UN-held islands. Stationing herself off an island that had been under assault, the Sioux transferred a party of five to a South Korean minesweeper with instructions to ascertain the progress of the fighting.

In the party were Lieut. A. A. T. Henley, Vancouver; CPO C. G. Little, Esuminac, Que., and Victoria; PO A. G. Olynick, Victoria; AB Bernard Riswold, Olds, Alberta, and AB A. W. Lord, Taber, Alberta.

Closing the island under cover of darkness, the minesweeper spotted two junks and, at the base of a cliff, a party of refugees and UN troops. They learned that the island had fallen and that the party on the shore



South Korean refugees, given shelter aboard HMCS Sioux, have their first meal in 36 hours. Forty persons — old men, women, children and some troops — were evacuated in the Canadian destroyer from an island captured by Reds.

was hopefully awaiting rescue, while being covered by a small rear guard at the top of the cliff.

One of the junks was loaded with refugees and this the minesweeper towed to a nearby friendly island. Then the 'sweeper returned with four small sampans which, with their

shallow draft, could go right in to the beach.

Forty persons were rescued. They included eight wounded, two women and a baby. The evacuation did not go unchallenged. The Reds fired 106 mm. shells at the covering warships and the evacuation party came under mortar fire. There were no casualties, though a British ship was hit and holed.

The following evening, the ROK minesweeper, still carrying the Canadian party, returned to the island with a new force of South Koreans, which succeeded in recapturing the island.

At the same time, a second load of wounded was embarked in the minesweeper and taken to the Sioux, where Surg. Lieut. Herbert McWilliams, St. Andrews, N.B., and his medical assistant, PO Derek Whitworth, Ottawa, had set up an improvised hospital. PO Robert Cooke, Lethbridge, Alberta, and Victoria, and PO Dale McCoy, Carstairs, Alberta, and Victoria, were added to the medical staff to assist in cleaning wounds and preparing the wounded for minor surgery.

There were several incidents of human interests, but it was the baby that drew most of the attention. The child arrived aboard with bare feet and nothing but thin rags to cover him. When he left the ship, he was completely kitted out, from a sailor's cap to a new pair of pants made by



The only clothes possessed by many of the Koreans who came aboard the Sioux were those they were wearing — and these offered little protection against the wintry weather. The ship's officers and men came to their aid with a donation of clothing which, though not very stylish, was gratefully received. Here some of the Korean men select articles of clothing for themselves and other refugees.



Among those embarked in the Sioux was a South Korean Marine officer, shown here with, on his right, AB Masahiro Irizawa, of Kelowna, B.C., who served as ship's interpreter. (All photos by AB Victor Hughes, of Rainy River, Ontario.)

the sailmaker. There was even a pair of diapers miraculously produced by one of the cooks.

Many of the others who arrived aboard were in similar straits. An announcement was made that any old clothing would be welcome. The response was wholehearted, and in many cases articles donated were considerably less than old.

Even toys, purchased by the men for their own children in anticipation

of their return home in March, were given to the smaller refugees.

The women and some of the men were given dungarees and shirts to wear and the baby used a sailor's tropical singlet for a nighty. The clothing in which they came aboard was put through the ship's laundry and the delight they showed when they received the laundered garments back was something to see.

Surg. Lieut. McWilliams had considerable surgical work to do, including treatment of a number of severe chest and lung wounds. Out of it all came the increased respect of the Canadian sailors for the courage of the Koreans, not one of whom complained or gave indication of distress.

Throughout the whole of this activity, the Sioux's guns continued hammering away at communist positions, supporting the counter-attacking South Koreans.

Meanwhile, her engine-room artificers carried out emergency repairs in the ROK minesweeper. The minesweeper's air compressor had broken down and for five hours the Sioux's ERAs worked on the job, repairing old parts and making new ones where necessary.

When their job was done, the ERAs returned to their ship and went on watch, sleep forgotten for the time being.

It might be said, without stretching a point too far, that the Sioux more than proved her versatility during this

patrol: She was fighting ship, rescue ship, hospital ship, repair ship — and Santa Claus — all rolled into one.

CORPEN CLUB CAPERS

by D.G.K.

It was one of "those nights" in the "Corpen Club" off the west coast of Korea. By midnight a stiff nor'easterly had piled up a short, tumbling sea, making life in the screening destroyers distinctly uncomfortable. Stars winked fitfully from between low scudding clouds, while spume from seas breaking over the fo'c's'le lashed furiously at the bridge.

Earlier in the evening, the Senior Officer of the screen had been detached on a special mission, leaving HMCS Athabaskan as Screen Commander, in company on the screen with HMCS Sioux and the USS Tingey.

As the task element zig-zagged and wallowed through the night to the north'ard, the Commander of the task element, comfortably ensconced in the USS Rendova—the carrier being screened—paused to reflect on the wisdom of the screen provided by his new Screen Commander.

There followed a rather lengthy discussion on the subject over TBS between the Commander of the task element and the Screen Commander. Finally, the former relapsed in resigned silence. Not, however, Sioux, who, inspired by the discussion, produced the following immortal lines:

"Will you come a little closer,"
Said the Carrier to the Screen,
"I consider I am naked
To the enemy unseen."

Said PEPPERCORN to FINIKIN,
"I couldn't agree more,
But for adequate protection
I need at least ships, four."

"Shall I stop my little zig-zag?
Shall I steam a furrow straight?"
"Oh no, Sir, never do that,
You'd invite an awful fate!"

Will you, won't you, will you,
won't you
Won't you join the dance?

(With apologies to Lewis Carroll)

NOTE:—PEPPERCORN — R/T call sign for Screen Commander.
FINIKIN — R/T call sign for Commander Task Element.
(Both fictitious)

Sailor and Spud Make Deadly Combination

Duck-hunting was a favorite pastime of Task Group 214.6 (HMC Ships Crusader, Beacon Hill and Antigone) in the months of November and December and a number of officers and men from the group spent their spare time slogging through mud and slush on north Vancouver Island hunting mallards, widgeon, teal and butterbacks.

But these people were professionals, dressing the part and using shotguns.

Ldg. Sea. David Ferguson, of Vancouver, coxswain of the Crusader's motor cutter when the ships were in Blenkinsop Bay, went duck-hunting, too — on duty — and bagged his quarry using a stranger weapon by far than the conventional 12 or 16 gauge shotgun.

He saw his duck sitting on the water about 40 feet away, took careful aim, fired, and hit his target squarely on the head. Result: one very dead grebe.

Ferguson, all modesty, says, "It was nothing." But they're all pretty proud of him in the Crusader — for his weapon was only a potato!

Cold Water Drill

by H. O. Austin, JOC, USN

In ALL HANDS, the Bureau of Naval Personnel Information Bulletin

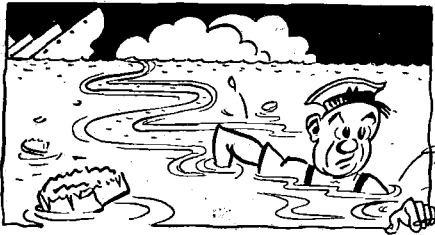
FREQUENTLY, when warships or planes meet enemy action, somebody's soon spitting salt water. This doesn't mean that the Navy is careless about its manpower, but the very nature of naval warfare often does set a few people adrift in the deep despite all precautions.

The world has a lot of water on it, and much of it is cold. And considering the global nature of modern-day war, whatever fighting the Navy is called upon to do in the future may be done, at least in part, in the frigid type of H₂O.

How, then, does a person stay alive and in good shape till he's rescued? How can his rescuers get him back in good shape pronto?

Some smart people have been wondering about the answers to those questions, and a couple of interesting answers have resulted.

For one thing, they say now that if you're overboard in cold water you're better off swimming, if you can swim at all, than you would be just keeping afloat with a life jacket on. Your



exertions will help keep you warm and will thus prolong your life as much as would a Mae West or a handy piece of flotsam. A man who is swimming hard will, for a long time, produce approximately the same amount of heat as he'll lose in water near the freezing point. Ordinarily, he won't perish of the cold as long as he can swim. Limbs being exercised will often remain warm enough to keep them from getting stiff, and will steal less heat from the rest of the body after rescue than they would if unexercised.

This doesn't mean that a person should swim away from a drifting boat, of course. Neither should he disobey his ship's regulations concerning life jackets. But any floating object that will leave him up to his neck in frigid water will probably do him more harm than good unless he keeps moving — steadily and vigor-

ously. In water so warm that numbness and stiffening of muscles are no problem, the picture is entirely different. There, a man can usually survive a lot longer riding a life jacket or a piece of driftwood than he could otherwise.

Another thing: doctors now know that it's better to warm up quickly after severe chilling than to warm up slowly. (This doesn't apply to frozen tissues or tissues actually damaged by the cold.) The best way to regain proper body temperature after immersion in cold water is to climb as quickly as possible into a good warm bath. One hundred to 102 degrees Fahrenheit has been found to be about the right temperature for the water.

