

The CROWSNEST



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LADY OF THE MONTH

With welcoming aircraft from HMCS Shearwater overhead and her paying off pendant streaming far to starboard, HMCS Nootka steams into Halifax harbor to become the first Canadian destroyer to circumnavigate the globe.

The Nootka reached Halifax last December 17, after an absence of almost a year. In that period the ship steamed thousands of miles on Korean patrol duty and took part in some of the hottest exchanges of fire between ship and shore that Canadian destroyers in the Far East have experienced.

* * *

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*When the ship that is tired returneth with the signs of the sea showing plain,
Men place her in dock for a season, and her speed she reneweth again.*

These lines from Hopwood's Laws of the Navy were suggested as the title for this month's cover picture, which shows HMCS Crusader in drydock at Yokosuka, Japan.

The Crusader's "season" was brief, only two docking days being granted for the repair of the ship's asdic dome and inspection of the hull after seven months' exposure to salt water.

The photo was taken at 0400 by PO R. W. Reid, naval photographer serving in the Crusader, who used a 30-second time exposure at an F16 stop and popped a large-sized flashbulb (No. 22) to fill in the shadows. (CU-339).

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R.C.N. News Review

RCN to Take Part In Coronation, Review

The Royal Canadian Navy will be represented along with the other armed forces of Canada, in the Coronation program on June 2, but the most spectacular naval contribution to the ceremonies will come nearly two weeks later at the Spithead Review.

In the Coronation procession and lining the route of the parade near Canada House on June 2 will be 736 uniformed officers and men of the Canadian armed services. Among them will be 78 members of the RCN and 45 members of the Reserve.

Personnel, active and reserve, will be selected on the basis of service records, with preference going to those who have received awards on active service. Physical condition, appearance and the representation of different parts of Canada will be other factors. Nursing officers and Wrens will be eligible for selection.

On June 15, Her Majesty the Queen will review the fleets of the Commonwealth at Spithead. The

presence of HMC Ships Magnificent, Ontario, Quebec, Sioux, La Hullose and Swansea will give more than 3,000 officers and men ringside seats at the naval review.

Haida Becomes Train-Buster Too

A train-busting foray by HMCS Haida topped the operational news from Canadian destroyers in the Korean war theatre.

The Haida's chance to join the Train Busters' Club, of which the Crusader is already a charter member, came in the early hours of December 19.

It was the last night of the patrol and the ship's company was at action stations when a northbound train came into sight, without warning, at 2.59 a.m.

For six minutes the Haida's guns blasted the train and then stopped to let the smoke and dust clear. The target was stopped cold in the open.

The Haida continued to pound train and track for nearly an hour.

When action was broken off at 4.30 a.m., ten shattered freight cars were in sight and the railway line was cut. The locomotive had presumably escaped into a tunnel.

The next day the Haida headed south to spend Christmas in Japan with the Athabaskan and Crusader.

Ship's companies of the three destroyers were fortunate in that operational commitments permitted them to spend Christmas in port in Japan rather than on the bleak coasts of winter-bound North Korea, though the Athabaskan's schedule required her to put to sea before the day was over.

Training Cruise Program Begins

Ships from both coasts are well into 1953 training programs this month.

HMC Ships Beacon Hill and Antigonish, which sailed from Esquimalt January 19, began a three-day visit to Pearl Harbor February 2, after which they exercise for a week at nearby Kealakekua Bay. The two frigates will leave for home February 13 and are due back in Esquimalt February 22.

On the Atlantic side, HMCS Huron sailed from Halifax January 17 on a month's "shakedown" cruise. The destroyer visited Miami, Florida, February 3-5 and will work in Bermudian waters February 9-17. She is due back in Halifax two days later.

February will mark the beginning of spring training cruises of HMCS Quebec, which has been in refit at Halifax. After post-refit trials and work-ups, the training cruiser is scheduled to sail for Bermuda February 6. She will leave there nine days later for Port of Spain, Trinidad, where she will visit from February 25 to March 2.

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, will embark in the Quebec February 6 and will sail in the cruiser to Bermuda. There he will transfer his flag to the Huron for the return voyage to Halifax.



It was a raw, cold morning when HMCS Iroquois returned to her Halifax home from the Korean theatre, but there was no mistaking the warmth of the greeting given the ship's company by relatives and friends who had turned out to meet them. The Iroquois, first Canadian warship to suffer battle casualties in the war, arrived at Halifax January 8. (HS-23490).

Returning to Halifax March 8, the Quebec will commence a second southern cruise four days later. During the ensuing month, the ship will visit Kingston, Jamaica (March 18-21), New Orleans, La. (March 27-31) and Tortola, Virgin Islands (April 6-10), arriving back in Halifax April 15.

HMCS Crescent was due February 2 in Esquimalt, to mark the end of her days as a destroyer and the beginning of her conversion to destroyer escort design, similar to that of the Algonquin. The ship's company of the Crescent, composed of Halifax Port Division men, will join the Algonquin when she commissions February 23 under the command of Commander P. F. X. Russell. The Algonquin will sail ultimately for Halifax, her future base.

Iroquois Travels 59,000 Miles in Nine Months

Between April 15, 1952, when she sailed from Halifax for the Korean war theatre, and her return to a glad welcome home on January 8, HMCS Iroquois logged 59,000 miles — nearly 34,000 of them on duty in the war zone.

During her absence from Canada on duty, the Iroquois spent 199 days at sea and 63 in harbor. Her four-inch guns fired 2,822 rounds and her new rapid-fire three-inch-50 guns 745 rounds.

The Iroquois took part in 35 bombardments of the enemy coastline.

During a 24-day patrol off the west coast of Korea in September she guided a sea, land and air raid which cost the communists more than 200 killed and wounded and which knocked

out a score of gun emplacements, mortars and heavy machine guns.

On October 2, operating off the east coast of Korea, the Iroquois was hit by a shell from an enemy shore battery. One officer and two men were killed — the first RCN casualties of the Korean war. The destroyer later returned to the area and effectively silenced the battery.

Ports visited by the Iroquois between her departure for the Far East and her return included Kingston, Jamaica; Balboa, Canal Zone; Manzanillo, Mexico; Long Beach, California; Pearl Harbor, Hawaii; Guam and Kwajalein Islands; Sasebo and Kure, Japan; Hong Kong; Esquimalt, B.C., and Bermuda.

Hamilton Chosen For New Command

A naval command familiar to many officers and men of the wartime navy will be back in business in March, but at a new location. The Commanding Officer Naval Divisions, who was established in Toronto during the Second World War, will now be located in Hamilton.

The present staff of the Director of Naval Reserves in Ottawa will transfer to temporary quarters on the top floor of the barracks block at HMCS Star and will be incorporated in the staff of COND.

Captain Angus G. Boulton, at present Director of Naval Reserves, will be appointed acting COND and be in command until the arrival on April 27 of Commodore Kenneth F. Adams, who has been appointed Commanding Officer Naval Divisions. Captain Boulton will then become Chief of Staff to COND.

Flamborough Head Now Cape Breton

Bearing the name HMCS Cape Breton, the 10,000-ton former escort maintenance vessel Flamborough Head was commissioned at Halifax on January 31.

In keeping with her role of apprentice training ship, the Cape Breton's first and second in command are engineer officers. They are Commander (E) Edward N. Clarke, commanding officer, and Lieut. (E) D. E. Galbraith.

The 52 apprentices in the first class will study, eat and sleep on board the Cape Breton for most of the 39-month course ahead of them. Within the next three years it is hoped to increase the number under training in the ship to about 150.

The Cape Breton is the second ship of that name in the Royal Canadian Navy. The first, a frigate, took part in the Battle of the Atlantic and the invasion of Normandy.

BUSY YEAR FOR WALLACEBURG

Though their duties are such as seldom to bring them before the public eye, the "little ships" of the fleet work just as hard and do as important a job, relatively speaking, as the big fellows.

Typical of these is the Halifax-based Algerine minesweeper, HMCS Wallaceburg. On commencing her current annual refit, the Wallaceburg checked back over her record for the preceding year and came up with the following:

Employed almost entirely on training duties, the ship spent 192 days at sea, in the course of which she steamed 28,507.5 miles.

Ammunition expenditure included 412 rounds of 4-inch, 15,000 rounds of Oerlikon, 508 hedgehog projectiles and 87 depth charges.

Officers, cadets and men embarked for training totalled 211.

Anti-submarines exercises were conducted with seven different submarines—three British and four American. Additional exercises involved ten days with a USN Mine Force at Charleston, S.C., and similar periods with a USN Submarine Force at New London, Conn., and with HMS Sparrow, HM S/M Alcide and USN aircraft in the Bermuda area.

On several occasions, too, the ship exercised with aircraft from HMCS Shearwater and RCAF Station Greenwood and with other ships of the Atlantic Command. During Exercise Cordex, which tested the defences of Halifax, the Wallaceburg was senior ship successively of an anti-submarine force, a minesweeping flotilla and a close escort group.

During the year the Wallaceburg visited Bermuda seven times, Saint John, N.B., and St. John's, Nfld., three times and paid single calls at Nassau, BWI, Charleston, New London and Boston.

On a special assignment, the Wallaceburg took the Lieutenant-Governor of Newfoundland to 20 outposts along the south coast of the province.

Admiral Mainguy to Visit Ships in Korean Waters

Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, will fly to the Far East shortly to visit the three Canadian destroyers on operational duty in Korean waters. He will be absent from Naval Headquarters for a month.

Admiral Mainguy will embark in HMCS Athabaskan to view operations off the east coast of Korea and, eight days later, will fly to Seoul to visit Canadian troops serving with the 1st Commonwealth Division.

He will next spend four days on board HMCS Haida witnessing west coast operations, returning to Japan on board HMCS Crusader.

Admiral Mainguy will visit the UN base at Sasebo and the Commonwealth base at Kure. During the closing days of his tour, he will inspect leave and recreational facilities in Tokyo.

THE 'BONES' OF DEADMAN BAY

by R. A. P.

Mighty Warships of 1812 War Buried Beneath Waters of Kingston Cove

UNDER the waters of a little cove near Kingston, Ontario, lie the hulks of great warships built during the War of 1812 to defend Canada against American attack. The bay is now known as Deadman Bay because of an accident which occurred on September 12, 1846, when a boat carrying workmen from near-by Cedar Island foundered in high waves sweeping in from Lake Ontario. Seventeen or eighteen men were drowned; six others saved themselves by swimming a few hundred yards to shore. Hamilton Cove, in which the unfortunates met their death, was already at that time the grave of a part of the 1812 fleet. Renaming it Deadman Bay was therefore not inappropriate.

According to local tradition, the vessels were sunk in the bay because of the Rush-Bagot Agreement of 1817 between Britain and the United States which limited the rival navies on Lake Ontario to one gun-boat of 100 tons carrying one gun. It is also popularly believed that the ships were sunk in

such condition that they could be raised again if needed to ward off another attack. Another version, often repeated even in reputable history books, is that the Rush-Bagot Agreement and the sinking of the ships inaugurated the "undefended frontier" between Canada and the United States.

This latter statement has been demonstrated to be false by several recent writers. Furthermore, during the summers of 1951 and 1952, the sunken vessels in Deadman Bay were examined by a diver and his investigation, coupled with more normal methods of historical research, has established that the ships were not sunk to carry out the conditions imposed by the agreement with the United States, that they were not sunk in a condition for raising again if needed, and that in actual fact they were kept in reserve for 20 years in Navy Bay (then called Haldimand Cove) from which the 1812 fleet had operated. Only after they had de-

cayed beyond any possibility of useful service were the water-logged hulks of those vessels which had survived towed around Point Henry into Hamilton Cove for sinking.

The investigations of 1952 also established the probable identity of the vessels which still lie in Deadman Bay. Furthermore, they have led to the recovery of an early nineteenth century boat which is believed to be that in which the 17 workmen met their death.

* * *

The 1812 navies on Lake Ontario, although completely cut off from the sea, conformed in design and size with the ships then being built for ocean warfare. The war on Lake Ontario was a "ship-builder's war." The preservation of a "fleet-in-being" to guard the line of communications on Lake Ontario was so important to both British and Americans that neither fleet was prepared to risk action except on definitely advantageous terms.



The powerful, but rarely used, British fleet on Lake Ontario is shown here in the attack on Fort Oswego on May 6, 1814. The engraving was drawn by Lieut. John Hewitt, of the Royal Marines, who at a later stage in the action climbed the flag pole and tore down the American colors. In the left foreground is the flag ship, the Prince Regent (60 guns), with the Charwell inshore firing pointblank at American troops. The other ships are the Princess Charlotte (43 guns), the Star, the Montreal, the Niagara and the Magnet.

Meanwhile, as the advantage alternated from one to the other, the rival commanders, Commodore Isaac Chauncey, USN, and Commodore Sir James Yeo, RN, sought to out-build each other. The result was the growth of fleets and ships so large that the naval historian James stated, with pardonable exaggeration, that if the war had continued much longer there would have been no room to manoeuvre on Lake Ontario.

When the war came to an end at the close of 1814, the British fleet on the lake consisted of the following ships: *St. Lawrence* (112 guns*), a first-rate three-decker that was bigger than her more famous contemporary the *Victory*; three frigates, *Prince Regent* (60 guns), *Princess Charlotte* (43 guns) and *Psyche* (54 guns); two ship-rigged sloops-of-war, *Wolfe* (23 guns) and *Royal George* (22 guns); and several smaller brigs and schooners. Furthermore, Yeo had on the stocks nearing completion two more first-rates, very similar in size to the *St. Lawrence*, which were named *Wolfe* and *Canada*.

The construction of this fleet had been undertaken by Britain at great cost in the Kingston dockyard alone. In addition, the *Psyche*, a relatively large "fir-built" frigate, had actually been constructed in England and transported in frame up the River St. Lawrence, a feat which involved dragging her across long portages and which is said to have cost the British taxpayers some £300,000. The Admiralty had chosen this course because their Lordships were convinced that there was no more white oak of suitable size near enough to Kingston for use in building more big ships. They were also probably aware that there was a chronic shortage of shipwrights in the dockyard. Sir James Yeo, however, managed to build the three first-rates despite all these handicaps.

Visitors who came to Kingston in the years after the war regularly commented on the folly of the British Admiralty in sending a ready-built ship at such great cost to a land full of timber. Gradually the story was embroidered. It was said that the *Psyche* had been sent complete with water-casks when all that was necessary was to cast a pail over the side; and it was even stated that she carried an apparatus for distilling salt-water!

For several years after the Rush-Bagot Agreement was signed in 1817,

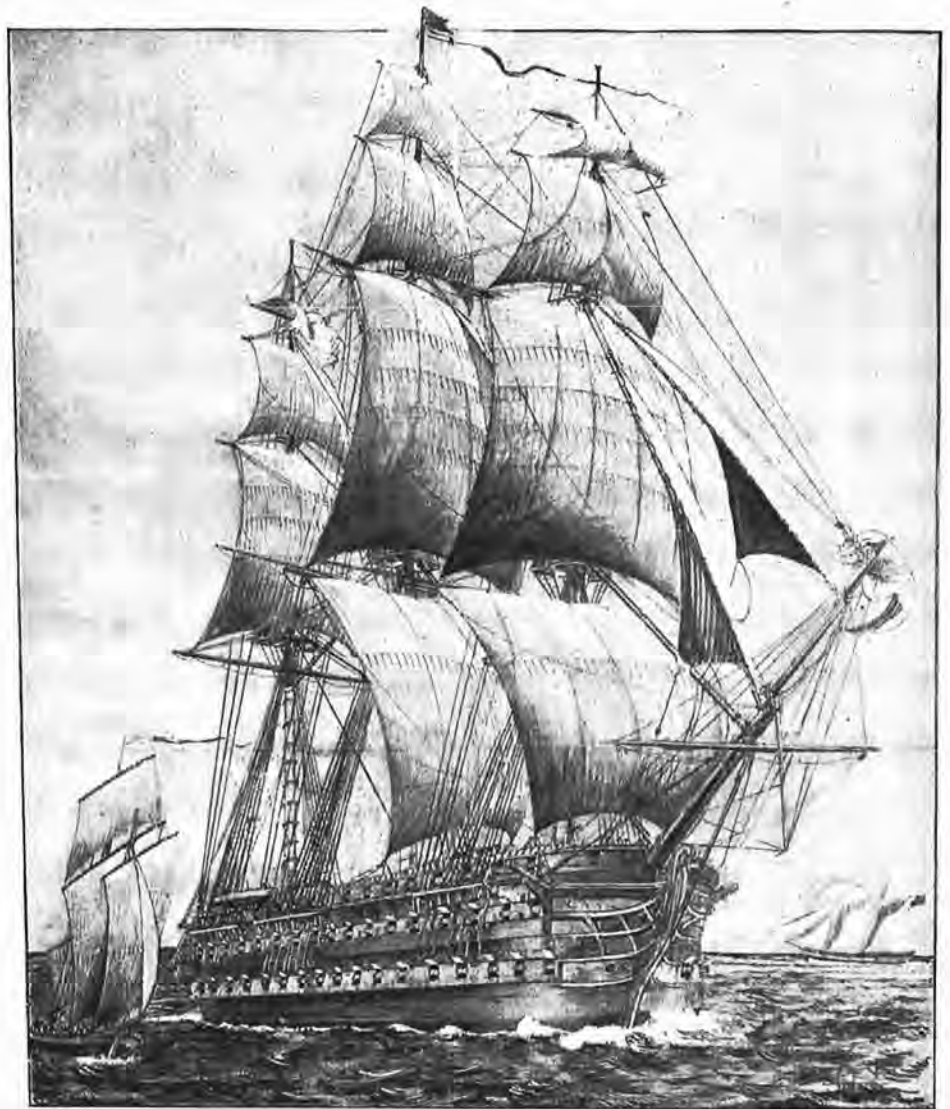
*The official rating of guns given in contemporary navy lists differed considerably from the number of guns actually carried. The figures given herewith are the maximum number the ships are known to have carried.

the Admiralty spent £10,000 a year to keep this great fleet in a state of readiness. Some of the older and smaller vessels were already un-serviceable; but the greater part of the fleet was laid up "in ordinary" (i.e. in reserve). Three or four of the ships, including the great *Psyche*, which had been launched on Christmas Day, 1814, and had probably never made her maiden voyage, were hauled out of the water on slipways and were stripped down to their frames for better preservations.