With the victim in a deep, warm bath, his shivering and blueness promptly disappear, giving way to a pleasant warm feeling. On the other hand, merely rewarming badly chilled men in the air of a cozy room may take several miserable hours.

Temperatures deep inside the body fall rapidly and drastically right after the subject's removal from cold water. That's one reason why it's important to start the warm-bath treatment quickly. In experiments, one subject's "deep temperature" fell more during the first 20 minutes he was out of the cold tank than it did during the 60 minutes he had been in it. Air temperature was 73° at the time; water temperature 50°.

To find out these things, some brave men climbed naked into a tank of cold water at the Naval Medical Research Institute, National Naval Medical Center, Bethesda, Md. They shivered like mad, turned blue, and suffered a numbness in their toes — but they stuck it out their allotted time: approximately an hour in most cases, down to a quarter hour in others. Afterward, with rapid re-warming in water, the Bethesda volunteers came out of it in fine shape. They were just a little tired and sleepy at the day's end.

Water in the Research Institute tank was kept at temperatures between 42 and 50 degrees — mostly around 48. Not so cold — ? Well, not many people would want to get into it. The North Atlantic in the vicinity of Iceland lingers around the 45° mark in midwinter. The Yellow Sea averages 47° in February; the Japan Sea

doesn't get below 50. The Bering Sea is sometimes warmer than the water in that tank.

And it's not only in the winter or in the far north that a person is in danger of cold immersion. When the hospital ship USS Benevolence collided with a freighter and went down off California's Golden Gate, survivors suffered terribly with the cold. No doubt the loss of at least some of the 23 dead or missing was due to that cause. The date was August 25, 1950.

To get back to Bethesda, one man who took part in the experiments there said he didn't get as cold in three hours in air at 20 below zero as he did in an hour in water at 45 above. Of course, he had clothes on in the 20-below experiment — but still, the water was 65 degrees warmer. That shows how much a relatively cold dunking can chill a person.

So one should keep struggling and swimming if he goes overboard when the water's cold. If a man is pulled out of such a predicament, chilled but not frozen, he should be deposited as soon as possible into a generous quantity of warm water. If



the rescue ship has no bathtubs — a most likely situation — the galley soup coppers can be drafted into service. If there aren't enough of them to go around, no doubt the deck force and the damage control gang can throw together a vat of wood and canvas. Meanwhile, the victim or victims can be warming under a fast tepid shower.

When limbs or other portions of the body are actually frozen, the picture is different. Present treatment begins with gradual and judicious re-warming. Experimentation has been conducted with rapid re-warming, with pressure dressings applied afterward but conclusive decisions on such treatment haven't been reached. At any rate, treatment for actual freezing or frostbite is a matter for the doctor — and for nobody else —



if a doctor is available. If a doctor isn't available, gradual and judicious rewarming is about the only thing possible. Some people, remembering barbarous folk-lore, recommend rubbing frost-bitten parts with snow. That treatment is not only useless and cruel; it's likely to be harmful. Don't do it.

A person might well ask, "What is cold water and what isn't?"

The Bethesda experiments were conducted in water up to 50 degrees, and that temperature was considered low enough to make them valid. Water a good deal warmer than that can be mighty chilly if you're in it very long. When those toes start turning numb and those teeth start hammering, the water you're in is cold.

If overboard in cold water, it would probably do no harm to pull off your shoes and any heavy outer garments you may be wearing, if you think you can stay afloat longer without them. But keep the rest of your clothes on. They'll retain a little heat, even when soaked with water, and under many circumstances they'll be valuable later on.

YULE MESSAGES TO ARMED FORCES

The Canadian Armed Forces, serving at home and overseas, received Christmas and New Year's messages from Prime Minister Louis S. St. Laurent, Defence Minister Brooke Claxton and General of the Army Omar N. Bradley, Chairman, United States Joint Chiefs of Staff.

In a message to Canadians serving in the Korean theatre, Mr. St. Laurent said:

"I welcome this opportunity to extend my warm greetings and best wishes for Christmas and the New Year to all ranks serving in the destroyers of the Royal Canadian Navy in Korean waters, in the 25th

Canadian Infantry Brigade and in 426 Squadron of the Royal Canadian Air Force.

"At the same time I would like to extend the most friendly greetings to the forces of all the countries which make up the United Nations forces. Their stand together is a great demonstration of the reality of our partnership.

"Canadians everywhere are proud of the magnificent contribution which you are making for the cause of freedom and I know they join me in the sincere hope that 1952 may see a successful termination of the war in Korea and a speedy return to your homes."

Mr. Claxton's message read:

"Christmas 1951 finds our Canadian forces spread from Korea to the continent of Europe. These overseas forces represent part of Canada's contribution to the United Nations and North Atlantic Treaty Organization and indicate Canada's determination to play her part in meeting aggression, in partnership with her democratic allies.

"All of us at home have been called upon to increase our effort in building up expanding defence establishments and providing reinforcements for our overseas units. The wholehearted

100 Per Cent Effort

The appeal for blood donors was answered in a body by the staff of the Directorate of Victualling, at Naval Headquarters, January 8. Headed by the director, Commander (S) B. E. Gaynor, the staff of five naval officers and seven civilians lined up at the Red Cross blood clinic in the capital city and added their contributions to the bank.

support and co-operation of all services has been most gratifying and I know we shall all continue working as a team towards the common goal.

"To the Navy, Army, Air Force, Defence Research Board and all civilian members of the department I extend my very best wishes for a happy Christmas and a hope that the New Year may bring us nearer freedom and security in an unsettled world."

General Bradley, in a letter to Lieutenant-General Charles Foulkes, Chairman, Chiefs of Staff, said:

"I would like to extend greetings for Christmas and the New Year to all ranks of the Canadian Armed Forces, especially to those who are separated from their families during this season. May their lonely holiday be repaid in peaceful security for the world."



Ordinary Seamen James Melnecheck, of Vancouver, and Robert Massey, of Calgary, chip ice from the deck of HMCS Sioux during a patrol off the Korean coast, a typically bleak section of which can be seen in the background. (SO-29).



The Navy Plays



Navy Team Captures Inter-Service Soccer

In the final game of the Pacific Coast Inter-Service Soccer League schedule, the RCN representative team defeated the Royal Canadian School of Mechanical Engineering, Chilliwack, to win the coveted trophy presented by HMCS Discovery. CPO Vic Dovey scored the winning goal for the Navy team.

The RCN hockey team was holding down third place in the Victoria Commercial League at the end of the year. However, with the addition of new strength, the Navy pucksters hold high hopes of becoming league leaders before the season closes.

Star Makes Good Start in Local Hockey Loop

HMCS Star has undertaken an ambitious sports program in Hamilton.

By arrangement with the East End Industrial League, the three services organized hockey teams and were enrolled in the circuit as a means of stimulating sports interest and in bringing the services more before the notice of the public.

Star's team was organized by Lieut.-Cdr. Tod Sams and his two able assistants, CPO Johnny Parrish and PO Bill Saxon.

As of January 1, the sailors were sharing first place in the league standing with Canadian General Electric, having beaten the Army and RCAF entries.

Pat Santucci, ex-Hamilton Tiger football star, volunteered his services as coach and has done a fine job of rounding the team into shape.

Stadacona Marksmen Tops in Two Divisions

RCMP sharpshooters topped the senior division of the Halifax Garrison Indoor Rifle League in the final shoot before Christmas but HMCS Stadacona won the honors in the intermediate and junior divisions.

The Mounties scored 478, while Stadacona seniors were second with 473. In the intermediate division, the Stad team had 468, while second place Post Office had 463. Stadacona riflemen also showed the way in the junior division with a 463-453 edge over Post Office.

"Maggie" Pucksters Notch Two Victories

HMCS Magnificent scored two victories in the ships' hockey league at Halifax just before the loop recessed for Christmas holidays.

In the first game, the carrier's team hung up a 6-2 win over HMCS Crescent. High scorer for the "Maggies" was PO Garfield Charles with two goals and one assist.

In the second game, HMCS La Hullose put up a stiff battle before bowing by a score of 3 to 2. AB Norman Neve of the Magnificent scored two goals and PO Breen Driscoll notched the other. Lieut. James Mahar and PO Richard Bryson were the frigate's marksmen.

Weekly Sports Night Popular at Hunter

Wednesday night is sports night at HMCS Hunter and is proving to be an outstanding success. The program is directed by Mr. Ron Suddick.

The Windsor division has produced a good hockey team again this year. So far it has played and won games in Chatham, Harrow and Windsor. Negotiations are underway to play teams from other naval divisions in the Western Ontario area.

The RCN staff has formed a basketball team which challenges any other team to a contest at Hunter. Archery is another popular entry on the Wednesday night sports parade, especially so among the newly recruited Wrens.

Officers Win Softball Championship of Sioux

In an inter-part softball series played off during successive periods in harbor in Japan, the officers' team won the championship of HMCS Sioux. Their opponents in the final were the chief and petty officers.

During one stay in port, the officers of the Sioux made so bold as to challenge those of HMS Ladybird to a game of field hockey. Strangely enough, the Canadians managed to overcome various handicaps—including a sketchy knowledge of the game—and kept the score down to 4-3



Group Captain Douglas Annan drops the puck to start the game between the RCAF and HMCS Star which officially opened the Hamilton East End Industrial Hockey League. Star was victorious. Left to right are Jim Sullivan, RCAF, Lieut.-Cdr. Tod Sams, Group Captain Annan, Commander G. H. Parke, Bill Reddy, league secretary, and PO Bill Saxon. (Photo courtesy *The Hamilton Spectator*).

in favor of Ladybird in regulation time.

While waiting for transport, a short session, to be played under improvised Canadian rules, was suggested. The score after two brief periods was 7-3, still in favor of Ladybird.

Turkey Competition Closes Golf Season

A turkey competition and get-together completed the 1951 season of the RCN Golf Association on the Pacific Coast. At the 19th hole — the wardroom of HMCS Naden — Rear-Admiral W. B. Creery presented prizes to the following successful club swingers:

Sgt. S. M. Toole, RCDC, low net; Lieut.-Cdr. (SB) Roy Stranix, low gross, and Surg. Cdr. George W. Chapman, Lieut. (E) Ian Martin, Commissioned Engineer Merle W. Woodward, CPO Robert Oswald, Commissioned Engineer Alexander Satchwell, Surg. Lieut.-Cdr. James Gray, PO Dennis Mann, Lieut. (S) John Fisher, Lieut. (E) Roy Smith, Lieut. (E) Richard Keen, Chaplain (P) Ivan Edwards and Lieut. Ian Sunderland.

The Sports Shop trophy was won by HMC Dockyard, and Commissioned Constructor Cedric Holland, team captain, accepted the trophy from donor George Cole of the Sports Shop, Victoria. Runners-up were the divot diggers from Naden.

A general meeting of the RCNGA was held following the prize-giving and officers were elected for 1952. Rear-Admiral Creery was voted to the president's chair and Capt. (E) B. R. Spencer was elected vice-president. Chairman and vice-chairman for the ensuing year are Surg. Commander Chapman and CPO Stanley Reid.

Shearwater Sponsors Boys' Hoop Team

Sports enthusiasts at HMCS Shearwater have extended their activities beyond the confines of the naval air station and are sponsoring this winter a basketball team composed of 'teen aged boys from the town of Dartmouth. Known as the Shearwater Juniors, the team is playing in the Halifax Basketball Association and is the only Dartmouth entry in the league.

The gymnasium facilities at Shearwater have been made available to the Dartmouth boys for play and practice. Ldg. Sea. Bernard Hughes is coaching the team and Lieut. Jack Dean, officer in charge of the P and RT School, has also played a leading role in this project.



Prize winners in the annual turkey competition held by the RCN Golf Association on the West Coast are pictured above. Front row: Lieut. (E) Roy Smith, Commissioned Engineer Merle Woodward, Lieut. (E) Ian Martin and Sgt. S. M. Toole. Rear row: Surg. Lieut.-Cdr. James Gray, Rear-Admiral W. B. Creery, who presented the prizes, Lieut. (S) John Fisher, Surg. Commander G. W. Chapman, Lieut.-Cdr. (S) Roy Stranix and PO Dennis Mann. (E-17311).

Other officers are: Team captain, Commissioned Engineer Woodward; secretary-treasurer, Lieut.-Cdr. (S) D. A. Collins; publicity, Lieut. W. Hibbert; representatives, Surg. Lieut.-Cdr. Gray and CPO Victor Scott (Naden), and Lieut. (E) Ian Martin and Lieut. (E) Ray Johns (Dockyard).

Naden Bowling League Reaches Halfway Mark

The first half of the Pacific Command Bowling League schedule finished with the following results:

High score for three games — CPO Alex Wise, Damage Control.

High score for single game — CPO Raymond Pumfrey, Medical.

Consolation low score — Ord. Sea. Norman Cunningham, Medical.

Consolation hidden score — Miss Crawford, Civil Service.

CPO Alvin Underhill Tops Turkey Shoot

CPO Alvin Underhill of the Stadacona rifle team won first prize in a turkey shoot sponsored by the Halifax Garrison Indoor Rifle League just before Christmas. CPO Underhill was hard pressed by Commissioned Communication Officer Donald McGee, of HMCS Shearwater, before finally winning in a shoot-off.

Another winner was CPO Doug Clark, also of Stadacona.

Wren Surprises Experts with Shooting Skill

In her third night of shooting with the HMCS Malahat indoor rifle team, Wren Dorothy Smith amazed the experts when she posted 97 out of a possible 100 on a DCRA target. Wren Smith's only previous experience with firearms was as a youngster, when she did some shooting with an air rifle. To prove that her score was no mere flash in the pan, she has been consistently keeping up this average and in addition won a Christmas turkey shoot at the Naden rifle range.

Along with rifle shooting, the new social skating club is proving popular with all members of the Victoria division's ship's company and the weekly session at the Memorial Arena is attracting a good attendance.

MTE Setting Pace in Stadacona Hockey

Mechanical Training Establishment was holding a slim lead in the Stadacona inter-part hockey league as teams got ready for play in the new year. The stokers topped the seven-team loop with nine points, one more than Electrical School staff and Supply, who were tied for second place.

Miscellaneous, ND School, Gunnery-TAS-Ordnance, and Electrical School Mates followed in that order.

Operation Sailfish

by C.J.N.

You've seen it featured in newsreels and movie shorts and read about it in newspapers and magazines, and you probably have thought it was a pursuit meant solely for millionaires. Yet, for the sum of only five dollars each, four members of the ship's company of HMCS Ontario became members of the supposedly exclusive cult fanatically devoted to the sport of sail-fishing.

It happened December 1, while the Ontario was at Acapulco, Mexico, on her way back to Esquimalt from the East Coast. Ordnance Commander E. H. H. Russell, CPO Ernest Johnson and CPO C. J. Nast, all of Victoria, and AB Robert Mikitka of Lethbridge, Alberta, who had made their way to beautiful Morning Beach with their respective groups, met at the wharf where sport fishing boats were berthed. On learning the charge for hiring a boat, they decided to pool forces and have a try at sail-fishing.

At about 1600 the Mexican guide and his aide cast off the lines and the 38-foot launch put to sea. They rounded the point, threw out two baited lines and prepared for a five to eight-mile ride out to the waters where the sailfish usually are found.

However, they had reached a position only about 500 yards from shore when, to the profound amazement and consternation of the guide, they had simultaneous strikes on the two lines.

Nothing had really been organized — the guide hadn't expected any action for some time yet — and chaos quickly followed. Commander Russell, who had declined the first opportunity and was comfortably ensconced in the bows, saw the guide, his aide and CPOs Johnson and Nast become a seething mass of arms, legs, fishing rods and verbs — English, Spanish and unprintable.

Eventually, out of the melee arose Chief Johnson with a hook well-lodged in one hundred pounds of enraged sailfish. Chief Nast emerged with a cut hand and the whole Pacific Ocean on the end of his line. The hook had headed for parts unknown in company with a sailfish.

The battle between CPO Johnson and his sailfish was typical of those recorded in movies and in print;

and the sight of that fish, rising vertically from the water, thrashing and fighting, was one not soon to be forgotten.

Unfortunately, while CPO Johnson was hauling in his catch, his rod broke. There wasn't a replacement and Commander Russell, through the luck of the draw, had to fish with the broken rod, with negative results.

AB Mikitka was more successful. Using the other rod, he hauled in an

eight-footer which, due to the hook having engaged inside the gill, did not put up as spectacular a fight as the first fish.

In spite of their difficulties, the four returned to their ship completely sold on sailfishing. For a nominal sum — far less than the cost of many an evening ashore — they had had hours of delightful entertainment and an experience long to be remembered.



Even more successful than the nimrods who took part in "Operation Sailfish" were AB John Martin, left, of Cowichan Lake, B.C., and Ldg. Sea. Michael Johnston, of Victoria. They formed a two-man expedition and each caught himself a "sail." Martin's measured nine feet three inches and Johnston's eight feet ten. "You've never really fished until you've battled a fighting sailfish," said Johnston afterwards.

Submarine Hunters

*Sailors, Airmen Study Together
at Maritime Warfare
School*

*For the Snark's a peculiar creature
That won't be caught in a commonplace way,
Do all that you know and try all that you don't,
Not a chance must be wasted today.*

(The Hunting of the Snark.)

Lewis Carroll's directions for the hunting of the Snark apply equally well to the hunting of the submarine — and the Joint Maritime Warfare School at HMCS Stadacona, Halifax, does its best to acquaint would-be submarine slayers of the RCN and RCAF with the "all that you know."