The remainder lay in Navy Bay. A great limestone warehouse was built to store their rigging and gear. This building, which is now a dormitory of the Royal Military College, is still known as the "Stone Frigate"

because of its connection with the 1812 fleet.

By 1827 it was realized that the big ships had decayed so much they would never again be fit for service. They had been constructed hurriedly of green timber and the fresh-water was alleged to be even worse than salt-water for causing "worm". Furthermore, there was now only £6,000 a year allocated to the Kingston Dockyard. As a result of all these things the Naval Commissioner, Commodore Robert Barrie, one of Nelson's fighting captains, was compelled to inaugurate a new policy in 1827. For the first time since the Rush-Bagot Agreement was signed ten years earlier, he commissioned the gun-boat allowed to Britain by its terms. Now



Crowning product of the "shipbuilders' war" on Lake Ontario during the War of 1812-14, HMS *St. Lawrence* was a three-decker of 2,300 tons, mounting 112 guns and manned by a ship's company of 1,000. Launched in October 1814 at the Kingston Navy Yard as the flag ship of Commodore Sir James Lucas Yeo, she quickly cleared Lake Ontario of enemy shipping and forced the Americans to evacuate the Niagara Peninsula. She was built at a cost of nearly £500,000 and was sold years later for £25 to be used as a wharf at Kingston. This picture was drawn by C. H. J. Snider of Toronto, from Admiralty lines of the ship, for his forthcoming book "His Majesty's Provincial Marine, 1755-1813".

big ships could not be built; but he had ten more gun-boats on the stocks which his workmen kept in good repair. While keeping within the terms of the agreement, Barrie was obviously maintaining as strong a naval force on Lake Ontario as his means and the agreement allowed.

With the victory of the Whigs in 1830, however, even this modest naval policy was abandoned. Between 1832 and 1836 the ships in the dockyard, both old and new, were put up for auction. The dockyard itself was officially closed down in 1835.

The big ships were offered first. Only one bid was received. A local merchant obtained the *St. Lawrence* (which had cost nearly half a million to build) for a paltry £25. He towed her away to his distillery in Kingston where for many years she served as a wharf. Her keel timbers still lie where she rotted away. The *Wolfe*, one of the first-rates on the stocks, was struck by lightning a few months afterwards and collapsed into a heap of match-wood. The *Canada*, the *Psyche* and other vessels on the stocks and slips were in very decayed condition and appear to have been pulled to pieces during the thirties. One of the smaller vessels on the stocks, however, the *Netley*, which had been built in the first year of the war, was recommissioned as the depot ship



The author of the accompanying article, Dr. R. A. Preston, professor of history at Royal Military College, examines two timbers from HMS Prince Regent, still held together by a hand-wrought spike, brought from the bottom of Navy Bay at Kingston.



In September 1846 a boat carrying workmen sank with the loss of 17 or 18 lives in what has since been known as Deadman Bay at Kingston. The first men aboard what is believed to be the same bateau in more than 100 years were CPO C. A. Vaughan, of HMCS Catarauqui, and Cadet R. S. Bigelow, of Royal Military College, who is seen rescuing pieces of the boat torn loose by salvage operations. (George Lilley Photography, Kingston).

Niagara during the rebellions of 1837-8 and was thus the last of the 1812 fleet to see service.

Meanwhile the hulks in the water were rotting away. Their water-logged timbers smelled badly, and the "noxious effluvia" was at one time suspected of causing a cholera epidemic. At some time within a few years of the closing of the dockyard, two or three of the old ships were towed around Point Henry to Hamilton Bay and there sunk. The remainder lay water-logged in Navy Bay and their ribs were visible within the memory of people still alive.

The winding-up of the dockyard and fleet did not, however, bring into being the "undefended frontier". On the contrary it inaugurated a period of fortification building. In that year 1832, in which the great ships (the "bulwarks of our province and an object of universal curiosity to travellers," as a Kingston newspaper called them) were put up for auction, Britain opened the Rideau canal. This great military waterway was built to connect Lake Ontario and the Ottawa river and so to enable troops to pass from the ocean to the lower Great Lakes without traversing the international section of the *St. Lawrence*.

The canal's mouth was at Kingston, close to the old dockyard. Hence the fort which had been built on Point Henry to protect the dockyard on Point Frederick was replaced between 1832 and 1836 by a much more formidable work whose primary purpose was to defend the entrance to the Rideau canal.

Nor was this all. In 1846, when the crisis over the possession of Oregon seemed likely to plunge Britain and the United States into war, four great martello towers were built at Kingston. It was while returning from their work on the Cathcart Redoubt on Cedar Island that the 17 workmen met their death in September of that year.

Thus from 1815 to 1832 the main defence of Upper Canada was a British fleet on Lake Ontario, the Rush-Bagot Agreement notwithstanding. For a generation after 1832, land works took the place of the abandoned fleet.

* * *

The recent investigation of the condition of the two vessels left in Deadman Bay shows that in some places the sides of the ships stand up six to eight feet from the silt. Their decks have collapsed into their holds.

(Continued on Page 32)

CANADA CALLS AT SINGAPORE

To Canadian Colony,
Visit of Nootka
Was Great Occasion

(The following was contributed to *The Crownsnest* by Mrs. G. F. W. Hudson, formerly of Victoria, whose husband, a former lieutenant, RCN(R), is now with a shipping company in Singapore).

A small group of Canadians in far-off Singapore were back at home for a day in November. As they stepped on board HMCS Nootka, their exile was briefly over, and the sight of the Canada flash on the shoulders of the husky sailors was something very special and nostalgic.

This visit of the Nootka was the first of any Canadian warship to the port of Singapore, and she was also setting another record for the RCN by being the first of our destroyers to circle the globe.

We Singapore Canadians celebrated this event with a party for the crew of the Nootka. At this happy gathering we met sailors from such far distant



En route to Singapore, on her way home from the Far East, the Nootka contrived to cross the Equator, thereby qualifying all her crew as "shellbacks." King Neptune (Lieut. A. R. McClung) and Queen Amphitrite (Lieut.-Cdr. F. P. R. Saunders), assisted by the usual crowd of courtiers, presided over initiation ceremonies to which all "tadpoles" were subjected. Here one of the "Bears" (PO Walter Fall) administers another "pill" to CPO Bob Henry during the latter's initiation. (NK-1790).

points as Whitehorse, Esquimalt, Calgary, Vancouver, Windsor, Peterborough, Toronto, Montreal and Halifax. They looked very fit and smart in their tropical uniforms and we pointed them out with pride as "our boys".

CPO Murray Kayes of Halifax was noted to have the most luxuriant beard and CPO Joe Hilary of Abbotsford, B.C., to have one of the best of singing voices. Another musician to add gaiety to the party was PO Howard (Doc) Bailey, who told us

of the baby son he would soon be meeting for the first time. Young Joe O'Reilly of Ottawa was laughing with excitement at the thought of being home for Christmas, and PO Douglas Cole talked of Christmas at home in the ranching country near Calgary. A vivid description of the Neptune ceremony as the Nootka crossed the line en route to Singapore, was related by Petty Officers Bert Seely of Halifax and Leonard Crippon of Windsor.

With Colombo as her next port of call, the sleek and graceful ship glided away from the Singapore naval base on November 19. On the jetty waving their farewells to those new friends from home were the Canadian Trade Commissioner, Mr. Don Armstrong of Toronto, with his wife and two small daughters; Mr. and Mrs. Pete Quentin and Mr. and Mrs. Ted Webb, also of Toronto, Mr. and Mrs. J. B. MacMillan with their daughter, Mrs. C. Pettigrew, from Hamilton, while representing the west were Mr. and Mrs. Andy Andrews of Vancouver and Mrs. Fred Hudson of Victoria.

As she swung in the channel, the last rays of tropic sun glistened on the scarlet Maple Leaf on the grey stack, a brave sight to salute as HMCS Nootka headed into the Straits of Malacca bound for home.



Mr. and Mrs. Ted Webb of Toronto and Mr. and Mrs. "Andy" Andrews of Vancouver, members of the Canadian colony in Singapore, stop to examine the Nootka's badge while being shown around the ship by CPO Joe Leary of Abbotsford, B.C., and Halifax. (NK-1795).



OFFICERS *and* MEN



Ten are Cited for Korea Service

The Canada Gazette of December 20 announced that Her Majesty the Queen had been pleased to approve awards to ten officers and men of the Royal Canadian Navy for their services in Canadian destroyers in the Korean war theatre.

The list was the longest yet in the total of 33 awards made to Canadian naval personnel who have served in the Korean war.

The awards were as follows:

DISTINGUISHED SERVICE CROSS

Commander Richard M. Steele and Lieut.-Cdr. Donald R. Saxon, CD.

DISTINGUISHED SERVICE MEDAL

CPO Albert L. Bonner, BEM.

MENTION IN DESPATCHES

Lieut. Paul L. S. McCulloch; Lieut.-Cdr. Frank P. R. Saunders; CPO Harry E. Brown; CPO (now

Acting Commissioned Communications Officer) William D. Moyes; CPO Joseph E. Leary; CPO Henry C. Morgan, CD; CPO George E. Vant Haaff, CD.

Commander Steele was in command of HMCS Nootka during the tour of Korean duty from which she returned in December. The citation to his DSC speaks of his "great devotion to duty during long patrols off both coasts of Korea" and "his judgment and bold ship-handling when his ship was under heavy fire off Songjin."

Lieut.-Cdr. Saxon, now executive officer of HMCS Sioux, was in HMCS Cayuga during the period for which his services are recognized. The citation to his DSC emphasized his "devotion to duty during months of the Korean winter whilst acting as Naval Liaison Officer in the islands off the west coast of Korea."

CPO Bonner, who served last year on board HMCS Nootka, has been drafted to HMCS Cornwallis. The

citation to his DSM recalls the occasion, on May 30, 1952, when the Nootka was under heavy fire from eight separate gun positions and tells of CPO Bonner's "calm direction of the communications and continual flow of sound observation of both enemy activity and other ship movements." CPO Bonner won the British Empire Medal during the Second World War and was also mentioned in despatches.

Lieut. McCulloch served for two tours on board HMCS Athabaskan. His mention in despatches is accompanied by a citation which refers to "his skilful application of the techniques of blind pilotage and his sound judgment on the many occasions the ship has carried out night operations in narrow and shoal waters off the enemy coast."

Lieut.-Cdr. Saunders, who served as Executive Officer of HMCS Nootka during her second tour of duty, was praised for his "courage and tenacity while leading inshore operations with the ship's boats."



COMMANDER R. M. STEELE, DSC



LIEUT.-CDR. D. R. SAXON, DSC



CPO A. L. BONNER, DSM

CPO Brown was on board HMCS Cayuga during her 1951-52 tour. He is now on shore duty at HMCS Naden. The citation says he "set an outstanding example in his devotion to duty in working all hours of the day and night, maintaining the Fire Control System so that it was always operational."

Commissioned Communications Officer Moyes, now at Cornwallis, was in HMCS Athabaskan during her second operational tour. The citation to his mention in despatches says: "The high state of efficiency of the Communication Department of HMCS Athabaskan is the direct result of his untiring efforts, and has contributed in no small way to the ship's overall operational efficiency."

CPO Leary spent two tours of duty in Korean waters as Coxswain of HMCS Nootka. His citation refers to "the outstanding attention to duty and the initiative displayed by this man during long periods at action stations in confined and treacherous waters."

CPO Morgan, now at Naden, was in the Korean war theatre for two tours of duty in HMCS Athabaskan in charge of the victualling branch. His mention in despatches was accompanied by a citation that said: "By his outstanding initiative and devotion to duty he set a fine example, resulting in a most efficient organization which contributed in no small way to the overall efficiency of the ship."

CPO Vant Haaff is at present serving at Naden, but was in HMCS Sioux on Korean duty for the period referred to in his mention in despatches. The citation said: "Under circumstances which often required him to work far into the night whenever the ship was in harbor, Chief Petty Officer Vant Haaff has kept HMCS Sioux excellently supplied with provisions." It also observed that his forethought and resourcefulness made it possible for the Sioux to come to the aid of other ships with much-needed provisions during operations in the Taedong Estuary.

Rhodes Scholarship to RCN(R) Officer

Sub-Lieut. (S) Andrew Murray Watson, RCN(R), of HMCS York, has been awarded a Rhodes Scholarship to Oxford University in England for post graduate study.

Sub-Lieut. Watson entered the UNTD of the University of Toronto as a pay writer in November 1948 and was promoted to cadet the following



At the Third Annual Ball held by the Stadacona Chief and Petty Officers' Mess, Commodore H. F. Pullen, Commodore of the RCN Barracks, and Commander A. B. Fraser-Harris, executive officer of Stadacona, chat with members of the executive. Left to right are: Commodore Pullen, CPO R. E. Weaver, 2nd executive member; CPO James S. Bazley, Mess Secretary; CPO Robert Semple, 1st executive member; CPO Thomas A. H. Dicks, Mess President, and Commander Fraser-Harris. (HS-23003).

February. During his summer training periods he served ashore in Stadacona, Naden and Bytown and at sea in the Iroquois and Ontario.

He entered the University of Toronto four years ago with three entrance scholarships and was awarded a scholarship in each of the following years. He graduated last spring with the degree of Bachelor of Commerce and is now working for his Master of Arts degree in economics on a fellowship awarded by the University.

CPO A. A. McGillivray Heads Tecumseh Mess

CPO A. A. McGillivray was elected president of the Chief and Petty Officers' Mess of HMCS Tecumseh, the Calgary naval division, at the recent annual meeting. CPO A. Dean and PO W. M. Neilson were elected vice-presidents.

Two Former "Chiefs" Promoted in Rank

Two chief petty officers of the RCN have been promoted to the rank of Acting Commissioned Officer (Special Branch). They are Commissioned Officers (SB) William Clarence Wilkinson, of Ottawa, and Donovan Clement Filewood, of Victoria.

Mr. Wilkinson entered the RCNVR in April 1931 and went on active service on the outbreak of hostilities in 1939. During the war he served at sea in the corvettes Collingwood and Orillia and the destroyer Sioux and in various shore radio stations and training establishments. He transferred to the RCN in August 1943 and since the war has served on both coasts and at Naval Headquarters.

Mr. Filewood entered the RCN in June 1941 as a boy telegraphist. He served during the war in shore establishments on both coasts and at sea in the Bangor minesweepers Canso and Port Hope and the frigate Longueuil. He is at present serving at Naval Headquarters, Ottawa.

Two Medical Branch Men Receive Commissions

Two former petty officers of the RCN, Donald Arthur Ife and Robert C. Jones, have been promoted to the rank of Acting Commissioned Officer (Medical Technician).

Commissioned Officer Ife served in the Royal Navy from 1939 until 1947, entered the RCN as a petty officer in March 1950 and has since served in RCN Hospitals at Halifax and Esquimalt.

Commissioned Officer Jones entered the RCNVR as a sick berth attendant in January 1941. During the war he

served in East Coast shore establishments and in the destroyer St. Clair. Demobilized in 1946, he entered the RCN as a petty officer (radiographer) in September 1949 and, following two months at the naval hospital in Esquimalt, joined the staff of the RCN Hospital at HMCS Stadacona, where he was serving at the time of his promotion to commissioned rank.

Stoker Mechanics Finish MTE Training Course

Stokers' Technical Training Class 158 recently completed courses at the Mechanical Training Establishment, HMCS Naden. The 11 stoker mechanics in the class were Ordinary Seamen Glenn H. MacDonald, Carl J. Berg, Robert J. Stephens, Robert J. MacLaughlin, Victor J. Seguin, William A. Cole, Raymond D. Williams, Ronald B. Coghill, Wilfred Boxell, Howard E. Noa, and Ronald R. Durston.

Naval Storesmen Take Supply School Course

Members of a recently graduated naval storesmen's class at the Supply School, HMCS Naden, were: Ldg. Sea. Jack Brown, Able Seamen Cyril Rolls, Donald Russell, John Bandoian, Jack Webb, Richard Kidd and Dewain Wickstrom and Ordinary Seamen Norman Jones, William Gibson, Douglas Bowen, Brian Stevenson, Ronald Lovelock and Clarence McMullen.

QR2 Qualifying Course Held in Naden Centre

Members of the second QR2 qualifying course to be completed at the Gunnery Training Centre, HMCS Naden, were Ldg. Sea. David Thomas Turnbull and Able Seamen William J. A. Arthurs, Edward J. Hurrell, Robert D. Gillespie, Stanley Cook, Edward Kenneth Howard, William Guy Fenn, Henry J. Coote and Gordon D. Gurr.

Wartime FEO at Halifax, Cdr. McMaster Dies

Funeral services for the late Commander (E) Samuel McMaster, OBE, RCN, Ret'd, who for more than three years of the war was Flotilla Engineer Officer in the dockyard at Halifax, were held December 12 in Victoria following his death there three days previously.

Born June 2, 1887, on Lisburn Island, County Down, Northern Ireland, Commander McMaster came to Canada as an engineroom artificer in the Rainbow when the RCN was established in 1910. He served during



Members of the 37th Leadership Course for Chief and Petty Officers to be completed at HMCS Cornwallis are pictured above. Front row, left to right: POs Lionel Brownsey and Harold McGowan; CPO Raymond Barringer, instructor; Lieut. Stanley Dee, course officer, and POs George Taylor and Hugo Flock. Centre row: POs Raymond Beauchamp, Gordon Courneya, Thomas Lynch, David Thomson, John Lauzon, Clement Gumbrill, James Reed and Andrew Watson. Rear row: POs Kenneth Strickland, Gerard McLennon, William T. Smith, Gordon McLean, Joseph Lay, Ivar Haugen, Lyle Pico and Philip Davids. (DB-2196).

the First World War as an artificer in both the Rainbow and Niobe and shortly after in the minesweeper Thiepval.

Demobilized on October 31, 1919, he joined the Fisherman's Patrol Service next day, serving there until May 1923, when he re-enlisted in the RCN. In 1932 he was made a Warrant Engineer in HMCS Stadacona. Later that year he was transferred to the West Coast, serving at Naden and in the Vancouver.

He was promoted to Lieutenant (E) in 1936 and joined the destroyer Skeena in the same year. At the outbreak of war he was Engineer Officer of HMCS St. Laurent and in this ship sailed from the West Coast to the East in record time. Appointed Chief Engineer of the Dockyard on October 1, 1939, he was promoted to acting Lieutenant Commander (E) on January 1, 1941, and was confirmed in this rank a year later. In May 1942 he was appointed Flotilla Engineer Officer at Halifax. Serving in this capacity for the balance of the war, he was responsible for the efficient repair and maintenance of the hundreds of escort ships which operated out of Halifax during that period. He was promoted to Acting Commander (E) on December 15, 1942, and was confirmed in that rank two years later. Commander McMaster retired from the Service in 1946.

For his wartime service Commander McMaster was awarded the OBE in January 1945.

First Ordnance Technicians to be Trained in RCN

The first Ordnance Technicians of the RCN completed their qualifying course recently in the Ordnance School at HMCS Naden. The graduates were Chief Petty Officers Donald Andrews, Charles Brodie, William Renaud, William Martin, George Corp, Stewart Mein, Gordon Copp, Norman Tapping, John Frost, Peter Rigg, Daird Nelson, Arnold Parkinson, Constant Sansone and Murray Demone.

Visual Communicators Complete Comschool Course

Visual Communications Class CV53 recently completed training at the Communication School, HMCS Cornwallis. Members of the class were Ordinary Seamen Arthur Killby, Jerry Landa, Donald Curry, Russell Wilson, George Friis, Robert McCullagh, George Prokipczuk and Gordon MacDougall.

Ten CPOs Take Course for Quartermaster Instructor

Ten chief petty officers recently completed a Quartermaster Instructor's qualifying course at HMCS Naden. They were CPOs Ernest G. Wooley, Reginald H. Player, Walter M. Graham, Brian N. Inglis, John Rogers, Henry Sylvester, Robert John McLellan, Bruce H. Mancor, Joseph E. Leary and Robert Marshall.

HALF-YEARLY PROMOTIONS

The names of 33 senior officers were contained in the half-yearly promotions list announced December 31. The RCN was represented by 21 members and the RCN(R) by 12. The list of promotions follows:

ROYAL CANADIAN NAVY

TO BE CAPTAIN (4)

Commander (Acting Captain) John C. Littler, Chief of Staff to the Flag Officer Atlantic Coast.

Commander (A/Captain) Harold V. W. Groos, Naval Member of the Canadian Joint Staff, London, and Commanding Officer, HMCS Niobe.

Commander Michael G. Stirling, on the staff of the Supreme Allied Commander Atlantic, Norfolk, Virginia.

Commander William M. Landymore, Commanding Officer, HMCS Iroquois.

TO BE CAPTAIN (L) (2)

Commander (L) John Deane, Principal Naval Overseer, Sorel, P.Q.

Commander (L) Frederick T. Gillespie, Deputy Electrical Engineer-in-Chief, Naval Headquarters.

TO BE SURGEON CAPTAIN (1)

Surgeon Commander T. Blair McLean, Deputy Medical Director General, Naval Headquarters.

TO BE COMMANDER (5)

Lieut.-Cdr. Leo P. McCormack, HMCS Niagara on the staff of the Naval Member, Canadian Joint Staff, Washington.

Lieut.-Cdr. Henry W. Moxley, HMCS Niagara on the staff of the Naval Member, Canadian Joint Staff.

Lieut.-Cdr. Donald G. Padmore,

Deputy Director of Naval Training, Naval Headquarters.

Lieut.-Cdr. John P. Dawson, Naval Headquarters on the staff of the Director of Weapons and Tactics.

Lieut.-Cdr. Reginald J. Pickford, HMCS Ontario.

TO BE COMMANDER (E) (3)

Lieut.-Cdr. (E) Leslie E. Simms, HMCS Niagara on the staff of the Naval Member, Canadian Joint Staff.

Lieut.-Cdr. (E) Daniel H. Fairney on the staff of the Director of Naval Reserves, Naval Headquarters.

Lieut.-Cdr. (E) Sinclair A. Miller, HMCS Magnificent.

TO HOLD THE ACTING RANK OF COMMANDER (L) (SSA) (1)

Lieut.-Cdr. (L) Frederick L. Clairmonte, on the staff of the Director of Seaward Defences, Naval Headquarters.

TO HOLD THE ACTING RANK OF SURGEON COMMANDER (1)

Surgeon Lieut.-Cdr. Marcus H. Little HMCS Quebec.

TO BE COMMANDER (S) (3)

Lieut.-Cdr. (S) Sterling R. Hanright, secretary to the Flag Officer Pacific Coast.

Lieut.-Cdr. (S) Peter Cossette, Director of Naval Air Supply, Naval Headquarters.

Lieut.-Cdr. (S) George S. Geddes, Inspector of Supply and Fleet Accounting, Naval Headquarters.

TO BE ORDNANCE COMMANDER (1)

Ordnance Lieut.-Cdr. Martin Beardmore, HMCS Quebec.

ROYAL CANADIAN NAVY (RESERVE) TO BE CAPTAIN (1)

Commander N. V. Clark, HMCS Scotian, Halifax.

TO BE COMMANDER (3)

Lieut.-Cdr. Arthur G. C. Whalley, Commanding Officer, HMCS Catarqui, Kingston.

Lieut.-Cdr. William P. Chipman, HMCS Carleton, Ottawa.

Lieut.-Cdr. John A. MacKinnon, Commanding Officer, HMCS Brunswick, Saint John, N.B.

TO BE ACTING COMMANDER (2)

Lieut.-Cdr. Glen McDonald, Commanding Officer HMCS Discovery, Vancouver.

Lieut.-Cdr. George H. Parke, Commanding Officer, HMCS Star, Hamilton.

TO BE INSTRUCTOR COMMANDER (1)

Instructor Lieut.-Cdr. William C. McRoberts, HMCS Tecumseh, Calgary.

TO BE SURGEON COMMANDER (2)

Surgeon Lieut.-Cdr. Lloyd S. Bower, HMCS Queen, Regina.

Surgeon Lieut.-Cdr. Maurice D. Young, HMCS Discovery, Vancouver.

TO BE ACTING SURGEON COMMANDER (2)

Surgeon Lieut.-Cdr. John R. Moore, HMCS Donnacona, Montreal.

Surgeon Lieut.-Cdr. David J. Breithaupt, HMCS York, Toronto.

TO BE CONSTRUCTOR COMMANDER (1)

Constructor Lieut.-Cdr. Sturton M. Davis, HMCS Donnacona.



CAPTAIN J. C. LITTLER

CAPTAIN M. G. STIRLING

CAPTAIN W. M. LANDYMORE

CAPTAIN (L) JOHN DEANE

LOWER DECK PROMOTIONS

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

AQUANNO, Frank.....	P1A02	HEALEY, Raymond J.....	LSCK1	NEWTON, Douglas F.....	P1PW2
ARROWSMITH, John H.....	P1MA2	HELLIWELL, Reginald J.....	C2AW3	NICHOLSON, Douglas J.....	LSAW1
ARSENAULT, Gregory J.....	LSPW1	HENLEY, Richard R.....	LSCK1	NICKERSON, Thomas S.....	LSSW1
		HILL, Arthur R.....	LSCR1	NOON, Victor H.....	C1SW3
BANKS, Beverley W.....	LSCK1	HINES, John L.....	C1RR4	O'LANEY, Ranney S.....	LSSW1
BARNES, Brian R.....	P1SW2	HODACSEK, John.....	P2AW2	OLSVIK, Alvin R.....	P1NS2
BENN, Carl E.....	P2NS2	HODGKIN, William P.....	C2AW3		
BISHOP, Paul A.....	C1AW3	HOLNESS, David E.....	LSAA1	PANTELUK, William.....	LSCR1
BLATHWAYT, William C.....	C1AW3	HOTCHIN, Robert H.....	P1MA2	PAQUETTE, Gaston J.....	LSSW1
BOHN, Thomas E.....	LSCV1	HOUNSELL, Llewellyn.....	LSSW1	PARENT, Roger.....	LSSW1
BOLDUC, Joseph M.....	C1NS3	HOWE, Gilbert W.....	C2CV3	PAUL, Douglas F.....	LSAC1
BOTTEN, Herbert C.....	C2BD3	HUBER, John W.....	C2AW3	PEARSON, Ernest C.....	LSCV1
BOUTIN, Joseph A.....	LSSW1	HUGHES, Frederick G.....	LSMA1	PETTIGREW, William E.....	C2VS3
BREAKELL, Robert G.....	P1LA3	HUGHES, John M.....	LSSW1	PHILLIPS, John J.....	LSAW1
BROWN, Charles W.....	LSBD2	HUGHES, Leslie J.....	C1LA4	PIETTE, Yvan J.....	LSSW1
BROWN, Douglas J.....	P1CK2	HURRELL, Edward J.....	LSQRS	POLICH, Stanley V.....	LSPW1
BROWN, Francis J.....	P2SW2	HYNDS, Neil A.....	P1ER4	POLLOCK, Stanley A.....	LSNS1
BROWNLEE, William C.....	LSCK1			POSIACK, Paul.....	LSMA1
BRUCE, Donald E.....	LSCR1	JACKSON, William F.....	LSAW1	POTTER, Kenneth I.....	C2CR3
BRYSON, Richard F.....	P1VS2	JACOB, William A.....	LSCK1	POULTON, Geoffrey.....	P2CR2
BYRNE, John M.....	LSPW1	JENKINS, Donald H.....	P1VS2	PREECE, Cyril G.....	C1CK3
		JENSEN, Douglas C.....	LSSW1		
CAMPBELL, John D.....	LSVS1	JOHNSON, Robert.....	P2SW2	QUENNEVILLE, Raymond J.....	LSSW1
CAMPION, Arthur A.....	C2NS3	JONES, Rolland C.....	LSNS1		
CARMICHAEL, Robert J.....	P1CK3	JONES, William G.....	C2SW3	REDDEN, Ralston W.....	LSNS1
CARMICHAEL, Robert J.....	P1CK3			REID, Edward D.....	LSCK1
CASTLES, William J.....	C2SW3	KAVANAUGH, Gilbert J.....	LSCK1	REID, Stewart L.....	LSSW1
CHISHOLM, Thomas I.....	C1CK3	KAY, Jerome L.....	C2CV3	REMPPEL, Gordon R.....	LSMA2
CLARK, Harry J.....	P1RR3	KELLY, Frederick B.....	C2HA3	RICHDALE, George H.....	C2AW3
CLARKE, Edward R.....	LSCK1	KENNEDY, John P.....	C2AW3	ROBERTSON, David M.....	LSAW1
COFFILL, Gerald M.....	LSCR1	KINSEY, Robert.....	C1MA3	RODGERS, James.....	C2SW3
COOK, Robert M.....	LSAF1	KIRKALDY, Lawrence D.....	LSCR1	ROSS, Clarence.....	LSNS1
COOPER, Tracy W.....	P1VS2	KLINGLE, William P.....	C2SW3	ROWE, Eli W.....	LSPW1
CRAIG, Donald P.....	LSCK1	KOYAMA, Kenneth K.....	LSMA1	ROWLAND, John R.....	C1PT2
CURRIE, Rupert F.....	P1VS2			RUDDY, Christopher K.....	P1MA2
		LALIBERTE, Roland J.....	P2SW2	RUMSBY, Nelson L.....	LSCK1
DAUPHINEE, Douglas P.....	LSSW1	LALONDE, Donald D.....	LSCK1		
DAVIDGE, John F.....	LSAW1	LALONDE, Kenneth G.....	LSCK1	SAUNDERS, David E.....	P1AW2
DENNISON, Earle J.....	LSPW1	LAMBERT, Victor F.....	P1NS2	SCHELLENBERG, Donald L.....	LSCK1
DINN, Hubert J.....	LSSW1	LASAGA, Hubert I.....	LSCK1	SCHMITKE, Edmund G.....	LSVS1
DOBBIN, Frank L.....	P1CK2	LAURIE, Laughlin C.....	P2CS3	SHEDLOWSKI, Raymond.....	P1PB3
DOLSIN, Clifford J.....	LSTD5	LAVOIE, Bertrand M.....	P1MA3	SHELLNUT, Ernest G.....	C1VS3
DOUGAN, John H.....	LSPW3	LEAFLOOR, Frederick A.....	P2CR2	SHULTZ, Douglas M.....	LSSW1
DRAGINDA, Nicholas.....	C2SW3	LEONARD, Thomas J.....	LSMA2	SHUMAKER, Burness C.....	P1SW2
DRIEGA, Alexander W.....	P1AW3	LITTLE, George W.....	LSSW1	SIMM, Robert H.....	LSCR1
DUNCAN, Gordon L.....	LSCR1	LOUCH, Douglas J.....	LSCV1	SIMMONS, John S.....	P2SM2
				SKELTON, George.....	P1CK2
ELWOOD, Thomas H.....	P1MA2	McDONNELL, William D.....	LSSM1	SKINNER, Reginald G.....	C1NS3
EVERALL, Walter G.....	P1VS2	McGRATH, Vincent F.....	C2MA3	SKOROPADA, Joseph V.....	LSSW1
		McINTYRE, Robert G.....	C1SW3	SMITH, William M.....	LSCR1
FEINDELL, Newton R.....	LSCK1	McNEILLY, Roy E.....	LSSW1	SOUCY, Gerald.....	P1NS2
FISHER, Eddis L.....	P2CK2	MacDONALD, Keith W.....	P1AR2	SPAIN, Leopold J.....	LSBD2
FORTIN, Jules J.....	LSMA2	MacDOUGALL, Bruce J.....	LSNS1	STEIN, Ernest L.....	C2AW3
FRANKTON, Vernon M.....	P2SM3	MacGREGOR, Stanley J.....	LSSW1	SUMNER, Frederick T.....	LSCK1
FREEMAN, Kevin J.....	LSSW1	MacKINNON, Donald G.....	C2NS3	SUTHERLAND, Robert D.....	P1NS2
		MacPHAIL, Thomas G.....	LSSW1		
GALLANT, Allan J.....	LSSW1	MacQUARRIE, Walter A.....	LSAC1	TEEPELL, Clarence L.....	P1MA2
GALLANT, John G.....	LSNS1	MAHAR, Freeman L.....	LSSW1	THOMAS, Lloyd G.....	C2SW3
GAUDET, William E.....	LSCR1	MAHOOD, John H.....	P1ER4	THOMPSON, Cecil.....	LSAW1
GENEST, Guy R.....	LSAW2	MAILLOUX, Gerard J.....	LSNS1	THURMEIER, John F.....	LSNS1
GILLIS, Paul A.....	LSNS1	MANTO, Leonard C.....	LSCK1	TRAVERSY, Norman.....	LSVS1
GINTER, Arthur S.....	LSEA3	MARCEAU, Guy.....	P1NS2	TURNER, James H.....	LSPW1
GIROUX, Lucien J.....	LSNS1	MARCHAND, Joseph W.....	LSMA2		
GOLLINGER, Terrance P.....	P1VS2	MARCHMENT, George R.....	P1SW2	WALLIS, Ronald A.....	LSCK1
GRADY, Joseph M.....	C2CK3	MARTIN, John E.....	LSCK1	WATCHORN, George C.....	P1OR3
GRAINGER, Andrew R.....	C2LA3	MASON, Milton.....	LSMA2	WATSON, Albert.....	LSCK1
GRANT, Sterling L.....	P1MA2	MAXWELL, Robert C.....	LSCV1	WATSON, David F.....	LSCK1
GURR, Gardo D.....	LSQRS	MILLER, Lawrence W.....	LSVS1	WELCH, John.....	P1NS2
		MILLER, Robert G.....	C1OR4	WHITE, Robert G.....	P2SW2
HANCOCK, Eric W.....	LSSW1	MONDOUX, Jacques P.....	P1VS2	WHITE, Robin B.....	LSAW1
HARDIE, James A.....	LSCV1	MOORE, Owen S.....	LSAW1	WHITWORTH, Derek.....	P1MA2
HARPER, Irvine L.....	P2CK2	MORRIS, William J.....	LSAW1	WILLIAMS, James J.....	LSSW1
HAYLEY, Alonzo L.....	C1AW3	MORROW, Joseph F.....	P2CR2	WILSON, Michael M.....	LSMA2
HAYMAN, Gordon T.....	LSSW1	MORTIMER, Stanley.....	P1ER4	WINFIELD, Russell R.....	LSCR1
		MURRAY, Robert L.....	C1CK3	WOODWARD, George R.....	LSVS1
		NANTEL, Louis-Marie.....	LSNS1	YEMEN, Fredon H.....	P1SW3
		NAPIER, Chester A.....	C2MA3	YEOMANS, James O.....	P1NS2
		NEAR, Clifford R.....	LSNS1		
		NELSON, Claude G.....	LSCK1		
		NEVE, John N.....	LSSW1		