The school is an offspring of the Torpedo-Anti Submarine School. At the tender age of one year it is already considered fully fledged and is busily expounding tactical doctrine to a mixed bag of courses. To it come crews of Air Force maritime aircraft, captains and officers of destroyers and frigates and of visiting warships, the observers and pilots of the Navy's anti-submarine squadrons, officers of the RCN (Reserve), of the long TAS course, of staff colleges and many others.

In the classrooms on the top deck of the TAS and Gunnery School building, the airman learns of torpedoes and ships and snorting subs, while the seaman is taught something of what goes on in the "wild blue yonder". Both are reminded of the hard lessons learned during the long Battle of the Atlantic.

Briefly, it is the task of the school to preserve what was learned of anti-U-boat warfare, to estimate the changes and swift advance that science and engineering have brought — and then to teach both navy and air force tactics and co-operation techniques based on that information.

Co-operation in particular is stressed, for while the Commonwealth air forces and navies proved their individual skills by almost tying each other in the number of U-boat kills in the Second World War (about 200 each), lack of cohesion and co-operation between the two assisted many an enemy to make good his escape.

Lectures are given by both air force and naval officers, who describe their particular jobs. Experts are brought in to tell of patrols, communications, electronic warfare and other modern

developments. Visits are made to ships of different classes — carriers, submarines, destroyers, escort ships and anti-submarine vessels. Visits of American and British warships to Halifax help add to this knowledge.

All of this prepares the students for participation in tactical games and problems, first on paper and later in miniature on special training devices.

A typical problem on which a syndicate might ponder for hours has a convoy steaming west in mid-ocean when a U-boat is observed to dive eight miles off the port beam. Two hours later a D/F bearing of an enemy transmission is obtained fine on the starboard bow and at the same time an enemy reconnaissance plane appears astern. What is the Officer in Tactical Command to do?

When the syndicate has reached a carefully considered solution, it is

presented to the other syndicates and to the instructional staff. It is discussed at length and from it comes a better understanding of the problem and its answer, and of the responsibilities of both services in its solution. Needless to add, many battles carry on long after class hours and glasses and cutlery often become ships and subs.

When such understanding is gained, similar problems are given at action speed on a synthetic trainer. Then the students' reactions must be as quick as in actual combat. Sound effects add realism.

The school is staffed by both RCN and RCAF officers: Lieut.-Cdr. Phillip S. Booth and Sqdn. Ldr. A. R. Bellis are co-directors. Together they advise on the planning of anti-submarine exercises involving ships and aircraft, assist when exer-



Anti-submarine exercises played a big part in the training program in the Atlantic Command during 1951, the presence of Royal Navy submarines on loan to the RCN enabling ships, aircraft and classes from training schools to obtain much useful practice. In this photo, taken by Lieut. (O) Richard Quirt, an Avenger aircraft from the RCN Air Station swoops low over HM Submarine Artful during an exercise off the Nova Scotia coast. (DNS-6936).

cises are in progress and prepare assessments when they are completed.

Both the U.S. and British navies are extremely co-operative and observers from the school are able to witness almost all of the exercises carried on by these two forces. It enables the school to obtain first-hand information on the effectiveness of new tactics and weapons under war-simulated conditions.

That the Navy and Air Force are being closely integrated in the realm of maritime warfare is evident in many ways. They have even adopted each other's slang, and the seaman departs muttering "prop wash," while the airman mumbles "bilge."

ADMIRAL MAKES VOYAGE IN HMCS WALLACEBURG

The flag of Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, was hoisted in HMCS Wallaceburg January 4 when the admiral boarded the minesweeper for passage to St. John's, Nfld.

Admiral Bidwell carried out a three-day inspection of naval installations in the St. John's area, then returned to Halifax by air. En route he stopped over at Sydney to tour the naval establishment there.

The Wallaceburg was accompanied to St. John's by HMCS Portage. Following their return to Halifax, the Wallaceburg sailed January 17 for a series of anti-submarine exercises off New London, Conn., rendezvousing there and working in company with the Swansea. The latter arrived at New London from Nassau, Bahamas.

To the Rescue

Sailors can be depended upon to stand by one another, even if they're wearing uniforms of different countries.

When Petty Officer Thomas Holcomb, USN, got leave last December 2 to marry his Toronto fiancée, Elena Hancheriuk, preparations for the wedding had to go forward with a rush. A best man was needed and PO Holcomb wanted a navy man. There were no US sailors on hand so, with his bride-to-be, he went down to HMCS York and put the problem before the duty officer. The Toronto division was equal to the occasion. Soon after the word was passed on, Able Seaman Vincent Healey volunteered to stand up with PO Holcomb. He felt he could handle the situation since he had served as a best man before.

The wedding took place on December 8 in a quiet ceremony performed by Dr. E. Crossley Hunter in Trinity United Church. The best man carried out his duties without a hitch.

WARSHIPS GLADDEN CHILDREN'S CHRISTMAS

Three Canadian destroyers, parolling the seas off war-torn Korea, had a lot to do with making Christmas a happy occasion for underprivileged children in their home port city, 5,000 miles away. Between them, the Cayuga, Sioux and Athabaskan contributed a total of \$782.32 to a fund sponsored by Ed Farey, Victoria radio announcer, for a party for underprivileged children in the Greater Victoria area.

Mr. Farey launched the fund campaign last September 15 on his program, "Spinner Sanctum." Men of the destroyers with families and friends in the Victoria area had been availing themselves of the program's facilities to send messages home and, when they heard of the fund, immediately gave it their support.

Individuals sent donations and with them messages which Mr. Farey broadcast on his program. Then the ships' companies followed up with mass contributions that enabled them to have "Cayuga," "Sioux" and "Athabaskan" "nights" on the show, while at the same time swelling the

fund by sizable amounts.

Meanwhile, the Sioux came up with a novel philanthropic scheme of her own. To redeem articles from the "scran bag" — that receptacle of gear left lying about in the messes — members of the crew were required to pay a fine, which went into a sealed tin. The tin was emptied at intervals and a sum equal to the contents was sent to the milk fund of the Children's Solarium at Victoria.

Clothing not redeemed from the "scran bag" was set aside for distribution among Korean refugees on islands visited by the Sioux from time to time.

The other destroyers have also done what they could to aid Korean refugees. The Cayuga, for instance, conducted a drive on board ship which resulted in a big bundle of warm clothing for Koreans on an island at which the ship had called several times. The clothing was landed just as a cold spell was setting in and the expressions of gratitude which it evoked were even more profuse than usual.



On her last voyage of 1951, HMCS Magnificent answered a call for medical assistance from a ship bound for Europe with Canadian troops aboard. Pte. J. J. Bengle, of Montreal, was transferred from the SS Columbia to the Magnificent, which was homeward bound from her ferrying trip to the United Kingdom. Bengle was treated in the carrier's sick bay and transferred to hospital on the ship's arrival in Halifax. Here the patient is shown being lifted from the motor cutter that carried out the transfer at sea. (MAG-3620).

An Old Spanish Custom

by R.W.C.

QUIERI usted bailar con me?" was the question and an articulate flutter of a fan was the reply. "You Don't Have to Know the Language" was the song, and "Enjoy Yourself, It's Later than you Think" was the order of the day.

Such were the settings of the ceremonious Grand Ball at the Casino de Puerto Rico, celebrating both Columbus' discovery of the island in 1493 and HMCS Ontario's visit to the port of San Juan in November 1951.

Whatever abysmal obscurities the officers of the Ontario ever had about Puerto Ricans and Puerto Rican hospitality, it is certain they were brilliantly illuminated by the overwhelming generosity of the members of the Casino. In their freshly starched No. 10s, the officers, each meticulously dressed from his shiny peak to his white shoelaces, arrived at the marble steps at moonrise. Up these marble steps each officer, midshipman and cadet was to walk — and so into one as fine an evening of entertainment as many had ever enjoyed.

The Casino de Puerto Rico is a magnificent structure. Ultra-modern in design, but still retaining many of the Old World Spanish influences which shroud the island, the Casino is ostensibly one of those palaces seen only in movies. Inside the wide oak-panelled door is a spacious and impressive reception room around the walls of which a pastel blue mural relates the story of Cristobal Colon's (Christopher Columbus) discovery of the island, 458 years ago. The club, although essentially social, shows by the size of the library that its members also have extensive scholarly tastes. Rows and rows of books, maps and a globe contrast with the Louis XV furniture. For the more sports-minded members there are tennis courts and a palm-sheltered swimming pool.

A wide flight of thick carpeted stairs leads to a vestibule with great French doors connecting to an elegant dining room on one side and, on the other, to the heart of the Casino — the luxurious ball room. Elliptical in shape, it is crowned with a magnificent throne at the far end. Around the edge, slightly elevated from the gleaming floor, are tables for the courtiers.