'ADMIRAL' OF 'McQUEEN'S OWN NAVY'

*William McQueen One of Five
Brothers to Serve
During War*

THE guiding light of "McQueen's Own Navy" — CPO William Sherwood McQueen — has been selected by shipmates of HMCS Brunswicker, the naval division in Saint John, N.B., to be Man of the Month for February.

During the Second World War, no less than five McQueen brothers, all visual signalmen, served in the Navy. At one time in 1942, CPO McQueen and two of his brothers found themselves serving together in HMCS St. Hyacinthe, and it was then that the saying, "McQueen's Own Navy", came into existence.

That family tradition carries on. The Chief, his younger brother, Petty Officer Leonard McQueen, a son, Able Seaman Sherwood James, and a daughter, Leading Wrenette Maureen McQueen, are keeping "McQueen's Navy" afloat.

Born September 4, 1907, in Saint John, CPO McQueen was first drawn to army life. He attained the rank of sergeant in the School Cadets and was accepted at the age of 14 in a Saint John regiment as a bugler. The fact that his father was a Company Sergeant Major in the unit might have had something to do with this early persuasion toward the military. His army career was temporarily terminated, however, when he put his name down for a volunteer land force being raised for possible service in the Eastern Mediterranean.

When he went to draw his kit for overseas, he was spotted by the commanding officer, who noted his youthful appearance and demanded to see his birth certificate. Young McQueen found himself a civilian again, discharged "under age."

Undaunted, he stepped up his age by a year and enlisted in a Saint John Reserve Signal Corps unit, transferring a year later to the Saint John Fusiliers, meantime continuing at school. He left school in 1922 and over the years attained the position of head cashier in the Saint John offices of the CPR.

His association with the Navy began on April 28, 1925, when he joined the RCNVR at Saint John. He took naval training at Stadacona and in HMC Ships Festubert, Ypres

and Patriot, qualified as a visual signalman in 1928 and subsequently passed for leading signalman. From the outbreak of war until May 1941 he was employed as an instructor of new entry signalmen. Then he served afloat in the destroyers St. Laurent and St. Francis before going to the Signal School at St. Hyacinthe for his VS2 course.

On completion of this course he was sent to Newfoundland to join a corvette only to discover it had sailed before his arrival. He found himself instead in the ill-fated Ottawa.



CHIEF PETTY OFFICER
WILLIAM McQUEEN

This draft provided the most vivid of the Chief's recollections. Though tragic in substance, the details of the ship's loss recall certain humorous moments to CPO McQueen.

He was serving as Yeoman of Signals at the time and in his words the story went like this:

"We were senior ship of a convoy westbound for Halifax. In the North Channel we were quickly sighted by long range aircraft and a wolf pack was homed onto us. For six days a running fight against the U-boats ensued as the convoy fought steadily westward, and during that time we

felt that we gave at least one sub a shaking up.

"On the day we were to hand over to HMS Witch as Senior Officer, the weather closed down so that visibility was reduced to less than half a mile. At the expected rendezvous two echoes were reported, one ahead and one astern. Investigating the first, it was found to be the Witch. The Ottawa exchanged identity with her and was turning to port when the asdic operator reported hydrophone effect.

"Immediately afterwards we were hit forward on the port side. We were in no danger of sinking and damage control parties had the situation well in hand, but then we were hit again, this time on the starboard side.

The ship quickly began to settle and "Abandon Ship" was piped. I loaded the SP's in a weighted bag, flung them over the side and scored a direct hit on the Gunner's Mate, who was also engaged in bailing out.

"After several hours in the water, I was picked up by HMCS Arvida and landed in Newfoundland. I was pleased to see that the Gunner's Mate, CPO George Gravelle (nicknamed 'Enter the Voice First' by his messmates) also survived the sinking and the direct hit with the SP's."

After survivor's leave, CPO McQueen was drafted to HMCS Protector at Sydney, N.S., where he remained as base Yeoman of Signals until 1944, when he joined the Fort Frances (Algerine escort). From her he went ashore to be demobilized in July 1945.

He re-entered the RCN(R) in October 1947 and the following year was awarded the Reserve Long Service and Good Conduct Medal. He embarked on continuous naval duty in July 1951 and, after completing a refresher course at Stadacona, spent a month as the Chief Yeoman in HMCS La Hullose. He was rated C1CV3 in October of that year.

CPO McQueen is on the staff of Brunswicker but occasionally he is employed elsewhere, as for example when he spent last summer on training duties in the Communication School at Cornwallis.

The Chief's favorite hobby is that of many veteran sea-farers — model ship building.

Sea-Going General Store

by A.J.P.

*Canteen of HMCS Quebec
Serves Ship's Company
Away From Home*

EVERYTHING from a needle to an anchor," is the proud boast of a well-known Water street store in Halifax. While the canteen of HMCS Quebec can't quite match that claim, this sea-going version of the old-time general store probably stocks more stuff in less space than any comparable shop ashore.

Into the 35 by 10 feet space located on the main deck forward are crammed articles valued at nearly \$35,000. Here the sailor can buy tobacco, sweets, toilet articles, writing paper, corn plasters, perfume sticks for the wife or lady friend, hobby kits, and that indispensable item, bachelor buttons.

The articles come from various points on the globe. "We have a very cosmopolitan cargo," says PO Rupert Currie, of Halifax, canteen manager. There are goods from Canada, the United States, the United Kingdom and Panama. Every opportunity is

taken to buy stock at lowest prices, the two-man canteen staff—Ldg. Sea. Max Love, of Campbellton, N.B. is the other member—making the rounds in ports of call to see what's good in the way of local merchandise. "Everytime we see a bargain in something we can use, we buy 'er up," said Ldg. Sea. Love.

The canteen is operated for the convenience of the ship's company and stocks supplies that would not be otherwise available to the officers and men during long cruises away from the Quebec's home port of Halifax.

Business is always brisk at sea, reports PO Currie, "and we're practically snowed under on pay days. Normal daily intake is something like \$300 but this soars to as much as \$1,200 on pay day.

"Many of the men stock up on enough cigarettes, chocolate bars, and toilet goods to last until next

pay day," continued PO Currie. "They buy things by the carton and the half-dozens."

He said there are periodic buying sprees for some particular articles. Right now the model business is booming. Judging from sales, the canteen staff estimates that approximately 50 per cent of the ship's company is busy building model aircraft and boats. Kits available at the canteen range from the modest 20 cent outfit to the more elaborate carbon-dioxide driven planes going at \$2.25. And if anybody's interested in higher mechanics there is a baby Spitfire engine for sale at \$7.50.

Another good seller is the painting set. Some are oils, others watercolors and all are equipped with careful instructions on mixing and applying colors. It all helps to fill in those hours off watch during training cruises.

Photography is another popular pastime and a generous amount of still and movie film, both black and white and color, passes over the counter to feed the cameras of the shutter-bugs.

There is also a soda fountain dispensing cokes and orange and lime drinks, and the frigidaire is usually stocked with tomato and fruit juices for sale to the crew. Ice cream in two flavors, chocolate and strawberry, is available. The ice-cream making machine has an output of ten gallons, with a batch being made at night and going on sale the following noon hour.

"It lasts maybe an hour," says Ldg. Sea. Love, "and we could sell more if we had it."

Among the innovations made in the canteen sales on board the cruiser is the very popular nighttime sale of French fried potatoes, hamburgers or doughnuts. Here the galley and bakery staffs lend a helping hand, producing the above mentioned items, which go on sale at sea just after night rounds. The sale price is enough to cover the cost of materials used.

The idea for the snacks was that of Commander (S) Martin Doyle, supply officer of the Quebec.

The canteen is a full-time job for



Some idea of the amount of goods handled in the canteen of HMCS Quebec may be obtained from this photo. The canteen staff consists of PO Rupert Currie, of Halifax, right, and Ldg. Sea. Max Love, of Campbellton, N.B. The former is manager and the latter is server.

PO Currie and Ldg. Sea. Love, and they put in a long day. First opening is at 0740 and the last following rounds at night, when the French fries, etc., go on sale.

Another novel arrangement which is part of the canteen's program is the budget-plan method of buying articles in stores away from home ports. During their wanderings ashore some of the men may see things they'd like to buy but haven't enough money to pay for at the time. The canteen makes arrangements to purchase the items after the men have made down payments. The canteen holds the goods until the men can pay for them.

Plans to enlarge and improve facilities for the canteen are under way. A showcase is contemplated to display some of the more unusual wares and the fountain and ice cream department may be moved to another compartment to give the canteen some much-needed space. It's a considerable chore to put all that stock in the space now available. Shelves line the bulkheads and there is just enough room on the deck to permit movement from one end of the canteen to the other.

The little store does a big turnover, but all the profit goes back to the men in one form or another — from a ship's dance to sports equipment — and at the same time it provides articles which help to increase the comfort of the sailors.

Frigate Plays Part of Troop Transport

HMCS Beacon Hill knows what it's like to be a troop transport.

On Sunday, November 23, the West Coast frigate embarked 292 officers and men of the Reserve Army and took them to Vancouver. They were members of the B.C. Regiment, the Westminster Regiment, the Seaforth Highlanders of Canada, the West Coast Signal Regiment and 8 Provost Company, all under the command of Brigadier D. M. Clark.

Most of them were returning to their homes in the Vancouver area after completing an exercise on Vancouver Island.

The feeding of more than triple the normal ship's complement was a problem that was met without a hitch by the supply department under Lieut. (S) J. B. Tucker.

A flat calm favored the sea-going soldiers—but even that wasn't smooth enough for some of them and the ship's rail was fairly well patronized.

The Army's pipers lent a stirring flourish to the homecoming by playing "The V.I. Boat Song" (with apologies to "Prince Charlie and the Forty-Five") as the frigate passed beneath the high span of the Lion's Gate bridge.



The long and the short of it are demonstrated by AB Stafford Girouard, of Newcastle, N.B., as he shows off his collection of mouth organs to Ldg. Sea. Lyle Seguin, of Windsor, Ont., in a messdeck on board the Magnificent. AB Girouard began his hobby during the Magnificent's cruise to Mediterranean and European waters, buying at least one mouth organ in every port or city that he visited.

ONE-MAN HARMONICA BAND

Able Seaman Stafford Girouard, of Newcastle, N.B., a cook on board HMCS Magnificent, has a double-barreled hobby—he both plays and collects harmonicas. He has a bag full of the instruments—12, to be exact, ranging from an eight-inch double-reeded job to a tiny one-inch affair that requires careful handling lest he swallow it.

Girouard, who can also play the piano, guitar and accordion, collected his stock of mouth organs during the Magnificent's four-month cruise to Mediterranean and European countries. He bought at least one in each city he visited; the largest of the dozen comes from Istanbul, Turkey, the smallest from London. Others are from such in-between points as Athens, Malta, Gibraltar, Belfast, Edinburgh and Glasgow.

For Girouard the collecting of these harmonicas fills two purposes—he likes music and he wanted to have an additional hobby. He intends to add to his dozen mouth organs from every port he visits. He has a notebook in which he jots down the place, date and price of each purchase.

So far the prices have run from 35 cents to \$2.00.

The hobby helps him to occupy his time ashore and while away the hours on board. "Sometimes when I'm off duty," he says, "I just get out my bag of harmonicas and play a little tune on each of them. By the time I've worked my way through the whole bunch, it's time to go on duty again, or else to sleep—unless I accidentally start a sing-song. Then the sleep has to be postponed."

"Invasion" Craft Proves Something Less

The report filtered down the islands on the west coast of North Korea to HMCS Nootka—and it could have meant that preparations were under way for an invasion of UN-held islands.

There wasn't much to the story; just that a communist had paddled ashore in a rubber boat. But if such craft were floating around the area, Intelligence wanted to know.

They soon found the communist, unhappy and somewhat water-logged, and his "boat". Labelled in black letters, "U.S. Royal", it was merely a patched inner tube from an army truck tire.

Afloat and Ashore

ATLANTIC COAST

HMCS Cornwallis

Cornwallis went all out in observing the Christmas season. The main gate was adorned with Mr. and Mrs. Santa Claus, planes and rocket ships, while a Christmas story and carols were beamed through the p.a. system there for the benefit of married quarters personnel and passersby. CPO Sam Short, as Santa, was narrator. Gaily lighted Christmas trees were placed about the establishment.

On December 20 a Christmas parade took place from Cornwallis to Digby, Deep Brook, Clementsport and Annapolis Royal. The parade consisted of dummy trains, planes, rocket ships, a float of the Fairy Princess and her palace and another carrying fierce pirates. The Cornwallis band played carols and Santa told stories to the children along the way. In Deep

Brook, Santa stopped at the house of little Betty Baxter, who was confined to bed because of an accident. While he chatted with her and gave her presents, the band played carols in the Baxter yard.

Next afternoon there was a party for children of the civilian staff at Cornwallis, which was followed a day later by one for children of personnel at the establishment. Props included a fish pond, a polar bar (ice cream), candy booth, a pirate cave, photography featuring Bugs Bunny portraits only, slides and teeter-totters and an elaborate display of electric trains in the Hobby Shop.

Santa (CPO C. A. Redden) was the hit of the afternoon when he distributed presents. Later the children watched a movie cartoon.

Theatrical Productions of Halifax staged a highly successful review, "Christmas Belles and Beaux", to a packed house, and several of the cast

put on a splendid performance at the RCN Hospital for the patients.

On December 25, an abundance of choice fare and entertainment combined to provide a real Christmas which, for many of the new entries, was their first one away from home.

On December 16 and 17 a total of 919 members of the ship's company donated blood at a clinic arranged by the Halifax Division of the Canadian Red Cross Society.

HMCS D'Iberville

A 50-man guard was mounted for Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, on the occasion of his first official inspection of HMCS D'Iberville on December 10. The guard was commanded by Lieut. (SB) D. S. Bender.

Admiral Bidwell inspected the ship's company in the Army Drill Hall, afterwards taking the salute during a march past. He later walked around the classrooms and buildings of D'Iberville. The Admiral was accompanied by Captain James Plomer, commanding officer of HMCS Cornwallis; Commander (S) V. W. Howland, Admiral's secretary, and Instructor Commander J. D. Armstrong, of HMCS Stadacona.

A hobbycraft exhibition was held, with Admiral Bidwell as judge. Prizes were presented at evening quarters by Captain Plomer.

A children's Christmas party, jointly sponsored by D'Iberville and HMCS Montcalm, was attended by children of members of the ship's companies and from St. Sauveur Orphanage.

The Canadian Forces Decoration was presented to PO W. J. Sullivan by Commander T. C. Pullen, executive officer of HMCS Cornwallis, during an informal visit in December.

HMCS Portage

The Portage now has a complete new array of hockey equipment. However, the ship's team has only been on the ice twice thus far, competing with the Supply team of HMCS Stadacona and HMCS Wallaceburg. Although coming out second best in both encounters, the Portage team showed much promise.



CPO Duncan Stevenson, of Windsor, Ont., and Halifax, got his first glimpse of his ten-month old daughter Karen when his ship, HMCS Nootka, docked at Halifax December 17 after nearly a year on Korean service. Left to right are: Karen, CPO Stevenson, two-year-old Heather, Mrs. Stevenson and Mr. Gray, Mrs. Stevenson's father. (HS-23257).

A baptismal service was held on board on Nov. 30 for the sons of Lieut. W. G. Brown and Lieut. J. S. Cottingham. Padre Gillard officiated. Lieut. Brown left for HMCS Niobe on December 21 to take a long TAS course.

The Portage sailed for an informal visit to New London, Conn., on December 10, returning to Halifax on the 19th. During the visit the officers and men were treated royally by the U.S. submarine base. It is understood that PO F. Anderson was elected honorary president of the Chief Petty Officers' Club, where the chiefs paid him proper respect by springing smartly to attention whenever he entered.

HMCS Quebec

An eminent scientist theorizes that the passage of time is relative to age. If the theory is true, most of the Quebec's crew are getting on, for it seems only yesterday that the ship commissioned in Esquimalt.

A refit is the most uninspiring period in a sailor's life but the latest one has been quite painless. Training classes managed to carry on fairly well, the weather was good and inter-part sport met with an enthusiastic response. The ship even enjoyed such facilities as heat and light and the use of bathrooms while in floating dry-dock.

During the Christmas season a party was given in Stadacona for children of the ship's company. It is difficult to say who were the more exhausted at the finish, the children or the parents. The children had a wonderful time, but reports say the odd father was heard to mutter something about survivor's leave. However, that may be only hearsay.

Speculation is rife at this time

Iroquois Praised For Korean Service

As HMCS Iroquois left Japan bound for Canada, Vice-Admiral R. P. Briscoe, USN, sent a message praising the ship's company's "courage, skill and resolution in action" during the destroyer's tour of duty in the Korean war zone.

The message said:

"Commander Naval Forces Far East has admired the courage, skill and resolution in action of the Iroquois' personnel during their tour in the Far East aiding the United Nations effort to check communist aggression in Korea. The Iroquois has been a highly valued comrade in the naval forces operating in Korean waters. Best wishes for a happy tour of duty in home waters."



Miss Sonja Henie, star of the Ice Revue, which played in Halifax in early December, autographs the programs of Able Seamen Gillis Rousseau and Onil S. W. St. Cyr, both of HMCS Magnificent. Rousseau and St. Cyr were among the more than 100 members of the ship's company of the carrier to receive complimentary tickets from Miss Henie in return for the Magnificent's gesture in showing part of the Ice Revue troupe around the carrier.

about the ship's future movements and the forward galley and other reliable sources of scuttlebutt have some glamorous cruises lined up. Perhaps mental telepathy will help the deciding authorities view some of the better ports of call with favor.

The Flag Officer Atlantic Coast, Rear-Admiral R. E. S. Bidwell, has granted the Quebec the privilege of flying the official fleur-de-lis flag of the Province of Quebec, on the following occasions:

While within the provincial waters of Quebec; annually on Christmas Day and annually on the day of the Feast of St. Jean Baptiste (June 24).

HMCS La Hullose

The "Fighting Lady" is destined for refit this month and she feels she has earned it. When officers of the La Hullose totted up her sea miles, they decided she had covered more in 1952 than any other Halifax-based warship.

Two cruises late in the year took her to sunny, southern climes. The former of these was in company with HMCS Magnificent, with Norfolk, Virginia, as the port of call. Until the La Hullose returned to Halifax the ships were busy working up the Support Air Group, with ships' com-

panies basking in mid-ocean sunshine or drenched by Virginia's autumn rains.

On return from Norfolk, Lieut.-Cdr. A. H. McDonald, commanding officer of the La Hullose, was relieved by Lieut.-Cdr. H. A. Porter, formerly communications officer in HMCS Magnificent.

In the first part of December the La Hullose and HMCS Crescent paid an informal visit to Havana, Cuba. The main purpose of the cruise was to exercise a class of JOTLC officers in navigation. Havana proved to be a popular and hospitable city.

Social events of the fall included two smokers—one put on by the Stokers' Mess and the other by the Chiefs and POs, both at HMCS Scotian.

Christmas festivities included a children's party at the Stadacona gymnasium on December 20.

HMCS Crescent

In December the Crescent and HMCS La Hullose carried out a pre-Christmas cruise to Havana, Cuba, where the ships' companies enjoyed a wide variety of activities such as softball, swimming, sight-seeing and shopping.

PACIFIC COAST

Aldergrove Radio Station

Aldergrove said goodbye in December to CPO Clifford Watt, who had carried out the duties of regulating chief for the past year. CPO Watt completed his discharge routine at HMCS Naden after 20 years in the RCN and will take up a job as an accountant on "civvy street".

Recent personnel changes have included a complete turnover in the cooking staff. Among the new arrivals are PO Bernard Levesque, AB Eugene Sheplaw and AB Edgar Rogers.

Departures include PO William Bean, who has gone to HMCS Sioux, and PO Norval Giles, Ldg. Sea. Kenneth Bjorndahl and AB Clarence Carlson, all drafted to Naden.

The winter rains have curtailed outdoor sports, with the result that plans to enter the bowling league in the nearby town of Langley have met with enthusiastic support.

Badminton fans are using the court in the Aldergrove Community Hall, open to naval personnel twice a week.

Highlight of December's activities at the station was the annual children's Christmas party. Fifty-five children

attended the program, which started with an hour-long movie. This was followed by a magic show presented by a well known local magician, Valjean, who had both adults and children alike mystified by his feats of legerdemain. During this entertainment a buffet lunch was served the adults, the children meantime feasting on candy, nuts, oranges, ice cream and soft drinks.

Word was received that Santa Claus was soon to arrive and everyone then adjourned to the recreation room to await his arrival. Here St. Nicholas, capably represented by one of the civilian workers, distributed gifts to the children.

Ordnance School

As in other departments of the navy, current affairs lectures and discussion periods are being held regularly in the Ordnance School. Under the tutorship of PO John Pitts, a series of lectures, round table discussions and current affairs quiz hours has been under way for some time. There has been no shortage of volunteer lecturers and the discussion periods following the lectures are reminiscent of old time town council meetings.



Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, pins the coveted Meritorious Service Medal to the tunic of Divisional Sergeant Major James Shiels, of Halifax, during the annual inspection of "H" Division, Corps of Commissionaires, at HMCS Stadacona. Sgt. Major Shiels joined the Royal Canadian Regiment in 1904, served overseas in the First World War, transferred to the pay corps in 1916 and was pensioned in 1934. He joined the Commissionaires with his present rank in 1938 and now is in charge of the security guard on Citadel Hill. Only 60 members of the Armed Forces may wear the decoration. (HS-22414).

Some of the personnel witnessed a game of jai alai, which is very popular in Cuba. Players strike a hard rubber ball, called a "pelota", against a wall, using wicker scoops strapped to their wrists. The pelota can be given the greatest velocity of any struck, thrown or kicked ball in the world of sport.

The weather was warm and the temperature was in sharp, but welcome, contrast to that experienced in Halifax when the ships sailed December 4.

Eight members of JOTLC Class "C" were on board for navigation instruction at sea, delivered by Lieut. John (Slide Rule) Mahoney, of the ND School in Stadacona.

On the return leg of the cruise, when the Crescent was 240 miles off Halifax, AB Ashley Perry, of St. John's, Nfld., one of the ship's cooks, was stricken with appendicitis. The Crescent immediately detached and raced for Halifax through rough weather. The ship arrived December 16; AB Perry's appendix was removed in an emergency operation in the RCN Hospital and the next day, his twentieth birthday, found him resting comfortably.

Later in the month the ship exercised for three days in the Halifax area for benefit of JOTLC officers and LR2s under training in the Gunnery School at Stadacona.



Sea Cadets of RCSCC Ontario, in North York township, rank among the keenest in the country, travelling ten to twelve miles to attend parades in the corps headquarters on Lakeshore Boulevard, Toronto. In this photo showing a group of them making fenders for their 27-foot whaler are Able Cadet Terry Sweet, Lieut. R. C. G. Wilson, RCSC, commanding officer; Ldg. Cadet Michael Oddy, Ldg. Cadet Norman Stagg, Able Cadet Ron Ebar, Warrant Officer George Marsh, RCSC; Ord. Cadet Art Chaff and, sitting, Ord. Cadet Bill Beaudoin. (Fednews Photo).

Ordnance Commander J. F. Cosgrove has taken up the appointment of officer-in-charge. A smoker was held in the Petty Officers' Mess to welcome Commander Cosgrove to the school.

TAS Training Centre

Lieut.-Cdr. F. M. Proud has rejoined the TAS Training Centre staff, returning from the Bureau of Current Affairs Training School at Trenton, Ont. Lieut. D. C. Edwards and PO Arthur Tassel are at present attending courses in the United States. PO Russel Hooke has left the staff and is now serving in HMCS Porte Quebec, a gate vessel employed as a tender to HMCS Naden.

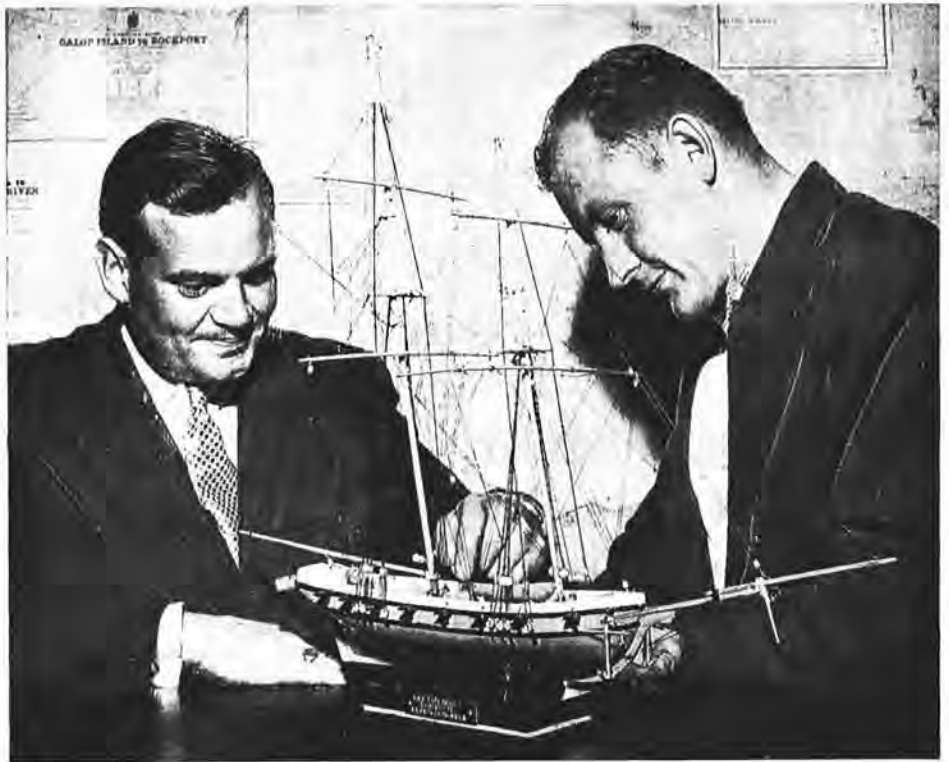
TD 2 and TD 3 classes recently were embarked in HMCS Beacon Hill for a week of anti-submarine sea training.

NAVAL DIVISIONS

HMCS Montcalm (Quebec City)

The separation of the Basic Training School from HMCS Montcalm and the appointment of Lieut.-Cdr. W. G. Mylett as commanding officer of the division have resulted in a few changes and a new stir of divisional activity.

Lieut. M. J. L. Letellier has taken over as executive officer of Montcalm, with Lieut. P. H. C. Langlais as commanding officer of Laval UNTD and Lieut. F. J. F. Osborne as his executive officer.



A model of HMS Lady Prevost, "ancestor" of HMCS Prevost, is now on display in the wardroom of the London naval division. The model was made by Lieut.-Cdr. T. F. Owen, of Quebec City, a former commanding officer of Prevost. He is shown pointing out its intricacies to Lieut.-Cdr. Gordon Brighton, staff officer at HMCS Prevost. (Photo courtesy the London Free Press).

Montcalm is in the midst of a drive to increase efficiency and boost the strength of the division. Two weekends of special duty have been put in by officers and men — one on a divisional course, which resulted in a new understanding of the divisional system and bringing up to date of records,

and the other on a leadership course, which gave officers, chiefs and POs power of command and parade ground training.

An inter-divisional competition is in progress, with points for attendance, deportment, parade ground training and recruiting. The Wren division, which consistently gets top marks for deportment each week, is in the lead. A trophy goes to the winning division and small personal gifts are awarded at Christmas and the end of the training season. The Wrens collected at Christmas.

HMCS Star (Hamilton)

A Christmas party was held on the drill deck of Star for the children of officers and men. Santa Claus arrived on board a gun carriage drawn by Sea Cadets and headed by the Sea Cadet band. For each child there was a gift presented by the Ladies' Auxiliary to the division.

The band of RCSCC Lion was presented with two trumpets, one by the Ladies' Auxiliary, the other by the Chief and Petty Officers' Mess. The festivities wound up with the serving of hot dogs, soft drinks and ice cream to the children and tea to the adults.

The last drill night of the year was



Five children were christened recently on the quarterdeck of HMCS Star by Chaplain Callum Thompson, Protestant padre of the Hamilton naval division. Left to right are Lieut. John Jones and son John Paul; Mrs. G. T. Munn, Barbara Jane Munn, Padre Thompson, Lieut.-Cdr. (SB) G. T. Munn and Roberta Lee Munn; Mrs. E. Smedley, Sub-Lieut. E. Smedley and son Kent; Mrs. Draegen, Sub-Lieut. Ernest Draegen and son James Donald.

the occasion for a get-together of the ship's company at which local entertainers performed and refreshments were provided by the ship's fund committee.

Earlier in the month, five children of members of the ship's company were baptized on the quarterdeck by Chaplain Callum Thompson.

HMCS Tecumseh (Calgary)

The Christmas-New Year's social season was a busy one at HMCS Tecumseh.

At a children's party in the wardroom, a soot-covered Santa Claus emerged from the fireplace, his size and shape corresponding with those of Lieut. Don McDiarmid. The children at a party in the Chief and POs' Mess greeted a Santa with the dimensions of PO R. E. Cook.

Christmas parties were also held by the Seamen's Mess and Wrens' Mess.

The New Year was welcomed by dances held by the officers and the Chiefs and POs. Instructor Lieut.-Cdr. William McRoberts was in charge of the former, while CPO H. J. McDonald and PO J. W. Robertson arranged the party in their mess.

The wardroom and Chief and POs' Mess were open on New Year's Day to friends of the Navy who called to pay their respects. — *C.S.J.L.*

HMCS York (Toronto)

More than 200 children of permanent force and reserve personnel of York were greeted by Santa Claus coming in on a "breeches buoy" at the Toronto naval division on Saturday, December 20.

In unison, the delighted children cheered his arrival as he was hauled across the drill deck above their heads before dropping down the usual mock-up chimney which York annually provides for the be-whiskered gentleman.

Among the guests were 20 underprivileged children who joined the youngsters of naval personnel in various games of ball throwing, ring-tossing and bowling and went for rides on a merry-go-round. Movies were also provided during the afternoon. CPO W. R. Franklin's pet monkey, "Deep-Six", and Lieut.-Cdr. G. K. Holder's "Harvey" and "Smokey" (rabbits, to you) made up a small-scale zoo.