Each officer, midshipman and cadet was met at the door by the senior

members of the Casino, and after a diplomatic handshake was ushered inside to the waiting room, where in short order he was introduced to one of the many charming señoritas by her mother or duena. These dueñas, or "caperonas", are as much a part of Spanish custom as a quarterdeck salute is a naval tradition. In elite Spanish society, a young girl never steps out of her house without a duena or her mother accompanying her. It is not that these dueñas do not trust the girl's escort, but rather that they do not trust anybody.

However, the señorita has developed a method of secret signals which she conveys by means of her fan, flicking it coquettishly under her chin. Perchance only eight blades show, the message thus relayed indicating that she will be in the garden tomorrow night at eight — alone. On the other hand, a long slow stroke with her fan totally spread might conceivably mean, "Hit the road, Buster — my time is completely taken up!"

Most of the señoritas were San Juan's debutantes and each was gorgeously gowned. The hoop skirts and their delicately embroidered edges were a part of the 18th century transplanted into this day of Bikini bathing suits and bobby sox. Most of the dresses were white and only a splash of color could be seen here and there: a pair of dragon blood lips,

sun-tanned cheeks, a pink rose corsage with matching tiara set in midnight black hair. Together with the officers in their white No. 10s, they made an impressive sight.

Some time later a majestic procession of flag bearers marched into the ball room. With the playing of "The Star Spangled Banner", the Stars and Stripes were trooped in and placed next to the throne. The Blue Ensign, accompanied by the strains of "O Canada", was planted proudly at the foot of the throne by representatives of the Royal Canadian Navy. Then with the playing of "God Save the King", the Union Jack was placed beside the American flag by the British Consul.

The debutantes and their naval escorts, who had been waiting outside the ball room, moved into the oval and formed a continuous ring, save for the throne. A red and yellow flag, borne by two beautiful señoritas in blue, represented Mother Spain and was warmly applauded as it was placed beside the Blue Ensign. Then Her Highness, the Queen of El Casino de Puerto Rico, and her naval escort stepped proudly up to the throne and there waited until the banner and coat of arms of the Casino were placed before her.

No one is allowed to dance until the President of El Casino has had the first waltz. An aging but very dignified gentleman, he walked slowly



Puerto Rican debutantes and their naval escorts — officers, midshipmen and cadets from HMCS Ontario — ring the ballroom floor during regal ceremonies at the Grand Ball at the Casino de Puerto Rico. Seated on her throne is the Queen of the Casino.

THE COVERDALE CHRISTMAS STORY

(Chapter III)

Epilogue

across the ball room floor, the eyes of everyone glued upon him, until he reached the throne, where, with a knightly kneel, he kissed the Queen's hand and led her onto the floor. As the orchestra struck up the Blue Danube, they waltzed around the periphery of the floor before the admiring eyes of the officers and the debutantes.

Slowly then the floor began to fill with white and the President and his Queen were soon just another couple lost in the crowd of dancers. The graceful three-quarter beat of the waltz died off and a hot, off-tempo rhythm beat on three tom-toms broke in with a cacophany of blurps and squeaks and tacets of the trumpets and reeds as the band hit up a mambo. The Canadians had never danced a mambo but that didn't matter — they did it anyway, and expertly enough. It was like a square dance, a bit of jive and the charleston all thrown in together, with a little kick to the side for good measure.

The Puerto Rican orchestra played its Latin-American tempos magnificently, but it was the Ontario's orchestra that impressed with its versatility. Not long after its opening Strauss waltz, our orchestra showed that it, too, could produce some of this wild Latin rhythm, beating out its own rendition of "Mambo Jambo". The orchestras alternated, and after the Puerto Ricans had played a few tangos and rhumbas, the Canadians would swing through "In the Mood" or something soft and sentimental like "Smoke Gets in Your Eyes".

When the orchestras had tired out both themselves and the dancers, refreshments beckoned everyone to extravagantly set tables. Foods, delicate and deliciously strange to Canadian palates, covered the tables and were served up in grand buffet style.

The evening rolled on and, to the midshipmen and cadets, this meant the evening had come to an end.

As they took their parting from this atmosphere of hospitality and romance, the Canadians expressed their hearty gratitude and said their reluctant good-byes. One midshipman, on being offered the hand of his girl's duena to kiss, promptly grasped it tightly, turned it over and, in true Canadian fashion, shook it with all the vigour that remained in him.

As the party broke up, 90 children gathered around the group of naval officers, men and Wrens and sang their own specially-composed "Thank You" song in a manner which left no doubt as to its sincerity.

The third annual orphans' party given by HMC Naval Radio Station Coverdale was over. The only thing the station staff had to worry about then, said a Moncton radio announcer next day, was how to raise funds for next year's party.

The children, from the Protestant Orphanage and from the Home of the Good Shepherd in nearby Moncton, are not given to loud, spontaneous enthusiasm but the looks that came to their faces as they opened their gifts from Santa and found what they had asked for more than made up for the lack of noise. Every gift had been individually selected by teams from the station, after each of the orphans had been canvassed as to his or her wish.

Two of the older girls got wrist watches, some got rings, there was a

wagon for a small boy and another got building blocks. Some, who had asked only for coloring books or other similarly small articles, found to their delight an extra gift, like crayons or paints.

For entertainment there were movie cartoons, carol singing, a Wrens' chorus and, of course, the inevitable ice cream, cake and chocolate milk.

Joan Marshall, the CBC's Maritime women's commentator, was a guest. Next day she told about it in her radio program: "Never have I seen such a well-behaved, delighted bunch of kiddies. And it was thrilling to see the way the sailors and Wrens looked after them. They were johnny-on-the-spot for all their needs — and the smaller children had special sailor or Wren escorts. Truly these people have proved that it is in the spirit of giving that the greatest happiness is found."

The party lasted about two hours, after the kiddies had arrived in buses provided by the Kiwanis Club of Moncton. But the memory of the party will linger long.



Ninety orphans from Moncton were entertained at the annual party given by HMC Naval Radio Station Coverdale. The party was financed by means of a fund raised last fall when, with the co-operation of Moncton merchants, the radio station staff cooked and sold 12,000 doughnuts. In the course of the party, Santa (CPO Sam Miller of Victoria) arrived, handed out gifts and mingled with the young guests. (HS-17106).



Christmas 1951

The Navy observed Christmas in a spirit of good will in which all ranks shared and which reached out to take in families of service personnel, and many underprivileged children, as well.

1. The main gate at Cornwallis was surmounted at Christmas time by an evergreen and an array of fairyland and comic strip figures.

2. Gregory Spiro has a heart to heart talk with Santa (Lieut.-Cdr. M. E. Smith) during the Christmas party at HMCS Donnacona, Montreal.

3. Leif Klokeid, left, son of PO Ralph Klokeid, and David Fox examine their gifts during the children's party at Stadacona. David's father, AB Clifford Fox, looks on.

4. Santa also put in an appearance at Christmas parties held by the staffs at Naval Headquarters. Here the CNS, Vice-



Admiral E. R. Mainguy, receives his gift from Santa (Lieut.-Cdr. Bob Pearce) at the Personnel Branch party.

5. Wrapping gifts at HMCS Malahat for the Victoria division's party are, left to right, Mrs. Ronald Jackson, Wrens Joan Bayliss, Dylliss Bishop and Nora Farmer and CPO A. B. Flintoff.

6. Santa arrived at HMCS Shearwater in a helicopter. He came three days running, attending separate parties and delivering gifts to some 900 children, including 54 colored orphans.

7. Carol singers visited the RCN Hospital at Halifax to cheer up patients who spent their Christmas in bed. Visitors, left to right, are Lieut. (MN) Maude Huntingdon, Lieut.-Cdr. (MN) Fay Rutledge, Sub-Lieut. (MN) Betty MacFarlane and Ldg. Sea. Fred Covey of the Stadacona band. The patient is Ldg. Sea. Walter Jary. (Layout by Naval Art Section).

Afloat and Ashore

PACIFIC COAST

Despite bleak, rainy weather, thousands of children of the Pacific Command flocked into Naden to get their presents from Santa Claus (CPO Arnold H. Parkinson) at the annual Christmas parties. "Parky", fully booted and spurred in his Santa suit, arrived on the stage of the gymnasium in a bright red aircraft.

Games, slides, swings and teeter-totters were rigged in "X" Block, where all the children went after the program finished in the gym. The lounge was set aside for foot-weary mothers, who were served coffee, tea and cookies by the Main Galley staff.

Ricky Donnithorne, nine year-old son of Lieut. R. J. Donnithorne, was so intrigued with Santa's aircraft that he went back to the gymnasium after it had emptied, climbed up the ladder and got into the plane, which was still suspended from the jack-stay about 18 feet above the deck. Young Ricky was having the time of his life when he was found by Chief Petty Officer John Rimmer. The Chief was more than slightly surprised as he had expected to find the building empty — not to see a youngster making like a jet pilot.