The parents helped the committee in every way possible to make the event the success that it was. Those



On his retirement as commanding officer of HMCS Donnacona, Commander P. A. Langlois was presented with a painting of the wartime corvette HMCS Battleford — which at one time he commanded — by the wardroom officers of the Montreal division. The presentation was made by Lieut.-Cdr. M. E. Smith, president of the Wardroom Mess. Also in the photo is Commander G. S. Mongenais, Commander Langlois' successor as CO of Donnacona.

who assisted CPO Franklin, who was in charge of arrangements, were AB R. N. Dean, Ldg. Sea. H. G. Hoyle, CPO F. Hopkins, PO W. A. Jaffrey, Ldg. Wren L. M. Stevens and AB T. A. Lucas. Clowns afforded plenty of excitement during the afternoon. They were played by PO W. R. Rees and CPO R. M. Crisp. — *A.C.T.*

HMCS Brunswicker (St. John's, N.B.)

Santa Claus paid his customary visit to Brunswicker on the occasion of the annual Christmas party for children of reserve and RCN staff personnel.

Cartoons were screened and were followed by candy and pop and the distribution of gifts.

A Christmas turkey shoot resulted in keen competition at the rifle range. The birds, presented by Commander J. A. MacKinnon, commanding officer, were won by Lieut. J. W. Miller, wardroom; PO F. G. Simpson, Chief and Petty Officers' Mess; AB R. J. Clive, Seaman's Mess; Ldg. Sea. D. B. Flower, Band, and Wren Margaret Young (who turned in an excellent 65).

HMCS Discovery (Vancouver)

Biggest items of the winter so far on the Discovery schedule have been the annual ship's company dance and the Christmas party.

The former attracted about 300 couples to the drill deck, where CPO Emil Micheau and his HMCS Naden dance orchestra held forth. About \$300 was cleared on the dance, which was judged the best in years. Sub-Lieut. B. A. (Bud) Langley and his committee have been credited with its success.

The dance proceeds were used to help defray expenses for the annual children's Christmas party which was attended by nearly 300 youngsters. They included not only children of serving personnel in the RCN and Reserve, but a large number of underprivileged Vancouver children as well. Also entertained were children of former navy personnel.

The party included games and playground equipment, a picture show, a sing-song led by Commander Glen McDonald, dressed in a clown suit and playing his trusty accordion, a magic performance which saw six live rabbits given away, Christmas candies, cake and ice cream and a visit from Santa Claus.

The Chief and POs' Mess is displaying a couple of valued new pictures, the gift of a local auctioneer, W. Coule, who served with the RCNVR during the war. One is a picture of HMCS Skeena steaming out of the port of Vancouver in 1931, under the command of Commander (now Rear-Admiral, Ret'd) V. G.

Brodeur. The other picture is a wartime shot of President Dwight D. Eisenhower chatting with the former Chief of the Naval Staff, the late Vice-Admiral G. C. Jones.

Welcome addition to the Wren officer list is Lieut. Myrna Edwards, veteran of the war years. Lieut.-Cdr. Harold A. Irish is back after a course in recruiting at Ottawa.

The holiday season was saddened by the death of AB Ernest F. Moyles, 25, one of Discovery's most active reservists. AB Moyles died after a two-month illness and was buried on Christmas Eve. He would have been 26 on New Year's Day.

AB Moyles was born January 1, 1927, and had lived most of his life in Vancouver. During the war he served with the Canadian Army, enlisting September 26, 1944, and being discharged on October 6, 1945.

He entered the RCN(R) as a stoker in September 1948 and had been an active reservist since. AB Moyles was a member of the Seamen's Mess committee and took a prominent part in the division's sport events. He leaves his wife, two small children and his parents, all in Vancouver.

At the funeral service six uniformed fellow reservists were pallbearers. They were Ldg. Sea. Joe Stranan, Ldg. Sea. Link Tyson, Ldg. Sea. Bill

Wylie, AB Ted Roach, AB Dave Shenton and Ord. Sea. Ernie Gawthorpe. The graveside service was conducted by Discovery's Protestant chaplain, Rev. J. W. Grant.

To acquaint reservists with little known facts of the navy, the editors of the Discovery newsletter have started a weekly quiz column. At the end of the current season a quiz will be published and the first three officers and men to answer all the questions correctly will be awarded a special prize.

HMCS Carleton

(Ottawa)

Officers and men of Carleton held their annual children's Christmas party December 20 in their headquarters on Dow's Lake. Special guests were 50 children from St. Joseph's Orphanage in Ottawa.

Nearly 200 children received presents from Santa Claus (PO Larry Burns) and the youngsters were feted with movie cartoons, ice cream, chocolate milk, cake and cookies. A magician (Civil Servant Alfred Darby) and a clown (PO Gordon Mumford) held their interest during the Christmas matinee.

Boys got hockey sticks, pucks, trains, tractor trailers, fire engines, doctors' kits and the like, while the

girls were presented with such things as serving sets, knitting gear and dolls.

The party was financed by the ship's fund. Mrs. Jack Stewart and Mrs. A. K. Dixon purchased gifts for the girls, while their husbands, CPO Stewart and Lieut.-Cdr. Dixon, did the same for the boys. — *T.E.M.E.*

HMCS Queen

(Regina)

More than 200 children, accompanied by their parents, received presents from Santa Claus at Queen's annual Christmas party. Added treats consisted of ice cream and soft drinks, cartoon movies and rides on teeter-totters and slides.

Presentation of the Canadian Efficiency Medal was made recently to Instructor Lieut.-Cdr. E. D. Walker, MBE, before the ship's company by Commander D. F. Clark, commanding officer.

Social events during the Christmas holiday season included parties in the Chief and Petty Officers' Mess, in the Seamen's Mess and in the wardroom. Wardroom officers held an after-five party which was attended by about 100 guests. Attendance at wardroom and Chief and POs' Mess receptions New Year's Day set new records. The ladies' auxiliaries of both the wardroom and Chief and Petty Officers' Mess played an active part in several social gatherings.

As the new year began, Queen looked back on a training year which brought a slight rise in attendance at divisional drills. The training program is proceeding on schedule, with recruiting in the RCN(R) about the same as last year. — *C.E.B.*

HMCS Catarqui

(Kingston)

Slides, electric horses and other merriment kept the pot boiling until the arrival of Santa Claus at the annual children's party at Catarqui on December 20.

The following day, Sunday, December 21, a double christening ceremony was held on board for the children of two members of the RCN Staff. Christened were William Costello and Larry Roy Dingley, sons, respectively, of Ldg. Sea. and Mrs. William Costello and Ldg. Sea. and Mrs. Roy Dingley.

Captain J. V. Brock, Naval Member of the directing staff of the National Defence College, Kingston, inspected the Sea Cadets on December 2.

About 150 couples attended a successful ship's dance on November 28.



Commander L. D. Stupart, president of the Wardroom Mess of HMCS York, and CPO F. Hopkins look at a large-sized Christmas card during the Christmas exchange of greetings between members of the Toronto division's messes.

The Spirit of Christmas

Santa Claus arrived at the Nova Scotia Home for Colored Children on Tuesday, December 16, complete with presents for the 55 children, who watched awestruck as he descended, not from his traditional sleigh drawn by reindeer, but from a helicopter of the Royal Canadian Navy.

It was the third annual party held for the Colored Children's Home by HMCS Shearwater. Organized by members of the Petty Officers' Mess at the naval air station, the party was paid for with funds realized from a "Klondike Night" and from the ship's canteen.

As a group of petty officers disembarked from a bus with presents, candy, ice cream, soft drinks and movies, Santa was taking off in his helicopter. When the roar of the "whirly-bird" was heard over the home, forgotten were movies and all else. While the larger children streamed outside to witness the arrival, the smaller ones pressed their noses to the windowpanes and stared wide-eyed as the craft dropped from the cloudless sky onto the snow-

covered ground and Santa struggled out the tiny door. With his "Ho-Ho-Ho" he headed inside and, surrounded by little tykes, distributed his presents.

"The children will never forget this day," said Mrs. Elizabeth Fowler, superintendent of the Home, to Petty Officer "Bert" Bates, president of Shearwater Petty Officers' Mess.

* * *

Christmas for 15-year old "Jackie", who lives on a lonely island off the south coast of Vancouver Island, was a happy occasion this year.

"Jackie" (that is not his real name) is an inhabitant of one of the few leper colonies in Canada. He and a handful of others afflicted with the disease live on Bentinck Island, about 15 miles south of Esquimalt.

Shortly before Christmas he was visited by four members of the Petty Officers' Mess of HMCS Naden, who presented the boy, on behalf of the Mess, with a \$100 cheque to be spent in any way he wished.

Health authorities in charge of the colony subsequently reported that Jackie had made good use of his gift.

He bought a new bicycle, complete with all accessories. A talented carpenter, he also got a vise, brace and bit, saws and other woodworking tools. Already he has made a drop-leaf table, and is now at work on a set of matching chairs.

* * *

Christmas threatened to have little meaning for the family of an able seaman of the RCN, until the Canadian Naval Service Benevolent Trust Fund came to the rescue and extricated the man from his financial extremities.

The letter which the seaman subsequently wrote to officials of the Fund is typical of the many expressions of gratitude received from those whom the Fund has helped weather difficult circumstances. — it said:

"I am writing this letter to thank you, the members of the CNSBTF and all who assisted me and my family out of our difficult financial situation which occurred recently. Words cannot express our most heartfelt thanks to all of you who put your time and effort into helping us at a time when we didn't know where to turn."

The letter goes on to say: "... my little boy was admitted to the hospital with whooping cough and I had a little difficulty finding help for my other children. The boy should be home sometime this week and everything looks a lot brighter for the future and coming Xmas, but it wouldn't if I had such financial debts hanging over my head, which the CNSBTF settled for me. I can also say, Sir, that I can now put my full effort into my Navy career, which I had more or less neglected during my trouble.

"Once again, Sir, I wish to thank the CNSBTF for their generous grant. I really don't know what I would have done without its aid."

* * *

Three families in Halifax had a brighter Christmas than they expected, through the efforts of the Navigation Direction School at HMCS Stadacona.

Personnel of the school decided to form a fund to aid needy families in the area and, with the co-operation of some local merchants, were able to provide clothing and shoes for the children of three families as well as substantial food hampers.



Christmas Day is always an unusual one in ships and establishments of the RCN, but the most unusual day of all was in HMCS Scotian, the Halifax naval division, where the youngest member of the ship's company turned out to be a Wren. Here Wren Mary M. Gosling lays down the law to Commander W. Graham Allen, who gallantly attempts to carry out his part in the Christmas custom of exchanging uniforms. (HS-23298).

CHILDREN'S parties, Christmas dinners on a mass scale and the custom of making the youngest seaman "Captain or the Day" were but some of the features that marked theuletide season in the Navy's ships and establishments.



1. Admiring "Smokey" the rabbit at HMCS York's children's party are Sally and Mary, twin daughters of Lieut. (S) Vincent Henry, supply officer of the Toronto division.



2. Captain P. D. Budge and Captain (very temporary) T. C. Teeple, who shared command of HMCS Quebec on Christmas morning.



3. Confined to her bed with a broken hip, Mary Baxter couldn't attend the children's party at



4. At the Pacific Command children's party, held in the Victoria Memorial Arena and attended by more than 2,200 persons, Mrs. James Ashworth had her hands full with twin daughters Patricia and Pamela and son David. Ldg. Sea. Ashworth, father of this bright-eyed family, couldn't be present: he was in the Far East on board HMCS Athabaskan.

5. Ord. Sea. John Lundy, "captain" of the La Hullose, casts a skeptical eye on the "defaulter", Lieut.-Cdr. H. A. Porter. Coxswain is CPO Thomas Carter.

6. The cookery staff of Naden put in many hours preparing dinner for men spending Christmas in the barracks, and here the first five members of the duty watch draw heaping platefuls of turkey and trimmings.





The Navy Plays



New Gymnasium Opens at Cornwallis

The official opening took place on December 12 of the new Cornwallis gymnasium, built on the site of the wartime gym which was destroyed by fire in the summer of 1945.

The new building is a worthy successor to the original gymnasium, which was regarded as one of the finest in Canada. And well it might be, for the same plans were used in its construction.

The gym has three tile-lined swimming pools—all that survived the 1945 fire—plus locker rooms for officers, men and Wrens, basketball, volleyball and badminton courts, equipment rooms, offices and a variety of other facilities designed to implement the physical and recreational training program at Cornwallis.

Cornwallis and Stadacona each won five bouts in a boxing tournament held on the occasion of the official opening of the new gymnasium. Individual results were:

Bantamweight — Ord. Sea. Ian McNeil, Cornwallis.

Featherweight — AB Murdoch McLean, Stadacona.

Lightweight (two bouts) — Ord. Sea. Douglas Bailey, Cornwallis; AB Armand Roberts, Stadacona.

Welterweight (two bouts) — Ord. Sea. Warren Belbeck, Cornwallis; AB Brian Heugh, Stadacona.

Middleweight (two bouts) — Ord. Sea. Robert Boyd, Cornwallis; AB Vernon Doucette, Stadacona.

Light heavyweight — AB James MacArthur, Stadacona.

Heavyweight — AB Arthur Duerksen, Cornwallis.

Ordinary Seamen Beaudoin and Le Marche won exhibition featherweight bouts.

Lieut. (E) J. F. Mackintosh, the referee, came out of things somewhat the worse for wear, being struck in the eye with a left hook during one of the matches and later being hit by a door as he left the ringside. Lieut. James Bond fared better as referee in an exhibition wrestling bout between "Bull" Bradshaw and "Killer" Demchuck. Both contestants declared Lieut. Bond the winner!

The opening of the gymnasium has also given a big boost to indoor sports at HMCS Cornwallis. The gym immediately became a popular recreation centre and, in addition, enabled the

organization of representative teams in a variety of sports.

A senior basketball squad has been formed; Commissioned Writer Officer F. E. Dennis has recruited a badminton team for inter-club competition, and two volleyball teams have been organized by Lieut. J. H. Murwin.

Cornwallis is hopeful, too, of making its mark in the swimming world. CPO "Trip" Trepanier, who never lost a meet while in charge of Stadacona swimming teams and Dalhousie University women's teams, is now at Cornwallis and is training a squad for forthcoming indoor meets in Nova Scotia.

Three Teams Competing For Queen Puck Title

A three-team inter-part hockey league faces a tough ten-game schedule on HMCS Queen's flood-lit hockey rink this season. Competition between the teams is keen and a close battle for the division championship is expected.

An all-star team drawn from the inter-part league will meet the Royal Canadian Mounted Police in a series of games to decide the winner of the Regina Inter-Service league. The RCMP holds the United Services Institute trophy, which is emblematic of the Inter-Service league championship.

The sports-minded at Queen are also showing interest in curling. It was expected rinks would be formed and entered into service competition. — C.E.B.

Supply School Leads Naden Sports Race

With the first half of the Naden inter-part sports competition completed, Supply School's "A" teams topped the standings with a total of 45 points compiled in four separate events. The supply men won the badminton and bowling tournaments and placed second in both volleyball and hockey.

CPO Peter Loverick and PO Bill Walters represented the school in



This is the Mechanical Training Establishment hockey team that won the first half championship of the inter-part hockey league at HMCS Naden. Front row, left to right: Ord. Sea. Victor Seguin, Ord. Sea. Walter Forier, Ord. Sea. Lloyd Eisler, Ord. Sea. Kenneth Staubler, PO Arthur Wadlow, Ord. Sea. Erison Bell and Ord. Sea. Edward Burns. Rear row: PO Frank Pickell, coach; Ord. Sea. John Noyes, Ord. Sea. Thomas Wilks, Ord. Sea. Wayne Miller, Ord. Sea. Edward Jones, PO Douglas Gallpen, Ord. Sea. Keith White, Ord. Sea. John Forgie, Ord. Sea. Robert Massey and PO Dave Sadler, manager. (E-21604).

badminton and came through undefeated. Commissioned Stores Officer Frank Bentley, Lieut. (S) Kenneth Doolittle, Lieut. (S) David Higgs, AB Thomas Earl and Ord. Sea. Gene Legault formed the bowling team and won the total point competition with a three-game score of 2813.

The Combines — Medical Comm. & ND — won the inter-part volleyball tournament, were second in badminton and bowling and took fourth place in hockey to record a total of 43 points.

With still another round to be played off, MTE was at the top of the hockey standing. The stokers were third in the over-all standing, having finished third in volleyball and badminton and 4th in bowling.

Following the MTE were Supply Naden, Ordnance, Supply School "B" and TAS and Electrical.

Star Pucksters Tie, Win Games With York

Two games played between the hockey teams of Star and York resulted in a 6-6 tie and a 4-0 victory for the Hamilton naval division.

The Star team is also competing in the Hamilton Industrial League and, while unable to climb into first place, has just about assured itself of a playoff spot.

Discovery Wrens Enter Vancouver Hoop League

The Wrens' basketball team at HMCS Discovery completed its preliminary training in December and was set to enter the Vancouver Commercial Basketball League early in the New Year. The team is managed by Wren Charlotte Lennox.

A men's swimming club has been organized by AB Ian Muir and practice sessions are held at the YMCA.

Cataraqui Cagers Score Five Straight Victories

HMCS Cataraqui's basketball team got off to a flying start in the Kingston Garrison League when it racked up five wins in as many games. The team's total score was 268 against 149 for the opposition.

The hoopsters are looking forward to competition later in the season with HMCS Carleton, the Ottawa division.

Not perfect, but good enough to gain them a spot in the Kingston Senior City League playoffs, was the record of Cataraqui's hockey team.



While HMCS Shearwater won most of the service soccer honors on the East Coast in 1952, Stadacona succeeded in taking the Halifax and district championship and with it the John Cox Challenge Shield. Here CPO John Hancock, captain of the Stadacona team, receives the shield from Mr. Cox following the final game in which Stad defeated Fairey Aviation 2-1. (HS-22674)

Under the tutelage of PO Gordon Clark and PO William Newman, the team went through the regular schedule with a record of one win, two ties and two losses.

The team has since entered the Kingston Garrison Hockey League, winning its first game and losing its second.

Games with York and Star were planned for early in the New Year.

Tecumseh Wrens Trim Air Force Hoop Team

Tecumseh Wrens, in their first game in the Calgary Ladies' Inter-Service Basketball League, shot down the Air Force by a score 59 to 7.

The Tecumseh team was led by Wren Eleanor Dermott, who scored 21 points, while Wrens Helen Weitzel and Joy and Shirley Sellers helped to build up the score.

Cornwallis Chiefs, POs Prove Hard to Beat

The hockey season is in full stride at HMCS Cornwallis. The ship's representative team, the Cornwallis Cougars, has played exhibition games with various other Navy squads and teams from Digby and Annapolis and is hopeful of making this a banner

year. Lieut. E. A. Wiggs is vice-president and team manager.

The Chiefs and Petty Officers are leading the way in the inter-part league, whose other entries come from the Communications School, Ship's Company and Midshipmen.

A 12-team inter-divisional league plays regularly scheduled games five days a week and, according to some observers, provides some of the most interesting hockey to be seen in the Cornwallis rink.

Service Rivals Outscore York Hockey, Ball Teams

Ice hockey is still holding the spotlight on the HMCS York sport front but the Toronto division's pucksters are not faring too well. In games played in the inter-service league, Air Force defeated York by a 3-1 count and then the ship was outfought by a courageous Army team to the tune of 4-3.

In their second clash with the York pucksters this season, Army definitely proved a point. That point was that they are the most improved club in the league.

The red and white squad poured the petrol to the engine after a shaky first period and whipped York by a score of 4-3. York seemed to

lack their usual gusto and after an early first period goal by AB Bob Irving they settled back to rest on their laurels. Before the tars knew it, midway through the second period the score read 2-1 for Army. AB Dennis Popa popped a loose puck past the Army goaltender to bolster York's faltering hopes, but sad to say this proved no barrier to Army. Again they smashed home, this time with two more goals early in the third, and once again York was on the dismal side of things.

Ord. Sea. Bob Maxwell cut the soldiers' two-goal edge in half late in the third period but York was unable to score the equalizer.

The first game in the Toronto Garrison Officers' Indoor Baseball League was played by York officers against the Irish early in December and resulted in a 15-0 win for the soldiers. This, incidentally, is considered a pretty average score for any inside ball session, so the defeat wasn't taken too seriously.

The Irish pitcher would have hurled a no-hit game but for Lieut. (L) D. L. S. Bate, who spoiled the record by getting the only hit for the tars. Lieut. (S) Vincent Henry pitched for York and Sub-Lieut. F. W. Galloway was behind the plate.—D.P.

Navy Starts Drive to Escape Cellar

After a slow start, the RCN entry in the Victoria Commercial Hockey League began to find its bearings and at the beginning of the year was making threatening gestures toward first place in the standings.

The sailors were still at the bottom but so close was the race that only two points separated the first and last place tenants. Spearheading the Navy surge was the first-string line of Ldg. Sea. Neil Standley, Ldg. Sea. Delmar Brown and AB Joseph Wood. Standley, centre for this combination, moved into second place in the individual scoring list, two points behind the leader.

Also performing yeoman service was PO Norm Jones, who doubles as coach and goal-keeper and in the latter capacity had the best goal-tending record in the league.

Stad Hockey Team Holds Second Place

Sports took a back seat during December to make way for the numerous children's Christmas parties and many other activities that claimed the use of the Stadacona gymnasium and P&RT staff. However, Stadacona managed to maintain second place in the six-team Halifax and District

Hockey League. Included in the league are entries from Stad, Shearwater, Halifax Shipyards, St. Mary's College, Dartmouth and Dalhousie University. St. Mary's College is currently leading.

An outstanding basketball game played in Stad's gymnasium before an audience of more than 1,000 still has people talking. The Harlem Globe Trotters, on a tour of the Maritimes, defeated Stad 60 to 33 in an exhibition game late in November. The Trotters' superb ball-handling techniques and footwork claimed the admiration of the Stad team, who, though outclassed, put up a valiant struggle.

A swimming meet early in December saw Stadacona lose to a team from Acadia University. The score was 42 to 33.

Additional Entries Swell Shearwater Loops

Now that Christmas and its seasonal diversions have passed, more and more teams are entering the various sports leagues at HMCS Shearwater. At last count, 13 teams were competing in the station volleyball league and at least five more were in the process of entering. Observers' entry led the league and had yet to taste defeat. In the officers' Wednesday league, the TAG officers were in first place with an unbeaten record.

Electrical and Air Engineering Chief and Petty Officers' teams are running neck and neck for first place in the bowling league. More than 700 persons turned out for bowling in the past month.

The inter-part basketball league has been progressing favorably and since Christmas three more teams have joined. Entries from Air Engineering and SNAM were in the favored positions at the start of the month.

The three representative teams formerly entered in the Halifax and District Basketball League have been reorganized and only two teams, one junior and one senior, are competing.

Twelve teams playing three days a week are competing in the inter-part hockey league. Air Force and Miscellaneous entries were tied for first place at press time.

Shearwater - Stadacona sports rivalry promises to be as keen in hockey as it has been in football. Teams from the two places are entered in the Halifax and District league and at present are tied for second place.



The Shearwater Players opened their fourth season with the celebrated naval comedy, "The Middle Watch", by Ian Hay and Stephen King-Hall. Shown above are four of the play's principals, PO Harold Reeves, Chaplain (P) Andrew Mowatt, AB Ronald Woodhill and Lieut.-Cdr. James McCulloch. The play was directed by CPO Douglas Cooke. (DNS-9624).

Moe The Moose

(from *THE MARKER*, Royal Military College,
Kingston, October 25, 1952)

CONTRARY to the picture of naval cadet summer training presented in the film "Tomorrow's Officers", life on board ship is not all paint brush, chipping hammer and deck scrubber. Many are the tales that are told of lighter moments on board, both while in harbor and at sea.

One such story is told by Bob Bidwell, former RMC Cadet and now midshipman aboard HMCS Ontario. The yarn concerns an incident from last summer's training, and in view of the "tour de RMC" made by a moose head named "Montague" last winter, we feel the story has interest because it shows what moose heads can do if they try.

It seems that Bob was one of fifty cadets appointed to HMCS La Hulloise for a six-week cruise to Dartmouth, England, and Dieppe, France. Realizing that they would be visiting the cadets of the Royal Naval College at Dartmouth, some of the boys thought that, partly as a lark and partly as a good will gesture, a memento of Canada should be left in the gunroom at Dartmouth.

It was decided that a rather ancient moose head that was around the Bidwell residence would be suitable; all that remained was the problem of how to get it aboard, how to keep it hidden for three weeks, and how to get it into the gunroom at Dartmouth. The solutions to these problems turned out to be very simple.

With the co-operation of one or two members of the crew, "Moe the Moose" was quietly carried aboard during the wee small hours, without, of course, the usual pipes and ceremonies that befitted the occasion. Quickly and silently Moe was stowed away in a small arms magazine used for baggage. In order to prevent their prize from being disturbed by the regular inspections of the magazine, a tag was attached around Moe's maw thus:

*Commodore Kenneth Black,
16 Oxingham Drive,
Gasale, New Walsale,
South Staffs, England.*

Needless to say, neither Commodore nor address existed.

All went fine until one Saturday morning during Captain's rounds, when an inspection was made of the magazine. Upon discovery of a moose head in the magazine, everyone trooped down the ladder into the magazine to see what was up. The Captain, the First Lieutenant, the Officer of the Day, the Coxwain and the Coxwain's writer; one by one they gazed first at the silent figure of

Moe and then with even more bewilderment the address affixed 'round the neck of our hero. Many were the puzzled faces on emerging from the magazine. Now, what in the devil was a moose head doing aboard one of the Queen's Canadian ships? However, since it was addressed to a RN Commodore, it must be alright, so . . . Moe remained.

In due time the task group of HMC Ships Crescent, La Hulloise and Swansea arrived in the ancient town of Dartmouth, home of Britain's famous naval college. Arrangements were soon completed to move Moe. One dark night a cutter manned by several English cadets slipped under the La Hulloise's bow, and ever so slowly was lowered away one moose head. The next morning Moe was mounted in the gunroom at the naval college, eyes twinkling, hair brushed—the very picture of Canadian moosehood.

And so our story would end, except for the Commodore. Through the facilities of the college it was arranged to have an official naval message sent to the ship a week later. It arrived while the ship was in Portsmouth and simply stated that Commodore Black wished the moose head be shipped to a different address than the one previously indicated.

"Fair enough," said the Captain, eager to get rid of the creature. He sent for the chippy. In due time the shipwright arrived and was instructed to construct a crate to house the head—the Captain wanted to be sure Moe arrived in good shape. On casual inquiry the next day as to the crate's progress, the chippy indicated that he had been unable to locate the moose head.

The ship was searched—no Moe. The moose head had vanished! How the cadets managed to keep from splitting their sides is still a mystery. Finally the boys felt that in order to restrain their superiors' sanity they had better explain the situation. There were many red faces in the wardroom that night.

*And so, my moose, if you would
roam,
If you would travel 'cross the foam,
If from the Frigate you would flee,
Then run away and go to sea.*

—W. R. Allan.



NEW STEERING TRAINER DEVELOPED

Recruits Learn to Handle
Helm Before Ever
Seeing Ship

THE latest in a series of devices designed to teach sailors how to steer a ship even before they ever see one is now making its appearance in the Navy's training establishments. Six have already been distributed and the rest will follow as they become available.

For years various synthetic steering trainers, some of them fairly ingenious, have been used to instruct naval newcomers in the rudiments of hand-

ling the helm.

The newest model, however, comes much closer to the real thing, inasmuch as it incorporates more factors encountered in the actual steering of a ship.

The trainer consists of a wooden cabinet, about four feet high, on which are mounted an aluminum wheel, a helm indicator and a gyro compass tape repeater. By means of motors, the helm is made to react like



Ldg. Sea. Ronald Code, an administrative writer on the staff of HMCS Carleton, tries out the prototype of a synthetic steering trainer which has been developed for use in naval divisions and training establishments. Ldg. Sea. Code's effort are carefully watched by CPO Erland Grant, another member of the staff. (O-3892).

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"Ham" Radio Club Formed at Cornwallis

An amateur radio club has been organized at HMCS Cornwallis and the naval training establishment is on the "ham" bands once more.

Commander R. M. Murdoch is president of the RCN Amateur Radio Club Cornwallis and other officers are: First vice-president, CPO Jack Mooney; second vice-president, Commissioned Communications Officer J. W. Jewers, and secretary, PO D. A. Potter.

To help it on its way, the club received a grant of \$600 from the Ship's Fund for the purchase of materials and tools to build a transmitter of approximately 350 watts output.

Operating under the call letters VEIHO, the club is on the air from 2030 to 2230 on Mondays (following the weekly business meeting) and from 1930 to 2230 on Thursdays, on a frequency of 7040 kilocycles (approximately) and with an output of 150 watts on CW only.

New members who have not had radio experience are given lectures on basic theory and radio principles by PO Mooney during the Monday night operating periods.

that of a ship proceeding at ten to 12 knots. By adjusting various settings at the back of the cabinet, the instructor can introduce the effects of yawing and wind drift. A spring on the wheel helps it to return to the 'midships position.

Development of the new trainer goes back to when the Director of Naval Reserves, at Headquarters, approached the Electrical-Engineer-in-Chief on the possibility of producing a power-driven steering teacher which would replace the limited mechanical types hitherto in use.

The project was placed in the hands of the Development Section of EE-in-C, under Lieut.-Cdr. (L) J. M. Davison, where a team composed of Commissioned Radio Officer Ralph A. S. White, head of the Canadian Naval Electrical Laboratory, and three civilians, Hugh Robertson, in charge of EE-in-C's drawing office, Gilles Choquette, machinist, and Dan O'Grady, ex-P1ET4, took the job in hand.

This group was largely responsible for the finished product, two prototypes of which were sent out, one to HMCS Carleton, the Ottawa naval division, for technical observation and the other to the Seamanship School in Stadacona for evaluation trials.

Subsequently two more were forwarded to Cornwallis and one each to York (Toronto), Queen (Regina), Unicorn (Saskatoon) and Cataragui (Kingston).

'ROUTINE PATROLS' OCCUPY DESTROYERS

ON BOARD HMCS ATHABASKAN—On completion of final preparations, HMCS Athabaskan slipped and proceeded to sea on the first leg of what was to be her third trip to Korean waters. As she turned in the basin and headed for the harbor entrance the other ships cheered her on her way, signal lamps sent farewell messages and the Sioux played the plaintive "China Night" over her broadcast system. It was a cold, grey October 29, and all aboard were looking forward to the warm, sunny climate of the Hawaiian Islands.

Five days after leaving Esquimalt we were alongside in Pearl Harbor. The first few days had been fairly rough and devoted chiefly to settling in and developing sea legs. The ten days at Pearl were spent doing operational work-ups with U.S. aircraft and submarines. Then, after two days of practicing day and night bombardments at a nearby island, we had completed our program and were declared ready to take on the enemy.

We sailed from Pearl Harbor with the USS Rochester (cruiser) and four American destroyers. On November

18 our task unit arrived off Midway Island. While the Rochester lay off to seaward the five destroyers went in through the narrow channel to the fuelling jetties.

Midway, besides being one of the key outposts of the American defence perimeter, is the home of a species of sea bird known as the gooney. On Midway they enjoy the protection of the Department of Wildlife and their numbers abound. The most drastic thing that can happen to a gooney bird is to have its picture taken by a visiting sailor.

Leaving Midway on completion of refuelling, we rejoined the cruiser and pressed on for Japan. Tokyo Bay was reached on the morning of November 25, just five months to the day since the ship had last left Japan homeward bound. After transferring a sick man to the Rochester in nasty weather, we took our leave of the unit and set course down the east coast of Japan, around the southern tip of Kyushu and up to Sasebo on the west coast.

The arrival of the Athabaskan in Sasebo was no novelty to the staff

ashore; she was accepted as if she had just returned from patrol. On reaching the inner harbor we went straight to old X-ray 3 buoy, where the ship had secured many times before.

It was ten days before the ship sailed for a carrier patrol off Korea's west coast. While in Sasebo there was always an enthusiastic turnout for sports. It was ideal soccer weather and we managed to fit in a few games against Royal Navy teams. We are well off for soccer players in the ship and it was surprising how well our team stood up against the British. We tied two games and lost one by a narrow margin.

After a chalk talk from a RN PTI we even tried our hand at grass hockey. With a little practice the ship should have a fair team.

In the softball line there were the perennial inter-part games which had been going on every afternoon in harbor since the ship left Esquimalt. Sasebo is getting too cold for softball now, but up until the time when the weather broke as many as six teams were fielded in one afternoon. The Radar Plot rates have yet to taste defeat and to date have by far the best team in the ship.

At the time of writing the Athabaskan is on her way back to Japan after what has been a very "routine" patrol. As a diversion from the monotony of life in the Corpen Club we have had three days with the inshore patrol. Nothing very exciting, but once again the Athabaskan's guns were fired in anger. And after a few days' rest in port the ship will once more point her bows toward the Yellow Sea.—J.S.K.

* * *

ON BOARD HMCS HAIDA—The Haida now knows, from first hand, all about the tedium of patrol duties in the Korean theatre. Soon after arrival the ship proceeded on her first patrol and since then has seen regular service off the Korean coast.

On the last part of her outward voyage the Haida was fortunate in being routed via Yokosuka, which is 40 miles south of Tokyo, and a four-day stay there enabled many of the ship's company to visit the Japanese capital. The officers were guests at a reception in the Canadian Embassy.

The ship's Roman Catholic padre,



One of Midway Island's myriad gooney birds "poses" with three men from the Athabaskan—Ord. Sea. Jim Yetman of Toronto, AB Robert Cunningham, Vancouver, and PO Ignace Sushack, Winnipeg. (AN-120).