HMCS Crusader

Task Group 214.6 (Crusader, Beacon Hill and Antigonish) sailed around Vancouver Island on a final training cruise in December. The ships called at Port Alice, where the whole company town turned itself inside out to entertain the crews during their two-day stay. Dances and conducted tours of the large mill were well-attended and at least one officer got his Christmas tree early and free through the kind offices of the town gardener.

The ships visited Port Hardy, Blenkinsop Bay, Nanoose and Nanaimo and carried out familiarization shoots from all types of mountings, large and small, for the benefit of ordinary seamen under training. Brisk seas were encountered during the cruise and the ordinary seamen received another type of "training" during such periods.

The cruise ended with a two-day visit to the port of Bellingham, Washington, where most members of the Crusader's ship's company bought Christmas presents for the folks back home. Here, too, a very fine welcome was extended to the visiting ships. Ships were open to visitors in Port Alice and Bellingham.

The Crusader is now alongside for a long refit.

ND Training Centre

The Christmas leave period provided a welcome relief for the staff of the Navigation Direction Centre, the previous busy months having required a full effort from all concerned.

A class of RP3s was graduated recently, with most of its members due to cross the Pacific to serve under the blue banner of the United Nations in Korea.

The first class of RP2s to be quali-

fied in Naden is nearing the completion of its course.

An extensive training program has been lined up for 1952 and takes in quartermaster instructors, QM1s and the usual RP courses.

HMCS Sioux

A weekly quiz program helped to relieve the monotony during the ship's patrol periods off the coast of Korea. Questions and answers were provided by the ship's company via a question box and were tossed at the contestants by Lieut. Howard Clark, emcee of the show.

The stewards' mess, represented by Ldg. Sea. Jacques Bourque, was victorious in the first quiz. Honors on the second night went to AB Gordon Innis, of the after seamen's mess. — P.C.B.

Naden Petty Officers' Mess

Thirty-six children of the British Columbia Protestant Orphanage had a brighter Christmas as the result of a \$200 cheque donated by the petty officers' mess of HMCS Naden.

The annual Christmas dance, held in the POs' mess December 21, was a complete success, with bouquets going to POs Douglas Allan, Stan Burch and J. Plastow for their capable arrangements. The chefs' department, under the supervision of POs Howard Stevenson and Bob Cameron, prepared a superb lunch.

Newcomers to the mess include PO Ronald Bone from Stadacona and PO Norman Hunniford from the Beacon Hill. PO Douglas Allan joined the Ontario early in January and PO Clifford Stevenson has gone to Cornwallis.

HMC Ordnance School

The gunnery and torpedo staffs of the Ordnance School were kept busy in December and early January in preparing the armament of HMCS Quebec for tests and trials.

The ordnance officers' qualifying class has been getting a lot of time on the armament and turret machinery of HMCS Ontario while it is dismantled during the cruiser's refit. A lot of midnight oil is being burned as



Wren Patricia Oliver, of Toronto, was awarded the title of "best all round Wren" of the second class to finish six weeks' initial training at Cornwallis. A laboratory technician in civilian life, she has entered the medical branch of the RCN and has commenced specialized training in the Medical Branch School at Esquimalt. (DB-1162-1).

sketch books are rapidly being filled with useful data.

Ordnance Commander E. H. H. Russell has departed from the Ontario to take up an appointment at Headquarters on the staff of the Director General of Naval Ordnance. Ordnance Lieut. Ian Young, who recently joined the school staff, is busy setting up the fire control section with various training equipment. Lieut. Young came from the Crusader and before that was in Korean waters in the Cayuga.

Ordnance officer in HMCS Crusader is Ordnance Lieut. D. B. Perrins, who recently completed a course in the United States. Ordnance Sub-Lieut. G. J. Giroux, from the same course, has joined HMCS Quebec.

CPO John Rimmer is on rehabilitation leave prior to going on pension. He has already obtained a position with a national firm.

POs Colin Drew and Donald Ross have been exploring the bottom of Esquimalt harbor for the past few months. They are the school's underwater experts and, under the eye of Ordnance Lieut.-Cdr. E. L. Borra-daile, they take a dip every day.

Aldergrove Radio Station

The big event at the station in December was the children's Christmas party, at which Mr. Wilson, the jovial janitor, did service as Santa Claus and all present enjoyed themselves immensely.

Ldg. Sea. Harold Howard arrived on the station from the Beacon Hill, while AB Edward Bellefontaine and Ord. Sea. George McNichol left for Naden, thence via the airlift to join the Sioux and the Cayuga, respectively, in Korean waters. AB Harold Allewell left the station for Naden.

ATLANTIC COAST

HMCS Stadacona

Three different children's Christmas parties were held in the Stadacona gymnasium during the week prior to Christmas and had a total attendance of more than 2,500 youngsters and 1,100 adults. There was a party for orphaned children, another for children of naval personnel based ashore and a third for children of naval personnel serving in ships.

The program got under way December 20, when nearly 200 children from four Halifax homes for orphans took over the spacious gymnasium. The next afternoon, some 1,400 children of naval personnel serving in



Captain for the day, Ord. Sea. John Furman extends season's greetings to a shipmate, AB F. Maher, during his Christmas Day rounds of HMCS Portage. Furman, youngest seaman on board, swapped places with Lieut.-Cdr. Harris MacLean, the ship's regular commanding officer. (HS-17180).

Stadacona, the dockyard and Albro Lake and Newport Corners radio stations crowded into the gym.

The final party of the week was on Saturday morning, the 22nd, and was attended by children of naval personnel serving in ships of the fleet.

Officers and men of Stadacona



The boss men arrive for Klondike Night festivities at HMCS Cornwallis. At the left is "Honest Wilf" (Lieut.-Cdr. Wilfred Inman), who was in charge of the shebang; with him is "Moneybags" (Commissioned Writer Officer Mark Preston), who handled the cash. An annual affair, Klondike Night is staged as a means of raising money for the children's Christmas party. (DB-1168-4).

worked hard in getting the gymnasium in shape for the three parties. Santa Claus made his appearance by way of a large chimney erected on the stage, and for entertainment there were a pirate's den, merry-go-round featuring Santa's reindeer instead of the conventional horses, slides, teeter-totters and a corral where youngsters could ride bucking wooden horses.

The zoo probably attracted more of the young fry than any other feature. Equipped with live and stuffed animals and birds, it included two monkeys, rabbits, birds, a stuffed mountain lion and a seal.

The committee in charge of the arrangements for the party included Lieut.-Cdr. L. B. Jenson, Lieut.-Cdr. (L) Fred Palmer and Lieut. E. C. Norman. Commissioned Bos'n J. Carswell was in charge of the party which decorated the gym. Gifts for the orphaned children were wrapped by the RCN Women's Auxiliary, while patients at RCN Hospital wrapped the candies.

HMCS Shearwater

Santa Claus discarded his reindeer in preference to a Navy helicopter when he visited the mammoth children's Christmas parties held at the naval air station December 17, 18 and 19.

St. Nicholas (Jim Bradley, technical representative of the Hawker aircraft company) alighted from his helicopter and greeted more than 800 children of servicemen attached to the base. On the 19th, he opened his bag of toys for 58 orphans from the Nova Scotia Home for Colored Children who were feted at a special matinee by naval airmen.

The three-day party was organized by the petty officers' mess and was the most elaborate yet held at Shearwater. Aside from the usual slides and swings, the naval airmen contrived a roller coaster, a merry-go-round, a duck pond with the genuine article afloat upon it, a fish pond where youngsters could snag a bag of candy with hook and line and several Shetland ponies for the children to ride. Bill Lynch, well known circusman, provided the sailors with assistance.

A Klondike Nite raised more than \$500 for the party and the ship's fund paid for the rest.

Members of the committee organizing the affair were Petty Officers Allan McDonnell, David Wier, Robert Spicer, Bill Mensell, Andrew Yule, Don Anderson and Norman Ellison.

Communications School

CPO Charles Light has left the school to join HMCS Quebec. Recent additions to the staff are CPO W. A. Walters, from Aldergrove Naval Radio Station, and CPO Reg Thomson, from the Micmac.

The Comschool's bowlers are showing the rest of Cornwallis how it's done. Men from the school are holding the high single, high cross and high average.

The departure of CV44 class left some gaping holes in the hockey team and also in the Cornwallis entry in the Annapolis Valley league. As of January 1, the Comschool pucksters led the inter-part league with an undefeated record.

HMCS La Hullose

"The Lady" was well dressed for Christmas. Three Christmas trees were placed aloft and the electrical staff spread gay colored lights throughout the ship. The wardroom and lower mess decks also had gaily decorated trees.

On Christmas Day, Ordinary Seaman Boyd Caldwell, of Brockville, Ontario, acted as captain for the day

A LOT OF WORK WENT INTO THOSE HOLIDAY DINNERS

It was a big job ordering supplies for Christmas and New Year's dinner for more than 4,000 officers and men of the Atlantic Command.

The grocery list handled by Lieut. (S) F. C. Bingham and his staff at the Central Victualling Depot ran something like this: 8,000 pounds of turkey, 1,330 pounds of cranberry sauce, 2,700 pounds of nuts, 2,000 pounds of table raisins and 3,000 pounds each of Christmas cake and plum pudding.

The supply staff under Lieut. Bingham included CPO R. Bealieu, PO John Cousineau, and PO Robert Carmichael.

Another big job was the baking of the Christmas cakes and puddings. Five cooks under Commissioned Cookery Officer Roger Bonoyer worked five weeks getting 3,000 pounds each of cake and pudding ready for Christmas and New Year's tables throughout the command.

The cooking staff found it necessary to work nights for two-and-a-half weeks in order to get normal bread and bun baking done while tackling the holiday season commitments. Into the cakes and puddings went, among other things, 700 pounds of flour, 390 dozen eggs, 1,400 pounds of raisins and currants, 90 pounds of butter, 900 pounds of brown and white sugar, 1,000 pounds of peel, suet, cherries and dates, and 500 pounds of nuts.

Members of the cooking staff included CPO Kenneth Rooke, AB B. Bernier, AB E. J. Eisan and Ordinary Seamen R. Wade and H. Nuttall.

and carried out the customary rounds of the ship, while a fine Christmas dinner was served the men by the officers. Another old naval custom was carried out on New Year's Eve when Petty Officer Beverley Allday, of Dartmouth, struck out the old year and Midshipman John Hall, of Ottawa, rang in the new on the ship's bell.

Sports have revolved around hockey, with Chief Petty Officer Cecil Moore doing a fine job of organizing and leading the squad to several victories against other local navy teams.

Mechanical Training Establishment

Class 146, taking the P2 stoker mechanics' course at the MTE, has completed instruction and its members have been drafted to Naden and to the Quebec. Another class of prospective P2's began the course in November.

At the end of the year, the MTE hockey team was holding down top spot in the Stadacona inter-part league. In inter-part bowling, the MTE "A" team was in second place with 27 points, while the mixed bowling league entry was in fourth place.

NAVAL DIVISIONS

HMCS Hunter (Windsor, Ont.)

Hunter's divisional efficiency trophy has again been won by the gunnery class under Lieut. T. A. Tarleton. The trophy is awarded every two months on the basis of smartness on parade, attendance and dress. Last year the trophy was won two out of three times by the gunnery division.

As usual, the holiday season provided a wide scope of entertainment. New Year's Eve parties were held by both the chief and petty officers' mess and the wardroom officers.

More than 300 children attended the children's party and each received a gift from Santa, plus the usual good things to eat.



Film star John Wayne and Mrs. Wayne, above, were among the notable guests who visited aboard HMCS Ontario while the cruiser was at Acapulco, Mexico, on her way back to Esquimalt from the East Coast. (OC-1053).

The governor of Michigan, G. Mennen Williams, and other notables from the United States and the Windsor area, attended the New Year's Day levee in the wardroom. Toasts were drunk to the President of the United States and to the King.

The Wrens are proving themselves adept on the rifle range. It is expected several will have reached a sufficiently high state of efficiency to join the Hunter rifle team in the DCRA "at home" shoots in January, February and March.

HMCS Montcalm (Quebec City)

Montcalm held its annual children's Christmas party December 26, with the Quebec Branch of the Naval Officers' Association playing the generous role of Santa. Each child received a present and there were the usual good things to eat for all.

The following evening the ship's company attended a premiere of the Royal Tour movie along with government and civic officials.

Wren recruiting is proceeding favorably, with the first recruits expected to be enrolled in the division about mid-February. In command of them will be Lieut. (W) J. H. Dunn.

Montcalm mounted a guard of honor for Lieutenant Governor Gaspard Fauteux of Quebec and Mrs. Fauteux upon their departure January 9 for Victoria, where Madame Fauteux was to sponsor HMCS Quebec on the ship's commissioning January 14. The guard was commanded by Lieut. Phil Lemay.—*S.P.*



Shown above are members of the first post war class of Wrens to receive training in the Royal Canadian Navy. Front row, left to right: CPO Brian Inglis, Salt Spring Island, B.C. instructor; Wrens Lois Leedham, Toronto; Georgina Whitman, Lawrencetown, N.S.; Loretta Peets, Edmonton; Etta Wright, Montreal; Audrey Jukes, Melville, Sask., and Lieut. (W) Betty Crowther, Vancouver, divisional officer. Centre row: Shirleen Cooper, Hamilton; Joy Tyo, Cornwall, Ont.; Pamela Limbrick, Ottawa; Valentine Day, Kirkfield Park, Man.; Barbara Schmidt, Hamilton; June McRobert, Toronto; Daphne Weatherall, Ottawa; Jean Espey, The Pas, Man.; Doreen Patterson, Vancouver, and Ruth Babcock, Toronto; Rear row: Wrens Sheila Moore, Montreal; Maurine McGirr, Calgary; Catherine Pattison, Halifax; Dorothy Willett, St. John's, Nfld.; Hilda Nichols, Montreal; Lorraine Brown, Swan River, Man.; Pat McKinley, Vancouver; Enid Coffin, Montreal; Phyllis Richards, Ottawa; Pat Rennie, Victoria, and Vivian Wright, Victoria. (DB-1147-2).

HMCS Star (Hamilton)

Two separate Christmas parties were held at HMCS Star. One was for the ship's company and their families and the second was for the children of all chief and petty officers attached to the Hamilton naval division. In all, 236 children were feted and introduced to Santa Claus (CPO D. Harkness).

The parties were sponsored by the Ladies' Auxiliary of HMCS Star, an organization deserving the highest praise. The auxiliary also brought a touch of Christmas to naval veterans

and children of naval veterans confined to the local sanatorium. Four adult patients received a number of gifts and \$5 each and the four children confined in the san. were given toys and clothing.

Social events at Star included the chief and petty officers' mess dinner December 6, the wardroom mess dinner December 7 and the ship's company Christmas smoker.

HMCS Prevost (London, Ont.)

Prevost celebrated the Yuletide season with several social events and on New Year's Day acted as host to the other services in the wardroom.

At the last parade before Christmas, Ord. Sea. D. J. Stewart, 20, of Woodstock, youngest seaman aboard, was called from the ranks at evening quarters to be "captain for the day."

Ord. Sea. Stewart traded jackets and caps with Lieut.-Cdr. E. Gordon Gilbride, first lieutenant, immediately reprimanded him for his careless dress and sent him to the ranks on the double.

AB T. E. Nunns chalked up the top score in the annual captain's turkey shoot. Commander F. R. K. Naftel presented prizes to AB Nunns and to the highest scoring team, captained by Sub-Lieut. Charles Brown.

The officers held a stag before Christmas and the chief and petty

SUDDEN SLIP, QUICK DIP

December 3, 1951, is a date that Ordinary Seaman Fred Gilson, 18, of Toronto, won't forget in a hurry.

On that date his ship, HMCS Ontario, was en route from Acapulco, Mexico, to San Pedro, Calif., and Ord. Sea. Gilson was scrubbing down the top of one of the port four-inch gun shields. All of a sudden he slipped and fell over the ship's side, which rushed past him at 17 knots.

The cry "Man overboard!" was raised by several witnesses and an alert lifebuoy sentry dropped two Kisbe buoys. Within a matter of seconds, a lifeboat's crew had manned the port whaler and was being rapidly lowered to the water.

A few minutes later a dripping and thankful Gilson, his cap still on his head, was hoisted inboard. The sea was calm and the water warm. Gilson's biggest shock was when he saw the ship steaming on, apparently unaware of his plight. "It gave me an awful scared and lonely feeling, thinking I was all alone out there," he admitted.

The lifeboat's crew was praised by the commanding officer, Captain E. P. Tisdall, for its prompt and efficient rescue. Those manning the boat were PO George Renton, coxswain, PO Tom Miller, PO James Starkey and Ldg. Sea. Norvan Reid, all of Victoria; Ord. Sea. John Milne, Toronto, and Ord. Sea. James McTavish, Winnipeg. —*D.D. McC.*



Lieut. (P) David MacKay judges the entry of John Knox, of Halifax, right, that won first prize in a helicopter contest staged by the Shearwater Model Airplane Club. Prizes were a model aircraft engine and a flight in a real helicopter. The model aircraft enthusiasts, more than 40 in number, meet twice monthly at the RCN Air Station (DNS-6287).

officers held a dance on New Year's Eve.

Lieut. N. J. Russell, staff officer at Prevost since October 1950, was promoted recently to the rank of lieutenant-commander. Lieut.-Cdr. Russell entered the RCNVR in the early part of the war as an ordinary seaman and was commissioned a year-and-a-half later. He subsequently served in corvettes and frigates until the end of the war. — *N.C.*

HMCS Malahat (Victoria)

Officers and men of Malahat boarded HMCS Sault Ste. Marie for a training cruise to Seattle over the weekend of December 7-9. The minesweeper reached the U.S. port city Saturday morning after a night of steaming and exercising in the Straits of Juan de Fuca.