Shannon Park Paper

Shannon Park, home to about 500 Navy families, is now served by a little eight-page weekly newspaper, The Shannon Park News.

The paper is a private venture, edited by an ex-newspaperwoman, the wife of a Chief Petty Officer, and endeavors to give full news coverage of the housing development across the harbor from Halifax.

Father J. A. McLean, became a "sky pilot" on the very first patrol, transferring to another ship by helicopter to say morning mass and returning in the same manner.

The Supply Officer has introduced a "Hong Kong allotment plan" whereby members of the ship's company may set aside money payable to them when and if the ship goes to Hong Kong. This idea was welcomed by those wishing to buy gifts and souvenirs in that colony and who, like most of us, find difficulty in holding on to ready cash.

A choir has been organized in the ship, similar to that of HMCS Quebec but on a more modest scale. Choir leader is the Engineer Officer, Lieut.-Cdr. (E) K. E. Lewis, and "organist" is CPO P. J. Duchene.

Among the items turned over from the Nootka were Lee Pak and his Chinese laundry crew, who have proven a welcome addition to the ship's amenities.

* * *

ON BOARD HMCS CRUSADER
—Anything on land, sea or air is meat for HMCS Crusader's gunners—although they don't always have the chance to chew it thoroughly.

Aircraft alerts on the west coast of Korea have been more frequent of late, but it was not until December 5 that the Crusader had an opportunity to get in a few licks at enemy planes.

The destroyer was at her night station off two friendly islands when an air raid warning was received at 8 p.m. The guns' crews went to their AA stations and not many minutes later enemy aircraft were detected approaching the ship. The instant the first plane was within range the Crusader's 4.5-inch guns opened fire. The plane turned away and the guns were trained on a second target. This one also veered off from the fire.

In the lull that followed, flashes of bursting bombs could be seen in the distance where, it was learned later,

bombs were dropped ineffectively on the islands by four aircraft.

The Crusader's main armament opened up again on two of the home-ward-bound raiders, but her gunners were again frustrated in their hope of bringing an enemy aircraft.

A useful bit of work was credited to the Crusader when she was detached from screening HMS Glory (aircraft carrier) to do a routine inshore patrol.

As she reached her station, she encountered the Australian destroyer Anzac making high speed to avoid shells falling dangerously close around her from a shore battery.

The Crusader went charging in at 30 knots, all 4.5 guns blazing. The target area disappeared in a cloud of smoke and dust and the communist guns stopped firing. The Anzac reported the Crusader's fire was dead on the enemy gun position and made it clear that the Crusader was a welcome visitor on a Korean Sunday afternoon.

During periods in harbor, 48-hour leave periods have been granted to organized parties to visit Commonwealth centres and Sunday make and mends at sea have been brightened by various ship-board activities.

MONTREAL OFFICERS CLUB ELECTS J. A. LEWIN PRESIDENT

Officers for 1953 were elected by the Montreal Naval Officers Club at the recent annual meeting. They are: J. A. Lewin, president; C. D. Howard, vice-president; J. M. Richardson, secretary; F. N. Wilson, treasurer; C. F. McKim, assistant secretary, and R. G. Bremner, assistant treasurer.

Directors for 1953 are: C. W. G. Brown, D. M. Chenoweth, F. G. Flynn, F. P. Hamm, A. Marcil, W. H. G. Dunn, W. C. Harrison, A. H. Thompson and George Kennedy.

Navy Launch Ends Spell With RCAF

The Navy's High Speed Launch 208 returned to Halifax last November after operating with the RCAF at Chatham, N.B., since May.

The HSL acted as a safety vessel at the "air to air" gunnery range for jet fighters from the Chatham station and took part in several search and rescue efforts. The Navy launch rescued a downed Mustang fighter pilot, located the remains of a jet which had crashed into the sea and figured in searches for missing fishermen.

Convenient Coincidence

A coincidence, to most people, is something that usually happens to the other person. Recently in the Atlantic Command a spate of coincidences took place.

While HMCS Crescent was returning from a cruise to Havana, Cuba, one of her seamen developed a case of appendicitis and the ship cranked up speed for the last 240 miles to Halifax. An ambulance rushed the man to the RCN hospital and there he was wheeled into the operating room. Surgeon Lieut. Donald Willoughby removed the offending appendix and, as he was sewing up the incision, the Medical Assistant who was working with him collapsed. As soon as the Crescent seaman was out of the operating room, Lieut. Willoughby had the MA on the table and removed his appendix.

Another coincidence occurred on the main highway leading out of Halifax. Five Chief Petty Officers were driving to Shannon Park, on the Dartmouth side, and one Chief was returning to his home in Halifax from Dartmouth Shipyards. The lone Chief's car skidded on the treacherously icy road and the other car collided with it. When an RCMP officer appeared on the scene to investigate the accident, the first thing he said was, "Well, all chief petty officers! I used to be a chief myself."

Retirement

CHIEF PETTY OFFICER JAMES WILLIAM MUNDIE

Rank: C1G13
Age: 40
Length of Service: 23 years, 3 months
Hometowns: Saltcoats, Sask., and Victoria.
Joined: May 7, 1929, as a Boy Seaman.
Served in: HM Ships Victory, Pembroke, Nelson, Excellent, Royal Sovereign, Comet; HMC Ships Naden, Vancouver, Skeena, Restigouche, Stadacona, Assiniboine, Ottawa, Cornwallis, Givenchy, Warrior and Nonsuch.
Award: Long Service and Good Conduct Medal, August 31, 1945.
Retired: December 10, 1952.

STOCKHOLM CHRISTENING

The infant son of Petty Officer William A. Lovett and Mrs. Lovett was christened Thomas Francis Patrick recently in Stockholm, Sweden. The ceremony was held in St. Marie Roman Catholic Church with the Right Reverend Father Fens officiating. Sgt. O. W. Scheuneman, RCAF, and Mrs. Scheuneman stood proxy for the Godparents, Mr. and Mrs. F. Richards of HMCS Cornwallis. PO Lovett is serving on the staff of the Canadian Naval Attache at Stockholm.

THE 'BONES' OF DEADMAN BAY

(Continued from Page 6)

Piles of stone and ballast are evidence of the fact that they were deliberately sunk. Pieces of wood from the vessels have been examined by forestry scientists and have produced interesting evidence of the fact that the ships were built hurriedly. Streaks of decay were found which the experts state must have been in the oak while still growing.

One vessel, lying in about 14 feet of water toward the head of the bay, measures about 93 feet in length and 34 feet in beam. It has been identified by this and a process of elimination as the old *Wolfe*, Sir James Yeo's first flagship, which was renamed the *Montreal* in 1814. The second vessel, nearer to the open lake, measures 134 feet by about 35, and is undoubtedly the *Prince Regent*, the flagship in 1814.

The cost of lifting either of these two vessels, which some people have urged as a tourist attraction, would be enormous. They are constructed of local white oak which sinks when waterlogged. Also, some of their main frames have collapsed because parts of the vessels were removed for exhibitions in Fort Henry a few years ago.

* * *

During the course of the investigation in Deadman Bay a smaller vessel was located, recovered and placed in the Fort Henry Military Museum. It was identified as a bateau, a type of craft frequently used for transportation up river and to the Bay of Quinte. This particular boat had been carrying cordwood for fuel. Some pieces were found on the deck and there were clear marks of axe-blades where wood had been chopped up in the boat itself. The whole of the flat bottom, which had been sunk beneath a foot of mud, was in a good state of preservation. A soft-wood bung was found still intact in its place, and there was therefore reason to believe that the vessel had not been scuttled. On the other hand there was also no obvious explanation for the sinking of a wooden boat without heavy cargo in 17 feet of water.

Although a contemporary newspaper account of the accident in 1846 said that the craft in which the men were drowned was believed to be a "ship's jolly-boat", i.e. a very different craft from a bateau, it is quite possible that the reporter erred and that the vessel which has now been

recovered is that which was involved in the accident in 1846.

* * *

The bateau was raised by cadets of the Royal Military College with the aid of the three services. HMCS *Catarqui* loaned a tug which was used to bring the wreck, still submerged, from Deadman Bay to Navy Bay. The RCAF sent a crane to lift the wreck from the water and RCME loaned a tank transporter to convey the scow to Fort Henry.

Weddings

Ordinary Seaman Roger Bibeau, HMCS Cornwallis, to Miss Monige Lavoie, of Drummondville, P.Q.

Lieutenant Harry L. Frost, HMCS Magnificent, to Miss Frances Mary Murdy, of Londonderry, Northern Ireland.

Ordinary Seaman Rene Gilles Amist, HMCS Cornwallis, to Miss Paulette P. Acquin, of Digby, N.S.

Able Seaman Guy Lalonde, HMCS Portage, to Miss Phyllis Enair, of Sherbrooke, P.Q.

Lieutenant-Commander (S) Evan S. Lloyd, HMCS Stadacona, to Mrs. Ruth D. Maxwell, of Westmount, P.Q.

Lieutenant (MN) Jean B. Smith, HMCS Naden, to Dr. Roy Rowsell, of Toronto.

Able Seaman Barry W. Taylor, HMCS Magnificent, to Miss Marie L. Spackman, of Dorval, P.Q.

Births

To Able Seaman James Allen, HMCS Shearwater, and Mrs. Allen, a son.

To Lieutenant David W. Atkinson, HMCS La Hullose, and Mrs. Atkinson, a son.

To Lieutenant James Butterfield, HMCS Discovery, and Mrs. Butterfield, a son.

To Petty Officer Robert Connor, Aldergrove Naval Radio Station, and Mrs. Connor, a son.

To Chief Petty Officer James Doyle, HMCS Cornwallis and Mrs. Doyle, a son.

To Sub-Lieutenant R. Guy, HMCS Portage, and Mrs. Guy, a daughter.

To Chief Petty Officer E. L. Hall, HMCS Queen, and Mrs. Hall, a son.

To Lieutenant B. L. Judd, HMCS Stadacona, and Mrs. Judd, a daughter.

To Able Seaman Douglas Kennedy, HMCS Catarqui, and Mrs. Kennedy, a daughter.

To Lieutenant (S) Harry McClymont, Gloucester Naval Radio Station, and Mrs. McClymont, a daughter.

To Petty Officer S. A. Morrison, HMCS Queen, and Mrs. Morrison, a daughter.

To Lieutenant J. H. Murwin, HMCS Cornwallis, and Mrs. Murwin, a daughter.

To Leading Seaman Peter Oslie, Aldergrove Naval Radio Station, and Mrs. Oslie, a daughter.

To Lieutenant W. J. Waldron, HMCS D'Iberville, and Mrs. Waldron, a daughter.

Introducing: THE TAM

*Technical Assistant Medical
Assists MOs Specializing
in Aviation Medicine*

The Medical Branch has increased its specialist categories to eight with the addition of a new rate, the Technical Assistant Medical.

The new technicians will be trained to assist naval doctors specialized in aviation medicine in making medical examinations of naval aircrew personnel. They will give tests and maintain the complex equipment necessary for the rigid periodic medical check-ups of pilots, observers and observer's mates.

First man to wear the new badge of the Technical Assistants Medical (abbreviation, TAM) is CPO Bernard W. Tipert, of New Germany, N.S., who completed the two-year course last fall. Two other medical assistants are taking the course at present, CPO Vincent McGrath, of Almonte, Ont. and PO Bruce Burroughsford, of Toronto. Other men will be trained later and the TAMs will serve on board the Magnificent and at the RCN Air Station, Dartmouth.

During the course, the TAMs train at hospitals and naval air stations in Halifax, Dartmouth and Pensacola, Fla. They spend a full year in the Eye, Ear, Nose and Throat Clinic at the RCN Hospital, Halifax, followed by six weeks at the RCN Air Station, where they work at the hospital and fly in various naval aircraft to familiarize themselves with the mental and physical strains placed on naval aviators in operational and training flights.

At Pensacola, the new specialists get advanced training at the US Navy's School for Aviation Medicine to qualify for medical assessments and treatment of the flyers. Another important part of the course is the maintenance, repair and operation of such equipment as the electrocardiograph, decompression chamber, centrifuge and audiometer. To enable the Technical Assistant Medical to understand these machines more fully, a special course has been arranged with the manufacturers.

The RCN has three medical officers who are specialists in aviation medicine and who serve at the RCN Air Station and on board the Magnificent. They are Surg. Lieut.-Cdr. R. F. Hand, of Halifax, Surg. Lieut. H. D. Oliver, of Halifax, and Surg.-Lieut. Charles Konyer, of Toronto. Lieutenants Oliver and Konyer are fully qualified naval pilots.

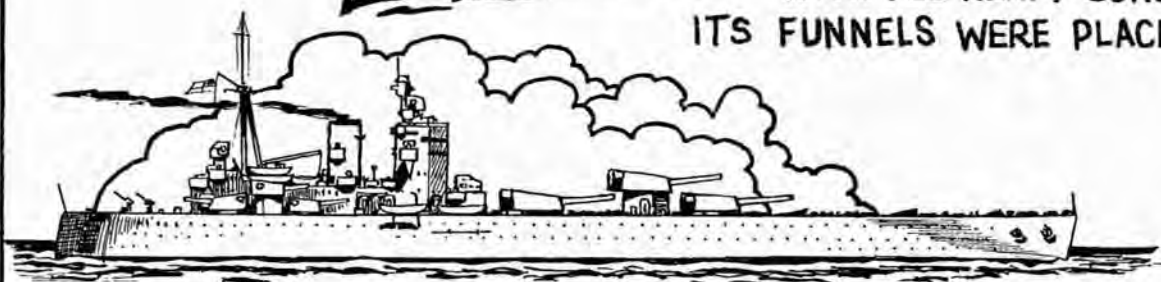
NAVAL LORE CORNER

NO. 9
'ALL GUNS FORWARD'
CAPITAL SHIPS.

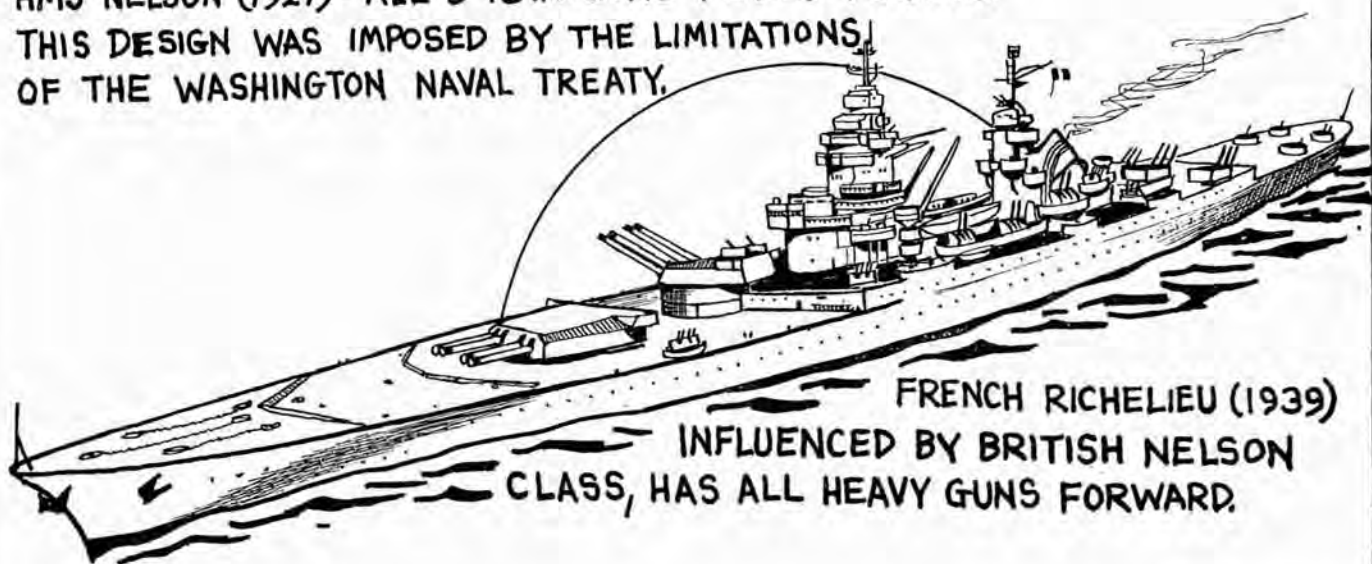


HMS VICTORIA
(1887) - TURRET SHIP

WITH ALL HEAVY GUNS FORWARD,
ITS FUNNELS WERE PLACED ABREAST.



HMS NELSON (1927) - ALL 9 16 IN. GUNS PLACED FORWARD.
THIS DESIGN WAS IMPOSED BY THE LIMITATIONS
OF THE WASHINGTON NAVAL TREATY.



FRENCH RICHELIEU (1939)
INFLUENCED BY BRITISH NELSON
CLASS, HAS ALL HEAVY GUNS FORWARD.