Under a training scheme devised by Commander G. A. V. Thompson, Malahat executive officers were divided into teams which took their turns at sailing the ship.

Members of the new Wren division took over a large share of the preparations for the Christmas Tree party, held December 22 for children of both Malahat and Sault Ste. Marie personnel, and for the ship's company dance, which was held the same night. Both events were staged in the newly acquired Moresby House. The Christmas party committee included In-

structor Lieut. Joseph Downey, CPO Walter Burch, CPO Brian Flintoff, Wren Gaie Brock and AB Charles Spittal.

The chief and petty officers' New Year's Eve party in their new mess topped off social events at Malahat for 1951.

FIRST PLACE BATTLE IN STAD HOOP LOOP

Two teams were tied for first place in the Stadacona inter-part basketball league as the year ended. Electrical School Mates and Junior Officers' Technical Course "E" each had eight points. Deadlocked for second place were Electrical School staff and the ND School with six points.

Next was the Supply team with two points and in last place were MTE and JOTLC "F", who had so far failed to break into the win column.

SCOTIAN TEAM ENTERED IN ARMY HOCKEY LEAGUE

HMCS Scotian lost its first game in the Halifax and District Reserve Army Hockey League, dropping a 5-3 decision to the Service Corps.

Scotian went into an early lead with a goal in the first period but the RCASC team opened up in the second, scoring twice, then added three more in the third while the Navy men replied with two goals. Ord. Sea. George Lenihan notched two of Scotian's three counters.

MAN OF THE MONTH (Continued from Page 15)

staff of Captain (D), being concerned with the maintenance and supply of armament and magazine stores for all ships entering Halifax. During this period he was advanced to chief petty officer.

"They were hard days," sighs the Chief, "but I certainly met thousands of people and made lots of friends."

After two years of association with the ships, CPO Parkinson was drafted to the Gunnery School, which had been moved to Cornwallis, and got back into the instructional side of things once more.

His next assignment took him to the RCN College at Royal Roads, B.C., as gunnery instructor. He instructed one class of cadets for the whole of their two years at the college (1944-46) and is justly proud of those who joined the Regular Force and are "going places" today.

From Royal Roads CPO Parkinson was drafted to HMCS Crescent, where he served as gunnery instructor until deciding to become a man behind the men behind the guns. Transferring to the newly organized Ordnance branch as a chief armourer in July 1947, he went to the Ordnance School in Halifax, where he took a seven-month conversion course. He then returned to the West Coast to serve in the Reserve Fleet.

In October 1949 he was drafted to HMCS Nonsuch, the naval division in Edmonton, and was kept busy maintaining armament equipment in the Prairie divisions.

He continued in this work for 15 months, then was drafted to the Ordnance School, which had been shifted to Esquimalt. He is serving in the school as Regulating Chief, a position in which his long experience has proven invaluable.

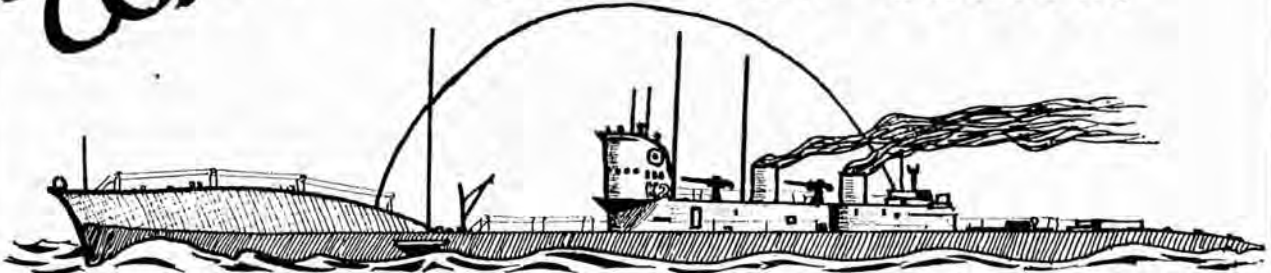
CPO Parkinson possesses the Coronation Medal and the Long Service and Good Conduct Medal, as well as the usual war service medals and stars.

The "Chief" has a particular claim to distinction. His husky build and jolly humor have made him a natural to play the role of Santa Claus at naval Christmas parties, and this he has done more often than he likes to remember. As a matter of fact, just this past Christmas he was Santa Claus at the Pacific Command children's party, and his friends claim he made a bigger hit with the children than ever before.

NAVAL LORE CORNER

NO.1.

SUBMARINE GIANTS!

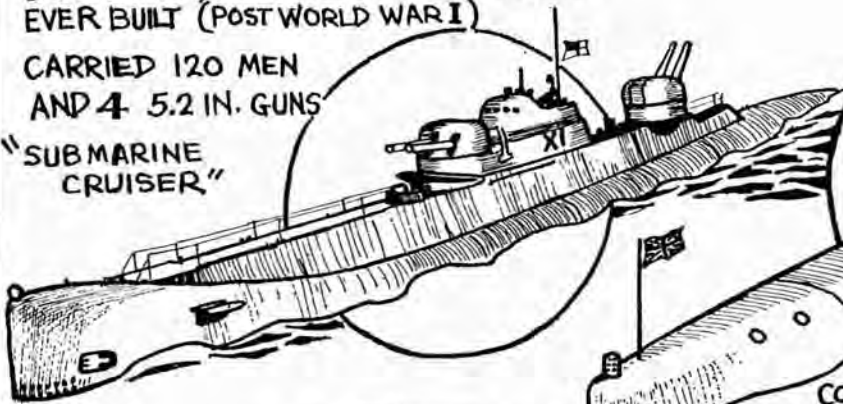


BRITISH 'K' CLASS (WORLD WAR I): THESE BOATS WERE POWERED BY STEAM WHEN SURFACED—OBTAINED A SPEED OF 22 KTS., AND LOOKED MORE LIKE TORPEDO BOATS THAN SUBMARINES. (THEIR TWO FUNNELS COLLAPSED FOR DIVING).

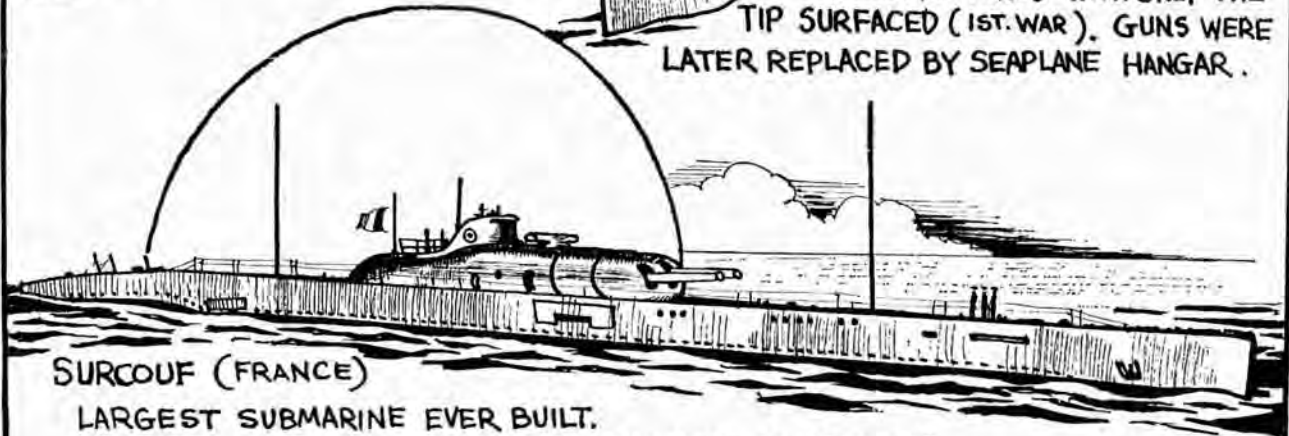
BRITISH 'XI', 2ND. LARGEST SUBMARINE
EVER BUILT (POST WORLD WAR I)

CARRIED 120 MEN
AND 4 5.2 IN. GUNS

"SUBMARINE
CRUISER"



BRITISH 'M' CLASS
"SUBMARINE MONITORS"
MOUNTED A 12 IN. GUN, WHICH
COULD BE FIRED WITH ONLY THE
TIP SURFACED (1ST. WAR). GUNS WERE
LATER REPLACED BY SEAPLANE HANGAR.



SURCOUF (FRANCE)

LARGEST SUBMARINE EVER BUILT.

MOUNTED 2 8 IN. GUNS, AND 1 SEAPLANE IN ADDITION
TO 10 TORPEDO TUBES (REPORTED MISSING, APRIL 1942)

J.M. THORNTON

